

June 28, 2022

City of Marysville  
Community Development Department  
80 Columbia Ave  
Marysville, WA 98270

**MACK Townhomes  
Site Plan Application Narrative**

The proposed project is townhome site plan development located at 11115 Smokey Point BLVD NE in the City of Marysville, WA. The project site will consist of 22 townhome units on approximately 1.18 acres. The proposed development is summarized by the following characteristics and narrative:

Property Location:	11115 Smokey Point BLVD NE
Tax Parcel Number:	30050900400300
Property Zoning:	MU
Property Area:	1.18 acre
Proposed Unit Count:	22 units
Project Type:	Site Plan

**Site Description**

The property is currently occupied by an industrial storage facility and associated vehicles. All structures on site will be demolished as part of the proposed development. The site is bordered to the north by R12 (Multi-Family Low) zoned lands. To the south, east and west the property is surrounded by MU (Mixed Use) zoned lands. The project proposes 22 townhome units to be developed under a single site plan.

**Project Elements**

Drainage:

Drainage from the developed site runoff will be infiltrated 100%. The site proposes a number of infiltration gallery areas as well as pervious pavement driveways.

A geotechnical report has been prepared on the adjacent property. Correspondence with the City has revealed that the geotechnical report prepared for the Balam 6-plex directly adjacent to the east of the site may be utilized for geotechnical assumptions. Based upon this report, an infiltration rate of 2 in/hr is available for infiltration. The infiltration facilities proposed by the site utilize this infiltration rate.

Water quality treatment will be provided for pollution-generating impervious surfaces prior to infiltration by water quality treatment units that collect roadway runoff.

Water and Sewer Utilities:

The properties will be serviced by the City of Marysville water and sewer system. The proposed project will connect to the existing mains located either onsite or just offsite. Proposed water connection will be made to the adjacent project being constructed just to the east for looping purposes. See the submitted preliminary utility plan for locations.

Site Access and Parking

There is no existing frontage along site boundaries, so no ROW dedication is necessary. All access proposed to the site and interior to the site will be private in nature. Access will be provided via a 31' access from adjacent property to the south with a 31' width access road including 20' of pavement, 2' rolled curb and 5' sidewalk on either side. This section continues through the site.

Parking requirements indicate that two parking spaces and one guest space per unit are required. Spaces located in the driveways (2 spaces per unit) and within the proposed garages (1 space per unit) would

meet this requirement. A total of 81 parking spaces are required, which would be met or exceeded with the proposed layout.

Critical Areas:

No critical areas are located on site.

Open Space:

City code requires that there be 200 SF of private open space per unit with a dimension no less than 10'. The project proposes at least this minimum requirement for all units. Please see the landscape plans and the proposed site plan for information regarding private open space proposed on the site.

**Code Compliance**

Code Provision	Standard	Proposal
22C.010.290 (2)(a)(i)	The street edge shall be defined with buildings, landscaping or other features.	Townhome buildings will front the internal access road. See building elevations and façade examples.
22C.010.290 (2)(a)(ii)	Primary building entrance(s) shall face the street unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director, and alternate design elements are incorporated into the facade which enliven the streetscape. Alternatively, for multifamily projects, building entries that face onto a courtyard which is oriented towards the street are acceptable.	Primary building accesses will face the internal portion of the site. See building elevations and façade examples.
22C.010.290 (2)(a)(iii)	Buildings with individual ground floor entries should face the street to the extent possible. Alternatively, for multifamily projects, configurations where entries face onto a courtyard or open space that is oriented to the street are acceptable.	See building elevations and façade examples for how the project proposal meets these requirements.
22C.010.290 (2)(a)(iv)	Buildings shall provide windows that face the street to provide "eyes on the street" for safety. To meet this requirement, at least 15 percent of the facade facing the street shall be occupied by transparent windows or doors.	See building elevations and façade examples for how the project proposal meets these requirements.
22C.010.290 (2)(a)(v)	Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way.	The proposed site layout includes a 5' sidewalk on each side of the private drive.
22C.010.290 (2)(a)(vi)	Provide building entries that are accessed from the sidewalk; preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised and clearly marked.	Building entries are accessible from the sidewalk via the driveways for each unit.
22C.010.290 (2)(b)	The development shall provide site development features that are visible and pedestrian-accessible from the	The proposed development will provide a minimum of 200 SF of private open space for each unit with

	street. These features could include plazas, open space areas, recreational areas, architectural focal points, and access lighting.	a dimension of at least 10'. No common open space is required or proposed.
22C.010.290 (2)(c)	The development shall create a well-defined streetscape to allow for the safe movement of pedestrians.	The proposed site layout includes a defined sidewalk on both side of the private drive.
22C.010.290 (2)(d)	For multifamily residences, no more than 50 percent of the total parking spaces may be located between the building and the primary public street (street from which primary access is obtained) unless it is not feasible due to parcel size, topography, environmental conditions, or other facts as determined by the director. Where the property fronts on more than one public street, this provision applies to only one street frontage.	Parking is located in driveways and within garages assigned to each unit. In some instances, resident stalls are located separately from driveways but are located adjacent to units and have been striped and signed such that the spots are known to be reserved for unit residents.
22C.010.290 (2)(e)	For multifamily residences, parking lots shall not be located at the intersection of public streets unless no feasible alternative location exists.	No parking lots are proposed.
22C.010.290 (3)(a)	Where adjacent buildings and neighborhoods are consistent with the comprehensive plan and desired community character, new buildings and structures should consider the visual continuity between the proposed and existing development with respect to building setbacks, placement of structures, location of pedestrian/vehicular facilities and spacing from adjoining buildings. Solar access of the subject and adjacent properties should be considered in building design and location.	The proposed buildings are consistent with setbacks in the area and pedestrian facilities are provided internally through the site.
22C.010.290 (3)(b)	Harmony in texture, lines and masses is encouraged.	Please see submitted building renderings for buildings visuals. Care has been taken in colors and textures chosen.
22C.010.290 (3)(c)	Attractive landscape transition to adjoining properties shall be provided.	Please see submitted landscape plans. The landscaping proposed provides code-compliant plantings that provide consistent character with the neighborhood.
22C.010.290 (3)(d)	Public and quasi-public buildings and structures shall be consistent with the established neighborhood character.	The proposed buildings are consistent with neighborhood character and are and allowable use per the zoning code.

We look forward to working with you, and appreciate your review, input, and assistance.

Sincerely,



Tom Abbott, PE  
Project Manager  
HQ Office  
**LDC, Inc.**