COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ◆ Marysville, WA 98270 ◆ (360) 363-8000

April 16, 2024

Harold Christensen
Lance Mueller & Associates
130 Lakeside, Suite 250
Seattle, WA 98122

Re: Undi Commerce Park – *Technical Review 4*
PA 22008

Dear Harold,

After preliminary review of the revised application materials for the above referenced proposal, the Planning Division has the following comments:

City of Marysville Community Development – Planning Division

Chris Holland, Planning Manager
360.363.8207
cholland@marysvillewa.gov

1. No comments on the amended site plan.
2. The Ideal Industrial Park proposal is currently under enforcement for non-compliance with the grading and NPDES Permit. The City is curious how the applicant believes this will affect the joint use driveway proposal and cost sharing for Fire signal modifications and installation of the RRFB. Staff is prepared to issue a concurrency recommendation and SEPA Threshold Determination based on the conditions outlined in comment No. 3 – 7 below, as well as the comments from Community Transit below.

City of Marysville Public Works – Engineering

Jesse Hannahs, PE, Traffic Engineering Manager
360.363.8287
jhannahs@marysvillewa.gov

3. Frontage improvements including street lighting as well as ROW dedication may be required, specifically but not limited to, on 152nd St NE.
   a. 152nd St NE, per the Comp Plan is designated as a Minor Arterial per EDDS Standard Plan 3-201-004.
   b. Plans must provide detail required to construct 152nd ST NE frontage improvements including Plan, cross-sections, etc.
4. Traffic Signal Modification to Fire Signal and relocated Crosswalk with RRFB:
   a. As part of civil construction plans, the existing traffic signal will need to be reduced to an Emergency Fire Signal only:

i. Reconfiguring span wire signal heads to provide for fire signal operations only.

ii. Relocating the existing pedestrian crosswalk contained within the traffic signal operations to the south at proposed location with the installation of a marked two-stage offset mid-block crosswalk with RRFB systems.

A. Offset shall be increased to a minimum of 10' and maximum of 20' to provide greater separation of 2 RRFB systems with pushbuttons in median to have minimum separation of 10' per ADA.

B. Given location of street light on east side of roadway, move crosswalk across northbound traffic further to south to provide for pedestrians/vehicles to not have view blocked by decorative street light pole.

C. Specifications and details for RRFB systems shall be requested by civil design engineer for inclusion into civil plans.

iii. 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. Preference for far-side bus stops in each direction to provide for less delay to transit if pedestrians immediately desire to cross Smokey Point Blvd. at RRFB.

5. Per EDDS 3-506, street lighting will be required.

a. Smokey Point Blvd.

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.

b. 152nd ST NE:

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.

v. Street light shall be provided a minimum of 20' to the east of proposed 152nd ST NE access point.

vi. Contact Eddie Haugen of Snohomish County PUD at (425) 783-8276 or wehaugen@snopud.com for more information regarding PUD street lighting.

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.

a. Existing channelization on Smokey Point Blvd. shall be identified and replaced/repaired if necessary by development contractor.

b. To the extent feasible, 152nd ST NE shall be channelized in accordance with future corridor roadway cross-section.

7. Community Transit Comment Response:

a. Northbound Bus Stop should be moved north of proposed development access point to reduce opportunities for a stopped bus to block visibility for drivers existing the Undi driveway.

b. Southbound bus stop shall be relocated to south of proposed marked crosswalk location per diagram provided on 3/19/24.

c. RRFB systems are shown to with proper design be as or nearly as effective as HAWK signals at significantly less cost, therefore the RRFB systems shall be acceptable.

d. 10' minimum of ROW behind back of curb shall be provided at relocated northbound bus stop to provide for future CT bus shelter installation.

Marysville Fire District

Brian Merkley, Deputy Fire Marshal
360.363.8500
bmerkley@mfdrfa.org

8. Comments related to fire code compliance for this project are noted below.

a. Pertinent applicant responses below are in red.

b. "Acknowledged" is intended to state that the applicant has responded and that fire has no comment.

c. Fire comments / feedback are in italicized *red.*

d. Additional comment on item 12.k.

9. **GENERAL**:

e. 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. Acknowledged.

f. 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. Acknowledged.

10. **WATER ISSUES**:

a. Fire hydrants with approved water supply must be in service prior to building construction. Acknowledged.

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.*

"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."

Understood, as long as the existing hydrants to the east have clear fire access from the new property without any obstructions (ie fence, ditch, vegetation, unmaintained surface).

c. When the required fire flow is 2500 gpm or more, the fire hydrants shall be served by a main which loops around the building or complex of buildings and reconnects back into the distribution main. (City EDDS 2-060). Acknowledged.

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). Acknowledged.

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.

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.* Acknowledged.

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."

Understood, thank you.

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. Acknowledged.

11. **ACCESS ISSUES**:

a. An adequate access route for fire apparatus must be in service prior to any building construction. Acknowledged.

b. A minimum 26 foot wide fire apparatus access is required within 20 feet on both sides of fire hydrants. Acknowledged.

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.* Acknowledged.

d. Roadways shall be marked "NO PARKING – FIRE LANE" where needed to maintain unobstructed emergency access (2018 IFC 503.3). Acknowledged.

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). Acknowledged.

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. Acknowledged.

12. **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. Acknowledged.

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. Acknowledged.

c. FDC's shall be located 3 to 10 feet from hydrants. Acknowledged.

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. Acknowledged.

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). Acknowledged.

f. Pump and riser room size shall be in accordance with MMC 9.04.901.4.6 requirements. Acknowledged.

g. Emergency responder radio coverage shall comply with MMC 9.04.510 requirements. Acknowledged.

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. Acknowledged.

i. Fire extinguishers are required in approved locations- minimum 2A-10B-C UL rated. Acknowledged.

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. Acknowledged.

k. **Additional item**: Due to recent changes in permitting processes, a fire line permit(s) will be required prior to construction.

Community Transit

Mel Hill, Project Manager – Strategic Planning
425.521.5448
melanie.hill@commtrans.org

Our Design and Operations team reviewed the provided material and advised that they are not opposed to shifting the stop closer to the new crosswalk, however, north of the new driveway would be a better location.

While this means a longer walking distance for riders, it would also provide more visibility and safety compared to the proposed location, especially for vehicles turning left out of the property and not seeing traffic passing the bus.

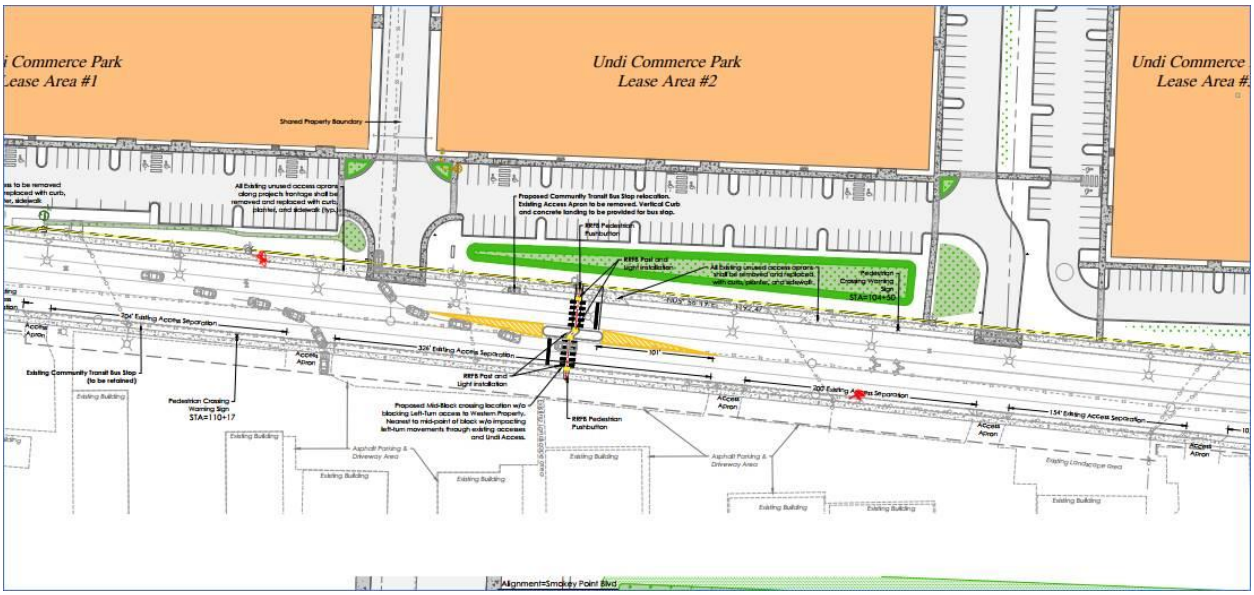
Even if the stop stays at the revised location it would be better suited further north as it may place the tail of an articulated bus almost in the crosswalk.

Regardless of the finalized stop locations, we would ask that the utility strip would be filled to accommodate a 50' bus to cover all doors and to maintain at least a 10' width between the back of the sidewalk and the curb so a shelter can be installed at a later point. The shelter would be provided by Community Transit.

Another suggestion the team has made is using a HAWK signal instead of a RRFB.

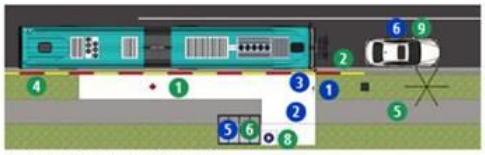
They were also curious to learn whether southbound bus stops were also under consideration for relocation.

The red dots on the image below are the location the team is proposing for the new bus stops:



We would also like to provide the following visuals for the request to provide a filled utility strip and shelter location.

Figure 6.5-2. Basic Stop with Shelter



Plan View with amenity zone/planter strip

Revised application materials must be accompanied with a written response detailing how each of the items outlined above and attached hereto have been addressed, and what sheet the change(s) can be found on.

After you have had an opportunity to review, please let me know what technical review comments you need clarification on. Once received I can set up a Zoom meeting with all of the applicable city and agency representatives. I you have any questions, please contact me at 360.363.8207, or by e-mail at cholland@marysvillewa.gov.

Sincerely,

Chris Holland

Chris Holland
Planning Manager

e-copy: Haylie Miller, CD Director
Ken McIntyre, PE, Assistant City Engineer
Tyler Foster, PE, Land Technologies, Inc.
Shale Undi, owner