



**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:

<b>Project Name:</b>	
<b>Project Number:</b>	
<b>Request Submittal Date:</b>	

### CONTACT INFORMATION:

<b>Engineer/Surveyor Name:</b>		<b>Professional Stamp</b>  4/11/2022
<b>Firm Name:</b>		
<b>Mailing Address:</b>		
<b>E-Mail Address:</b>		
<b>Phone Number:</b>		

### VARIANCE REQUEST INFORMATION:

<b>MMC/EDDS Section:</b>	
<b>\$250 Application Fee Submitted:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> Deferred

**Variance Justification (attach additional pages if needed):**

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

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270



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**FINDINGS/DECISION**  
(City Staff Use Only)

Reviewing Staff Member:	
\$250 Application Fee Submitted:	<input type="checkbox"/> Yes <input type="checkbox"/> Deferred
Decision:	<input type="checkbox"/> Approve <input type="checkbox"/> Approve with Conditions <input type="checkbox"/> Disapprove

Findings/Decision/Conditions:

(360) 363-8100

Public Works  
80 Columbia Avenue  
Marysville, WA 98270

Signature/Date



April 12, 2022

Ken McIntyre  
City of Marysville  
80 Columbia Avenue  
Marysville, WA 98270

**Re: Colvin PRD – Hammerhead Variance Request  
CORE Project No. 21387**

Dear Ken McIntyre:

This letter is to address the justification for the applicants request to construct permanent hammerhead turnaround in lieu of a temporary cul-de-sac at the southern stub of Road C. In general, the permanent hammerhead turnaround will provide the same basic function as a temporary cul-de-sac by providing vehicles an area to safely turn around.

The hammerhead is beneficial to future residents of the Colvin PRD because it will not require additional construction activities once the neighborhood is constructed. Sidewalks and landscaping will be completed during the initial site development. Lots 6 and 7 will be able to have the same front setbacks as their neighbors and also equally deep rear yards. Lots 8-11 can remain in their proposed location instead of moving further east down the slope. Their current location provides a minimum of a 27 foot wide buffer from Densmore Road which would continue to remain in place once Densmore Road is converted into a multiuse trail. Even when temporary cul-de-sacs contain “no parking” signs, at times people still park in these areas. A permanent hammerhead turnaround which overlays Tract A does not provide the same convenient parking opportunities and may potentially remain free and clear at all times without necessitating additional enforcement.

**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 Colvin property is constrained by a required road stub location to west, has considerable topographic relief from the highpoints along the western boundary and low points along the eastern boundary, is providing a regional sewer lift station, and will be needing to provide temporary access to Densmore until a connection to 87<sup>th</sup> Avenue is made.

A temporary cul-de-sac would require approximately 2,520 square feet of additional pavement to the site. Though this pavement is temporary, once the southern stub road is connected site construction activities would commence for the removal of this pavement and development of the additional road improvements not constructed during initial site development activities. This would subject the residents of the Colvin PRD to additional construction activities and would temporarily deprive them of completed streets.

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

The above special conditions are not self-imposed by the applicant. The topography of the site is existing. The provided right-of-way stub location to the west has been determined by the City. The regional sewer lift station is necessary for the subdivision of this property and the future development of many of the surrounding properties.

**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;**

The applicant is not aware of any special privileges that a permanent hammerhead turnaround would provide versus a temporary cul-de-sac.

**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;**

In place of the temporary cul-de-sac the applicant is proposing a permanent hammerhead turnaround. The proposed turnaround will remain even after the southern right-of-way stub is connected to. Thereby providing the Fire Department a permanent alternative turnaround location.

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

Instead of providing a temporary turnaround, a permanent turnaround that meets Marysville EDDS dimensional standards is being proposed.

**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 proposed turnaround will allow the homes on lots 6 and 7 to maintain the same front yards setback as the proposed adjacent lots. Lots 8-11 will be able to maintain a larger setback from Densmore Road. Once Densmore Road is converted into a multiuse trail the same setback will be beneficial to future trail users. Since sidewalks can be provided with the hammerhead turnaround the future residents will also have completed streets and not be subjected to future construction activities resulting from the removal of a temporary cul-de-sac and future sidewalk completion.

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

A permanent hammerhead turnaround in lieu of a temporary cul-de-sac is not anticipated to be detrimental to the future safety or capacity of the corridor.

Sincerely,

**CORE DESIGN, INC.**