

**CITY OF MARYSVILLE**  
**Marysville, Washington**  
**ORDINANCE NO. 3055**

**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.

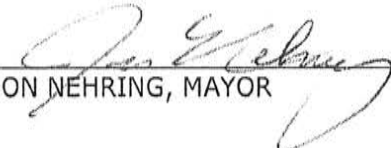
The City's official zoning map shall be amended to be consistent with said zoning.


**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

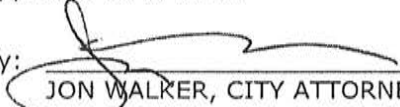
constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

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

CITY OF MARYSVILLE

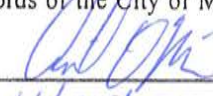
By:   
JON NEHRING, MAYOR

Attest:  
By:   
CITY CLERK

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

Date of Publication: 4/29/17

Effective Date: 5/4/17  
(5 days after publication)

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 4/25/17

## 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

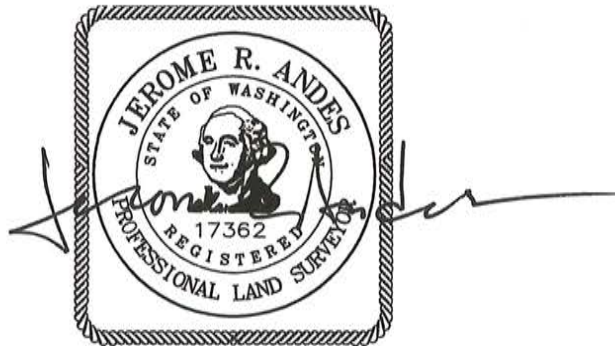
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thence easterly, along said north line and along the south line of said Ordinance No. 193, to the easterly right-of-way line of P.S.H. No. 1, lying 150 feet distant easterly from and parallel with the centerline survey of said Highway, Snohomish River 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.;

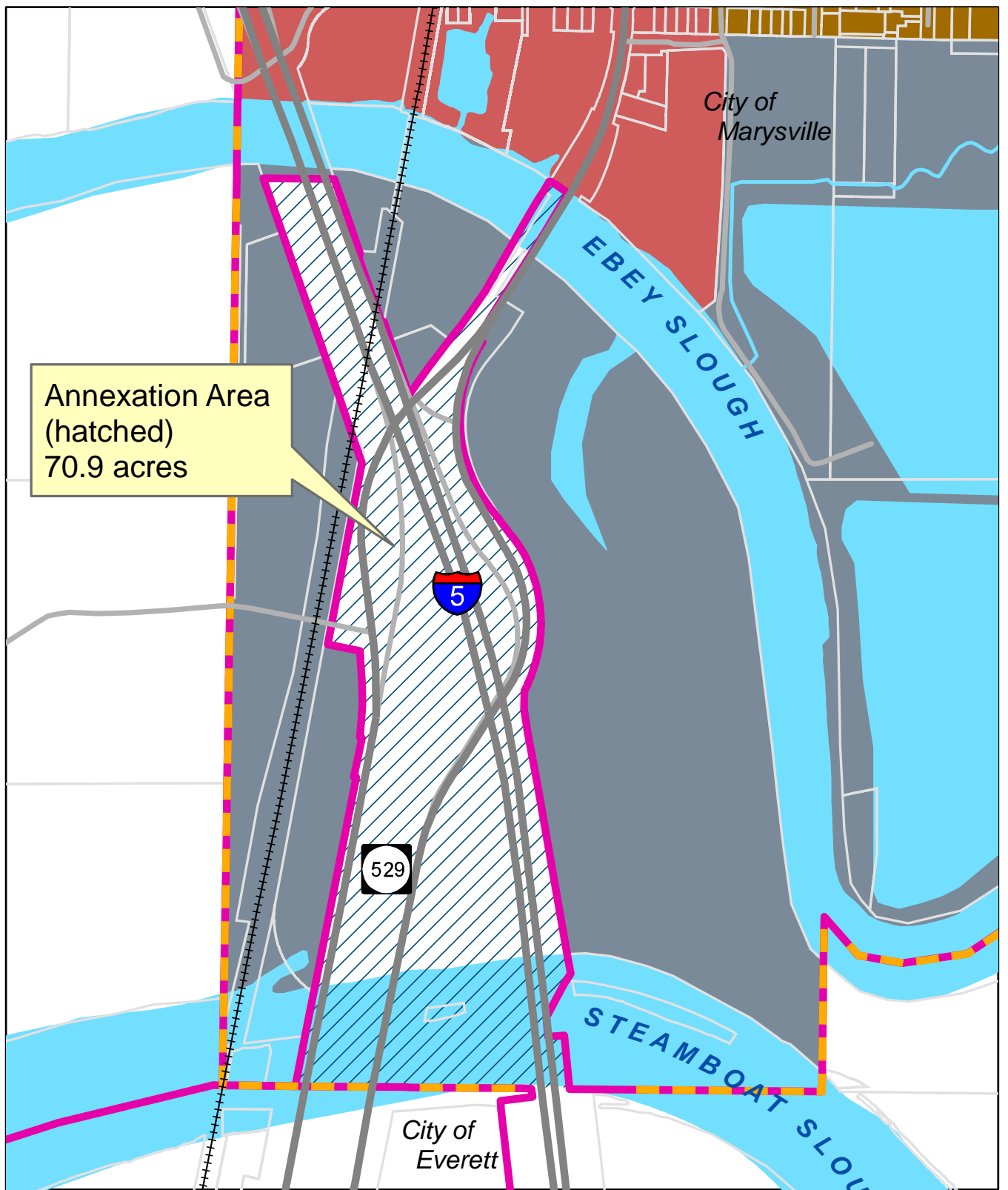
## EXHIBIT A

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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.



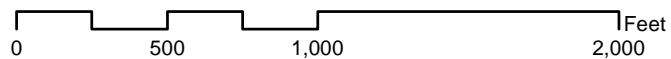
**April 12, 2016**



### WSDOT ROW Annexation

3/1/2016

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



### EXHIBIT B