



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:

Project Name:	10 Degrees
Project Number:	PA21-039
Request Submittal Date:	

CONTACT INFORMATION:

Engineer/Surveyor Name:	Jesse Jarrell	Professional Stamp
Firm Name:	LDC	
Mailing Address:	20210 142nd Ave NE, Woodinville, WA 98072	
E-Mail Address:	jjarrell@ldccorp.com	
Phone Number:	425-286-2416	

VARIANCE REQUEST INFORMATION:

MMC/EDDS Section:	3-209 Intersections
\$250 Application Fee Submitted:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Deferred

Variance Justification (attach additional pages if needed):

EDDS requires 150' spacing for road intersections. Due to the project creating very small lots, it is difficult to provide access to all units with roads having greater than 150' spacing since a large portion of the lot accesses shall be from private roads, alleys and/or auto courts. Project has been designed so that any intersection that contains less than 150' spacing have minimal left hand turn queuing issues. Additionally, the majority of lots have duel access to them to help provide secondary access points and also spread out traffic flows through the neighborhood. Refer to intersection spacing analysis memo provided with the 2nd prelim plat review package for additional analysis on proposed intersections (also attached with this variance request).

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

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



MARYSVILLE
PUBLIC WORKS

<u>FINDINGS/DECISION</u> (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
<u>Findings/Decision/Conditions:</u>	
<div style="background-color: #f0f0f0; height: 500px; border: 1px solid black;"></div>	

(360) 363-8100

Public Works
80 Columbia Avenue
Marysville, WA 98270

Signature/Date

Memo

To: City of Marysville
From: Land Development Consultants, LLC
CC:
Date: March 25, 2022
Re: Marysville 10 Degrees (PA 21-039) Intersection Spacing Analysis

Following are the findings in our review of the Marysville 10 degrees project in association with proposed intersection spacing designed at less than 150' and how traffic operations in these areas might be affected. Refer to the summary below for an analysis of how each proposed intersection with less than 150' spacing will function with expected traffic flows from the developed site.

Proposed Traffic Circulation

With the exception of proposed Drive C, access to all proposed lots/units can be accessed by at least 2 different traffic routes throughout the internal road network proposed for the site. As such, any minor traffic operations through the site accessing each lot can be mitigated by future homeowner's using less impactful routes without significantly increasing travel distances. Additionally, the majority of the intersections with less than 150' spacing are primarily limited to alley access roads adjacent to new internal plat road with the individual alley access generally only serving about 100 to 270 ADT worth of trips. Refer to the analysis below for expected traffic operations at each proposed intersection designed with less than 150' spacing.

Road/Drive Aisle Intersections

Ingress and egress in each of the following intersections is forecasted to consist of access to/from 19th Ave NE.

Access to and from Drive A

Though Drive A has less than a 150' spacing from Road F, all traffic to/from Drive A is expected to be limited to the south of Drive A most likely coming off of Road E. In addition, very minimum traffic on Road G or E from Road F is expected resulting in little to no concerns regarding traffic operations adjacent to Drive A connections to Road E and G. Note that the majority of traffic entering the site from 19th Ave NE is expected to enter the site from the most northerly access point proposed off of 19th Ave NE.

Access to and from Drive D

Drive D is current designed with a 132' intersection spacing from Road B at it's west end and 90.98' spacing from its east end. Due to the majority of access to Drive D expected to come up Road E, Left turn queuing issues to enter into Drive D is not expected. Additionally, with minimal traffic expected on Road E, left turns to Road E from Drive D are not expected to cause significant traffic issues. Any access to and from Drive D from Road G is expected to be minor and most likely only consist of use by 3 or 4 lots. Note that the majority of traffic entering the site from 19th Ave NE is expected to enter the site from the most northerly access point proposed off of 19th Ave NE.

Road B, D, E and G intersection

Road D is current designed with less than a 150' intersection spacing from Road E and Road D. Though this may be the case, traffic flows and turning near these intersections will be less than typical due to internal plat roads looping through the site as opposed to thru streets that navigate traffic in and out of the development. Cars entering the site from 19th Ave on Road B will either be turning left on to Road E, right on Road D, left on to Road G or continuing straight on Road B. Any left turns on to Road E from Road B will be clearly see from Road D traffic so left turn crossings do not appear to be an issue. There is a potential for left turns onto Road G from Road B that could result in backing up traffic on Road B blocking the Road D intersection but is highly unlikely due to the minimal amount of units being access from Road G. Left turn queuing on Road B traveling west bound is not expected due to there not being much need to turn left onto Road D from Road B. Traffic from Road D, E and G are not expected to frequently turn east onto Road B also limiting traffic issues and concerns.

Access to and from Drive E

Drive E is current designed with less than a 150' spacing from Road G and D. Traffic to Drive E is expected to be right turns into Drive E from Road B and left turns into Drive E from Road H. Right turns into Drive E from Road B are not expected to cause any traffic issues. Left turns into Drive E from Road H could be impacted by cars queuing up on Road H trying to turn on to Road D but is not expected due to the minimal amount of traffic expected to be headed west bound on Road H. Traffic concerns for left turns from Drive E onto Road B are not expected due to a vary low frequency of cars expected to turn right from Road D onto Road B. Additionally, Cars leaving Drive E will be closely aligned with Cars turning right from Road G resulting in clear sight between cars entering roadway. Cars leaving Drive E onto Road H will generally be turning right resulting in little to no traffic concerns near the intersection of Road H and Road D.

Access to and from Drive I

Drive E is current designed with less than a 150' spacing from Road C. The majority of traffic entering onto Drive I from the south end is expected to mainly come from Road C and not Road H. As such, left turns into Drive I are not expected to back up and block left hand turns onto Road C from Road H. Left hand turns from Drive I onto Road H are not expected as it's the longest route to leave the site. No other intersection or left turn concerns are aware of.

Access to and from Drive J

Though Drive J has less than a 150' spacing from Road I, all traffic to/from Drive J is expected to be limited coming/going west of Drive J off of Road B and H. Left turns into Drive J from Road H and left turns from Drive J to Road B are not expected to cause traffic issues since turns onto Road H from Road I will be very limited an infrequent. Any right turns into and out of Drive J are not expected to cause any issues with surrounding streets.

Access to and from Drive L

Drive L is current designed with less than a 150' spacing from Road H. The majority of traffic entering onto Drive L is expected to be left turns from Road C, right turns from Road D and left turns from Road D. Left turns into Drive L and not expected to be an issue due to the limited amount of traffic that will be turning onto Road C from Road H. Left turns onto Drive L from Road D could potentially back up traffic on Road D blocking the Road D/H intersection but is not likely to be very frequent due to the minimal amount of traffic using Drive L and dual access being available for Drive L. Cars exiting from Drive L are expected to turn left and right onto Road D and primarily turn right onto Road C. Cars turning right on to Road C do not appear to be an issue due to limited traffic expected from Road H turning onto Road C. Cars turning right onto Road D could potentially affect cars turning left from Road H but it is not expected to be very frequent. Additionally, Road H and Drive L are expected to more of controlled intersections so Cars leaving Road H or Drive L entering onto Road D are expected to be slow moving. Cars turning left on to Road D from Drive L do not appear to have any negative impact on surrounding traffic or intersections.

Access to and from Drive O

Drive O is located slightly less than 150' from Road D and only provides access to 3 units. Due to the minimum number of units and a high likelihood of Cars more turning left down Road D and right onto Drive O, as opposed to turning left onto Drive O from Road C, intersection spacing and traffic operations adjacent to the Drive O/Road C intersection is not expected.

Access to and from Drive P

Drive P is located less than 150' from Road D. Traffic to and from Drive P is mainly expected to mainly be from the Southerly site entrance off of 19th Ave. As such, access onto Drive P is expected to mainly be right turns from Road C. Traffic leaving Drive P is mainly expected to turn left onto Road C. Left turns from Drive P are not expected to impact right turns from Road D onto Road C due to limited traffic from Drive L and clear sight distance being available from both cars entering on to Road C from Road D and Drive P. No other intersection or left turn concerns are aware of.

Summary

Though some designed intersections for the project result in less than 150' spacing to other intersections, we do not believe they are of a great concern to future traffic operations due to the minimal amount of traffic being expected near most of these intersections along with the fact that generally there are at least two different and reasonable vehicle paths to each lot more likely resulting in future homeowner's altering their routes to and from their homes based on routes of least resistance. Please use this letter in conjunction with the 1st Preliminary Plat Review Comment Response letter. Let me know if there's any questions regarding this analysis.

Sincerely,

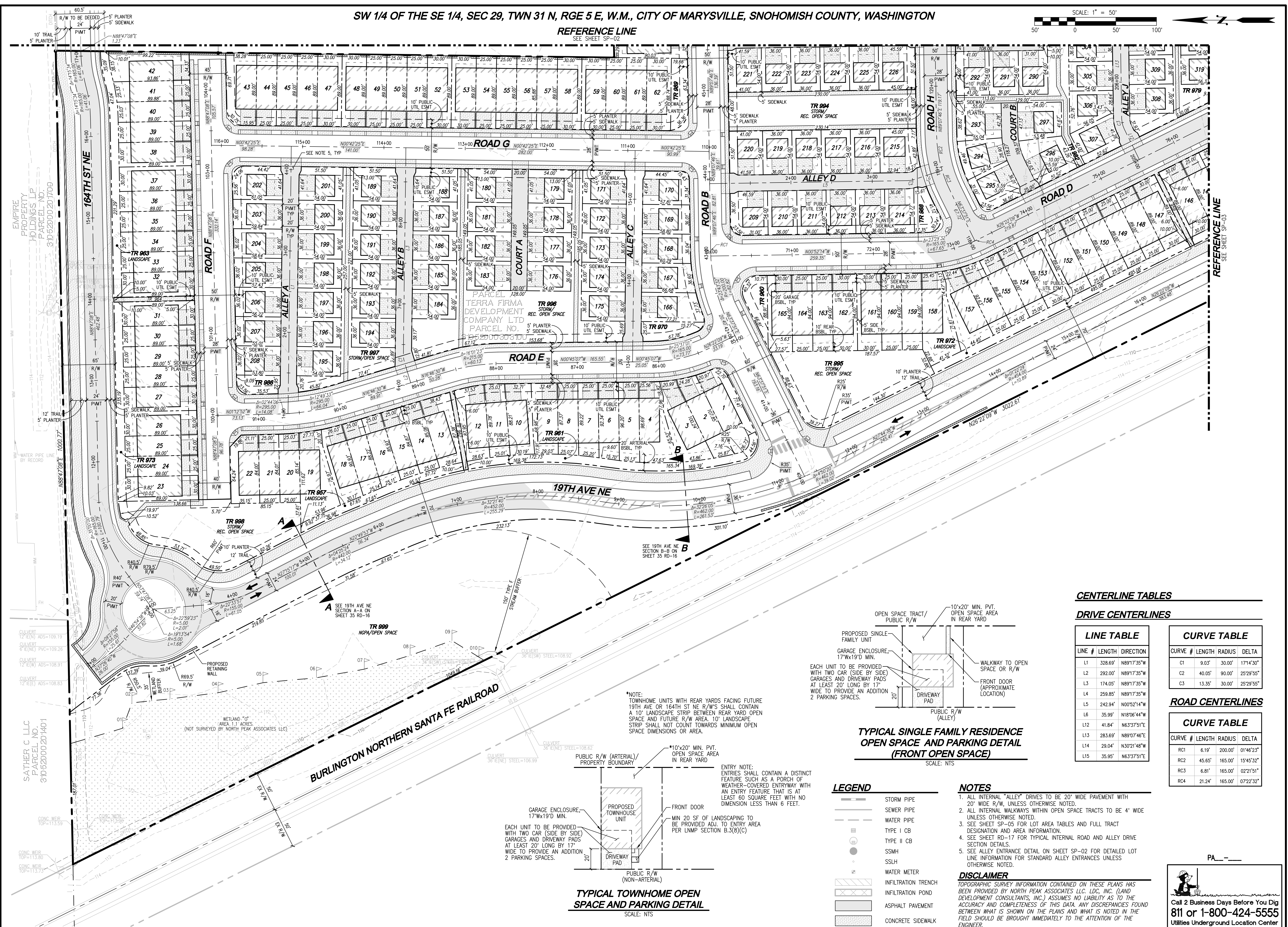
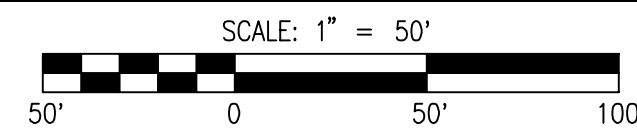
LDC, Inc.

Jesse Jarrell

Jesse Jarrell, PE
Project Manager
HQ Office

SW 1/4 OF THE SE 1/4, SEC 29, TWN 31 N, RGE 5 E, W.M., CITY OF MARYSVILLE, SNOHOMISH COUNTY, WASHINGTON

REFERENCE LINE
SEE SHEET SP-02



REVISIONS

NO.	DATE	DESCRIPTION

LDC | Surveying Engineering Planning

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Woodinville
Woodinville, WA 98072
www.LDCorp.com

Olympia
20210 142nd Avenue NE
Woodinville, WA 98072
T 425.806.1869 F 425.482.2893

PULTE GROUP
MARYSVILLE 10 DEGREES
SITE PLAN

CENTERLINE TABLES

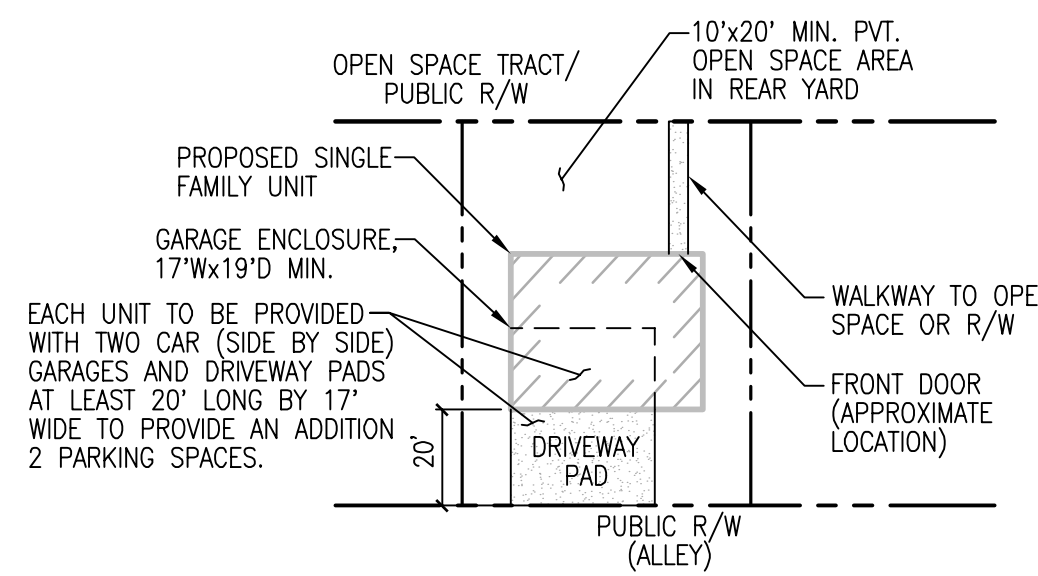
DRIVE CENTERLINES

LINE #	LENGTH	DIRECTION
L1	328.69'	N89°17'35"W
L2	292.00'	N89°17'35"W
L3	174.05'	N89°17'35"W
L4	259.85'	N89°17'35"W
L5	242.94'	N00°52'14"W
L6	35.99'	N18°06'44"W
L12	41.84'	N63°37'51"E
L13	283.69'	N89°07'46"E
L14	29.04'	N30°21'48"W
L15	35.95'	N63°37'51"E

CURVE #	LENGTH	RADIUS	DELTA
C1	9.03'	30.00'	17°14'30"
C2	40.05'	90.00'	25°29'55"
C3	13.35'	30.00'	25°29'55"

ROAD CENTERLINES

CURVE #	LENGTH	RADIUS	DELTA
RC1	6.19'	200.00'	01°46'23"
RC2	45.65'	165.00'	15°45'32"
RC3	6.81'	165.00'	02°21'51"
RC4	21.24'	165.00'	07°22'32"



TYPICAL SINGLE FAMILY RESIDENCE OPEN SPACE AND PARKING DETAIL (FRONT OPEN SPACE)
SCALE: NTS

LEGEND

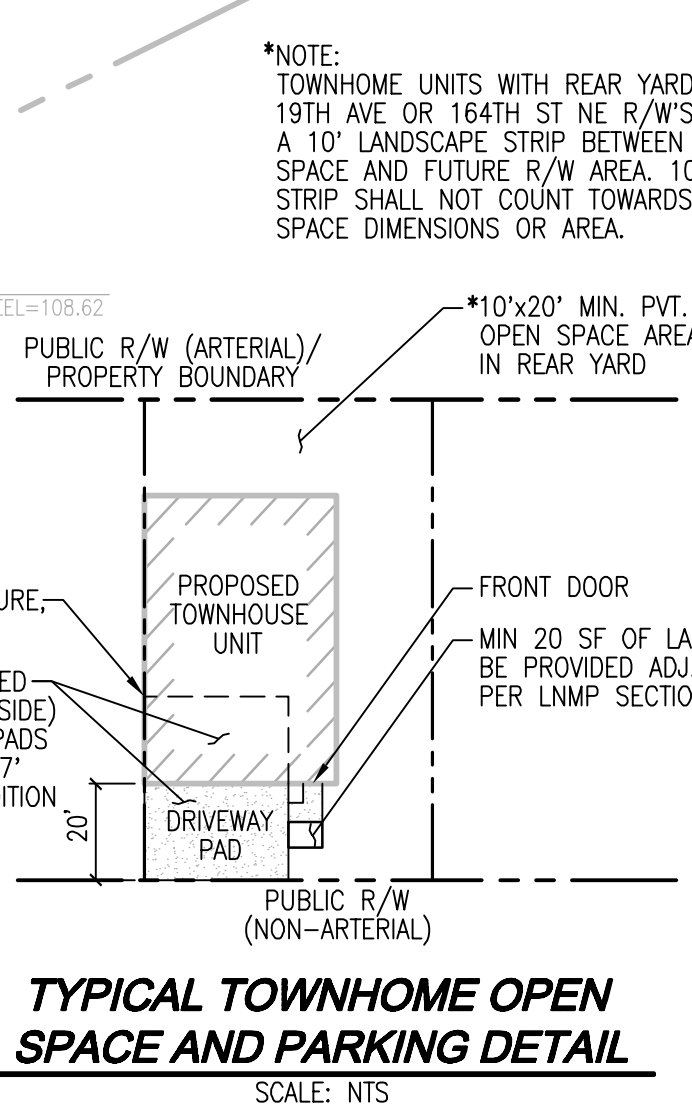
- STORM PIPE
- SEWER PIPE
- WATER PIPE
- TYPE I CB
- TYPE II CB
- SSMH
- SSLH
- WATER METER
- ▨ INFILTRATION TRENCH
- ▨ INFILTRATION POND
- ▨ ASPHALT PAVEMENT
- ▨ CONCRETE SIDEWALK

NOTES

- ALL INTERNAL "ALLEY" DRIVES TO BE 20' WIDE PAVEMENT WITH 20' WIDE R/W, UNLESS OTHERWISE NOTED.
- ALL INTERNAL WALKWAYS WITHIN OPEN SPACE TRACTS TO BE 4' WIDE UNLESS OTHERWISE NOTED.
- SEE SHEET SP-05 FOR LOT AREA TABLES AND FULL TRACT DESIGNATION AND AREA INFORMATION.
- SEE SHEET RD-17 FOR TYPICAL INTERNAL ROAD AND ALLEY DRIVE SECTION DETAILS.
- SEE ALLEY ENTRANCE DETAIL ON SHEET SP-02 FOR DETAILED LOT LINE INFORMATION FOR STANDARD ALLEY ENTRANCES UNLESS OTHERWISE NOTED.

DISCLAIMER

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TYPICAL TOWNHOME OPEN SPACE AND PARKING DETAIL
SCALE: NTS

*NOTE: TOWNHOME UNITS WITH REAR YARDS FACING FUTURE 19TH AVE OR 164TH ST NE R/W'S SHALL CONTAIN A 10' LANDSCAPE STRIP BETWEEN REAR YARD OPEN SPACE AND FUTURE R/W AREA. 10' LANDSCAPE STRIP SHALL NOT COUNT TOWARDS MINIMUM OPEN SPACE DIMENSIONS OR AREA.

ENTRY NOTE: ENTRIES SHALL CONTAIN A DISTINCT FEATURE SUCH AS A PORCH OR WEATHER COVERED ENTRYWAY WITH AN ENTRY FEATURE THAT IS AT LEAST 60 SQUARE FEET WITH NO DIMENSION LESS THAN 6 FEET.

Drawing: P:\Civil\2020\201-150_marysville_10_degrees\Drawings\preliminary\20150-SP-P1.dwg Plotdate: Jun 03, 2022 - 3:45pm

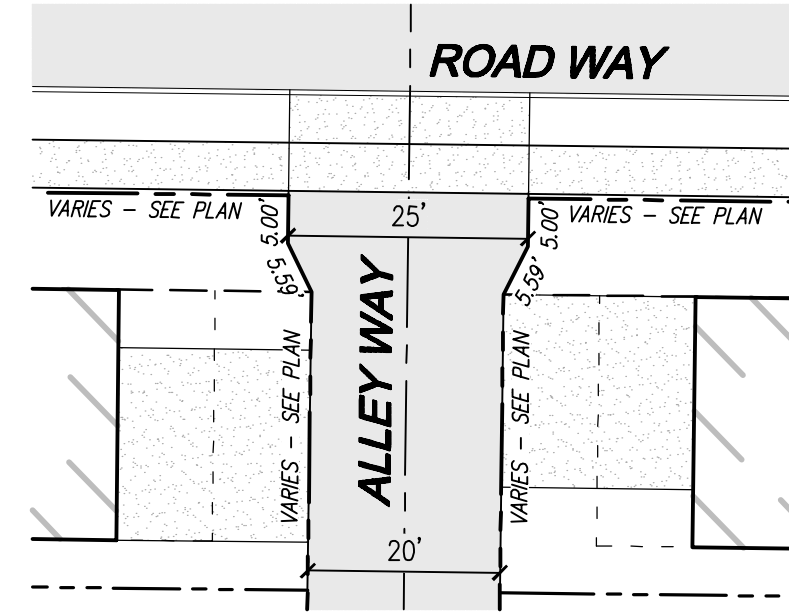
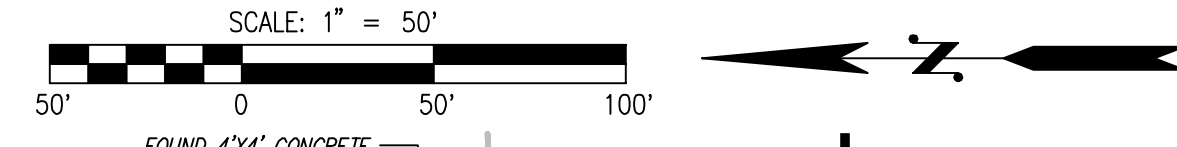
SATHER C LLC
PARCEL NO.
31052000201401

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Utilities Underground Location Center

SP-01
SHEET 7 OF 18

JOE NUMBER: C21150
DRAWING NAME: C21150P-SP-PL
DESIGNER: MEV
DRAFTING BY: RCR
DATE: 8-18-21
SCALE: 1"=50'
JURISDICTION: MARYSVILLE

SW 1/4 OF THE SE 1/4, SEC 29, TWN 31 N, RGE 5 E, W.M., CITY OF MARYSVILLE, SNOHOMISH COUNTY, WASHINGTON



ALLEY ENTRANCE DETAIL
SCALE: 1"=20'

LEGEND

- STORM PIPE
- SEWER PIPE
- WATER PIPE
- TYPE I CB
- TYPE II CB
- SSMH
- SSLH
- WATER METER
- INFILTRATION TRENCH
- INFILTRATION POND
- ASPHALT PAVEMENT
- CONCRETE SIDEWALK

CENTERLINE TABLES

DRIVE CENTERLINES

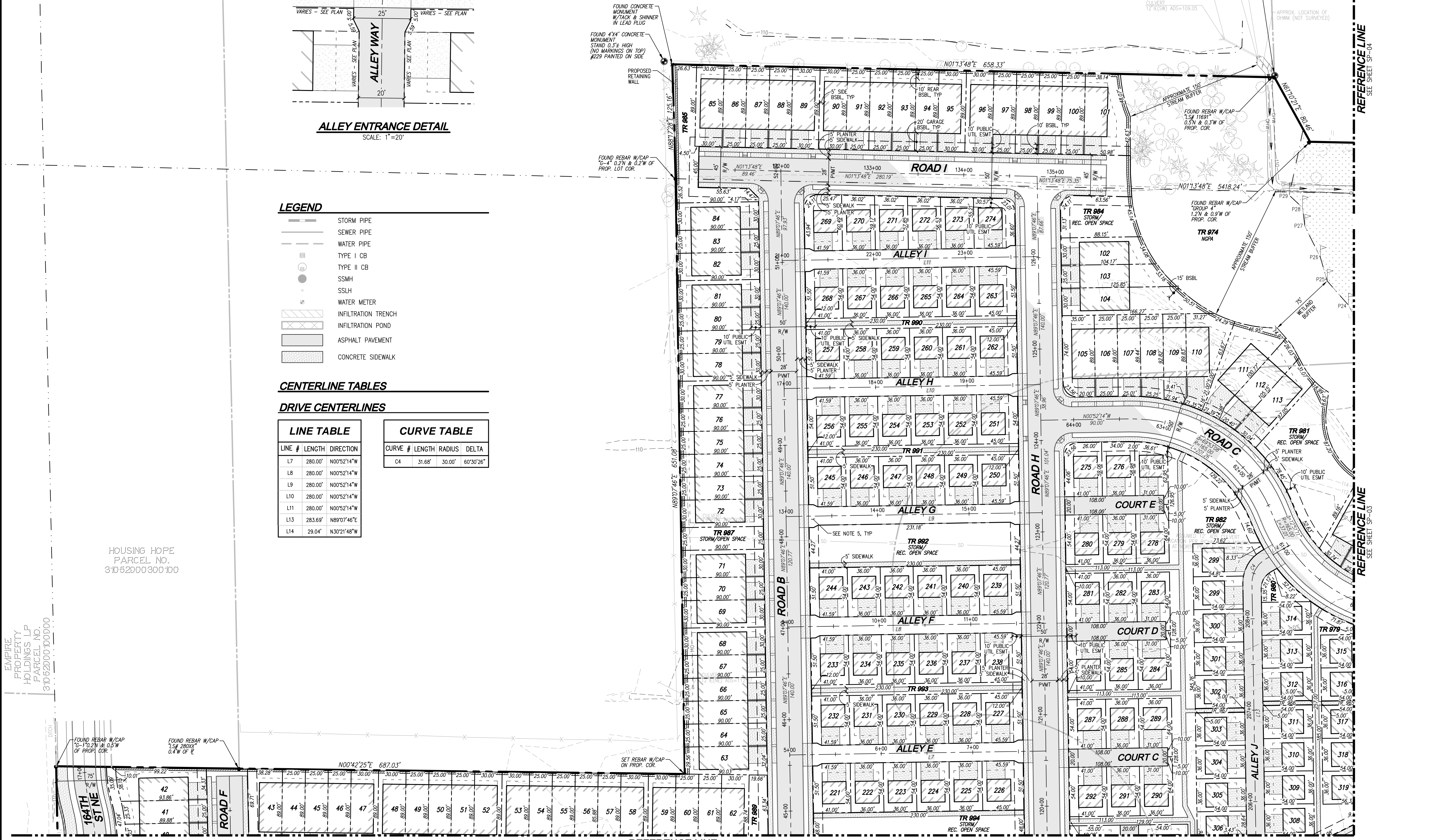
LINE #	LENGTH	DIRECTION
L7	280.00'	N00°52'14"W
L8	280.00'	N00°52'14"W
L9	280.00'	N00°52'14"W
L10	280.00'	N00°52'14"W
L11	280.00'	N00°52'14"W
L13	283.69'	N89°07'46"E
L14	29.04'	N30°21'48"W

CURVE #	LENGTH	RADIUS	DELTA
C4	31.68'	30.00'	60°30'26"

HOUSING HOPE
PARCEL NO.
31062000300100

EMPIRE
PROPERTY
HOLDINGS LP
PARCEL NO.
31062000100000

Drawing: P:\Civil\2020\201-150_marysville\201150-SP-PL.dwg
Printed: Jun 03, 2022 - 3:46pm



REFERENCE LINE
SEE SHEET SP-01

NOTES

1. ALL INTERNAL "ALLEY" DRIVES TO BE 20' WIDE PAVEMENT WITH 20' WIDE R/W, UNLESS OTHERWISE NOTED.
2. ALL INTERNAL WALKWAYS WITHIN OPEN SPACE TRACTS TO BE 4' WIDE UNLESS OTHERWISE NOTED.
3. SEE SHEET SP-05 FOR LOT AREA TABLES AND FULL TRACT DESIGNATION AND AREA INFORMATION.
4. SEE SHEET RD-17 FOR TYPICAL INTERNAL ROAD AND ALLEY DRIVE SECTION DETAILS.
5. SEE ALLEY ENTRANCE DETAIL ON THIS SHEET FOR DETAILED LOT LINE INFORMATION FOR STANDARD ALLEY ENTRANCES UNLESS OTHERWISE NOTED.

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NO.	DATE	REVISIONS	DESCRIPTION

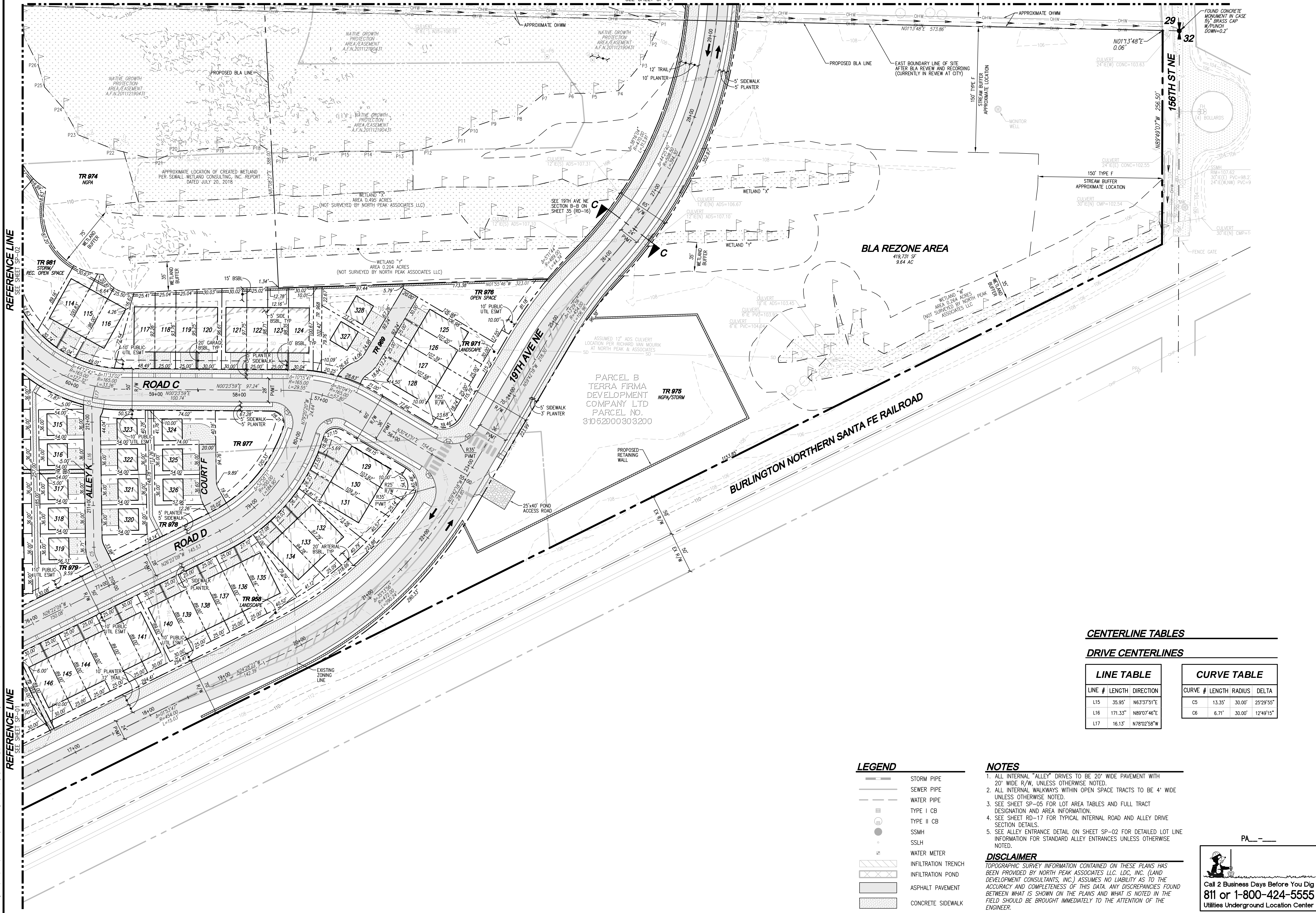
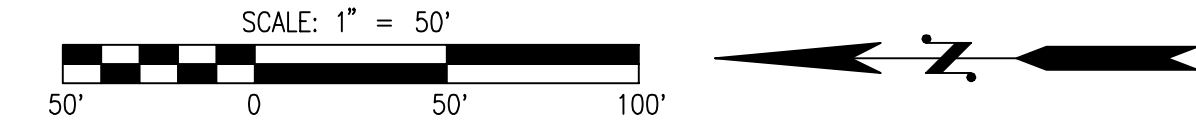
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PULTE GROUP
MARYSVILLE 10 DEGREES
SITE PLAN



JOB NUMBER: C21150
DRAWING NAME: C21150P-SP-PL
DESIGNER: MEV
DRAFTING BY: RCR
DATE: 8-18-21
SCALE: 1"=50'
JURISDICTION: MARYSVILLE

REFERENCE LINE
SEE SHEET SP-04



CENTERLINE TABLES

DRIVE CENTERLINES

LINE TABLE

LINE #	LENGTH	DIRECTION
L15	35.95'	N63°37'51"E
L16	171.33'	N89°07'46"E
L17	16.13'	N78°02'58"W

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA
C5	13.35'	30.00'	25°29'55"
C6	6.71'	30.00'	12°49'15"

LEGEND

- STORM PIPE
- SEWER PIPE
- WATER PIPE
- TYPE I CB
- TYPE II CB
- SSMH
- SSLH
- WATER METER
- INFILTRATION TRENCH
- INFILTRATION POND
- ASPHALT PAVEMENT
- CONCRETE SIDEWALK

NOTES

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PULTE GROUP
MARYSVILLE 10 DEGREES
SITE PLAN

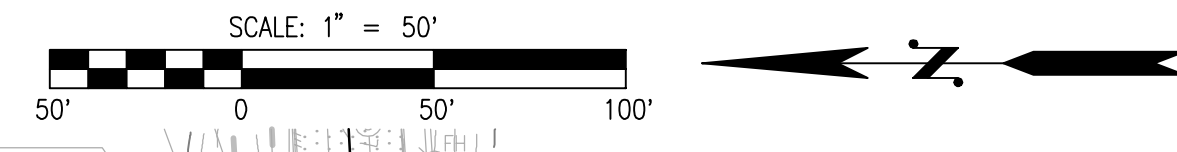


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PA__

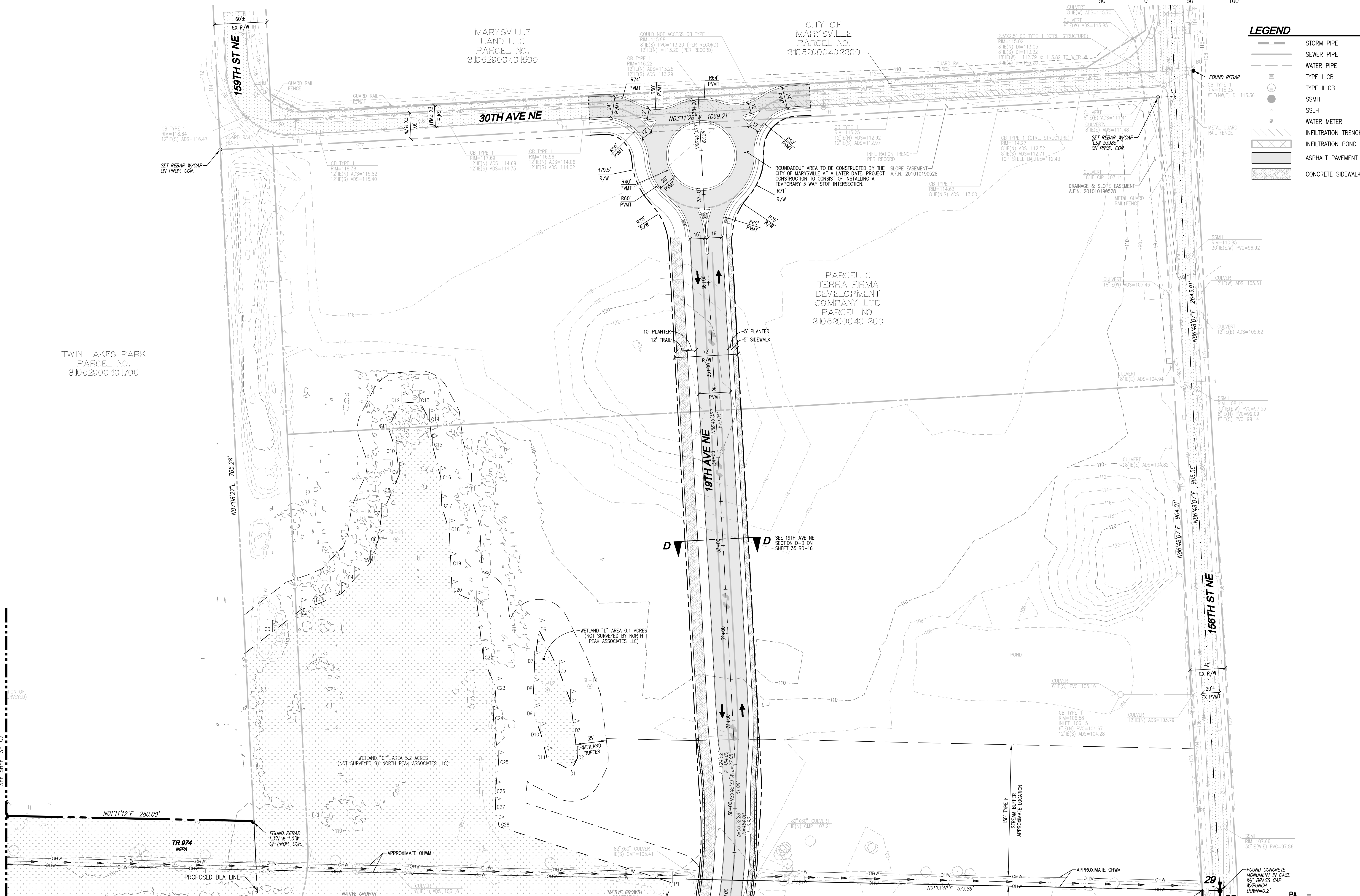
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LEGEND

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REVISIONS

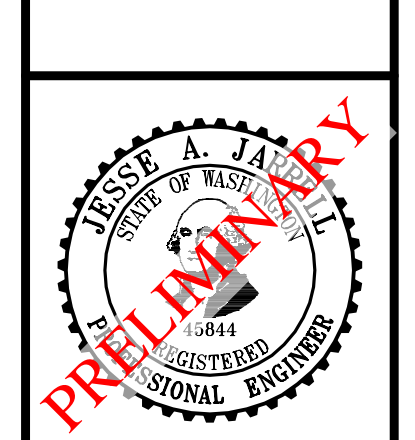
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MARYSVILLE 10 DEGREES
SITE PLAN



JOB NUMBER: C21150
DRAWING NAME: C21150P-SP-PL
DESIGNER: MEV
DRAFTING BY: RCR
DATE: 8-18-21
SCALE: 1"=50'
JURISDICTION: MARYSVILLE

SP-04
SHEET 10 OF 18

REFERENCE LINE
SEE SHEET SP-02

REFERENCE LINE
SEE SHEET SP-03

- NOTES**
- ALL INTERNAL "ALLEY" DRIVES TO BE 20' WIDE PAVEMENT WITH 20' WIDE R/W, UNLESS OTHERWISE NOTED.
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Drawing: P:\Civil\2021\C21150-Marysville 10 Degrees\Drawings\preliminary\C21150P-SP-PL.dwg Plotdate: Jun 03, 2022 - 3:46pm

SW 1/4 OF THE SE 1/4, SEC 29, TWN 31 N, RGE 5 E, W.M., CITY OF MARYSVILLE, SNOHOMISH COUNTY, WASHINGTON

TRACT AREA TABLE

TRACT NUMBER	TRACT DESIGNATION	TRACT AREA (SF)	*REC. AREA (SF)
999	NGPA/OPEN SPACE	125,191	
998	STORM/REC. OPEN SPACE	13,544	13,544
997	STORM/OPEN SPACE	5,914	
996	STORM/REC. OPEN SPACE	17,615	12,216
995	STORM/REC. OPEN SPACE	12,269	12,269
994	STORM/REC. OPEN SPACE	11,040	11,040
993	OPEN SPACE	2,760	
992	STORM/REC. OPEN SPACE	10,719	10,756
991	OPEN SPACE	2,760	
990	OPEN SPACE	2,760	
989	OPEN SPACE	1,717	
988	OPEN SPACE	1,426	
987	STORM/OPEN SPACE	2,250	
986	OPEN SPACE	1,171	
985	OPEN SPACE	4,688	
984	STORM/OPEN SPACE	3,650	
982	STORM/REC. OPEN SPACE	19,272	6,143
981	STORM/REC. OPEN SPACE	9,442	8,828
980	OPEN SPACE	1,143	
979	OPEN SPACE	5,893	
978	OPEN SPACE	4,338	
977	REC. OPEN SPACE	6,359	6,459
976	OPEN SPACE	6,918	
975	NGPA/STORM	286,918	
974	NGPA	157,030	
973	LANDSCAPE	2,450	
972	LANDSCAPE	3,508	
971	LANDSCAPE	1,473	
970	OPEN SPACE	1,475	
969	ACCESS/UTILITIES	2,661	
968	LANDSCAPE	1,015	
967	ACCESS	270	
966	ACCESS	270	
965	ACCESS	270	
964	ACCESS	594	
963	LANDSCAPE	3,037	
962	ACCESS	586	
961	LANDSCAPE	3,741	
960	OPEN SPACE	1,655	
959	ACCESS	594	
958	LANDSCAPE	5,481	
957	LANDSCAPE	2,140	
TOTAL LANDSCAPE		20,705	
TOTAL OPEN SPACE		298,023	
TOTAL TRACT AREA		748,007	
TOTAL REC OPEN SPACE			81,255

*NOTE: REC OPEN SPACE INCLUDES AREAS WITHIN ASSOCIATED OPEN SPACE THAT CONTAIN AT LEAST A 30' DIMENSION.

AUTO COURT AREA TABLE

AUTO COURT NAME	COURT AREA (SF)
COURT A	2,981
COURT B	2,302
COURT C	2,160
COURT D	2,160
COURT E	2,160
COURT F	1,702
TOTAL COURT AREA (SF)	13,465

LOT AREA TABLE

LOT NUMBER	LOT AREA (SF)	LOT NUMBER	LOT AREA (SF)	LOT NUMBER	LOT AREA (SF)	LOT NUMBER	LOT AREA (SF)
1	3,531	85	2,670	169	2,099	253	1,944
2	2,679	86	2,225	170	2,311	254	1,944
3	3,356	87	2,225	171	2,198	255	1,944
4	3,502	88	2,225	172	1,944	256	2,195
5	2,439	89	2,670	173	1,944	257	2,195
6	2,358	90	2,670	174	1,944	258	1,944
7	2,267	91	2,225	175	1,944	259	1,944
8	2,205	92	2,225	176	1,944	260	1,944
9	2,703	93	2,225	177	1,944	261	1,944
10	2,716	94	2,225	178	1,944	262	2,411
11	2,228	95	2,670	179	2,217	263	2,410
12	2,947	96	2,670	180	2,217	264	1,944
13	2,881	97	2,225	181	1,944	265	1,944
14	2,123	98	2,225	182	1,944	266	1,944
15	2,134	99	2,225	183	1,944	267	1,944
16	2,176	100	2,225	184	1,944	268	2,195
17	2,240	101	4,133	185	1,944	269	2,440
18	2,758	102	2,863	186	1,944	270	2,154
19	3,889	103	2,855	187	1,944	271	2,106
20	2,110	104	4,321	188	2,198	272	2,059
21	2,100	105	3,067	189	2,198	273	2,011
22	2,854	106	2,225	190	1,944	274	2,384
23	2,669	107	2,227	191	1,944	275	2,373
24	2,225	108	2,271	192	1,944	276	2,126
25	2,225	109	2,380	193	1,944	277	2,094
26	2,670	110	3,737	194	1,944	278	1,994
27	2,670	111	4,172	195	1,944	279	1,944
28	2,225	112	2,738	196	1,944	280	2,214
29	2,225	113	2,996	197	1,944	281	2,214
30	2,225	114	2,835	198	1,944	282	1,944
31	2,670	115	2,498	199	1,944	283	1,994
32	2,670	116	3,477	200	1,944	284	1,994
33	2,225	117	3,358	201	2,198	285	1,944
34	2,225	118	2,325	202	2,463	286	2,214
35	2,225	119	2,363	203	2,176	287	2,214
36	2,225	120	2,880	204	2,133	288	1,944
37	2,670	121	2,915	205	2,089	289	1,994
38	2,670	122	2,456	206	2,046	290	1,994
39	2,225	123	2,464	207	2,002	291	1,944
40	2,230	124	2,976	208	1,959	292	2,214
41	2,290	125	3,213	209	2,417	293	2,457
42	3,502	126	2,682	210	1,944	294	2,146
43	3,194	127	2,687	211	1,944	295	2,418
44	2,225	128	4,581	212	1,944	296	2,809
45	2,225	129	3,959	213	1,944	297	2,396
46	2,225	130	2,788	214	1,946	298	2,345
47	2,670	131	3,533	215	2,468	299	1,946
48	2,670	132	3,352	216	1,944	300	1,944
49	2,225	133	2,404	217	1,944	301	1,944
50	2,225	134	3,162	218	1,944	302	1,944
51	2,225	135	3,044	219	1,944	303	1,944
52	2,670	136	2,225	220	2,195	304	1,944
53	2,670	137	2,225	221	2,195	305	1,944
54	2,225	138	2,225	222	1,944	306	2,156
55	2,225	139	2,225	223	1,944	307	2,196
56	2,225	140	2,670	224	1,944	308	1,944
57	2,225	141	2,670	225	1,944	309	1,944
58	2,670	142	2,225	226	2,411	310	1,944
59	2,670	143	2,225	227	2,411	311	1,944
60	2,225	144	2,225	228	1,944	312	1,944
61	2,225	145	2,225	229	1,944	313	1,944
62	2,670	146	2,670	230	1,944	314	1,944
63	2,772	147	2,670	231	1,944	315	1,944
64	2,250	148	2,225	232	2,195	316	1,944
65	2,250	149	2,225	233	2,195	317	1,944
66	2,250	150	2,225	234	1,944	318	1,944
67	2,250	151	2,225	235	1,944	319	1,971
68	2,700	152	2,670	236	1,944	320	1,944
69	2,700	153	2,670	237	1,944	321	1,944
70	2,250	154	2,225	238	2,411	322	1,944
71	2,700	155	2,226	239	2,411	323	2,230
72	2,700	156	2,268	240	1,944	324	3,029
73	2,250	157	3,238	241	1,944	325	1,944
74	2,250	158	3,895	242	1,944	326	1,966
75	2,250	159	2,350	243	1,944	327	3,243
76	2,250	160	2,350	244	2,195	328	3,867
77	2,700	161	2,820	245	2,195		
78	2,700	162	2,820	246	1,944		
79	2,250	163	2,350	247	1,944		
80	2,250	164	2,350	248	1,944		
81	2,700	165	2,814	249	1,944		
82	2,700	166	2,604	250	2,411		
83	2,250	167	2,267	251	2,411		
84	2,700	168	2,137	252	1,944		

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PULTE GROUP
MARYSVILLE 10 DEGREES
SITE PLAN



JOB NUMBER: C21150
DRAWING NAME: C21150P-SP-PL
DESIGNER: MEV
DRAFTING BY: RCR
DATE: 8-18-21
SCALE: AS NOTED
JURISDICTION: MARYSVILLE

SP-05
SHEET 11 OF 18