



Date: September 8, 2023

To: Chris Holland, Planning Manager
 City of Marysville
 Community Development Department
 501 Delta Ave.
 Marysville, WA 98270

Response to SEPA Comments

Dell's Nursery/ 104th Rezone – Notice of SEPA PA22041

Ex 1	Morgan Krueger, DFW	8/1/23	Morgan.Krueger@DFW.wa.gov 206.707.5434
<p>Thank you for the opportunity to comment on this project (PA22041). Our comments are mostly for clarity</p>			
<p>On the landscape plan, the applicant does not seem to include their plans for the 'wetland buffer addition'. A clear plan outlining how this area will be restored and monitored is needed.</p>			
<p><i>Detailed Mitigation plans with details plantings will be submitted with the Civil Construction Plans.</i></p>			
<p>It would be great if the maps provided could depict the pond feature. I'm having trouble visualizing how close the reduction in buffer is to the impounded area of water that is considered part of the wetland. I'm imaging the amount of water in this pond-like feature (very obvious on arial imagery) increases in the wet season, causing concern for flooding if the buffer is reduced close to this feature.</p>			
<p><i>We do show the edges of the wetland boundary along this property and CA features that might have an impact on the use of this property. The "pond" is offsite and not a feature relevant to the use of this project.</i></p>			

I'm also curious if this is a beaver pond. If so, there might be even greater flooding issues that crop up in this project site in the future. According to the Surface Water Comp Plan, 2016, pg. 20:

■ QC11 (Formerly WQ-WQ-08) Undersized Culvert along a Tributary to West Fork Quilceda Creek at 104th Street NE:

- The 4-foot box culvert conveying water beneath 104th Street NE along Lower West Fork Quilceda Creek (SD-CV-42) was identified in the 2009 Comp Plan as undersized, and as a potential barrier to fish passage. It was also noted that beaver dams just downstream from the culvert were contributing to flooding, and had caused the culvert to become clogged with silt. In 2010, emergency maintenance was conducted, which resulted in the beaver dams being removed, and the culvert being cleaned out. A 24-inch culvert was also installed above the ordinary high-water mark to reduce flooding. A reevaluation of the culvert was conducted for current fish passage standards, and the existing configuration was determined to be a velocity barrier for fish passage. The recommended solution for this issue is to replace the existing 4-foot box culvert with a 50-foot prefabricated bridge along 104th Street to improve fish passage.

Judging by the multiple reasons for flood concerns, this culvert should really be considered for replacement. I've spent years working in beaver conflict mitigation, and it would be better to get ahead of this than to get behind when flooding has occurred and it's too late.

We only have information that this pond was not originally created by beavers. There may be beaver activity now but that is not relevant to this project.

I cannot speak technically to the undersized culvert and it may very well should be replaced but it is not connected to work on this project. This project will be providing 100% infiltration and not discharging on the surface into this stream or pond. There will no impacts to the flows in this drainage coming from this project.

When were the wetland boundaries surveyed? The information provided made this unclear. The ponded area could be much bigger if these measurements are taken from the 2006 survey...

This was a question also asked by Doug Gresham from DOE and the Biologist gave detailed response. In Short Ed Sewall's response was "the Critical Areas were flagged originally September 10th, 2018. The Site was revisited August 13, 2020 confirming there were not changes to CAs from the 2018 flags. All flags were in place and verified as appropriately placed.

Ex. 2	Robert Herndon	7/21/23	Robertherndon_3@hotmail.com
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We live back on 38th Dr and have enough trouble getting in and out of our neighborhood because of trains and the additional 10 houses that were built behind Del's old nursery. Now your going to allow a small business park near the tracks. Traffic will be impacted more because their driveway will be located right by the Railroad crossing. I have seen these tracks blocked by broken down trains with ambulances waiting to get into our neighborhood. Are you going to give us another street to get out of here when traffic gets backed up? Also there are no businesses on this side of the tracks. We don't need more traffic. Use some of the many empty business that already in Marysville, for instance over by 88th where Penske rentals is.

We appreciate your comments, of course we cannot do anything with “ambulances stuck at the railroad tracks because of trains blocking 104th”. These are existing issues that were there when this community was built, the train tracks have been there a “hundred years” and most the homes were built in the 1970s.

Traffic from this warehouse will be a lot more compatible with existing residential traffic than adding another residential development. The Commercial traffic Peak Hours will be entering the area in the morning as the residential traffic is going out and the opposite in the afternoon Peak Hour. A new residential development will be more frustrating as that traffic would add to the existing in and out traffic.

The property south of 104th and west of the tracks, just south of 104th from this property, is zoned General Commercial. Planning wise, this isolated property is not ideal residential property as it is situated right on the tracks and is adjacent to other Commercial zones. And as stated above, traffic from this commercial development will be coming in while the existing community traffic will be going out. Commercial Traffic will be more compatible to the existing residential traffic.

The city should put a crossing just north of 104th for the business park only and leave 104th for residents of hidden lakes and Indian trails

There have been several attempts at finding a second way in but this area is isolated by terrain and these RR Tracks. The best way out is to the north but that land is owned now by the Tulalip Tribes and, so far, there has been little to no interest in developing that land to allow for another access.

Ex 3	Nancy Rutherford	7/27/23	Sheep164@aolcom 360.659.7069
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I received in the mail today the Mitigated Determination of Non-Significance and Traffic Concurrency Determination. As I stated in my previous letter to the City concerning the proposal before the City to allow commercial buildings in the neighborhood at 4131 104th St NE, after reading this report I am more concerned than I was when I sent my first letter. Today, for the fifth time (or more this year) the train had an issue that blocked traffic from coming in or going out of the neighborhood causing a backup on State Ave and on 104th. And now the City of Marysville is considering a proposal to add warehouses that would employ 60 people, add 81 parking stalls, and make approximately 90 trips in and out of the neighborhood (which has only one way in and one way out, requiring a railroad crossing) which already has approximately 300 people living in the neighborhood using this one access. The City is actually considering doing this without making any changes to the entrance/exit such as a traffic light, roundabout, or four-way stop. Has the City forgotten that State Ave. is in the process (as we speak) of going to five lanes of traffic already making it a challenge to get in and out of the neighborhood? This is an accident looking for a place to happen and it will be on City when it does. Does the City understand that there is Only One way in and Out of this neighborhood, and that should be a huge consideration before the City agrees to allow commercial usage to be developed in the neighborhood?

I am sure your experiences are frustrating. The issues you describe though, will still be issues to your neighborhood with or without this Commercial Development. The alternative evaluated would have provide more single-family homes or Duplexes using the existing zoning and entitlements. The commercial traffic has an opposite flow that would not impact existing use of the roads as much as new residential traffic which would be competing with existing cars as their ingress and egress timing would add to the traffic flow.

Ex 4	Stephen Engberg	7/27/23	swenberg@gmail.com
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I am extremely worried about how much traffic this is going to add to the neighborhood. We only have 1 entrance and 1 exit at this time. Adding 90+ cars to this will cause a lot of issues with people trying to get in and out. We already have enough issues over the past 3 years with all the construction on state at 104th What will Marysville do to help with the influx of traffic in the neighborhood.

Traffic created by this Industrial Proposal will actually be equal to or less than traffic that would be created by a Residential Development that could be permitted per existing entitlements. The advantage of the Commercial Use is that traffic would pulse opposite the existing residential traffic. Morning traffic from the residents would be outbound while the commercial traffic would be inbound and would be the opposite for afternoon traffic. The traffic from this industrial proposal would be a lot less impactful than that created by a residential development.

Ex 5	Rich Barnett	7/27/23	Rich-ref@msn.com 4103 107th PI NE
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I am writing to voice my disagreement with the suggested development plan for the address in the heading of this email.
 I've lived in the Hidden Lakes area for over 40 years and during that time the increased traffic on Smokey point Boulevard sometimes makes the wait to get in and out of the neighborhood over five minutes long.
 I have personally witnessed three accidents going in and out of the neighborhood. They were T-bone accidents for people trying to get onto State Street.
 Without some traffic answer for a development that might have anywhere from 100 to 120 cars per day. The city has a responsibility to the residents of this neighborhood to keep them safe.
 Unless the City of Marysville has a plan to put a stoplight at that intersection any additional use of that intersection is going to result in more and more accidents.
 In the interest of public safety, you must object to any further development of a commercial type in this area, unless steps are taken to ensure resident safety.

Traffic is a frustrating issue in all the urban areas. Until there is a better way like Autonomous Ubers, I believe this issue, at all intersections, will be frustrating. Unfortunately, this is not the only intersection to experience accidents. It is my understanding that the accident history here is not considered to be excessive.

To be clear, there it is not predicted there will be 120 cars a day. The Average Daily Trips determined by a Traffic Engineer is 84. To add, the outbound morning peak hour trip generation is calculated to be 1.23 trips and 8.33 inbound (opposite to residential trips). Afternoon trips are calculated to generate 1.55 inbound and 8.14 outbound (again opposite to residential Traffic).

This proposed project would have significantly less traffic impact to the existing residents than a Residential Development.

Ex 6	Margaret Natterstad	8/2/23	Margaret.Natterstad@gmail.com 10532 38th Ave NE
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I am very concerned about the number of parking spaces for this project... the number of proposed vehicle trips per day and the current difficulties getting in and out of our neighborhood on State Avenue. I also think that visibility will be a problem with the railroad tracks and the entrance to these two buildings heading west on 104th. For example during snowy weather, the road can be extremely icy around the railroad tracks and could further cause problems. It's possible because of the proximity to the railroad tracks that someone going to these two building might overshoot the entrance and then have to drive into our neighborhood in order to turn around. In icy weather the dip creates a huge problem with vehicles stuck for someone not familiar with driving on it.

I remember when the widening of State Avenue was proposed, a traffic count was done on 104th but that was many years ago. **We need a current traffic count.** Since the last traffic count there have been 11 additional homes built (approx. 140 homes total), and because of Covid, people have been ordering online with more delivery vehicle trips per day. Since our neighborhood only has one road in/out to leave onto State Avenue, I think a stoplight will be necessary. Even with the roadwork being done now, the cars have been speeding by and I know of at least 3 accidents that have occurred. Businesses on the east side of State Avenue have also contributed to accidents and near misses. Also 104th St. and 104th Pl. don't line up, causing confusion in the middle turn lane.

Some of the things I've mentioned can't be addressed, but a stoplight is necessary on State Avenue and 104th, especially because of this project and the proposed vehicle trips per day this project will cause.

Traffic Generation Information has been provided. Please review answers to others on similar concerns.

Ex 7	James Carew	8/3/23	Jcarew1050@yahoo.com
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I live in the neighborhood off of 104th in Marysville. There is a great concern with the people living in the neighborhood about putting in a commercial building by the railroad tracks.

- It is already difficult to get out of the neighborhood with all the traffic/construction on State Ave. (most of us have waited 5+ minutes to turn left)
- The added 80-90 trips will pose a risk to anyone living in the neighborhood if there is an emergency.
- There is enough problems with the train, that adding 80-90 trips would make that intersection more of a nightmare. (When trying to get in, there is already a line backed up to State Ave)
- BNSF has had multiple trains stop on the tracks for several hours. That will only become worse with the increased vehicle traffic.
- The city already has problems with people camping in worn out, broken town vans and campers in major parking lots, how would the city make sure that doesn't happen in this new parking lot.
- Putting in large commercial building at the front of our neighborhood will not help improve the look of our neighborhood, but instead bring down the curb appeal.
- We have a nice, quiet, friendly neighborhood. It would be nice to not have that ruined with commercial warehouses.

Thank you for your time, hopefully the city will reconsider building commercial property in our neighborhood.

Traffic from this warehouse will be a lot more compatible with existing residential traffic than adding another residential development. The Commercial traffic Peak Hours will be entering the area in the morning as the residential traffic is going out and the opposite in the afternoon Peak Hour. A new residential development will be more frustrating as that traffic would add to the existing flows of vehicles coming in and out. The Site is Currently zoned for Residential and plans were prepared for a Duplex Development. The Duplex option would be readily permissible and would generate as much or more traffic but it would add to the volume of traffic leaving in the morning and returning in the evening.

Traffic impacts and levels of service are evaluated using data published by the Institute of Transportation Engineers (ITE). From this extensive data, Traffic Engineers are able to provide very sound predictions on future traffic and impacts to intersections. The Commercial Development as proposed, would have less impact to current traffic flows than a Residential Development.

I am sure it is very exasperating trying to leave this area crossing the tracks at times when trains are blocking traffic. This project will not exacerbate that issue.

This property is adjacent to RR Tracks with commercial property to the south. It is isolated from the residential neighborhood by a significant forested ravine and Native Growth Protection Area. The buildings in this proposal will do a lot to provide some noise attenuation from the passing trains to homes in your neighborhood.

Having active businesses at the site will eliminate trespasses. Businesses would not allow old vehicles to park here and it would be monitored daily.