



Date: January 12, 2023
 To: City of Marysville
 Development Services
 80 Columbia Ave.
 Marysville, WA 98270

Comments from the Community

Project Name/Number: 104th Dell's Nursery Rezone, PA22-041

Ex 1	Robert Herndon	Robertherndon_3@hotmail.com	
<ul style="list-style-type: none"> We only have one way in and out of here (Hidden lakes and Indian trails development, 10 extra houses have been added and now someone wants to put in offices on the north side of 104th. Trains coming by multiple times during the day and night. I have seen ambulances stuck at the railroad tracks because of trains blocking 104th. Please don't put these offices in. How are we supposed to deal with the extra traffic this office complex will bring? It's a bad idea. Is the city going to push a street in to help with congestion? On the west side of the tracks, it's residential. Commercial should stay on the east side of the tracks. 			
<p><i>Appreciate your comments, of course we cannot do anything with "ambulances stuck at the railroad tracks because of trains blocking 104th". Nor can we control the "trains coming by multiple times during the day and night". 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.</i></p>			
<p><i>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.</i></p>			
<p><i>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.</i></p>			
<p><i>The property south of 104th and west of the tracks, just south of 104th from this property, is zoned 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.</i></p>			

Ex. 2	Nancy Rutherford	10614 41 st Ave NE	360.659.7069
<p>I have lived in Hidden Lakes Estates for 45 years. I am the longest resident of this neighborhood.</p>			
<p>1. I am certain the city planners are aware there is only one outlet from our neighborhood. The city in the past years permitted 12 more homes to be built in the neighborhood without a reasonable plan to wisely evacuate people should the need arise. Over the last few months, the train has blocked the tracks no less than five times, where people were trapped in the neighborhood. A couple of years ago I was called to help a neighbor who was gasping for breath, when I called 911 the train was blocking the tracks and the aide car could not get in. Given the limited access this neighborhood has, I do not think it is a wise idea to add businesses to the equation. Once the City gives out a Commercial permit the other parcels of land not yet developed will bring in more businesses and more people to evacuate.</p>			
<p><i>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.</i></p>			
<p>2. Secondly, I notice that some of the old-growth trees have already been cut down. These trees have served as a wonderful barrier between our hoes and the noise and coal dust coming from the trains. The more trees that are cut down the noise level in our neighborhood and homes will increase. We already have serious amounts of coal dust on our driveway and can't imagine what will happen if more of the old-growth trees are cut down.</p>			
<p><i>There is a significant tree barrier left between this project and the residential neighborhood. These commercial buildings will offer better noise abatement from the trains.</i></p>			
<p>3. Lastly, this neighborhood is a housing development and not a business district, there are plenty of parcels of land outside of housing neighborhoods. Build the office buildings and businesses there and leave our neighborhood alone.</p>			
<p><i>I would certainly agree that your side of the ravine should remain residential. It is not very practical to build homes so close to the RR. The land just south of 104th is also zoned Light Industrial and this proposed land use is compatible with the existing zoning of other lands on the east side of the ravine immediately adjacent to the Tracks.</i></p>			
<p>Thank you for your consideration, and as you make your decision ask yourself, "If this was your neighborhood what would you want?"</p>			
<p><i>First, I would say this is not exactly "in your neighborhood". This property is separated from your neighborhood by a significant ravine. This property is also across the street from property currently zoned Light Industrial and is immediately adjacent to the Burlington Northern Rail Road tracks. If you owned this property, what would you want to do with it? Second, when you moved into the neighborhood say mid-1970s, there was 4 billion people on the planet, now we are hitting 8 billion. These people all need homes and jobs and per the Growth Management Act (GMA), 95% of this growth is to take place within the Urban Growth Boundaries (UGA). We are trying to make the best use of this land per GMA directions and take a direction that will be of least impact to your neighborhood. Unfortunately, if you live in the UGA there will be a lot of change coming to our neighborhoods.</i></p>			
Ex 3	Brittany Belton	BrittanyB@cascadesurveying.com	

I live in Hidden Lake Estates. Being a Land Use Planner myself I am not against people building things, but I do have a concern of the traffic impact that this will cause.

Brittany, as a Land Use Planner, you likely have to review Traffic Reports and impacts of traffic to existing infrastructure and uses. The Light Industrial (LI) project proposed would generate traffic flows and timing that would be far more compatible with the residential traffic from your neighborhood. The LI traffic would be incoming in the mornings and outgoing at night which would be the opposite of the residential traffic. The AM PHT is expected at 10 trips incoming and PM PHT is expected at 10 trips outgoing.

We did evaluate developing the site per the existing residential development with the best option being 10 homes. The 10 homes would generate about the same traffic volume and PHTs but this traffic would be add-on to the existing residential traffic and create more issues for the existing residences that the LI Development proposal.

As a Land Use Planner, would it make sense to you to have residential project up against the Railroad tracks and adjacent to other LI zoning? A very significant buffer between this project and your residential neighborhood is provided by the ravine and CA buffers. The LI buildings will provide effective sound abatement to your residential neighborhood that would not be provided by a residential development on this property.

I am not happy about a huge warehouse going in as well, noting that there is a wetland buffer removal of 3,000sf.

As a Land Use Planner, I am sure you are familiar with buffer averaging and buffer mitigation options. There is not a removal of 3,000 sf of buffer. There is also replacement of this buffer and enhancements being provided for this exchange.

Do you see any concerns with the impact of traffic this will cause? There is only one way in and one way out of 104th. We already have issues with the stupid train.

As described above, there are only and additional 10 PHT in and out added, the good thing about the Industrial Traffic is that it would not be additional to the volumes of the existing traffic flows but would be opposite.

That is a lot of parking spaces too that I see on the site plan.

As a Land Use Planner, you are likely familiar with Parking Codes, this project has parking per the City of Marysville Code for this use.

I am sorry if I am being harsh but to me this seems a little out of touch given that it is more residential than a commercial area to me.

Brittany, given your experience as a Land Use Planner, I am a little surprised at this comment given the location of this parcel right next to the RR and with the property directly south currently zoned as Light Industrial; from an Objective view, it is very fitting given the immediate Land Uses adjacent to the property. This use is also separated from the residential areas but a significant natural landscape buffer with the ravine and stream buffers.

Let me know your thoughts on the traffic impact. If I want to dispute this, do I have to get signatures from my neighborhood? Or is this going to go through no matter what?

I have been asked to respond to your comments but responses to this one should come from the City Reviewer(s). I did provide thoughts on the traffic above. The appeal process is also written in Marysville Code.

Ex 4	Brittany Belton	BrittanyB@cascadesurveying.com	
<p>I just now realizes this is a rezone which I am against the rezone for this. Just thinking about the traffic issues with the train being there is going to be a big problem. The train gets stopped at 104th a lot. I have had t wait for 2 hours one time for the train to move before I could get through. This will back up traffic on to State Ave.</p>			
<p><i>Traffic timing and flow described above. The flow and timing of the LI Traffic would not add to the residential flow and timing. Your long wait was perpetrated by the Train Traffic and not by existing traffic. Future traffic generated by this project would not exasperate the issues with train traffic.</i></p> <p><i>Development per existing zoning would generate traffic that would be cumulative to the existing residential traffic. This proposal would not add to traffic flow and timing of the existing traffic as described earlier.</i></p> <p><i>The proposed LI buildings would also add to noise abatement from the trains where a residential development per the existing zoning would not.</i></p> <p><i>I have also need to mention, that the trains and train tracks were there long before the homes were built. It is a nice little neighborhood and I can see the attractants for wanting to live there, but the train had to be a known distractant when the decision was made to move into this neighborhood.</i></p>			
<p><i>Brittany—you are certainly welcome to call me if you would like to discuss further. Call Merle Ash at 360-652-9727 if you would like.</i></p>			