

Review Comments By: Emily Morgan, Sr. Planner

Review Comments Date: August 25, 2022

Response Date: September 26, 2022

Comment	Response
1 City staff and WSDOT had a meeting on July 21, 2022 to discuss required improvements along 172 nd St NE. The following was determined:	
1.1 Frontage along 172 nd St NE can be built out as generally proposed with a sidewalk/trail, driving lane, and planted median. However, WSDOT does not want biocells in the right of way – they would rather see standard planters instead of storm drainage facilities in the planters.	WSDOT confirmed via email on 9/22 that "This section of SR 531 is on what WSDOT classifies as managed access and also within City of Marysville limits." WSDOT is not oppsing the bioretention cells.
1.2 Coordination amongst the Lodge Phase 5 and this development should be conducted in order to have the required improvements be cohesive.	Lighting and any forntage improvements on 172nd will be coordinated with Lodge 5 as part of the construction Civil plan permit. Lodge 5 has not advanced their design to the poin tthat they can coordinate as of September.
1.3 A right turn lane for the eastern travel lane to the south leg of the RAB at 23 rd St NE would be required.	Acknowledged. We currently show more than enough roundabout travel lane width on the SW side of the intersection for a second travel/right turn lane. Full design to be done at civil plan review.
1.4 A new ICE is not needed for the south leg of the RAB at 23 rd St NE but rather an addendum to the original RAB ICE would be needed.	the original A copy of the original ICE has not been provided. ICE report will be completed for the Civil Constrion plan permit submittal. Per email received from WSDOT on September 19th: "ICE report will be rather limited in scope because it's currently roundabout control and there's no interest to change that. The report will simply need to address the need for a new connection and how it is expected to operate in the future with the additional developments". WSDOT has not responded to requests for additional clarification on the scope of analysis.
1.5 WSDOT had no issue with the 19 th St NE RAB being located to the northwest/west of the originally planned location.	Acknowledged.
2 Based on the provided 172 nd St NE Frontage Rendering, staff finds the proposed configuration of the building along the frontage of the property would meet the intent of LNMP B.3(2)(a)(ii). However, provided plans (site, civil, or landscaping) do not include the pedestrian connections from the ground floor patios to the sidewalk along 172 nd St NE as shown in the provided rendering.	Pedestrian walkway connections have been added to drawings from lower unit rear patios to the new trail on the south side of 172nd St. along with new walkways on 19th and 23rd. Refer to landscape site plans L1.00, L1.01-L1.04, L1.07-L1.08, and L1.11.
3 Per MMC 22C.130.050 Table 2, 90 degree parking spaces must be 8.5 ft. wide and 18 ft. deep. Further, any vehicle overhang must be free from interference from sidewalks. As proposed, the parking spaces are to be 16 ft. deep with a 2 ft. overhang on the 7 ft. walkways. Per LNMP B.3(2)(a)(v), internal walkways/sidewalks must be a minimum of 5 ft. in width. Revise plans to meet these provisions.	Per Email from Emily Morgan dated 9/09/22 at 10:23 AM, City will allow current parking stall design of 16' with2' overhang across a 7' sidewalk. No change needed at this time.
3.1 In regard to the requirement of 15 ft. separation between ground floor windows and the edge of the pathway. Comment from the City Fire Marshal allow for a maximum separation of 35 ft. from aerial fire apparatus access and the structure. Staff concurs that fire access regulations govern above design standards. Therefore, staff is agreeable to allowing for a separation of less than 15 ft., but the applicant should provide the largest separation distance as feasible.	Acknowledged.
4 Prior to civil construction plan approval, a detailed landscaping plan depicting all of the applicable elements outlined in MMC Chapter 22C.120 , Sections B.3, B.6 and B.13 of the LNMP and the Administrative Landscaping Guidelines shall be approved.	All applicable elements outlined in MMC Chapter 22C.120, Sections B.3, B.6, and B.13 of the LNMP and the Administrative Landscape Guidelines are depicted in the Landscape Plans. Refer to L1.00-L1.14.
Based on a cursory review of the proposed landscaping plan, staff has the following specific comments:	
4.1 Per LNMP B.3(2)(d), the public trail area along 172 nd St NE should be distinguished from a semi-private yard with a short fence, hedge, or retaining wall no more than 4 ft. in height. Revise landscaping plan to incorporate a short fence/hedge/retaining wall within the proposed 15 ft. L3 Landscape buffer.	The landscape plan has been revised to include a mix of hedge-like shrubs (not to exceed 4' in height) within the 15' L3 buffer that will provide a distinguishing presence between the semi-private yards and the public trail along 172nd Street NE. Refer to landscape plans L1.00, L1.01-L1.04, L1.07-L1.08, L1.11-L1.12, and L1.14.
4.2 Provide a details page that includes the typical design specifics of the proposed amenities, such as the playground equipment, benches, picnic tables, etc.	Typical details have been added for site amenities, such as the playground elements, benches, picnic tables, etc. Refer to Site Amenities L2.00-L2.01.

4.3	Typical side view of perimeter landscape areas, specifically the proposed perimeter buffer landscaping.	Typical side views of the perimeter buffer landscape have been added to the plans. Refer to Buffer Sections on sheet L1.14.
4.4	Trash enclosures are to be fenced with a 6 ft. concrete block or brick fence/wall. This specification was not included in the site plan or landscaping plan—please confirm that the proposed enclosures would meet this requirement.	6-foot tall concrete block walls are proposed. Refer to updated admin site plan which notes enclosure and covering requirements pointing to the new trash enclosure directly NW of Building L. Refer to landscape plans for locations on sheets L1.01, L1.03, L1.05-L1.07, and L1.09-L1.10.
4.5	Identify areas that are to be fenced and demonstrate compliance with LNMP B.11 for the proposed height/material of the fencing.	Fenced areas have been identified and proposed height/material complying with LNMP B.11 added to the landscape site plans. Refer to L1.00, L1.05, and L1.08-L1.11.
5	Prior to civil construction plan approval, an exterior lighting plan meeting the standards outlined in LNMP B.3(4)(c) and MMC 22C.130.050(3)(d) shall be required to be approved.	Acknowledged.

Review Comments By: Scott Ritterbush, Planning Project Manager

Review Comments Date: August 3, 2022

Response Date: September 26, 2022

<u>Comment</u>	<u>Response</u>
Thank you for this updated information regarding the adjustment of the bus stop from a pull-out to an in-lane bus stop and the acknowledgement of our other comments. At the risk of stating the obvious, where the bus stop is located we ask that there be continuous concrete between the curb and the sidewalk / path rather than a planter strip. This will provide for front door <u>and</u> rear door boarding and deboarding and along with the in-lane bus stop contribute to more efficient transit operations. We also appreciate the inclusion of the bus shelter pad and look forward to confirming all these details during further design review.	Acknowledged. An addition rear bus pad has been depicted on the updated drawing set.

	Comment	Response
1	Frontage Improvements: Frontage improvements are required per MMC 12.02A.090 on all projects. Frontage improvements are described as curbs, gutters, and sidewalks; underground storm drainage facilities; patching the street from its preexisting edge to the new curb line; and overlayment of the existing public street to its centerline.	Resolved in TR1 response.
a	172 nd Street NE shall be constructed in accordance with Standard Plan 3-201-002	Resolved in TR1 response.
b	19 th Ave. NE shall be per EDDS Standard Plan 3-204-004 with three lanes and bike lanes including curb/gutter, landscape strip, 5' west side sidewalk and 12' east side multi-use path. Half street construction for this project will require a 20 foot wide driving surface.	Resolved in TR1 response.
c	All other necessary improvements on 172nd Street shall be performed per the guidance that has been provided by the Traffic Engineer.	Acknowledged.
d	For the future 23 rd Ave NE, the half street improvement must have a 24 foot wide driving surface, a 5 foot planter and a 5 foot sidewalk.	Resolved in TR1 response.
2	Dedication Requirements: a. The dedication along 172 nd Street appears correct. b. 19 th Ave NE that has been revised looks to have the proper dedication widths. c. For 23 rd Ave NE, what is shown to be dedicated is to standard.	Resolved in TR1 response.
3	Access: a. The minimum width of a commercial driveway is 24-feet and the maximum is 40-feet.	Resolved in TR1 response.
4	Drainage: All projects in the city of Marysville must comply with requirements stipulated under the MMC 14.15.040 and 14.15.050. a. Stormwater drainage: The city has adopted the 2012 Ecology Manual as amended in 2014. Projects above the 5,000 square feet threshold must comply with requirements stipulated in Volume I, Chapter 2 of the Stormwater Management Manual for Western Washington. The following revisions will be necessary in the next submittal:	Resolved in TR1 response.
	Should the proposed detention vaults extend down into the seasonal water table, buoyancy calculations will be required.	Acknowledged.
	At time of civil plan review, we'll need an offsite analysis to confirm adequate sizing of the conveyance system for the upstream flows along 172nd.	Acknowledged.
	b. The conveyance analysis will be necessary with the civil submittal.	Resolved in TR1 response.
5	The onsite grading and placement of any retaining walls must be compliant with section 22D.050.030 of the MMC.	Resolved in TR1 response.
6	A right of way use permit for all work proposed within City right of way is required. Cost for the ROW permit is \$250.00. ROW permit fees must be paid before right of way permit issuance.	Resolved in TR1 response.

7	<p>Engineering construction plan review fees will be due prior to release of approved civil construction plans. Engineering construction plan review per MMC 22G.030.020: Residential = \$250.00 per lot or unit (for duplex or condominium projects), \$2000.00 minimum for first two reviews, \$120.00/hour for each subsequent review. Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour.</p>	Resolved in TR1 response.
8	<p>Engineering construction inspection fees will be due prior to project final or building final whichever comes first. Engineering construction inspection fees per MMC 22G.030.020: Residential = \$250.00 per lot/unit (for duplex or condominium projects), \$2000.00 minimum Multiple residential/commercial/industrial = \$250.00 base fee + \$135.00 per hour. Bond administration fee = \$20.00/lot or unit, with a minimum amount being \$250.00</p>	Resolved in TR1 response.
9	<p>All civil construction plan submittals are to be routed directly to Shane Whitney, Civil Plan Reviewer. The first <i>civil construction</i> plan submittal is to consist of a plan set, a completed grading permit application, a copy of the drainage report, and a copy of the geotechnical report. Once the documents are ready to be submitted, we will provide you a link to where the materials can be uploaded to.</p>	Resolved in TR1 response.
10	<p>Please be advised these comments are in reference to specific items and do not imply a full review of the civil plans that were submitted. Additional comments which may change the design requirements will be provided once the grading permit has been submitted.</p>	Resolved in TR1 response.

Review Comments By: Don McGhee, Assistant Fire Marshal

Review Comments Date: August 11, 2022

Response Date: September 26, 2022

<u>Comment</u>	<u>Response</u>
1 The project shall comply with the current fire code requirements (2018 IFC) 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 at 80 Columbia Avenue.	Acknowledged.
2 Fire marshal approval of fire access and fire hydrant/water supply systems is required and will be part of the civil construction plan review and approval process for this project. Access and water supply shall meet fire code and MFD requirements.	Acknowledged.
3 Fire hydrants on an approved circulating/looped water main extension is required within the site for this development. Hydrants shall comply with city Water Design Standard 2-060 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.
4 Water main extensions with <u>fire hydrants shall be provided along the new and existing roadways at approved locations, at all intersections and with spacing not exceeding 300 feet apart along the roadways.</u> Fire hydrant locations require fire marshal approval for civil construction plans.	Acknowledged.
5 Proposed new buildings will all require approved fire sprinkler and fire alarm systems appropriate for the proposed occupancy types. Separate fire protection system plans must be submitted to the city for fire marshal approval. Submittal may be deferred from building plans- but allow 6 weeks for initial plan reviews.	Acknowledged.
6 Sprinkler systems for IBC MF apartment buildings shall be NFPA 13R type with controls in riser rooms having exterior doors, and separated from buildings by 1-hr rated fire resistive construction.	Acknowledged.
7 The club house amenity building shall also include a fire sprinkler system.	Acknowledged.
8 Type 13R building sprinkler systems require a fire department connection (FDC) in an approved location away from the building near a fire hydrant (FDCs to be within 3'-10' from hydrants). The location of fire hydrants and FDCs requires approval on civil plans.	Acknowledged.
9 Fire extinguishers are required in approved locations- minimum 2A-10B-C UL rated.	Acknowledged.
10 Recommend the buildings have fire-resistant exterior construction (like hardiplank siding).	Acknowledged.
11 Underground fire sprinkler piping plans require fire marshal approval on civil construction plans. A location in the sprinkler riser room is required for the DCDA backflow prevention for the 13R type fire sprinkler systems. Contact Julie Davis, the city water quality specialist, at 360-363-8141 for backflow testing information.	Acknowledged.
12 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 located where they could be subject to vehicle damage.	Acknowledged.
13 Access planned appears inadequate for aerial fire apparatus. A minimum 26 feet wide fire apparatus access is required in the immediate vicinity of any building more than 30 feet in height for ladder truck operations with the <u>near edge of the access located within 15'-30' of the building, positioned parallel to one entire side of the building</u> (MMC 9.04.503.1.4).	A minimum 26' wide fire lane has been provided around the exterior loop road of the site (Strawberry, Deering, Cedar Crest and Shasta Dr) in addition to Bayview Dr. Fire Marshal indicated that 35 feet is acceptable from the fire lane to building. Buildings have been moved to meet this requirement.

14	Approved access to fire sprinkler and fire alarm controls in IBC MF apartment buildings shall be provided for firefighting operations by walkways to exterior sprinkler room doors, with key boxes (Knox 3200 series recessed model) provided at the doors for immediate access (IFC 504/506).	Acknowledged.
15	The city address committee will determine roadway names and address numbers.	Acknowledged.
16	Address numbers for the buildings must be posted on the address side of the buildings. Address numbers for the construction site must be posted at entrances (IFC 505).	Acknowledged.

Review Comments By:

Kim Bryant, Water Operations Supervisor

Tim King, Utility Construction Lead II

Ryan Keefe, Water Operations Lead II

Review Comments Date: August 16, 2022

Response Date: September 26, 2022

<u>Comment</u>	<u>Response</u>
1. In response letter sheet 16, number 2 part B in response to extension of water main, response refers to sewer line added to drawing set not water main extension;	Note that we've added a new water line to 19th and 23rd.
2. Locations of domestic and irrigation water meters do not appear to be on plans;	Domestic and irrigation meters to be provided with full civil design.
3. Verify that all hydrant assemblies are in installed in accordance with Design and Construction standards 2-060 and include auxiliary valve. Plans do not depict this at every hydrant;	Necessary valves and all other hydrant design needs are to be outlined with full civil design.
4. Install 3 way valve cluster at water main Tee located NW of Building O;	3 way cluster valve added.
5. Install 3 way valve cluster at hydrant located east of STA 89+00	3 way cluster valve added.

Comment	Response
<p>1) Traffic impact fees will be required from the City and depending on trip generation/distribution, may be required from the County and State.</p> <p>a. Traffic Impact Fee credits are allowed for construction of projects included within the TIF calculations including:</p> <p>i. 172nd ST NE (SR 531) widening.</p> <p>ii. 172nd ST NE & 23rd Ave NE Roundabout construction.</p> <p>1. Includes addition of 4th leg of intersection and subsequent roundabout modifications.</p>	<p>Acknowledged.</p>
<p>2) A Traffic Impact Analysis (TIA) will be required.</p> <p>a. Traffic Mitigation required:</p>	<p>Acknowledged.</p>
<p>i. Intersections on 172nd St NE at 11th Ave NE and 19th Ave NE fail concurrency and are not part of the TIF calculation, thus mitigation shall be required as part of development.</p> <p>1. 172nd ST NE & 19th Ave NE roundabout construction.</p> <p>a. The Lodge Phase V is also required to construct Roundabout.</p>	<p>i. A temporary signal for the intersection of 172nd Street NE at 11th Avenue NE has been proposed (per email to Jesse Hannahs dated September 20, 2022) based on the ongoing discussions with City of Marysville staff.</p> <p>1. The improvements to the intersection of 172nd Street NE at 19th Avenue NE will be completed by the Lodge Phase V development and the proposed roadway along the 19th Avenue NE alignment will correspond with the proposed roundabout improvements.</p>
<p>2. 172nd St NE & 11th Ave NE roundabout construction.</p> <p>a. After further internal City conversation, direction remains that a mitigation measure must be determined and constructed to bring the intersection up to LOS D in the Horizon Year.</p> <p>b. Reanalysis Option:</p> <p>i. New turning movement counts during school year could be submitted for consideration with new analysis if such turning movements counts indicate lower traffic volumes than previous study.</p>	<p>See response to 2)a.i with regards to the interim signal improvements.</p>
<p>3) Frontage improvements shall be required upon 19th Ave NE and 172nd ST NE including additional asphalt pavement, curb, gutter, landscape strip, sidewalk and street lighting.</p>	<p>Acknowledged.</p>
<p>a. 19th Ave NE:</p> <p>i. Roadway shall be per EDDS Standard Plan 3-204-004 with three lanes and bike lanes including curb/gutter, landscape strip, 5' west side sidewalk and 12' east side multi-use path.</p>	<p>It's our understanding that a 5' bike lane is not needed due to installation of a 12' multi-modal trail. Please remove 5' bike lane verbiage from City comments.</p>
<p>b. 172nd ST NE:</p> <p>i. Roadway shall be per EDDS Standard Plan 3-201-002 with five lanes including curb/gutter, landscape strip and 12' multi-use paths on both sides.</p>	<p>Acknowledged.</p>

	<p>c. 172nd ST NE & 19th Ave NE Roundabout:</p> <ul style="list-style-type: none"> i. Comp Plan calls for a four leg multi-lane roundabout at this location. The east approach/departure roadway will be 4/5 lanes with all other leg roadways 3 lanes. ii. Development TIA indicates that concurrency is not met at intersection in Horizon Year thus developer should be to provide for design and construction of roundabout. iii. Any improvements upon 19th Ave NE and 172nd ST NE shall either include or be compatible with roundabout construction. 	<p>Acknowledged.</p>
	<p>d. 172nd ST NE & 11th Ave NE Roundabout:</p> <ul style="list-style-type: none"> i. Comp Plan calls for a four leg single-lane roundabout at this location. 	<p>Acknowledged.</p>
	<ul style="list-style-type: none"> ii. Development TIA indicates that concurrency is not met at intersection in Opening Year with development or Horizon Year thus developer should be required to mitigate to LOD D in Horizon Year. 	<p>A temporary signal for the intersection of 172nd Street NE at 11th Avenue NE has been proposed (per email to Jesse Hannahs dated September 20, 2022) based on the ongoing discussions with City of Marysville staff.</p>
	<ul style="list-style-type: none"> 1. Mitigation may include: <ul style="list-style-type: none"> a. Construction of full Roundabout b. Identification of and construction of mitigation measure. <ul style="list-style-type: none"> i. Mitigation options could be: <ul style="list-style-type: none"> 1. Construction of a dedicated left turn lane on one or more approaches. ii. Mitigation measure only needs to construct vehicular mitigation improvements (asphalt pavement for added lane). <ul style="list-style-type: none"> 1. 11th Ave NE north of 172nd ST NE has 65' of existing ROW width. 2. 11th Ave NE south of 172nd St NE has 60' of existing ROW width. 	<p>See response to 3) d. ii. A study showing the outcome of turn lanes have been provided to the City traffic engineer on September 20th via email.</p>
	<ul style="list-style-type: none"> iii. Any improvements upon 11th Ave NE and 172nd ST NE shall either include roundabout construction or be compatible with roundabout construction. 	<p>See response to 3) d. ii.</p>
	<ul style="list-style-type: none"> iv. An all-way stop controlled intersection will not be an acceptable mitigation measure. <ul style="list-style-type: none"> 1. City synchro analysis showed that Westbound would not meet LOS standard in Horizon Year as all-way stop. 	<p>Acknowledged.</p>
	<p>4) Access Management:</p> <ul style="list-style-type: none"> a. Full access shall not be allowed from development directly onto 172nd ST NE (SR 531). 	<p>Acknowledged.</p>
	<ul style="list-style-type: none"> i. Any access point onto 172nd ST NE between 19th Ave NE and 23rd Ave NE shall be a right-in/right-out only access. 	<p>Acknowledged.</p>
	<ul style="list-style-type: none"> ii. WSDOT approval will be required for proposed right-in/right-out access to 172nd ST NE (SR 531). <ul style="list-style-type: none"> 1. Provide documentation or correspondence of WSDOT acceptance. 	<p>WSDOT has accepted right in/right out. Refer to email sent to Chris Holland from WSDOT dated May 31, 2022 at 9:16 AM.</p>

	<p>5) Per EDDS 3-506, street lighting will be required upon all public street frontages as part of civil construction plans.</p> <ul style="list-style-type: none"> a. Street lighting on 19th Ave NE and 172nd ST NE shall be required as decorative style street light assemblies with LED fixtures to match existing fixtures on each street. <ul style="list-style-type: none"> i. 19th Ave NE shall be designed as Collector Arterial/Residential. ii. 172th ST NE shall be designed as Principal Arterial/Commercial. iii. Fixtures would be Lumec Renaissance Series per to be provided City Specification. <ul style="list-style-type: none"> 1. Specification should be requested via emailed to jhannahs@marysvillewa.gov 2. PUD street lighting shall not be installed in Lakewood area upon arterial or connector roadways. 	<p>Street lighting design to be provided with full civil plan review.</p>
	<ul style="list-style-type: none"> b. Photometric layouts shall be required for design with photometrics consisting of staggered lighting on both sides of each roadway and development to install only street lighting on frontage side of each roadway. 	<p>Street lighting design to be provided with full civil plan review.</p>
	<p>6) Channelization and Signing Plan shall be required as part of civil construction plans for all public roadways.</p>	<p>Acknowledged.</p>

Review Comments By: Billy Gilbert, Water Quality Lead

Review Comments Date: August 17, 2022

Response Date: September 26, 2022

Comment	Response
Plumbing system is subject to applicable requirements of MMC Chapter 14.10 "Water Supply Cross-Connections" and WAC 246-290-490.	Acknowledged.
This is a multi-family residential facility currently classified as a low-hazard risk to the City's water system. Installation of a Double Check Valve Assembly (DCVA) is required immediately downstream of each water service meter for the purpose of premise isolation of the domestic water line.	DCVAs are to be specified with full civil plan design.
A Double Check Detector Assembly (DCDA) is required for any fire line that is connected to the city's water system.	DCDAs are to be specified with full civil plan design.
If there is a pool you may either use an Air Gap that is 2 times the diameter of the effective opening. When affected by sidewalls it must be 3 times the diameter of the effective opening. The alternative to an air gap is a reduced pressure backflow assembly.	Acknowledged. Pool plumbing to be designed at a later date.
A Reduced Pressure Backflow Assembly (RPBA) is required immediately downstream of any irrigation meter and in an above ground hotbox if a chemical/fertilizer injection system is installed. If the irrigation system is not chemically injected, a DCVA is sufficient for this application. The DCVA may be installed in an in-ground meter type box or vault. In accordance with Design Standards 2-15-001	RPBAs are to be specified with full civil plan design.
On-site inspections are to be performed by the City of Marysville Cross Connection Control Specialist at rough-in and final. 48 hours' notice is required, prior to inspection.	Acknowledged.
Testing of all backflow prevention assemblies, by a Washington State Certified Backflow Assembly Tester, is required prior to occupancy use per MMC 14.10.120. Test report shall be forwarded to the City of Marysville Water Quality Office, prior to occupancy.	Acknowledged.