

LAND TECHNOLOGIES, INC.

PLANNING • PERMITTING • ENGINEERING



Date: March 4, 2024

To:

City of Marysville
 Development Services
 80 Columbia Avenue
 Marysville, WA 98270

Response to Comments

Project Name: Undi Commerce Park
 Project File Number: PA 22008
 Review Completion: January 30, 2024

CITY COMMENTS	LAND TECH RESPONSE
Community Development: Reviewer: Chris Holland, Planning Manager	
1. No comments on the amended site plan.	Thank you.
2. Prior to advancing this project with a concurrency recommendation, and a SEPA Threshold Determination, the applicant will be required to work with Public Works and Community Transit on the proposed joint access with Ideal Industrial Park, specifically, related to existing overhead span signal, cross walk and bus stop locations. See comment No. 4 below	Thank you. We are proposing to reconfigure the existing span wire signal for Emergency operations only and installing a new mid-block pedestrian crosswalk. See Sheet C12- Frontage Modification Plan.
Public Works - Engineering: Reviewer: Jesse Hannahs, P.E. – Traffic Engineering Manager	
3. Frontage improvements including street lighting as well as ROW dedication may be required, specifically but not limited to, on 152nd St NE.	Thank you. Full Frontage improvement plan will be provided with construction plans. C1- Civil site plan denotes 152 nd St NE as a Minor Arterial. Annotation on this sheet requires Pavement width of 22-ft per EDDS 3-201-004,

CITY COMMENTS	LAND TECH RESPONSE
<p>a. 152nd St NE, per the Comp Plan is designated as a Minor Arterial per EDDS Standard Plan 3-201-004.</p> <p>b. Plans must provide detail required to construct 152nd ST NE frontage improvements including Plan, cross-sections, etc.</p>	<p>35-ft of ROW, sidewalk, and “152nd St Frontage Improvement per Minor Arterial required”</p> <p>See Sheet C13 – 152nd St NE Frontage Improvement Plan</p>
<p>4. Per EDDS 3-301, Arterial Access Management Standards shall apply:</p> <p>a. Proposed southern shared access point aligns with northern unsignalized Marysville Fire District driveway with a span wire traffic signal installation.</p> <p>i. Access location is only 30-40’ from the existing traffic signal.</p> <p>ii. A deviation would not be supported by Public Works Traffic Division for a full access at subject location with a traffic signal as currently exists given the conflict between northbound Smokey Point Blvd. traffic and trucks exiting the Industrial Developments.</p> <p>iii. Public Works Traffic Division would potentially support a variance if the development were to provide for one of the following options:</p> <p>A. Modification of the existing traffic signal to include signalization of the proposed shared driveway within the signal layout.</p> <ul style="list-style-type: none"> <input type="checkbox"/> TIA would need to be performed to evaluate signal LOS assuming east/west split phasing with the east & west legs not aligned. <input type="checkbox"/> Existing span wire signal installation might need to be fully replaced and/or new signal poles with mast arms be installed to accommodate new signal heads necessary. <input type="checkbox"/> Channelization modification to Smokey Point Blvd. would be required. <input type="checkbox"/> Signal installation/modification would be required to meet current MUTCD and ADA guidelines. <p>B. The existing traffic signal would need to be reduced to an Emergency Fire Signal only by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reconfiguring span wire signal heads to provide for fire signal operations only. <input type="checkbox"/> Relocating the existing pedestrian crosswalk contained within the traffic signal operations to the north or south with the installation of a marked two-stage offset mid-block crosswalk with RRFB systems. Fully 	<p>a. A new sheet titled Frontage Modification Plan details the RRFB and midblock crosswalk location and access driveway removal for unused access aprons. Existing span wire signal will be reconfigured for emergency operations only. Thank you. Further design details will be provided with civil construction plans.</p> <p>b. All access points and proposed access points are located on this new sheet (Frontage modification Plan) Access locations are provided directly opposite of the west driveways where practical. Access location of the center Undi access is provided so that opposing traffic making a left turn on to Smokey Point Blvd will not cross paths as indicated with the concept vehicle markers on the Frontage Modification Plan.</p> <p>c. All existing curb cuts/driveway aprons will be removed.</p>

CITY COMMENTS	LAND TECH RESPONSE
<p>built-out Pedestrian Median Refuge Island will be required with pedestrians having a 2-stage RRFB system with a non-direct through pedestrian path to encourage viewing of oncoming traffic. (See example at Grove ST & Bayview Trail west of 81st DR NE).</p> <ul style="list-style-type: none"> <input type="checkbox"/> CT Bus Stops on both east and west side of Smokey Point Blvd. will need to be relocated to be near relocated crosswalk with RRFB. <input type="checkbox"/> Location of proposed pedestrian crosswalk with RRFB shall be located to provide for the least negative impact to utilization of the existing two-way left turn lane. <p>b. Spacing of access points must meet access management standards. Access points shall align with existing access points on the west side of Smokey Point Blvd. or meet access management standards. Show west side access points on site plan and civil construction plans. A deviation may be required depending on locations of existing west side access points.</p> <p>c. Existing curb cuts on property frontage which are not to be utilized, shall be removed and replaced with roadway standard landscape strip and sidewalk</p>	
<p>5. Per EDDS 3-506, street lighting will be required.</p> <p>a. Smokey Point Blvd.</p> <ul style="list-style-type: none"> i. Existing City owned decorative street lighting is present along frontage and shall be maintained throughout project. ii. Any damage to street lighting system shall be repaired in kind by the development contractor. iii. If relocation of decorative street lighting is required as part of project for access point relocation, etc., design of such shall be required as part of civil construction plans. <p>b. 152nd ST NE:</p> <ul style="list-style-type: none"> i. Street Lighting upon 152nd ST NE) shall be PUD installed fiberglass pole installation type street lighting. ii. 152nd ST NE shall be designed as a minor arterial utilizing 250 watt equivalent LED fixtures. iii. Spacing of fixtures should be approximately 180'-220' iv. As part of civil construction approval proposed PUD street lighting locations will be provided by the City to the developer for submission to PUD and incorporation into the PUD site electrical plans. 	<p>Street lighting plan along Smokey Point Blvd and 152nd St will be provided as a part of civil construction plans. Thank you.</p>

CITY COMMENTS	LAND TECH RESPONSE
<p>v. Street light shall be provided a minimum of 20' to the east of proposed 152nd ST NE access point.</p> <p>vi. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.</p>	
<p>6. A signing and channelization plan shall be required as part of civil construction plans for 152nd ST NE frontage improvements and existing Smokey Point Blvd.</p> <p>a. Existing channelization on Smokey Point Blvd. shall be identified and replaced/repared if necessary by development contractor.</p> <p>b. To the extent feasible, 152nd ST NE shall be channelized in accordance with future corridor roadway cross-section.</p>	<p>Signing and Channelization Plan along Smokey Point Blvd and 152nd St will be provided as a part of civil construction plans. Thank you.</p>
<p>Marysville First District: Reviewer: Brian Merkley, Deputy Fire Marshal</p>	
<p>7. GENERAL:</p>	
<p>a. The project shall comply with the current fire code requirements including WA State and local City of Marysville amendments to the fire code. Any fire code required construction permits (IFC section 105.7) are obtained through Marysville Community Development.</p>	<p>Thank you.</p>
<p>b. Fire marshal approval of fire access and fire hydrant/water supply systems is required as part of the civil construction plan review and approval process.</p>	<p>Thank you. Detailed water plans will be provided with civil construction plan review.</p>
<p>8. WATER ISSUES:</p>	
<p>a. Fire hydrants with approved water supply must be in service prior to building construction.</p>	<p>Thank you.</p>
<p>b. The number of fire hydrants shall be determined on an average spacing of 300 feet computed on an imaginary line parallel to and not less than 50 feet from the structure. All hydrants are to be accessible to fire department pumpers over roads capable of supporting such fire apparatus (City EDDS 2-060). Plans show no hydrants available along the north end of the east aisle. Please add two hydrants; between buildings I – J and J – K.</p>	<p>Hydrants on the west side of buildings I-j and J-K provide the hydrant coverage required. Five existing hydrants are already located on the east side of the east aisle. These existing hydrants are identified in bold. Hydrant coverage meets the requirements. However, in an attempt to reach approval of the SEPA site plan, two additional hydrants have been added. Modification of these hydrants or use of the existing hydrants may be discussed as a part of civil construction plan review.</p>
<p>c. When the required fire flow is 2500 gpm or more, the fire hydrants shall be served by a main which loops</p>	<p>Water main is looped through site. Thank you.</p>

CITY COMMENTS	LAND TECH RESPONSE
around the building or complex of buildings and reconnects back into the distribution main. (City EDDS 2-060).	
d. Unobstructed access to hydrants and FDC's shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants (2018 IFC 507.5.4).	Agreed. No Parking fire lane signs will be installed around hydrants and FDC's with civil construction plan approval. No Parking fire lane annotation provided on sheet C1.
e. It is the developer's responsibility to see that adequate water for fire protection is attainable. The minimum required fire flow is determined using the 2018 IFC Appendix B, and depends upon building sizes, construction types, and sprinkler systems.	Thank you.
f. Proof of fire flow will be required. Documentation/certification of available water supplies for providing the required fire flows is required for final approval of the water system for this project and prior to building construction. Check with the city Public Works Dept. for water system information. Letter received dated 12/13/2022 showing 3,516 gpm at 14919 SPB.	Thank you
g. Fire hydrant coverage shall be provided along all roads and at intersections. "Fire hydrants meeting city specifications shall be installed on all extensions of the city water system at the time such extensions are constructed. All hydrants shall be owned and maintained by the city. The location and frequency of fire hydrants shall be specified by the city utility department and fire department; provided, that fire hydrants in commercial and industrial zones shall be spaced not more than 300 feet apart" (MMC 14.03.050).	Hydrants are included on sheet C8. It should be noted that there are many existing hydrants along the East edge of site that meet the requirements here but two additional hydrants have been located on this plan to reach approval of the sepa site plan.
h. Fire hydrants shall comply with city Water Design Standard 2-060 Hydrants, including 5" Storz fittings, with blue reflective hydrant markers to be provided in the roadways, located four inches off the centerline on the hydrant side of the road.	Thank you. See water plan and details. Blue reflective markers are required in the notes.
9. ACCESS ISSUES:	
a. An adequate access route for fire apparatus must be in service prior to any building construction.	Thank you.
b. A minimum 26 foot wide fire apparatus access is required within 20 feet on both sides of fire hydrants.	Thank you.
c. A minimum 26' wide aerial fire apparatus access roads are required in the immediate vicinity of any building more than 30' in height for ladder truck operations, with the near edge of the access located within 15'- 30' of the building, positioned parallel to at least one entire side of the building (MMC 9.04.503.1.4). Access shown on plans appears adequate.	Thank you.

CITY COMMENTS	LAND TECH RESPONSE
d. Roadways shall be marked "NO PARKING – FIRE LANE" where needed to maintain unobstructed emergency access (2018 IFC 503.3).	Thank you. Signing plan will be provided with construction permit submittal. Several locations on sheet C1 have been marked for "No Parking-Fire Lane" signage (typical). Comprehensive plans with fire lane signage will be provided with civil construction plan permit submittal.
e. Fire department vehicle access to buildings used for high-piled combustible storage shall comply with the applicable provisions in IFC Chapter 32 (2018 IFC 503.1.3).	Thank you
f. Access for firefighting operations along all sides of all buildings is required. A minimum 10' wide access is required for commercial and industrial buildings. All parts of building exteriors should be accessible for firefighting by an approved route around the building, and be within 150 feet of a minimum 26' wide fire apparatus access.	Thank you.
10. FIRE PROTECTION SYSTEMS & EQUIPMENT:	
a. Fire sprinkler and alarm systems will be required. Fire hose standpipe systems may be required. A fire pump system may be required. Emergency Responder Radio Coverage may be required. Building plans should show fire equipment locations. Separated rooms with exterior access doors are required for fire equipment.	Thank you. Specific locations will be provided in building plans.
b. A location in the sprinkler riser room is required for the DCDA backflow prevention for the fire sprinkler system. Contact Water Quality Specialist, at 360-363-8141 for fire sprinkler system backflow prevention device information. PIV's are not acceptable.	Thank you. Specific locations will be provided in building plans.
c. FDC's shall be located 3 to 10 feet from hydrants.	Thank you. Specific locations will be provided in civil construction plans. Currently, FDC's are not shown as the specific building designs have not been confirmed. FDC's will be located 3 to 10-ft from hydrants for service to each building.
d. The location of fire hydrants and FDCs requires approval on civil plans. Plans for underground fire sprinkler piping shall be shown on civil construction water plans, and submitted for fire marshal review and approval.	Thank you. Specific locations will be provided in site civil plans and building plans.
e. Where a fire pump is required for fire protection water supply it shall be diesel driven, or if electric motor driven shall have an approved backup power generator (diesel, LP, NG fuel).	Thank you. If required, location will be provided in building plans.

CITY COMMENTS	LAND TECH RESPONSE
f. Pump and riser room size shall be in accordance with MMC 9.04.901.4.6 requirements.	Thank you. Specific location/sizes will be provided in building plans.
g. Emergency responder radio coverage shall comply with MMC 9.04.510 requirements.	Thank you. Will be provided with building plans as necessary.
h. A radio signal strength survey of the bare ground should be completed prior to construction to determine the existing signal strength for compliance with IFC 510 Emergency Responder Radio Coverage requirements. Additional testing is required after sheetrock and glass has been installed, and required for final building acceptance.	Thank you. Note added to site plan.
i. Fire extinguishers are required in approved locations- minimum 2A-10B-C UL rated.	Thank you. Fire extinguisher locations will be provided in specific building plans.
j. If vehicle impact protection is deemed required for protection of any equipment it shall comply with IFC Section 312. Guard posts (bollards) are typically required for protection of gas piping, electrical equipment, fire protection piping and hydrants / FDC's located where they could be subject to vehicular damage.	Thank you. Specific locations will be provided in building plans.