

September 22, 2025

Via Online Submission

City of Monroe
Community Development Department
14841 179th Avenue SE, Suite 320
Monroe, WA 98272

Attn.: Mr. Lance Bailey, Director
Mrs. Kate Tourtellot, Planning Manager

RE: Project Narrative for Preliminary Subdivision – Trombley Hill
Snohomish County Tax Parcel #28063600101200

Dear Mr. Bailey and Mrs. Tourtellot;

On behalf of Trombley Hill Joint Venture, we hereby make request to the City of Monroe (“City”) for formal subdivision application for the Property referenced above.

This Property comprises approximately 7.9 acres and is bordered to the east by 191st Avenue SE, to the south by 134th Street SE, to the west by Sweetbriar at Monroe common areas and associated single family residential lots, and to the north by four (4) large lot residential parcels that front the south side of El Bello Paseo Road within Snohomish County jurisdiction. A cell tower site on a separate parcel is adjacent to the northwest corner and a large lot single family residence is adjacent to the southeast corner. The Project is proposed to be constructed in two phases.

Exhibit A to this correspondence contains: (i) an overview of the Existing Property Conditions and Adjacent Environment, and (ii) an overview of the proposed subdivision.

Our firm has entered into an agreement to develop the real property with the Property Owner referenced in Exhibit A. The Property Owner is cc'd to this correspondence.

Thank you very much in advance; we greatly appreciate your assistance and consideration. Please feel free to contact me at my direct phone number (425-773-5362) or at my e-mail address

Post Office Box 1930
Woodinville, Washington 98072
Phone: (425) 892-2633

Sincerely,



Logan Gregg
Project Manager, Reid Development Group, LLC
LG/lg

cc: Shirley M. Trombley Living Trust
Shirley M. Trombley, Trustee
John Trombley, Co-Trustee
Mike Reid, Reid Development Group, LLC

Lafe Hermansen and Ben Madeo, Core Design Inc.
Scott Brainard, Wetland Resources
Mike Swenson, Transpo Group
Kyle Campbell, EarthSolutions NW, LLC

Attachments:

- Exhibit A: Overview of Subdivision Proposal for Trombley Trust
- Subdivision Application Form Executed by Owner and Joint Venture
- Engineering Design and Development Standards Deviation Request Form
- SEPA Checklist
- Title Guaranty and updated Title Report
- Letter of Authorization from Property Owner
- Preliminary Subdivision Plat Map with Vicinity Sketch Map and Preliminary Plans
- Boundary and Topographic Survey
- Critical Areas Determination Letter
- Storm Water Site Assessment (Geotechnical Engineering Study)
- Traffic Impact Analysis
- Payment of Fees in Amount of \$23,290 and \$2,500 as follows:
 - Subdivision Application Review Fee \$19,404
 - SEPA Environmental Review \$3,486
 - Public Notice Signs \$50
 - Mailing Fees (Project and SEPA) \$150
 - Publication Fees (Project and SEPA) \$200
 - Hearing Examiner Deposit \$2,500

EXHIBIT A:

OVERVIEW OF TROMBLEY HILL JOINT VENTURE SUBDIVISION

Overview of Existing Property Conditions and Adjacent Environment:

1. **Applicant:** The “Applicant” for this preliminary subdivision application is:

Trombley Hill Joint Venture
Post Office Box 1930
Woodinville, WA 98072

Phone: (425) 773-5362
E-Mail: logan@northequityinvestors.com

The Applicant has entered into an agreement with the Property Owner to develop Tax Parcel #28063600101200; the agreement to develop the above-referenced property includes a “Letter of Authorization”, providing the Applicant with the right to make subdivision and land use applications to the City.

A copy of the Letter of Authorization is attached for inclusion in the record.

2. **Site Identification and Location.** The real property subject to the proposed subdivision is located within the City of Monroe, WA.

The Property is located adjacent to the west side of 191st Avenue SE (13224 191st Avenue SE), and the north side of 134th Street and El Bello Paseo Road to the north, approximately 200 feet north of the intersection of 191st Avenue SE and 134th Street SE. The Property is located east of the Sweetbriar at Monroe subdivision.

See vicinity map on attached preliminary site plan.

The Project is comprised of the following tax parcel and ownership:

<u>Parcel:</u>	<u>Street Address:</u>	<u>Owner:</u>	<u>Acres:</u>
28063600101200	13224 191 st Avenue SE	Shirley M. Trombley Living Trust	7.9

3. **Jurisdiction and Zoning:** The Property is located within the jurisdiction of the City of Monroe, and within the City’s “Northern Neighborhoods” Subarea.

The Property's comprehensive plan designation is "residential". The Property's zoning is R-7.

4. Adjacent Properties: The site is adjacent to the following real properties:

- Several properties are located adjacent to the north side of the Property and within Snohomish County jurisdiction. The properties located to the north of the Project are zoned Snohomish County R-5. As of this writing, these real properties are owned as follows:

<u>Parcel:</u>	<u>Street Address:</u>	<u>Owner:</u>	<u>Acres:</u>
00400700000400	18918 El Bello Paseo Rd.	Debbie Beierle	.76
00400700000300	18930 El Bello Paseo Rd.	Tamara & Bretton Krache	.72
00400700000200	XXX El Bello Paseo Rd.	Jon Green & Cassie Mendez	.65
00400700000100	19010 El Bello Paseo Rd.	Jon Green & Cassie Mendez	.61

- The following property is located adjacent to the Southeast (SE) corner of the Property and zoned City of Monroe R-7:

<u>Parcel:</u>	<u>Street Address:</u>	<u>Owner:</u>	<u>Acres:</u>
28063600101400	13328 191 st Avenue SE	Robert and Kathryn Jackson	1.0

- The following properties are located adjacent to the west side of the Property and zoned City of Monroe R-7:

<u>Parcel:</u>	<u>Street Address:</u>	<u>Owner:</u>	<u>Acres:</u>
28063600101600	13214 191 st Avenue SE	CTI Towers Assets I, LLC	1.0
01180300003300	13251 189 th Avenue SE	Steven & Catherine Merryman	.09
01180300003400	13263 189 th Avenue SE	Stoney & Kaira Landrum	.12
01180300099400	Unknown	Sweetbriar at Monroe HOA	5.16

5. Prior Subdivision and Development Approval History of Property. There is no known subdivision history of the Property to the best of Applicant's knowledge. The Property has been in the continuous ownership of the Property Owner's family for approximately 100 years.

See attached Title Guaranty and Title Report provided as part of the subdivision application to demonstrate the legal lot status of the Property.

6. Recent Subdivision Approval and Known/Proposed Development Activity in Vicinity of Assembled Property:

Monroe West – Approximately 39 single family homes to the southwest of the site to the south of 134th Street SE is being proposed on approximately 10 acres. Currently in process with the City.

Monroe 30 – Approximately 236 total housing units (185 single family and 51 attached townhome) and is being proposed on approximately 30 acres. Currently in process with the City.

Sweetbriar at Monroe – Approximately 100 single family homes built by DR Horton. The original site was approximately 19 acres in size and adjacent to the west side of the site. Fully built out.

Skycroft – Approximately 19 single family homes built by DR Horton. The original site was approximately 4.65 acres in size. Fully built out.

7. Physical Features of Property: The Property's east boundary fronts on 191st Avenue SE and the Property's south boundary fronts on 134th Street SE. Discussion of the physical features of the Property is as follows:

The Property is mildly-sloped from northeast to southwest at an approximate 5% grade. Top of slope is approximately 425 feet and toe of slope is approximately 370 feet. There is one approximately 1,100 sq. ft. single family home constructed in 1923 along with an attached garage, storage building, and storage barn. The residential structure is serviced by a septic tank and public water. The Property is primarily comprised of overgrown pasture grass and Himalayan Blackberry thickets. The pasture and barn are currently used by horses. Trees are noted along the northern and eastern edges of the Property. Ornamental privacy screening trees are also noted along the southern border between the Property and the Jackson Property.

The structures are of no historical value and are not known to exist on any historical registrars or inventories. They further have no known commercial value and are considered to be an economic teardown. According to the Property Owner, several domestic horses have been buried on the site at various locations during current owner's ownership of the Property.

There are no known critical areas, streams, steep or unstable slopes, etc., on the site or adjacent to the site.

There is a personal wireless facility tower located in the northeast corner of the Property. The personal wireless facility is proposed as part of the Project to be subdivided onto a separate fee-simple lot with access easement to be revised to take vehicular access directly from 191st Avenue SE. The personal wireless facility has the following tax parcel associated with it: 28063600101201.

See location on attached site plan.

Additionally, CTI Towers owns a one-acre parcel to the north and west of the Property with a personal wireless facility tower. CTI Towers holds easement rights over the Property for vehicular access and utilities. Said easement has historically been located on and through the existing water and gas easement from 191st Avenue SE. The easement is currently being renegotiated and is anticipated to be completed prior to commencement of site improvements.

The Northwest Pipeline and a City of Monroe Water pipeline sixteen (16") inches runs SE through the Northern portion of the Property. Proposed site plans take said infrastructure and their corresponding easements into consideration.

See location on attached site plan.

8. Critical Areas: Preliminary investigations by a qualified critical areas consultant result in the conclusion that there are no critical areas on or near the site.

See attached critical areas determination letter from Wetland Resources.

9. Adjacent Current Road Infrastructure: The following road infrastructure exists adjacent to the Property:

- 191st Avenue SE. The Property fronts on the west side of 191st Avenue SE due west of the intersection of 191st Avenue SE and 133rd Street SE.

191st Avenue SE is designated by the City's Comprehensive Plan as a residential collector. The Property has approximately 505 LF of road frontage along 191st Avenue SE. As of this writing, the majority ROW width of 191st Avenue SE along the Project's road frontage is 50 feet. South of the 133rd St SE intersection 191st Ave SE ROW width is 60 feet for a length of approximately 140 feet.

The Property's road frontage along the west side of 191st Avenue SE currently has no improvements.

- 134th Street SE. The Property fronts on the north side of 134th Street SE due west of the intersection of 191st Avenue SE and 134th Street SE by approximately 206 feet and has approximately 440 LF of road frontage along 134th Street SE. As of this writing, the right of way width of 134th Street SE along the Property’s road frontage is 60 feet, meeting existing City standards.

The Property’s 134th Street SE road frontage has an open ditch and no walking path. The 134th Street SE road frontage is generally clear.

The development of the Property would result in completion of road frontage improvements along the Property’s adjacency to 134th Street SE within the existing right of way prism, as required under the City’s Public Works Design, Construction and Operations Standards, including curb, gutter, landscaping, sidewalk, etc.

As part of improvements within the 134th Street SE right-of-way, the proposed development would result in extension of the sanitary sewer main along the Property’s 134th Street SE road frontage to service the Property. Stormwater conveyance infrastructure is also proposed within the 134th Street SE right-of-way.

Overview of Proposed Subdivision Application:

- a. Proposed Density: The Applicant proposes a total of forty-nine (49) fee simple lots, of which forty (40) are fee-simple single-family detached lots and nine (9) are attached fee-simple townhome lots utilizing the City’s zoning bulk and dimension standards for the R-7 Zone set forth in MMC 22.16.040(P).

The Project will be separated into two phases with Phase One being construction of Lots 1-8 and 13-49 along with associated public right of way, utilities, etc. Phase Two being construction of Lots 9-12 along with associated tracts, utilities, etc.

Of the proposed 49 total building lots, forty-eight (48) lots would be “new” while one (1) of the fee-simple single-family lot’s existing personal wireless facility use was previously approved as a permitted use by the City and is proposed to be continued and one (1) residential unit will be credited for the existing structure for mitigation fee calculation purposes.

The Project will result in the following traffic, park and school mitigation fees:

Unit Type	Traffic	Park	School
Single-Family Detached	38	38	38
Townhome	9	9	9

If in the future the personal wireless facility structure is removed and a residential building permit is applied for, Applicant recognizes Lot 49 will be subject to mitigation at which time.

- b. Site Plan. A preliminary site plan is attached, demonstrating a total of forty (40) detached fee-simple single-family lots and nine (9) attached fee-simple townhome lots, while meeting code requirements for parking.
- c. Surface Water System: A storm detention vault is proposed to be located in the SW corner of the Property to address the need for the Project's surface water detention and water quality treatment.

The storm detention vault is located at the natural point of surface water release from the Property and would discharge treated surface water to the existing storm water system located on the north side of 134th Street SE.

Per the Geotechnical Engineering Study performed by EarthSolutions NW, LLC an infiltration test was performed onsite in May 2025. The test results show that the soil on the Property does not allow for infiltration. Therefore, use of the public storm water system is being proposed.

The Project's released surface water would flow westerly along the north side of 134th Street SE, then southwesterly along Summit Avenue SE and southeasterly along Rainier View Road SE.

Calculation of net new storm water connection fees are proposed as follows:

Unit Type	Resulting Net New Connections
Single-Family Detached	38
Townhome	9

- d. Road System / Vehicular Circulation System: As discussed above, 191st Avenue SE is designated by the City's Transportation Element of the Comprehensive Plan as (i) a residential collector. Development of the Property would therefore result in dedication and improvement of twelve (12) feet of the Property's road frontage on the west side of 191st Avenue SE.

Pursuant to Public Works Design, Construction and Operations Standards 3.2.2.1.12, two access points are required for subdivisions that result in thirty (30) or more housing units, additionally, "*Such access points must be located at least one-half the maximum diagonal dimension of the development site apart*". While two access points can be provided, site specific conditions prevent Applicant from meeting the diagonal dimensions standard. 133rd Street SE cannot be extended westerly through the site due to lack of property for proper

intersectional alignment. Additionally, 132nd Street SE cannot be extended westerly through the site due to the location of Northwest Pipeline Gas and City of Monroe water utility easements. As noted on the site plan, minimal alteration of these easements is proposed. The only means of providing vehicular access to 191st Avenue SE would require approval of variance or Public Works deviation from intersectional spacing requirements. Therefore, Applicant proposes a deviation to Public Works Design, Construction and Operations Standards 3.2.2.1.12 to allow the two proposed vehicular access points to take access by means of 134th Street SE (and thus not utilizing diagonal requirements).

See attached Engineering Design and Development Standards Deviation Request Form.

134th Street SE currently has 60 feet of public right of way. There is an open ditch on the northern side of 134th Street with no pedestrian walking paths. The Project proposes to improve the north side of 134th Street SE within its existing right of way prism along the Property's frontage to provide curb, gutter, and sidewalk improvements.

- e. Proposed Internal Road System: Vehicular and pedestrian access to the Subdivision would be provided as follows:

North-South residential access roads are proposed to be situated within the Project to provide vehicular access to the site from 134th Street SE. The locations proposed provide appropriate intersectional spacing between the existing intersections of 189th Drive SE and 191st Avenue SE.

The proposed internal looped road system provides appropriate internal vehicular, pedestrian circulation and turning movements for emergency and utility service vehicles.

A North-South looped alley is being proposed to provide vehicular access to the nine (9) townhome building lots (Lots 19-27). Depending on final grading and market demands, four single-family detached lots (Lots 28-31) may also require vehicular alley access. The alley will be in compliance with City Public Works Design, Construction and Operations Standards.

Two access tracts are being proposed one to provide access to lots 9-12 and one to provide access to lots 17 and 18. Both access tracts are designed in compliance with City Public Works Design, Construction and Operations Standards.

Additionally, public ROW is being stubbed to Snohomish County Tax Parcels #28063600101600 and 28063600101400 to provide vehicular access, as discussed in the pre-application conference.

- f. Sanitary Sewer: As of this writing, the Property is located between two locations of nearby gravity flow sanitary sewer:

- An 8 inch gravity main is located in 134th Street SE in the southwest corner of the Property.
- An 8 inch gravity main is located approximately 200 feet south of the intersection of 191st Avenue SE and 134th Street SE within 191st Avenue SE.

Based on topography and existing capacity within the 8 inch gravity main on 134th Street SE, it is proposed that the Property connects to the 134th Street SE gravity main.

The Project proposes to extend sanitary sewer to the Property's SE corner within 134th Street SE.
 No change of use is proposed to Lot 49 and therefore no sewer connection is necessary at this time for said lot.

Calculation of new sewer connection fees are proposed as follows:

Unit Type	Resulting New Connections
Single-Family Detached	39
Townhome	9

- g. Water Utilities: The Property is currently serviced by City of Monroe water. A 12 inch ductile iron water main is located in 134th Street Southeast along the Property's southern boundary. Additionally, a 12 inch polyvinyl chloride main is located in 191st Avenue Southeast. As vehicular access is proposed from 134th Street, Applicant proposes to access water from 134th Street Southeast. Internal mains will be looped and fire hydrants will be installed as required.

No change of use is proposed to Lot 49 and therefore no sewer connection is necessary at this time for said lot. Additionally, the Property is currently serviced by City of Monroe water and therefore a credit will be applied to the calculation of net new water connection fees.

Calculation of net new water connection fees are proposed as follows:

Unit Type	Resulting Net New Connections
Single-Family Detached	38
Townhome	9

- h. Sight Distance: Per the preapplication conference, Applicant has taken into consideration sight distance requirements to 134th St. No east or west sight distance issues are anticipated from proposed internal roads A and B accessing 134th Street SE. Due to horizontal curves or sightline obstructions. An existing tree on the southwest corner of Snohomish County Tax

Parcel #28063600101400 which may need to be altered to provide adequate sight distance, but is not known at this time.

- i. Existing Easements: Snohomish County Tax Parcel #28063600101600 and #28063600101201 both hold ingress and egress easement rights against the Property and additionally Parcel #28063600101600 also holds a utility easement against the Property. Northwest Pipeline and City of Monroe also hold easements for the purpose of facilitating a gas pipeline and a watermain, respectively.

Snohomish County Tax Parcel #28063600101600 and 28063600101201's easements generally follow or are north of the Northwest Pipeline Easements and City of Monroe Public Works Easements. As a result of the pre-app meeting with the City, public vehicular access and utilities are to be provided to Snohomish County Tax Parcel #28063600101600 to prepare the property for future development. Parcel #28063600101201 fronts 191st Avenue Southeast. Existing vehicular access is taken from the Property due west of 132nd Street Southeast. Parcel 28063600101201 is proposed to be Lot 49 (*see attached Proposed Site Plan*). Upon recording of the plat, site improvements including sidewalk, curb and commercial driveway apron will be completed along the frontage of Lot 49 along the western edge of 191st Avenue Southeast. In the post development state, both sites will be accessed directly from public roads. As a result of the direct public vehicular access proposed, Applicant is working with existing stakeholders to extinguish or revise existing easement agreements. Easement negotiations are scheduled to be finalized prior to commencement of site improvements.

- j. Sewer Extension Prior to Clearing and Grading: The neighboring property to the southeast (Snohomish County Tax Parcel # 28063600101400) is currently serviced by an onsite septic system. The reserve drain field is located in the southeast corner of the Property. Commencement of clearing and grading cannot occur until Tax Parcel #28063600101400 has abandoned their septic tank, the tank has been pumped and removed, and the structure hooked up to City of Monroe sanitary sewer. The Applicant has agreed to connect Tax Parcel # 28063600101400 to sewer at Applicant's sole cost.

As part of the subdivision, sewer is proposed to be extended along the Property's southern frontage along 134th Street Southeast. Applicant is requesting to extend sewer along 134th Street Southeast prior to clearing and grading of the Property so as to allow for Tax Parcel #28063600101400 to be connected to sewer prior to commencing clearing and grading without sanitary service interruptions to the neighboring property. Additionally, if necessary, Applicant may concurrently address potential site distance issues from existing topography of Tax Parcel #28063600101400. These issues were discussed in the pre-app meeting held with the City.

- k. Residential Detached Single-Family Design Requirements: Applicant wishes to address the following design requirements identified in City of Monroe Municipal Code Section 22.42.060 applicable to Lots 1-18 and 29-49.

1. *Elevations and Models.* Elevations and models are required to ensure that new developments provide a diverse streetscape with a variety of floor plans and frontage character.
 - a. Residential buildings shall avoid a uniform appearance by providing variation in building architecture and elevations using methods such as building modulation, primary and secondary building forms (e.g., covered porches, dormers, window bays), and changes in exterior materials, colors, windows, doors, and trim.
 - b. The same elevation shall not be built next to each other or across the street from each other.
 - c. To differentiate the same elevations, different colors and materials shall be used. The following major elements must be substantially different (see Figure 22.42.060(B)(1)):
 - i. Building configuration/massing.
 - ii. Roof type (gable, hip, shed, etc.).
 - d. The following minor features must be substantially different:
 - i. Finish color (siding, roofing, or trim).
 - ii. Siding style.
 - iii. Window configuration, architectural detailing or elements.

Applicant Response: Buildings will conform to Residential Detached Single-Family Elevation and Model Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

2. *Architecture Detail and Features.* To ensure the appropriate scale and to provide elements of human interest, at least one architecture feature shall be used in residential buildings. These elements shall follow the home's architectural style. Architectural features include, but are not limited to:
 - a. Shutters (proportional to window).
 - b. Flower boxes.
 - c. Knee braces.
 - d. Columns.
 - e. Trellises.

Applicant Response: Buildings will conform to Residential Detached Single-Family Architecture Detail and Feature Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

3. *Massing and Composition.* A clear pattern of massing changes and modulation of building forms and composition is required to create architectural variety and interest.

- a. Primary building forms shall be the dominating form while secondary formal elements shall include porches, dormers, or other significant features.
- b. Secondary roof forms, such as dormers, shall be proportional to the primary roof form.

Applicant Response: Buildings will conform to Residential Detached Single-Family Massing and Composition Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

4. **Building Modulation.** Building modulation is required to avoid monotonous repetition of elevations, reduce bulk and mass, and provide pedestrian scale elements adjacent to the streetscape. Buildings shall have a consistent visual identity on elevations visible to the public realm (e.g., public/private streets, sidewalks, and common areas). This should be achieved by providing similar levels of materials, detailing and window placement.

Applicant Response: Buildings will conform to Residential Detached Single-Family Building Modulation Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

5. **Roof Overhangs.** Roof overhangs shall be a minimum of twelve inches (excluding gutter). Overhangs and eaves should be detailed and proportioned to complement the architectural style of the home.

Applicant Response: Buildings will conform to Residential Detached Single-Family Roof Overhangs Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

6. **Building Transparency.**

- a. **Doors.**

- i. Front doors shall be in keeping with the architectural style of the structure.
- ii. Front doors shall be paneled or have inset windows (see Figure 22.42.060(B)(6)(a)).
- iii. A three and one-half-inch minimum head and jamb trim is required around all doors.

- b. **Primary Windows.**

- i. Windows are required to have a trim on all building facades fronting the public right-of-way or access easement.
- ii. Trim must be appropriate to the architectural character of the home and be a minimum of three and one-half inches wide.
- iii. Vertical windows may be combined together to create a larger window area.

iv. Divided light windows are encouraged. They must either be true divided light or have properly proportioned mullions applied to the window. Individual panes must be vertically proportioned or square (see Figure 22.42.060(B)(6)(b)).

Applicant Response: Buildings will conform to Residential Detached Single-Family Building Transparency Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

7. *Parking, Garages, and Vehicular Access.* Design standards for parking, garages and vehicular access are necessary to mitigate parking and traffic impacts and preserve the aesthetic quality of homes, and to minimize the negative impacts of vehicular access and parking areas on the streetscape and pedestrian environment.

a. *Garages – General.*

i. A single car garage shall be a minimum of nineteen feet in depth and ten feet in width (unobstructed).

ii. A two-car garage shall be a minimum of nineteen feet in depth and twenty feet in width (unobstructed).

iii. A tandem two-car garage shall be a minimum of thirty-eight feet in depth and ten feet in width.

b. The cumulative garage door shall occupy no more than fifty percent of the lineal, ground level facade facing the street, except as follows:

i. *Cul-de-Sac Lots.* Additional design elements shall be included to reduce the mass of the garage.

ii. Tuck-under garages.

iii. Detached garages are exempt from meeting the fifty percent of the ground level facade requirement.

c. *Front-Loaded Garages.* Front-loaded garages shall be set back a minimum of two feet from the front building facade (see Figure 22.42.060(B)(7)(c)). Front-loaded tuck-under garages may be permitted subject to zoning administrator's approval on sites that slope downward from the street only if they reduce the negative visual impact of the garage and where each garage entry is individually articulated.

d. *Tuck-Under Garages.*

i. Tuck-under garages must be set back from the primary facade a minimum of two feet. Where used, tuck-under garages and associated driveways shall provide sufficient width for a driver to comfortably maneuver a vehicle into and out of the garage.

- e. *Rear-Loaded Garages.*
 - i. Driveway lengths shall either be five feet (reduced driveway) or a minimum of twenty feet (standard driveway) in length.
 - ii. Rear-loaded garages are not subject to the fifty percent facade requirement.

- f. *Side-Loaded Garages.*
 - i. Side-loaded garages must be set back a minimum of fifteen feet from the designated front property.
 - ii. The side of the garage facing the street must provide windows and architectural design elements that mimic the overall design of the home, as well as landscaping in front of or along the garage wall for a depth of at least three feet.
 - iii. Driveways shall be separated from the sidewalk and front entry (stoop or porch) with lawn or landscape beds. Pedestrian entries shall be from the street and may not be accessed from the driveway.
 - iv. Where side-loaded garages are located behind a house (see Figure 22.42.060(B)(7)(f)), there is no limitation on their quantity in a plat.
 - v. Where side entry garages are located on adjoining lots, there shall be a minimum ten-foot landscape area between driveways with a maximum driveway width of fifteen feet. In lieu of two fifteen-foot driveways and the associated landscape requirements, the adjoining lots may be served by a single joint use driveway not exceeding fifteen feet in width.

- g. *Additional Driveway Standards.*
 - i. Tandem parking in garages is permitted for all housing types as long as spaces are identified for the exclusive use of occupants of a designated dwelling.
 - ii. Where lots abut an alley, the garage or off-street parking area must take access from the alley, unless precluded by steep topography. No curb cuts to the adjacent street shall be permitted unless access from the alley is precluded by steep topography. (Ord. 001/2025 § 3 (Exh. B); Ord. 005/2019 § 10 (Exh. B))

Applicant Response: Plat as designed meets the Additional Driveway Standards as designed. *Buildings will conform to Residential Detached Single-Family Parking, Garages and Vehicular Access Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.*

- 1. Residential Townhome Design Requirements: Applicant wishes to address the following design requirements identified in City of Monroe Municipal Code Section 22.45.065 applicable to Lots 19-27.

1. *Entry Orientation.* The main entrance of each townhouse must:
 - a. Be within eight feet of the longest street-facing wall of the dwelling unit, if the lot has public street frontage; and
 - b. Either:
 - i. Face the street (see Figure 7);
 - ii. Be at an angle of up to forty-five degrees from the street (see Figure 8);
 - iii. Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or
 - iv. Open onto a porch (see Figure 9). The porch must:
 - (A) Be at least twenty-five square feet in area; and
 - (B) Have at least one entrance facing the street or have a roof.

Applicant Response: Buildings will conform to Residential Townhome Entry Orientation Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

2. *General Provisions.* Each townhouse must include at least one of the following on at least one street-facing facade (see Figure 16):
 - a. A roof dormer a minimum of four feet in width; or
 - b. A balcony a minimum of two feet in depth and four feet in width and accessible from an interior room; or
 - c. A bay window that extends from the facade a minimum of two feet; or
 - d. An offset of the facade of a minimum of two feet in depth, either from the neighboring townhouse or within the facade of a single townhouse; or
 - e. An entryway that is recessed a minimum of three feet; or
 - f. A covered entryway with a minimum depth of four feet; or
 - g. A porch meeting the standards of subsection (D)(1)(b)(iv) of this section. Balconies and bay windows may encroach into a required setback area.

Applicant Response: Buildings will conform to Residential Townhome General Provisions Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

3. *Windows.* A minimum of fifteen percent of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard.

Applicant Response: Buildings will conform to Residential Townhome Windows Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.

4. *Driveway Access and Parking.* Townhouses with frontage on a public street shall meet the following standards:
- a. Garages on the front facade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are allowed if they meet the following standards (see Figure 17):
 - i. Each townhouse lot has a street frontage of at least sixteen feet on a local street.
 - ii. A maximum of one driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared.
 - iii. The minimum garage width is twelve feet, as measured from the inside of the garage door frame.
 - b. The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards in subsection (D)(4)(a) of this section:
 - i. Off-street parking areas shall be accessed on the back facade or located in the rear yard. No off-street parking shall be allowed in the front yard or side yard of a townhouse.
 - ii. A townhouse project that includes a corner lot shall take access from a single driveway approach on the side of the corner lot. See Figure 18.

Applicant Response: Site plan is designed to comply with all Driveway Access and Parking requirements. Buildings will conform to Residential Townhome Driveway Access and Parking Design Requirements. Applicant intends to show compliance with Design Requirements upon building permit issuance.