



COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

May 13, 2022

Land Pro Group, INC
Attn: Ryan Larsen
10515 20th St SE, Suite 202
Lake Stevens, WA 98258

Re: PA22-015 - Colvin PRD – Technical Review 1

Dear Ryan,

After preliminary review of the above referenced proposal, the Planning Division has the following comments:

1. Include File Number PA22-015 on all future correspondence, in addition to all site, civil and landscape plans.
2. Amend **Sheet C1.01** as follows:
 - 2.1. **DENSITY INCENTIVES Table:** The bottom of the table “Total Allowed Number of Lots”, lists “20 Lots + 3 units”—**it should read “20 Lots + 9 units”**.
 - 2.2. Please include the following to **ZONING ANALYSIS:**
 - FRONT: 10’ PORCHES MAY EXTEND AS CLOSE AS 7’ FROM THE STREET, SIDEWALK, RIGHT-OF-WAY, OR PUBLIC/COMMUNITY IMPROVEMENT.
 - MAXIMUM BUILDING HEIGHT: 35’
 - MINIMUM LOT WIDTH: 30’
 - MINIMUM DRIVEWAY LENGTH: 20’
 - 2.3. **MMC 22G.080.070 CALCULATION** may need to be revised per below comment #7.1
 - 2.4. **OPEN SPACE CALCULATION** – please revise per below comment #9.
 - 2.5. Please include the following notes related to PRDs in the Whiskey Ridge Subarea Plan:
 - *Lots under 5,000 square feet must demonstrate compliance with MMC Section 22C.010.310, Small lot single family dwelling development standards, prior to building permit issuance.*
 - *Accessory dwelling units shall not be permitted for single-family detached dwellings unless approved as part of the PRD site plan.*
 - *Each single-family detached unit shall have at least 200 square feet of private open space set aside as private space for that dwelling unit. No dimension of such open space shall be less than 10 feet. The open space does not need to be fenced or*

otherwise segregated from other dwellings or open space in the development unless so conditioned through the approval process.

- *Pursuant to the East Sunnyside/Whiskey Ridge Design Standards and Guidelines Section A.1 Residential Subdivision Design, Subsection A1.1 Residential Developments, all residential developments shall be designed to front onto streets. Configurations where dwelling units and/or residential lots back up any street are prohibited. Lot configurations where side yards face the street are acceptable.*
- *Pursuant to the East Sunnyside/Whiskey Ridge Design Standards and Guidelines Section F.2 Fences and Screening Elements, Subsection F.2.1 Maximum Wall Height Along Public Streets or Sidewalks, the following standards apply:*
 - *The maximum height of solid (more than 50% opaque) free-standing walls, fences, or hedges in any front yard or other location between the street and the façade shall be 3-1/2 feet unless a taller wall is required, per the Director, to mitigate significant noise and traffic impacts.*
 - *The maximum height of any decorative wall or fence which allows visibility (no more than 50% opaque), such as a wrought iron or split rail fences, shall be 6 feet. Such fences shall be set back from the sidewalk at least 3 feet to allow for landscaping elements to soften the view of the fence.*
 - *In development configurations where side yards abut a street, fences taller than 3-1/2 feet shall be setback at least 5 feet from the sidewalk to allow for landscaping to soften the view of the fence. Provisions for long term maintenance of this landscaping shall be addressed on the plat.*

3. Based on review of **Sheet C4.01**, there appears to be multiple retaining walls exceeding the allowable 4 ft. threshold, which requires wall terracing. Please clarify how compliance with MMC 22D.050.030(4) is to be satisfied for the proposed retaining walls exceeding 4 ft. in height.

3.1. Please revise to add the top and the base elevations for all retaining walls as well as off-site topography to determine any impacts to adjacent properties due the wall massing.

4. Based on the application materials, RDI 7b per MMC 22C.090.030 is proposed. The landscaping plan on **Sheet L2.01** is not clear as to how “retention or creation of a perimeter buffer” is proposed as a 6 ft. perimeter fence is shown.

Please provide a detailed depiction of the proposed 5 ft. compatibility perimeter buffer, including all vegetation to be retained.

5. A final landscape plan shall be required to be approved, prior to civil construction plan approval, and designed to comply with the applicable provisions outlined in [MMC Chapter 22C.120, Landscaping and Screening](#). **Specifically, please revise the Landscaping Plan to include:**

5.1. Typical side view of perimeter landscape buffers

5.2. The proposed road width deviation for Road C cannot be supported (see below comment #7) - please revise to include the landscape, buffer, street trees, root barrier, and sod for the planting strip along the east side of Road C.

5.3. Detailed planting plan for Open Space Tracts B and D

- Open Space Tract D is in excess of the required total for common open space. Staff recommends removing said tract and reallocating the 1,770 sq. ft. to the parcels situated south. This would also allow for more area to be dedicated to proposed Road C.

6. Pursuant to [MMC 22G.080.060](#), please provide or demonstrate the following:

6.1. Size and shape of all building sites and lots, and location of all building pads and open space areas with any specific open space activity areas indicated - **The identified building envelope for Lot 25 currently shows a 40 ft. front setback, it should be reduced to show a 10 ft. front setback.**

6.2. Provide preliminary plans for signing and lighting, including typical side view of entrance treatment and entrance signs, if proposed.

6.3. Please show the approximate location of the proposed driveways to each lot.

6.4. Detail plans for open space improvements, specifically the active recreation area.

7. Per MMC 22G.080.070(4), at least 25% of lots (under 5,000 sq. ft.) must be accessed by shared vehicle access points, either shared driveways or alleys/auto-courts.

7.1. Being as proposed Road B is to be temporary with vehicle ingress/egress from Densmore Road abandoned, Road B should be proposed as an auto-court and placed into a private tract for access, similar to proposed Tract A.

This revision would also alleviate the shared driveway access requirements proposed for the Lots 19 & 20 and Lots 28 & 29, as the total number of lots accessing off the shared accesses/auto-courts would be increase from (7) to (9).

7.2. The new auto-court (Road B) should be split into two separate tracts, as the east leg of the auto-court is temporary and will need to be converted to open space to eliminate the access onto Densmore Road once Road A is extended to 87th Avenue NE. The landscape plan shall be amended to include future amenities to be included within the open space tract on the east leg of the new auto-court.

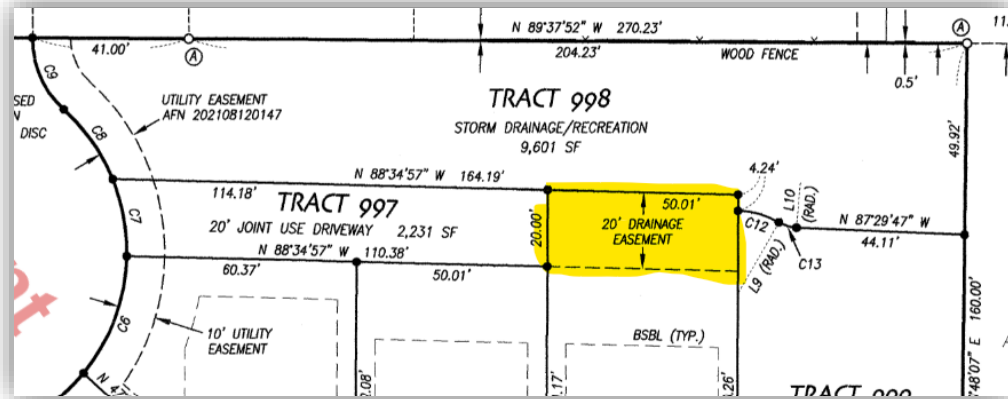
8. Per email dated, May 9, 2022 from Ken McIntyre (see attached), the proposed road width deviation request from 50 ft. to 45 ft. would not be approved based on the current justification posed, unless planning department approved landscaping modification could satisfy the intent of the requirement.

At this time, planning staff does not support the alternate landscaping request, as the proposed parcel sizes are large enough to account for the required planting strip in addition to sections of open space being eliminated.

9. To qualify for RDI bonus units under 6(a) & (b), qualifying active and passive recreation must be clearly demonstrated. Please provide clarification as to what areas in Tract B are to be considered passive versus active recreation; the demonstrations on L2.01 are not explicitly clear.

Please note, the areas of passive versus active recreation cannot be double counted; the recreation types must be clearly identified with the allocated square footages.

10. To provide access to the stormwater vaults, please provide a stormwater/drainage easement on Lot 11 to allow for unhindered vector truck access. See example below:



11. Prior to recording the FINAL BSP the applicant shall be required to provide FINAL restrictive covenants as required by [MMC 22G.080.120](#) and including provisions to address parking enforcement, together with a statement from a private attorney as to the adequacy of the same to fulfill the requirements of the PRD code.

12. The following are the impact fees that apply to this project:

Impact Fee Type	Impact Fee Rate
Traffic	\$6,300 per SFR
Parks	\$1,684 per SFR
Schools (Lake Stevens)	\$9,788 per SFR

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.

After you have had an opportunity to review, please let me know what technical review comments you need clarification on. Once received I can set up a conference meeting with all of the applicable city and agency representatives, if needed. If you have any questions, please do not hesitate to contact me at 360.363.8216, or by e-mail at emorgan@marysvillewa.gov.

Sincerely,

Emily Morgan

Emily Morgan
Senior Planner

cc: Chris Holland, Planning Manger
MainVue WA, LLC

Emily Morgan

From: Ken McIntyre
Sent: Monday, May 9, 2022 4:29 PM
To: Preston J. Longoni
Cc: Kacey Simon; Emily Morgan
Subject: Colvin EDDS Variance

Hi Preston –

I'm in receipt of an EDDS variance to reduce the right-of-way width for Road 'C' of the Colvin PRD from 50-ft to 45-ft. The letter provided with the variance application does not provided a compelling argument that unique circumstances exist at this parcel which would deprive the property owner of rights commonly enjoyed by other similarly situated properties.

The letter essentially states that eliminating the planter strip is needed because the property is narrow with topographic challenges. The stated advantage of eliminating the planter strip is to provide the ability to construct flat lots at the project site. However, the parcel is wide enough to support more than two rows of lots with a central road in that direction. Other parcels in that vicinity have been able to accommodate the required road section by constructing walls or stepped-foundations. If the planter strip were added back to this plan, flat lots could still be provided using a slightly taller wall along the rear of Lot #'s 12-20. There does not appear to be a reason that this cannot be accommodated, other than as a convenience to the project. Incidentally, our Code and EDDS also require sidewalk along both sides of Road 'B'.

Since this is a PRD project, MMC 22G.080.080 does allow some flexibility to modify the PRD Access Street section. In order to do this, a reduction of the planter strip requires offsetting landscaping that is "equivalent or greater landscaping to benefit the development". If you'd like to pursue removal of the planter strip on one side of Roads 'B' &/or 'C', you would need to propose alternative landscaping that is acceptable to the City's Planning Department. The EDDS deviation request is not approvable with the current justification, but I will place it on-hold for now, in case you'd like to explore offsetting landscaping as a possibility.

Feel free to call with questions or if you'd like to discuss further.

Thanks,



Ken McIntyre, PE
Assistant City Engineer
City of Marysville Public Works
80 Columbia Ave
Marysville, WA 98270
360.363.8224 Office
425.551.8137 Cell