

LAND TECHNOLOGIES, INC.

PLANNING • PERMITTING • ENGINEERING



Date: May 5, 2024

To:

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

Response to Comments

Project Name: 927 Townhomes
Project File Number: PA24-007 - Technical Review 1
Review Completion: April 29, 2024

CITY COMMENTS	LAND TECH RESPONSE
Development Services: Reviewer: Amy Hess, Senior Planner	
<u>General Comments</u>	
1. Include File Number PA24-007 on all future correspondence, in addition to all site, civil and landscape plans.	File numbers will be included on all future plans and reports.
2. Please see attached comments received from members of the public during the public comment period.	Thank you. We will respond to these to the best of our abilities. Ultimately the City of Marysville Downtown Plan and Zoning dictate the project parameters.
<u>Site Design</u>	
3. Access for the existing single-family residence (SFR) will be allowed to remain from Alder Avenue. This being said, the private drive aisle can be reduced in length to terminate at the future lot line between lots 1 and 2	Existing Driveway to be partially demolished but a portion near Alder to be saved for parking to accommodate the exiting SFR. No parking needed for ADU as within ¼ mile of transit. Private Drive Aisle is relocated to the south side and uses the PRD "3/4 Section". The

CITY COMMENTS	LAND TECH RESPONSE
	walking path that would be required along the PRD road section is removed from this side of PRD road section. The low-volume road will serve as a pedestrian facility. There is a 6' sidewalk connected to the road in its SE terminus. The sidewalk connects to Alder and is to provide some fire access route for dragging fire hose if ever needed. A planter and sidewalk and road widening may be added by the property to the south.
4. With the changes noted in item 3, it appears that a preferable layout would be to shift the drive aisle to the south property line and shift the townhomes to the north. This would allow for a more traditional backyard for the future residents and provide shared access possibilities to the lot south of the project for future redevelopment. a. Please see comments from Kacey Simon, Civil Plan Reviewer, for expected roadway standards.	We have rotated the townhomes and moved the Access Aisle to the south property line. We have used the low volume PRD road section as a starting point. We are providing 20-ft of pavement, a ribbon curb on the project side due to the density of driveways. It would be expected that the future project to the south provide any additional pavement as may be needed/wanted, curb suited to project design, a planter, and sidewalk on that property.
5. Alder Avenue is identified as a Landscaped Block Frontage in the Downtown Master Plan. See road cross-section below from the Downtown Master Plan, and comments from Civil Plan Reviewer Kacey Simon, for required improvements.	The road section improvements per the Downtown Master Plan are shown but is noted that there is an option to pay a fee in lieu of this spot improvement on Alder.
6. Is a dumpster or individual garbage/recycle totes proposed for the development? Where is/are they proposed to be stored?	Individual totes inside garages.
7. All power/utility lines shall be placed underground.	Undergrounding of utilities will follow fee-in-lieu frontage improvement decision by developer. Notes added to plans for this.
8. Utility Meters, Electrical Conduit, and Other Service Utility Apparatus. These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting	General note added to C1 Civil Site Plan and P1 – Site Plan.

CITY COMMENTS	LAND TECH RESPONSE
these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, shared open space, adjacent use, or shared auto courtyards, they shall be screened with vegetation and/or integrated into the building's architecture.	
9. Please provide a lighting plan in accordance with MMC 22C.080.450 .	This shall be provided during construction plan review.
10. Please provide a turning radius diagram demonstrating sufficient room for turning movements from the alley and into each townhome unit.	All but the first unit is as easily accessed as any parking stall in any parking lot. The west unit next to the alley will have access by mid-sized passenger cars (Volvo CV40 used in example). Larger vehicles coming from the south will have easy and conforming access to the garage. Larger vehicles coming from the north will have to make a two-point turn—turn into the drive aisle from the alley—backup a few feet and turn into the driveway. This area is intended for high density and is within that ¼ mile of transit—big vehicles or even any vehicle access to the garage is not the primary goal of this type of development.
<u>Landscape and Open Space</u>	
11. Pursuant to MMC 22C.080.410 the following on-site open space and recreation space is required: . 150 SF per townhome unit. . See MMC 22C.080.420(4)(a) for open space types. . See MMC 22C.080.420(5) for open space design standards. - o Note that private ground level open space shall be enclosed by a fence and/or hedge at least 32 inches in height. - o Private balconies shall have no dimension less than six feet to qualify as open space. It appears that balconies for units 2 and 7 do not meet this minimum requirement.	1. Minimum 276 sf provided to each unit. 2. Fence between units is shown now and a hedge is shown along the property line next to the existing cyclone fence 3. Private Balconies are not needed to meet Open Space requirements and have been removed from calculations
12. Street trees are required on Alder Avenue and any access easement. a. Street trees are required on Alder	This will need to be sorted out. The Downtown Master Plan (DMP) has a 12' sidewalk that will cover the existing planter

CITY COMMENTS	LAND TECH RESPONSE
Avenue and any access easement.	strip. The DMP will relocate the planter to the east and be in the west 5' of the existing paved street. The offer has been to pay a fee in lieu rather than build this spot frontage improvement that will compromise Driver Expectation along Alder Ave. Where should the Street Trees go? 😊
<u>Building Design Standards</u>	
1. Compliance with the following sections of MMC 22C.080 are expected to be conditions of approval and will be reviewed once building permits are submitted. MMC 22C.080.510: Building massing and articulation MMC 22C.080.520 (2): Building Details - Fagade Details MMC 22C.080.520 (3): Building Details - Window Design Standards MMC 22C.080.520 (4): Building Details - Cornice/Roofline Design MMC 22C.080.520 (5): Building Details - Articulated Building Entries MMC 22C.080.530: Building materials MMC 22C.080.540: Blank Wall treatment Compliance with these standards is expected to be a condition of site plan approval and will be reviewed when building elevations are provided. <i>The preliminary building elevations do not meet these standards and will need to be revised accordingly.</i>	Building Elevations to be modified per these standards with Building Permit submittals.
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.	

CITY COMMENTS	LAND TECH RESPONSE
Civil Plan Review: Reviewer: Kacey Simon, Civil Plan Review	
1. <u>Existing utilities:</u> a. Sanitary sewer: An 8” sewer main is located in Alder Ave and can be found on record drawing S548. b. Water: There is a 6” cast iron water main located in Alder Ave and can be found on record drawing W276. c. Storm: There currently isn't any storm that runs along the project frontage. d. The overhead utilities will need to be relocated below ground. The current power poles may remain at their current locations though.	Thank you. a. Thank you, saddle MH to be added on that line for mainline extension into the THs. b. Noted, and noted that this is to be replaced with 8” DI. Request this is done as Fee-in-lieu and completed with other frontage improvements. c. Noted, and note long flat curb runs without CBs. d. Overhead utility lines to be placed underground and poles to remain with decision of fee-in-lieu of improvements along Alder Ave. All frontage work should be done at the same time and not piecemeal.
2. Per MMC 14.03.250, utilities are to be extended along the street frontages of the proposed project. Water will need to be upsized to an 8” main. a. Storm will need to be designed to pick up frontage runoff.	a. Fee-in-lieu improvements to be provided to allow for a comprehensive update to Alder Ave all at the same time. b. We are not revising or adding any frontage therefore existing drainage patterns currently existing shall remain in their presumptive state.
3. <u>Frontage Improvements:</u> 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. a. Per the Downtown Master Plan, the road section along Alder will require the following cross-section: (see response letter) ** Due to the limited length of frontage we would allow fee in lieu for frontage	The fee-in-lieu would only be determined by the 12’ multi-use path and 5’ landscape system. Existing pavement will have to be cut back about 5’ to allow for future planter. Fee-lieu should also be provided for water main upgrade. The Comprehensive Plan frontage has been drawn onto the plans but will likely do the fee-in-lieu offered here.

CITY COMMENTS	LAND TECH RESPONSE
improvements	
4. <u>Access:</u> a. We feel the layout would be much better situated if units 2 - 7 and the ADU were shifted to the north and the drive aisle and driveways would front the southern side. b. We would like to see the drive aisle built per SP3-218-002 with 20' half street improvements (curb to curb) along the southern property line up to lot 1, with the understanding that the parcel to the south will eventually develop. c. With the limited ROW in the Alley we would like to request a turning radius diagram showing how vehicles will access the driveways closest to the Alley.	a. Layout has switched up access, townhomes and ADU. b. 20' of pavement along the south side provided. A turning analysis diagram has been added to the C7 – Aisle Plan and profile sheet of a 33-ft E-One Fire truck. The interior red line is the wheel path. The green line is bumper overhang. As addressed earlier, access to Unit 8 will be somewhat compromised. A smaller car could access from north or south as shown in added turning radius analysis sheet. A larger car can access directly when coming from the south but will have to make two-point turn when coming down the alley from the north. They will have to turn in to the drive aisle- stop and back up a tiny bit- and turn into the driveway.
5. <u>Drainage:</u> 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 2019 Ecology Manual. Projects above the 2,000 square feet and/ or 5,000 square feet threshold must comply with requirements stipulated in Volume I of the Stormwater Management Manual for Western Washington. b. Please provide the updated winter monitoring results for the seasonal groundwater table. c. With what the anticipated groundwater elevations are going to show the proposed infiltration system will not meet the 5' separation requirement.	Thank you. Should be a requirement of Construction Plans but we have it now and will be included. This isn't quite true. We have a unique circumstance where this project is required to provide rooftop infiltration BMP T5.10A which requires a 1-ft separation to groundwater.

CITY COMMENTS	LAND TECH RESPONSE
Please provide a mounding analysis if this is the case. As a reminder, 3' is the minimum separation requirement.	The pavement surfaces (PGIS) amount to less than 5,000sf. When less than 5,000sf of PGIS drains to a bioretention cell the separation requirement is 1-ft as well. (this incentivizes small, dispersed stormwater systems throughout a project site as a major pillar of Low Impact Development) Drainage Report has been modified to reflect design intent.
Standard Comments:	
6. I'm unsure if the proposed biocells in back of the units are the best way to mitigate runoff. Based on the size of the proposed cells it may be best to simply utilize an infiltration system.	Under MR5 – We are required to implement BMPs consistent with the first feasible BMP. Bioretention is that BMP and the preferred stormwater runoff BMP for PGIS. We have designed and developed many small systems like this that are functional and serve to beautify the typically barren drive aisles. We have done these types of cells in projects as long ago as 2007. Photos of those examples are added to the end of this sheet.
8. Fire flow will need to be completed prior to 1st civil plan review and submitted with 1st civil plan review. Contact Ryan Keefe at 360-363-8168 to schedule.	Fire Flow letter provided with resubmittal.
12. The applicant is responsible for identifying any existing well or septic systems on site or on adjacent properties. If there are any existing septic systems on site they need to be decommissioned based on the Snohomish Health District standards. If there are any wells on site they need to be decommissioned based on Department of Ecology standards.	Thank you. None located on site.
Public Works: Reviewer: Danny Hagfen, E.I.T – Associate Traffic Engineer	
The traffic impact analysis performed in Exhibit-005 of 3.42 PM peak-hour trips is accepted	Thank you.

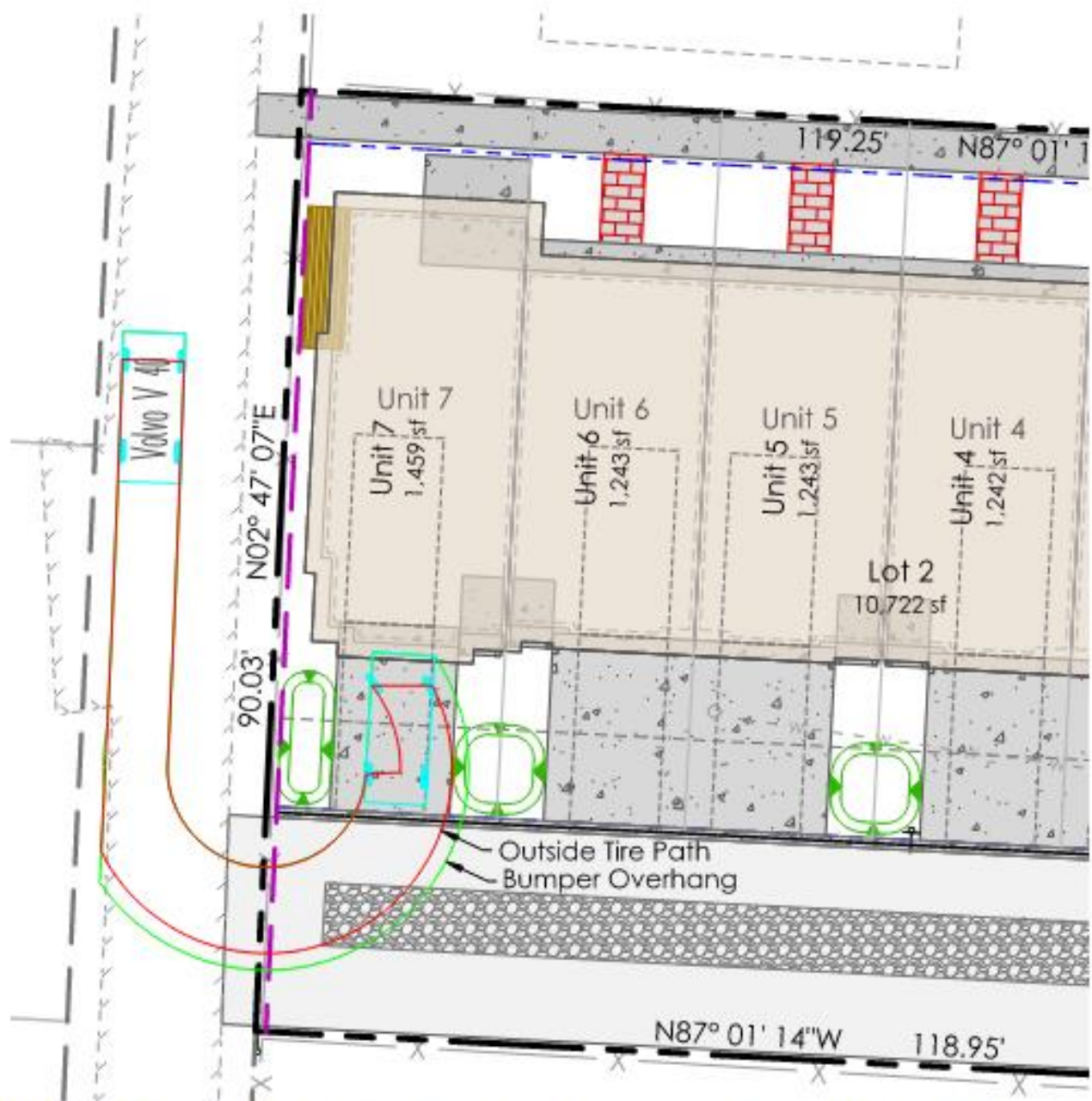
CITY COMMENTS	LAND TECH RESPONSE
Marysville Fire District: Reviewer: Brian Merkley, Deputy Fire Marshall	
2. Water Related: a. Residential fire sprinklers are required to be installed in townhomes per MMC 9.04.903.2.8 b. Fire flow report provided and acceptable c. Proposed hydrant in alley is not sufficient. Please relocate to the Alder Ave side.	Thank you. Thank you. There is no longer an Alder Ave emergency road connection per Planning and Engineering requirements. Hydrant remains within alley.
d. ACCESS RELATED: a. Plans show bollards blocking fire access at Alder Ave. Bollards are not allowable. Please use swinging or mechanical gate with Knox capability if this access point is to be restricted. b. Turnaround provision is required for dead-end access in excess of 150 feet long. Turnarounds shall comply with city standard plans. (MMC 9.04.503.2.5). <i>Turn around not required.</i> c. “Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.” (2021 IFC D.105.1). d. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. (2021 IFC D.105.2). <i>Townhouse building is less than 30 feet on plans.</i> e. An adequate access route for fire apparatus must be in service prior to any building construction.	a. There is no longer an Alder Ave emergency road connection per Planning and Engineering requirements. Bollards have been removed from plans. b. We were initially told that emergency access required the restricted ‘cut through’ road. City has since made some policy decisions allowing the Alley to be a fire lane. Drive Aisle does not need a turnaround. c. Thank you. d. Thank you. e. Thank you.

CITY COMMENTS	LAND TECH RESPONSE
Access for firefighting operations along all sides of all buildings is required. A minimum 5' wide access is required for MF dwellings. f. 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 20' wide fire apparatus access. g. “NO PARKING - FIRE LANE” signs are required on <u>both</u> sides of all roads that are 26 feet wide or less. The signage shall be identified on the approved Civil Plans. (MMC 9.04.101, 2021 IFC Appendix D103.6.1) h. The city address committee will determine road names and address numbers for the lots.	f. Thank you. All portions of building are within 150-ft. g. No parking – fire lane signs will be identified on Civil Plans. h. Thank you.
Public Works: Reviewer: Ryan Carney, Surface Water Inspector	
1. The City has adopted the 2019 Stormwater Management Manual for Western Washington. (UIC rules apply to infiltration trenches, see Volume I chapter 4 UIC Program. Contact the Department of Ecology for permitting information.)	Thank you.
2. For residential projects triggering minimum requirements #6 Runoff Treatment and #7 Flow Control, the stormwater facility lot will be dedicated to the City. The HOA will receive an easement to maintain the landscaping on the exterior of the lot. This policy may be modified depending on facility design. The City will take operation and maintenance responsibility for residential stormwater facilities built for minimum requirements #6 Runoff Treatment and #7 Flow Control, the dedication method will depend on final design.	This project produces less than 5,000sf of PGIS. Overall impervious should be less than 10,000sf requiring flow control.

CITY COMMENTS	LAND TECH RESPONSE
STORMWATER COVENANT AND EASEMENT FORM PROVIDED IN RESPONSE LETTER	Thank you. For construction plans.
Community Development Department: Reviewer: Michael Snook, Building Official	
5. Separate permits will be required for any proposed rockeries or underground storm vaults. One complete set of building plans, structural calculations, site plan and Geotech Report are to be submitted for review.	Thank you. No walls (rockeries) or underground vaults are proposed.
6. A grading permit will be required. A Geotechnical report shall be submitted to the City for this project. This is to be an in-depth report to address the following: • Soil Classification • Required Drainage Systems • Soil Compaction Requirements • Type of Footings, Foundations, and Slabs Allowed • Erosion Control Requirements • Retaining Walls • Fill and Grade • Final Grade	Thank you.

Recent Photos of integrated Bio-cells from 2007 project





Vehicle Turning Analysis - Standard Passenger Car - (Volvo V40)

A compact passenger car could make the turn into the west unit in one turn. A larger car coming from the south could make a smooth entry to the garage. A large car coming from the north will have to make a "Two-point" turn—that is—turn from the alley into Drive Aisle pulling just past the driveway, back up and turn into the driveway. Coming from the garage to the Alley could be done using conventional turns.

This project is within ¼ mile of transit and use of public transportation should be encouraged in this neighborhood. This small inconvenience to a large car coming from the north, could offer some small incentive to use public transportation.