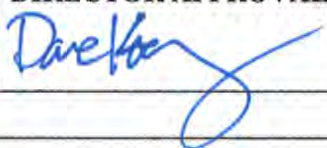


**CITY OF MARYSVILLE AGENDA BILL**

**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: June 13, 2016**

<b>AGENDA ITEM:</b>	
Washington State Department of Transportation Right-of-Way Annexation	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Chris Holland, Planning Manager	
<b>DEPARTMENT:</b>	
Community Development	
<b>ATTACHMENTS:</b>	
Notice of Intent to Commence Annexation Proceedings	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
<b>SUMMARY:</b>	

Washington State Department of Transportation (WSDOT) and Kris Wright, Whitehorse Ventures, LLC, submitted a 10% Notice of Intention (NOI) to commence annexation proceedings with the City of Marysville.

The property proposed for annexation is located in the south end of Marysville and includes WSDOT Right-of-Way and one parcel owned by Whitehorse Ventures, LLC (APN 30053300300400), which is located within Steamboat Slough. A copy of the NOI, annexation boundary map and legal description is attached hereto.

The total assessed value of the annexation area is \$600.00. The signatures obtained represent 100% of the valuation of the annexation area.

**RECOMMENDED ACTION:**

Staff recommends Council approve the annexation boundary for circulation of the 60% petition. If Council elects to approve the annexation boundary, the proposed annexation should be subject to the City's bonded indebtedness, comprehensive plan and zoning.



**PROPERTY OWNERS NOTICE OF INTENTION TO COMMENCE ANNEXATION PROCEEDINGS TO THE CITY OF MARYSVILLE**

**TO:** City Council of the City of Marysville  
 1049 State Avenue  
 Marysville, WA 98270

**WE THE UNDERSIGNED**, being the **OWNERS of not less than 10% in value**, according to the assessed valuation for general taxation, for which annexation is proposed, hereby advises the City Council of the City of Marysville that it is the desire of the undersigned residents of the following area to commence annexation proceedings:

The property herein referred to is depicted on **EXHIBIT A** attached hereto.

It is requested that the City Council of the City of Marysville set a date, not later than 60 days after the filing of this request, for a meeting with the undersigned to determine:

1. Whether the City Council will accept, reject, or geographically modify the proposed annexation;
2. Whether the City Council will require the simultaneous adoption of the Comprehensive Plan for the proposed annexation in conformance with the City's Growth Management Act Plan; and
3. Whether the City Council will require the assumption of all or any portion of existing City indebtedness by the area to be annexed.

These pages are a group of pages containing identical text material and is intended by the signers of the Notice of Intention to be presented and considered as one (1) Notice of Intention and may be filed with other pages containing additional signatures which cumulatively may be considered as a single Notice of Intention.

**WARNING: EVERY PERSON WHO SIGNS THIS PETITION WITH ANY OTHER THAN HIS OR HER TRUE NAME, OR WHO KNOWINGLY SIGNS MORE THAN ONE OF THESE PETITIONS, OR SIGNS A PETITION SEEKING AN ELECTION WHEN HE OR SHE IS NOT A LEGAL VOTER, OR SIGNS A PETITION WHEN HE OR SHE IS OTHERWISE NOT QUALIFIED TO SIGN, OR WHO MAKES HEREIN ANY FALSE STATEMENT, SHALL BE GUILTY OF A MISDEMEANOR.**

**INSTRUCTIONS TO SIGNERS AND VOLUNTEER SOLICITORS**

1. Sign your name as you sign on legal documents. Married women sign "Mary D. Jones," not "Mrs. John D. Jones."
2. **Only PROPERTY OWNERS should sign.**
3. The signature of a record owner, as determined by the records of the county auditor, shall be sufficient without the signature of his or her spouse.
4. In the case of mortgaged property, the signature of the mortgagor shall be sufficient, without the signature of his or her spouse.
5. In the case of property purchased on contract, the signature of the contract purchaser, as shown by the records of the county auditor, shall be deemed sufficient, without the signature of his or her spouse.
6. Any officer of a corporation owning land within the area involved who is duly authorized to execute deeds or encumbrances on behalf of the corporation, may sign on behalf of such corporation, and shall attach to the petition a certified excerpt from the bylaws of such corporation showing such authority.
7. When property stands in the name of a deceased person or any person for whom a guardian has been appointed, the signature of the executor, administrator, or guardian, as the case may be, shall be equivalent to the signature of the owner of the property; and
8. When a parcel of property is owned by multiple owners, the signature of an owner designated by the multiple owners is sufficient.

**Please submit this 'Notice of Intention to Commence Annexation Proceedings' to the Community Development Department located at 80 Columbia Avenue, Marysville, WA 98270 for formal processing.**

**If you have any questions regarding this document or a question regarding annexations, please contact the Community Development Department at (360) 363-8100.**

	PROPERTY OWNERS SIGNATURE	PRINTED NAME	ADDRESS	PHONE NUMBER	PARCEL NUMBER	DATE SIGNED
		JOHN H. WHITE	WA. State Dept of Transportation	(206) 440-4695	N/A WSDOT Right-of-Way	4/27/16
2.						

**EXHIBIT A – Perimeter Legal Description and;  
 EXHIBIT B – Annexation Boundary Map, attached hereto.**





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**If you have any questions regarding this document or a question regarding annexations, please contact the Community Development Department at (360) 363-8100.**

	PROPERTY OWNERS SIGNATURE	PRINTED NAME	ADDRESS	PHONE NUMBER	PARCEL NUMBER	DATE SIGNED
1.		Kris Wright Whitehorse Ventures, LLC	2810 34 <sup>th</sup> Street Everett, WA 98201	425.259.5115	30053300300400	3-28-16
2.						

**EXHIBIT A – Perimeter Legal Description and;  
 EXHIBIT B – Annexation Boundary Map, attached hereto.**

## EXHIBIT A

### I-5 ANNEXATION (March, 2016) Legal Description

Those portions of the Northwest Quarter AND the Southwest Quarter of Section 33, Township 30 North, Range 5 East, WM, described as follows:

Commencing at the southwest corner of said Section 33; thence easterly, along the south line of said Section 33, to the westerly right-of-way line of S.R. 529 (Plan PSH No. 1, S.R. 5, Snohomish River to Marysville, Sheets 6 and 7 of 15, dated January 3, 1962, Revised 11/26/71), being the true point of beginning, also being the southeast corner of Parcels B, C, and D of City of Marysville Ordinance No. 817, effective date 5/18/1974; thence North 9 degrees 41 minutes East, along the easterly line of said Ordinance NO. 817 and along said right-of-way line parallel with the centerline of said S.R. 529, to a point 50 feet distant westerly, when measured at right angles from the centerline at Highway Station 40+50 (all Highway Engineer's Stations to be hereinafter referred to as "Station"); thence northwesterly 10 feet to a point, when measured at right angles, 60 feet distant from said Station 40+50; thence North 9 degrees 41 minutes east 191.4 feet, more or less, parallel with said centerline to a point 60 feet westerly, when measured at right angles to Station 38+58.6; thence westerly to a point 50 feet distant, when measured at right angles and/or radial from Station "D" 0+00 P.C. (= 38+58.6 P.O.T. Existing Road, 19.0 foot offset); thence northwesterly and concentric with said centerline "D", 285.6 feet, more or less, to a point 50 feet distant westerly, when measured at right angles and/or radial from Station "D" 3+01.4 P.T. to a point of intersection with a line projecting westerly and at right angles with Station "A" = 0+00 T.S.; thence westerly along said projecting line to a point 16 feet distant from the easterly right-of-way line of the Burlington Northern Santa Fe Railroad; thence northeasterly, parallel with said Railroad right-of-way line, to a point of intersection with the westerly right-of-way line of P.S.H. No. 1, lying 150 feet distant, when measured at right angles from survey centerline "L"; thence North 21 degrees 24 minutes West, parallel with said centerline, to the north line of the South Half of the Northwest Quarter of said Section 33, also being the northeast corner of Parcels B, C and D, of said Ordinance No. 817, also being the south line of City of Marysville Ordinance No. 193, effective date 3/08/1915;

## EXHIBIT A

I-5 ANNEXATION  
PAGE 2

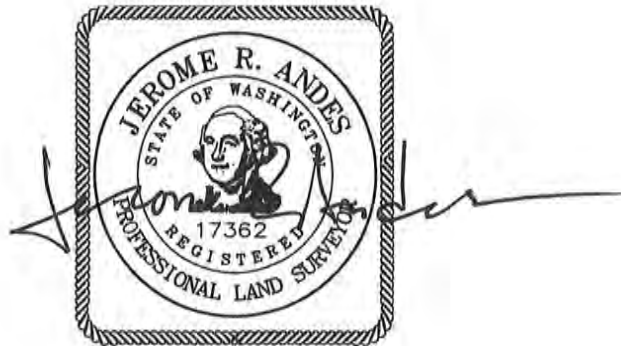
thence easterly, along said north line and along the south line of said Ordinance No. 193, to the easterly right-of-way line of P.S.H. No. 1, lying 150 feet distant easterly from and parallel with the centerline survey of said Highway, Snohomish River to Marysville, designated as "L" Line, also being the northwest corner of Parcel E of said Ordinance No. 817; thence South 21 degrees 24 minutes East (Plan PSH No. 1, S.R. 5, Snohomish River to Marysville, Sheet 7 of 15, dated January 3, 1962, Revised 11/26/71) to the north right-of-way line of the access to Old P. S.H. No. 1, said right-of-way being 50 feet distant and parallel with the centerline survey "D" Line of said Old P.S.H. No. 1, to the most southerly angle point of Parcel E of said Ordinance No. 817; thence North 35 degrees 55 minutes East 81.7 feet, more or less, to a point 50 feet northwesterly when measured at right angles to and/or radial from "D" Line Survey at Highway Engineer's Station "D" 18+65.9 P.C.; thence northeasterly 77.4 feet, more or less, to a point 50 feet distant northwesterly when measured at right angles and/or radial from Station "D" 19+47.6 P.T.; thence North 32 degrees 23 minutes 30 seconds East, along the right-of-way line of Old P.S.H. No. 1, to the north line of the South Half of the Northwest Quarter of said Section 33, being the northeast corner of Parcel E of said Ordinance No. 817, also being the northeasterly bank of Ebey Slough; thence southeasterly, along said northeasterly bank, being the southwesterly line of City of Marysville Ordinance No. 541, effective date 5/15/1965, to the easterly right-of-way line of Old Primary State Highway No. 1, being 50 feet southeasterly of, as measured at right angles to and parallel with, the centerline of said Road; thence South 32 degrees 23 minutes 30 seconds West, along the westerly line of Parcel A of said Ordinance No. 817 and along said right-of-way line, to a point 50 feet distant when measured at right angles and/or radial from "B" Line at Station "B" 20+49.3 P.T. (=19+72.0, Old P.S.H. No. 1); thence southwesterly to a point 50 feet distant when measured radial from "B2" Line at station "B2" 33+71.38 P.T.; thence southeasterly 25 feet to a point distant 75 feet when measured radial from said Station "B2" 33+71.38 P.T.; thence southerly, along the easterly right-of way line, being 75 feet easterly from and parallel with said "B2" Line, to a point distant 75 feet when measured radial from said "B2" Line at station "B2" 17+00; thence southerly to a point distant 125 feet southeasterly when measured at right angles and/or radial from "B2" line Station "B2" 16+26.88 P.C.;



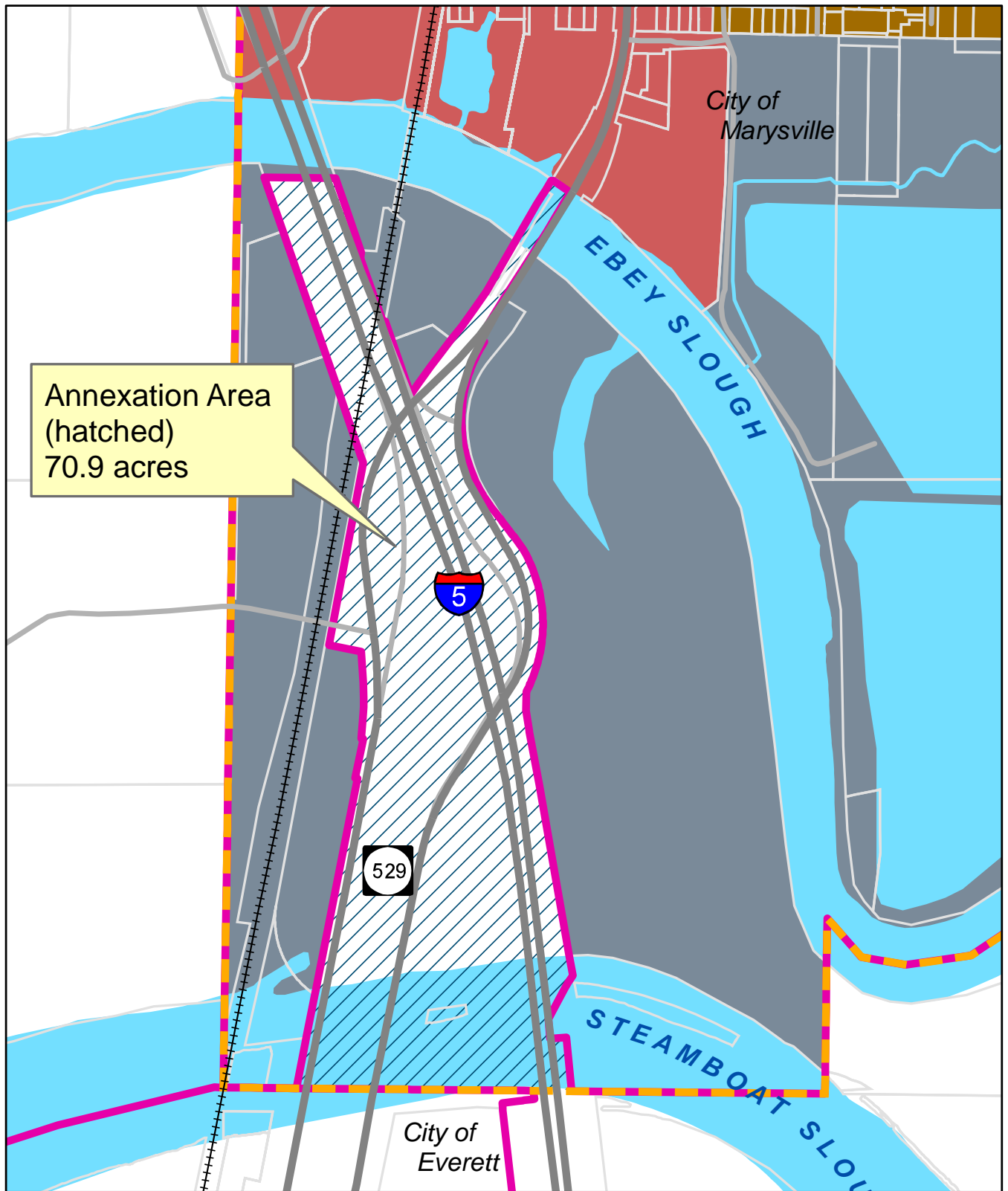
# EXHIBIT A

I-5 ANNEXATION  
PAGE 3

thence southerly to a point 155 feet distant easterly when measured radial from the centerline survey of Primary State Highway No. 1 (Plan P.S.H. 1, S.R. 5, Snohomish River to Marysville, Sheets 6 and 7 of 15, dated January 3, 1962, Revised 11/26/71), at Station 505+00; thence southerly to a point 180 feet distant when measured at right angles from said centerline at Station 500+00; thence southerly, parallel with said centerline to a point 180 feet distant when measured at right angles from said centerline at Station 498+50; thence southwesterly to a point 75 feet distant easterly when measured at right angles from said centerline at Station 497+00; thence southerly, parallel with said centerline to a point 75 feet distant when measured at right angles from said centerline at Station 496+12; thence easterly 75 feet to a point distant 150 feet when measured at right angles from said Station 496+12; thence southerly, parallel with said centerline, to the south line of the Southwest Quarter of said Section 33, also being the southwest corner of Parcel A of said Ordinance No. 817; thence westerly, along the south line of the Southwest Quarter of said Section 33, to the true point of beginning.



April 12, 2016



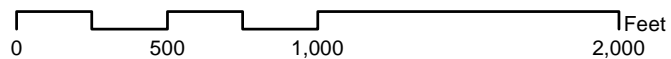
Annexation Area  
(hatched)  
70.9 acres



### WSDOT ROW Annexation

3/1/2016

- Downtown Commercial
- Urban Growth Area
- General Industrial
- Marysville city limits
- R18 Multi-Family Medium
- Annexation area - 70.9 acres



### EXHIBIT B