

22 August 2022

Community Development Department
City of Marysville
80 Columbia Ave
Marysville, WA Zip
Phone: 360.363.8100

Re: Sunnyside Village Cohousing – Proposed Modifications and Variances

The buildable area of the project parcel is constrained by a wetland buffer and associated setbacks along portions of the North and East boundaries, and by the required extension of a public roadway (66th Ave.) through the parcel. Due to these constraints, the following modifications are hereby proposed in accordance with MMC 22C.010.280 (14):

1. For access to the cottage housing development, a 22' wide private drive aisle with 5' sidewalks on each side and an ROW width of 32' is proposed in lieu of a PRD Access Street. The specified ROW width for a PRD Access Street is 18' greater than the proposed 32' ROW, and that additional width cannot be accommodated due to the given site constraints. The proposed access road configuration is a deviation from MMC 22C.010.280 (10)(C).
2. The 40% maximum building coverage for subdivided cottage lots specified in MMC 22C.010.280 (6) footnote (e) is not possible for all of the lots on the site due to the given constraints. The highest building coverage percentage for any of the cottage lots is 44.8%, and modification to allow for 45% maximum building coverage for the cottage lots is therefore proposed.

The following modification is hereby proposed in accordance with MMC 22C.010.280 (14):

3. MMC 22C.010.280 (7) indicates the maximum cottage main floor area and total floor area, and footnote (a)(i) refers to the "enclosed space" with reference to the area calculations. Therefore, the boundary for measuring the maximum floor area for the cottages is proposed to be located at the interior finished face of the exterior walls.

Engineering variances are proposed for the following items:

1. The extension of 66th avenue is anticipated to be temporarily terminated near the East boundary of the project parcel, until such time as the street can be extended through a neighboring parcel. Due to given site constraints, a cul de sac conforming to standard plan 3-207-002 is infeasible at the temporary termination, so a hammerhead turnaround is proposed. Reference the enclosed site plan drawings for the proposed hammerhead configuration.
2. The occupants of the proposed development are anticipated to be of a range of ages, and safe pedestrian access around the site is important, especially for the more elderly occupants. The common house, a central community hub for the development, is located adjacent to the proposed private drive aisle, and it is anticipated that there will be significant pedestrian movement across the drive. As such, a flush transition from the asphalt drive pavement to the concrete sidewalk pavement, and the use of an alley profile for water management in the drive is proposed. This configuration would accommodate the 26' drive width requirement adjacent to fire hydrants. The use of low speed limit signage (5mph max speed) along the private drive is proposed for pedestrian safety.

Miles Cook, aia
Architect, Schemata Workshop