

CITY OF MARYSVILLE AGENDA BILL

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: April 24, 2017

| | |
|--|---------------------------|
| AGENDA ITEM: | |
| Washington State Department of Transportation Right-of-Way Annexation | |
| PREPARED BY: | DIRECTOR APPROVAL: |
| Chris Holland, Planning Manager | |
| DEPARTMENT: | |
| Community Development | |
| ATTACHMENTS: | |
| <ol style="list-style-type: none"> 1. Snohomish County Assessor – Certificate of Sufficiency 2. Notice of Intention to Annex 3. Boundary Review Board – Notice of Legal Sufficiency 4. E-mail from Snohomish County dated 03.22.17 – County Council Approves Motion 19-099 not to invoke Boundary Review Board Jurisdiction or oppose annexation 5. Boundary Review Board – Notice to proceed with finalizing annexation 6. Adopting Ordinance | |
| BUDGET CODE: | AMOUNT: |
| | |
| SUMMARY: | |

The City of Marysville Community Development Department received a petition for annexation of an area generally encompassing 70.9-acres along Interstate 5 and SR 529 right-of-way, north of Steamboat Slough and south of Ebey Slough, known as the “WSDOT ROW Annexation.”

The annexation petition was reviewed by the Snohomish County Assessor’s Office for sufficiency, as required by law, and on October 27, 2016 the Assessor’s Office issued a Certificate of Sufficiency for the annexation.

Marysville City Council held public hearings on November 28, 2016 and January 9, 2017 and passed Resolution No. 2408 stating the City’s intention to annex the property upon receipt of a favorable decision from the Washington State Boundary Review Board (BRB) for Snohomish County.

On March 29, 2017 the 45-day statutory period for review before the BRB ended, with no request for review having been filed, allowing the City of Marysville to finalize the annexation.

The proposed annexation would make the City of Marysville the lead permitting agency for the I-5/SR-529 Interchange Project, funded by “Connecting Washington,” rather than requiring multiple agency permit approval.

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|---|
| RECOMMENDED ACTION: |
| Staff recommends adopting the attached ordinance, annexing certain unincorporated area, known as the Washington State Department of Transportation Right-of-Way Annexation, into the City of Marysville. The annexation area shall be subject to the City’s bonded indebtedness, comprehensive plan and zoning. |



Snohomish County

Assessor's Office

Linda Hjelle
County Assessor

Cindy Portmann
Chief Deputy

M/S #510
3000 Rockefeller Ave.
Everett, WA 98201-4046

(425) 388-3433
FAX (425) 388-3961

CERTIFICATE OF SUFFICIENCY

I, Chris Huyboom, Snohomish County Deputy Assessor, in accordance with the requirements of RCW 35A.01.040, hereby certify that the Petition for the WSDOT ROW Annexation submitted to the Assessor on October 7, 2016 is signed by the owners of property comprising 100% of the total assessed value within the area described in the petition, according to the records of the Snohomish County Assessor. The determination of sufficiency was begun on October 17, 2016.

Dated this 27th day of October 2016.

By 
Deputy Assessor

NOTICE OF INTENTION COVER SHEET

Washington State
Boundary Review Board
for Snohomish County

3000 Rockefeller, M/S #409
Everett, WA 98201
425-388-3445

As required by RCW 36.93, a Notice of Intention is hereby submitted for proposed annexation. Name of jurisdiction: _____ Name of proposal: _____
Proceedings were initiated under authority of RCW _____

- By: () Petition Method: Identify which petition method you are using; _____
i.e. 60% or double majority (owners of a majority of the acreage/majority of the registered voters residing in the area).
() Election Method: _____ number of qualified electors in area to be annexed or formed
_____ % of above figure represented by signers.

Is assumption of existing indebtedness to be required? _____
Will simultaneous adoption of comprehensive plans be required? _____

Name each governmental unit having jurisdiction within the boundaries of the proposal: _____
_____ The following other persons (attorneys, etc.) shall receive communication regarding proposal:

Special purpose district means any sewer district, water district, fire protection district, drainage improvement district, drainage and diking improvement district, flood control zone district, irrigation district, metropolitan park district, drainage district, or public utility district engaged in water distribution.

Signatures on petition _____ Assessed valuation _____
Residences in area _____ Topography _____
Population of area _____ Current district boundaries and adjacent roads:
Acreage _____
Square miles _____ Proximity to other districts, cities, etc.

| | <u>Present</u> | <u>Proposed</u> |
|------------------|----------------|-----------------|
| Sewers | _____ | _____ |
| Water | _____ | _____ |
| Roads | _____ | _____ |
| Fire Dist. | _____ | _____ |
| Police | _____ | _____ |
| Growth Potential | _____ | _____ |

Attachments:
\$50 Filing Fee Assessor and Vicinity Maps
Notice of Intention (with attachments) Petition
Perimeter legal (follow outside boundary) Resolution of Intent

Petitioner (Spokesperson): _____ Initiator (District or Proponent): _____
Address: _____ Representative Signature: _____
Phone: _____ Address/Phone: _____

II. BACKGROUND/MAPS

EXHIBIT A - Description

The WSDOT ROW Annexation follows an irregular boundary, generally encompassing WSDOT Interstate 5 and SR 529 ROW, north of Steamboat Slough and south of Ebey Slough, being a portion of the Northwest Quarter AND the Southwest Quarter of Section 33, Township 30 North, Range 5 East, WM (see attached annexation boundary map).

The annexation boundary encompasses approximately 70.9-acres, and is contiguous to Marysville city limits along the north, east and west boundaries.

Per RCW 35A.01.040, the Snohomish County Assessor's Office has reviewed the petitions and has submitted a Certificate of Sufficiency verifying that the value of signed petitions represents 100% of the assessed value of the annexation area.

In accordance with the State Growth Management Act, Snohomish County established an Urban Growth Area (UGA) for the Marysville area on July 22, 1995. The proposed annexation is located within the UGA boundary and fills in a puzzle piece of Marysville's urban growth area which is currently unincorporated Snohomish County and is surrounded 95% by Marysville corporate limits.

Snohomish County's GMA Comprehensive Plan – Future Land Use Map designates the area as a Cadastral Easement. The City of Marysville's 2015 Comprehensive Plan map designates the area General Industrial. It is the City's intention to prezone the property at the time of annexation to be consistent with the City's Comprehensive Plan designation with an implementing zone of GI (general industrial).

EXHIBIT B – LEGAL DESCRIPTION

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;

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.;

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.

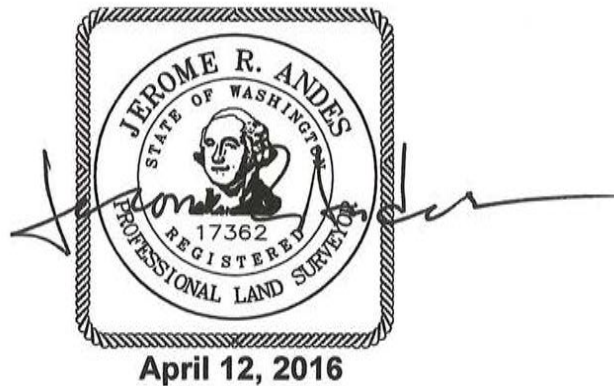
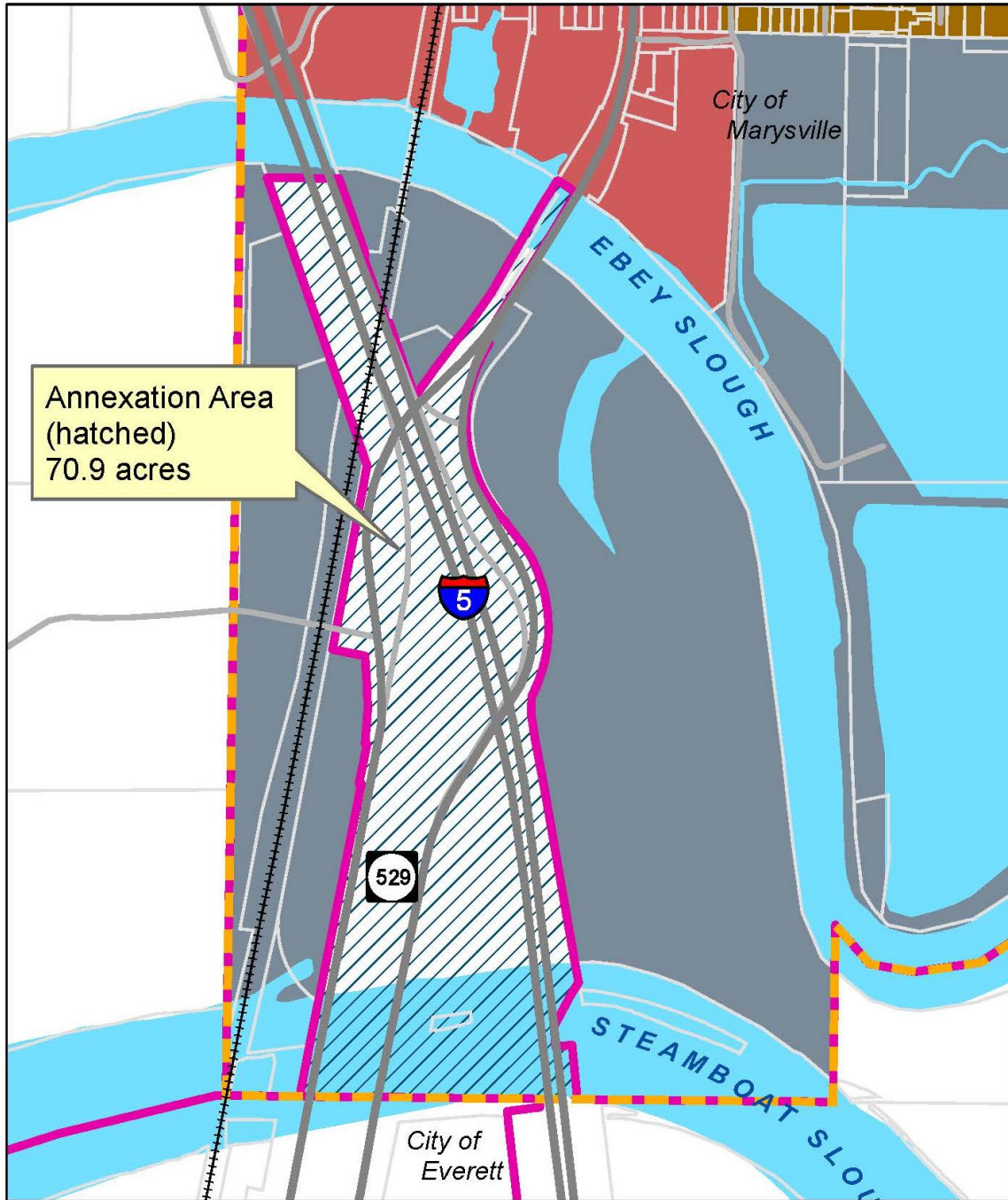


EXHIBIT C – MAPS (annexation boundary)

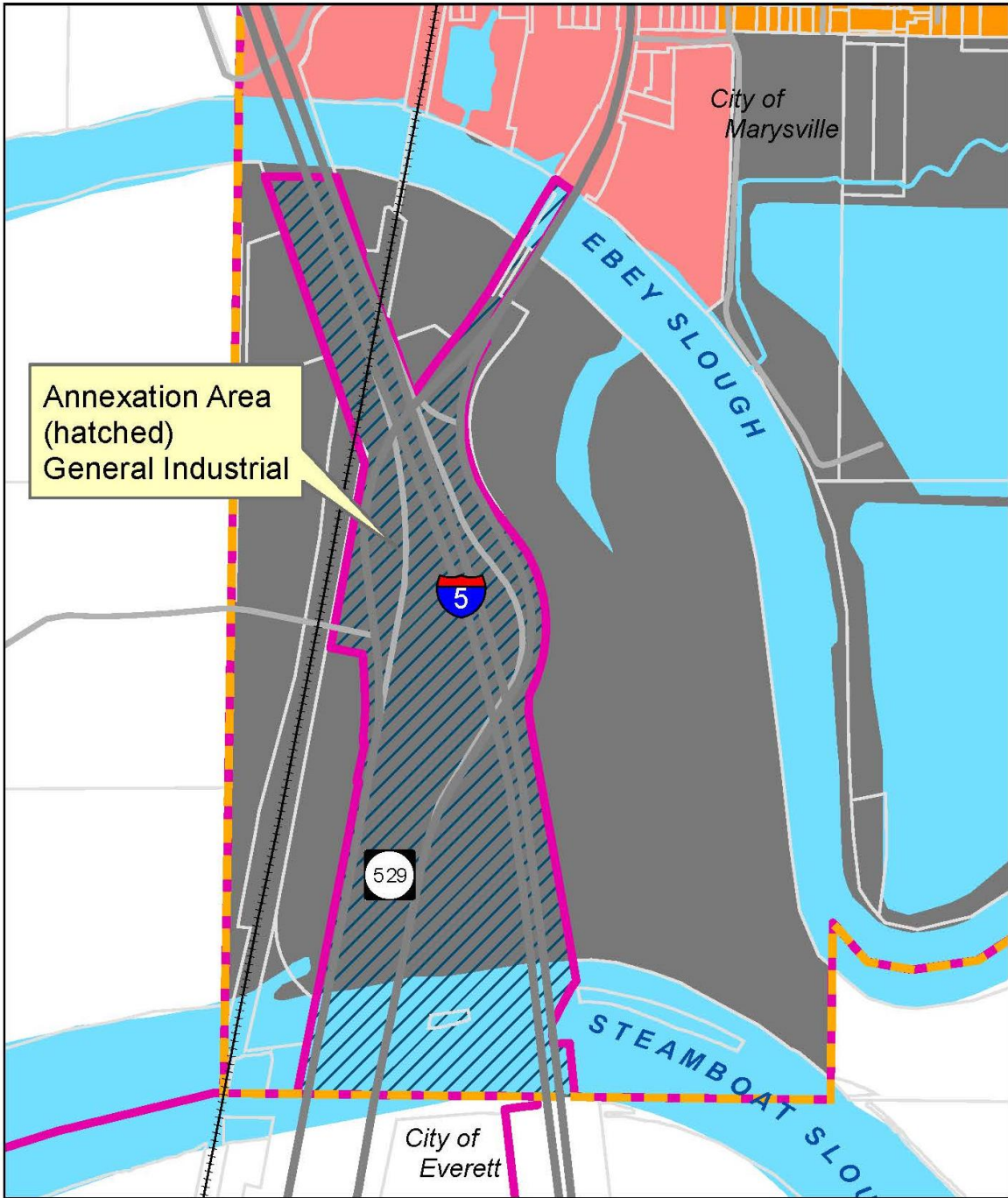


WSDOT ROW Annexation

3/1/2016

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

EXHIBIT C – MAPS (Zoning)



WSDOT ROW Annexation - Zoning

7/8/2016

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

EXHIBIT D – RESOLUTION

**CITY OF MARYSVILLE
Marysville, Washington
RESOLUTION NO. 2408**

A RESOLUTION OF THE CITY OF MARYVILLE STATING ITS INTENTION TO ANNEX CERTAIN UNINCORPORATED AREA, KNOWN AS THE WSDOT ROW ANNEXATION, INTO THE CITY, AND TRANSMITTING THE MATTER TO THE WASHINGTON STATE BOUNDARY REVIEW BOARD FOR SNOHOMISH COUNTY FOR APPROVAL

WHEREAS, the City of Marysville has received a petition for annexation of certain property generally encompassing Washington State Department of Transportation (WSDOT) Interstate 5 and State Route (SR) 529 Right-of-Way (ROW), north of Steamboat Slough and south of Ebey Slough, being those portions of the Northwest Quarter AND Southwest Quarter of Section 33, Township 30 North, Range 5 East, WM, said property being contiguous to the city limits and legally described in **Exhibit A** and depicted in **EXHIBIT B** attached hereto; and

WHEREAS, a duly advertised public hearing was held before the Marysville Planning Commission on October 25, 2016 to consider PRE-ZONING properties within the WSDOT ROW Annexation consistent with the Marysville Comprehensive Plan; and

WHEREAS, on October 25, 2016, the Marysville Planning Commission heard testimony from staff, and the public at the public hearing and recommended Marysville City Council adopt zoning consistent with the Marysville Comprehensive Plan Land Use Map with an implementing zoning designation of General Industrial (GI), for the property described in **Exhibit A** and depicted in **EXHIBIT B** attached hereto;

WHEREAS, the area of the proposed annexation is within the recognized Urban Growth Area for the City of Marysville, as established by Snohomish County, and eliminates this unincorporated island within the Urban Growth Area and the City of Marysville; and

WHEREAS, a duly advertised public hearing on said annexation petition was held before the Marysville City Council on November 28, 2016 and January 9, 2017 in accordance with RCW 35A.14, and the City Council heard testimony from staff and the public, and was fully advised in the premises; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, AS FOLLOWS:

Section 1. The property described in **Exhibit A** and depicted in **EXHIBIT B** attached hereto, is hereby approved for annexation into the City of Marysville and shall be so annexed by ordinance of the City of Marysville upon receipt of a favorable decision/report from the Washington State Boundary Review Board for Snohomish County.

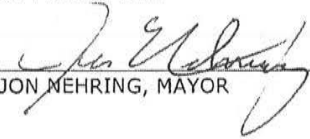
Section 2. Upon annexation of the property described in **Exhibit A** and depicted in **EXHIBIT B** attached hereto, it shall be assessed and taxed at the same rate and on the same basis as other property within the City of Marysville, including assessments or taxes for the payment of its pro rata share and all outstanding indebtedness of the City contracted or incurred prior to or existing on the effective date of the annexation.

Section 3. Upon annexation, the property described in **Exhibit A** and depicted in **EXHIBIT B** shall be subject to the City of Marysville Comprehensive Plan Land Use Map with an implementing zoning designation of General Commercial (GI).

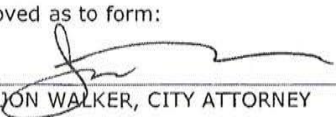
Section 4. The Community Development Department is hereby authorized to transmit a copy of this resolution, Notice of Intention to Annex and all Exhibits thereto, along with an appropriate map depicting the annexation area and all information necessary to support the proposed annexation to the Snohomish County Boundary Review Board for consideration and review.

PASSED by the City Council and APPROVED by the Mayor this 9 day of JANUARY, 2017.

CITY OF MARYSVILLE

By: 
JON MEHRING, MAYOR

Attest:
By: 
APRIL O'BRIEN, CITY CLERK

Approved as to form:
By: 
JON WALKER, CITY ATTORNEY

I hereby certify this to be a true and correct copy of the original on file in my office as part of the official records of the City of Marysville.


Deputy City Clerk 
Date 1/12/17

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

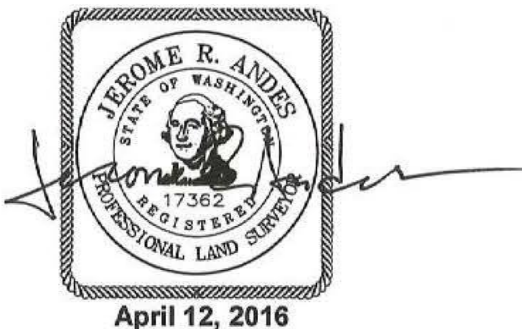
I-5 ANNEXATION
PAGE 2

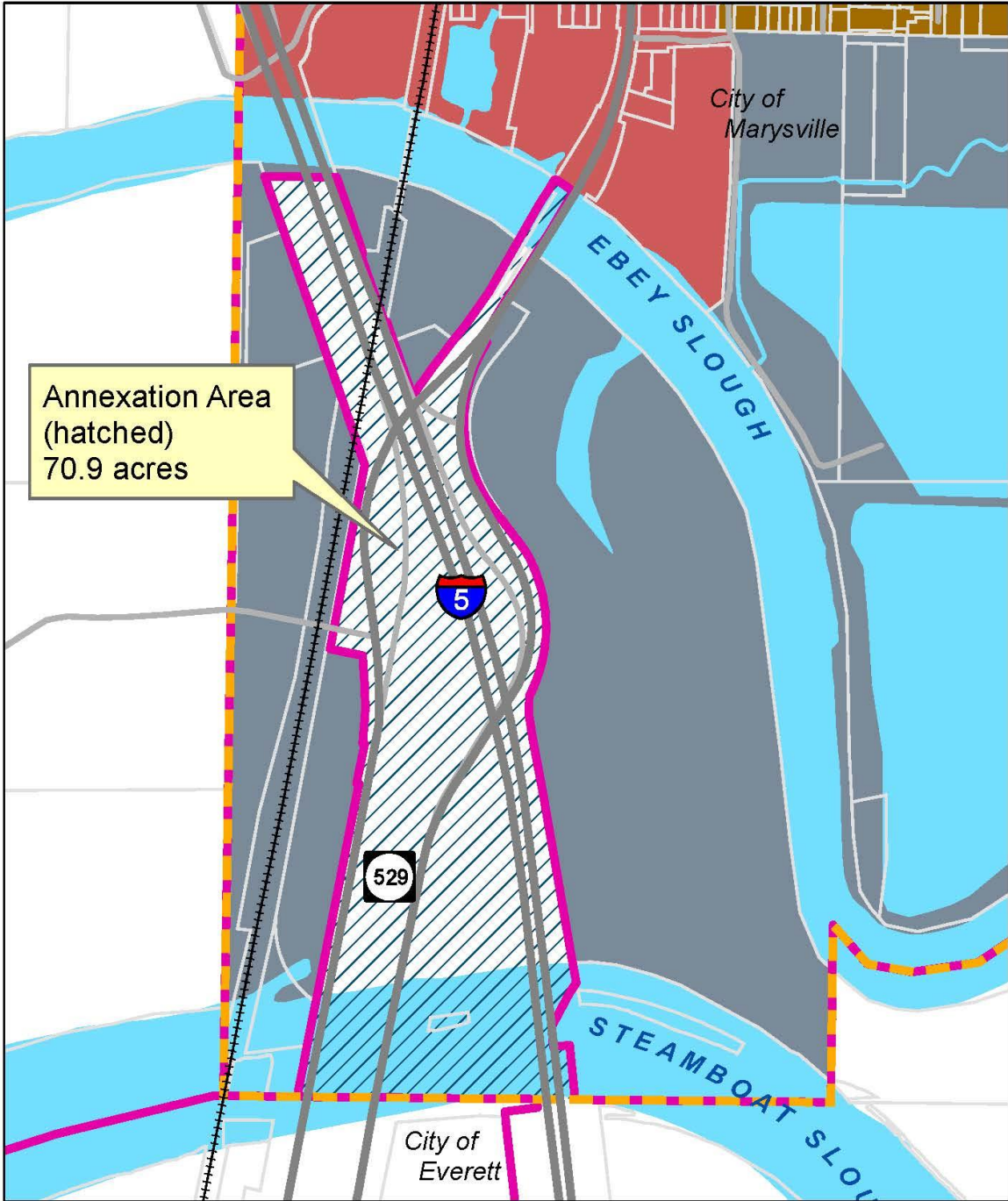
thence easterly, along said north line and along the south line of said Ordinance No. 193, to the easterly right-of-way line of P.S.H. No. 1, lying 150 feet distant easterly from and parallel with the centerline survey of said Highway, Snohomish River to Marysville, designated as "L" Line, also being 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.





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

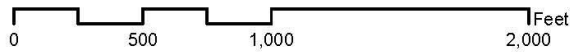


EXHIBIT B

III. PETITION/CERTIFICATION

EXHIBIT E – PETITIONS



PROPERTY OWNERS PETITION FOR ANNEXATION TO THE CITY OF MARYSVILLE, WASHINGTON

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

WE THE UNDERSIGNED, being the **OWNERS of not less than 60% in value**, according to the assessed valuation for general taxation, of the real property described on **EXHIBIT A** attached hereto or any portion thereof, lying contiguous to the City of Marysville, Washington, do hereby petition that such territory be annexed to and made a part of the City of Marysville, Washington under the provisions of RCW 35A.14, et seq., and any amendment thereto, of the State of Washington.

The territory proposed to be annexed is within Snohomish County, Washington and is described on **EXHIBIT A** attached hereto and depicted on **EXHIBIT B**, a diagram which outlines the boundaries of the property sought to be annexed, further attached hereto.

WHEREFORE, the undersigned respectfully petition the Honorable City Council of the City of Marysville and ask:

1. That appropriate action be taken to entertain this petition, fixing a date for public hearing, causing notice to be published and posted specifying the time and place of such hearing, and inviting all persons interested to appear and voice approval or disapproval of such annexation; and
2. That the following such hearing, and subsequent to approval by the Snohomish County Boundary Review Board, if such is convened, the City Council determine by ordinance that such annexation shall be effective; and that property so annexed shall become a part of the City of Marysville, Washington subject to its laws and ordinances then and thereafter in force, including a Comprehensive Plan to become effective upon annexation if the same is provided pursuant to RCW 35.13.178.
3. That the zoning for the area proposed for annexation be amended consistent with the City's Comprehensive Plan and that said zoning be implemented and effective upon annexation.

THE PETITIONERS HERETO AGREE: ". . . that all property within the territory hereby sought to be annexed shall be assessed and taxed at the same rate and at the same basis as property within the City of Marysville for any outstanding indebtedness of said City, including assessments or taxes in payment of any bonds issued or debts contracted prior to or existing at the time of annexation," in accordance with the requirements of the City Council of the City of Marysville.

These pages are a group of pages containing an identical text and prayer intended by the signers of this Petition to be presented and considered as one Petition and may be filed with other pages containing additional signatures which cumulatively may be considered as a single Petition.

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.

PRAYER OF PETITION:

1. Annexation of area described in **EXHIBIT A** and depicted in **EXHIBIT B**; and
2. Assumption of indebtedness of the City of Marysville; and
3. Adoption of the City of Marysville Comprehensive Plan for the subject area; and
4. Adoption of zoning consistent with the City of Marysville Comprehensive Plan, depicted by **EXHIBIT C**.

MINUTES FROM CITY COUNCIL MEETING: June 13, 2016 City Council Regular Meeting Minutes

Consent Item No. 10:

Consider Approval of the Annexation Boundary for Circulation of the 60% Petition, and the Annexation Boundary should be Subject to the City's Bonded Indebtedness, Comprehensive Plan and Zoning

Motion made by Councilmember Wright, seconded by Councilmember Toyer, to approve Consent Agenda items 4-12, 17, and 18. **Motion** passed unanimously (6-0).

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 'Petition for Annexation to the City of Marysville, Washington' to the City of Marysville 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 Chris Holland, Planning Manager, at 360.363.8207 or by e-mail at cholland@marysvillewa.gov.


| | PROPERTY OWNERS SIGNATURE | PRINTED NAME | ADDRESS | PHONE NUMBER | PARCEL NUMBER | DATE SIGNED |
|----|---|--|---|--------------|----------------|---------------|
| 1. | | Kris Wright Whitehorse Ventures, LLC | 2810 34 th Street Everett, WA 98201 | 425.259.5115 | 30053300300400 | |
| 2. |  | | | | | Oct. 30, 2016 |

EXHIBIT A – Perimeter Legal Description;
EXHIBIT B – Annexation Boundary Map, and
EXHIBIT C – Zoning 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

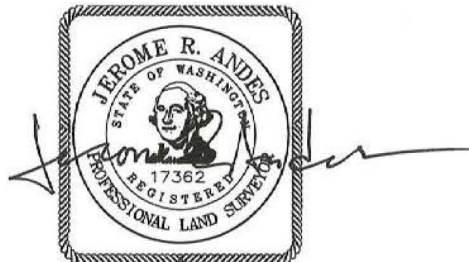
I-5 ANNEXATION
PAGE 2

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.;

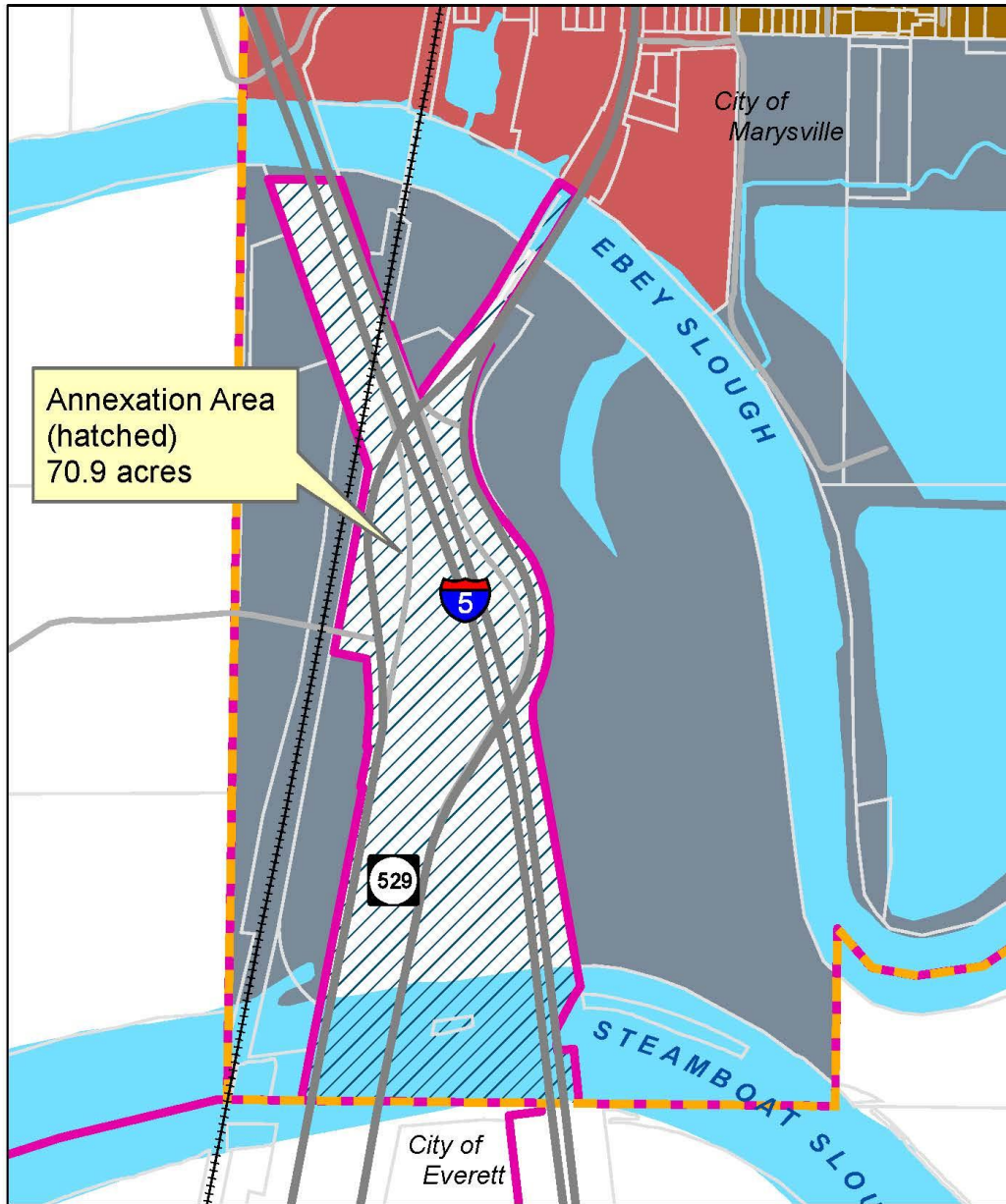
EXHIBIT A

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



WSDOT ROW Annexation

3/1/2016

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

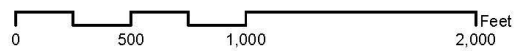
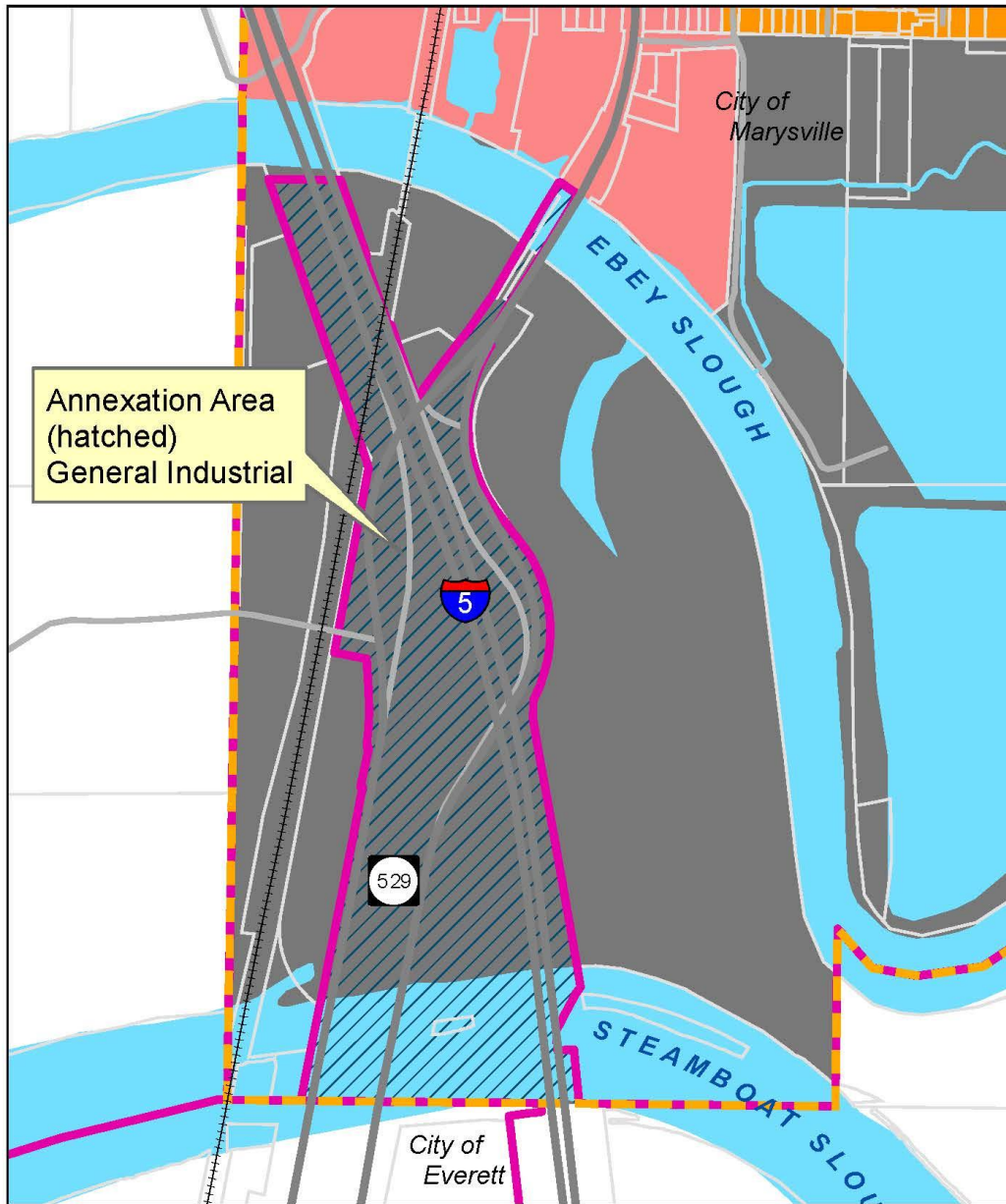


EXHIBIT B



Annexation Area
(hatched)
General Industrial



WSDOT ROW Annexation - Zoning

7/8/2016

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

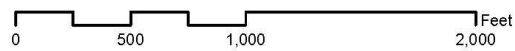


EXHIBIT C



**PROPERTY OWNERS PETITION FOR ANNEXATION
TO THE CITY OF MARYSVILLE, WASHINGTON**

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

WE THE UNDERSIGNED, being the **OWNERS of not less than 60% in value**, according to the assessed valuation for general taxation, of the real property described on **EXHIBIT A** attached hereto or any portion thereof, lying contiguous to the City of Marysville, Washington, do hereby petition that such territory be annexed to and made a part of the City of Marysville, Washington under the provisions of RCW 35A.14, et seq., and any amendment thereto, of the State of Washington.

The territory proposed to be annexed is within Snohomish County, Washington and is described on **EXHIBIT A** attached hereto and depicted on **EXHIBIT B**, a diagram which outlines the boundaries of the property sought to be annexed, further attached hereto.

WHEREFORE, the undersigned respectfully petition the Honorable City Council of the City of Marysville and ask:

1. That appropriate action be taken to entertain this petition, fixing a date for public hearing, causing notice to be published and posted specifying the time and place of such hearing, and inviting all persons interested to appear and voice approval or disapproval of such annexation; and
2. That the following such hearing, and subsequent to approval by the Snohomish County Boundary Review Board, if such is convened, the City Council determine by ordinance that such annexation shall be effective; and that property so annexed shall become a part of the City of Marysville, Washington subject to its laws and ordinances then and thereafter in force, including a Comprehensive Plan to become effective upon annexation if the same is provided pursuant to RCW 35.13.178.
3. That the zoning for the area proposed for annexation be amended consistent with the City's Comprehensive Plan and that said zoning be implemented and effective upon annexation.

THE PETITIONERS HERETO AGREE: "... that all property within the territory hereby sought to be annexed shall be assessed and taxed at the same rate and at the same basis as property within the City of Marysville for any outstanding indebtedness of said City, including assessments or taxes in payment of any bonds issued or debts contracted prior to or existing at the time of annexation," in accordance with the requirements of the City Council of the City of Marysville.

These pages are a group of pages containing an identical text and prayer intended by the signers of this Petition to be presented and considered as one Petition and may be filed with other pages containing additional signatures which cumulatively may be considered as a single Petition.

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.

PRAYER OF PETITION:

1. Annexation of area described in **EXHIBIT A** and depicted in **EXHIBIT B**; and
2. Assumption of indebtedness of the City of Marysville; and
3. Adoption of the City of Marysville Comprehensive Plan for the subject area; and
4. Adoption of zoning consistent with the City of Marysville Comprehensive Plan, depicted by **EXHIBIT C**.

MINUTES FROM CITY COUNCIL MEETING:

Consent Item No. 10:

Consider Approval of the Annexation Boundary for Circulation of the 60% Petition, and the Annexation Boundary should be Subject to the City's Bonded Indebtedness, Comprehensive Plan and Zoning

Motion made by Councilmember Wright, seconded by Councilmember Toyer, to approve Consent Agenda items 4-12, 17, and 18. **Motion** passed unanimously (6-0).

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 'Petition for Annexation to the City of Marysville, Washington' to the City of Marysville 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 Chris Holland, Planning Manager, at 360.363.8207 or by e-mail at cholland@marysvillewa.gov.


| | PROPERTY OWNERS SIGNATURE | PRINTED NAME | ADDRESS | PHONE NUMBER | PARCEL NUMBER | DATE SIGNED |
|----|---|---------------|--|--------------|---------------------------|-------------|
| 1. |  | John H. White | WSDOT Northwest Region 15700 Dayton Ave North Shoreline, WA Mail: PO Box 330310 Seattle, WA 98133-9710 | 206.440.4695 | N/A WSDOT Right-of-Way | 7/12/10 |
| 2. | | | | | | |

EXHIBIT A – Perimeter Legal Description;
EXHIBIT B – Annexation Boundary Map, and
EXHIBIT C – Zoning 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

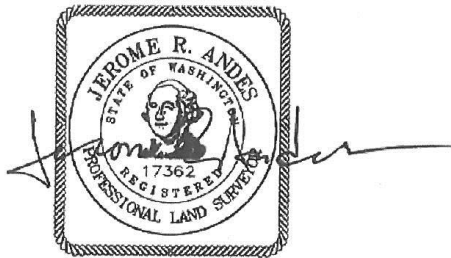
I-5 ANNEXATION
PAGE 2

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.;

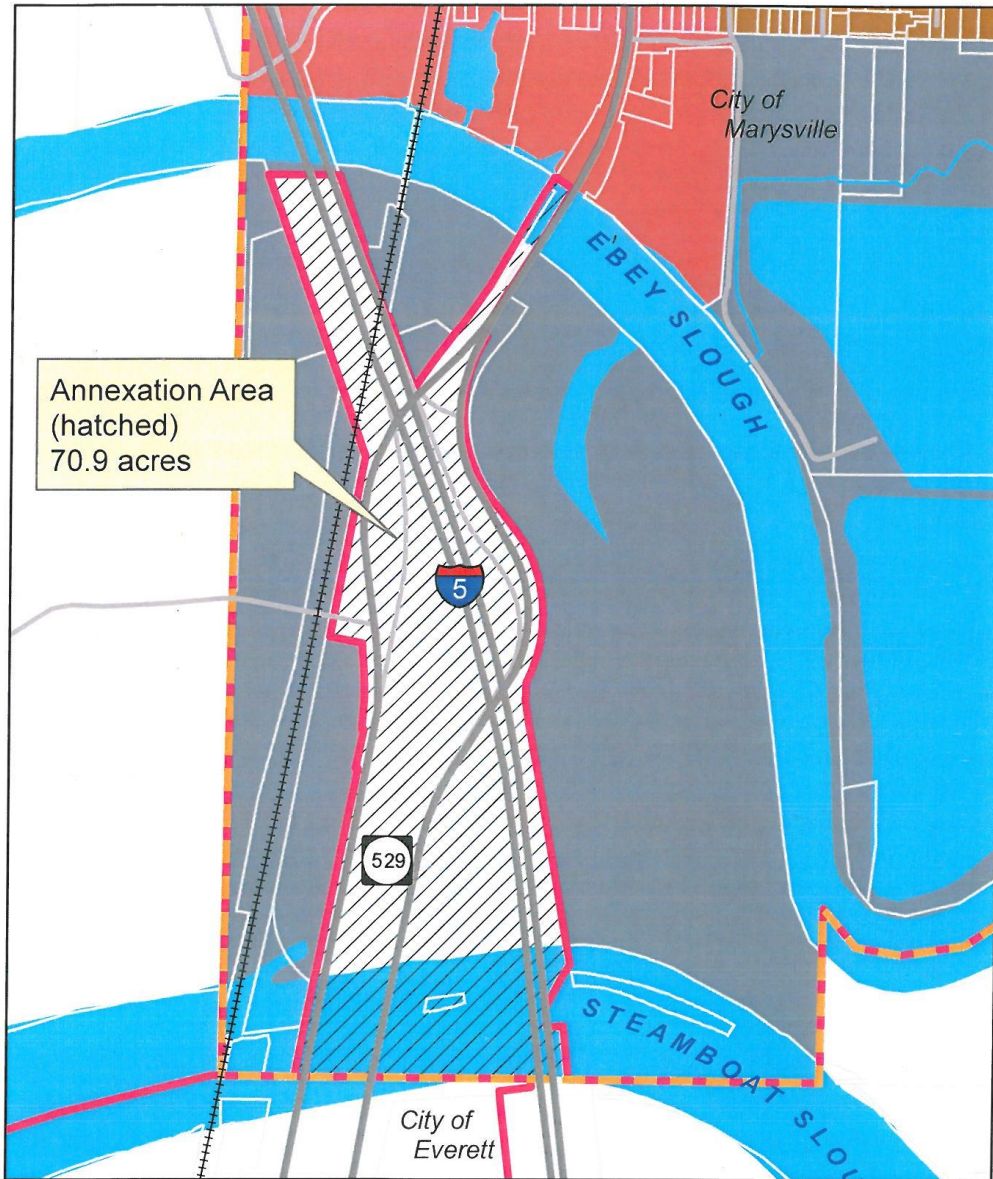
EXHIBIT A

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



WSDOT ROW Annexation

3/1/2016

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

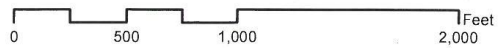
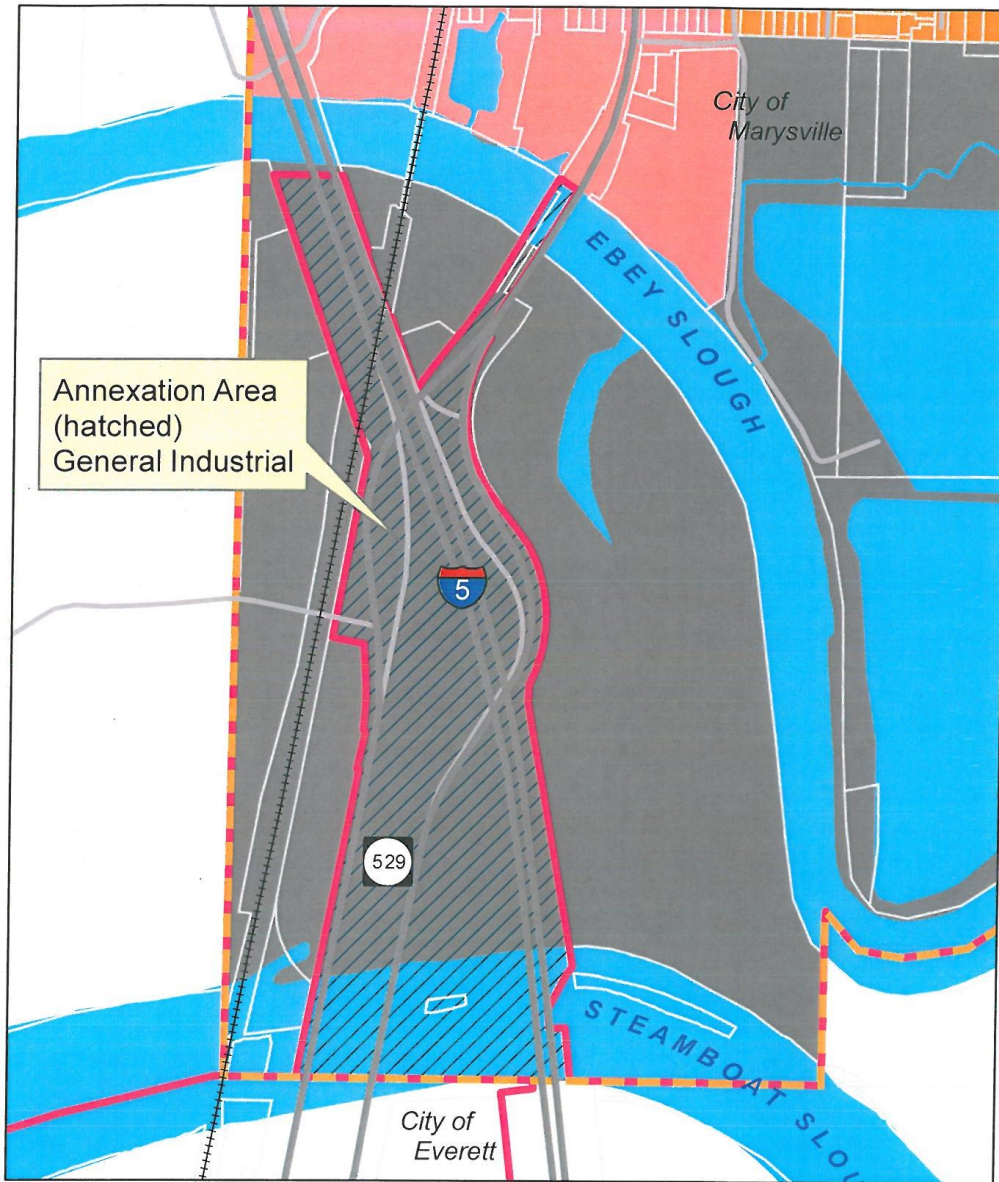


EXHIBIT B



Annexation Area
(hatched)
General Industrial



WSDOT ROW Annexation - Zoning

7/8/2016

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

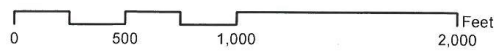


EXHIBIT C

EXHIBIT F – CERTIFICATION



Snohomish County

Assessor's Office

Linda Hjelle
County Assessor

Cindy Portmann
Chief Deputy

M/S #510
3000 Rockefeller Ave.
Everett, WA 98201-4046

(425) 388-3433
FAX (425) 388-3961

CERTIFICATE OF SUFFICIENCY

I, Chris Huyboom, Snohomish County Deputy Assessor, in accordance with the requirements of RCW 35A.01.040, hereby certify that the Petition for the WSDOT ROW Annexation submitted to the Assessor on October 7, 2016 is signed by the owners of property comprising 100% of the total assessed value within the area described in the petition, according to the records of the Snohomish County Assessor. The determination of sufficiency was begun on October 17, 2016.

Dated this 27th day of October 2016.

By 
Deputy Assessor

Email: contact.assessor@snoco.org
Web: www.snohomishcountywa.gov/175/assessor

IV. ENVIRONMENTAL

EXHIBIT G – SEPA



COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

October 18, 2016

Dear Reader and Interested Citizen,

Addendum No. 25 to the Draft Environmental Impact Statement (DEIS), dated January 13, 2005, and Final Environmental Impact Statement (FEIS) for the Marysville Comprehensive Plan, dated April 2005, has been prepared by the Marysville Community Development Department. This addendum provides additional environmental information and analysis relating to the NON-PROJECT ACTION annexation proposing incorporation of the remaining 70.9-acres of Marysville's Urban Growth Area (MUGA) along the city's southern boundary and pre-zoning properties consistent with the Marysville Comprehensive Plan. The proposed annexation area is designated General Industrial within the Marysville Comprehensive Plan with an implementing zoning designation of GI.

This addendum adds further information to the analysis contained in the DEIS and FEIS. No additional significant impacts beyond those identified in the FEIS are expected to occur. No additional programmatic action level environmental review will be required to the extent that the existing environmental documents listed in this addendum or other published documents have analyzed such changes.

Review of the proposed pre-zoning, is tentatively scheduled to occur at a public hearing before the Marysville Planning Commission on October 25, 2016, and at subsequent public hearings before Marysville City Council on November 28, 2016 and January 9, 2017.

The Community Development Department invites you to comment on Addendum No. 25 to the FEIS and the proposed pre-zoning of the annexation area. The entire file (PA 16011) is available to review at the Community Development Department, located at 80 Columbia Avenue, Marysville, WA 98270.

If you have any questions or comments regarding Addendum No. 25 to the FEIS or pre-zoning of the annexation area, please contact me at 360.363.8207 or by e-mail at cholland@marysvillewa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Holland", is written over a light blue horizontal line.

Chris Holland
Planning Manager

cc: Dave Koenig, CD Director

**ADDENDUM NO. 25
TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR THE CITY OF MARYSVILLE
COMPREHENSIVE PLAN**

**NON-Project Action
Pre-zoning properties located within the WSDOT ROW Annexation
consistent with the Marysville Comprehensive Plan**

Prepared Consistent with

The Washington State Environmental Policy Act of 1971
Chapter 43.21C Revised Code of Washington
Chapter 197-11, Washington Administrative Code
Marysville Municipal Code Title 22



COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

Date of Issuance: October 18, 2016

FACT SHEET

File Number: PA 16011 WSDOT ROW Annexation
PA 04024 FEIS

Project Title: WSDOT ROW Annexation

Proposed Action: NON-PROJECT ACTION pre-zoning properties located within the WSDOT ROW Annexation, consistent with the Marysville Comprehensive Plan.

Purpose of the FEIS Addendum:

This information expands upon previously identified significant impacts of the alternatives to the Marysville Comprehensive Plan DEIS, dated January 13, 2005, and FEIS, dated April 2005, but does not substantially change the analysis.

No additional significant impacts beyond those identified in the FEIS are expected to occur. No additional programmatic action level environmental review will be required to the extent that the existing environmental documents listed in this addendum or other published documents have analyzed such changes.

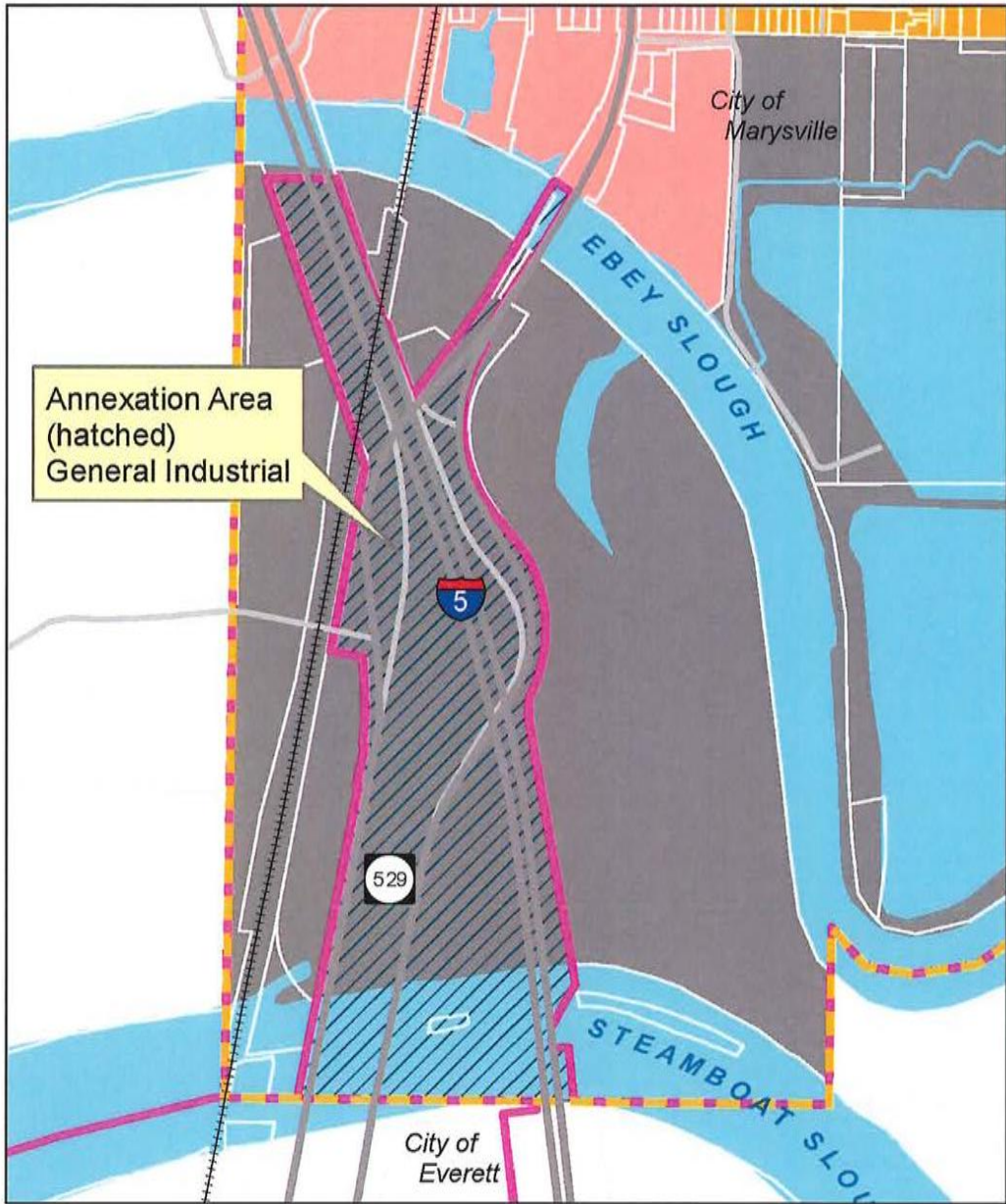
This addendum is being issued in accordance with WAC 197-11-625. Additional changes to the proposal may be considered during the public hearing process. The adopted environmental documents listed in this addendum meet the City of Marysville's environmental review needs for the current proposal.

Description of Proposal:

NON-PROJECT ACTION annexation proposing incorporation of the remaining 70.9-acres of Marysville's Urban Growth Area (MUGA) along the city's southern boundary and rezoning properties consistent with the Marysville Comprehensive Plan. The proposed annexation area is designated General Industrial within the Marysville Comprehensive Plan with a implementing Zoning designation of GI.

Location of Proposal:

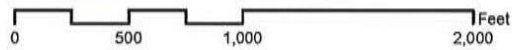
The WSDOT ROW annexation follows an irregular boundary, generally encompassing WSDOT Interstate 5 and SR 529 ROW, north of Steamboat Slough and south of Ebey Slough (see attached map).



WSDOT ROW Annexation - Zoning

7/8/2016

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



Lead Agency: City of Marysville
Community Development Department
80 Columbia Avenue
Marysville, WA 98270

Required Approval: City of Marysville Council – Ordinance Adoption

Circulation and Comment: This addendum, or notice of availability, is being sent to all recipients of the previously issued FEIS as required by WAC 197-11-625. No comment period is required for this addendum under WAC 197-11-502(8)(c).

FEIS Contact Person: Chris Holland
Planning Manager
360.363.8207
cholland@marysvillewa.gov

Date of Issuance: October 18, 2016

Responsible Official: Dave Koenig
Position: Community Development Director
Address: 80 Columbia Avenue
Marysville, WA 98270

Signature:  _____

Tentative Date of Implementation: December 2016

Public Hearings: Review of the proposed NON-PROJECT action amendments to the Marysville Comprehensive Plan is scheduled to occur at a public hearing before the Marysville Planning Commission on October 25, 2016, and at subsequent public hearings before the Marysville City Council on November 28, 2016 and January 9, 2017.

Documents: The entire file (PA 16011) is available for viewing at the Community Development Department, located at 80 Columbia Avenue, Marysville, WA 98270.

CITY OF MARYSVILLE
"WSDOT ROW Annexation"
ENVIRONMENTAL CHECKLIST
RCW 197-11-960

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicant:

This environmental checklist asks you to decide some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for non-project proposals:

Complete this checklist for non-project proposals, even though questions may be answered "does not apply". In addition, complete the *Supplemental Sheet for Non-Project Action (part D)*.

For non-project actions, the references in the checklist to the words "project", "applicant", and "property or site" should be read as "proposal", "proposer", and "affected geographic area", respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:
WSDOT ROW Annexation – Prezone
2. Name of applicant:
City of Marysville
3. Address and phone number of applicant and contact person:
Chris Holland, Planning Manager
City of Marysville
Community Development Department
80 Columbia Avenue
Marysville, WA 98270
(360) 363-8207
cholland@marysvillewa.gov
4. Date checklist prepared:
October 4, 2016
5. Agency requesting checklist:
City of Marysville Community Development Department
6. Proposed timing or schedule (including phasing, if applicable):
The City of Marysville anticipates finalizing the WSDOT ROW annexation in January 2017.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
The WSDOT ROW annexation proposes annexing the remaining Marysville Urban Growth Area (MUGA) along the southern portion of the MUGA. New development projects within the WSDOT ROW annexation will require project level SEPA review.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
City of Marysville 2015 Comprehensive Plan
City of Marysville 2005 Comprehensive Plan Draft EIS (DEIS) and Final EIS (FEIS).
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
None known
10. List any government approvals or permits that will be needed for your proposal, if known.
City of Marysville Council prezone approval.

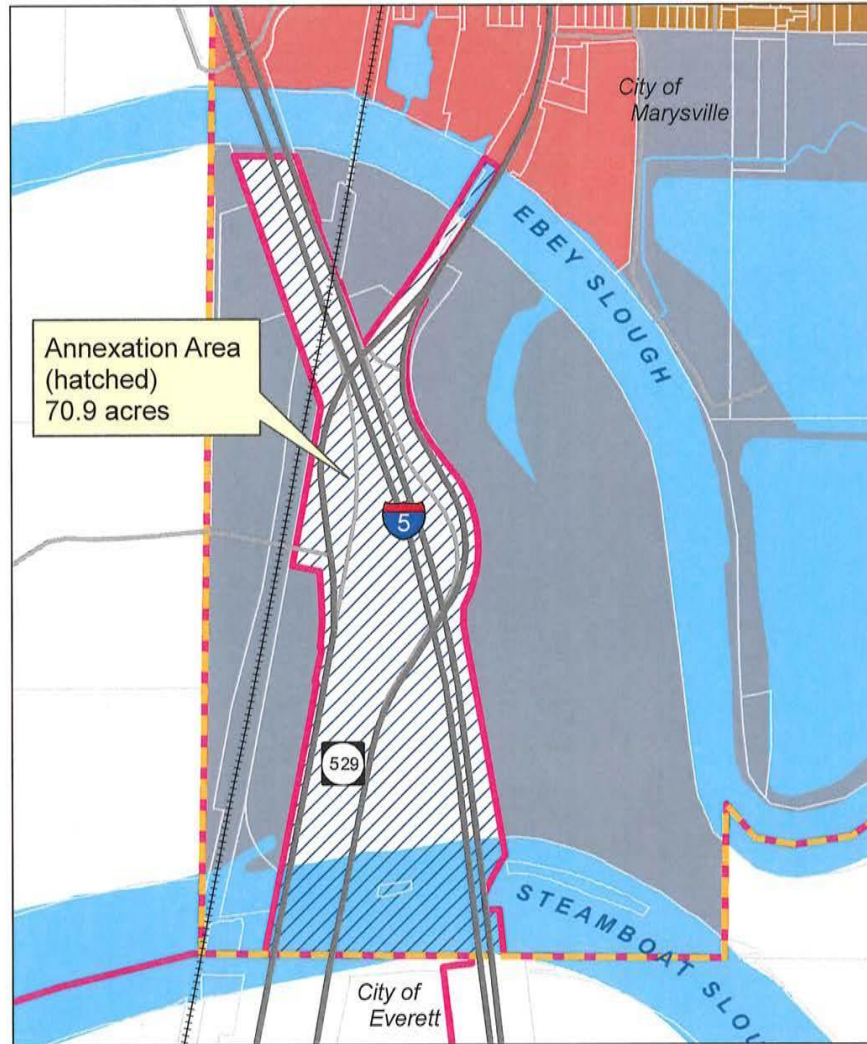
Snohomish County Boundary Review Board annexation approval.

11. Give brief, complete description of your proposal, including all proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

NON-PROJECT ACTION annexation proposing incorporation of the remaining 70.9-acres of the MUGA along the city's southern boundary and rezoning properties consistent with the Marysville Comprehensive Plan. The rezone will enact zoning consistent with the Marysville Comprehensive Plan. The proposed annexation area is designated General Industrial within the Marysville Comprehensive Plan with a implementing Zoning designation of GI.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topography map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications to this checklist.

The Central Marysville annexation follows an irregular boundary, generally encompassing WSDOT Interstate 5 and SR 529 ROW, north of Steamboat Slough and south of Ebey Slough.



WSDOT ROW Annexation

3/1/2016

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



B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (***bold/italic***): ***Flat***, rolling, hilly, ***steep slopes (along the Steamboat and Ebey Slough)***, mountainous, other.

b. What is the steepest slope on the site (approximate percent slope)?

Approximately 0-5% increasing to 35+% along the Steamboat and Ebey Slough

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of the agricultural soils, specify them and note any prime farmland.

According to the Soil Survey of Snohomish County, the primary soil is Puget Silty Clay Loam.

d. Are there any surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There is no known history of unstable soils or slopes within the annexation area.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

N/A – NON-PROJECT ACTION

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

N/A – NON-PROJECT ACTION. Future development actions occurring within the annexation will require project level review for erosion impacts.

g. About what percent of the site will be covered with impervious surfaces after the project construction (for example, asphalt or buildings)?

N/A – NON-PROJECT ACTION

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

N/A – NON-PROJECT ACTION. Individual construction projects will be subject to project level SEPA review. The City of Marysville has adopted a stormwater management plan and ordinance, which is consistent with Department of Ecology and Puget Sound Water Quality standards and recommended model programs. Drainage and grading plans will be required to meet city standards.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

N/A – NON-PROJECT ACTION

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

N/A – NON-PROJECT ACTION

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

N/A – NON-PROJECT ACTION

3. WATER

- a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Steamboat and Ebey Sloughs are located within the annexation area, which are part of the Snohomish River basin and flow directly into Puget Sound

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

N/A – NON-PROJECT ACTION

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

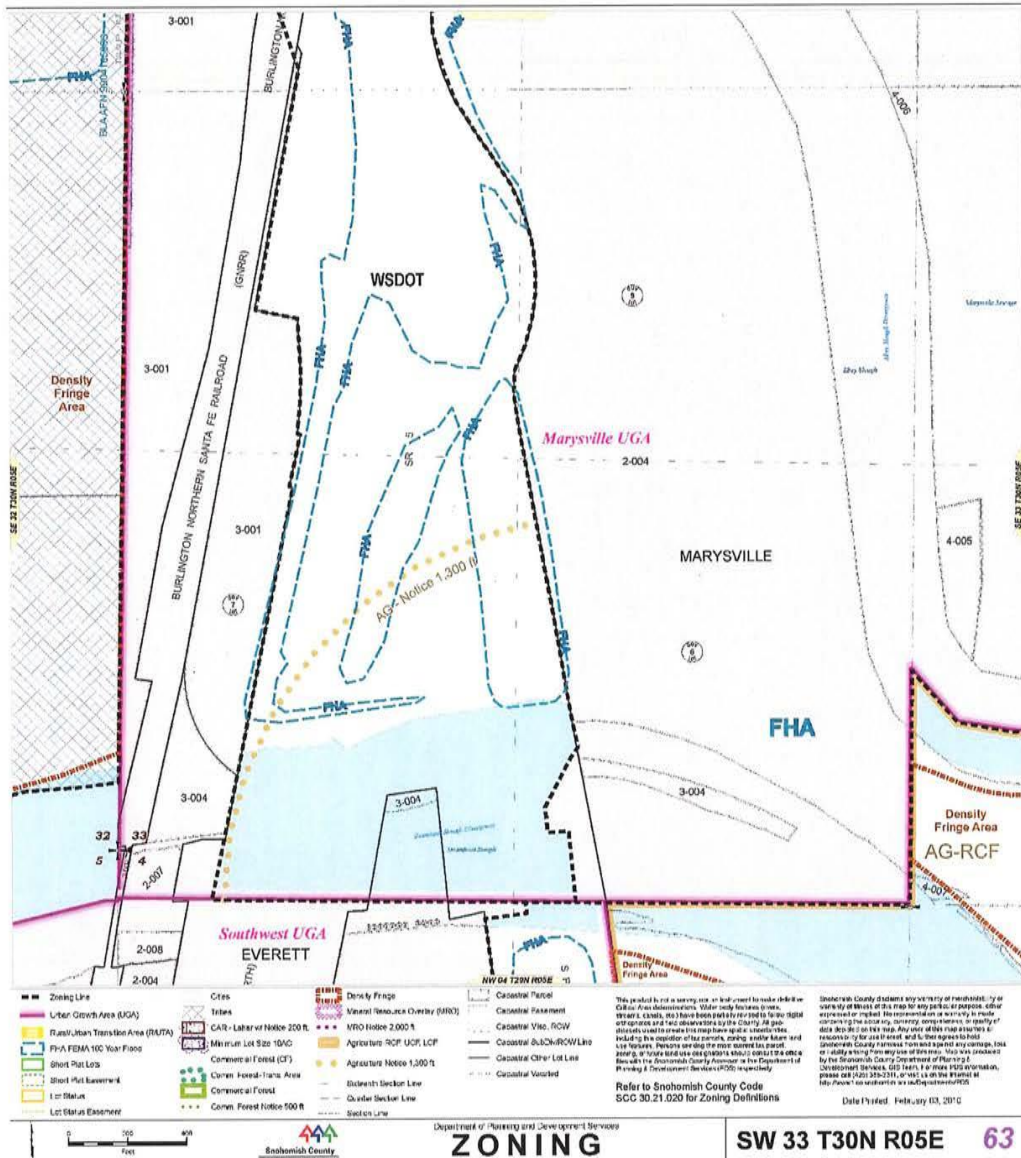
N/A – NON-PROJECT ACTION

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

N/A – NON-PROJECT ACTION

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes, portions of the annexation area are located within the floodplain.



6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

N/A – NON-PROJECT ACTION

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground waters? Give general description, purpose, and approximate quantities if known.

N/A – NON-PROJECT ACTION

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A – NON-PROJECT ACTION

c. Water Runoff (including storm water):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

N/A – NON-PROJECT ACTION. Methods for collection and disposal of runoff will be determined during project level review for construction within the annexation area.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

N/A – NON-PROJECT ACTION

d. Proposed measure to reduce or control surface, ground and runoff water impacts, if any:

N/A – NON-PROJECT ACTION

4. PLANTS

a. Check or circle types of vegetation found on the site: **N/A – NON-PROJECT ACTION**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

N/A – NON-PROJECT ACTION

c. List threatened or endangered species known to be on or near the site.

Bull Trout, Chinook Salmon and Steelhead are listed as threatened species within Puget Sound and may use both Steamboat and Ebey Slough.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

N/A – NON-PROJECT ACTION

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site: **N/A – NON-PROJECT ACTION**

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

- b. List any threatened or endangered species known to be on or near the site.

Bull Trout, Chinook Salmon and Steelhead are listed as threatened species within Puget Sound and may use both Steamboat and Ebey Slough.

- c. Is the site part of a migration route? If so, explain.

Yes, Marysville is located along the Pacific Flyway.

- d. Proposed measure to preserve or enhance wildlife, if any:

N/A – NON-PROJECT ACTION

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

N/A – NON-PROJECT ACTION

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

N/A – NON-PROJECT ACTION

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

N/A – NON-PROJECT ACTION

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

N/A – NON-PROJECT ACTION

- 1) Describe special emergency services that might be required.

N/A – NON-PROJECT ACTION

- 2) Proposed measures to reduce or control environmental health hazards, if any.

N/A – NON-PROJECT ACTION

b. Noise

- 1) What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

N/A – NON-PROJECT ACTION

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

N/A – NON-PROJECT ACTION

- 3) Proposed measures to reduce or control noise impacts, if any:

N/A – NON-PROJECT ACTION

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

The proposed annexation area is comprised of WSDOT ROW including Interstate 5 and SR 529.

- b. Has the site been used for agriculture? If so, describe.

No

- c. Describe any structures on the site.

Interstate 5 above grade freeway structures and bridges crossing Steamboat and Ebey Sloughs.

- d. Will any structures be demolished? If so, what?

N/A – NON-PROJECT ACTION

- e. What is the current zoning classification of the site?

The proposed annexation area is ROW and is designated as a Cadastral Easement.

- f. What is the current comprehensive plan designation of the site?

The proposed annexation area is ROW and is designated as a Cadastral Easement.

- g. If applicable, what is the current shoreline master program designation for the site?

High-Intensity Designation

- h. Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.

Both Steamboat and Ebey Sloughs are designated at a Type S Stream in MMC Chapter 22E.010, Critical Areas Management.

- i. Approximately how many people would reside or work in the completed project?

N/A – NON-PROJECT ACTION

- j. Approximately how many people would the completed project displace?

N/A – NON-PROJECT ACTION

- k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A – NON-PROJECT ACTION

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

N/A – NON-PROJECT ACTION

9. Housing

- a. Approximately how many housing units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A – NON-PROJECT ACTION

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A – NON-PROJECT ACTION

- c. Proposed measures to reduce or control housing impacts, if any:

N/A – NON-PROJECT ACTION

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal, exterior building material(s) proposed?

N/A – NON-PROJECT ACTION

- b. What views in the immediate vicinity would be altered or obstructed?

N/A – NON-PROJECT ACTION

- c. Proposed measures to reduce or control aesthetic impacts, if any:

N/A – NON-PROJECT ACTION

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A – NON-PROJECT ACTION

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A – NON-PROJECT ACTION

- c. What existing off-site sources of light or glare may affect your proposal?

N/A – NON-PROJECT ACTION

- d. Proposed measures to reduce or control light and glare impacts, if any:

N/A – NON-PROJECT ACTION

12. Recreation

- a. What designated and informal recreation opportunities are in the immediate vicinity?

N/A – NON-PROJECT ACTION

- b. Would the proposed project displace any existing recreational uses? If so, describe.

N/A – NON-PROJECT ACTION

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

N/A – NON-PROJECT ACTION

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be or next to the site? If so, generally describe.

N/A – NON-PROJECT ACTION

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

N/A – NON-PROJECT ACTION

- c. Proposed measures to reduce or control impacts, if any:

N/A – NON-PROJECT ACTION

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The proposed annexation area is approximately 70.9-acres containing Interstate 5 and SR 529 ROW.

- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes, Community Transit provides bus along the Interstate 5 and SR 529 Corridors.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

N/A – NON-PROJECT ACTION

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The rezone will not in itself require new roadways or street improvements.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

N/A – NON-PROJECT ACTION

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

N/A – NON-PROJECT ACTION

- g. Proposed measures to reduce or control transportation impacts, if any:

N/A – NON-PROJECT ACTION

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

N/A – NON-PROJECT ACTION

- b. Proposed measures to reduce or control direct impacts on public services, if any:

N/A – NON-PROJECT ACTION

16. Utilities

- a. ***Bold/italic*** utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

N/A – NON-PROJECT ACTION

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

N/A – NON-PROJECT ACTION

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  Date: 10.04.16

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed rezone will adopt zoning consistent with the Marysville Comprehensive Plan. Project level actions which are initiated within the annexation area will be required to meet City, State and federal requirements.

Proposed measures to avoid or reduce such increases are:

The City will conduct project level review for all projects occurring within corporate city limits and coordinate review with affected agencies and governments.

- 2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposed rezone will not have an effect on plants, animals, fish or marine life. Future project action which initiated within the annexation area will be required to meet City, State and federal requirements.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Project level review will require consistency with the city's stormwater management plan and Hydraulic Project Approvals (HPA) will be issued as necessary by Washington State Department of Fish & Wildlife.

- 3. How would the proposal be likely to deplete energy or natural resources?

The proposed rezone will not deplete energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

Compliance with IBC, UPC, UMC and Energy codes.

- 4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal will not affect these elements. Project level reviews for development projects will require compliance with the City's Shoreline Management Master Program, MMC Chapter 22E.010 Critical Areas Management, individual SEPA reviews and compliance with the City Comprehensive Plan and Development Code.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Project level reviews for development projects will require compliance with the City's Shoreline Master Program and MMC Chapter 22E.010 Critical Areas Management, individual SEPA reviews and compliance with the City Comprehensive Plan and Development Code.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal will encourage urban development consistent with the City's Comprehensive Plan, Development and Shoreline Master Program.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Adoption of zoning to implement the City comprehensive plan.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposed rezone will not increase demands on transportation, public services and utilities. Construction within the annexation area will have resulting transportation and public service impacts, as currently experienced by development in the area without annexation.

Proposed measures to reduce or respond to such demand(s) are:

Project level reviews for development projects will require compliance with the individual SEPA reviews and compliance with the City Comprehensive Plan and Development Codes.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No known conflict. The Growth Management Act requires that development regulations be consistent with adopted GMA comprehensive plans.

Marysville Public Library
6120 Grove Street
Marysville, WA 98270

Fire District 8
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Lake Stevens, WA 98258
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Puget Sound Regional Council
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*For Lakewood School District
Capital Projects;*
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chiefhots@getchellfire.com

Regional Transit Authority
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Seattle, WA 98104

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Natural Resources Conservation Svc
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Lake Stevens Sewer District
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Seattle, WA 98109

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US Army Corps of Engineers
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Erin.L.Legge@usace.army.mil

National Marine Fisheries Svcs
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Lacey, WA 98503
NOAAStaffDirectory@noaa.gov

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joconnor@soundpublishing.com

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PAZOOKR@wsdot.wa.gov

Dept of Social & Health Services
Land & Building Division
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Olympia, WA 98504-5848

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Jamie.bails@dfw.wa.gov

Puget Sound Partnership
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Elbert.esparza@snoco.org

Sno./King County Master Builders
Mike Pattison
335 116th Avenue SE
Bellevue, WA 98004
mpattison@mbaks.com

Office of Archaeology &
Historical Preservation
1063 S. Capital Way #106
Olympia, WA 98501
sepa@dahp.wa.gov

City of Arlington
Planning Director
238 N. Olympic Avenue
Arlington, WA 98223
planning@arlingtonwa.gov

Community Transit
Kate Tourtellot
7100 Hardeson Road
Everett, WA 98203
kate.tourtellot@commtrans.org

City of Everett
Planning Director
3000 Rockefeller Avenue
Everett, WA 98201
planning@ci.everett.wa.us

Community, Trade & Economic Dev.
P.O. Box 48350
Olympia, WA 98504-8350
reviewteam@commerce.wa.gov

Department of Natural Resources
919 N. Township Street
Sedro Wooley, WA 98284
sepacenter@dnr.wa.gov

Snohomish/Camano Island Co.
Board of Realtors
3201 Broadway, Suite E
Everett, WA 98111

Marysville Globe
P.O. Box 145
Marysville, WA 98270
pbrown@soundpublishing.com

US Fish & Wildlife
911 NE 11th Avenue
Portland, OR 97232

~~Futurewise - Removed per Kristin Kelly
814 2nd Avenue, Suite 500
Seattle, WA 98104
Kristin@futurewise.org - moved to Audubon~~

Lake Stevens School District
Robb Stanton
2202 123rd NE
Lake Stevens, WA 98258
rstanton@lkstevens.wednet.edu

Snohomish County PDS
3000 Rockefeller Avenue
Everett, WA 98201
Holly.Faller@snoco.org
Owen.carter@snoco.org

City of Lake Stevens
Planning Director
P.O. Box 257
Lake Stevens, WA 98258
rwright@lakestevenswa.gov

Puget Sound Clean Air Agency
Attn: SEPA Review
1904 3rd Ave, Suite 105
Seattle, WA 98101-3317
SEPA@pscleanair.org

Marysville School District
4220 80th Street NE
Marysville, WA 98270
Capital_projects@mssl.k12.wa.us

Snohomish/Camano Island Co.
Board of Realtors
3201 Broadway, Suite E
Everett, WA 98201

Marysville Public Library
6120 Grove Street
Marysville, WA 98270

US Fish & Wildlife
911 NE 11th Avenue
Portland, OR 97232

Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104

Dept of Social & Health Services
Land & Building Division
P.O. Box 45848
Olympia, WA 98504-7374

Seattle Times- North Bureau
1120 John Street
Seattle, WA 98109

V. FACTORS THE BOARD MUST CONSIDER

1. Overview

- A. Population of proposal; what percentage is that to existing entity?

Population is zero as the annexation area is mostly WSDOT ROW.

- B. Territory (number of acres)

The annexation area is approximately 70.9-acres.

- C. Population Density

Population density is zero as the annexation area is mostly WSDOT ROW

- D. Assessed Valuation

The current assessed valuation for the annexation area is \$600.

2. Land Use

- A. Existing

WSDOT ROW

- B. Proposed: Immediate or long-range

The City of Marysville’s 2015 Comprehensive Plan designation for the annexation area is General Industrial. Immediate and long-range land use includes Interstate 5 and SR 529.

3. Comprehensive Plans

- A. Snohomish County Comprehensive Plan

1. What comprehensive plan policies specifically support this proposal?

Policy LU 1.C.1: Unique topographical and physical features such as watershed boundaries, streams, rivers, ridge lines, steep slopes, roads, railroad lines and transmission lines (where they follow property lines) and special purpose district boundaries shall be used, if possible, to delineate and define the boundary.

Policy IC 1.B.1: The county shall work with cities in planning for orderly transfer of service responsibilities in anticipation of potential or planned annexations or incorporations within UGAs.

Policy IC 1.B.2: In newly annexed areas within UGAs, the county shall continue to provide regional services while the cities provide urban services.

Policy IC 1.B.3: The county shall seek interlocal agreements with the cities to establish a process for transferring authority over pending projects, permits, and records and establishes reciprocal impact mitigation for transportation, parks, and schools prior to potential or planned annexations or incorporations.

Policy IC 1.B.4: The county shall not support any proposed annexation of unincorporated lands in Snohomish County by a city or special district situated predominantly outside of Snohomish County unless and until an annexation agreement has been signed by the county and said district or city. Such agreement shall address and substantially resolve issues of

land use, applicable development regulations, permit processing, public services delivery, facilities financing, transportation planning, concurrency management, solid waste management, and any other similar jurisdictional issues identified by the county. Such agreement should be approved prior to city acceptance of an annexation petition.

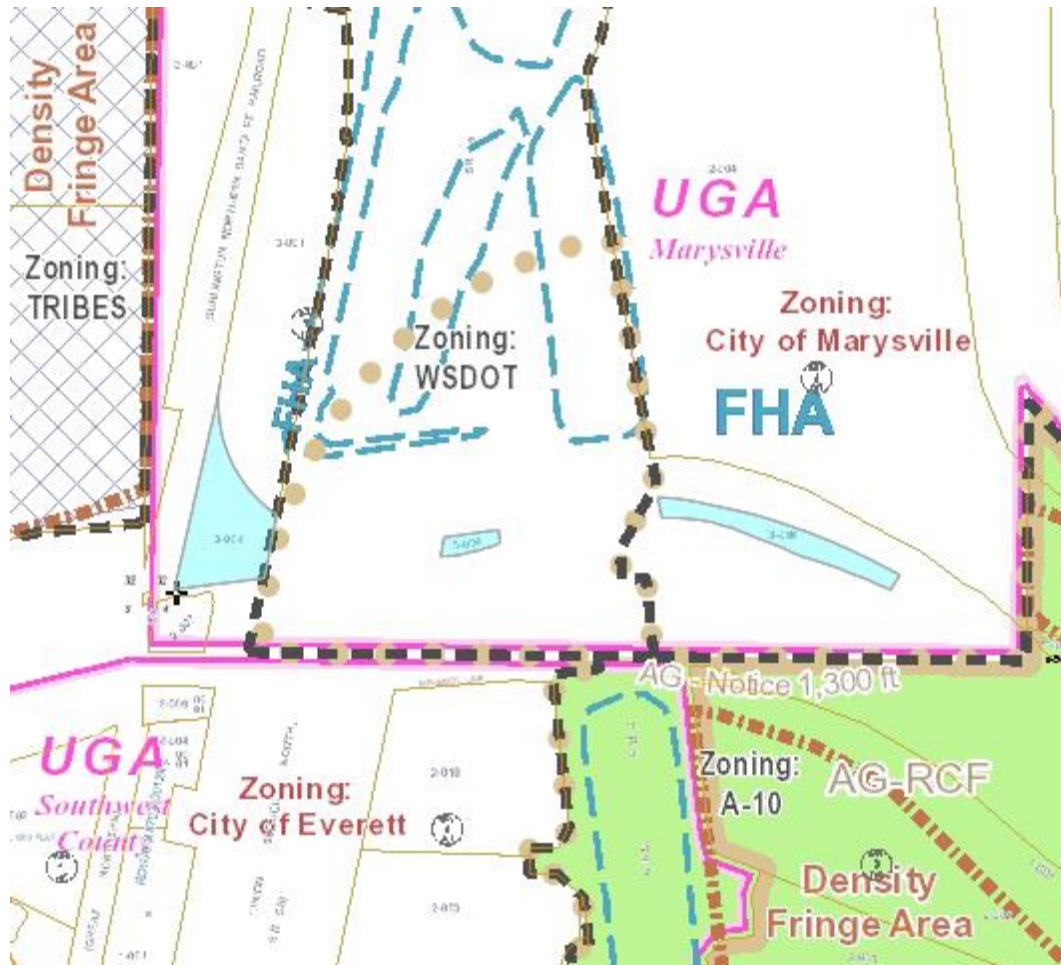
Policy IC 1.E.7: The county shall seek interlocal agreements with the cities to establish a process for all project and permit transfers, record transfers and reciprocal impact mitigation for transportation, parks, and schools within the city's MUGA prior to potential or planned annexations or incorporations.

2. Which community plan (adopted or proposed) governs this proposal?

Snohomish County GMA Comprehensive Plan - General Policy Plan, February 18, 2016

3. What is the adopted plan classification/zoning? (Please include number of lots permitted under this classification).

Snohomish County's GMA Comprehensive Plan - Future Land Use Map designates the area as "WSDOT".



B. Proponents Comprehensive Plan:

1. Is this proposal in your adopted comprehensive plan, or will a plan amendment be required? If so, when will that amendment be completed?

The City of Marysville's 2015 Comprehensive Plan currently includes the annexation area.

2. When was your Comprehensive Plan approved?

September 15, 2015

3. Has this area been the subject of a Pre-Annexation Zoning Agreement? If so, please enclose a signed copy of the agreement.

The City of Marysville Planning Commission recommended approval of the pre-zone consistent with the adopted City of Marysville Comprehensive Plan establishing the General Industrial zone for the proposed annexation area.

4. What is the proposed land use designation in your adopted Comprehensive Plan? When were your zoning regulations adopted?

The plan designates all of the properties within the annexation area as General Industrial. The City adopted MMC Title 22 *Unified Development Code*, on February 14, 2011.

IV. PLANNING DATA

A. Revenue/Estimates

1. Estimate City expenditures

It is not anticipated that the annexation would create any additional city expenditures. Marysville currently provides maintenance of the SR529 surface ROW, responds to emergency calls in this area and has coordinated enforcement and complaint efforts with WSDOT and Snohomish County.

2. Estimate City revenues to be gained

The City of Marysville includes the General Levy and EMS Levy, amounting to \$2.6813 per \$1000 of assessed valuation.

Total taxes collected for property owners within the city limits (and Marysville School District) are \$11.7745 per \$1000 of assessed valuation.

The City collects a 5% utility tax on natural gas and electric and a 6% utility tax on telephone.

3. Estimate County revenues lost

The taxes which would no longer be collected should the property be annexed to Marysville include the county road tax, which is a very nominal loss in revenue considering the total valuation of the annexation is \$600.

4. Estimate County expenditure reduction:

Expenditure reductions would be based on eliminating services currently provided to the area, such as response from the County Sheriff's office.

5. Estimate fire district revenue lost:

None.

6. Estimate fire district expenditures reduction:

None. The site is presently serviced by the Marysville Fire District and will continue to be served following annexation.

7. Estimate other special district revenue loss:

None.

8. Estimate other special district expenditure reduction:

None.

B. Services

1. Law Enforcement: (if applicable)

- a. Describe current police coverage and services provided:

The City of Marysville has police coverage 24 hours a day, 7 days a week. The City employs 88 full time employees, including 65 commissioned police officers which includes Patrol Officer (first responders), Investigations Unit, Multi-Jurisdictional Property Crimes Unit, School Resource Unit, Pro-Act Unit, K-9 Unit, Community Service Officer, Crime prevention Unit (volunteers), SWAT, Collision Investigation Unit. At least 5 officers and one 1 supervisor are on duty at all times. During peak hours an additional 3 officers and 1 supervisor supplements the manpower.

- b. Current emergency and normal response time being experienced:

The average emergency response time is approximately 3-5 minutes and non-emergency response time is 10-20 minutes.

- c. Initial police protection plan contemplated:

The Marysville Police Department is prepared to provide policing services to the newly annexed area, and will make every effort to ensure that adequate response times are maintained.

- d. Back-up plan (mutual aid and/or reserve):

The Marysville Police Department participates in mutual aid with other surrounding law enforcement agencies, including the Snohomish County Sheriff's Department, Washington State Patrol, Lake Stevens Police Department, Arlington Police Department and the Everett Police Department.

- e. Projected police growth plan contemplated:

None contemplated with the proposed annexation.

- f. Source of dispatch:

The City of Marysville operates on a 24-hour enhanced 911-dispatch service.

2. Fire Services

- a. Nearest Station:

The nearest fire station to the annexation area is Marysville Fire District Station #61 located at 1635 Grove Street.

b. Response Time:

The average response time to this area is five minutes.

c. Are they fully manned? How many part-time and full-time personnel?

All Marysville Fire District stations are staffed 24/7. The Marysville Fire District employs 99 full-time personnel, who operate the Fire Districts' five (5) stations (Station 61, 62, 63, 65 & 66). There are 38 Firefighters, 20 Firefighter/Paramedics, and 20 Captains assigned to four Engine Companies, one Ladder Company, four Aid Cars, and two Medic Units. Full-time personnel are supplemented by 27 part-time Firefighters.

d. Major equipment at station location (including type and number of emergency vehicles):

The major firefighting equipment available includes: six (6) engines, one (1) ladder, two (2) advanced life support units (paramedics), four (4) basic life support units, one (1) 4,000 gallon water tender, , one (1) boat, eleven (11) staff vehicles and five (5) various utility vehicles. Each station typically has one engine or *ladder* and one EMS unit on-site at all times.

e. How many fully certified EMT personnel do you have:

74 EMT's and 25 paramedics.

f. What fire rating applies?

A fire rating of 4 applies both within the corporate City limits and outside the City limits within Fire District No. 12.

g. Source of dispatch:

SnoPac Enhanced 911 dispatch service.

3. Water - **There is no water service located with the annexation area. The annexation area is comprised mainly of WSDOT right-of-way.**

a. Directly or by contract:

N/A

b. Storage location(s), capacity:

N/A

c. Mains to serve the area (diameter, location):

N/A

d. Pressure station location and measured flow:

N/A

e. Current average daily demand (ADD):

N/A

f. Water source: (wells, Everett, etc.)

N/A

- g. Financing of proposed service: (LID, ULID, Developer Extension, etc.)

N/A

4. Sewer - **There is no sewer service located with the annexation area. The annexation area is comprised mainly of WSDOT right-of-way.**

- a. Directly or by contact:

N/A

- b. Mains to service the area: (diameter, location)

N/A

- c. Gravity or Lift Station required:

N/A

- d. Disposal (City or district treatment plant)

N/A

- e. Capacity Available:

N/A

VI. GENERAL

1. In case of extensions of services, has an annexation agreement been required? If so, please attach a copy of this requirement.

No.

2. Describe the topography and natural boundaries of the proposal:

The topography is generally flat, except the slopes associated with Steamboat and Ebey Slough and the elevation of Interstate 5. The Central Marysville annexation follows an irregular boundary, generally encompassing WSDOT Interstate 5 and SR 529 ROW, north of Steamboat Slough and south of Ebey Slough (see attached annexation boundary map).

3. How much growth has been projected for this area during the next ten (10) year period? What source is the basis for this projection?

Growth potential is very limited as the annexation area is comprised mainly of WSDOT right-of-way.

4. Describe any other municipal or community services relevant to this proposal:

None known.

5. Describe briefly any delay in implementing service delivery to the area:

None anticipated.

6. Briefly state your evaluation of the present adequacy, cost or rates of service to the area and how you see future needs and costs increasing. Is there any other alternative source available for such service(s)?

Service needs of the proposed annexation area (i.e., streets, emergency services) are currently provided by the City of Marysville, Marysville Fire

District and Snohomish County. There are not anticipated cost increases associated with the annexation.

7. Comparative property and utility tax cost to homeowner before and after annexation:
N/A - the annexation area is comprised mainly of WSDOT right-of-way.

VII. OBJECTIVES OF THE BOUNDARY REVIEW BOARD

1. Preservation of natural neighborhoods and communities.

The proposed annexation is contiguous to city limits along the north, east and west boundaries. This area will become a natural extension of the urban level facilities in Marysville. The proposed annexation is located within the UGA boundary and fills in a puzzle piece of Marysville's urban growth area which is currently unincorporated Snohomish County and is surrounded 95% by Marysville corporate limits.

2. Use of physical boundaries, including but not limited to bodies of water, highways, and land contours.

The proposed annexation area is bounded by Steamboat Slough to the south, I-5 and SR 529 ROW to the east and west and Ebey Slough on the north (see attached annexation boundary map).

3. Creation and preservation of local service areas.

The Snohomish County Sheriff's Office currently services the proposed annexation area.

The Marysville Police Department will provide service to the area upon annexation into the City of Marysville.

The Marysville Fire District currently services the proposed annexation area and would continue to do so upon annexation into the City of Marysville.

4. Prevention of abnormally irregular boundaries.

There are no irregular boundaries within the proposed annexation boundary. Upon approval of the annexation irregular boundaries will be eliminated.

5. Discouragement of multiple incorporations of small cities and encouragement of incorporation of cities in excess of ten thousand population in heavily populated urban areas.

N/A - the annexation area is comprised mainly of WSDOT right-of-way.

6. Dissolution of inactive special purpose districts.

There are no known inactive special purpose districts within the proposed annexation area, nor are there active services which would be rendered inactive by this annexation.

7. Adjustment of impractical boundaries.

There are no adjustments of impractical boundaries within the proposed annexation area. Upon approval of the annexation impractical boundaries will be eliminated.

8. Incorporation as cities or towns or annexation to cities or towns of unincorporated areas which are urban in character.

The annexation area is comprised mainly of WSDOT I-5 and SR 529 right-of-way.

9. Protection of agricultural and rural lands which are designated for long term productive agricultural and resource use by a comprehensive plan adopted by the county legislative authority.

There are no agricultural lands within the proposed annexation area.



Washington State Boundary Review Board
for Snohomish County

(425) 388-3445
FAX (425) 388-3871

M/S #409
3000 Rockefeller Ave.
Everett, WA 98201

February 13, 2017

RECEIVED

FEB 16 2017

CITY OF MARYSVILLE
PUBLIC WORKS &
COMMUNITY DEVELOPMENT

Chris Holland
City of Marysville
80 Columbia Avenue
Marysville, WA 98270

Dear Mr. Holland,

RE: City of Marysville WSDOT ROW Annexation (BRB No.)

The Notice of Intention for the above-referenced proposal was received on January 26, 2017. Following approval of the legal description for the property involved and review of legal sufficiency, the proposal was deemed legally sufficient with an effective filing date of February 13, 2017.

The 45-day review period will end on March 29, 2017 at 5:00 p.m. I have sent the proposal to County departments and other jurisdictions for comment. If there is no request for review/hearing, I will notify you that you may proceed with finalizing the annexation.

If you have any questions, please contact me.

Sincerely,

Heidi Turner
Chief Clerk

Washington State Boundary Review Board for Snohomish County
425.388.3445 email: heidi.turner@snoco.org

From: [Slusser, Frank](#)
To: [Chris Holland](#)
Cc: [David Koenig](#); [Reid, Jacqueline](#)
Subject: RE: County Council Briefing on WSDOT ROW Annexation
Date: Wednesday, March 22, 2017 9:29:32 AM

Hi Chris,

This morning the County Council voted 3-0 (one abstention) to approve Motion 19-099, to not invoke Boundary Review Board jurisdiction and not oppose the annexation for the WSDOT ROW Annexation.

Best regards,

Frank Slusser | *Senior Planner*

[Snohomish County Planning and Development Services](#) | Long Range Planning
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2944 | frank.slusser@snoco.org

NOTICE: All emails, and attachments, sent to and from Snohomish County are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56)

From: Chris Holland [mailto:CHolland@marysvillewa.gov]
Sent: Monday, March 20, 2017 8:26 AM
To: Slusser, Frank <frank.slusser@co.snohomish.wa.us>
Subject: RE: County Council Briefing on WSDOT ROW Annexation

Thank you for the information.

Chris Holland | Planning Manager

CITY OF MARYSVILLE

Community Development Department
80 Columbia Avenue
Marysville, WA 98270

360-363-8100 Office
360-363-8207 Direct Line
360-651-5099 Fax

cholland@marysvillewa.gov
<http://marysvillewa.gov>

From: Slusser, Frank [mailto:frank.slusser@co.snohomish.wa.us]
Sent: Friday, March 17, 2017 2:03 PM
To: Chris Holland <CHolland@marysvillewa.gov>
Cc: David Koenig <dkenig@marysvillewa.gov>; Reid, Jacqueline <Jacqueline.Reid@co.snohomish.wa.us>

Subject: County Council Briefing on WSDOT ROW Annexation

Hi Chris,

The County Council is scheduled to be briefed on the proposed WSDOT ROW annexation at Planning Committee next Tuesday, March 21, 2017 at 10:30 AM (pending assignment to committee). Here is a link to the agenda, which includes links to the staff report and materials.

http://snohomish.granicus.com/GeneratedAgendaViewer.php?view_id=2&event_id=5918

The PDS recommendation is for the Council to not invoke Boundary Review Board jurisdiction and not oppose the annexation.

Frank Slusser | *Senior Planner*

[Snohomish County Planning and Development Services](#) | Long Range Planning

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2944 | frank.slusser@snoco.org

NOTICE: All emails, and attachments, sent to and from Snohomish County are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56)



Washington State Boundary Review Board
for Snohomish County

(425) 388-3445
FAX (425) 388-3871

March 31, 2017

M/S #409
3000 Rockefeller Ave.
Everett, WA 98201

RECEIVED

APR 03 2017

CITY OF MARYSVILLE
PUBLIC WORKS &
COMMUNITY DEVELOPMENT

Chris Holland
City of Marysville
80 Columbia Avenue
Marysville, WA 98270

Dear Mr. Holland:

RE: 01-2017 City of Marysville WSDOT ROW Annexation

The Notice of Intention for the above-referenced proposal was received on January 26, 2017. Following approval of the legal description and map for the property involved and submittal of documents requested by the BRB, the proposal was deemed legally sufficient with an effective filing date of February 13, 2017.

The 45-day review period ended on March 29, 2017 at 5:00 p.m. with no request for review having been filed. You may now proceed with finalizing the annexation. Following the adoption of annexation by final ordinance, please forward two certified copies to this office. Be sure to attach a copy of the legal description and map if it not included in the ordinance. After verification, these documents will then be filed and distributed to various county departments and jurisdictional entities.

If you have any question, please contact me.

Sincerely,

Heidi Turner
Clerk of the Board

CITY OF MARYSVILLE
Marysville, Washington
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE ANNEXING CERTAIN UNINCORPORATED AREA, KNOWN AS THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY ANNEXATION INTO THE CITY OF MARYSVILLE.

WHEREAS, the City of Marysville received a petition for annexation of the property described in **Exhibit A** and depicted in **Exhibit B**, each of which are attached hereto, said petition having been signed or consented to by the owners of the not less than sixty percent (60%) of the assessed value of said property; and

WHEREAS, the 60% annexation petition has been reviewed by the Snohomish County Assessor's Office for sufficiency as required by law and on October 27, 2016 the Assessor's Office issued it Certificate of Sufficiency; and

WHEREAS, duly-advertised public hearings were held on said petition before the Marysville City Council on November 28, 2016 and January 9, 2017 and said Council passed Resolution No. 2408 stating the City's intention to annex the property upon receipt of a favorable decision or report from the Washington State Boundary Review Board for Snohomish County; and

WHEREAS, on March 29, 2017 the 45-day statutory period for review before the Washington State Boundary Review Board for Snohomish County ended, with no request for review having been filed;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. The property described and depicted in attached **Exhibits A** and **B**, being situated in the unincorporated area of Snohomish County, State of Washington, and being contiguous, proximate and adjacent to the present corporate limits of the City of Marysville, be and the same is hereby annexed to and incorporated into the City of Marysville.

Section 2. The property described and depicted in attached **Exhibits A** and **B** shall hereafter be assessed and taxed at the same rate and on the same basis as other property within the City of Marysville, including assessments or taxes in payment of all of the outstanding indebtedness of the City contracted or incurred prior to, or existing on, the effective date of this ordinance.

Section 3. The Comprehensive Plan for the City of Marysville designating the property, described and depicted in attached **Exhibits A** and **B**, in the General Industrial classification shall apply to said property and the property shall be and is hereby zoned GI.

The City's official zoning map shall be amended to be consistent with said zoning.

Section 4. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or

constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this 24th day of April, 2017.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: _____
(5 days after publication)

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

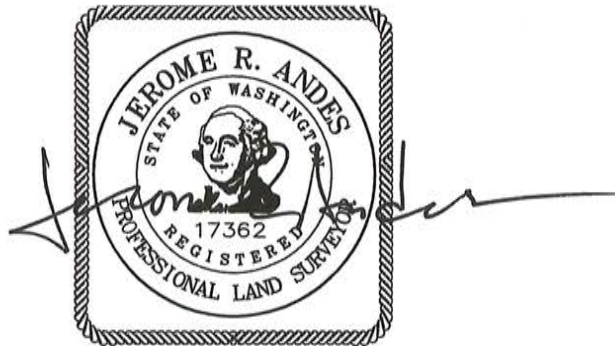
I-5 ANNEXATION
PAGE 2

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.;

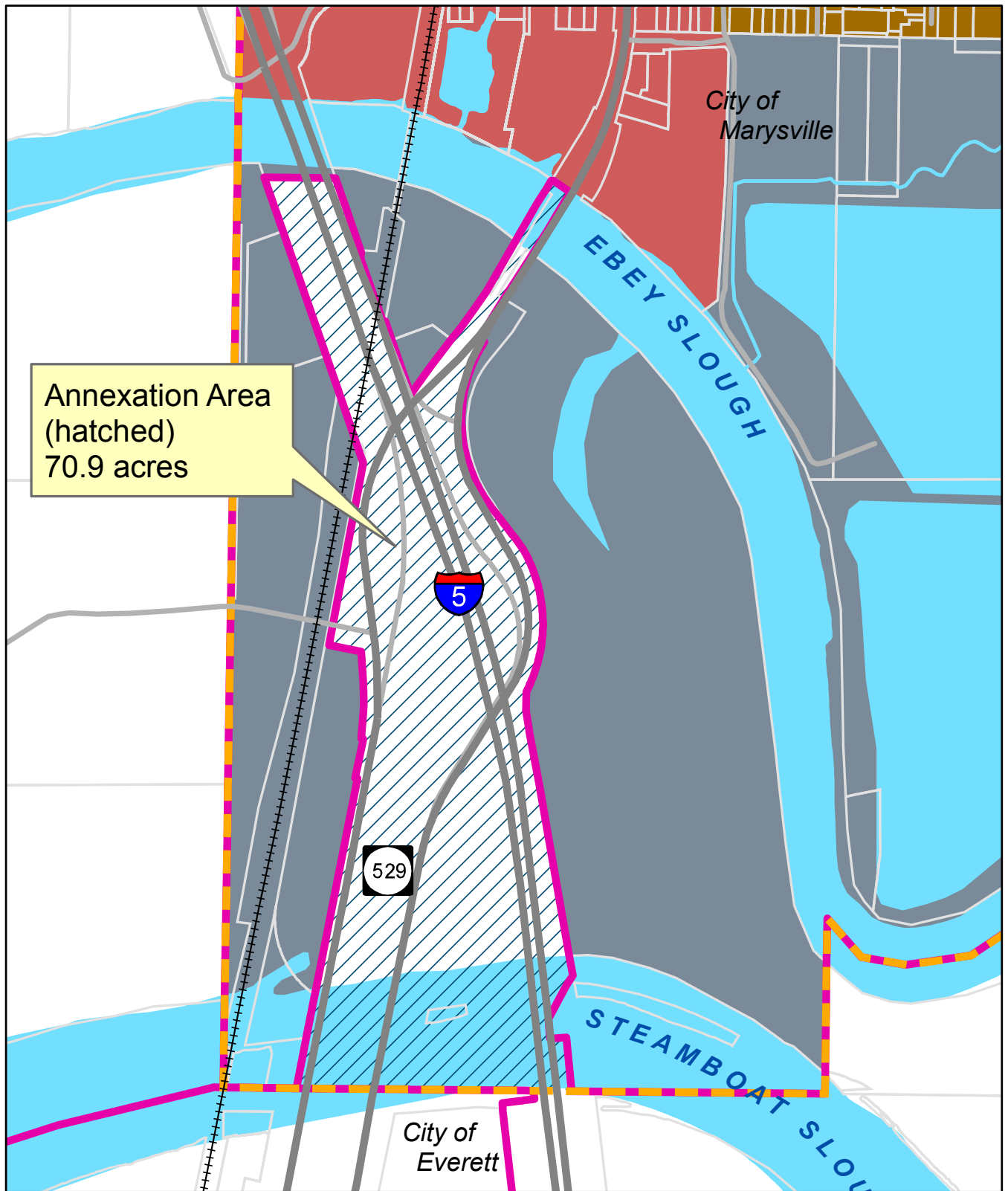
EXHIBIT A

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



WSDOT ROW Annexation

3/1/2016

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

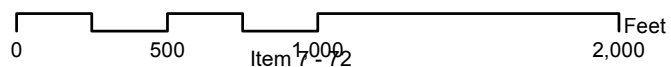


EXHIBIT B