

LAND TECHNOLOGIES, INC.

PLANNING • PERMITTING • ENGINEERING



Narrative for 104th St Rezone from Residential to GC
Site Address: **4131 104th St NE**
Parcel Numbers: **30051600200100 plus 30051600200300**
Zoning: **Residential R-4.5 SFM**
Designation: **Low Density Residential**
Shoreline: **NA**
Flood Plain Designation: **NA**
Area: **Gross Site Area is 3.19 acres (139,003 sf).**
NE ¼ of NW ¼ Section 16, Township 30N, Range 05 East

Narrative

Summary:

The proposal is to rezone the site from the current R-4.5 SFM zone to General Commercial using the allowances of MMC 22G.010.440(2). Per MMC 22G.010.450(2) we are submitting a Site Plan concurrent with the request for the rezone.

The Site Plan being submitted with the concurrent rezone is to build Office/Warehouse type buildings. The location of this parcel is far more conducive to General Commercial than to residential development. Immediately to the east is the Burlington Northern Rail Road and State Street. To the south, across 104th St NE is land currently zoned as General Commercial. This property is separated from the residential community to the west by Quilceda Creek set in a large ravine and buffers to that ravine. Homes to the west will be around 300' feet from development on this site with a mature forested screen in that ravine and buffers to the creek. Photorealistic image here is a near exact replica of the proposed site development—minus the bullet train and landscaping in the BNRR property and the City's property on State Street—although it would be nice if the City did clean up and landscape this area ☺.



Rezone Portion of Proposed Project: the project, as proposed, covers two parcels. One is a long narrow strip along the railroad and the other is the piece adjacent to the west of this strip. There is an existing house that is owned by others near the SW corner of this property. They would like to have that parcel rezoned also but they do not have a concurrent proposal at this time.

As described in the Summary, this project is across from General Commercial Zoning on the south side of 104th St NE. It would be considered “Property at the edges of land use districts...” and meets the criteria for a rezone without applying for a comprehensive plan map amendment.

MMC 22G.010.440(2) Property at the edges of land use districts can make application to rezone property to the bordering zone without applying for a comprehensive plan map amendment if the proponent can demonstrate:

The property is currently zoned R-4.5 which is a single-family medium density zone. This property is on the north side of 104th St NE and on the south side the zoning is GC. Burlington Northern is immediately adjacent to this property to the east and State Street is next to the BNRR property. Straight east BNRR and State Street is General Commercial Zoning. This property is situated to meet these criteria as more fully described below.

(a) The proposed land use district will provide a more effective transition point and edge for the proposed land use district than strict application of the comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics;

This is a long narrow strip of property of 3.19 acres that is sandwiched between the Rail Road Tracks and a deep ravine carved out by Quilceda Creek. The proposed buildings will only be about 100’ from passing trains. On the other side of the railroad is a Principal Arterial—State Street. Not the ideal scenario for blissful residential development.

As described earlier, General Commercial zoning is directly south of this parcel and there is another peninsula of GC zoning adjacent to the east frontage of State Street.

Adjacent to the west property line is a large Critical Area with Quilceda Creek set in a deep ravine. This critical area and the topography that goes with it makes a great transition to residential west of the Creek and ravine. The Creek, ravine, and buffers to the fish stream provide a three hundred foot natural buffer between homes in the residential community and building that would be on this site.



(b) The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map; and

Marysville is considered a “bedroom” community by virtue of the statistics of the number of people that work in “town” versus those that commute out of town to work. Per statistics from 2012, Marysville has 0.54 jobs per housing unit. About half the workforce that lives in Marysville gets on the freeway and drives off to other communities to work; no wonder the freeways are jammed 😞 Not only is there the stated “...*desire to improve the jobs-to-housing ratio*” in the current Comprehensive Plan but it is the goal of the Growth Management Act to reduce transportation impacts by providing jobs in the local community.

From the General Development Land Use Goals and Policies, we have *Goal 3. Promote a healthy economy by improving the jobs to housing ratio.* In order to attain more balance in the jobs to housing ratios, the Comp Plan set an objective of a jobs-to-housing ratio of 1.0 by the year 2035. That is an ambitious goal and this request to convert land now zoned for houses to a site that would create employment can help with that goal.

This conversion is consistent with the Marysville Comprehensive Plan Land Use Policies, in particular LU-4 strives to “*Encourage growth that will transform Marysville from a residentially dominated community to one that provides a balanced, though not equal, proportion of both residences and employment*”.

General Land Use Policy LU-12 states “*Provide balanced employment opportunities for the local labor force through varied economic development that is clean and pollution free, and the establishment and protection of small entrepreneurs*”. It should be pointed out that while it is nice to have a big commercial and industrial business come to town, one of the largest employment groups in the country are the small business entrepreneurs. The Small Business Administration (SBA) states that 64% of the new jobs created in the U.S. are generated by small businesses. The type of development proposed for this site fully supports the small type businesses by providing office space and warehouse for those small business entrepreneurs.

This proposal is consistent with Commercial Land Use Goals and Policies and more specifically with LU-60, LU-61, and LU-81.

This proposal is consistent with the Economic Development Goals, Objectives, and Policies.

Generally speaking, this property with its exposure to the railroad and State Avenue is not ideally suited for residential development. This exposure is more suited to commercial and industrial type uses. Given the adjacent commercial zoning to the south, this property would be best suited for General Commercial Zoning.

The large ravine with the creek and steep topography provides a natural transition for the residential community to the west.

(c) The proposed land use change will not affect an area greater than 10 acres, exclusive of critical areas. (Ord. 2981 § 23, 2015; Ord. 2898 § 17, 2012; Ord. 2852 § 10 (Exh. A), 2011. Formerly 22G.010.420).

This proposed rezone request affects 3.19 acres of land which does include a critical area buffer.

MMC 22G.010.440(1) *A zone reclassification shall be granted only if the applicant demonstrates that the proposal is consistent with the comprehensive plan and applicable functional plans and complies with the following criteria:*

(a) There is a demonstrated need for additional zoning as the type proposed;

Per statistics in the Comprehensive Plan, Marysville has 0.54 jobs-to-housing (jth) ratio which means half the workforce residents commute out of town for work. Per the Marysville Comprehensive Plan there is a stated goal of making that 1.0 jth, which is very aggressive. To even get close to this ratio, a lot of good jobs will be needed.

The Growth Management Act (GMA) intends to increase this working local with its directives. Working in the community keeps cars off the freeways.

Sixty four percent of the new jobs created in the US are by Small Businesses per the Small Business Administration. This project provides support to existing and new entrepreneurs needing office and warehouse space.

This project converts a site that would currently provides housing (a poor site for that use) into a site that promotes jobs. Given the adjacent railroad tracks and main arterial, this site is great for jobs and bad for homes.

(b) The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties;

Immediately to the south the land is currently zoned General Commercial. Adjacent to the east are the Burlington Northern Railroad Tracks and then a Principal Arterial—State Street. The frontage properties on the east side of State Street are zoned General Commercial.

Along the west boundary of this property is a large Open Space that includes Quilceda Creek—a fish stream. The Creek has incised a significant ravine. There is a 100' buffer from the top of the bank which is just west of this site's property line. This buffer and ravine are heavily forested with mature evergreen trees. This natural topography and vegetation will provide a great transitional buffer between commercial use on this site and the residential community west of the ravine.

(c) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification;

There are likely several others not mentioned here, but two significant changes in the circumstances a recent surge in population coming to Marysville and the upgrades to State Street and the Bridge Crossing Quilceda Creek.

Due in part to developable land becoming hard to find in the southern part of the county, the last few years has had a real surge in residential development in the city. Residential development, while a good thing, does not help the city meet its goals of getting to that 1.0 jth ratio. The approvals and development of the Cascade Industrial Center (CIC) has also drawn a lot of interest in commercial and industrial zoning to the City.

The rebuilding of the Quilceda Creek Bridge from an old 2 lane bridge to a new 4 lane bridge along with similar improvements all along State Street has also made Commercial Use of this site more feasible. This upgrade in road since the 2015 Comp Plan, now provides 4 lane arterial routes to either the north or the south.

(d) The property is practically and physically suited for the uses allowed in the proposed zone reclassification.

Discussion above does show how the property is practically suited for the proposed zoning reclassification. It does face the Principal Arterial and short access to that road, albeit over the RR Tracks as is very common in Marysville.

A sewer manhole located at the SE corner of the site and a substantial water main crosses along the frontage on 104 St NE. Stormwater management will be efficient as the soils are deep sands that are very compatible with infiltration.

Physically, the property is level and very suited for the proposed use. The site, given its frontage on the railroad and State Street, is much more suited for General Commercial Use than it is for residential use.

Perimeter Design: the warehouse office buildings are designed to face State Street and have good architectural relief and are aesthetically designed building facades facing State Street. There will also be a hedge row of columnar evergreens along the railroad ROW.

The “back” of the building will have a 250’ forested buffer shielding views of the homes from the west.

The south end of the building (graphic above) facing 104th St NE will have just pedestrian access and no garage doors. Proposed is a substantial landscape buffer along the south end of this building to screen the view from passing cars.



Streets and Sidewalks: Access is from 104th St NE located across from the existing intersection of 42nd Ave NE with 104th St NE. Interior access will be by the Parking Lot Drive Aisle

It is just across the tracks that 104th St NE intersects with State Street.

Parking: An absolute number of required spaces could not be perfected until the tenants decide how much space they may want to lease. For planning estimates, we have broken the buildings into 12 units. That would provide just over 2,000 sf units in the smaller building and just over 3,000 sf in the larger building. We estimate about 400 sf of office per unit.

This would be about 4,800 sf for 12 office units and require 12 parking spaces based on one space per 400 sf of office space. the remaining 25,800 sf would be warehouse. Warehouse requires one parking space per 750 sf. The warehouse area would require a minimum of 35 spaces. The total required would be 47 spaces with these estimates. We are providing 87 spaces. Even if it turned out to be all office space, the requirement would be 77 spaces. We are providing 10 spaces over an unrealistic maximum.

Stormwater Management: There will be treatment from the Pollutant Generating Surfaces through Bio-cells. The site is underlain with more than 20 feet of clean sand and all runoff will be infiltrate.

Thank you

Merle Ash
Land Technologies Inc