



MARYSVILLE
PUBLIC WORKS

ENGINEERING VARIANCE REQUEST

One variance request form shall be submitted for each section of the Marysville Municipal Code (MMC) or Engineering Design and Development Standards (EDDS) for which variances are being sought. Each variance shall be considered on a case-by-case basis, and shall not be construed as setting precedent for any subsequent applications.

PROJECT INFORMATION:

Project Name:	Pilchuck Rentals
Project Number:	PA23-018
Request Submittal Date:	04/05/2024

CONTACT INFORMATION:

Engineer/Surveyor Name:	Stephen Mason/ Andrew Mclean	
Firm Name:	Harmsen LLC	
Mailing Address:	2822 Colby Ave, Suite 300 Everett, WA 98201	
E-Mail Address:	stevem@harmenllc.com	
Phone Number:	425-252-1884	

VARIANCE REQUEST INFORMATION:

MMC/EDDS Section:	
\$714 Application Fee Submitted:	<input type="checkbox"/> Yes <input type="checkbox"/> No

Variance Justification (attach additional pages if needed):

Requesting a variance to standard EDDS 3-301 to allow full access to the site, see attached pages.

(360) 363-8100

Public Works
501 Delta Avenue
Marysville, WA 98270

[See MMC 22G.010.420 for variance decision criteria]



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(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

FINDINGS/DECISION

(City Staff Use Only)

Reviewing Staff Member:

\$714 Application Fee Submitted:

Yes No

Decision:

Approve
Approve with Conditions
Disapprove

Findings/Decision/Conditions:

Large empty rectangular area for entering findings, decision, and conditions.

Signature/Date

Variance Request

We Request a variance to standard EDDS 3-301 to allow full access to the site.

Site Conditions

The site is located at the intersection of 156th Street NE and Smokey Point Blvd, (the actual corner is City owned property). The property currently has two access points. One is located off 156th Street NE and is about 115' from the stop bar at the intersection with Smokey Point Blvd. 156th is signed at 25 MPH west of Smokey Point Blvd and 35 MPH east of Smokey Point Blvd. EDDS 3-301 requires 230 foot spacing for full access based on the posted speed limit. Relocation of this access further west to provide the necessary spacing is not possible as 156th rises to an overpass above Interstate 5 near the existing access location.

The other access is from Smokey Point Blvd. The current site access point is about 190 feet from the intersection. The access point will be relocated to the south property line in order to provide the maximum available spacing, 250 feet, from the intersection. The posted speed south of 156th is 40 MPH and 35 MPH north of 156th. EDDS 3-301 requires 275 foot spacing for full access based on the posted speed limit. We request a variance to allow full site access for the proposed connection to Smokey Point Blvd.

Variance Criteria

From EDDS 3-301, Variance to the arterial access standard is as follows:

A. A variance to the Marysville Access Management Plan standards shall be granted by the City, only if the applicant demonstrates all of the following in writing:

1. Special conditions and circumstances exist which are peculiar to the land such as size, shape, topography or location, not applicable to other lands in the same neighborhood, and that literal interpretation of the provisions of the access standards would deprive the property owner of rights commonly enjoyed by other properties similarly situated in the same neighborhood;

The proximity of the signalized intersection and property dimensions prevent full site access. This is a condition that does not affect adjacent properties. Being a commercial business easy site access is a necessity.

2. Special conditions and circumstances do not result from the actions of the applicant, and are not self-imposed hardships;

The site characteristics have not been altered by the applicant.

3. Granting of the variance requested will not confer a special privilege to the subject property that is denied other lands in the same neighborhood;

As stated, the adjacent nearby properties have full access or potential for full access for their commercial businesses/properties.

4. Granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the neighborhood in which the subject property is situated;

The site has been used for rental equipment in the past. The proposed relocation of the current site access as far as possible to the south will be an improvement.

5. Granting of the variance requested will be in harmony with the general purpose and intent of the access management plan and engineering standards;

The purpose of the EDDS is assure continued public safety and welfare during construction of improved public and private infrastructure. The proposed relocation of the access is an improvement in all respects over the current location and will improve public safety by increasing separation from the intersection.

6. The purpose of the variance is not merely to permit the subject property to be utilized more profitably by the owner or to economize on the cost of improving the property;

The primary purpose for this variance is to allow access to the site for those travelling north along Smokey Point Blvd with minimal inconvenience to other drivers. The right in-right out only access would require those drivers to turnaround elsewhere in order to enter the site in a direction that would allow entrance. This could result in disruption of other drivers, especially as many of the patrons may be towing trailers for equipment rentals.

7. Granting of the variance will not be detrimental to the existing safety or capacity of the corridor.

A center left turn lane currently exists along Smokey Point Blvd. This lane becomes the left turn cueing lane for traffic at the signalized intersection with 156th Street NE. The painted left turn cueing lane for the intersection begins at the northern edge of the proposed relocated access and would therefore not be reduced in length by vehicles turning into the subject property. Therefore this variance should not impact the existing safety or capacity of the roadway, but rather result in an improvement over the current access.