



Date: November 28, 2022

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

Response to Comments

Project Name: James G, Murphy Auctioneers
 Project File Number: PA22037 - Technical Review 1
 Review Completion: November 1, 2022

CITY COMMENTS	LAND TECH RESPONSE
Development Services: Reviewer: Chris Holland, Planning Manager	
1. Portable offices are not permitted on-site. The applicant shall be required to submit a building permit for a permanent structure on a fixed foundation.	There is not a permanent portable office proposed here. Any onsite use of a permanent office will be inside the building. There is a small mobile office that is used for offsite auctions that will be parked onsite between auctions.
2. Provide the encumbrance documents outlined in the Title Report prepared by Chicago Title Insurance Co., dated September 28, 2022.	Encumbrances are included in a single document for Submittal. The surveyor has located each on survey map and these are included on the administrative site plan. A list of all encumbrances are referenced on P1 to sheet C4.
3. Pursuant to MMC 22C.020.330(3) the maximum fence height in Industrial zones is 10' (8' proposed). All fences greater than 6' in height require a building permit.	Thank you. A building permit for the 8ft tall fence has been submitted.
4. Sheet P1 shall be amended, as follows:	


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<p>a. Include File No. PA22037 on all future plan submittals.</p> <p>b. Depict all encumbrances outlined in the Title Report prepared by Chicago Title Insurance Co., dated September 28, 2022, including reference to the applicable Auditor's File Number (AFN). If the encumbrances cannot be depicted then they shall be referenced.</p> <p>c. Pursuant to MMC 22C.020.320, storage space shall be apportioned and located in collection points, and designed, as follows:</p> <p>Commercial:</p> <p>3 SF per every 1,000 SF of manufacturing GFA.</p> <p>Storage space may be allocated to a centralized collection point.</p> <p>Outdoor collection points shall not be located in any required setback areas.</p> <p>Collection points shall be located in a manner so that hauling trucks do not obstruct pedestrian or vehicle traffic on-site, or project into any public right-of-way.</p> <p>Access to collection points may be limited, except during regular business hours and/or specified collection hours.</p> <p>Generally:</p> <ul style="list-style-type: none"> . Dimensions of the collection points shall be of sufficient width and depth to enclose containers for recyclables. . Architectural design of any structure enclosing an outdoor collection point or any building primarily used to contain a 	<p>a. PA 22-037 now included on all sheets.</p> <p>b. Encumbrances and reference to each is supplied on the administrative site plan, P1. These encumbrances are also listed on sheet C4.</p> <p>c. Again, trash/recycling area is provided and shown. Concrete Pad is described with concrete walls for screening</p> <p>There is no manufacturing space.</p> <p>The collection point along the center of the north property line is provided in compliance with MMC 22C.020.320</p> <p>As is.</p> <p>Aisles for access will be left unobstructed. Location has been accepted by Sanitation</p> <p>Access will be generally open and accessible</p> <p>The proposed collection point is 20' wide and 12' deep.</p> <p>The enclosure proposed is a Cinder Block Wall</p>

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<p>collection point shall be consistent with the design of the primary structure(s) on the site.</p> <ul style="list-style-type: none"> . Collection points shall be identified by signs not exceeding 2 SF. . A 6' minimum high wall constructed of concrete block or brick shall enclose any outdoor collection point. . Enclosures for outdoor collection points and buildings used primarily to contain a collection point shall have gate openings at least 12' wide for haulers. In addition, the gate opening for any building or other roofed structure used primarily as a collection point shall have a vertical clearance of at least 12'. . Weather protection of recyclables shall be ensured by using weather-proof containers or by providing a roof over the storage area. <p>d. In addition to the collection for recyclables outlined above, all developments shall provide a designated spot for service elements (refuse and disposal). Such elements shall meet the following requirements:</p> <ul style="list-style-type: none"> . Service elements shall be located to minimize the negative visual, noise, odor, and physical impacts to the street environment, adjacent (on and off-site) residents or other uses, and pedestrian areas. . The designated spot for service elements shall be paved with concrete. <p>Appropriate enclosure of the</p>	<p>Sign on gate will be less than 2 sf.</p> <p>As shown on plans</p> <p>The 20-foot-wide front of the collection point will allow for a gate in excess of 12 feet.</p> <p>The receptors will be weather proof containers.</p> <p>d. The Collection Point is per Code for all the following points</p> <p>It is located some distance from Public Streets and will be behind an evergreen perimeter hedge and cinder block walls.</p> <p>Pad proposed is concrete</p>

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<p>common trash and recycling elements shall be required, as follows:</p> <p>A 6' minimum high fence constructed of concrete block or brick enclosing trash and recycling receptacles is required. Coordination with the current franchise hauler is required. Enclosures shall include screening for any openings.</p> <p>Preferably, service enclosures are integrated into the building itself.</p> <p>e. Provide 5' minimum width landscape islands at the end of parking rows and every 10 stalls. Protective curbs are required around the perimeter of all interior landscaped areas.</p> <p>f. Pursuant to MMC 22C.130.050(3)(a)(i) in order to control dust and mud, all vehicle areas must be surfaced with a minimum all-weather surface. Gravel surfacing is not considered an all-weather surface.</p> <p>Surplus (overflow) parking and storage areas, located on APN 30050400200200, is exempt from the all-weather surface requirement, provided, all surfacing must provide for the following minimum standards or approval:</p> <p>Gravel parking facilities shall be</p>	<p>6' cinder block fence proposed</p> <p>Not practical for this existing building</p> <p>e. Landscape for parking per code There is a 12' landscape strip at the north end of the stalls and a 25' strip of landscape at the south end of the stalls along the front of the building. A 14'x 20' island is also at the south end next to the east-west line of stalls. There is a smaller triangular island at the west end of these stalls also. Each existing parking space within the existing parking space fronting the existing building is within 45-ft of a landscaped area. It would be very difficult to break the existing parking stalls along the building front at every 10 stalls with a new LS Island.</p> <p>f. Driveways and approaches will be paved. JG Murphy is cognizant of dust control and only uses clean gravel with 0% fines content. The gravel is 12" thick composed of multi-layers of varying gradations to form an all weather surface that is also stable for wheel traffic. There will be no mud track out or dust generated on this site.</p> <p>Asphalt ramps are proposed into the storage area of the site which will further prevent tracking of gravel onto city streets. No gravel access is adjacent to the City streets. All driveways and ramps are paved to city street exceeding 20-feet.</p> <p>Asphalt pavement in the parking areas for equipment would soon be turned to "gravel". Any of the items stored, except for wheeled</p>

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<p>surfaced with no less than three inches of crushed gravel.</p> <p>Dust is controlled.</p> <p>Storm water is treated to city standards.</p> <p>Rock and other debris is not tracked off site.</p> <p>Driveway and approaches shall be paved with an all-weather surface, specified by the city engineer, from at least 20 feet back from the property line to the street.</p> <p>g. Bicycle parking shall be provided at a rate of 5% of the number of required off- street auto parking spaces.</p> <p>h. The proposed off-street parking stalls do not comply with the dimensional requirements outlined in MMC 22C.130.050 Table 2, particularly the stall depth for both the perpendicular and angled stalls.</p> <p>i. The proposed ADA stall is required to be a van accessible stall with an 8' load and unload area. The parking stall shall be amended accordingly.</p> <p>j. Provide a minimum 5' wide raised pedestrian pathway along the</p>	<p>vehicles would damage asphalt paving. The site would be broken asphalt in a matter of months. <u>Gravel is best suited for the operations at this site and, as proposed, will provide an all weather surface that will allow for dust and mud control. Additional BMPs will be added as needed.</u></p> <p>Driveways and approaches are proposed to be paved per these criteria. The existing pavement in front of the building provides 200' feet of paved surface between the equipment parking area and the street.</p> <p>g. Bicycle parking is not required for any "<u>new use</u> which requires 20 or more automobile parking spaces" per MMC 22C.130.060. Less than 20 parking stalls are also required. The existing site and existing building/Use are not required to supply bicycle parking.</p> <p>h. The off-street parking stalls will comply with 90* stall dimensions and an interpolated 52.5*stall dimensions of Table 2, MMC 22C.130.050. The site plan has been revised to accommodate these widths and depths. See Sheet P1 and C1. Per 22C.130.050, 5 (b.)(i.) interpolated angles are allowable. The dimensions are mid-way between 45* and 60* dimensions. A table has been provided to show compliance with code. See P1 & C1.</p> <p>i. Building Code and the building official determine compliance with ADA parking. Only one accessible parking space is required under IBC 1106.2. The van access space provided is consistent with the "Van Space - 'Wider access aisle" provisions of the PROWAG. This space has a 96" stall width and 96" Load Zone (LZ). We are providing a 108" stall width and 108" Load Zone to fulfill the Van Accessible ADA stall requirement.</p> <p>j. Adding a raised pedestrian pathway that is 5-ft wide would require the entire existing building to be raised to the height of the</p>

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<p>frontage of the building.</p>	<p>raised pathway. A raised pedestrian pathway cannot be provided along the existing buildings frontage.</p> <p>A pathway was added from the frontage sidewalk to the building frontage under previous owners.</p>
<p>5. The Landscape Plan shall be revised as follows:</p> <p>a. The scale is incorrect.</p> <p>b. Add the landscape maintenance notes from MMC 22C.120.180.</p> <p>c. Add the following note:</p> <p>Utility meters, electrical conduit, and other service utility apparatus shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street or pedestrian pathway they shall be screened with vegetation or by architectural features.</p> <p>d. Provide Bowhall Red Maple street trees along State Avenue.</p> <p>e. The required 5' perimeter buffer does not comply with the L1 screening requirements. General guidelines for an L1 buffer include:</p> <ul style="list-style-type: none"> • A mix of primarily evergreen trees and shrubs placed to form a continuous screen; • At least 70 percent evergreen trees; • Evergreen trees spaced no more than 15 feet on center; • Deciduous trees spaced no more than 20 feet on center; • Evergreen shrubs spaced no more than four feet apart; and • Ground cover. <p>f. Stormwater management facilities require a 5' L5 landscape buffer</p>	<p>a. Scale has been updated See Landscape Plan L-1.</p> <p>b. Maintenance notes have been added. See Landscape Plan L-1.</p> <p>c. The note had been added to L1.</p> <p>“No new utility infrastructure is proposed all existing infrastructure is screened from the ROW and electrical service entrance to the building is overhead.”</p> <p>d. Bowhall red maple is provided along Smokey point Blvd. See Landscape Plan L-2.</p> <p>e. MMC 22C.120.160 (1) does indicate that there is a need for a 5' perimeter buffer for “All...loading and outside storage or activity areas... shall be screened...on adjacent properties.</p> <p>To provide an effective screen in 5' wide space does require trees and shrubs that suit to space provides the “hedge”. We are proposing a mix of Emerald Green Pyramidalis and Portuguese Laurel. The groundcover is Bearberry Cotoneaster. See Landscape Plan L-2.</p>

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<p>around the entire perimeter of the facility.</p> <p>g. In addition to the hardscaped screening requirements for garbage collection, dumpsters and recycling areas, a minimum 5' L2 screen shall be provided around the perimeter. Solid Waste and Recyclables collection areas shall be screened accordingly.</p>	<p>The purpose of the L5 buffer is to provide visual relief in sight line visible from the public ROW. Some of these landscape code requirements were intended for what we call "detention prisons" which typically ended up being unsightly and un-maintained fenced ponds that were an eyesore when grown over with alder and blackberries. These biocells provide a landscape feature in themselves as part of the functional needs of the cell itself.</p>  <p>We prefer to use a Micro-clover/grass cell floor for stormwater treatment with the small slopes and perimeters planted with shrubs. We require these cells have at least a yearly maintenance plan to maintain these landscapes.</p> <p>We do feel these cells do meet the intent of an L5 buffer and would request some flexibility on this requirement given the nature of these cells and the nature of the detention ponds this code was actually intending to address. We would request a "minor administrative deviation" to allow for the landscape nature of the whole "cell" itself.</p> <p>A 5' Screening buffer has been added to the dumpster facility. The screen proposed is consistent with the perimeter buffer providing Emerald Greens, Portuguese Laurel, and Bearberry Cotoneaster.</p>

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<p>6. Provide an illumination plan designed in accordance with MMC 22C.130.050(3)(d), as follows:</p> <ul style="list-style-type: none"> a. 25' maximum height; b. Fixtures shall be full cut-off, dark sky rated, with lower fixtures preferable so as to maintain a human scale; c. Pedestrian scale lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety; d. Parking lot lighting shall be designed to provide security lighting to all parking spaces; e. Lighting shall be shielded in a manner that does not disturb residential uses or pose a hazard to passing traffic. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line. f. Fixture design shall incorporate unique design features that coincide with the architectural design of the building(s) g. Signage shall comply with Chapter 22C.160 MMC. An individual sign permit application is required to be submitted. h. Prior to permit issuance, the applicant shall be required to submit payment for traffic impacts. The anticipated traffic impact fees (TIF) are \$55,500 (25 PMPHT x \$2,220), however, the actual TIF will be finalized after review and approval of the Traffic Impact 	<p>An illumination plan is provided with this resubmittal as a separate sheet.</p> <ul style="list-style-type: none"> a. Luminaire schedule shows a mounting height of 25-ft. b. All luminaires comply with the Marysville Municipal code with 0 uplight and back light shields used where necessary c. Lighting is provided at the ROW path and building façade. d. Parking lot lighting is provided on the building façade and in the adjacent landscaped area. e. All luminaires comply with the Marysville Municipal code with 0 uplight and back light shields used where necessary f. Fixtures are LED luminaires by FLC. g. If new signs are proposed, a new sign permit application will be submitted. h. See traffic comments, TIF's will be provided.

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Analysis.	
Enclosed are copies of comments received from other City departments, and reviewing agencies. 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.	Thank you.
Community Development Department: Building Official: Michael Snook	
1. Applicant shall comply with any and or all provisions the 2018 Edition of the International Building, Residential, Mechanical, 2018 Uniform Plumbing Codes, and current Washington State Amendments.	Thank you.
2. Applicant is to call for a final inspection on permit B22-0320, after all proposed work is completed.	Thank you.
Public Works: Brooke Ensor, NPDES Coordinator	
1. This project received a complete application determination on October 10 th 2022. The design must use the 2019 Stormwater Management Manual for Western Washington.	Thank you.
<p>2. Source Control BMPs apply to this site. Please review Volume IV Source Control BMPs. With this requirement please describe in more detail:</p> <ul style="list-style-type: none"> • What will be stored here? • Will any type of fueling or vehicle maintenance activities occur at this site? 	<p>Miscellaneous items for auction will be temporarily parked onsite for auctions. Items are brought in and open for review before the offsite or online auction. Typically, items arrive about a week before and leave a within a week after the auction. The auctions are every 6 weeks meaning the yard is mostly vacant 8 to 9 months a year.</p> <p>No fueling and zero vehicle maintenance will occur on this site.</p> <p>Source control BMPs are required to prevent stormwater from coming into contact with pollutants. The site will not store or contain any pollutants that stormwater would come in contact with.</p>

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<p>3. For commercial projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control will be required to record a covenant/easement for all of the facilities that will become privately owned and maintained (attached). A draft should be submitted with Civil Plan review documents. An online copy of this form can be found by visiting the City web site: http://www.marysvillewa.gov/96/Community-Development then clicking on "Permit applications, forms and fees" then "Engineering Services."</p>	<p>Covenant/Easement will be recorded.</p>
<p>Community Transit: Scott Ritterbush, Planning Project Manager</p>	
<p>We have an active/existing bus stop on NB SP Blvd, far side of 136th. Please retain.</p>	<p>Bus stop will be retained.</p>
<p>Public Works: Jesse Hannahs, P.E. – Traffic Engineering Manager</p>	
<p>1. Traffic impact fees will be required form the City and depending on trip generation/distribution, may be required from the County and State.</p>	<p>Thank you.</p>
<p>2. A Traffic Impact Analysis (TIA) will be required. a. TIA is acceptable</p>	<p>Thank you.</p>
<p>Public Works: Reviewer: Kacey Simon, Civil Plan Review</p>	
<p>Stormwater Covenant and Easement form is attached.</p>	<p>Thank you.</p>
<p>PLANSET COMMENTS</p>	
<p>Sheet C1</p>	
<p>Drainage Report Comments:</p> <ul style="list-style-type: none"> • Please include a basin map on next submittal to identify facilities and basins used. • Total acres accounted for does not add 	<p>Basin map has been added to the drainage report WWHM section and referenced. The basin maps in the central portion of the 'West' and 'East' sides are modeled to overlap as a precaution to ensure either 'central' cell can</p>

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<p>up</p> <ul style="list-style-type: none"> I'm having a hard time following your WWHM report. I could not replicate what you created so please include the whole report on next submittal 	<p>accommodate the small space behind the building. (The contractor had an idea to direct water in this rear area behind building to the cells. The modeling with these overlapping areas will allow any as-built condition to be accommodated)</p> <p>The mitigated areas in the WWHM exceed the 4.58-acres of conversion. There are multiple Land-Use elements distributed through the report. Adding each up results in the total pre-developed area. Further, when Bioretention cells are used, the areas of the cells themselves shall be discounted from the overall basin modeling. On this system, we are not accounting for this as a conservative measure in an effort to get approvals.</p> <p>WSDOT Precipitation Series is used. WWHM report is attached to Drainage Report. WWHM PDF Report is also provided.</p>
<p>Sheet C4</p>	
<p>This portion of the site will need to be paved.</p>	<p>Driveways and approaches will be paved. JG Murphy is cognizant of dust control and only uses clean gravel with 0% fines content. The gravel is 12" thick composed of multi-layers of varying gradations to prevent mud from pumping which would lead to tracking. There will be no mud track out or dust generated on this site.</p> <p>Asphalt ramps are proposed into the storage area of the site which will further prevent tracking of gravel onto city streets. No gravel access is adjacent to the City streets. All driveways and ramps are paved to city street exceeding 20-feet.</p> <p>The storage areas through the bulk of the site will cannot be paved. There is no ability to predict what equipment, material, machinery, or liquidated inventory that may be stored on site at any one time. Any of the items stored, except for passenger vehicles would damage asphalt paving. The site would be broken asphalt in a matter of months. <u>Gravel is required for the operations at this site.</u></p> <p>Meeting with Ken and Chris on 12/8/2022 gave acceptance of a Conditional gravel of the site, provided no gravel is tracked offsite, and no dust</p>

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	is generated.
This portion may remain gravel for parking of tracked equipment	Please see above.
Sheet C8	
Please add several spot elevations and coordinates to the plans.	Spot elevations with coordinates will be added to the plan although the site is already grade to final specifications 😊
These base lines are not clear to show the contractor how to properly grade the site	<p>The contractor did a fairly good job building the subgrade using a digital elevation model and 3D grade control of the design surface that we gave them. The grade control equipment integrated into bulldozers and excavators give precise feedback to the operators directly related to our 3D design surface model in real-time as they are moving through the site. Link to a Trimble Youtube.</p> <p>https://play.vidyard.com/q9mq5kW1ZLhASSvEqpA7VM.jpg</p> <p>The surface was surveyed and reviewed by our team for verification prior to importing rock to ensure the grade slopes to each zone (basin) as required. The edge along Smokey Point Blvd and 136th for the western portion of the site was a little low and we did request an additional compacted 6" lift at the perimeter and through the ridge separating the "West" from the "West Central" areas. This survey may be supplied for as-built close-out but was required by us to ensure consistency in design. This grade control has not been confirmed for the east side of the site, or adjacent to the building to the north. (Hence the dual wwhm areas overlapping in prior response)</p> <p>A 50-ft offset has been added to this plan for fulfillment of request. As-builts will denote the finished survey grade.</p>