



October 19, 2023

City of Marysville
Community Development Department
501 Delta Avenue
Marysville, Washington 98270

**Re: Kendall Development Group – Ford Pro Elite Commercial Vehicle Service Center
16100 Smokey Point Boulevard
ZGA Project No. 2310-00**

Subject: Land Use Application Cover Letter

To Whom It May Concern,

The purpose of this letter is to provide a brief introduction to the Ford Pro Elite vehicle service facility that Kendall Development Group proposes to build on the undeveloped property at 16100 Smokey Point Boulevard in Marysville. This letter is an accompaniment to the Land Use Application.

The facility is for maintenance and repair of Ford commercial medium-duty and heavy-duty vehicles. It is not intended for automobiles and standard pickup trucks owned by the general public. This facility is not a sales lot. The proposed building is approximately 52,000 square feet, including the second floor storage area. It is anticipated that the project will be constructed as one continuous effort without phasing.

This facility is designed to conform to Ford's prototype architectural features of their service center, and is not intended to convey a retail sales venue. The typical procedure for a client is that they arrive on site and drive the company vehicle into the building. They exit the vehicle and complete any paperwork needed. The Ford personnel then drive the vehicle to the service bay or a service holding stall.

Exterior building materials include corrugated metal siding in horizontal orientation in two complimentary colors, integrally colored concrete masonry units in split face and ground textures, clear anodized aluminum window frames, and the Ford logo incorporated into aluminum composite material wall panels. The appearance is per Ford's archetype for this facility and in appearance should be very compatible with the existing automobile dealerships to either side and across the street from this site.

The building is comprised of five primary areas; the vehicle drop-off bay sized to accommodate four vehicles at one time, the office area where service orders are written, 24 vehicle service bays, the parts storage area, and the employee area with the break room, locker rooms and showers. The vehicle service bays are far and away the majority of the building's space comprising 64% of the building, and parts storage is the second largest space comprising 24% of the building.

As a vehicle-oriented business, this facility will provide an abundance of parking. In addition to parking for customers and employees, several stalls will be provided for service holding of vehicles along with several electric vehicle charging stations for vehicles being serviced. Access to the site will be from pre-existing cross-access agreements/easements with the two adjoining properties.

As is appropriate for a vehicle service facility, the walls are constructed of concrete unit masonry (CMU) for toughness and durability. The CMU presents two decorative textures, split face and ground. The CMU will be integrally colored so that recurring painting of the building will not be necessary and should a block be chipped the color will remain intact. The portions of the building that are people oriented are the vehicle drop-off bay, the office area, and the employee area, and this portion of the building will be clad with two forms of corrugated metal siding. The glazed overhead doors into the vehicle drop-off bay constitute the main entrance to the building. These overhead doors are high-speed doors, so when operated they do not evoke the persona of slow moving garage doors. The gray color scheme is in accordance with Ford's direction for this facility.

We believe the design of this facility complies with the intent of Marysville Municipal Code 22C.020.250, *Site and Building Design Standards*, and we request consideration from the Community Development Director for



alternate features meeting the intent of the standards. We present the following utilizing the organization provided in MMC 22C.020.250.

- (1) **Applicability:** Item (c) confirms that Crime Prevention Through Environmental Design (CPTED) applies to this building. Features employed include glazing in personnel doors and overhead doors facing the parking areas to the rear and south side of the building, shrubbery in the landscape islands of the parking area are to be no higher than three feet, and trees in the landscape islands of the parking area are to be pruned to maintain the branches at least seven feet above the ground. The building shall be well lit. Territorial reinforcement includes perimeter landscaping and fencing that separates the private areas of the site from the public areas.
- (2) **Relationship and Orientation of Buildings to Site and Street Front:** The development presents an attractive street edge that provides safe movement of pedestrians along the street side of the property and includes a pedestrian connection to the office area door. Minimal parking is provided between the building's façade and the street, far less than the 50% that is allowed. Item (e) stipulates that transparent windows and doors are to comprise at least 25% of the street facing façade between four feet and eight feet above sidewalk elevation. The windows, glazed door, and glazed overhead doors comprise approximately 37% of the façade between four feet and eight feet high.
- (3) **Relationship to Buildings and Site to Adjoining Area:** The existing properties north and south of the site are automobile dealerships. The Ford Pro Elite service center has commonalities in that it is a vehicle-oriented business, but it is not set back from the street as far as these adjacent buildings because it does not have the need to display vehicles for sale. The overall building size and proportions are in harmony with the adjacent buildings, and there will be landscape buffering between the properties.
- (4) **Landscape and Site Treatment:** Landscaping and site lighting have been designed cognizant of these requirements.
- (5) **Site Design Utilizing Crime Prevention Through Environmental Design (CETED) Principles:** See discussion under "Applicability" above.
- (6) **Building Design – Human-Scale Standards:** Of the eight "human-scale building elements" listed, this proposal includes items (d) and (g). Also, the entire front of this building is at a lower, more human-scale height, than the remainder of the building. Due to the function and nature of this facility, and the fact that the primary entrance is via a vehicle, we believe the building appropriately meets this standard.
- (7) **Building Design – Architectural Scale:** This building fits in well with the context of the adjacent automobile dealerships. The modulation of the street facing façade articulates the intent of this standard and reflects the functional needs of the building. This building does not front directly on the street, and of the eight articulation features listed items (ii), (iv) and (v) are evident in this building.
- (8) **Building Corners:** Not applicable.
- (9) **Building Design Details:** The horizontal glazing pattern on the overhead roll-up doors and the recessed doors provide compliance with item (a). The decorative "Ford Pro" monolith sign provides compliance with item (b). The use of two metal siding colors provides compliance with item (c) while meeting the constraints of Ford's building prototype.
- (10) **Building Materials:** This building is clad in high-quality, durable materials which provide visual interest to a building that by its function needs to provide large volumes of space. The materials, colors and distribution are dictated by Ford's building prototype.
- (11) **Blank Walls:** The east façade faces Smokey Point Boulevard. Moving from south to north along this elevation, the southern portion is the office area with windows meeting criteria listed. Next is a portion of the building the protrudes forward from the office area. This wall includes two overhead doors with horizontal glazing pattern which meets the criteria for transparent doors. Should the area from the building corner to the overhead doors be in question, this area is 384 square feet and therefore below the 400 square foot threshold. Next comes the protruding "Ford Pro" monolith, which is only 336 square feet in area. The last portion of this elevation is a wall that is 567 square feet. The interior space behind this wall is locker rooms and showers, so it is not appropriate to have transparent windows or doors in this area. In front of this wall is a deep landscape bed which will provide depth and color.
- (12) **Building Entrances:** The primary building entrance is the vehicle overhead doors and therefore the weather protection feature is not applicable. The secondary public access doors are recessed to provide



weather protection. These pedestrian entrances are glazed doors with transparent glass sidelights, with landscape beds in close proximity.

We trust that this synopsis of the design features meets with the approval of the Community Development Director for compliance with the "Site and Building Design Standards."

MMC 22C.130.050 (5) (d) requires all on-site parking to be located at the sides and rear of buildings. Access to the site is via shared access agreements with the adjacent properties to the north and south, resulting in the entries to this site being significantly west from the east property line. As a result, the building cannot front directly on Smokey Point Boulevard and maintain its vehicle "front door" function, but this setback is advantageous to the main building entrance vehicle doors. Some client parking is provided in front of the building. The automobile dealerships adjacent to the site have parking in front of the building and we believe it is appropriate for the proposed building as well.

MMC 22C.130.080 (2) (a) requires two loading spaces. Typically this type of facility does not need loading spaces; however, spaces for receiving and loading are provided inside the building via two overhead doors on the south side of the building.

This letter provides an overview of the intended use of the facility. Should there be any questions or a need for additional information, please do not hesitate to contact me.

Sincerely,



Lowell Alseth
Architect
ZGA Architects and Planners, Chartered

cc: Todd McFarlane, Kendall Auto Group
Duane Farnham, Kendall Auto Group