

December 9, 2021

City of Arlington
Planning & Land Use
18204 59th Ave NE
Arlington, WA 98223

**RE: Cascade Business Park – Buildings 6 & 7
Preliminary Binding Site Plan Review
Project Narrative**

Building 6 & 7 of the Cascade Business Park is located at 6600 172nd St NE, Arlington, WA (Parcel #s 31052700100100 and 31052700100900), in the Marysville-Arlington MIC. One of the two parcels is located on the east side of the BNSF railroad tracks and is not included in the Development Area, although are included in the Total Project Area. The proposal will include the construction of two warehouse buildings that will range from approximately 596,000 to 656,000 square feet, along with parking lots, private drives, storm water detention facilities, and utilities to service the proposed building. This submittal is for a Preliminary Binding Site Plan Land Use submittal and SEPA for review by the City of Arlington.

The proposed development is summarized by the following:

Property Address:	16015 51st Ave NE, Marysville, WA 98271
Tax Parcel Numbers:	31052700300100 and 31052700100900
Property Zoning:	LI (Light Industrial)
Property Land Use:	LI (Light Industrial)
Total Project Area:	99.31 acres
Development Area:	89.47 acres
Proposed Development:	Warehouse Buildings

Site Description

Currently the development area of the site covers 89 acres. The site parcel and the surrounding parcels are zoned Light Industrial. The current property contains farmland and various outbuildings and structures associated with farming operations, all of which will be demolished as part of this project.

Critical Areas

Edgecomb Creek traverses through the middle of the site and it is proposed to relocate Edgecomb Creek to the eastern extents of the development adjacent to the BNSF railroad right-of-way.

The Applicant has submitted an application to the U.S. Army Corps of Engineers (USACE) for an individual permit under Section 404 of the Clean Water Act (CWA) and to the Washington State Department of Ecology (WSDOE) for a CWA Section 401 Water Quality Certification. The USACE assigned federal permit number NWS 2020-571 to the proposed project. The USACE and WSDOE issued a Joint Public Notice on September 1, 2020 to notify interested parties of the proposed project's aquatic impacts to waters of the U.S. and State of Washington. The comment period ended on October 1, 2020, with one comment received. Consultation with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) pursuant to Section 7 of the Endangered Species Act has been initiated, in addition to consultation with the State Historic Preservation Officer and Native American Tribes in accordance with Section 106 of the National Historic Preservation Act. Several stakeholders have also been held with interested regulatory agencies and tribal groups.

Drainage:

While investigating the site, it has been discovered that there are underlying groundwater conditions that impact the stormwater facility design. The seasonal high groundwater throughout the site has been measured to be between 6-inches and 18-inches below the existing surface. The city's storm drainage

code requires that with shallow ground water the stormwater detention facility will have to be constructed above the seasonal high groundwater level, requiring significant import of fill. Infiltration of stormwater is discouraged due to the low permeability of the native soils and the shallow seasonal groundwater level. This leaves the option of a stormwater pond for detention storage.

In discussions with the Arlington Airport, the Federal Aviation Administration (FAA) has restrictions within airport flightpaths. The FAA restricts permanent water surfaces along the flightpath to discourage waterfowl from congregating and potentially flying into the path of oncoming aircraft.

Two stormwater detention and water quality alternatives have been analyzed. Alternative 1 is a large regional stormwater facility serving the entire CIC site, located in the southernmost portion of the site. Alternative 2 utilizes a network of smaller hydraulically interconnected ponds within several smaller drainage basin areas. The second alternative is the stormwater approach desired.

Stormwater detention and water quality treatment is proposed to be a Regional Detention Basin Network concept. The Cascade Industrial Center site will be divided into several drainage basin areas. The individual detention ponds are separated by development elements such as roads and parking lots. The ponds are proposed to be interconnected to one another with pipes under the roads to equalize the storage within each pond. Thereby, the network of ponds, once they are all constructed, act as one large detention pond.

The relocation of Edgecomb Creek to the eastern extents of the development creates a need for the stormwater to flow from west to east toward the creek, versus north to south toward a regional detention facility. The creek requires the stormwater to migrate along its extents to continually contribute water to maintain the natural flow of the creek.

The advantages to this regional detention basin concept are as follows:

- Multiple points of discharge to Edgecomb Creek, thus releasing lower concentrated flows along the creek, and contributing more even flows along the length of the creek from north to south. This concept mimics a more natural stormwater migration to the creek.
- Multiple points of discharge to the Edgecomb Creek Buffer allows for hydration of relocated and mitigated wetland habitat proposed to be located within said buffer.
- The ability to phase the development and thereby phase the construction of the network of interconnected ponds.
- The connection of ponds requires large diameter pipes over short distances to equalize the pond levels, and to combine multiple ponds into one singular functioning pond.
- Flat bottom ponds reduce the need for conveyance pipes directing stormwater over long distances from the developed areas to a distant regional pond.
- Stormwater collection and conveyance from each building site is limited to discharging to the nearest constructed pond.
- Smaller drainage basins result in lower peak flow rates which allow for alternative water quality options that do not require permanent water surfaces. This will allow the ponds to remain dry other than during storm events, thus reducing the impacts to the Arlington Airport flightpaths.
- Drainage basins could be further reduced in area and more basins created to accommodate more discharge points to Edgecomb Creek and its buffer if the creek analysis determines the need for more locations for stormwater recharge.

Onsite stormwater will be collected in a series of catch basins and conveyed to adjacent detention ponds. Ponds discharge from the site via closed conveyance lines to the Edgecomb Creek buffer through level spreaders.

Access

The proposed development will include access points off 172nd St NE at the 63rd Ave NE alignment and 59th Ave NE at approximately the 160th St NE alignment to satisfy connections identified in the comprehensive plan. Access will also be provided to each warehouse building from public road improvements along the 59th Ave NE corridor. A private trunk road is proposed from 172nd St. NE Access

for each individual warehouse will include drive aisles around the buildings and through the parking lots and truck loading bay areas. Fire access and truck circulation is provided.

Frontage Improvements

The proposal includes frontage improvements to the portion of 59th Ave NE that makes up the site's western border. All frontage improvements will be consistent with the City Engineering Design Standards and municipal code. Frontage improvements along 172nd St NE are being designed and constructed by WSDOT. The project will coordinate with WSDOT and connect to the proposed improvements

Utilities

To service the site with water and sewer, main extensions will be constructed to connect into the existing City of Arlington water and sewer mains located in the 59th Ave NE ROW and 172nd St NE ROW.

Thank you for the time and effort you have dedicated to making sure this project is a success. We look forward to working with you, and we appreciate your review, input, and assistance.

Sincerely,



Joe Hopper
Senior Project Manager
LDC, Inc.