

LIONSGATE
MPRD PHASE 2
APPLICATION NARRATIVE

I. Subject Site / Properties Information

Address: 0 Main Street, Lynden, WA 98264

Tax Parcel Number(s): 400319 051539 0000 & 400319 034471 0000

Owner(s): Bruce Wood, City Bible Church, 9200 NE Fremont St, Portland, OR 97220

Applicant: Ali Taysi, AVT Consulting LLC, 1708 F Street, Bellingham, WA 98225

Agent(s): Same as applicant

II. Subject Site / Property Description

The subject property is made up of one parcel that is currently unaddressed and adjacent to Main Street, located east of Guide Meridian and north of Main Street in Lynden, WA (the “Property”). The Property is approximately 21.83 acres (950,915 square feet) in size. It is located within Section 19, Township 40 North, Range 03 East, W.M. The Property is currently zoned Residential Mixed Density (RMD), rezoned in 2020.

The Property is predominantly undeveloped, with some limited asphalt parking lot, and storm water facility improvements in the southern and western portions. The remainder of the Property is vegetated with a few stands of trees, maintained lawn and pasture areas. Portions of the Property have been historically farmed. The Property is generally flat, with no steep slopes or other geohazards, and no wetlands. There is a stream located along the Property western edge, running along Guide Meridian. The Property is not located in a flood designation but there is a seasonally high ground water table. Main Street along the Property’s frontage is fully improved with curb, gutter and sidewalk. Guide Meridian is partially improved along the Property’s frontage, with asphalt drive lanes but without curb, gutter and sidewalk. The intersection of Main Street and Guide Meridian is signal controlled. There are water and sewer utilities abutting the Property in Main Street.

Neighboring properties to the north are in Whatcom County and developed largely with industrial and farming uses. Properties to the west across the Guide Meridian are within the City of Lynden and are developed with large scale industrial and commercial/retail uses. Properties to the east and south are developed with a mix of single-family and multifamily residential developments. Some neighboring properties to the south and southwest are developed with commercial uses. Immediately adjacent and to the southeast of the Property is The Ridnour Activities Center building, along with associated parking and a large yard area, totaling approximately 4 acres. This parcel was subdivided from the Property in 2019 and was not included in the Phase 1 MPRD or rezone request.

Legal Description:

400319 051539 0000 & 400319 034471 0000

LOT 1, AS DELINEATED ON CITY BIBLE CHURCH SHORT PLAT, ACCORDING TO THE PLAT THEREOF, RECORDED AUGUST 29, 2019, UNDER AUDITOR'S FILE NO. 2019-0803655, RECORDS OF WHATCOM COUNTY, WASHINGTON.

SITUATE IN WHATCOM COUNTY, WASHINGTON.

III. Project Description

The subject Property zoning became effective after Phase 1 of the subject MPRD was approved by Lynden City Council, concurrently with a rezone, in late 2020. The MPRD and rezone approvals (Planning Commission Resolution #20-06, #20-07, and City Council Ordinance #1608 and Findings of Fact for MPRD#20-01) laid out the conditions of approval for Phase 2 of the MPRD. These conditions of approval included compliance with Chapter 19.16 RMD zoning, and Chapter 19.29 PRD overlay within the Lynden Municipal Code, but also provided flexibility from the standard code requirements in certain areas, mostly related to lot size, housing type and road standards.

The proposed project is a Planned Residential Development. The project includes 108 total lots, containing 129 residential units. 75 Lots are proposed for detached single family development, with sizes ranging from 3,500 square feet to 8,000 square feet on average. Many of these lots are oriented to common open space areas. The largest detached Lots are located adjacent to the existing single-family subdivision to the east, with minimum lot sizes equating to at least 80% of the average lot size of these existing neighboring lots. These large lots are situated in two rows, providing a buffer and transition area between these neighboring properties and the denser components of the proposed MPRD to the west. 12 Lots are proposed for two-unit attached single family development, with 3,100 square foot lot sizes on average, located along the north property line of the project. 8 Lots are proposed for four-unit attached single family development, with 3,500 square foot lot sizes on average. These "townhouse" style lots are located along Main Street. 5 Lots are proposed for duplex unit development, situated in the southwest corner of the Property near the intersection with Main Street and Guide Meridian. 8 Lots are proposed for triplex unit development, situated along the west side of the Property, separate from Guide Meridian by the on-site stream and buffer area from this stream.

New internal public roads are proposed through the Property, with primary access to the new development from an existing curb cut on Main Street, and secondary access via a connection to 19th Street. The road network is designed to direct primary traffic away from 19th Street via a primary internal divided boulevard curving to the west as it enters the site. Primary roads throughout the site will have 60' rights of way with parking both sides. Secondary roads throughout the site will have 50' rights of way with parking one side. There will be several private alleys within the project. All Lots will be served by

the public roads and/or alleys, allowing for rear yard garages on many lots. See attached Project Plan set for additional details on Lot configuration, size and building type.

New public water and sewer utilities, and storm water facilities, are proposed within the Property to serve all new development. Water and sewer mains will be extended in the new public rights of way, with private service connections to each Lot. Storm water facilities will be located in below grade pipe systems (for detention and treatment) within rights of way, and within open space areas. These facilities will connect to existing public storm water conveyance infrastructure as they leave the site. All storm water facilities will be designed to meet applicable State Department of Ecology regulations, already adopted by the City of Lynden. See attached Project Plan set for additional details on preliminary road and utility design.

A Traffic Impact Analysis has been prepared by a qualified traffic engineer, evaluating the traffic impact from the proposed project. No off-site mitigation is proposed, as the TIA analysis concluded that off-site intersections will not operate below the City's adopted level of service standards after completion of the project. All project intersections with adjacent developed rights of way (19th and Main Street) will be improved to meet City Standards. An internal public road will terminate in the northeast corner of the Property with a right of way extension to the north Property line to allow for connectivity from the project site to properties to the north in the event they are developed in the future (currently in the Lynden UGA and proposed for annexation). Coordination of access, parking and storm water improvements with the Ridnour Activities Center property are anticipated.

The stream that runs along the Guide Meridian has a standard 100' buffer along most of the Property west boundary. The project proposes to reduce this buffer to 75' using the standard allowed 25% reduction. Mitigation will be provided for this reduction through enhancement of the remaining buffer, which is currently degraded. This buffer area will also be placed in a permanent Open Space Tract with a conservation easement restricting it for preservation purposes. This stream enters a piped conveyance system along the southern 1/3rd of the Property frontage along the Guide Meridian, and in this location, there is no buffer applied.

Five additional Open Space Tracts (six total) are proposed throughout the project. These open space areas will be improved with landscaping, trails and park facilities, and will create a pedestrian network through the project, connecting existing public pedestrian facilities on Main Street and 19th Street to the northeast corner of the Property, and facilitating future trail connection to areas north of the property. Additional landscaping, including street trees, are proposed along all rights of way.

Individual house designs have not been completed for this subdivision, but the intent is to have a uniform set of design standards, administered through an HOA and set of Covenants (See attached draft Declaration of Covenants), which will ensure that the detached single family homes, attached single family homes, and duplex and triplex units are all developed with high quality design, modern materials and finishes, and other

architectural details that will keep them in character with the City of Lynden expectations for residential development. Several sample home designs for detached units and for duplex units and/or attached single family units are included with this application. These are concept drawings intended to provide examples only.

V. Planned Residential Development

Planned Residential Development Overlays (MPRDs) are addressed in Lynden Municipal Code (LMC) Chapter 19.29. This section of the LMC identifies application requirements, development standards, and procedure and criteria for review and approval. In this case, the proposed MPRD is being reviewed in two phases, with Phase 1 of the MPRD approved by City of Lynden Planning Commission and City Council already. The subject application is for Phase 2 of the MPRD, which will finalize the site layout, confirm compliance with the applicable regulations, and authorize submittal of construction permits for infrastructure and other project improvements. It should be noted that the previously approved Phase 1 MPRD provided modification from certain standards within the RMD and PRD codes, focused on lot size, lot orientation, housing type and road standards. Additional modification is requested through the Phase 2 MPRD application specifically to address setback requirements for certain lot types. The proposed modifications are discussed in this narrative and illustrated in the Project Plans.

The Purpose of an MPRD is identified in LMC 19.29.010:

The primary purpose of a planned residential development (PRD) or master planned residential development (MPRD) is to promote creativity in site layout and design, allowing flexibility in the application of the standard zoning requirements and development standards. More specifically, it is the purpose of this chapter to:

- A. Permit developers to use innovative methods including low impact development (LID) techniques and approaches not available under conventional zoning methods to facilitate the construction of a variety of housing types and densities serving the housing needs of the Lynden community and meeting the goals and policies of the comprehensive plan;*
- B. Provide for the economic provision of public facilities and services by allowing choices in the layout of streets, utility networks and other public improvements through superior site design and the use of clustering;*
- C. Allow development of land with physical constraints while preserving the natural characteristics of the site, including topography, native vegetation, critical areas and other natural amenities of value to the community;*
- D. Encourage infill within areas of the city which are characterized by existing development;*
- E. Create and/or preserve open space for recreation and the aesthetic enjoyment of residents; and*
- F. Provide for the management and control of stormwater under current state and local regulations.*

Comment: The proposed MPRD utilizes innovative design and planning to contribute to infill within the City, in a way that is compatible with the character of existing residential development to the east and south, and mitigating for development impacts. Through site design the project creates transitions from the existing single-family residences to the east, while providing varied housing type and greater density, open spaces, and public amenities. The project supports the City of Lynden Comprehensive Plan goals related to infill, housing supply, transportation, the environment, and others. The MPRD further serves the housing needs of the Lynden community by ensuring development of housing that is attainable for broader demographics: young adults, seniors, and single parents. Additionally, the MPRD further concentrates housing near employment opportunities along existing transit lines.

Section 19.29.060 identifies minimum development standards for an MPRD. As noted, these standards were reviewed during the Phase 1 MPRD approval, and some modifications from the standards were approved. The proposed Phase 2 MPRD is consistent with the applicable standards, as modified with the Phase 1 approval documents, and with limited additional modification proposed.

19.29.060 - Minimum development standards for PRD or MPRD.

While development under a PRD or MPRD provides measures for flexibility and creativity in the development of new home sites, there are certain minimum standards that must be met to protect Lynden's character, aesthetic values and health and safety. Additional conditions or requirements more stringent than these minimum standards may be imposed as a condition of approval. The following are minimum standards applicable to all PRD and MPRD proposals; provided that, said minimum standards may be reduced for an MPRD subject to subsection J herein:

A. Density: The density shall be the same as the density for the underlying zone; except where the application qualifies for a density bonus under Section 19.29.070. The area included in a floodplain or floodway identified by FEMA shall not be included in the gross land area for the calculation of density. The base density for projects that include land in two or more zoning designations shall be calculated for the land area in each zone and added together for the total number of units.

Comment: The proposed density for the project was approved with the Phase 1 MPRD, allocating a maximum of 134 residential units for the Property. The proposed development has 108 Lots and a total of 129 residential units.

B. Height: Maximum height of structures when the underlying zoning is a single family or mixed density zone is thirty-five feet. The maximum height of structures when the underlying zone is a multi-family zone is forty-five feet. Building height may be extended above these limits under a master planned residential development when approved in the master plan. Considerations for approval of extension of the height limit include the size of the parcel, the character of the surrounding parcel(s) and neighborhood, protection of view corridors and the existence of adequate infrastructure to supply necessary services.

Comment: The proposed structures will all stay within the allowable 35' height limitation.

C. Parking requirements: Two parking stalls are required for each residential unit. Each twelve feet x twenty-five feet space, whether inside or outside the garage shall count as a parking stall. These are the minimum requirements and additional parking may be required as a condition of approval.

Comment: The proposed lots will each have two parking stalls provided with future development, either inside or outside the garages.

D. Building setbacks: All PRD's and MPRD's are subject to the following minimum setbacks:

- 1. 15-feet between the front of the house and the front property line;*
- 2. 25-feet between garage doors and the front property line;*
- 3. A setback of twenty-five feet around the perimeter of the development;*
- 4. There is no minimum building separation, except as provided by the International Building and Fire Codes, but such separation may be required as a condition of approval.*
- 5. Other setbacks may be required as a condition of approval.*

For purposes of this section, where the "front property line" borders on a public right-of-way, said "front property line" shall be the edge of the public right-of-way.

Comment: The proposed MPRD will meet most of the applicable setback requirements contained in the RMD zone, and as amended by the PRD overlay. Some modifications are proposed. There are six "types" of Lots identified on Sheet 3 of the MPRD project plan set. These include:

- 7,200 square foot + Detached Single Family Lots.
- 3,500-,4500 square foot Detached Single Family Lots.
- 3,000 square foot Attached (two-unit attached) Single Family Lots.
- Duplex Lots.
- Triplex Lots.
- 3,500 square foot Attached (four-unit attached) Single Family Lots.

The proposed 7,200 square foot + detached single family Lots will meet all relevant setbacks, including the 25' setback along the east property boundary, with one modification being requested through the Phase 2 MPRD. A number of these lots have alley access. In the instance where a 7,200 square foot + lot has alley access, a 3' garage setback from the edge of alley paving is proposed. The proposed alleys are 24' in width, located in private easements, and this 3' setback will provide adequate maneuvering for vehicles entering and existing garages, and by placing garages near the alley, will provide

for more yard and home space for each home. If a 7,200 square foot + lot does not have an alley, then no garage access from the rear yard will be allowed.

The proposed 3,500-4,500 square foot detached single family Lots will meet all relevant setbacks for front and side yards, and when no alley is present, the rear yard will meet the underlying RMD rear setback of 20'. However, if an alley is present, a modification is being requested to allow a 3' garage setback from the edge of alley paving, and a 15' house setback from the edge of alley paving. Like the 7,200 square foot + lots, this modification is being requested to provide more room for yard and home space on these smaller lots.

The proposed 3,000 square foot attached single family lots will meet all relevant setbacks for front and side yards, but a modification is being requested to allow a reduced rear yard setback reduction to 15'. These lots are all situated along the north property line, and do not have rear yard access for garages. There is a required 25' setback around all property lines per requirement D.3. If applied, this would leave too little lot depth for home development on these lots when considering the required front yard setbacks. A 15' rear yard setback on these lots is appropriate due to their location within the Property.

The proposed duplex and triplex lots, and the proposed 3,500 square foot attached single family lots will meet all relevant setbacks, including the RMD standard 20' rear yard setback. No modifications from setback standards are proposed for these lots.

The modifications listed above are the only additional modifications requested with the Phase 2 MPRD approval

E. Street widths: Arterial or collector streets or streets shown within the transportation plan must be constructed to full city standards. Within a PRD or MPRD, a reduced street section for a residential access street that is not included in the transportation plan may be permitted as follows:

- 1. Thirty feet from face of curb to face of curb, allowing two driving lanes and room for on-street parking.*
- 2. A minimum five-foot sidewalk fronting all residences with a four-foot buffer or planting strip between the curb and sidewalk.*
- 3. Rolled curbs are not allowed.*

Comment: None of the proposed streets within the MPRD will be arterial or collector streets; all streets will be residential access streets. For this reason, the Phase 1 MPRD included a request for a reduced street standard for some streets. Three streets will be located within 50' rights-of-way, with some lots having garage access from 24' alley rights-of-way. We are proposing two streets to be 60' rights-of-way: the primary Boulevard Street through the project, and the extension of Pine Street to the new Boulevard. The Boulevard will have divided travel lanes with a center landscape island. All other streets will have reduced travel lane width (30') with parallel parking on one side only. Setback sidewalks will be provided along all frontages. This street design

concept, and the proposed right of way widths, were approved with the Phase 1 PRD. The project plans for the Phase 2 MPRD include street section details for the various streets within the project.

F. Pedestrian Connectivity: In addition to sidewalks fronting residential lots, there must be logical pedestrian connections throughout the project including trails within or adjacent to open space areas.

Comment: The Phase 2 project plans identify pedestrian trails through the project site with connection to all open space areas, and to public streets to the south as well as to future development properties to the north and east.

G. Maximum lot coverage: There is no maximum lot coverage established by this overlay zone; provided that, a maximum lot coverage limitation may be imposed as a condition of approval based on consideration of the size of the parcel, the character of the surrounding parcel(s) and neighborhood, protection of view corridors and the existence of adequate infrastructure to supply necessary services.

Comment: The Phase 1 MPRD included a request to have no maximum lot coverage limitations, pursuant to this code section. With the smaller lot sizes proposed it is unreasonable to restrict lot coverage. This request carries through the Phase 2 MPRD.

H. Unit Distribution: When a PRD or MPRD is used in a single-family zone for development of single-family residences, at least twenty-five percent of the dwelling units must be detached single family units.

Comment: The proposed MPRD is in an RMD zone and therefore this requirement is not applicable. However, more than 25% of the lots *will* be developed with single-family units in the project. A total of 75 detached single-family units are proposed in the project, representing 58% of the total lots.

I. Minimum lot size: For detached single family residences within a PRD or MPRD, the minimum lot size shall be no less than five thousand square feet; provided that, smaller lots or detached condominiums may be approved under a MPRD subject to consideration of the factors identified in subsection J herein.

Comment: The minimum lot sizes for the project were established through the Phase 1 MPRD approval. Several conditions related to lot size and housing type were imposed by that approval, including:

- Paired housing lots be a minimum of 3,000 square feet.
- Single family detached lots a minimum of 4,000 square feet.
- Single family detached lots adjacent to green space be a minimum of 3,500 square feet.
- That 4-plex units are permitted along the Guide Meridian only.
- That attached units along Main Street be subdivided (zero lot line).

The Phase 2 MPRD design has taken these conditions into account and all lots proposed meet these minimum requirements. Paired housing is located along the north property line and along Main Street, with all lot sizes greater than 3,000 square feet. Attached units along Main Street are proposed on separate lots. All single family detached lots are greater than 4,000 square feet in size, except for those lots that front on proposed open/green spaces, some of which are reduced to 3,500 square feet in size. Units along Guide Meridian are designed as triplexes. There are no longer 4-plex lots proposed in the project.

J. Where the applicant seeks to depart from the above minimum standards in the MPRD process, the planning commission and council shall consider the following factors and the council may in its sole discretion approve departure from one or more of said minimum standards upon finding that the MPRD proposal clearly satisfies one or more of these factors:

- 1. The modification of minimum standards protects or improves the character of the surrounding neighborhood in terms of architectural scale, view corridors, the aesthetic character or provision of services;*
- 2. The modification of minimum development standards protects critical areas and the environmental quality of the parcel(s) to be developed;*
- 3. The modification of minimum standards is necessary to permit reasonable development as a result of unique characteristics of the property or the proposed uses;*
- 4. The modification of building height (subject to Section 19.29.060(2)) or building setbacks where reasonably necessary due to arrangement of buildings and open spaces as they relate to various uses within or adjacent to the planned development; provided that any such modification shall be consistent with subsection A herein;*
- 5. The modification of minimum standards is adequately mitigated by reasonably related public improvements proposed in connection with the planned development.*

Comment: The Planning Commission and Council considered these factors when approving the Phase 1 MPRD and found that the proposed modifications from the PRD and RMD standards were consistent with one or more of these factors. These modifications are memorialized in the approval documents. The remaining modifications that are requested, related to setbacks, also meet one or more of these factors, and should be approved by Planning Commission and Council. The reduced setbacks for some of the lot types will result in more area on each lot for rear yard space and for flexibility in the location of building footprints on each lot. The lots are generally smaller, and as a result the setbacks, particularly the rear yard setbacks, overly restrict the building area on each lot. With alley access, pushing garages near the alley, while providing enough room for maneuvering, will generate less impervious, more opportunity for private yard space, and more flexibility for design. This is consistent

with the overriding concept of alley loaded lots. If the full setbacks are applied, then the lots will have very restricted building areas, which will generate uniform placement on the lot, uniform design, and less opportunity for variation in design and incorporation of architectural character. It should be noted that the only setbacks that are being requested to be modified are rear yard setbacks, no front or side yard setbacks are proposed for modification. No rear yard setbacks abutting the existing developed single-family neighborhood to the east are proposed for modification (these homes will have a uniform 25' rear yard setback). At a minimum the proposed setback modifications are consistent with factors 1, 3, and 4 listed above.

In addition to meeting the development standards, an MPRD application must include minimum materials. Section 19.29.090 identifies required contents of an application:

19.29.90 – Submittal Requirements.

A. Submittal of a master plan application is required per the minimum development standards as noted in section 19.29.060 above and LMC Chapter 13.14. An applicant may submit a master plan application when approval of a development concept is desired, or when the applicant wishes to submit applications for the planned residential developments in phases as noted in Section 19.29.090 below. In order to be determined complete, an application for master plan approval of a MPRD shall include the information listed below:

1. A consolidated legal description of all parcels to be included in the master plan.

Comment: Please see Section II, above, for a full legal description of all parcels to be included in the MPRD.

2. A map, prepared by a qualified professional, showing the following:
a. The primary transportation and utility corridors;
b. The location of common open space, and
c. The distribution of housing types and densities

Comment: Please see the site plans showing transportation and utility corridors, the location of common open spaces, and housing types and densities included with this application.

3. A narrative description of the project. If the application seems to modify the minimum development standards, a detailed explanation of how the development will meet the criteria listed in Section 19.29.060 and other applicable criteria shall be included.

Comment: Please see the narrative project description in Section III. Several modifications have been approved already with the Phase 1 MPRD. Additional setback modifications are proposed and are described in detail in this application narrative and are reflected in the Project Plan set.

4. *A completed SEPA Checklist, prepared as part of a phased environmental review under WAC 197-11-060(5).*

Comment: The project SEPA was approved with the Phase 1 MPRD and rezone and the MDNS for the project is attached with this application. The Phase 2 proposal is consistent with the issued SEPA MDNS and does not exceed any of the contemplated thresholds from that MDNS. No additional SEPA checklist edits are necessary. It should be noted that additional studies and reports have been completed to supplement the issued SEPA determination (traffic and critical areas).

- A. *To be determined complete, an application for a Planned Residential Development must include all of the information listed below. This information may be submitted for a portion of a project with the approval of a master plan. This information shall be submitted for the entire development proposal for a project that does not use the master plan approval procedure.*

1. *One map showing street systems, location of utilities, preliminary plat designs and contours at five foot intervals;*

Comment: The project plan set attached with this application includes sheets showing the street systems, approximate location of utilities, plat designs and other relevant.

2. *One map showing watercourses, natural drainage patterns, unique and sensitive natural features, forest cover, and critical areas;*

Comment: The project plan set attached with this application includes sheets showing the watercourses and natural drainage patterns on the Property. These sheets identify the stream running along the west side of the Property parallel to the Guide Meridian, the full buffer from this stream, and the proposed reduced buffer.

3. *One map showing locations and sizes of areas proposed to be set aside for common open space as required in Section 19.29.080, any public buildings, and similar public and semi-public uses;*

Comment: The project plan set attached with this application includes sheets showing locations and areas proposed to be set aside for common open.

4. *One map showing each of the maps indicated in subsections A, B and C superimposed upon one another.*

Comment: The project plan set attached with this application includes a sheet showing the proposed lot lines, proposed uses, utility locations common open spaces, etc... superimposed.

5. *Areas designated for recreational buildings, clubhouses, country club facilities and the nature and extent of such facilities;*

Comment: No recreational buildings or clubhouses are proposed in this MPRD.

6. *Proposed building areas or phases, housing types, densities, setbacks and height.*

Comment: The project plan set attached with this application includes a phasing plan showing the proposed building areas and phases of development (3 phases). The project plan set also includes information identifying housing types (single-family detached, single family attached in two-unit and four-unit designs, duplex and fourplex), setbacks and proposed heights.

7. *A development schedule indicating:*
 - a. *The approximate date when construction of the project can be expected to begin;*
 - b. *The stages in which the project will be built and the approximate date when construction of each stage can be expected to begin;*
 - c. *The anticipated rate of development;*
 - d. *The approximate dates when the development of each of the stages in the development will be completed;*
 - e. *The area and location of common open space that will be provided at each stage;*

Comment: A phasing plan is included in the project plan set. It is anticipated that the first phase will be located in the southwest corner of the property and include construction of the primary Boulevard into the site, and all lots located south and west of this Boulevard, as well as secondary roads, alleys, utility infrastructure and storm water facilities serving this Phase. Storm water facilities located under the large central open space tract will also be installed in this phase. It is anticipated that Phase 2 will include the remaining primary road extending east to connect to 19th Street, as well as the easterly most north/south secondary road, and all lots served by these roads, all road and utility infrastructure, and storm water infrastructure, necessary to serve the lots in this phase. It is anticipated that the third phase will be located in the northwest corner of the Property and will include all remaining lots, roads, utilities, stormwater and open space improvements. All of these improvements are identified on the project plan set.

The first phase of construction would begin as soon as the MPRD is approved and civil construction drawings can be reviewed. We anticipate MPRD approval in Q2/Q3 of 2022, with civil design drawings in review in Q3 and potential start in the beginning of Q4 2022. It is possible that due to permitting or design delays, that the start of the project could be pushed to Q2 2023 due to high winter ground water table and weather concerns. Once the first phase is under construction, construction permitting on the second phase will begin, and it is anticipated that this phase would start construction in Q3 of 2023. The third phase would follow after this, with construction in Q2 2024. It is also possible that all three phases are proposed to be developed at the same time, if market conditions and anticipated unit absorption warrant. The full build out of the entire project

infrastructure is expected to be complete in 2023 or early 2024, with home construction carrying through 2024.

8. *The existing and proposed utility systems including sanitary sewers, storm sewers, water lines, electric lines, gas lines and telephone lines.*

Comment: The project plan set attached with this application includes sheets showing the existing and proposed utility systems.

9. *Agreements, provisions or covenants which govern the use, maintenance and continued protection of the planned unit development and any of its common open areas.*

Comment: A draft Declaration of Covenants, Conditions and Restrictions has been provided with this application. This document will be refined and edited as we receive City feedback on the project plan set and identify potential conditions for the Phase 2 MPRD. This document will be finalized prior to issuance of the Phase 2 MPRD approval.

10. *The existing and proposed circulation system of arterial, collector and residential access streets including off-street parking areas, service areas, loading areas and major points of access to public rights-of-way. Notations of proposed ownership, public or private, should be included where appropriate.*

Comment: The project plan set attached with this application includes sheets showing the existing street system and its relation and connection to the proposed circulation system within the development. All roads shown on this map will be public roads (except proposed alleys). Parking for the proposed lots will be private off-street parking located on each corresponding lot. There will be public pocket parking along both sides of the proposed 60' rights of way and along one side of the proposed 50' rights of way. This parking will be public.

11. *The existing and proposed pedestrian circulation system, including interrelationships with the vehicular circulation system. Any special engineering features and traffic regulation devices needed to facilitate or ensure the safety of this circulation pattern must be shown.*

Comment: The project plan set attached with this application includes sheets showing vehicular and pedestrian circulation, via sidewalks and trails, and connectivity to existing sidewalk infrastructure.

12. *A general landscaping and tree planting plan including the proposed treatment of the perimeter of the PRD, including materials and techniques used such as screens, fences and walls.*

Comment: A general landscaping plan showing approximate street tree locations and screening is included with this application. A more detailed landscape plan is proposed

to be submitted prior to final approval of the Phase 2 MPRD. This detailed landscape plan has not been produced yet as the applicant would like to receive initial City feedback on the project site design, discuss open space areas, critical areas and other design considerations before investing in a final landscape plan.

13. An economic feasibility report or market analysis and a statement substantiating how the proposed PRD will be superior and provide benefit to the public beyond what is available through conventional development.

Comment: A market analysis was prepared and provided with the rezone application for this Property in 2019, in a document titled "Attachment A". This market analysis is valid for the Phase 2 MPRD application.

14. The names and addresses of all persons, firms, and corporations holding interest in the property, including easement rights and drainage structures.

Comment: Please see Section 1 of this application. The Ridnour Activities Center located on the property next door has a drainage easement and access easement over the Property. The applicant is working with the owner of this property to coordinate access, parking, storm water and other relevant common considerations.

15. Information on a map which shows the development in relation to the surrounding area and its uses, both existing and proposed, including land uses, zoning classifications, densities, circulation systems, public facilities and unique and sensitive natural features of the landscape.

Comment: An exhibit showing surrounding zoning classifications and land uses is included with this application. A vicinity map is also provided.

16. A complete environmental review package including a complete SEPA checklist, engineered traffic impact analysis, critical areas preliminary review and other studies as required during the pre-application meeting or master plan approval.

Comment: A completed Critical Areas Checklist is included with this application. We are also including a Traffic Impact Analysis, Critical Areas Assessment, and Preliminary Stormwater Memorandum with this submittal.

In addition to these application requirements, an MPRD must be reviewed against the criteria for approval contained in LMC 19.29.110:

19.29.110 - Criteria for approval.

A. Design Criteria: The design of the PRD or MPRD shall achieve two or more of the following results:

- 1. High quality architectural design, placement, relationship or orientation of the structures;*

2. *Achieving the allowable density for the subject property;*
3. *Providing housing types that effectively serve the affordable housing needs of the community;*
4. *Improving circulation patterns;*
5. *Minimizing the use of impervious surfacing materials;*
6. *Increasing open space or recreational facilities on-site;*
7. *Preserving, enhancing or rehabilitation the natural features of the property such as significant woodlands, or critical areas;*

Comment: The design of the MPRD achieves multiple results listed above. The residential units will be of high-quality architectural design and will be oriented, as much as possible, toward open spaces. The development will achieve the allowable density for the Property and will provide for variation in housing options (single family detached units at varying sizes, single family attached units in two-unit and four-unit designs, duplex and triplex units) to provide varied housing price points that are attainable for Lynden residents from multiple demographics. Through reduced road widths impervious surfaces will be decreased for the project, and extra land can be retained for open space, as well as the preservation of the sensitive creek corridor along the Guide, which is currently in a degraded state, and will be enhanced as a part of this project.

B. Perimeter Design. The perimeter of a PRD or MPRD shall be appropriate in design, character and appearance with the existing or intended character of the development adjacent to the subject property and with the physical characteristics of the property.

Comment: A landscape buffer compliant with LMC 16.16.380 will be provided along the Guide Meridian frontage coinciding with the creek buffer in order to provide privacy for residences of the units proposed closest to Guide Meridian. This will include trees, shrubs and ground cover, with varied plantings, designed by the project biologist and intended to enhance the creek buffer function. Units along Main Street will include landscaping. Interior units will predominantly be oriented to the project open spaces, with alley access for many units, reducing the number of curb cuts along the internal streets and lessening the predominance of the automobile in front yards. Lots on the east side of the project are the largest in the development, in order to provide appropriate transition to the existing single-family development to the east. These lots will have a 25' rear yard setback along the east side to ensure that homes are not built close against the rear yards of these existing neighboring lots.

C. Streets and Sidewalks. Existing and proposed streets and sidewalks within a PRD or MPRD shall be suitable to carry the anticipated traffic within the proposed development and the vicinity. The design of the circulation system shall be consistent with the requirements of Chapter 18.14 LMC.

Comment: The proposed streets and sidewalks through the development will meet the demands of the new residential units in the development. They will tie into existing street and pedestrian infrastructure on 19th Street and Main Street. Please see the project plan

set included with this application, which demonstrates the connections to existing infrastructure, and proposed layout in the development itself.

VI. Conclusion

This application and the supporting documents provided with it clearly show that the Master Planned Residential Development is consistent with Chapter 19.29, as well as the previously approved Planning Commission and City Council resolutions related to Phase 1 review of the MPRD. The project as designed is consistent with all of the density, bulk, massing and orientation conditions that were applied to the Phase 1 MPRD approval. The MPRD addresses changed conditions in the community and is supported by the City of Lynden Comprehensive Plan and the State Growth Management Act. The MPRD allows for a project to be developed on the Property that provides a variety of housing options at varying price points, serving a broader segment of the Lynden population than is currently served in the West Lynden Residential sub-area. The MPRD will contribute to the implementation of the housing goals and policies identified in the City Comprehensive Plan and will have a positive impact on the City of Lynden and its residents.