



**PLANNING COMMISSION MEETING  
TUESDAY, JULY 28, 2026 — 6:30 PM  
501 DELTA AVENUE  
MARYSVILLE, WA 98270**

**AGENDA**

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The Planning Commission meeting is a hybrid meeting which you are welcome to attend in person or via Teams. Anyone wishing to provide verbal public comment is encouraged to pre-register by contacting the Staff Contact for the agenda item outlined above the day prior to the meeting. Those providing verbal public comment will need to provide their name, address, e-mail and phone number for the public record.

To listen to the meeting without providing public comment:

Join: <https://teams.microsoft.com/meet/258075646844112?p=gQgycc6WgFuZUYf5dk>

Meeting ID: 258 075 646 844 112

Passcode: qW282A5B

**Call to Order**

**Roll Call**

**Approval Of Minutes**

1. Draft Meeting Minutes 7/14/2028

**Audience Participation (for topics not on the agenda)**

**Public Hearing**

116th Street Master Plan Repeal

**Recommended Motion:** I move to recommend repeal of the 116th Street Master Plan to the City Council and adopt associated Comprehensive Plan amendments by Ordinance.

Sign Variance Code Amendments

**Recommended Motion:** I move to recommend approval of the Sign Variance Code Amendments to City Council for adoption by Ordinance.

**New Business**

**Director's Comments**

**Adjournment**

**Next Meeting**

August 11, 2026

**Special Accommodations:** The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact the City Clerk's office at (360) 363-8000 or 1-800-833-6384 (Voice Relay), 1-800-833-6388 (TDD Relay) two business days prior to the meeting date if any special accommodations are needed for this meeting.



**PLANNING COMMISSION MEETING  
TUESDAY, JULY 14, 2026 — 6:30 PM  
501 DELTA AVENUE  
MARYSVILLE, WA 98270**

**MINUTES**

**Call to Order**

Chair Leifer called the meeting to order at 6:32 p.m., noting the absence of Commissioner Terri Jones and Brandon Whitaker.

**Roll Call**

Commission: Chair Stephen Leifer, Vice Chair Shannon Jordan, Commissioner Jerry Andes, Commissioner John Ray, and Commissioner Raymond Miller

Staff: Interim CD Director Angela Gemmer

Absent: Commissioner Terri Jones, Commissioner Brandon Whitaker

**Approval Of Minutes**

June 23, 2026: Commissioner Raymond Miller moved to approve the meeting minutes. Commissioner Jerry Andes moved to 2nd.

**Audience Participation (for topics not on the agenda)**

**Public Hearing**

**New Business**

Sign Code Variance Amendment

Angela Gemmer, Interim CD Director, introduced the sign variance amendment.

Commissioner Shannon Jordan moved to set the Public Hearing is to be held on July 28th, Commissioner Jerry Andes moved to 2nd. 5 Yes.

### Critical Areas Ordinance Update

Angela Gemmer, Interim CD Director, reintroduced the critical areas ordinance update with additional information from a memo from the Washington Fish and Wildlife.

Work Session was proposed on July 28th.

### 116th Street Master Plan Repeal

Angela Gemmer, Interim CD Director, reintroduced the 116th Street Master Plan Repeal with additional information.

Commissioners asked questions.

Commissioner Raymond Miller moved to set the Public Hearing is to be held on July 28th, Commissioner Shannon Jordan moved to 2nd. 5 Yes.

### **Director's Comments**

### **Adjournment**

The meeting ended at 8:00. Commissioner Shannon Jordan made a motion to adjourn.

### **Next Meeting**

July 28, 2026



**DATE:** July 28, 2026

**SUBMITTED BY:** Angela Gemmer, Planning Manager

**PRESENTED BY:** Angela Gemmer, Planning Manager

**ITEM TYPE:** Public Hearing

**AGENDA SECTION:** Public Hearing

**SUBJECT:**  
116th Street Master Plan Repeal

**SUGGESTED ACTION:**

**Recommended Motion:** I move to recommend repeal of the 116th Street Master Plan to the City Council and adopt associated Comprehensive Plan amendments by Ordinance.

**SUMMARY:**

The 116th Street Master Plan ("the Plan"), adopted on May 14, 2001, contains many provisions that have either already been implemented or are now obsolete. The Plan includes provisions for access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the Plan were constructed prior to, or concurrent with, commercial development along 116th Street NE; however, some road network planning south of 116th Street NE will be retained and modified as appropriate. Similarly, stormwater facilities proposed within the Plan were previously constructed. Critical Areas provisions and certain landscaping provisions contemplated within the Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC.

Given that most of the 116th Street Master Plan is obsolete, repeal of the Plan is recommended; however, certain Comprehensive Plan maps will be amended to show the extension of 38th Drive NE southward to provide access to the remaining

undeveloped land.

At the Public Hearing, staff respectfully requests that the Planning Commission recommend repeal of the 116th Street Master Plan and Approval for the associated Comprehensive Plan amendments for adoption by Ordinance.

**ATTACHMENTS:**

Memo PC Hearing re 116th Street Master Plan Repeal, Staff Recommendation - CPA26-0002, E001 - Land Use Application - CPA26-0002, E002 - Project Narrative - CPA26-0002, E003 - Environmental Checklist - CPA26-0002, E004 - Response Letter - CPA26-0002, E005 - Vicinity Map - CPA26-0002, E006 - Letter of Completeness - CPA26-0002, E007 - Affidavit of Publication - CPA26-0002, E008 - Technical Review Comments - CPA26-0002, E009 - Correspondence - CPA26-0002, E010 - Notice of Public Hearing - CPA26-0002, E011 - SEPA DNS - CPA26-0002, E012 - Notice of SEPA DNS - CPA26-0002, E013 - 116th Street Master Plan - CPA26-0002, E014 - 2024 Transportation Element - CPA26-0002, E015 - Comprehensive Plan Amendments - CPA26-0002, E016 - Transportation Plan Amendment - CPA26-0002, E017 - Letter from Toyer Strategic - CPA26-0002



## MEMORANDUM

**DATE:** July 28, 2026  
**TO:** Planning Commission  
**FROM:** Angela Gemmer, Interim CD Director  
**SUBJECT:** 116<sup>th</sup> Street Master Plan Area Repeal  
**Exhibits:** Refer to the Staff Recommendation – 116<sup>th</sup> Street Master Plan Repeal

An application was filed on March 2, 2026 by Keystone Land, LLC for the repeal of the 116<sup>th</sup> Street Master Plan ("the Plan" – see **Exhibit 13**), which was adopted on May 14, 2001. The Plan contains many provisions that have either already been implemented or are now obsolete. These provisions pertain to access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the Plan were constructed prior to, or concurrent with, commercial development along 116<sup>th</sup> Street NE; however, the extension of 38<sup>th</sup> Drive NE will be retained and reflected in the City's adopted Transportation Plan. Similarly, stormwater facilities proposed within the Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC.

Given that most of the 116<sup>th</sup> Street Master Plan is obsolete, repeal of the Plan is recommended; however, certain Comprehensive Plan maps will be amended to show the extension of 38<sup>th</sup> Drive NE southward to provide access to the remaining undeveloped land (see **Exhibits 15 and 16**). The summary of the 116<sup>th</sup> Street Master Plan and associated references will also be removed from the Comprehensive Plan.

At the Public Hearing on July 28<sup>th</sup>, staff respectfully requests that the Planning Commission recommend Repeal of the 116<sup>th</sup> Street Master Plan and Approval of the associated Comprehensive Plan amendments for adoption by Ordinance.

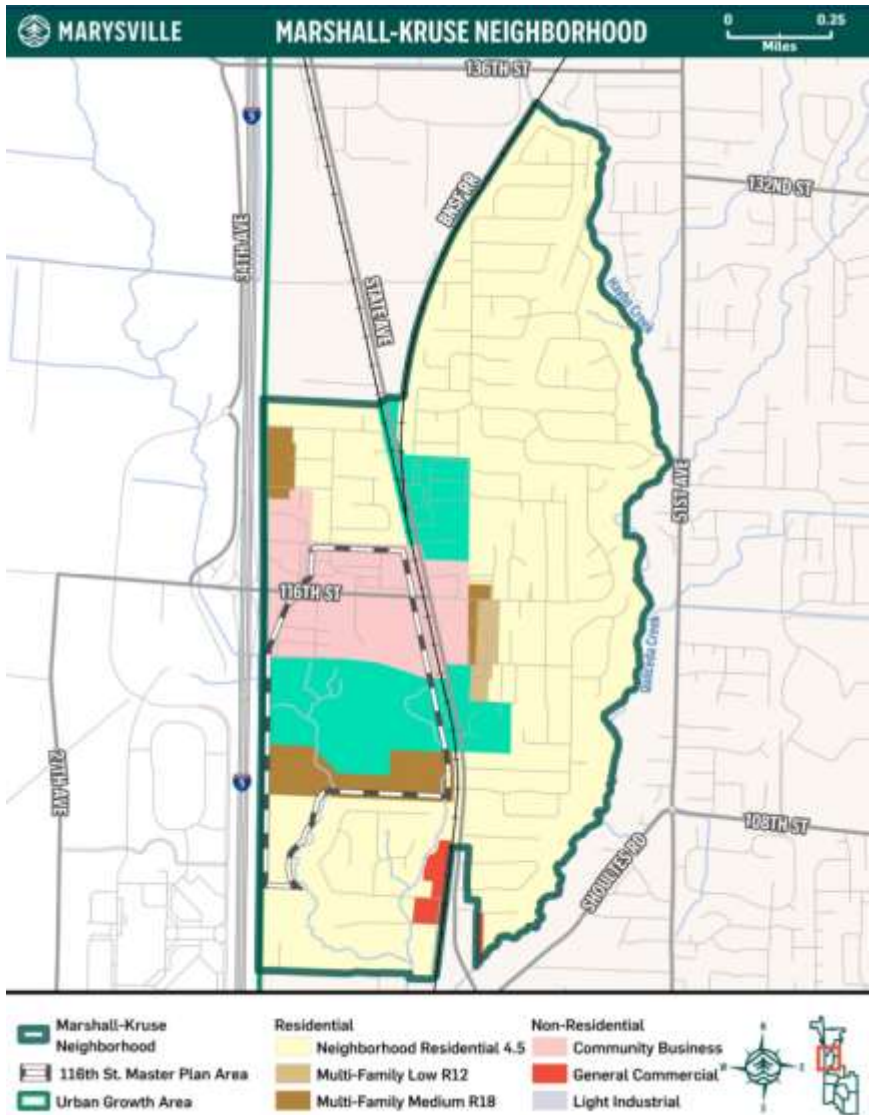
## Staff Recommendation - 116<sup>th</sup> Street Master Plan Repeal

Community Development Department ♦ 501 Delta Avenue ♦ Marysville, WA 98270  
Office Hours: Mon - Fri 8:00 AM - 4:30 PM ♦ Phone: (360) 363-8100

| PROJECT INFORMATION                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                            |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----|
| <b>Project Title</b>                                                                                                                                                                                                                                                                                                                                         | 116 <sup>th</sup> Street Master Plan Repeal                                                                                                                                                                                                                                                                                |                                         |                                                                                                                                                                                                                                                                                           | <b>Date of Report</b>              | July 28, 2026                                                                                                                                                                                                                              |                 |                                                                                                                                                                                                                |              |     |
| <b>File Number</b>                                                                                                                                                                                                                                                                                                                                           | CPA26-0002                                                                                                                                                                                                                                                                                                                 |                                         |                                                                                                                                                                                                                                                                                           | <b>Attachments</b>                 | See Section 4.0 for Exhibits                                                                                                                                                                                                               |                 |                                                                                                                                                                                                                |              |     |
| <b>Administrative Recommendation</b>                                                                                                                                                                                                                                                                                                                         | Recommend the repeal of the 116 <sup>th</sup> Street Master Plan and the adoption of associated Comprehensive Plan amendments to City Council.                                                                                                                                                                             |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| BACKGROUND SUMMARYs                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                            |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>Applicant</b>                                                                                                                                                                                                                                                                                                                                             | Keystone Land, LLC                                                                                                                                                                                                                                                                                                         |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>Request</b>                                                                                                                                                                                                                                                                                                                                               | NON-PROJECT ACTION request to repeal the 116 <sup>th</sup> Street Master Plan and adopt associated amendments to the Comprehensive Plan.                                                                                                                                                                                   |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>SEPA Status</b>                                                                                                                                                                                                                                                                                                                                           | A SEPA Determination of Non-Significance was issued on July 21, 2026. The appeal period will expire August 6, 2026. No concerns have been received to date.                                                                                                                                                                |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>Location</b>                                                                                                                                                                                                                                                                                                                                              | South of 118 <sup>th</sup> Place NE, west of State Avenue, north of 104 <sup>th</sup> Place NE, and east of Interstate 5                                                                                                                                                                                                   |                                         |                                                                                                                                                                                                                                                                                           | <b>APN</b>                         | Various                                                                                                                                                                                                                                    |                 |                                                                                                                                                                                                                |              |     |
| <b>Acreage (SF)</b>                                                                                                                                                                                                                                                                                                                                          | 172.9 acres                                                                                                                                                                                                                                                                                                                |                                         |                                                                                                                                                                                                                                                                                           | <b>Section</b>                     | 9 & 16                                                                                                                                                                                                                                     | <b>Township</b> | 30N                                                                                                                                                                                                            | <b>Range</b> | 05E |
| <b>Comprehensive Plan</b>                                                                                                                                                                                                                                                                                                                                    | Community Business/ Mixed Use/ Multi-family Medium Density/ Neighborhood Residential                                                                                                                                                                                                                                       | <b>Zoning</b>                           |                                                                                                                                                                                                                                                                                           | <b>Shoreline Environment</b>       |                                                                                                                                                                                                                                            |                 | N/A                                                                                                                                                                                                            |              |     |
| <b>Present Use of Property</b>                                                                                                                                                                                                                                                                                                                               | Land within the 116 <sup>th</sup> Street Master Plan consists of existing commercial development abutting 116 <sup>th</sup> Street NE and a manufactured home park on the south side of 116 <sup>th</sup> adjacent to Interstate 5 with the remainder of land consisting of                                                |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| REVIEWING AGENCIES                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                            |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>Marysville</b>                                                                                                                                                                                                                                                                                                                                            | <b>Local Agencies &amp; Districts</b>                                                                                                                                                                                                                                                                                      |                                         | <b>State &amp; Federal</b>                                                                                                                                                                                                                                                                |                                    | <b>County</b>                                                                                                                                                                                                                              |                 | <b>Other</b>                                                                                                                                                                                                   |              |     |
| <input checked="" type="checkbox"/> Building<br><input checked="" type="checkbox"/> Fire District<br><input checked="" type="checkbox"/> Engineering Services<br><input checked="" type="checkbox"/> Parks<br><input checked="" type="checkbox"/> Planning<br><input checked="" type="checkbox"/> Police<br><input checked="" type="checkbox"/> Public Works | <input type="checkbox"/> Arlington (city)<br><input type="checkbox"/> Arlington Airport<br><input checked="" type="checkbox"/> Comcast<br><input type="checkbox"/> Frontier<br><input type="checkbox"/> Lake Stevens (city)<br><input checked="" type="checkbox"/> PUD No. 1<br><input checked="" type="checkbox"/> Ziplly |                                         | <input checked="" type="checkbox"/> BNSF<br><input checked="" type="checkbox"/> DAHP<br><input checked="" type="checkbox"/> DOE<br><input type="checkbox"/> US Army Corp of Engineers<br><input type="checkbox"/> WDFW<br><input type="checkbox"/> WSDOT<br><input type="checkbox"/> WUTC |                                    | <input type="checkbox"/> Health District<br><input type="checkbox"/> Planning<br><input type="checkbox"/> Public Works - Land Development<br><input type="checkbox"/> Public Works<br><input type="checkbox"/><br><input type="checkbox"/> |                 | <input type="checkbox"/> Puget Sound Clean Air<br><input type="checkbox"/> Puget Sound Energy<br><input checked="" type="checkbox"/> Stillaguamish Tribe<br><input checked="" type="checkbox"/> Tulalip Tribes |              |     |
| ACTION                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                            |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <input type="checkbox"/> Administrative                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/> City Council                                                                                                                                                                                                                                                                                      | <input type="checkbox"/> Quasi-Judicial | <input checked="" type="checkbox"/> Planning Commission                                                                                                                                                                                                                                   |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>Public Hearing</b>                                                                                                                                                                                                                                                                                                                                        | July 28, 2026                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/> Approved       | <input type="checkbox"/> Denied                                                                                                                                                                                                                                                           | <input type="checkbox"/> Continued |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| STAFF CONTACT                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                            |                                         |                                                                                                                                                                                                                                                                                           |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |
| <b>Name</b> Angela Gemmer                                                                                                                                                                                                                                                                                                                                    | <b>Title</b> Interim CD Director                                                                                                                                                                                                                                                                                           | <b>Phone</b> 360.363.8240               | <b>E-mail</b> agemmer@marysvillewa.gov                                                                                                                                                                                                                                                    |                                    |                                                                                                                                                                                                                                            |                 |                                                                                                                                                                                                                |              |     |

| SURROUNDING USES |                                                                                               |                      |                                                                                                                  |
|------------------|-----------------------------------------------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------------------------|
|                  | Comprehensive Plan                                                                            | Zoning               | Land Use                                                                                                         |
| Site             | Community Business/<br>Mixed Use/ Multi-family<br>Medium Density/<br>Neighborhood Residential | CB/ MU/ R-18/ NR-4.5 | Commercial, mobile home<br>park, limited single family<br>residences, and vacant<br>land                         |
| North            | Community Business/<br>Neighborhood Residential                                               | CB/NR-4.5            | Commercial and single<br>family residences                                                                       |
| East             | Community Business/<br>Mixed Use                                                              | CB/ MU               | Commercial and single<br>family residences across<br>State Avenue and<br>Burlington Northern<br>Santa Fe railway |
| South            | Neighborhood Residential                                                                      | NR-4.5               | Single family residences<br>and vacant land                                                                      |
| West             | -                                                                                             | -                    | Interstate 5 and Tulalip<br>Tribal Reservation                                                                   |

Vicinity Map



## 1.0 FINDINGS AND CONCLUSIONS

1. **Description of Proposal:** Keystone Land, LLC, applicant filed an application to repeal the 116<sup>th</sup> Street Master Plan. The 116<sup>th</sup> Street Master Plan, which was adopted on May 14, 2001, contains many provisions that have either already been implemented or are obsolete. The 116<sup>th</sup> Street Master Plan includes provisions for access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the 116<sup>th</sup> Street Master Plan were constructed prior to, or concurrent with, commercial development along 116<sup>th</sup> Street NE; however, a north-south extension of 38<sup>th</sup> Drive NE south of 116<sup>th</sup> Street NE will be retained within the City's Transportation Plan. Similarly, stormwater facilities proposed within the 116<sup>th</sup> Street Master Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the 116<sup>th</sup> Street Master Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC. As part of the 116<sup>th</sup> Street Master Plan repeal, references within the Comprehensive Plan to the 116<sup>th</sup> Street Master Plan are also proposed to be removed and maps will be updated to reflect that the Plan is no longer in place.

If the proposed 116<sup>th</sup> Street Master Plan Repeal and associated Comprehensive Plan amendments are approved by Marysville City Council, all future project action development proposals will be subject to the zoning, Marysville Municipal Code (MMC) and project level State Environmental Policy Act (SEPA) review at the time of application.

2. **Location:** The 116<sup>th</sup> Street Master Plan Area is generally located south of 118<sup>th</sup> Place NE, west of State Avenue, north of 104<sup>th</sup> Place NE, and east of Interstate 5. The Master Plan Area is depicted on page 2 of this Staff Recommendation.
3. **Site Description:** The 116<sup>th</sup> Street Master Plan Area comprises approximately 172.9 acres. 116<sup>th</sup> Street divides the 116<sup>th</sup> Street Master Plan Area into two sections. The northern section consists of flat land that is fully developed with various commercial uses including WinCo, Kohls, and other retail and service uses. The southern section consists of various commercial uses abutting 116<sup>th</sup> Street NE including fast-food restaurants, a carwash, and two hotels as well as a manufactured home park, which is on land that is generally flat. To the south of the commercial areas is largely undeveloped land, which comprises approximately 125.6 acres. The majority of the 125.6 acres is forested; however, some areas have been cleared and consist of open fields. Forested areas largely coincide with the corridors of two stream and wetland corridors that traverse this area as more fully described in section 6 below. A few homes on large parcels are also located within this portion of the subject area. A significant amount of the land in this area is owned by the Tulalip Tribes
4. **Project History:** The land use application for the 116<sup>th</sup> Street Master Plan Repeal was filed on March 2, 2026 and deemed complete on March 13, 2026. A notice of application was provided in accordance with MMC Section 22G.010.090.
5. **Public Comments:** As of the date of this report, no public comments have been received.
6. **Critical Areas:** A critical areas report or reconnaissance was not submitted with the NON-PROJECT action 116<sup>th</sup> Street Master Plan repeal application. The portion of the 116<sup>th</sup> Street Master Plan Area north of 116<sup>th</sup> Street NE contains no critical areas. The City's GIS shows the West Fork of Quilceda Creek flowing through the western portion of the 116<sup>th</sup> Street Master Plan Area south of 116<sup>th</sup> Street. An unnamed stream flows through the eastern portion of the 116<sup>th</sup> Street Master Plan Area south of 116<sup>th</sup> Street.

Wetlands are shown adjacent to the streams. Steep slopes in excess of 25 percent are along the outer edge of the stream and wetland buffers.

While the proposal to repeal the 116<sup>th</sup> Street Master Plan is a NON-PROJECT action, site specific critical areas reviews will be required with future project actions to ensure that all critical areas are evaluated and protected or mitigated for in accordance with MMC Chapter 22E.010, *Critical Areas Management*. The NON-PROJECT action repeal of the 116<sup>th</sup> Street Master Plan will have no impacts to critical areas and associated buffers.

7. **Access and Circulation:** Access to the northern portion of the 116<sup>th</sup> Street Master Plan Area is via 38<sup>th</sup> Avenue NE and commercial drive aisles located both the west and east of 38<sup>th</sup> Avenue along 116<sup>th</sup> Street NE.

Access to the southern portion of the 116<sup>th</sup> Street Master Plan Area is via 38<sup>th</sup> Drive NE and commercial drive aisles located both to the west and east of 38<sup>th</sup> Avenue along 116<sup>th</sup> Street NE. 38<sup>th</sup> Drive NE currently terminates at Assessor's Parcel Number (APN) 30050900303300, which is owned by the Tulalip Tribes and includes land that was previously a railroad spur. The City was granted an easement from the Tulalip Tribes over the railroad spur land, which has not yet been improved with a road.

The 116<sup>th</sup> Street Master Plan contemplated a roadway network north and south of 116<sup>th</sup> Street NE. While the necessary improvements north of 116<sup>th</sup> Street have been made, improvements to the south of 116<sup>th</sup> Street are still needed to provide access to the undeveloped land to the south.

The roadway network shown within the 116<sup>th</sup> Street Master Plan (see **Figure 8** on p. 28 of **Exhibit 13**) showed Road A (today 38<sup>th</sup> Drive NE) extending south and terminating in a cul-de-sac. Several east-west road connections were proposed as part of the road network. Most of the proposed east-west road connections are now on Tulalip Tribal land; however, connectivity to the east and west can be implemented through the City's Engineering Design and Development Standards where necessary.

With the current proposal, **Figure 22** (see **Exhibit 16**) in the full version of the Transportation Plan (see **Exhibit 14**) is proposed to be amended to reflect the 38<sup>th</sup> Drive NE extension. Further evaluation of the 38<sup>th</sup> Drive NE extension is occurring, and a full through connection may ultimately be reflected in the Transportation Plan. Any further amendments to the Transportation Plan to show this proposed connection is expected to occur concurrently with the City's update to the Transportation Plan and traffic impact fee analysis and update, which is anticipated this fall.

8. **Trip Generation:** The proposal to repeal the 116<sup>th</sup> Street Master Plan is a NON-PROJECT action which will not generate any traffic trips. Future project actions will be required to submit a traffic impact analysis with land use application.
9. **Utilities:** Utilities are available to the 116<sup>th</sup> Street Master Plan Area as follows:
  - Storm Drainage – Future development of the subject area will require addressing the stormwater impacts and ensuring that the development complies with the adopted State and City regulations. Currently the City implements the 2019 Department of Ecology (DOE) Stormwater Management Manual for Western Washington.
  - Water – There is a 12-inch ductile iron (DI) water main in 116<sup>th</sup> Street NE. 12-inch DI water mains that are in a looped system serve the northern portion of the subject area. A combination of 12-inch and 8-inch DI water mains that include a looped system serve the southern portion of the subject area. The 12-inch water main in

38<sup>th</sup> Drive NE is stubbed to APN 30050900303300 to allow for extension with future development.

- Sewer – There is a 12-inch sewer main in 116<sup>th</sup> Street NE. Both 8- and 12-inch sewer mains serve the northern portion of the subject area. 8-inch sewer mains serve the southern portion of the subject area. The 8-inch sewer main in 38<sup>th</sup> Drive NE is stubbed to APN 30050900303300 to allow for extension with future development.

Utility improvements will be evaluated, and required improvements made, with future project actions.

10. **Department and Agency Comments:** *A Request for Review* for the proposal was sent to the Local, County, State, and Federal Agencies and Districts shown on page one of this report. The only comments received from any agency, district or department were from Jesse Hannahs, P.E., City Traffic Engineer, which are summarized below and outlined in full in **Exhibit 8**).

Repeal of the road network in the 116<sup>th</sup> Street Master Plan would require a plan for a road connection from 88th Street to 116<sup>th</sup> Street. This is important to citizens/residents based on past public meetings where concerns regarding emergency access for existing neighborhoods north of 88th Street were expressed. Critical areas in the 116th Street Master Plan Area present challenges that the presence of critical areas present as well as citizen/resident priorities regarding maintaining low volume roadways and the potential for cut-through traffic if the road were extended. If 38th Drive NE is ultimately extended, a circuitous roadway is recommended to discourage cut-through access and potentially the provision of a gate so that access is for emergency services only.

Given Engineering Design and Development Standards (EDDS) thresholds for Arterial Roadway traffic volumes, designation of the road as an arterial is likely needed; however, existing roadways do not meet current standards and would likely require mitigating measures that may include traffic calming or other measures. Property ownership of parcels may present a challenge to constructing the required roadway.

The existing intersection of 41<sup>st</sup> Drive NE and 116th Street should be considered for future full closure, or limiting to right-in, right-out given its proximity to the BNSF railway and State Avenue.

Different options exist for the extension of 38<sup>th</sup> Drive NE, which include:

- a) Extending from existing southern terminus to the south via a bridge over Quilceda Creek and then connecting to 88<sup>th</sup> Street NE via 35<sup>th</sup> Avenue NE. Staff preferred option in preliminary meeting.
- b) Extending from existing southern terminus to south connecting into 104<sup>th</sup> Street NE west to State Avenue (would not create secondary access to neighborhoods north of 88<sup>th</sup> Street).
- c) Extending from existing southern terminus to south including Quilceda Creek bridge crossing and connection to 88th Street NE via 35<sup>th</sup> Avenue NE and connect into 104<sup>th</sup> Street NE west of State Avenue. (would provide for an alternative roadway system with significant cut-through of existing neighborhoods and necessitate signalization of the intersection of State Avenue and 104<sup>th</sup> Street NE including BNSF railway signal interconnection).



Any roadway connection would need to be designed as an arterial roadway; however, given that the secondary roadway would principally be a means of enabling potential land development, it is recommended that the extension not be included in the Transportation Impact Fee (TIF) calculation and not be eligible for TIF credits.

Repeal of the 116<sup>th</sup> Street Master Plan would require an amendment to the Transportation Plan to provide direction on implementation of the roadway network and should include public engagement.

Supplementary Staff Response: As noted in **Section 8** above, with the current proposal, **Figure 22** (see **Exhibit 16**) in the full version of the Transportation Plan (see **Exhibit 14**) is proposed to be amended to reflect the 38<sup>th</sup> Drive NE extension. Further evaluation of the 38<sup>th</sup> Drive NE extension is occurring, and a full through connection may ultimately be reflected in the Transportation Plan. Any further amendments to the Transportation Plan to show this proposed connection is expected to occur concurrently with the City's update to the Transportation Plan and traffic impact fee analysis and update, which is anticipated this fall.

11. **State Environmental Policy Act Review:** After evaluation of the environmental checklist submitted with the application, and other supporting documentation and application materials, a State Environmental Policy Act (SEPA) Determination of Non-Significance (DNS) was issued on July 21, 2026 (**Exhibit 18**). The appeal period for the DNS expires on August 6, 2026.
12. **City of Marysville Comprehensive Plan:** The 116<sup>th</sup> Street Master Plan is located within the Marshall-Kruse Neighborhood. The current Comprehensive Plan land use designations within the 116<sup>th</sup> Street Master Plan Area are Community Business, Mixed Use, Multi-family Medium Density, and Neighborhood Residential.

The proposed 116<sup>th</sup> Street Master Plan Repeal complies with the following Comprehensive Plan criteria:

**LAND USE ELEMENT**

General Development Land Use Goals and Policies

*Goals and Policies:* LU1.4, LU1.5, LU1.6, LU1.8, LU1.9, LU3.4, LU5, LU7, LU7.4, LU7.5

**HOUSING ELEMENT**

Housing Goals and Policies

*Goals and Policies:* HS.1, HS1.1, HS1.2, HS1.3, HS1.5, HS5, HS5.1, HS5.4

**ENVIRONMENTAL ELEMENT**

Environmental Goals and Policies

*Goals and Policies:* EN1, En3, EN0.6, EN0.11

**TRANSPORTATION ELEMENT**

Transportation Goals and Policies

*Goals and Policies:* T1, T1.5, T2.6, T3.4, T6.9

**UTILITIES ELEMENT**

Utilities Goals and Policies

*Goals and Policies:* UT1, UT1.3, UT2.4

**PUBLIC AND HUMAN SERVICES ELEMENT**

13. **Title 22 Unified Development Code:** While the following provisions from MMC Section 22G.010.520 apply to amendments to MMC Title 22, they are evaluated below to inform the decision-making process for the repeal of the 116<sup>th</sup> Street Master Plan.

a) **The amendment is consistent with the purposes of the comprehensive plan;**

The amendment is to repeal the 116<sup>th</sup> Street Master Plan, which has adopted in 2001 prior to development occurring along the 116<sup>th</sup> Street corridor. The Comprehensive Plan has since been updated in 2015 and 2024. The key projects that were contemplated in the 116<sup>th</sup> Master Plan have been implemented, and other provisions are obsolete or inconsistent with current code requirements. Repealing the 116<sup>th</sup> Street Master Plan would, therefore, further consistency with the 2024 Comprehensive Plan.

b) **The amendment is consistent with the purpose of this title;**

While the 116<sup>th</sup> Street Master Plan is not within Title 22, Unified Development Code, repealing the 116<sup>th</sup> Street Master Plan would further consistency with the purposes of Title 22. The following are two examples illustrating current inconsistencies between the 116<sup>th</sup> Street Master Plan and the municipal code that would be resolved through repeal of the 116<sup>th</sup> Street Master Plan:

- The 116<sup>th</sup> Street Master Plan contemplated a 125-foot critical area buffer plus an additional 75-foot "Management Zone", which differ from the current provisions in MMC Chapter 22E.010, *Critical Areas Management* and was never incorporated into the municipal code.
- The 116<sup>th</sup> Street Master Plan indicates that a 100-foot land use buffer would need to be provided between an existing residential neighborhood and multi-family zoning; however, under MMC 22C.120.120, a 10-foot landscape buffer with a 6-foot fence would only be required if apartments or townhouses were proposed for construction.

The above point are also discussed in a letter from Toyer Strategic dated July 17, 2026 (**Exhibit 17**).

c) **There have been significant changes in the circumstances to warrant a change;**

There have been significant changes in the circumstances of the 116<sup>th</sup> Street Master Plan Area to warrant a change. Over 25 years have elapsed since the adoption of the 116<sup>th</sup> Street Master Plan. During that time, the 116<sup>th</sup> Street corridor has largely developed including the widening of 116<sup>th</sup> Street and the construction of a Single Point Urban Interchange. Most of the 116<sup>th</sup> Street Master Plan plans have been implemented and provisions that remain are no longer consistent with the needs for this area. The City's population and employment base have increased substantially as well.

d) **The benefit or cost to the public health, safety and welfare is sufficient to warrant the action.**

The benefit to the public health, safety and welfare is sufficient to warrant the action.

After evaluation of the application materials including the Project Narrative (**Exhibit 2**), the SEPA checklist (**Exhibit 3**), the response letter (**Exhibit 4**), the letter from Toyer Strategic (**Exhibit 17**), and other supporting documentation on file with the City, staff concludes that the proposed 116<sup>th</sup> Street Master Plan Repeal is consistent with the standards outlined in Title 22 MMC, *Unified Development Code*.

## 2.0 CONCLUSIONS

1. Keystone Land, LLC, applicant, is proposing the NON-PROJECT action REPEAL of the 116<sup>th</sup> Street Master Plan and APPROVAL.
2. The 116<sup>th</sup> Street Master Plan encompasses the area south of 118<sup>th</sup> Place NE, west of State Avenue, north of 104<sup>th</sup> Place NE, and east of Interstate 5.
3. The 116<sup>th</sup> Street Master Plan was adopted on May 14, 2001, and contains many provisions that were either previously implemented or are now obsolete.
3. A critical areas report or reconnaissance was not submitted with the 116<sup>th</sup> Street Master Plan Repeal NON-PROJECT action application. There are no critical areas within the northern portion of the 116<sup>th</sup> Street Master Plan Area. The southern portion of the 116<sup>th</sup> Street Master Plan Area includes the West Fork of Quilceda Creek, an unnamed stream, wetlands, and steep slopes, which are all regulated under the MMC Chapter 22E.010, Critical Areas Management. A critical areas report and confirmation of critical areas by the City will be required within any future land use application.
4. Access to the northern portion of the 116<sup>th</sup> Street Master Plan Area is via 38<sup>th</sup> Avenue NE and commercial drive aisles located both the west and east of 38<sup>th</sup> Avenue along 116<sup>th</sup> Street NE.
5. Access to the southern portion of the 116<sup>th</sup> Street Master Plan Area is via 38<sup>th</sup> Drive NE and commercial drive aisles located both to the west and east of 38<sup>th</sup> Avenue along 116<sup>th</sup> Street NE. 38<sup>th</sup> Drive NE currently terminates at Assessor's Parcel Number (APN) 30050900303300, which is owned by the Tulalip Tribes and includes land that was previously a railroad spur. 38<sup>th</sup> Drive NE will need to be extended south with future development, which will be reflected on Figure 22 of the Transportation Plan.
6. The proposed NON-PROJECT action Repeal of the 116<sup>th</sup> Street Master Plan is consistent with all the pertinent development goals and policies outlined in the Marysville Comprehensive Plan.
7. The proposed NON-PROJECT action Repeal of the 116<sup>th</sup> Street Master Plan is consistent with the provisions in MMC Section 22G.010.520.
8. As of the date of this report, no written or verbal comments expressing concerns regarding the proposed NON-PROJECT action Repeal of the 116<sup>th</sup> Street Master Plan and adoption of associated Comprehensive Plan Amendments has been received.
9. The proposed NON-PROJECT action 116<sup>th</sup> Street Master Plan Repeal makes appropriate provisions for the public use and interest, health, safety and general welfare.
10. A State Environmental Policy Act (SEPA) Determination of Non-Significance (DNS) was issued on July 21, 2026 (**Exhibit 11**). The appeal period expires August 6, 2026; no concerns have been received to-date.
11. A duly advertised public hearing has been scheduled before the Planning Commission on Tuesday, July 28, 2026 at 6:30 pm in City Hall Council Chambers to consider the NON-PROJECT action Repeal of the 116<sup>th</sup> Street Master Plan and adoption of associated Comprehensive Plan Amendments.

### 3.0 STAFF RECOMMENDATION

Based on the foregoing findings and conclusions, the Community Development Department recommends the Planning Commission forward a recommendation to **REPEAL the 116<sup>th</sup> Street Master Plan and APPROVAL of the associated Comprehensive Plan amendments by Ordinance.**

**Prepared by:** *Angela*

**Reviewed by:** *Emily Morgan*

### 4.0 EXHIBITS

The following exhibits can be accessed electronically via the link provided in the exhibit header below by searching file number CPA26-0002 and are also included with the agenda packet.

#### [116<sup>th</sup> Street Master Plan Repeal](#)

|            |                                                  |
|------------|--------------------------------------------------|
| Exhibit 1  | Land use application                             |
| Exhibit 2  | Project narrative                                |
| Exhibit 3  | Environmental checklist                          |
| Exhibit 4  | Response letter                                  |
| Exhibit 5  | Vicinity map                                     |
| Exhibit 6  | Letter of completeness                           |
| Exhibit 7  | Affidavit of publication                         |
| Exhibit 8  | Technical review comments                        |
| Exhibit 9  | Correspondence                                   |
| Exhibit 10 | Notice of Public Hearing                         |
| Exhibit 11 | SEPA Determination of Non-significance           |
| Exhibit 12 | Notice of SEPA Determination of Non-significance |
| Exhibit 13 | 116 <sup>th</sup> Street Master Plan             |
| Exhibit 14 | 2024 Marysville Transportation Plan              |
| Exhibit 15 | Amendments to the Comprehensive Plan             |
| Exhibit 16 | Amendment to the Transportation Plan             |
| Exhibit 17 | Letter from Toyer Strategic                      |

# MASTER LAND USE PERMIT APPLICATION

Community Development Department ♦ 501 Delta Avenue ♦ Marysville, WA 98270  
 Office Hours: Mon - Fri 8:00 AM - 4:30 PM ♦ Phone: (360) 363-8000

| SITE INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
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| <b>SITE ADDRESS:</b><br>Unknown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                            | <b>APN(S):</b><br>30050900302400                                |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>PROPOSED PROJECT NAME:</b><br>116th Street Master Plan Repeal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                            | <b>SECTION, TOWNSHIP, &amp; RANGE:</b> 09 30 05                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>LAND USE (ZONING) DESIGNATION:</b> MU                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            | <b>SHORELINE ENVIRONMENT:</b> N/A                               |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>WATER SUPPLY</b><br>Current: None<br>Proposed: Marysville                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                            | <b>SEWER SUPPLY</b><br>Current: None<br>Proposed: Marysville    |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>PRESENT USE OF PROPERTY:</b><br>Vacant, undeveloped property within 116th Street Master Plan Area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>PRE-APPLICATION CONFERENCE HELD?</b> <input type="checkbox"/> Yes, the City file # is _____ <input checked="" type="checkbox"/> No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
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| <b>NAME</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Debra Ricci                                                | Joe Long @ Keystone Land, LLC.                                  | David Toyer @ Toyer Strategic Advisors |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>ADDRESS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | PO Box 502                                                 | 13805 SMOKEY POINT BLVD #102                                    | 3705 Colby Ave, Suite 1                |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>CITY, STATE, ZIP</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Medina, WA 98029                                           | Marysville, WA 98270                                            | Everett, WA 98201                      |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>PHONE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                            | 425-268-6373                                                    | 425-322-5226                           |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>E-MAIL</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | debra@debraricci.com                                       | joe@cornerstonehomes.com                                        | david@toyerstrategic.com               |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| PROJECT INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>TYPE OF APPLICATION (Check all that apply):</b><br>**Permit type has supplemental checklist that must be submitted with Master Land Use Permit Application                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <table border="0"> <tr> <td><input type="checkbox"/> Annexation Request</td> <td><input type="checkbox"/> Grading Permit</td> <td><input checked="" type="checkbox"/> SEPA Environmental Review**</td> </tr> <tr> <td><input type="checkbox"/> Binding Site Plan (Preliminary)**</td> <td><input type="checkbox"/> Major Subdivision (Preliminary)**</td> <td><input type="checkbox"/> Rezone</td> </tr> <tr> <td><input type="checkbox"/> Boundary Line Adjustment**</td> <td><input type="checkbox"/> Modification**</td> <td><input type="checkbox"/> Shoreline**</td> </tr> <tr> <td><input checked="" type="checkbox"/> Comprehensive Plan Amendment**</td> <td><input type="checkbox"/> Minor</td> <td><input type="checkbox"/> SDP Exemption</td> </tr> <tr> <td><input type="checkbox"/> Conditional Use Permit**</td> <td><input type="checkbox"/> Major</td> <td><input type="checkbox"/> Substantial Dev. Permit</td> </tr> <tr> <td><input type="checkbox"/> Critical Area Review</td> <td><input type="checkbox"/> Planned Residential Dev. (PRD)**</td> <td><input type="checkbox"/> Conditional Use Permit</td> </tr> <tr> <td><input type="checkbox"/> Final Plat Review**</td> <td><input type="checkbox"/> Site Plan Review**</td> <td><input type="checkbox"/> Variance</td> </tr> <tr> <td><input type="checkbox"/> BSP</td> <td><input type="checkbox"/> Commercial</td> <td><input type="checkbox"/> Variance**</td> </tr> <tr> <td><input type="checkbox"/> Short Plat</td> <td><input type="checkbox"/> Multifamily</td> <td><input type="checkbox"/> Wireless Communication Facility**</td> </tr> <tr> <td><input type="checkbox"/> Major Subdivision</td> <td><input type="checkbox"/> Short Plat (Preliminary)</td> <td><input type="checkbox"/> Other</td> </tr> </table> |                                                            |                                                                 |                                        | <input type="checkbox"/> Annexation Request | <input type="checkbox"/> Grading Permit | <input checked="" type="checkbox"/> SEPA Environmental Review** | <input type="checkbox"/> Binding Site Plan (Preliminary)** | <input type="checkbox"/> Major Subdivision (Preliminary)** | <input type="checkbox"/> Rezone | <input type="checkbox"/> Boundary Line Adjustment** | <input type="checkbox"/> Modification** | <input type="checkbox"/> Shoreline** | <input checked="" type="checkbox"/> Comprehensive Plan Amendment** | <input type="checkbox"/> Minor | <input type="checkbox"/> SDP Exemption | <input type="checkbox"/> Conditional Use Permit** | <input type="checkbox"/> Major | <input type="checkbox"/> Substantial Dev. Permit | <input type="checkbox"/> Critical Area Review | <input type="checkbox"/> Planned Residential Dev. (PRD)** | <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Final Plat Review** | <input type="checkbox"/> Site Plan Review** | <input type="checkbox"/> Variance | <input type="checkbox"/> BSP | <input type="checkbox"/> Commercial | <input type="checkbox"/> Variance** | <input type="checkbox"/> Short Plat | <input type="checkbox"/> Multifamily | <input type="checkbox"/> Wireless Communication Facility** | <input type="checkbox"/> Major Subdivision | <input type="checkbox"/> Short Plat (Preliminary) | <input type="checkbox"/> Other |
| <input type="checkbox"/> Annexation Request                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/> Grading Permit                    | <input checked="" type="checkbox"/> SEPA Environmental Review** |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Binding Site Plan (Preliminary)**                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> Major Subdivision (Preliminary)** | <input type="checkbox"/> Rezone                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Boundary Line Adjustment**                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Modification**                    | <input type="checkbox"/> Shoreline**                            |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input checked="" type="checkbox"/> Comprehensive Plan Amendment**                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Minor                             | <input type="checkbox"/> SDP Exemption                          |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Conditional Use Permit**                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <input type="checkbox"/> Major                             | <input type="checkbox"/> Substantial Dev. Permit                |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Critical Area Review                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> Planned Residential Dev. (PRD)**  | <input type="checkbox"/> Conditional Use Permit                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Final Plat Review**                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> Site Plan Review**                | <input type="checkbox"/> Variance                               |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> BSP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> Commercial                        | <input type="checkbox"/> Variance**                             |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Short Plat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Multifamily                       | <input type="checkbox"/> Wireless Communication Facility**      |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <input type="checkbox"/> Major Subdivision                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> Short Plat (Preliminary)          | <input type="checkbox"/> Other                                  |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>LIST ANY OTHER PERMITS NEEDED (State/Federal):</b><br>N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |
| <b>DETAILED PROJECT DESCRIPTION:</b><br>Proposed comprehensive plan map and text amendment to repeal outdated 116th Street Master Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                            |                                                                 |                                        |                                             |                                         |                                                                 |                                                            |                                                            |                                 |                                                     |                                         |                                      |                                                                    |                                |                                        |                                                   |                                |                                                  |                                               |                                                           |                                                 |                                              |                                             |                                   |                              |                                     |                                     |                                     |                                      |                                                            |                                            |                                                   |                                |

I certify that I am the owner or owners authorized agent. If acting as an authorized agent, I further certify that I am authorized to act as the Owners agent regarding the property at the above-referenced address for the purpose of filing applications for decision, permits, or review under the Unified Development Code and other applicable Marysville Municipal Codes and I have full power and authority to perform on behalf of the Owner all acts required to enable the City to process and review such applications.

I certify that the information on this application is true and correct and that the applicable requirements of the City of Marysville will be met. I grant permission for City employees, agents of the City and/or other agency officials to enter the subject property, if necessary, for the purpose of site inspection.

*Debra Ricci*

Feb 26, 2026

Owner/Owner's Authorized Agent

Date

# 116th Street MP Land Use Application

Final Audit Report

2026-02-27

|                 |                                             |
|-----------------|---------------------------------------------|
| Created:        | 2026-02-26                                  |
| By:             | David Toyer (david@toyerstrategic.com)      |
| Status:         | Signed                                      |
| Transaction ID: | CBJCHBCAABAAQbAgn9stZNpHm0ycK4_KM_otrDOTsTs |

## "116th Street MP Land Use Application" History

-  Document created by David Toyer (david@toyerstrategic.com)  
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-  Document emailed to Matthew Ricci (debra@debraricci.com) for signature  
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February 26, 2026

Ms. Angela Gemmer  
Planning Manager  
City of Marysville  
501 Delta Ave  
Marysville, WA 98270

## COMPREHENSIVE PLAN AMENDMENT – REPEAL OF 116<sup>th</sup> STREET PLAN CHECKLIST

Dear Ms. Gemmer:

Enclosed you will find a submittal for a text and map amendment to the Comprehensive Plan. The proposed amendments are areawide and not site specific. Based on the checklist and conversations with the City, the following are being submitted:

### APPLICATION SUBMITTAL MATERIALS

| CHECKLIST ITEMS                            |                                         |
|--------------------------------------------|-----------------------------------------|
| Land Use Application                       | <input checked="" type="checkbox"/>     |
| Comprehensive Plan Amendment Response Form | <input checked="" type="checkbox"/>     |
| Title Reports                              | <i>Not Applicable</i>                   |
| Vicinity Map                               | <input checked="" type="checkbox"/>     |
| Environmental Checklist                    | <input checked="" type="checkbox"/>     |
| Special Studies                            | <i>Not Applicable</i>                   |
| Application Fees                           | <i>Due After City Generates Invoice</i> |

### GENERAL APPLICATION NARRATIVE

The following narrative expands on the proposal summary provided in the Comprehensive Plan Amendment Form. Several changes in circumstance that warrant the repeal of the 116<sup>th</sup> Street Master Plan due to its obsolescence with current and future development activity, future land use, and housing needs of the city, and needed transportation infrastructure.

1. **Master Plan Restricts Needed Transportation Connectivity.** The preferred alternative selected for the 116<sup>th</sup> Street Master Plan specifically restricts the crossing of the West Fork of Quil Ceda Creek from the north-south transportation network serving the area west of the BNSF railway, east of Interstate 5, south of 116<sup>th</sup> Street NE, and north of 88<sup>th</sup> Street NE. This exclusion eliminates the ability to create a needed north-south corridor connecting 116<sup>th</sup> Street NE (to the north) and 88<sup>th</sup> Street NE (to the south). This restriction must be addressed because based on the following changed circumstances:
  - a. Public Safety Needs. Creating a transportation network that establishes least two access points serving this area is critically needed to maintain adequate public safety for both existing residences in this area and any future development of vacant parcels. For example, the lack of a

north-south transportation corridor currently directs all traffic from existing residential neighborhoods north of 88<sup>th</sup> Street south to a single access point at the intersection of 36<sup>th</sup> Street NE/88<sup>th</sup> Street NE (next to Chic-fil-A) which area continues to realize additional growth (proposed Burgermaster, etc.). This impacts police and fire response times, especially considering that such emergency services are coming from the east and can already be delayed by the rail crossing at State Ave & 88<sup>th</sup> Street NE.

- b. Change in Public Opinion. The lack of a second access to serve current residents (and future growth) was a significant public concern raised during the land use approval of PA24-024 (the 59-lot Stevens PRD) and is the primary reason why the City has excluded vacant land north of Stevens PRD from the City's Middle Housing code.
  - c. Alternative Crossings Not Practical. The only potential alternative crossing of the West Fork of Quil Ceda Creek would be at the right-of-way of 103<sup>rd</sup> ST NE. While this may be a great third access point for the area, it would require significant investment in improvements to the existing 103<sup>rd</sup> ST NE and traffic flows would be limited by the rail crossing at 103<sup>rd</sup> ST NE and State Ave. Further, relying on this as an access point would increase traffic volumes west through existing neighborhoods as opposed to north through undeveloped areas.
2. **Plan Area Build Out & Future Collaboration**. Most of the master plan area along the 116<sup>th</sup> ST NE corridor has been developed with the master plan's intended commercial development and the primary intersection of 116<sup>th</sup> Street NE and 36<sup>th</sup> ST NE. Approximately 46% of the remaining developable portion of the master plan area (which lies to the south of 116<sup>th</sup> ST NE) is owned by the Tulalip Tribes. This is significant because while the city and Tribes are encouraged to collaborate in planning under GMA, it is not clear the degree to which the city's 2001 master plan involved such collaboration and, ultimately, the Tribe are not obligated by the master plan.
3. **Other Obsolete Buffer Requirements**. This 2001 master plan contains recommendations on critical areas and stream buffers that are similarly outdated and do not reflect current best available science. The City's existing critical areas ordinance and proper coordination between future developments in the master plan area and the Tulalip Tribes should be the preferred approach to ensuring appropriate protections, restoration, and enhancement of the West Fork of the Quil Ceda Creek.

In sum, the 116<sup>th</sup> Street Master Plan should be repealed and concurrent amendments made to the City's 2024 comprehensive plan to remove the area from maps and text as outlined in the accompanying form.

Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact me at any time.

Sincerely,



David Toyer  
President



# SEPA ENVIRONMENTAL CHECKLIST

## ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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.

## ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## ***Use of checklist for non-project proposals:***

For non-project proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NON-PROJECTS ACTION (PART D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements-that do not contribute meaningfully to the analysis of the proposal.

### ***A. Background***

1. Name of proposed project, if applicable:

[116<sup>th</sup> Street Master Plan Repeal](#)

2. Name of applicant:

[Keystone Land, LLC](#)

3. Address and phone number of applicant and contact person:

**APPLICANT:**

Keystone Land, LLC  
Attn: Joe Long  
13805 Smokey Point Blvd, #102  
Marysville, WA 98270  
425-268-6373  
joe@cornerstonehomes.com

**LAND USE CONSULTANT:**

Toyer Strategic Advisors, Inc.  
Attn: David Toyer, President  
3705 Colby Ave, Ste 1  
Everett, WA 98201  
425-344-1523  
david@toyerstrategic.com

4. Date checklist prepared:

February 26, 2026

5. Agency requesting checklist:

City of Marysville, WA

6. Proposed timing or schedule (including phasing, if applicable):

|                                              |                   |
|----------------------------------------------|-------------------|
| Application Submittal:                       | February 27, 2025 |
| Initial Review & Evaluation by City:         | TBD               |
| SEPA Notice/Decision:                        | TBD               |
| Planning Commission Review & Recommendation: | TBD               |
| Final Decision by City Council:              | TBD               |

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

SEPA Checklist                      *Prepared by Toyer Strategic Advisors, Inc.*

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.

There are no other pending proposals or applications we are aware of that would directly affect the area.

10. List any government approvals or permits that will be needed for your proposal, if known.

SEPA Decision, City Council Approval of Comprehensive Plan Text and Map Amendments

11. Give brief, complete description of your proposal, including the 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.)

The Applicant is seeking repeal of the 2001 "116th Street Master Plan" due to its obsolescence and conflict with the need for a north-south transportation corridor. This will involve concurrent amendments to the 2024 Marysville Comprehensive Plan to remove text and map references to the 116th Street Master Plan area.

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 topographic 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 related to this checklist.

Section 9, Township 30, Range 05  
Section 16, Township 30, Range 05

Map attached

B. ***Environmental Elements***

1. ***Earth***

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

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

33% to 40%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the City mapping, the area primarily consists of Loamy Sand and Fine Sandy Loam, as well as Loam in areas along the West Fork of the Quilceda Creek.

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

Some of the areas around the West Fork of the Quilceda Creek are mapped by the City as high susceptibility for liquefaction.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Not applicable. The subject proposal is a comprehensive plan map and text amendment and it does not propose grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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

No. The subject proposal is a non-project text and map amendment to the comprehensive plan.

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

Not applicable. The subject proposal is a comprehensive plan map and text amendment and it does not propose grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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

None proposed.

## **2. Air**

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Not applicable. The subject proposal is a comprehensive plan map and text amendment and it does not propose grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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

No.

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

None proposed.

## **3. Water**

a. Surface Water:

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.

Yes, the West Fork of the Quilceda Creek and some isolated Freshwater Forested/Shrub Wetlands.

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.

Not applicable. The subject proposal is a comprehensive plan map and text amendment and it does not propose grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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.

Not applicable.

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

No.

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

No.

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

No.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No.

- 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.

Not applicable.

c. Water runoff (including stormwater):

- 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.

Not applicable.

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

No.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

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

None proposed.

#### 4. Plants

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other  
☒ evergreen tree: fir, cedar, pine, other  
☒ shrubs  
☒ grass  
☐ pasture  
☐ crop or grain  
☐ Orchards, vineyards, or other permanent crops.  
☒ 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?

None. The subject proposal is a comprehensive plan map and text amendment and it does not propose

grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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

None that the Consultant is aware of.

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

None proposed.

- e. List all noxious weeds and invasive species known to be on or near the site.

None that consultant is aware of.

## 5. **Animals**

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other: mammals: deer, bear, elk, beaver, other:

rodents, coyotes

fish: bass, salmon (Coho, Chum), trout (Dolly Varden/Bull Trout), herring, shellfish,

other Steelhead

—

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

According to the Washington Department of Fish and Wildlife priority habitat and species mapping there are no threatened or endangered species on or near the site.

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

Yes. This site is generally located within the Pacific Flyway for migratory birds.

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

None proposed.

- e. List any invasive animal species known to be on or near the site.

No invasive animals are known to be on or near the site.

## 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.

None proposed. The subject proposal is a comprehensive plan map and text amendment and it does not propose grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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

No.

- 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:

None proposed.

## **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.

No.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None consultant is aware of.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable.

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

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

None proposed.

### **b. Noise**

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

Noise in the area is primarily generated from vehicle traffic on Interstate 5 (west), State Avenue (East), 116<sup>th</sup> ST NE (North) and BNSF Railway (East).

- 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.

None. The subject proposal is a comprehensive plan map a text amendment and it does not propose grading or filling. Any future development in the area would be required to get a project specific SEPA, as required by WAC 197-11 and city code.

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

None proposed

## **8. Land and Shoreline Use**

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Current use of the plan area includes commercial uses (retail, quick serve, hotel, etc.), mobile home park, residential homes on large lots and vacant land. Adjacent properties to the north are zoned Community Business and Neighborhood Residential R-4.5. Properties to the south are zoned Residential 4.5, and properties east of the railroad tracks are zoned General Commercial.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non forest use?

No..

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how.

No.

- c. Describe any structures on the site.

There are some existing residential and commercial structures located on properties within the plan area. They include big box retail, quick-serve and fast food restaurants, hotel, car wash, mobile homes, etc.

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

No.

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

Residential R-4.5  
Multifamily Medium R-18  
Community Business  
Mixed Use

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

Residential R-4.5  
Multifamily Medium R-18  
Community Business  
Mixed Use

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

Not applicable.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes. West Fork of the Quil Ceda Creek.

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



Not applicable.

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

Not applicable.

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

None proposed.

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

The existing 116<sup>th</sup> Street Master Plan is over 25 years old and obsolete. Repealing the plan will improve compatibility with existing land use and zoning designations.

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable/none proposed.

## **9. Housing**

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

None.

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

None.

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

None proposed.

## **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?

Not applicable.

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

Not applicable.

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

None proposed.

## **11. Light and Glare**

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

Not applicable.

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

No.

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

There are some streetlights in or near the area, but no off-site sources of light or glare are anticipated to be affected by this proposal.

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

None proposed.

## **12. Recreation**

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

There are no designated or informal recreation opportunities in the immediate vicinity.

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

No.

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

None proposed.

## **13. Historic and Cultural Preservation**

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The subject property has never been listed on any register.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

There are five sites in the area DAHP indicates were determined to be ineligible as a historic property. There are nine additional sites that have been identified but no determination has been made. for The area is shown on DAHP's WISAARD site as having Moderate to Very High Risk Archaeological Resources and future surveys are recommended.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Evaluated the DAHP's WISAARD predictive model. Individual future development proposals will need to assess potential impacts at the time of applicable.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None proposed.

#### **14. Transportation**

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

- 116<sup>th</sup> Street NE
- 36<sup>th</sup> Street NE
- 41<sup>st</sup> Street NE

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The nearest community transit bus stops are to the west (at Interstate 5) and east (on State Avenue).

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Not applicable.

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

No. However, future development in the area will need to provide roads and other transportation and pedestrian improvements in accordance with city standards.

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

Yes. The plan area is to the west of the BNSF railroad.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non passenger vehicles). What data or transportation models were used to make these estimates?

Not applicable. This is a non-project action to repeal an outdated master plan.

- g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

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

None proposed.

## 15. Public Services

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

No.

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

None proposed.

## 16. Utilities

- a. Utilities currently available at the site:  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other. . .

Water, sewer, natural gas, electricity, telephone/fiber, and trash services are currently available at or near the 116<sup>th</sup> Street corridor and along 36<sup>th</sup> and 41<sup>st</sup> Streets to the site.

- c. 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.

None proposed.

## 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:

Name of signee: David Toyer

Position and Agency/Organization: Toyer Strategic Advisors, Inc.

Date Submitted: February 27, 2026



## 116th Vicinity Map

Map Generated On: 02/26/2026



## *Supplemental for non-project actions* (Help)\_

**(IT IS NOT NECESSARY** to 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 elements 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 repeal of the outdated master plan will not be likely to increase discharges or produce noise. This action does not change the underlying land use or zoning designations.

Proposed measures to avoid or reduce such increases are: [None proposed.](#)

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

The proposed repeal of the outdated master plan is not likely to affect plants, animals, fish or marine life as the City has critical areas and other regulations that apply.

Proposed measures to protect or conserve plants, animals, fish, or marine life are: [None proposed.](#)

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

The proposal is not likely to deplete energy resources or natural resources as it is the repeal of a master plan and it does not affect the underlying land use designations or zoning.

Proposed measures to protect or conserve energy and natural resources are: [None proposed.](#) Any future development would be subject to applicable building and energy codes, which have recently been amended to include more stringent standards.

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 proposed master plan repeal would not directly affect any environmentally sensitive areas or areas designated for government protection. Local critical areas regulations extend to all sensitive areas and are applicable regardless of the underlying zoning.

Proposed measures to protect such resources or to avoid or reduce impacts are: [None proposed.](#)

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 master plan repeal is intended to help address planning for a needed transportation corridor to ensure future development occurs as intended by the underlying land use designation and zoning.

Proposed measures to avoid or reduce shoreline and land use impacts are: [None proposed.](#)

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

The proposed master plan repeal is not likely to increase demands on transportation or public services or utilities. The repeal of the plan will repeal a restriction that impacts the ability to provide two access points to the neighborhoods east of I-5 and west of State Avenue between 116<sup>th</sup> Street and 88<sup>th</sup> Street. This is essential to resolve long-term circulation concerns and adequate access to the area by emergency services. Any future site-specific development would be required to evaluate traffic, public services and utilities as part of a site-specific land use application.

Proposed measures to reduce or respond to such demand(s) are: **None proposed.**

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

The proposed repeal of the master plan is not anticipated to conflict with any local, state or federal laws or requirements for protection of the environment. Existing local, state and federal requirements would continue to apply.



# COMPREHENSIVE PLAN MAP AMENDMENT RESPONSE FORM

Community Development Department ♦ 80 Columbia Avenue ♦ Marysville, WA 98270  
 (360) 363-8100 ♦ (360) 651-5099 FAX ♦ Office Hours: Mon - Fri 7:30 AM - 4:00 PM

| SECTION A                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                         |                 |                       |                                    |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------|-----------------------|------------------------------------|-----------------|
| SECTION A MUST BE COMPLETED FOR ALL REQUESTED COMPREHENSIVE PLAN MAP AMENDMENTS                                                                                                                                                                                                                                                                                             |                                                                                                         |                 |                       |                                    |                 |
| <b>Indicate Requested Amendment:</b>                                                                                                                                                                                                                                                                                                                                        | <input type="checkbox"/> Land Use Map Designation <input checked="" type="checkbox"/> Both Map and Text |                 |                       |                                    |                 |
| <b>If a change to the written text is proposed, indicate Element, Section, and Policy Numbers.</b>                                                                                                                                                                                                                                                                          |                                                                                                         |                 |                       |                                    |                 |
| Repeal of the entirety of the 2001 "116 <sup>th</sup> Street Master Plan" due to obsolescence along with concurrent amendments to the 2024 Marysville Comprehensive Plan to remove text and map references to the 116 <sup>th</sup> Street Master Plan area.                                                                                                                |                                                                                                         |                 |                       |                                    |                 |
| <b>Property address, location or description.</b>                                                                                                                                                                                                                                                                                                                           | N/A                                                                                                     |                 | <b>Size (acres)</b>   | ~170 acres                         |                 |
| <b>Land Use Designation</b>                                                                                                                                                                                                                                                                                                                                                 | <b>Existing</b>                                                                                         | <b>Proposed</b> | <b>Zoning</b>         | <b>Existing</b>                    | <b>Proposed</b> |
|                                                                                                                                                                                                                                                                                                                                                                             | MFM                                                                                                     | MFM             |                       | R-18                               | R-18            |
| <b>How does the Comprehensive Plan land use map designation you are seeking relate to the designation and use of surrounding properties? Provide a map with this information.</b>                                                                                                                                                                                           | <b>North</b>                                                                                            |                 |                       |                                    |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>Land Use Designation</b>                                                                             |                 | <b>Current Zoning</b> | <b>Current Use of Property</b>     |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | CB                                                                                                      |                 | CB                    | Residential, commercial and vacant |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>South</b>                                                                                            |                 |                       |                                    |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>Land Use Designation</b>                                                                             |                 | <b>Current Zoning</b> | <b>Current Use of Property</b>     |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | SFH                                                                                                     |                 | R-4.5                 | Residential, commercial and vacant |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>East</b>                                                                                             |                 |                       |                                    |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>Land Use Designation</b>                                                                             |                 | <b>Current Zoning</b> | <b>Current Use of Property</b>     |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | GC                                                                                                      |                 | GC                    | Residential, commercial and vacant |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>West</b>                                                                                             |                 |                       |                                    |                 |
|                                                                                                                                                                                                                                                                                                                                                                             | <b>Land Use Designation</b>                                                                             |                 | <b>Current Zoning</b> | <b>Current Use of Property</b>     |                 |
|                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                         |                 |                       | Residential, commercial and vacant |                 |
| SECTION B                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                         |                 |                       |                                    |                 |
| <b>SECTION B REQUIRES WRITTEN RESPONSES TO THE REZONE CRITERIA SET FORTH IN MMC 22G.010.440. PURSUANT TO MMC SECTION 22G.010.440, "A REZONE RECLASSIFICATION SHALL ONLY BE GRANTED IF THE APPLICANT DEMONSTRATES THAT THE PROPOSAL IS CONSISTENT WITH THE COMPREHENSIVE PLAN AND APPLICABLE FUNCTIONAL PLANS AND COMPLIES WITH THE FOLLOWING CRITERIA" SET FORTH BELOW.</b> |                                                                                                         |                 |                       |                                    |                 |
| <b>There is a demonstrated need for additional zoning as the type proposed. Please describe.</b>                                                                                                                                                                                                                                                                            |                                                                                                         |                 |                       |                                    |                 |
| Not applicable. The repeal of the Master Plan will not impact the underlying existing designations.                                                                                                                                                                                                                                                                         |                                                                                                         |                 |                       |                                    |                 |
| <b>The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties. Please describe.</b>                                                                                                                                                                                                                                          |                                                                                                         |                 |                       |                                    |                 |
| Not applicable. Repeal of the Master Plan will not impact the existing uses and zoning.                                                                                                                                                                                                                                                                                     |                                                                                                         |                 |                       |                                    |                 |
| <b>There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification. Please describe in detail.</b>                                                                                                                                                                                   |                                                                                                         |                 |                       |                                    |                 |
| Much of the 116 <sup>th</sup> Street Master Plan Area (especially the corridor along 116 <sup>th</sup> Street) has been developed, the plan is over 25 years old, future land use needs of the City have changed and the aggregation of ownership of the remaining undeveloped parcels is substantially different.                                                          |                                                                                                         |                 |                       |                                    |                 |



**The property is practically and physically suited for the uses allowed in the proposed zone reclassification. Please describe.**

Not applicable. The repeal of the Master Plan does not affect the zoning classifications.

### SECTION C

**SECTION C REQUIRES WRITTEN RESPONSES TO SUPPLEMENTAL QUESTIONS THAT ADDRESS THE NEED FOR, AND BENEFITS AND IMPACTS OF, THE PROPOSED LAND USE DESIGNATION CHANGE AND ASSOCIATED REZONE.**

**Does the proposed land use designation promote a more desirable land use pattern for the community as a whole? Will the proposed land use designation be in the long-term best interest of the community?**

Repeal of the Master Plan will not affect the future land use pattern as it will not change the underlying zoning. The plan is approximately 25 years old and elements of the plan conflict with the ability to develop remaining land consistent with the existing zones established by the city.

**What impacts would the proposed land use designation have on the current use of other properties in the vicinity, and what measures should be taken to ensure compatibility between the subject property and surrounding properties and uses?**

There is no impact to the underlying land use designations of the properties in the Master Plan area.

**Would the proposed land use designation create the need for, or cause direct or indirect pressure for, a change in the land use designations of surrounding properties? If so, would the change in the land use designations for surrounding properties be in the long-term best interests of the community?**

No, the underlying land use designations will not change as a result of the repeal.

**Describe the proposal's overall consistency with the 2024 Marysville Comprehensive Plan policies.**

Consistent with Policies LU 1.4 as this is citizen initiated; LU 1.5 as this will support infill development in that area prior to UGA expansion; LU 1.9 as it preserves property rights; LU 3.4 as it will encourage infill development near the 116<sup>th</sup> Street corridor, Goal LU 5 as city has design standards in place for residential and commercial development and 116<sup>th</sup> master plan shouldn't conflict with residential design standards; Goal LU 7 and Policies LU 7.4 and LU 7.5 as it will support future residential development; Goal HS 1 and Policies LU HS 1.1, 1.2, 1.3, and 1.5 as it will encourage development of needed housing by removing conflicts between the old plan and current zoning and development standards; Goal HS 5 and Policy HS 5.1 as it will remove requirements that impact the cost of developing housing; and Policy T 2.6 as it will support future development that will facilitate needed transportation improvements.

## SECTION D

**SECTION D MUST BE COMPLETED WHEN A CHANGE TO THE TEXT OF THE COMPREHENSIVE PLAN IS NECESSARY IN ORDER TO SUPPORT THE PROPOSED CHANGE IN LAND USE DESIGNATION AND REZONE.**

**Indicate how the text of the Comprehensive Plan is proposed to be changed including the language that is proposed to be added or removed from the text.**

At a minimum, repeal the 116<sup>th</sup> Street Master Plan in its entirety, amend the Land Use Element/Chapter of the comprehensive plan as follows: remove the master plan area from the map on page 33; remove references to the 116<sup>th</sup> Street Master Plan on pages 45 and 65; and delete page 66 or amend the text to remove specific reference to the 116<sup>th</sup> Street master plan.

**Is the proposed change to the Comprehensive Plan text intended to be the basis for a change to existing City regulations, to create new regulations, or to eliminate existing regulations? If the answer is 'yes', which regulations would be impacted, or what type of new regulations are proposed?**

No.

**Describe in detail the circumstances that have changed since the adoption of the most recent Comprehensive Plan update in September 2015 that warrant the change to the Comprehensive Plan text which you are seeking.**

Property ownership in the area has changed and some development/redevelopment of a portion of this master plan area may not occur as intended in this +25 year old plan.

**Does the proposed change in policy promote a more desirable growth pattern or outcome for the community as a whole? Describe in detail.**

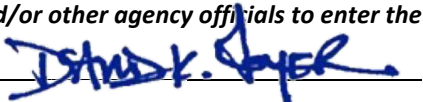
This change will not affect the ultimate development of the subject area as the underlying land use designations, zoning and city design standards will continue to apply.

**Is the proposed policy change consistent with, or does it conflict with, existing Comprehensive Plan policies or the policies of other plans? Explain in detail.**

No.

*I certify that I am the owner or owner's authorized agent. If acting as an authorized agent, I further certify that I am authorized to act as the Owners agent regarding the property at the above-referenced address for the purpose of filing applications for decision, permits, or review under the Unified Development Code, applicable Marysville Municipal Codes and Comprehensive Plan, and I have full power and authority to perform on behalf of the Owner all acts required to enable the City to process and review such applications.*

*I certify that the information on this form is true and correct and that the applicable requirements of the City of Marysville, RCW and the State Environmental Policy Act (SEPA) will be met. I grant permission for City employees, agents of the City and/or other agency officials to enter the subject property (if applicable), for the purpose of site inspection.*



Owner or Owner's Authorized Agent

02/27/2026

Date



# 116th Vicinity Map

Map Generated On: 02/26/2026

## Legend

Cadastral

Parcels



Aerial Imagery

Road Labels (white)

Aerial 2024

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3



Snohomish County Planning and Development Services (PDS)

0 400 800  
ft

Scale 1 : 11000

All maps, data, and information set forth herein ("Data"), are for illustrative purposes only and are not to be considered an official citation to, or representation of, the Snohomish County Code. Amendments and updates to the Data, together with other applicable County Code provisions, may apply which are not depicted herein. Snohomish County makes no representation or warranty concerning the content, accuracy, currency, completeness or quality of the Data contained herein and expressly disclaims any warranty of merchantability or fitness for any particular purpose. All persons accessing or otherwise using this Data assume all responsibility for use thereof and agree to hold Snohomish County harmless from and against any damages, loss, claim or liability arising out of any error, defect or omission contained within said Data.



COMMUNITY DEVELOPMENT DEPARTMENT  
501 Delta Avenue ♦ Marysville, WA 98270  
360.363.8000

March 13, 2026

Joe Long  
Keystone Lane, LLC  
13805 Smokey Point Boulevard, #102  
Marysville, WA 98271

David Toyer  
Toyer Strategic Advisors  
3705 Colby Avenue, Suite 1  
Everett, WA 98201

**Re: CPA26-0002 116<sup>TH</sup> Street Master Plan Repeal – Complete Application  
Comprehensive Plan Amendment**

---

Dear Joe and David,

The Community Development Department has reviewed the above-referenced application and determined the application **complete** on March 13, 2026. Any additional information/items that are needed will be requested after all associated departments and local agencies have had an opportunity to review the proposal.

If you have any questions regarding this application, please contact me at [agemmer@marysvillewa.gov](mailto:agemmer@marysvillewa.gov), or by phone at 360-363-8240.

Sincerely,

*Angela Gemmer*

**Angela Gemmer**  
Planning Manager



# Everett Daily Herald

## Affidavit of Publication

State of Washington }

County of Snohomish } ss

Michael Gates being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the Everett Daily Herald a daily newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of 'the first publication of the Notice hereinafter referred to, published in the English language continually as a daily newspaper in Snohomish County, Washington and is and always has been printed in whole or part in the Everett Daily Herald and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Snohomish County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of EDH1028504 NOA CPA26-0002 as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 03/26/2026 and ending on 03/26/2026 and that said newspaper was regularly distributed to its subscribers during all of said period.

The amount of the fee for such publication is \$113.64.

Subscribed and sworn before me on this  
27th day of March,  
2026.

Randie P

Notary Public in and for the State of  
Washington.

COMM DEVEL - CITY OF MARYSVILLE | 88522148  
STACY JONES





## MARYSVILLE

CITY OF MARYSVILLE  
NOTICE OF APPLICATION

File Number: CPA26-0002  
Project Title: 116th Street Master Plan Repeal  
Applicant: Joe Long  
Keystone Land, LLC  
13805 Smokey Point Boulevard, #102  
Marysville, WA 98271  
Project Contact: David Toyer  
Toyer Strategic Advisors  
3705 Colby Avenue, Ste. 1  
Everett, WA 98201

Project Location: The 116th Street Master Plan Area is generally located south of 118th Place NE, west of State Avenue, north of 104th Street NE, and east of Interstate 5

Date of Completeness: March 13, 2026

**NOTICE IS HEREBY GIVEN THAT AN APPLICATION WAS MADE FOR THE FOLLOWING PROPOSAL:**

Request to repeal the 116th Street Master Plan, which was adopted on May 14, 2001, and contains many provisions that have either already been implemented or are obsolete. The 116th Street Master Plan includes provisions for access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the 116th Street Master Plan were constructed prior to, or concurrent with, commercial development along 116th Street NE; however, certain road network requirements south of 116th Street NE may be retained or modified as appropriate. Similarly, stormwater facilities proposed within the 116th Street Master Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the 116th Street Master Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC.

SEPA Review: Based on the submitted application and available information, the City anticipates issuing an (M)DNS for this proposal, and the optional (M)DNS process as specified in WAC 197-11-355 is being utilized. Consequently, this may be the only opportunity to comment on the environmental impacts of this proposal. This proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of the subsequent SEPA threshold determination for the proposal may be obtained upon request. A decision on this application will be made within 120 days from the date of completeness.

Existing Environmental Documents: State Environmental Policy Act (SEPA) Environmental Checklist.

Public Comment Period: Written comments must be submitted to the contact person listed below by 5:00 PM on April 24, 2026.

Document Availability: To view application materials visit - <https://publicportal.marysvillewa.gov/WebLink/>

Click on Planning Search link and enter File Number CPA26-0002 in the "CD - Project Number" field

ANY PERSON HAS THE RIGHT TO RECEIVE NOTICE,  
PARTICIPATE IN ANY HEARINGS, REQUEST A COPY OF THE  
FINAL DECISION AND APPEAL THE DECISION AS PROVIDED  
BY LAW.

For project information or to become a party of record, please contact:

Angela Gemmer, Planning Manager  
360.363.8240 or [agemmer@marysvillewa.gov](mailto:agemmer@marysvillewa.gov)  
Published: March 26, 2026.

EDH1028504



## REQUEST FOR REVIEW COMMENTS

**DATE:** 4/21/2026  
**TO:** Angela Gemmer, Planning Manager  
**FROM:** Jesse L. Hannahs, P.E., City Traffic Engineer  
**RE:** CPA 26-0002 – 116th ST Master Plan  
**STATUS:** CORRECTIONS REQUIRED

---

The following comments are provided following review of the provided materials for the proposed rescission of the 116<sup>th</sup> Street Master Plan.

- 1) Rescission would require establishment of proposal for planned public roadway network north of 88<sup>th</sup> ST NE, east of I-5, south of 116<sup>th</sup> ST NE and west of State Ave including both arterial and collector/residential roadways.
- 2) Of critical importance to area citizens/residents based upon past public meetings are emergency access (2<sup>nd</sup> access to neighborhoods), traffic congestion (as related to neighborhood access), maintaining neighborhood aesthetics and wildlife, maintaining traffic safety of low volume roadways and access to public utilities.
- 3) Providing secondary access could be challenging when accounting for presence of critical areas impeding access additions and when considering citizen/resident priorities, particularly maintaining low volume roadways given that providing additional access points would increase neighborhood connectivity potentially increasing neighborhood cut-through traffic.
- 4) If secondary access to neighborhoods is recommended, care should be taken to designate proposed roadway routes, including potential Quilceda Creek bridge alignments to provide circuitous connections that do not encourage significant neighborhood cut-through traffic volumes.
  - a. Alternatively, secondary access could be considered to provide access only for emergency services with locked gate.
- 5) Given EDDS threshold for Arterial Roadway traffic volumes, designation of roadways as arterials is likely required if neighborhoods are connected when secondary access(es) are provided. Existing public roadways, specifically roadway network through existing neighborhood north of 88<sup>th</sup> ST NE, would likely be insufficient and pose a public safety risk considering potential traffic volumes and prevalence of private driveways without mitigating measures such as two-way left turn lanes, curb/gutter and/or non-invasive traffic calming measures such as speed radar signs, etc.

- 6) Property ownership of parcels, specifically south of 116<sup>th</sup> ST NE and east of Quilceda Creek could provide for challenges in construction of desirable roadway network.
- 7) Existing intersection of 41<sup>st</sup> DR NE & 116<sup>th</sup> ST NE, given proximity to BNSF railway and State Ave should strongly be considered for future full closure with rerouting on traffic fully to extension of 38<sup>th</sup> DR NE. At most a right-in and/or right-out only intersection should be considered with installation of hard channelization such as porkchop island and/or arterial c-curbing on eastbound right turn only lane line.
- 8) Roadway Connection Alternative Concepts:
  - a. Extend 38<sup>th</sup> DR NE from existing southern terminus to south including Quilceda Creek bridge crossing and connection to 88<sup>th</sup> ST NE via 35<sup>th</sup> Ave NE. (Option preferred by Engineering Services & Community Development staff present for 4/15/2026 meeting)
  - b. Extend 38<sup>th</sup> DR NE from existing southern terminus to south connecting into 104<sup>th</sup> ST NE west of State Ave. (Option would not enable establishment of secondary access to existing neighborhood north of 88<sup>th</sup> ST NE.)
  - c. Extend 38<sup>th</sup> DR NE from existing southern terminus to south including Quilceda Creek bridge crossing and connection to 88<sup>th</sup> ST NE via 35<sup>th</sup> Ave NE and connect into 104<sup>th</sup> ST NE west of State Ave. (Option would provide for an alternative arterial roadway system with significant traffic cut-through of existing neighborhoods and necessitate signalization of the intersection of State Ave & 104<sup>th</sup> ST NE including BNSF railway signal interconnection.)
- 9) Roadway connection(s) requiring designation as arterial roadway(s) should be constructed per EDDS Standard Plan 3-201-003 or 3-201-005.
- 10) Given that secondary access into existing neighborhood(s) would not serve as significant roadway connection providing benefit to citywide transportation mobility but serve principally as a means to enable potential land development, any proposed roadway connections would not be recommended to be included within the Transportation Impact Fee (TIF) calculation and thus not subject to TIF credits for construction by developers.
- 11) Rescission of the 116<sup>th</sup> Street Master Plan would subsequently require an amendment to the Transportation Comprehensive Plan to provide necessary direction for implementation of the roadway network necessary to serve existing neighborhoods and future developments north of 88<sup>th</sup> ST NE, east of I-5, south of 116<sup>th</sup> ST NE and west of State Ave. Public input should be sought early and often during the process Transportation Comprehensive Plan Amendment process.



# THANK YOU

We have received your amendment submission. Please allow 1-3 business days for review. Please keep the Submittal ID as your receipt and for any future questions. We will also send an email receipt to all contacts listed in the submittal.

## Submittal ID: 2026-S-13050

**Submittal Date Time:** 07/15/2026

### Submittal Information

|                       |                                            |
|-----------------------|--------------------------------------------|
| <b>Jurisdiction</b>   | City of Marysville                         |
| <b>Submittal Type</b> | 60-day Notice of Intent to Adopt Amendment |
| <b>Amendment Type</b> | Comprehensive Plan Amendment               |

### Amendment Information

#### Brief Description

Repeal of the 116th Street Master Plan, which was adopted on May 14, 2001, and contains many provisions that have either already been implemented or are obsolete. References within the Comprehensive Plan to the 116th Street Master Plan are also proposed to be removed. Limited amendments to maps within the Transportation Plan (Element) will occur to show the proposed 38th Drive NE Extension.

☐ Yes, this is a part of the 10-year periodic update schedule, required under RCW 36.70A.130.

**Planning Commissions Date** 07/28/2026

**City Council Date** 09/14/2026

**Anticipated/Proposed Date of Adoption** 09/14/2026

### Categories

| Submittal Category |
|--------------------|
| Annual Docket      |
| Comprehensive Plan |
| Subarea Plans      |

### Attachments

| Attachment Type                      | File Name                                 | Upload Date         |
|--------------------------------------|-------------------------------------------|---------------------|
| Comprehensive Plan Amendment - Draft | E002 - Project Narrative - CPA26-0002.pdf | 07/15/2026 10:43 PM |

Contact Information

Prefix

First Name

Last Name

Title

Work

Cell

Email

Ms.

Angela

Gemmer

Interim CD Director

(360) 363-8240

agemmer@marysvillewa.gov

☐ Yes, I would like to be contacted for Technical Assistance.

Certification

☒ I certify that I am authorized to submit this Amendment for the Jurisdiction identified in this Submittal and all information provided is true and accurate to the best of my knowledge.

Full Name

Email

Angela Gemmer

agemmer@marysvillewa.gov

## NOTICE OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION

Notice is hereby given that an open record public hearing will be held before the Planning Commission on **Tuesday, July 28, 2026 at 6:30 PM** to consider the following proposals:

---

**File Number:** CPA26-0002

**Project Title:** 116<sup>th</sup> Street Master Plan Repeal

**Applicant:** Joe Long  
Keystone Land, LLC  
13805 Smokey Point Boulevard, #102  
Marysville, WA 98271

**Project Location:** Non-project action; however, the 116<sup>th</sup> Street Master Plan Area is generally located south of 118<sup>th</sup> Place NE, west of State Avenue, north of 104<sup>th</sup> Street NE, and east of Interstate 5.

**Proposal:** Request to repeal the 116<sup>th</sup> Street Master Plan, which was adopted on May 14, 2001, and contains many provisions that have either already been implemented or are obsolete. References within the Comprehensive Plan to the 116<sup>th</sup> Street Master Plan are also proposed to be removed. The 116<sup>th</sup> Street Master Plan includes provisions for access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the 116<sup>th</sup> Street Master Plan were constructed prior to, or concurrent with, commercial development along 116<sup>th</sup> Street NE; however, a north-south extension of 38<sup>th</sup> Drive NE south of 116<sup>th</sup> Street NE will be retained within the City's Transportation Plan. Similarly, stormwater facilities proposed within the 116<sup>th</sup> Street Master Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the 116<sup>th</sup> Street Master Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC.

---

**File Number:** CA26-0003

**Project Title:** Sign Code Variance Amendments

**Proponent:** City of Marysville

**Project Location:** Non-project action. Standards apply city-wide.

**Proposal:** MMC Chapter 22C.160 Signs, contains provisions for sign variances. A sign variance is a deviation from standard sign code requirements that merit relief from the general sign code provisions. Currently, MMC 22C.160.300, Variances, of the sign code includes a variance criterion that does not allow a variance to be granted to increase the number of signs allowed on a property. The variance criteria in the sign code are proposed to be amended to allow a variance for the number of signs in certain circumstances.

**Staff Contact:** Angela Gemmer, Interim Community Development Director  
360.363.8240 or [agemmer@marysvillewa.gov](mailto:agemmer@marysvillewa.gov)

**Public Hearing Location:** 501 Delta Avenue (2<sup>nd</sup> Floor Council Chambers)

**Public Comment Period:** Written comments must be submitted to the contact person listed above by **4:30 PM** on **July 27, 2026**.

**Document Availability:** <https://www.marysvillewa.gov/1375/Digital-Records-Center> Planning Search – Type in File Number Listed Above

The Planning Commission meeting is a **hybrid** meeting which you are welcome to attend in person or via Teams. Anyone wishing to provide verbal public comment is requested to pre-register by contacting the Staff Contact for the agenda item outlined above by **4 PM** on **Monday, July 27, 2026**. Those providing verbal public comment will need to provide their name, address, e-mail and phone number for the public record.

**Hybrid Meeting Link, Agenda and Packet:**  
<https://www.marysvillewa.gov/1366/Council-meeting-agendas-and-minutes>

**SPECIAL ACCOMMODATIONS:** The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact the City Clerk's office at 360.363.8000 or 1.800.833.6384 (Voice Relay), 1.800.833.6388 (TDD Relay) two business days prior to the meeting date if any special accommodations are needed for this meeting.

## DETERMINATION OF NON-SIGNIFICANCE (DNS)

Community Development Department ♦ 501 Delta Avenue ♦ Marysville, WA 98270  
 Office Hours: Mon - Fri 8:00 AM - 4:30 PM ♦ Phone: (360) 363-8000

| PROJECT INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------------------------------|
| <b>Project Title</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 116 <sup>th</sup> Street Master Plan Repeal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>File No.</b>                       | CPA26-0002                                                           |
| <b>Project Description</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Request to repeal the 116 <sup>th</sup> Street Master Plan, which was adopted on May 14, 2001, and contains many provisions that have either already been implemented or are obsolete. References within the Comprehensive Plan to the 116 <sup>th</sup> Street Master Plan are also proposed to be removed. The 116 <sup>th</sup> Street Master Plan includes provisions for access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the 116 <sup>th</sup> Street Master Plan were constructed prior to, or concurrent with, commercial development along 116 <sup>th</sup> Street NE; however, a north-south extension of 38 <sup>th</sup> Drive NE south of 116 <sup>th</sup> Street NE will be retained within the City's Transportation Plan. Similarly, stormwater facilities proposed within the 116 <sup>th</sup> Street Master Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the 116 <sup>th</sup> Street Master Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC. |                                       |                                                                      |
| <b>Project Location</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Non-project action; however, the 116 <sup>th</sup> Street Master Plan Area is generally located south of 118 <sup>th</sup> Place NE, west of State Avenue, north of 104 <sup>th</sup> Street NE, and east of Interstate 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       |                                                                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>APPLICANT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>PROJECT CONTACT</b>                |                                                                      |
| <b>Name</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Joe Long, Keystone Land, LLC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | David Toyer, Toyer Strategic Advisors |                                                                      |
| <b>Address</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 13805 Smokey Point Boulevard #102                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3705 Colby Avenue, Suite 1            |                                                                      |
| <b>City, State, ZIP</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Marysville, WA 98271                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Everett, WA 98201                     |                                                                      |
| THRESHOLD DETERMINATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |                                                                      |
| <p>The City of Marysville, acting as lead agency, has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is NOT required under RCW 43.21C.030(2)(c). This decision was made after review by the City of Marysville of a completed environmental checklist and other information on file with this agency. This information is available for public review upon request.</p> <p>This <b>DNS</b> is issued under WAC 197-11-340; the lead agency will not act on this proposal for 14-days from the date below.<br/> <b>Comments must be submitted by August 5, 2026</b></p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |                                                                      |
| APPEALS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |                                                                      |
| <p>This DNS may be appealed pursuant to the requirements of MMC 22E.030.180. There is a 15-day appeal period on the DNS that commences from the date the DNS was issued. Any appeal must be addressed to the responsible official, accompanied by a filing fee of \$500.00, and be filed in writing at the City of Marysville Community Development Department, 501 Delta Avenue, Marysville, WA 98270.</p> <p><b>The appeal must be received by 4:30 p.m., August 6, 2026. The appeal must contain the items set forth in MMC 22G.010.540.</b></p>                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |                                                                      |
| SEPA CONTACT / RESPONSIBLE OFFICIAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       |                                                                      |
| <b>Name</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Angela Gemmer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Title</b>                          | Interim CD Director                                                  |
| <b>Phone</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 360.363.8240                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Email</b>                          | <a href="mailto:agemmermarysvillewa.gov">agemmermarysvillewa.gov</a> |



Angela Gemmer, Interim CD Director

July 22, 2026

Date

## NOTICE OF MITIGATED DETERMINATION OF NON-SIGNIFICANCE

**File Number:** CPA26-0002

**Project Title:** 116<sup>th</sup> Street Master Plan Repeal

**Applicant:** Joe Long, Keystone Land

**Project Contact:** David Toyer, Toyer Strategic Advisors

**Project Location:** Non-project action; however, the 116<sup>th</sup> Street Master Plan is generally located south of 118<sup>th</sup> Place NE, west of State Avenue, north of 104<sup>th</sup> Street NE and east of Interstate 5.

**APN:** Non-project action; however, the 116<sup>th</sup> Street Master Plan encompasses numerous tax parcels within the master plan boundaries noted above.

**Lead Agency:** City of Marysville – Community Development Department

**Project Description:** Request to repeal the 116<sup>th</sup> Street Master Plan, which was adopted on May 14, 2001, and contains many provisions that have either already been implemented or are obsolete. References within the Comprehensive Plan to the 116<sup>th</sup> Street Master Plan are also proposed to be removed. The 116<sup>th</sup> Street Master Plan includes provisions for access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the 116<sup>th</sup> Street Master Plan were constructed prior to, or concurrent with, commercial development along 116<sup>th</sup> Street NE; however, a north-south extension of 38<sup>th</sup> Drive NE south of 116<sup>th</sup> Street NE will be retained within the City’s Transportation Plan. Similarly, stormwater facilities proposed within the 116<sup>th</sup> Street Master Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the 116<sup>th</sup> Street Master Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC.



**Project Documents:** <https://publicportal.marysvillewa.gov/WebLink/Welcome.aspx?dbid=0&repo=CoM>

**SEPA Threshold Determination:** The lead agency has determined that this proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is NOT required under RCW 43.21C.030(2)(c). This decision was made after review by the City of Marysville of a completed environmental checklist and other information on file with this agency. This information is available for public review upon request.

**Public Comment Period:** This DNS is subject to a 14-day comment period. Written comments may be submitted by mail or e-mail to the lead agency’s SEPA contact person. Comments must be received by **August 5, 2026**.

**Appeals:** This DNS may be appealed pursuant to the requirements of MMC 22E.030.180. Any appeal must be accompanied by a filing fee as prescribed by MMC 22G.030 and be filed in writing at the City of Marysville

Community Development Department, 501 Delta Avenue, Marysville, WA 98270. The appeal must be received by 4:30 p.m., by **August 6, 2026**. The appeal must contain the items set forth in MMC 22G.010.550.

**SEPA Contact:** Angela Gemmer, Interim CD Director  
(360) 363-8240  
[agemmer@marysvillewa.gov](mailto:agemmer@marysvillewa.gov)

**Date Issued:** July 21, 2026

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**THIS NOTICE IS NOT TO BE REMOVED CONCEALED OR DESTROYED**

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# **City of Marysville**

## **Final 116<sup>th</sup> Street NE Planning Area Master Plan**

**May 14, 2001**





## ACKNOWLEDGEMENTS

This Master Plan was prepared under the direction and guidance of the Mayor, City Council, Planning Commission, and City Staff, as well as the input of interested citizens and property owners.

### **Mayor**

David Weiser

### **City Council**

Shirley Bartholomew

Jim Brennick

Normajean Dierck

Mike Leighan

Donna Pedersen

Suzanne Smith

John Soriano

### **Planning Commission**

John Carroll

Becky Foster

Steve Mueller

Rod Reed

Bill Roberts

Dave Voigt

George Wilcox

### **City Staff**

Dave Zabell, City Administrator

Gloria Hirashima, Planning Director

Owen Carter, City Engineer

Robin Nelson, City Engineer

Eric Thompson, Senior Planner/Program Engineer

### **Consultant Team**

Adolfson Associates, Inc., Sensitive Areas

Bucher, Willis & Ratliff Corporation, Project Management,

Public Participation, Land Use, Transportation

Hammond Collier Wade Livingstone, Utilities

Hough, Beck & Baird, Master Plan Design, Landscaping



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## I. Executive Summary

The 116<sup>th</sup> Street NE Planning Area is located between I-5 and State Avenue in the City of Marysville, primarily between 116<sup>th</sup> Street NE and 108<sup>th</sup> Street extended. The Planning Area includes over 170 acres, composed of over 50 different parcels, ranging in size from less than 1 acre to 30 acres.

Property in the Planning Area is currently zoned Rural Use, Single-Family, Neighborhood Business, and Freeway Service, but has been designated in the City's Comprehensive Plan as Mixed Use, Multi-Family, Freeway Service, and Commercial Business. Zoning to implement the Comprehensive Plan designation on all parcels except those zoned Freeway Service was made contingent upon adoption of a Master Plan by the City of Marysville. Without a Master Plan, the parcels would be limited in their development potential to the current zoning.

At the request of the affected property owners, the City initiated a Master Planning process for the 116<sup>th</sup> Street NE Planning Area. The City advertised for statements of qualifications and ultimately selected a consultant team lead by Bucher, Willis & Ratliff Corporation (BWR) to work with affected property owners, neighbors, interested parties, the City Planning Commission, City Staff, and the City Council to prepare a Master Plan. BWR served as the Project Manager and conducted the traffic analysis; other team members included Hough Beck & Baird, Landscape Architects; Adolfson Associates, Inc., Environmental Consultants; and, Hammond Collier Wade Livingstone, Utilities Consultants.

The consultant team analyzed the existing conditions and development potential of the Planning Area and prepared three alternative development scenarios. After public review and comment, the City Council, acting upon a Planning Commission recommendation, selected a preferred alternative that became the basis for the Master Plan. Key attributes of the Master Plan include:

- A single, signalized intersection on 116<sup>th</sup> Street NE to provide access to both the northern and southern portions of the Planning Area
- Flexibility in locating the new intersection within a designated corridor to accommodate existing and future land uses
- Planning to accommodate the widening of 116<sup>th</sup> Street NE to five lanes and limiting turning movements onto 116<sup>th</sup> Street NE in accordance with an approved Access Management Plan
- Preservation of the existing railroad spurs for future use by the Tulalip Tribes
- Encouragement to develop shared stormwater detention facilities with priority consideration given to the use of drainage/biofiltration swales in road, open space, and landscape design
- Provisions for a 125-foot sensitive area buffer and a 75-foot management zone or expanded buffer to provide protection for all streams and associated wetlands
- Signage and landscaping to be provided in accordance with a common plan and standards.

The Master Plan site is characterized by a diversity of property owners, each with varying degrees of interest in developing, selling, and/or holding their property. Before individual developments can be submitted for City review and approval, the private property owners as a group will need to make a number of decisions about the provision of necessary public services. The most critical of these decisions is the alignment of the Central Boulevard. Once this decision is made, the design and engineering of all other public facilities can be made, and plans for the financing of the improvements finalized. Therefore, this Master Plan includes a time limit: The property owners must agree upon the alignment of the Central Boulevard within 6 months of the approval of a development proposal(s) that triggers the installation of the single, signalized intersection on 116<sup>th</sup> Street NE. Failure to do so will result in the Master Plan being referred to the Planning Commission for recommendation of a roadway alignment to the City Council.

## II. Opportunities and Constraints

### Geographic Boundaries

The 116<sup>th</sup> Street NE Planning Area ("Master Plan area") is located between I-5 and State Avenue in the City of Marysville, primarily between 116<sup>th</sup> Street NE and 108<sup>th</sup> Street NE extended. The Planning Area includes over 170 acres, composed of over 50 different parcels ranging in size from less than 1 acre to 30 acres. In response to comments received during the preparation of the Master Plan, the original boundaries have been modified. The area west of Quilceda Creek has been removed from the Master Plan area and as a result, will retain its existing single-family residential zoning. In addition, 9 parcels currently zoned Single Family Medium Density fronting 36<sup>th</sup> Drive NE and these parcels currently zoned Freeway Service have been added to the Master Plan area. A request to amend the Comprehensive Plan to designate these residential properties Commercial Business and Freeway Service is currently under review by the City and favorable consideration is expected. **Figure 1** displays the revised boundaries of the Master Plan area.

### Land Use Patterns

The Marysville Comprehensive Plan includes the 116<sup>th</sup> Street NE Master Plan area in Planning Area No. 8 - Marshall/Kruse, currently characterized as follows:

The Marshall/Kruse Planning Area is defined primarily by branches of the Quilceda and the railroad. The railroad helped create this area, since Kruse was a railroad stop since at least the beginning of the [20<sup>th</sup>] century. The railroad no longer stops here, but the Interstate 5 interchange replaces the railroad in giving this neighborhood distinction for both residents and passersby. There is little commercial activity associated with this interchange; the neighborhood is instead defined by single-family subdivisions.

Much of the property within the Master Plan area is currently vacant or underdeveloped. There are three mobile home parks within the boundaries of the Master Plan along with scattered, single-family residences, and a few commercial uses. Surrounding land uses include a residential subdivision located in a small pocket of unincorporated Snohomish County to the south, and residential subdivisions to the north. To the west, the Master Plan area is bordered by Quilceda Creek and I-5, and to the east by State Avenue.

### Comprehensive Plan Land Use Designations and Zoning

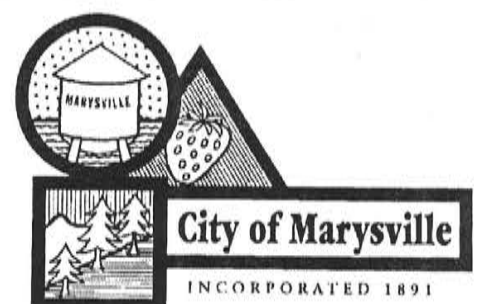
The Master Plan property is currently zoned Rural Use, Single Family, Neighborhood Business, and Freeway Service, but has been designated in the City's Comprehensive Plan as Mixed Use, Multi-family, Freeway Service, and Commercial Business. Zoning to implement the Comprehensive Plan designation on all parcels except those zoned Freeway Service was made contingent upon the adoption of a Master Plan by the City of Marysville. Without a Master Plan, parcels would be limited in their development potential to the current zoning.

Beginning at the north end of the planning area and moving through the planning area to the south, current zoning adopted in the September 1999 Zoning Map indicates:

- North of 116<sup>th</sup> Street NE is Freeway Service and Single Family High-Density with approximately 9 parcels fronting 36<sup>th</sup> Drive NE zoned Single Family Medium-Density.



PLANNING AREA BOUNDARIES  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 1





- Immediately south of 116<sup>th</sup> Street NE, the property is zoned Single Family High Density with Neighborhood Business at the intersection with 37<sup>th</sup> Avenue.
- Further south is land owned by the Tulalip Tribes and property zoned Single Family Medium Density and Rural Use.

It is important to note, however, that development of parcels currently zoned Freeway Service is not contingent upon adoption of this Master Plan, and the property owner may submit a development application in accordance with City development regulations at any time.

### **Environmentally Sensitive Areas**

There are several environmental conditions that could significantly limit the potential for site development in the 116<sup>th</sup> Street NE Planning Area:

- Two Branches of Quilceda Creek and another internal branch exist within the Master Plan bounds. According to the Snohomish Tomorrow Critical Areas Planning Project (July 1991), the creeks are considered fish and wildlife conservation areas, wetland buffer areas are established in conjunction with these creeks, and they are noted as geologic hazard areas, due to a high potential for ground shaking and liquefaction.
- WSDOT may own additional property between the freeway and the site with mature trees that should not be disturbed.
- Steep slopes are not an issue in the planning area as topography, outside of the creek and wetland buffers, is relatively flat.

Marysville Municipal Code Chapter 19.24 includes the Sensitive Area Management regulations that would be applied to any development proposal in the Master Plan area. The most significant of which is the requirement of a 125-foot buffer from the edge of Quilceda Creek and any associated wetlands. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided they do not have a negative effect on the stream or wetland.

It is important to note, however, that as a result of the recent listing of Chinook salmon as threatened under the Endangered Species Act, and the possible listing of other salmonid species in the Puget Sound area, sensitive area regulations at the federal, state, and local levels are becoming more stringent. It is expected that the City of Marysville will be revising its sensitive area regulations to comply with the new federal 4d rules, which in all likelihood will include expanded stream and wetland buffers. It should also be noted that the Tulalip Tribes have adopted requirements that are applicable to any development proposal on the tribal property located within the Master Plan area.

### **Infrastructure and Public Service Analysis**

This section presents a brief assessment of the planning area's public infrastructure and available public services. This preliminary assessment is based on existing conditions, planned improvements, and construction of new facilities currently underway by the City that affect the Master Plan area.

### *Roadways*

The perimeter of the Master Plan area is formed by a transportation network consisting of the I-5 corridor to the west, State Avenue and the Burlington Northern rail line to the east, 88<sup>th</sup> Street NE to the south and 116<sup>th</sup> Street NE to the north.

Existing internal transportation links currently serve only the three geographically distinct suburban development areas. There are no through streets providing vehicular access to the northern or southern portions of the Master Plan area.

The section of I-5 between the 4<sup>th</sup> Street exit and approximately 136<sup>th</sup>/140<sup>th</sup> Street is identified by the City of Marysville Comprehensive Plan as a *Forested Corridor*. Ideally, the Comprehensive Plan asks for a buffer on either side of I-5 of 50 feet. In actuality, the buffer is now as shallow as 20 to 30 feet.

Recent road projects affecting the planning area include resurfacing and adding a left turn lane along State Avenue from 109<sup>th</sup> to 136<sup>th</sup> Street NE, widening State Avenue between 86<sup>th</sup> and 94<sup>th</sup> Streets, 88<sup>th</sup> Street and State Avenue, and 88<sup>th</sup> Street NE from I-5 to RR tracks. Curb, sidewalks and additional lanes have been slated along State Avenue from 100<sup>th</sup> Street NE to 108<sup>th</sup> Street NE.

The planning area is within the impact fee zone where transportation mitigation fees are assessed on development.

### *Surface Water Runoff and Soils*

The primary surface water features in the 116<sup>th</sup> Planning Area include the two creeks that are shown on **Figure 1**. The soils in the area, as identified by the U. S. Soil Conservation Service, include Lynnwood Loamy Sand and Ragnar Fine Sandy Loam. Norma Loam and Indianola Loamy Sand are found within the creek corridors. The Lynnwood and Ragnar soils are prevalent in the "buildable" areas of the Planning Area limits, and are typically rapidly draining soils. Water runoff tends to be slow since much of the water infiltrates into the ground, eventually feeding the creeks. Local areas of high seasonal groundwater levels are known to exist within the Master Plan area.

Stormwater is collected for the City of Marysville and conveyed through public facilities with the ultimate release into Quilceda/Allen Creek watershed and Ebey Slough. Stormwater runoff from developed neighborhoods adjacent to the 116<sup>th</sup> Street NE Planning Area is collected in pipes and open ditches, and discharges to the West Fork of Quilceda Creek.

The City of Marysville requires a stormwater management plan for new development. The Marysville Municipal Code (MMC) Chapter 14.15 adopts the latest edition of the Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control for pollution-generating sites, and stormwater detention. Proposed new construction projects are required to obtain the City's approval for stormwater management plans before any construction begins.

### *Water System*

The City of Marysville water system is supplied by Marysville's Edward Springs, the Stillaguamish River, and by the City of Everett pipeline. The 1992 Everett/Marysville water supply pipeline resulted in enhanced water supply to the City. Until recently, the Master Plan area was served by water from Edward Springs and the Stillaguamish River. With a recent revision in water system operations, Everett supply water now comes in from the south as the only source to the area. As the area develops, an 18-inch main will be extended north along 35<sup>th</sup> Avenue NE and tie into the main on 116<sup>th</sup> Street NE to form a loop. A

project that is planned for 2001 will construct a new water main along 103rd Street NE from State Avenue to I-5, just to the south of the Master Plan area.

#### *Wastewater System*

Currently the public sewers that must be extended to serve the Master Plan area ends at approximately 100th Street NE and State Avenue. The main must be extended approximately one mile north on State Avenue into the Master Plan area.

The City's 1990 improvements to the Marysville wastewater treatment system are projected to be adequately sized to meet growth for the near future. Major improvements to the City's wastewater treatment facilities are planned for operation in 2004. Additional sewerage system improvements for the 1992-2012 planning period are included in Marysville's Comprehensive Sanitary Sewerage Plan.

#### *Electric Power*

Electric power is provided by the Bonneville Power Administration (BPA), part of the Federal Department of Energy. Locally, Snohomish County P.U.D #1 purchases power from the BPA and serves the Master Plan area. Although it does not serve Marysville, Puget Sound Energy has several electric transmission facilities projects in progress or planned for the future. Service to the 116<sup>th</sup> Street NE Planning Area appears to be adequate to handle the future power needs of the community.

#### *Telecommunications*

Telephone service is provided by General Telephone Company of the Northwest (GTE). AT&T and US West have both recently completed radio relay stations within the City limits to enhance their cellular service.

#### *Fire/Police*

Fire-service to the Master Plan area is provided by Marysville Fire District #12. According to District #12 personnel, the road network is an important factor in providing timely services. The District stresses better access to and within new developments.

The City of Marysville Police department provides public safety and crime prevention services 24-hours a day, 7 days a week. Enhanced 911 service is currently available.

#### *Schools*

District #25 serves the Master Plan area. Currently District #25 consists of 7 elementary, 3 Junior High, and 3 High Schools. According to the 1996 Comprehensive Plan, three additional elementary schools and one additional junior high were designated as proposed. School impact fees are assessed for new development.

#### *Solid Waste*

Solid waste removal services are provided by the City of Marysville Public Works Department within the City limits and by Northwest Garbage Company Inc., in unincorporated areas. For both regions, recycling is provided by Waste Management Northwest Inc. Dumping fees have risen significantly in the last few years.

Providing solid waste services is dependent on an efficient network of roads. The Comprehensive Plan recognizes that neighborhoods with many cul-de-sacs and dead ends impacts the speed of collection.

#### *Summary*

The Master Plan area is within the Marysville City limits and has urban services in the general vicinity. The requirement to prepare a Master Plan for the area before the higher intensity zoning can be utilized affords an opportunity to assure the coordinated planning and provision of necessary public facilities and services to the site including roads, stormwater, sanitary sewer, and water recreation amenities. It also affords an opportunity to plan for the coordinated development of properties and to promote common design standards.

Development opportunities or attributes of the site include:

- Immediate proximity to I-5 and the Burlington Northern Rail Line.
- Over 170 acres within the City limits that is relatively flat and largely vacant or undeveloped.
- Necessary public services are in the vicinity of the site. Public water is adjacent to the site, and existing sanitary sewers are approximately one mile to the south.
- The potential zoning of the site is consistent with higher value development.
- There are several large parcels and several property owners interested in developing and/or selling their property for development.
- The Tulalip Tribes have been supportive of the Master Planning effort.
- Ability to transfer density rights between parcels.

While the development potential for the site is high, there are a number of constraints that must be overcome including:

- Limited access to and within the site.
- No current sanitary sewer service to the site.
- The current water service is inadequate for fire protection for land uses more dense than single-family residential.
- Significant environmentally sensitive areas (streams, wetlands, and steep slopes) on the site that limit the development potential.
- Multiple property ownership.
- Existing deficiencies in key public services (roads, parks, and stormwater facilities).
- Timing and financing of public improvements.

All factors considered, it is realistic to assume that the full development potential of the site can be realized, but it will not be easy. This underscores the need for and benefit of this Master Planning process.



### III. Stakeholder Interviews and Public Meetings

In advance of preparing the Master Plan alternatives for the City of Marysville 116<sup>th</sup> Street NE Planning Area, the Consultant Team conducted a series of interviews with key property owners concerning development goals, opportunities, and constraints. In addition, community meetings were held on February 22, 2000 and April 12, 2000 to answer questions and to receive comments from neighboring property owners and interested citizens. Copies of the meeting notes are included in **Appendix A** of this report.

On April 25, 2000, the City's consultant team and staff presented three conceptual Master Plan options for the 116<sup>th</sup> Street NE Master Planning Area to the Marysville Planning Commission. After a question and answer period, the Planning Commission accepted public comments, and following additional discussion, made a recommendation to the City Council. On May 1, 2000, the City Council received the Planning Commission recommendation and received additional public testimony. Following a City Council discussion, a special workshop was scheduled for May 16, 2000 to further review and evaluate the Planning Commission recommendation. Another Planning Commission workshop was held on July 25, 2000 with the discussion focusing on access issues at the intersection of 36<sup>th</sup> Drive NE and 116<sup>th</sup> Street NE. On August 7, 2000, the City Council received an additional briefing and further comments and a City Council workshop was held on August 15, 2000.

On October 23, 2000 the City Council directed the Consultant Team to proceed with the final Master Plan preparation. Upon reviewing a Draft Master Plan, the Planning Commission held a final public hearing on March 26, 2001 and recommended approval of the Master Plan subject to certain amendments. The City Council concurred with the final Planning Commission recommendations and on May 14, 2001 adopted the 116<sup>th</sup> Street NE Planning Area Master Plan as reflected in this document. In addition to the scheduled meetings, hearings, and workshops, public comments were received at all City Council meetings.

## IV. Master Plan Concept

### Concept Plan Development

After reviewing goals, opportunities, and constraints, and meeting with key property owners and neighboring residents, the City and the Consultant Team prepared alternative buildout scenarios based on a number of key principles including:

- Realizing to the greatest extent possible the potential zoning for the site.
- Coordinating design and delivery of required public facilities: roads, sanitary sewers, stormwater, recreation amenities, and water.
- Accommodating to the greatest extent possible the expressed interests of property owners.
- Avoiding adverse environmental effects.
- Aligning access on/off of 116<sup>th</sup> Street NE in both the north and southbound directions, managing access to keep it as free flowing as possible along 116<sup>th</sup> Street NE.

### *Alternative Concepts*

Three options that were developed to accomplish the principles listed above and address the site development constraints to varying degrees. The alternative development scenarios include:

#### 1) Cul-De-Sac Option

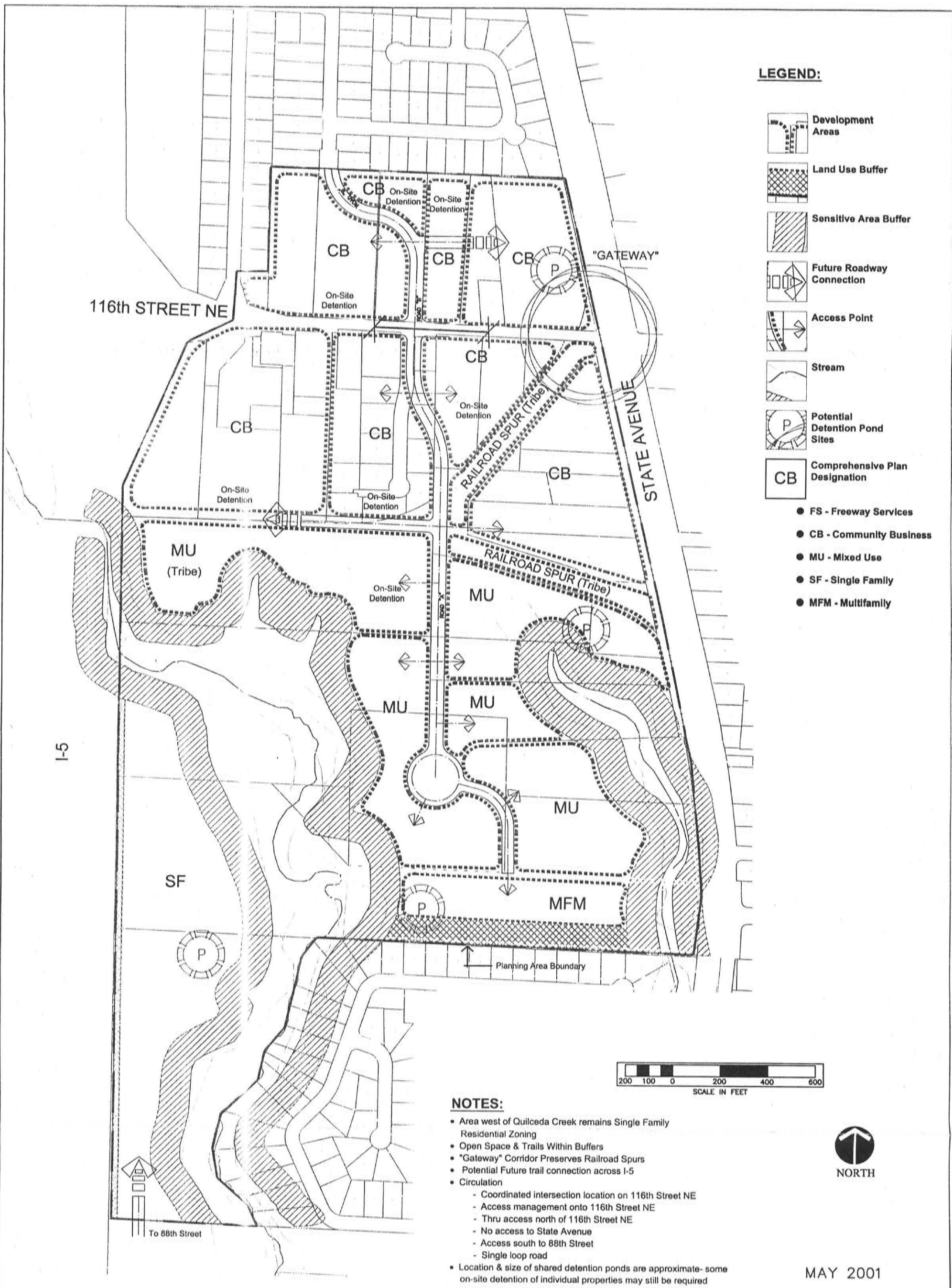
This features a single, coordinated point of access to the northern and southern portions of the site with internal access of this main roadway. No access to State Avenue is provided. No crossing of Quilceda Creek is proposed, so the western portion of the site would be limited to single-family residential development with access provided from the south. Refer to **Figure 2**.

#### 2) Bridge Option

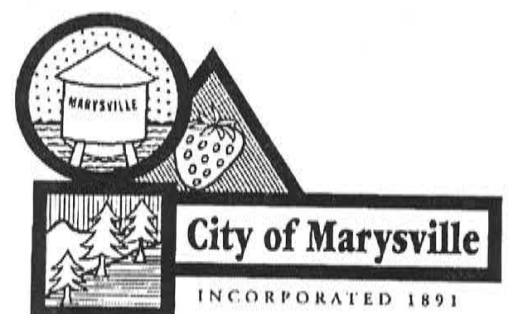
This features a single, coordinated point of access north and south from 116<sup>th</sup> Street NE with a bridge spanning the Quilceda Creek ravine to access the western portion of the site, which allows full development of the western portion of the site. An optional access onto State Avenue is also provided. This option allows for the highest density and most intensive use under the proposed zoning, but with the highest potential development cost. Refer to **Figure 3**.

#### 3) State Avenue

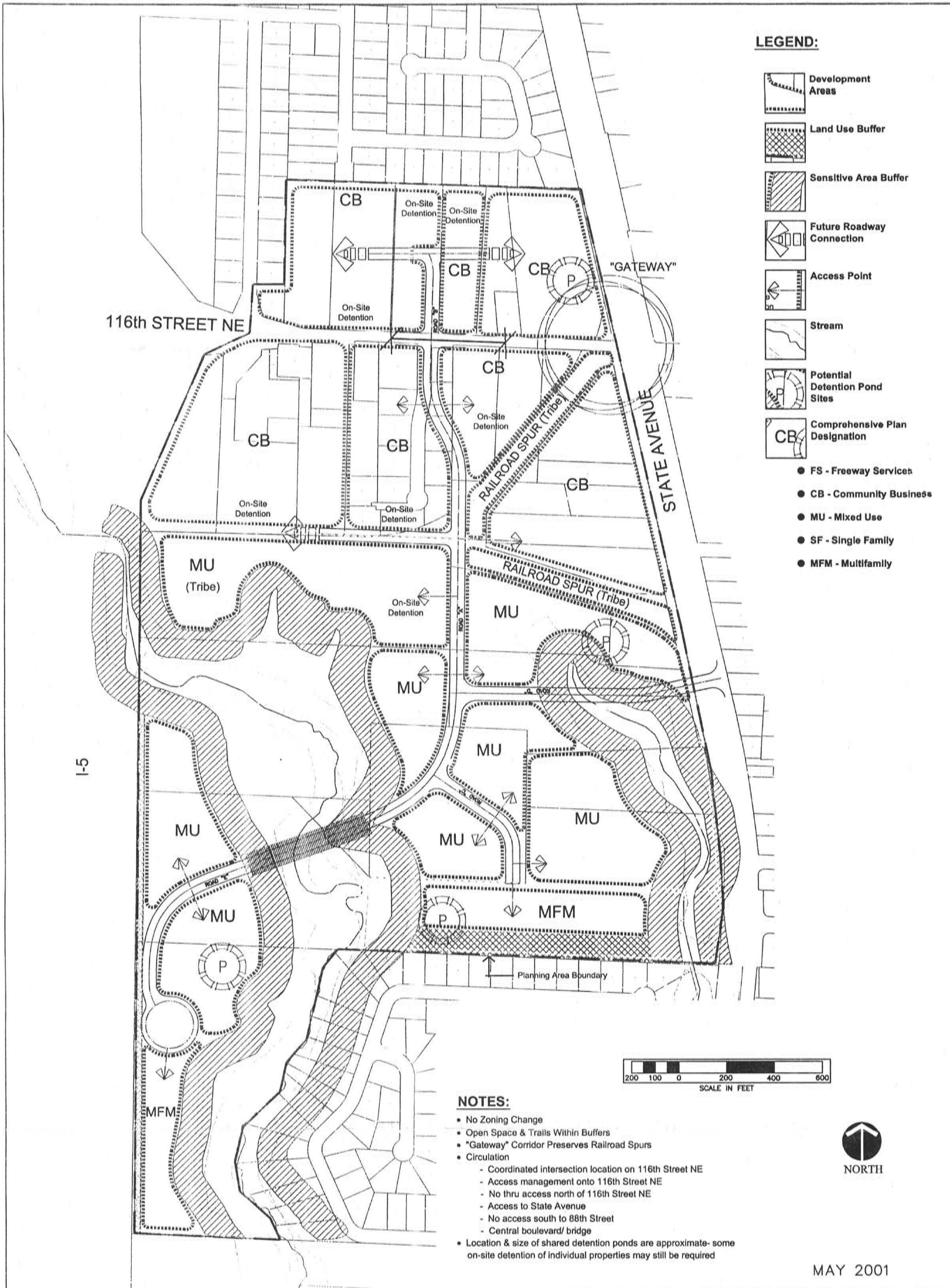
This features a single, coordinated point of access north and south from 116<sup>th</sup> Street NE combined with an access road onto State Avenue. Access to the western portion of the site is limited to that which can be achieved from the south, which likely would limit development in that area to single-family and possibly some multi-family. This option represents a compromise between the higher development opportunity of the Bridge Option and the economic viability of the costs associated with the construction of a bridge over Quilceda Creek, while still maintaining a secondary access to State Avenue. Refer to **Figure 4**.



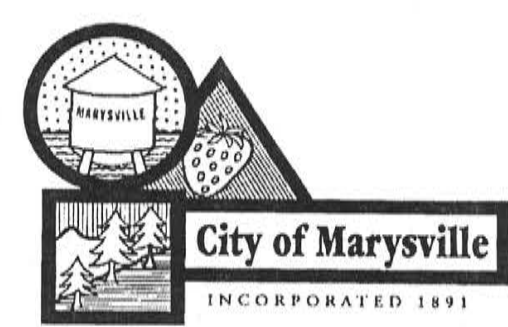
CUL-DE-SAC OPTION  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 2

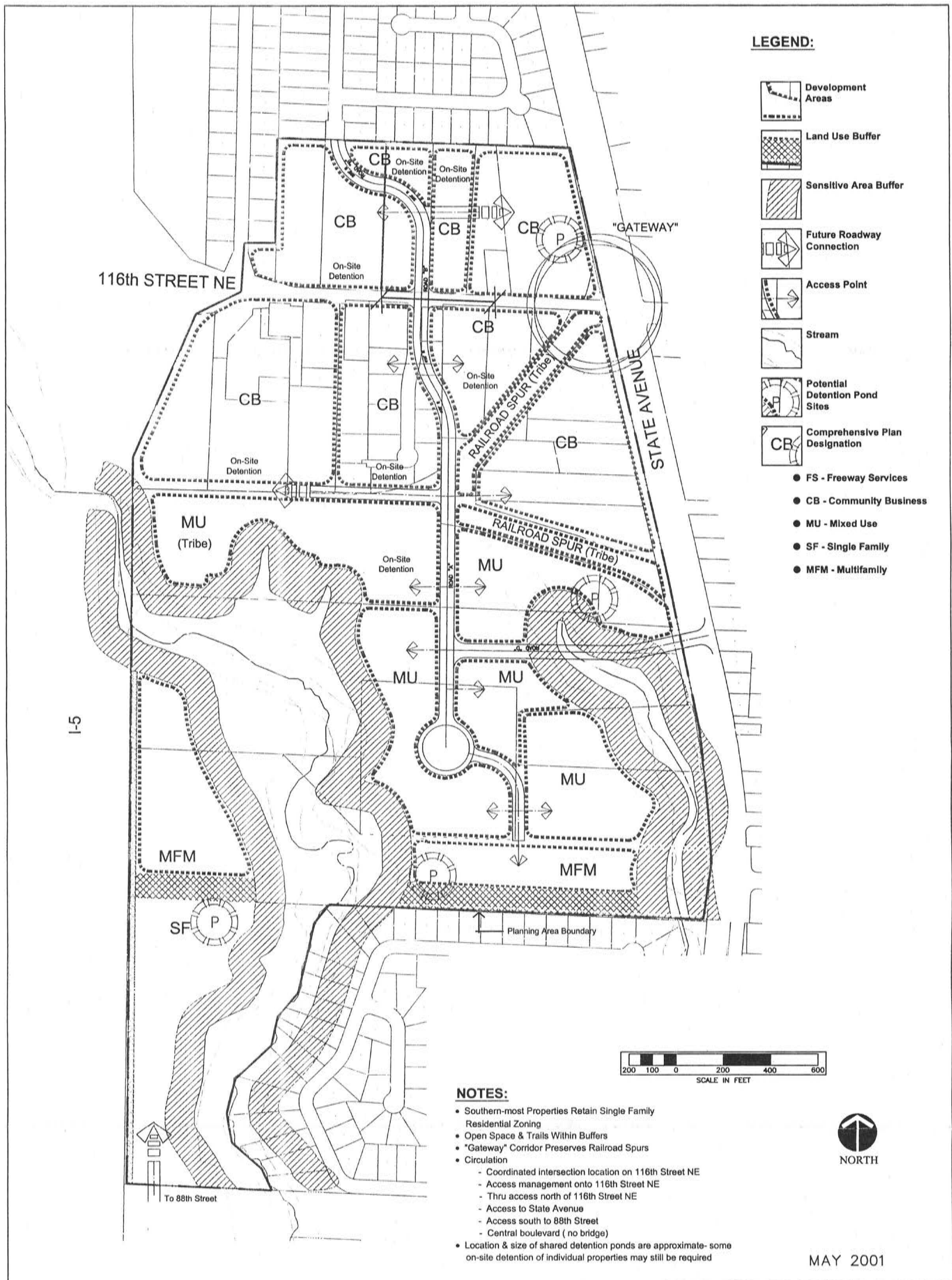






BRIDGE OPTION  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 3





STATE AVENUE OPTION  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 4



In each of the alternatives, the future reactivation of the railroad spurs is preserved as an option, and open space/trail opportunities would be limited to within the Sensitive Area Buffers. In addition, regional stormwater detention is proposed as a concept, but specific sites have not been located. However, some individual on-site stormwater detention may still be required. Significant land and cost savings may be realized if biofiltration swales can be feasibly located in buffers and setbacks, or if swales can be incorporated into the road design. Cul-de-sacs are shown as a means of providing a turnaround for large vehicles and emergency service providers. If ample turnaround provisions can be provided on individual sites, cul-de-sacs may not be as necessary.

#### *Preferred Master Plan Selection*

On April 25, 2000, the Planning Commission recommended to the City Council the Cul-De-Sac Option with access to State Avenue as the preferred alternative. This recommendation was based on a recognition that a bridge crossing Quilceda Creek was environmentally undesirable and economically impractical. The addition of the State Avenue access to the Cul-De-Sac option provided an alternative means of ingress and egress, but provided a functional system if engineering considerations or regulatory approvals precluded the State Avenue connection. Highlights of the Planning Commission recommendation include:

- Western-most Properties (across Quilceda Creek) Retain Single Family Residential Zoning with access from south
- Open Space and Trails Within Buffers
- "Gateway" Corridor Preserves Railroad Spurs
- Circulation
  - Coordinated intersection location of 116<sup>th</sup> Street NE
  - Through access north of 116<sup>th</sup> Street NE to Bedel-Kruse neighborhood
  - Access to State Avenue
  - Access south to 88<sup>th</sup> Street
  - Central boulevard
  - Investigate feasibility of additional signal at 36<sup>th</sup> Drive NE and 116<sup>th</sup> Street NE
- Location and size of detention ponds are approximate: some on-site detention of individual properties will still be required.
- Western portion Mixed Use/Multi-Family (MU/MF) only if private properties provide a low impact bridge, otherwise it should retain the current single-family residential zoning.
- Explore the feasibility of designating/acquiring/developing some or all of the western portion of the site as park.

On May 1, 2000, the City Council received the Planning Commission recommendation as well as additional public testimony. Following a City Council discussion, a special City Council workshop was scheduled for May 16, 2000 to further review and evaluate the Planning Commission recommendation.



Ultimately, the City Council selected the Cul-De-Sac option as the preferred alternative, subject to the following conditions:

- The area west of Quilceda Creek would retain its existing single-family zoning and would be removed from the Master Planning Area Boundaries.
- No bridge would be built over Quilceda Creek.
- The Kalma property (freeway commercial) and the residential properties on 36<sup>th</sup> Drive NE that requested a Comprehensive Plan and zoning map amendment to permit commercial uses shall be included in the Master Plan boundaries.
- The State Avenue option will be further evaluated to determine whether a railroad crossing and connection to State Street are feasible.

The Marysville City Council, in selecting a preferred alternative for the 116<sup>th</sup> Street NE Area Master Plan, directed City Staff and Consultants to further evaluate alternatives to improve access at the intersection of 116<sup>th</sup> Street NE and 36<sup>th</sup> Drive NE. As a result, three basic options to improve access were developed, and are described below.

#### Improved Access Options – 36<sup>th</sup> Drive NE and 116<sup>th</sup> Street NE

A critical design feature of the preferred alternative is the design of a Central Boulevard that would provide coordinated access to the properties north and south of 116<sup>th</sup> Street NE through a single, signalized intersection. Given the spacing requirements for traffic signals, this intersection must be located in a narrow band of properties fronting 116<sup>th</sup> Street NE, roughly midway between I-5 and State Avenue. Also, given existing land uses and varying interests in redeveloping individual properties, there is not an obvious corridor to locate this roadway without some displacement of existing uses. With this new Central Boulevard, it is assumed that City of Marysville access standards will be applied which would phase out all existing driveways on 116<sup>th</sup> Street NE at the time individual parcels are developed. It is also assumed that 41<sup>st</sup> Drive NE, near the State Avenue intersection with 116<sup>th</sup> Street NE, will be closed, and that 36<sup>th</sup> Drive NE and 37<sup>th</sup> Avenue, as well as 38<sup>th</sup> Drive NE would become right-in, right-out only. It is important to note, however, that the 36<sup>th</sup> Drive NE intersection is adjacent to the I-5 interchange (which is in WSDOT jurisdiction), and modifications should be coordinated with WSDOT.

Given these assumptions, there are three basic options for improving access to the existing and potentially new commercial properties in the vicinity of 36<sup>th</sup> Drive NE north of 116<sup>th</sup> Street NE, including the:

- 1) Refined Master Plan Option. The Refined Master Plan Option simply involves the extension of the proposed hammerhead west to the Kalma site. This would be most appropriate in conjunction with the approval of the proposed Comprehensive Plan amendment to convert several properties in the vicinity of 36<sup>th</sup> Drive NE to Commercial, but could be implemented without it. This would require the acquisition of property and the relocation of existing single-family residences. This, however, is not unreasonable if the Comprehensive Plan Amendment is approved. Refer to **Figure 5**.
- 2) Fourth Signal Option. The Fourth Signal Option would involve the signalization of the intersection of 36<sup>th</sup> Drive NE and 116<sup>th</sup> Street NE in addition to the new signal at the intersection of the proposed Central Boulevard and 116<sup>th</sup> Street NE. This would result in four signalized intersections on 116<sup>th</sup> Street NE between I-5 and State Avenue with the new 36<sup>th</sup> Drive NE signal being only 300 feet from the new signal at the I-5 off-ramp. This would be in violation of State and local intersection spacing requirements, which could be an



insurmountable obstacle, as the intersection is located adjacent to a primary WSDOT facility. Refer to **Figure 6**.

- 3) **Western Realignment Option.** The Western Realignment Option would involve shifting the Central Boulevard to the west as far as possible (so that it possibly aligns with 38<sup>th</sup> Drive to the north). Assuming that the pending Comprehensive Plan amendment is approved that would convert several residential properties to commercial, the Central Boulevard could turn to the west, extending across 36<sup>th</sup> Drive NE to provide access to the Kalma property fronting the freeway. Local access could then only be provided to residents of the Bedell-Kruse neighborhood via 38<sup>th</sup> Drive. Refer to **Figure 7**.

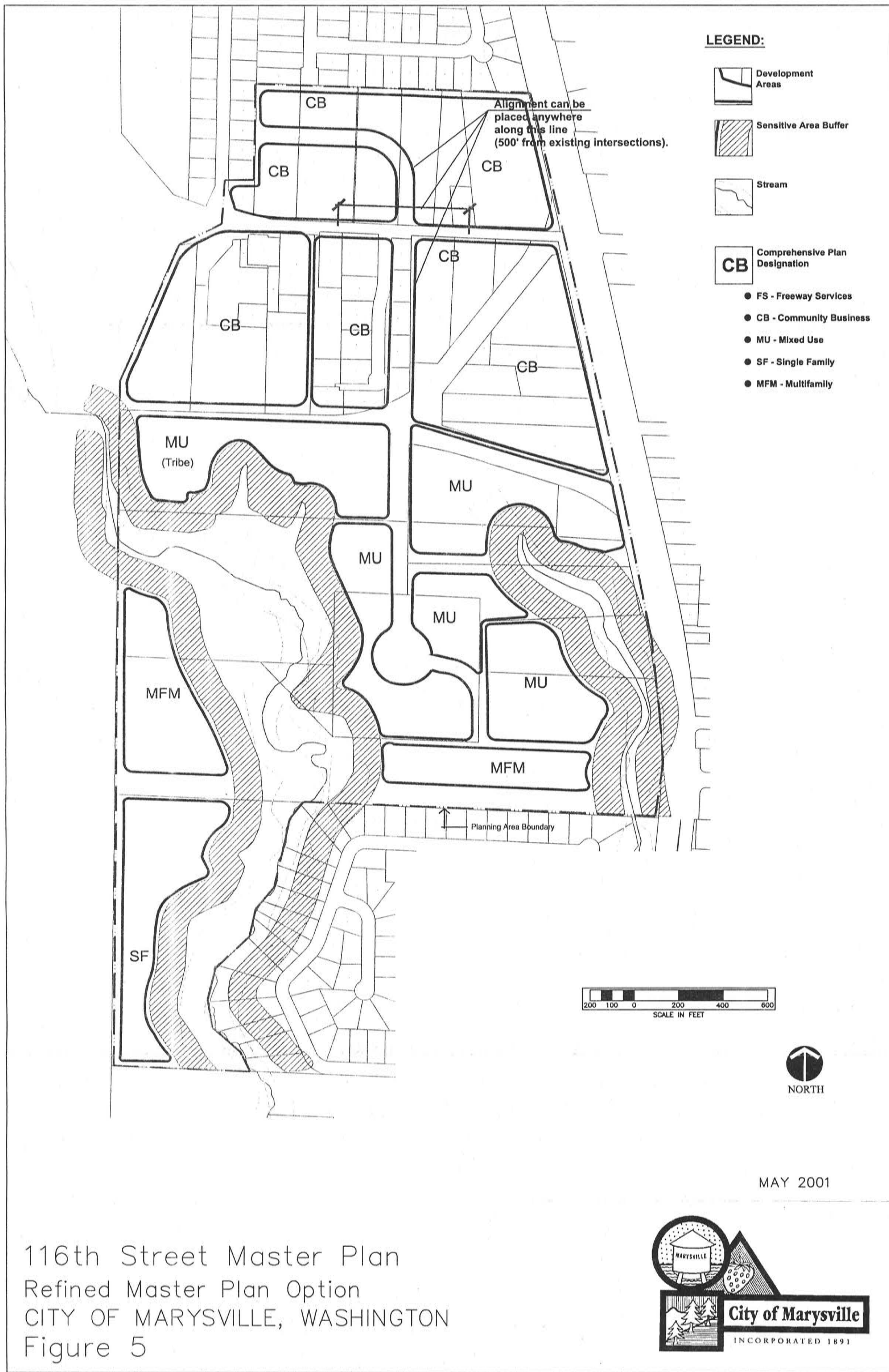
### Qualitative Analysis

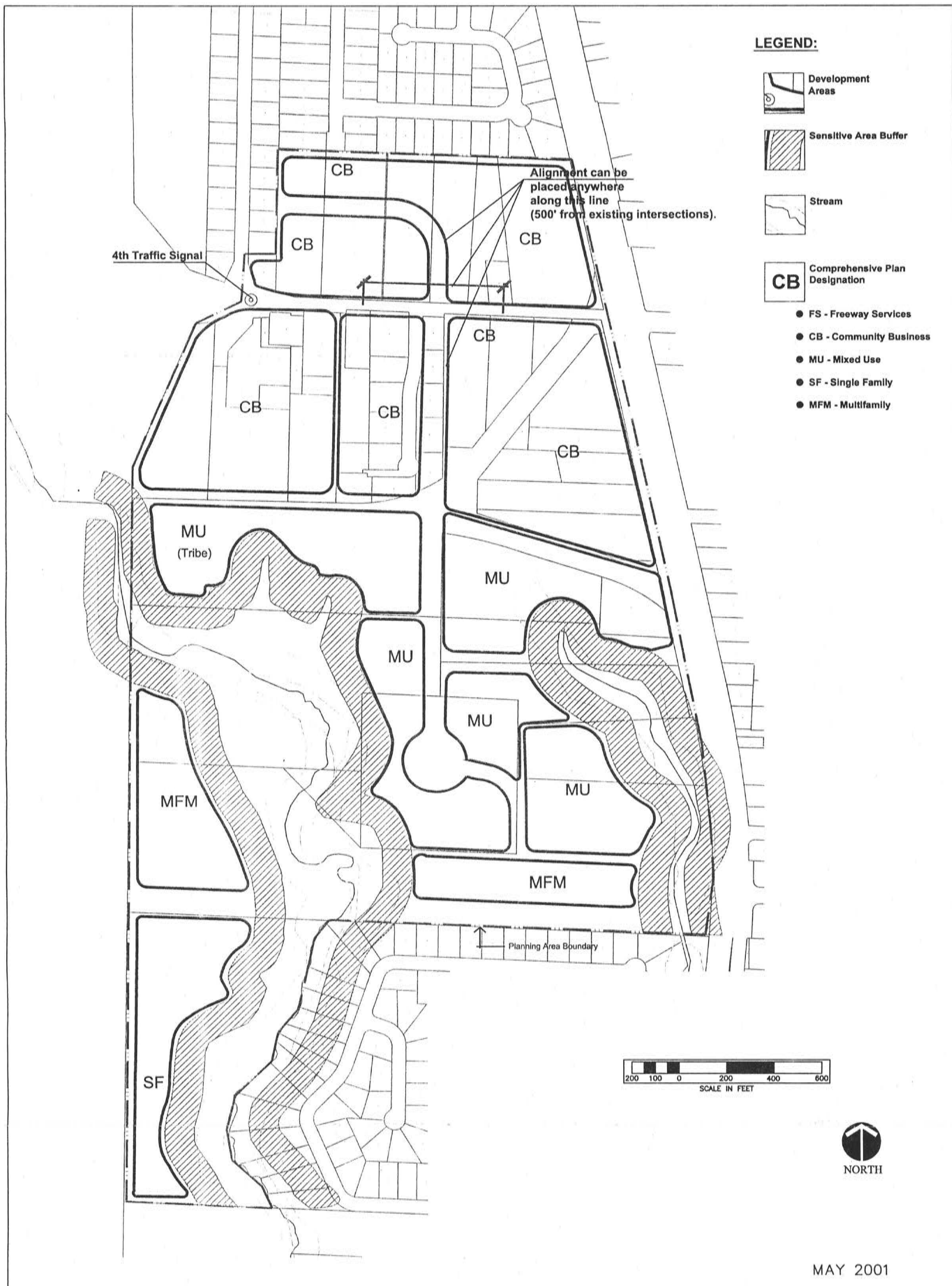
In order to design, construct, operate and maintain corridors, jurisdictions classify streets using a system that is generally accepted by all levels of government nationally. This identification method is referred to as Functional Classification. Under this classification system, streets are classified according to their intended primary function. Design parameters (including horizontal and vertical alignment, speed limits, street cross-section, sidewalks, etc.) are established for each type of classification. Local street design standards are developed using this national criteria as a base. Operational standards and liability assessments (including safety provisions) are also based on these nationally recognized standards. For classification purposes, streets are divided into major categories:

- **Arterials** - includes streets whose primary function is to move through traffic from origin to destination. Arterials typically do not provide a high level of direct property access.
- **Collectors** - includes streets whose primary function is to collect traffic from local access streets and distribute that traffic to the arterials. Collectors provide some direct property access as a secondary function.
- **Local Access Streets** - includes those streets that are designed to provide direct access to properties (i.e. residences, retail businesses, employment centers, etc.). Local access streets carry lower traffic volumes, tend to have lower speed limits, provide for ancillary facilities like parking, and are typically designed for more pedestrian activity.

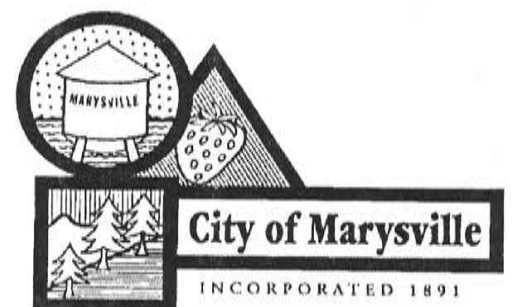
The City of Marysville has correctly classified 116<sup>th</sup> Street NE as a Minor Arterial. As such, the primary function of 116<sup>th</sup> Street NE is to move traffic through the area as efficiently as possible. Providing direct property access would be a secondary function and should be kept to a minimum. Property access points and intersections generate opportunities for conflicting traffic movements (e.g. left and right turns, increased lane changes, etc.) and increased congestion along a corridor. These movements and the increase in congestion decrease the ability of the roadway to carry through traffic. In essence, it results in a decrease in the carrying capacity of the roadway, reduced mobility, and increased delays and costs for consumers.

Currently, 116<sup>th</sup> Street NE is a two-lane asphalt paved roadway with gravel shoulders and surface drainage. A 1998 traffic impact study, prepared during the review of the Comprehensive Plan amendment request for this area, indicated that existing traffic volumes were approaching 16,000 ADT. That same study estimated 2004 traffic (anticipated build-out of the area) at nearly 26,000 ADT. PM peak hour traffic currently results in backups that extend from State Avenue to nearly 38<sup>th</sup> Drive. The I-5 northbound off-ramp typically backs up to the point of stacking traffic onto I-5. AM peak hour traffic has a similar effect on westbound traffic along 116<sup>th</sup> Street NE.

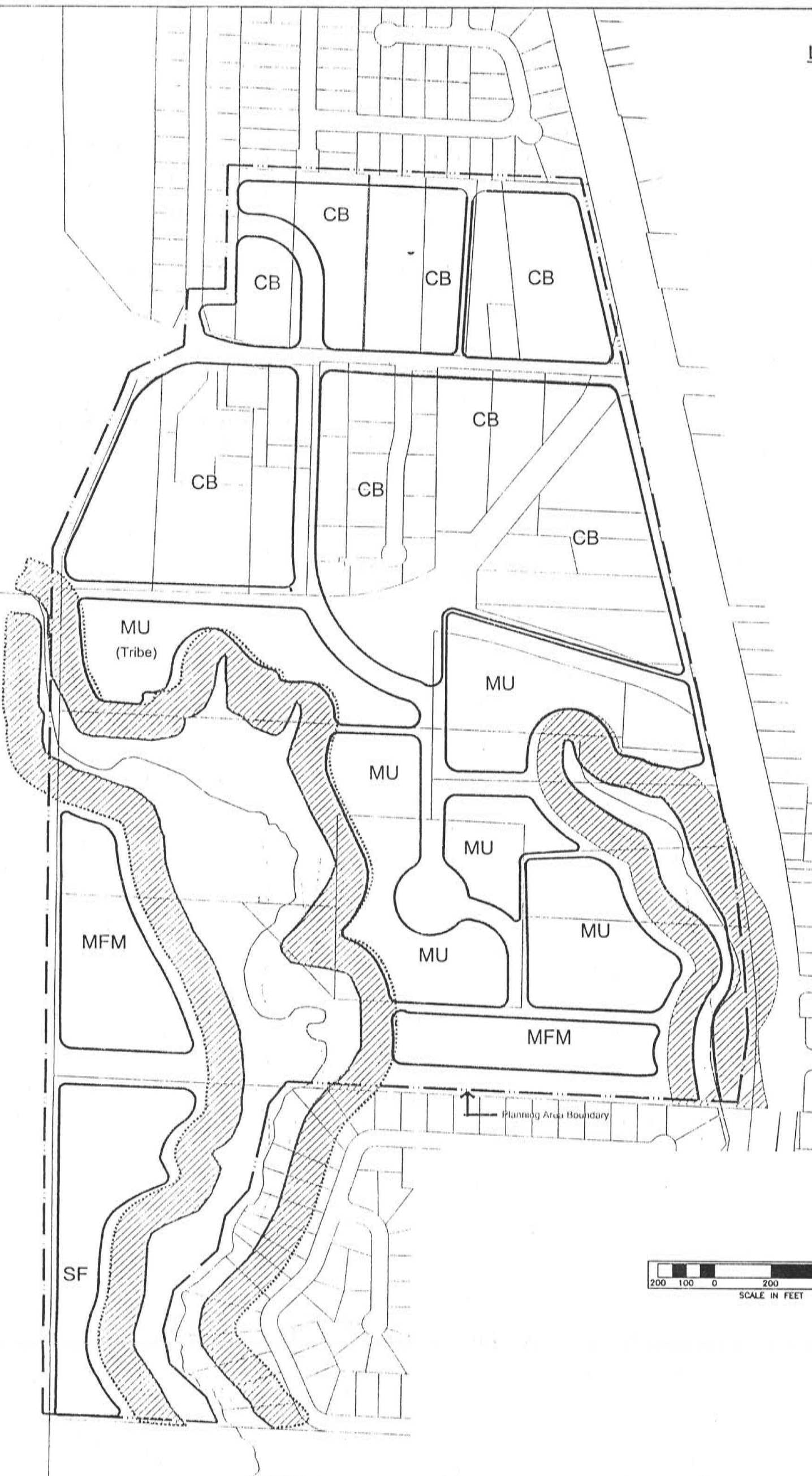




116th Street Master Plan  
 4th Signal Option  
 CITY OF MARYSVILLE, WASHINGTON  
 Figure 6

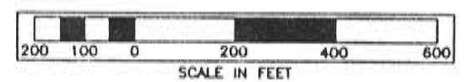






**LEGEND:**

-  Development Areas
-  Sensitive Area Buffer
-  Stream
-  **CB** Comprehensive Plan Designation
  - FS - Freeway Services
  - CB - Community Business
  - MU - Mixed Use
  - SF - Single Family
  - MFM - Multifamily



MAY 2001

116th Street Master Plan  
 Western Realignment Option  
 CITY OF MARYSVILLE, WASHINGTON  
 Figure 7



The ultimate roadway section proposed for 116<sup>th</sup> Street NE is a five-lane section, with two through lanes in both the east and west directions. The center "lane" would be used for left-turn pockets at major intersections and as a center median between intersections. The future section would also have closed storm drainage and sidewalks. The qualitative analysis performed to date considers the ultimate built-out roadway section.

116<sup>th</sup> Street NE, through this corridor, is generally under the jurisdiction of the City of Marysville. However, the intersection of 116<sup>th</sup> Street NE and 36<sup>th</sup> Drive NE, due to its proximity to the I-5 Ramps, is under the jurisdiction of the WA State Department of Transportation. Any design or construction along 116<sup>th</sup> Street NE involving the 36<sup>th</sup> Drive NE or I-5 Ramp intersections will require the approval of WSDOT. To date, WSDOT has indicated its concern over the full long-term development (including signalization) of the 36<sup>th</sup> Drive NE intersection due to potential adverse impacts to the operations of the I-5 Ramp intersections, stacking of traffic along the ramps, and safety impacts due to increased congestion.

Intersection spacing, especially on arterials, has a major effect on the capacity of the roadway to carry through traffic. Minimum standards have been developed both locally and nationally to provide design guidelines for the placement of intersections. The City of Marysville's design guidelines for intersection spacing along arterials is 500 feet (minimum). Examples of 500-foot spacing of intersections in Marysville would be State Avenue (between First Street and Seventh Street) or Fourth Street (between I-5 and State Avenue). WSDOT has set minimum design standard requirements for intersections and access points along its roadways. For an arterial type of street WSDOT recommends a spacing of 660 - 1320 feet (depending on traffic volumes). One must remember that these figures are minimums, and as such are a guide to provide the minimum acceptable level of service under ideal conditions. Optimum performance of arterial roadways is achieved under a number of conditions, including longer spacing between driveways and/or intersections. A conflicting traffic movement is defined as a movement by one vehicle that crosses the path or in any way hinders the primary movement of another vehicle. Conflicting movements adversely impact the roadway's ability to function efficiently and provide optimum capacity. Intersections provide the opportunity for the occurrence of these conflicting movements. Minimizing the number of intersections along a corridor reduces the potential for these conflicting movements and increases roadway efficiency.

#### Refined Master Plan Option

As described previously, this alternative would provide for one primary entrance/exit to the planning area. The Central Boulevard intersection with 116<sup>th</sup> Street NE is anticipated to be located generally midway between the I-5 interchange and the State Avenue intersection. This alternative would maximize the spacing between the major intersections. Intersection spacing would be in the range of 900 - 1100 feet. The Central Boulevard would extend both north and south of 116<sup>th</sup> Street NE and provide the spine roadway into the Planning Area. To the north of 116<sup>th</sup> Street NE, the roadway would hammerhead to the east and west to ultimately serve the properties from I-5 to the BNSF Railway tracks adjacent to State Avenue.

#### Advantages:

- It provides reasonable access to Kalma property (freeway commercial) in a manner that is compatible with the existing preferred Master Plan alternative.
- It provides a reasonable block configuration and could possibly result in the elimination of the 36<sup>th</sup> Drive NE / 116<sup>th</sup> Street NE intersection in the future, if warranted.

- The location of the Central Boulevard intersection midway between the I-5 interchange and State Avenue would allow for maximum stacking of traffic between signalized intersections for both eastbound and westbound traffic.
- Longer left turn queues could be accommodated.
- A coordinated signal system (including both NB and SB I-5 ramps) would result in shorter queue lengths due to an optimization of traffic movements.
- Fewer intersections would result in fewer locations and instances of conflicting movements, thus easing congestion.
- Longer distances between intersections would allow greater stacking lengths (in case of abnormal traffic volumes, accidents or disabled vehicles) and reduce the potential for intersection blocking.
- Traffic signals along the corridor could be interconnected with the railroad-crossing signal to facilitate traffic movements in the area during the period of time that the 116<sup>th</sup> Street NE/State Avenue intersection was blocked by trains.
- It eases potential congestion at the I-5 Ramp intersections.

Disadvantages:

- There are challenges associated with coordinating the development plans and timeframes of multiple property owners.
- Even with a coordinated signal system, unavoidable long eastbound queues could result from trains crossing 116<sup>th</sup> Street NE. Such queues could still block the Central Boulevard intersection and limit turning eastbound movements during the PM peak hour. Note: This would be true of all of the options, although the Refined Master plan Option would be the least impacted.
- Direct access to the freeway commercial property (Kalma) and the adjacent properties requesting redesignation would not be provided. Access would be provided via the north leg of the Central Boulevard and the west hammerhead road.

Fourth Signal Option

The fourth signal option maintains the intersection at 36<sup>th</sup> Drive NE as a fully operational intersection, and introduces the installation of an additional traffic control signal. While placement of a signal at this location would, on the surface, appear to facilitate traffic movements to the properties north of 116<sup>th</sup> Street NE, it would in fact likely hinder traffic flows in the major directions at that location. Jurisdictions, including the City of Marysville, establish design parameters for roadways. These parameters include minimum spacing of driveways and intersections. For minor arterials, such as 116<sup>th</sup> Street NE, the minimum spacing for intersections is 500 feet. This spacing is a minimum; and will have a number of adverse impacts to the capacity potential of the roadway when compared to a larger intersection spacing. Ideally, signalized intersection spacings of one-quarter mile on arterials provide for much more operational efficiency. The spacing of major intersections for this alternative would be 300 feet between the I-5 Ramps and 36<sup>th</sup> Drive NE, and 800-900 feet between 36<sup>th</sup> Drive NE and Central Boulevard and between the Central Boulevard and State Avenue.

The addition of full intersections and signals only serves to complicate the operations of the corridor. Decisions must be made on whether or not to interconnect the signals so that they operate in unison or to

allow them to operate independently. Each scenario has its advantages and disadvantages. And, each results in facilitating certain traffic movements at the expense (and delay) of other movements.

Advantages:

- A traffic signal at the 36<sup>th</sup> Drive NE/116<sup>th</sup> St NE intersection will improve access to and from the properties adjacent to the freeway and along the segment of 36<sup>th</sup> Drive NE directly north of 116<sup>th</sup> Street NE. In addition, it will also provide a benefit (regarding access) to the mobile home park on the south side of 116<sup>th</sup> Street NE. Furthermore, accident frequency and severity for a full movement intersection (without a signal) would be reduced with a traffic signal.

Disadvantages:

- A full intersection (signalized) at this location does not meet either City of Marysville or WSDOT standards. WSDOT still maintains jurisdiction over this intersection and has advised that they are very concerned with this approach and may not allow such an installation.
- It is important to note that traffic signals should not be installed prior to meeting one of eleven signal warrants as outlined in the Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD) Manual. The 1998 turning movement counts indicate low traffic volumes at the 36<sup>th</sup> Drive NE/116<sup>th</sup> Street NE intersection. Therefore, a signal warrant analysis would need to be performed at this location to determine under which conditions a signal would be warranted. Currently, it does not appear that a signal would be warranted.
- A fourth signal at the 36<sup>th</sup> Drive NE/116<sup>th</sup> Street NE intersection could create additional traffic flow problems. The ultimate arterial capacity and Level of Service (LOS) will both be reduced by the inclusion of this intersection and its associated turning movements. Because of the proximity of 36<sup>th</sup> Drive NE to the I-5 NB Ramps intersection, potential blocking problems could be anticipated both along 116<sup>th</sup> Street NE and on the ramps. Long eastbound queues could extend between the intersections and along the northbound ramp all the way to I-5.
- Signal coordination might not be possible for this intersection. Traffic volumes on 36<sup>th</sup> Drive NE are expected to be much less than volumes on other side streets along 116<sup>th</sup> Street NE. Therefore, the intersection's natural cycle length would be different than other intersections along the arterial. This means that coordination might not be recommended for this intersection. A comprehensive traffic analysis and technical calculations would be required to generate the coordinatability factors for all the arterial intersections. A coordinated signal system will utilize the most efficient traffic signal timing plans for the 116<sup>th</sup> Street NE corridor.
- The addition of this signal will result in an increase in project costs of \$235,000 to \$300,000, which would likely be assessed to those property owners receiving direct benefit (properties along 36<sup>th</sup> Drive NE).

Western Realignment Option

This option is essentially a variation of the Master Plan Option. As discussed previously, this option would result in the relocation of the Central Boulevard westerly to a point between the proposed master plan location and 36<sup>th</sup> Drive NE, potentially in the vicinity of 38<sup>th</sup> Avenue NE. This option maintains a minimum number of intersections along the corridor and provides shorter access to properties in the northwest corner of the planning area, but results in the taking of private residences for the development of the Central Boulevard roadway and potential adverse impacts to other large parcels (e.g. Tulalip Tribal



property). The resulting intersection spacing is 700 feet between the I-5 Ramps and the Central Boulevard, and 1,300 feet between the Central Boulevard and State Avenue.

**Advantages:**

- This option is adaptable to the Preferred Master Plan alternative (modified Cul-De-Sac option selected by the City Council) and partially resolves conflicts in coordination of access between northern and southern properties.
- This option maintains a minimum of intersections along the corridor, thus increasing the roadway capacity.
- It provides a longer distance between the Central Boulevard and State Avenue, for eastbound traffic to queue during the evening peak hour especially those EB queues resulting from BNSF trains crossing 116<sup>th</sup> Street NE.
- This option would provide a shorter access route to the properties north of 116<sup>th</sup> Street NE and adjacent to the freeway than the Refined Master Plan Option. This option would not, however, provide direct access to those properties.

**Disadvantages:**

- This alternative provides a shorter distance between the Central Boulevard intersection and the 36<sup>th</sup> Drive NE / I-5 ramp intersections. This could create a potential morning peak hour gridlock problem especially if the traffic signals are not coordinated.
- It may require the relocation of several single-family residences in order to site the roadways.
- It may present some challenges in the timing of private developments.
- It may make some of the southern developments more difficult to develop.
- It may promote cut through traffic to the north.

Planning Commission Recommendation

The access alternatives, outlined above, were presented and discussed at the Marysville Planning Commission Workshop held on July 24, 2000. The discussion primarily centered around the desire by a few existing property owners to continue to have direct access provided to their properties via an intersection at 36<sup>th</sup> Drive NE, and the effects that several signalized intersections would have on this 2000-foot long corridor. The Planning Commission directed staff to continue to evaluate the alternatives with a motion of recommendation to

*".... Proceed with the Fourth Signal Option if it is determined to be feasible, and if not feasible, proceed with the Refined Master Plan Option."*

City Council Selection

On October 23, 2001, the Marysville City Council directed the consultant team to proceed with the Refined Master Plan Option as the preferred access alternative.

### Final Approval Process

After City Council direction, the City and Consultant team developed a draft 116<sup>th</sup> Street NE Planning Area Master Plan containing the "Recommended Master Plan" - a combination of the Cul-De-Sac Alternative with modified boundaries and with the Refined Master Plan Access Alternative. On March 26, 2001, the Planning Commission held a final public hearing regarding the Recommended Master Plan. The Commission advised approval of the 116<sup>th</sup> Street NE Planning Area Master Plan including the "Recommended Master Plan" subject to the following condition:

- The property owners must agree upon the alignment of the Central Boulevard within 6 months of the approval of a development proposal(s) that triggers the installation of the single, signalized intersection on 116<sup>th</sup> Street NE. Failure to do so will result in the Master Plan being referred to the Planning Commission for recommendation of a roadway alignment to the City Council.

On May 14, 2001, the Marysville City Council adopted the 116<sup>th</sup> Street NE Planning Area Master Plan as recommended by the Planning Commission and as presented in this document. A description of the "Recommended Master Plan" as adopted appears below.

### **Recommended Master Plan**

The Recommended Master Plan is a combination of the Cul-De-Sac Alternative with modified boundaries and with the Refined Master Plan Access Alternative. The Recommended Master Plan is shown in Figure 8.

The distinguishing characteristic of the Recommended Master Plan is a Central Boulevard, which provides a single coordinated point of access to both the northern and southern portions of the site. The southern leg of this Boulevard will provide access to all parcels south of 116<sup>th</sup> Street NE between Quilceda Creek and State Avenue, and will terminate in a cul-de-sac or possibly dead-end into individual parking lots. The northern leg may be somewhat smaller in scale, and will terminate in a hammerhead, or internal access road that will provide access as needed, to all commercially zoned parcels north of 116<sup>th</sup> Street NE between I-5 and State Avenue. In accordance with the provisions of the City's Access Management Plan, existing driveways and roadways will be closed or converted to right-in, right-out only at the time the properties are converted to commercial use. As an interim measure, properties on the north side of 116<sup>th</sup> Street NE may be allowed to exit directly onto 116<sup>th</sup> Street NE until such time that the northern leg of the Central Boulevard is built (Figure 9). Once built, these businesses would be required to close their temporary driveways and re-orient their access to the internal roadway system, or access may be limited to right-in/right-out only (Figure 10). Additionally, the Recommended Master Plan includes a proviso regarding the planning and installation of the Central Boulevard: The property owners must agree upon the alignment of the Central Boulevard within 6 months of the approval of a development proposal(s) that triggers the installation of the single, signalized intersection on 116<sup>th</sup> Street NE. Failure to do so will result in the Master Plan being referred to the Planning Commission for recommendation of a roadway alignment to the City Council.

In order to accommodate the increased traffic, 116<sup>th</sup> Street NE will need to be expanded to a 5-lane roadway between I-5 and State Street. This expansion, along with implementation of the City's Access Management Plan, will provide for efficient east-west movement as well as adequate access to and from the site. It will also provide a natural gateway or northern entrance into Marysville at the intersection of 116<sup>th</sup> Street NE and State Avenue. Preservation of the northern railroad spur for future use by the Tulalip Tribes creates a visual corridor that further accentuates this gateway.

The Recommended Master Plan also includes regional (shared) stormwater detention facilities although the location and size shown in the Recommended Master Plan are approximate and additional on-site

detention of individual properties may still be required. While individual property owners may, in accordance with City regulations, develop their own detention facilities, shared facilities will make for more efficient use of land and should result in cost savings. Also, the use of swales in conjunction with road design, setbacks, and open space requirements may provide greater efficiencies and savings.

As well as a common roadway system and shared utilities, it is recommended that the City revise its development regulations to emphasize shared driveways, trails, and sidewalks to further link individual properties. Design standards that include common signage and integrated landscape plans will further unify individual properties and promote a planned, campus type development. Refer to **Figure 11**, which illustrates a typical Central Boulevard cross section including landscaping.

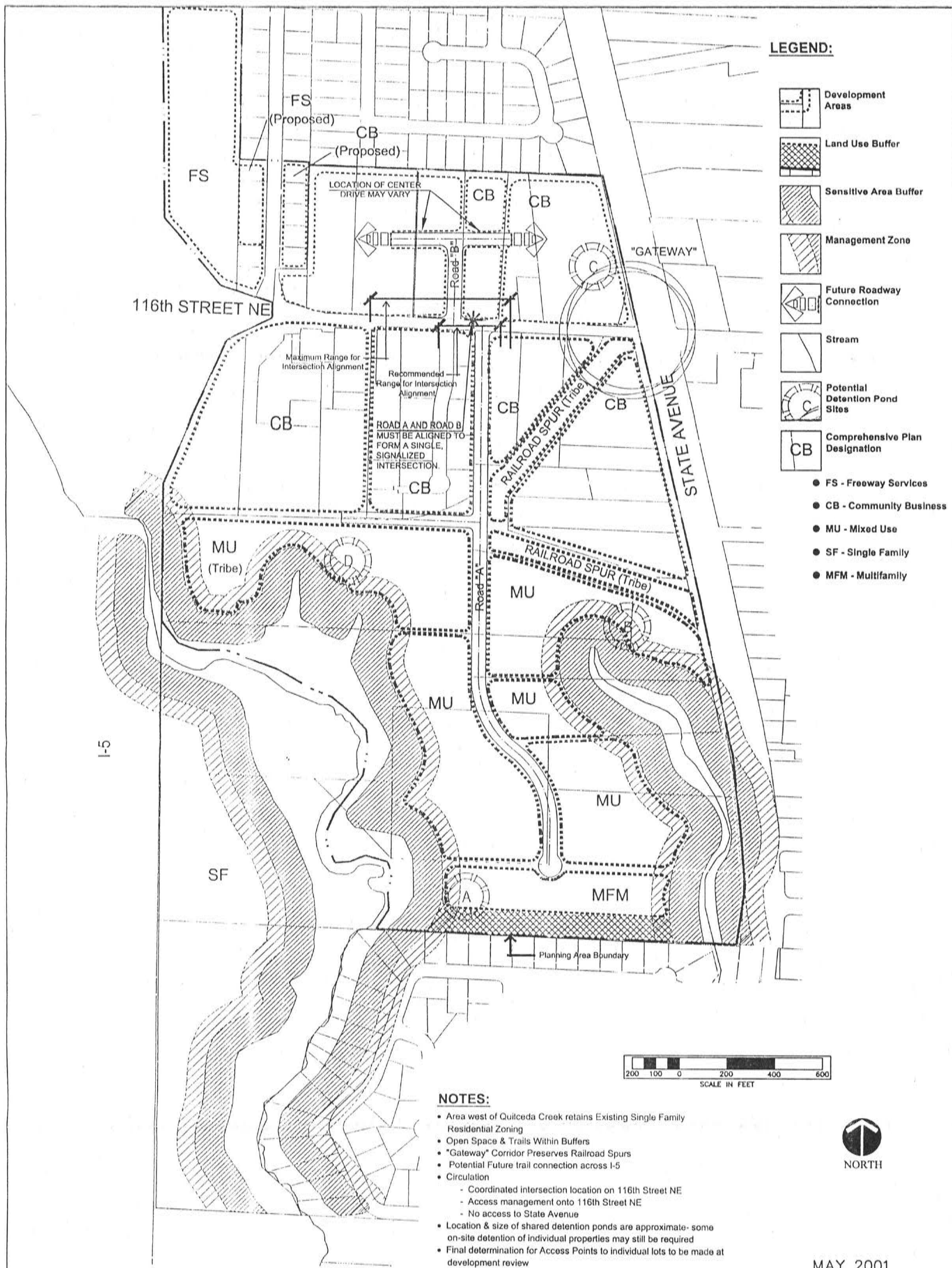
The southern portion of the Recommended Master Plan is effectively screened from surrounding land uses by a 100-foot land use buffer between the multi-family zoned property and the residential subdivision to the south, along with the buffers associated with Quilceda Creek and the unnamed creek to the east. On the northern boundary, additional consideration should be given to actions that will maximize the screening between the commercial property and the adjoining residential properties. While the zoning code provides for a minimum 25-foot building setback, the siting of the internal access roads, the stormwater facilities, or other utilities may help to further buffer the land uses. In addition, consideration should be given to enhanced landscaping requirements including vegetative hedges, walls, berms, or other screening techniques in both directions, as a supplement to the existing code requirements.

Another key feature of the Recommended Master Plan is the expanded sensitive area buffers. While the City's current regulations require a 125-foot sensitive area buffer from Quilceda Creek, its tributaries, and its associated wetlands, it is expected that as a result of federal 4(d) rules, Marysville will be revising its sensitive area regulations, including expanded wetland buffers. As a result, the Master Plan includes not only the existing 125-foot sensitive area buffer, but also an additional 75-foot "Management Zone" or expanded buffer.

By incorporating this Management Zone or expanded buffer area into the Master Plan, individual property owners are provided with a more realistic sense of the development potential for their property. Ultimately, each individual development proposal will be evaluated for compliance with the development regulations in effect at the time their applications are submitted, but this advanced planning will enable property owners to proceed with a higher degree of certainty in their preliminary planning.

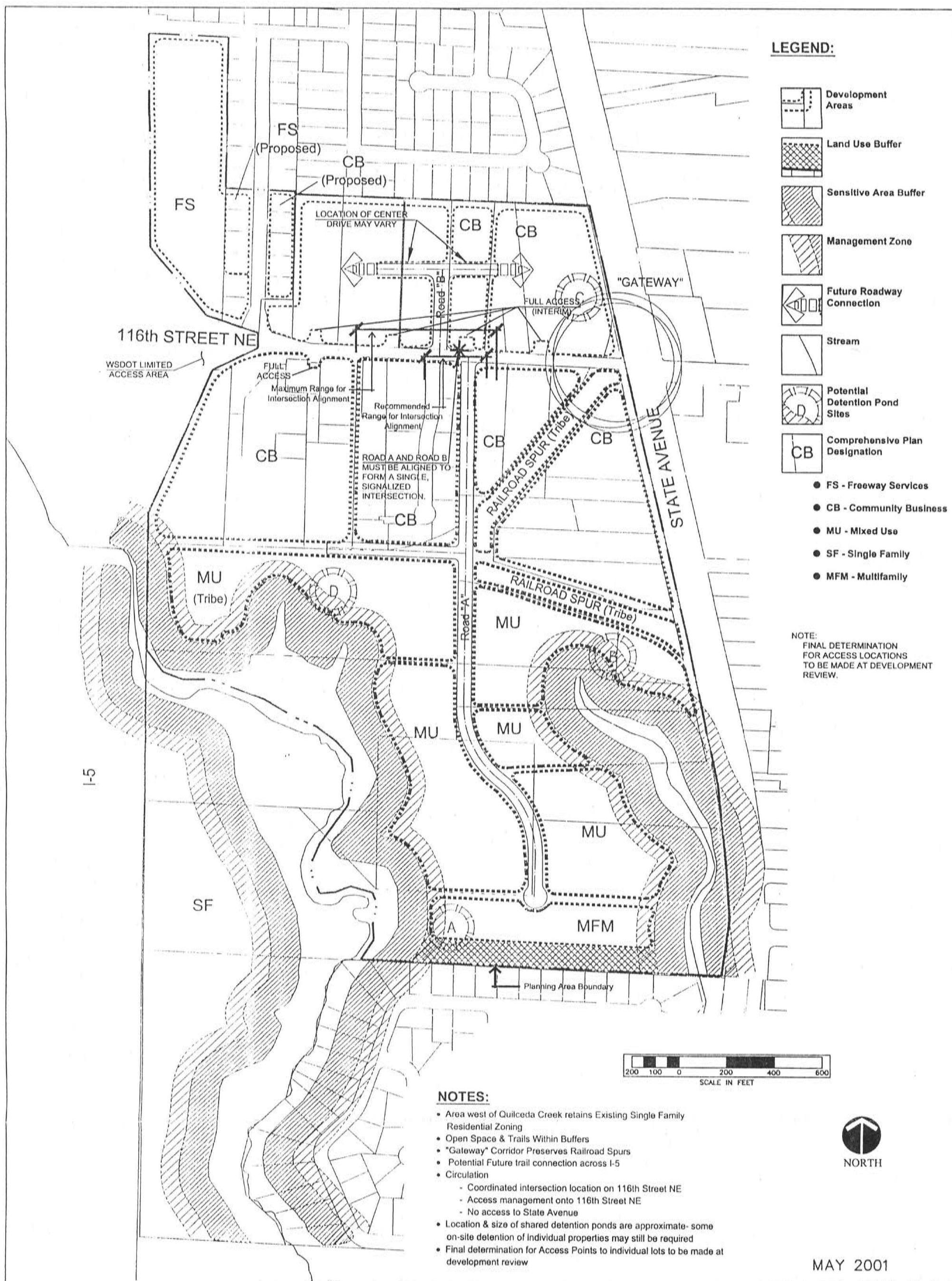
Open space and trail opportunities will be provided for within specific developments as required by the City of Marysville development regulations. Additional open space and trail opportunities could be provided on a Master Plan-wide level within the Sensitive Area buffer and Management Zone. This Master Plan-wide system could potentially connect across I-5 at some future date. The existing railroad spur boundary could also include a trail connection and expanded gateway area at the corner of 116<sup>th</sup> and State Avenue as shown in **Figure 12**. In addition, a condition of the rezone approval is a requirement to include a pedestrian trail in the 100-foot land use buffer separating the multi-family property from the residential neighborhood to the south. Internal trails should connect with the sidewalk and roadway system, as well as, through adjacent development areas to provide a cohesive, complete internal network of pedestrian areas in and around the entire Master Plan boundary. Refer to **Figure 8**.





RECOMMENDED MASTER PLAN  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 8

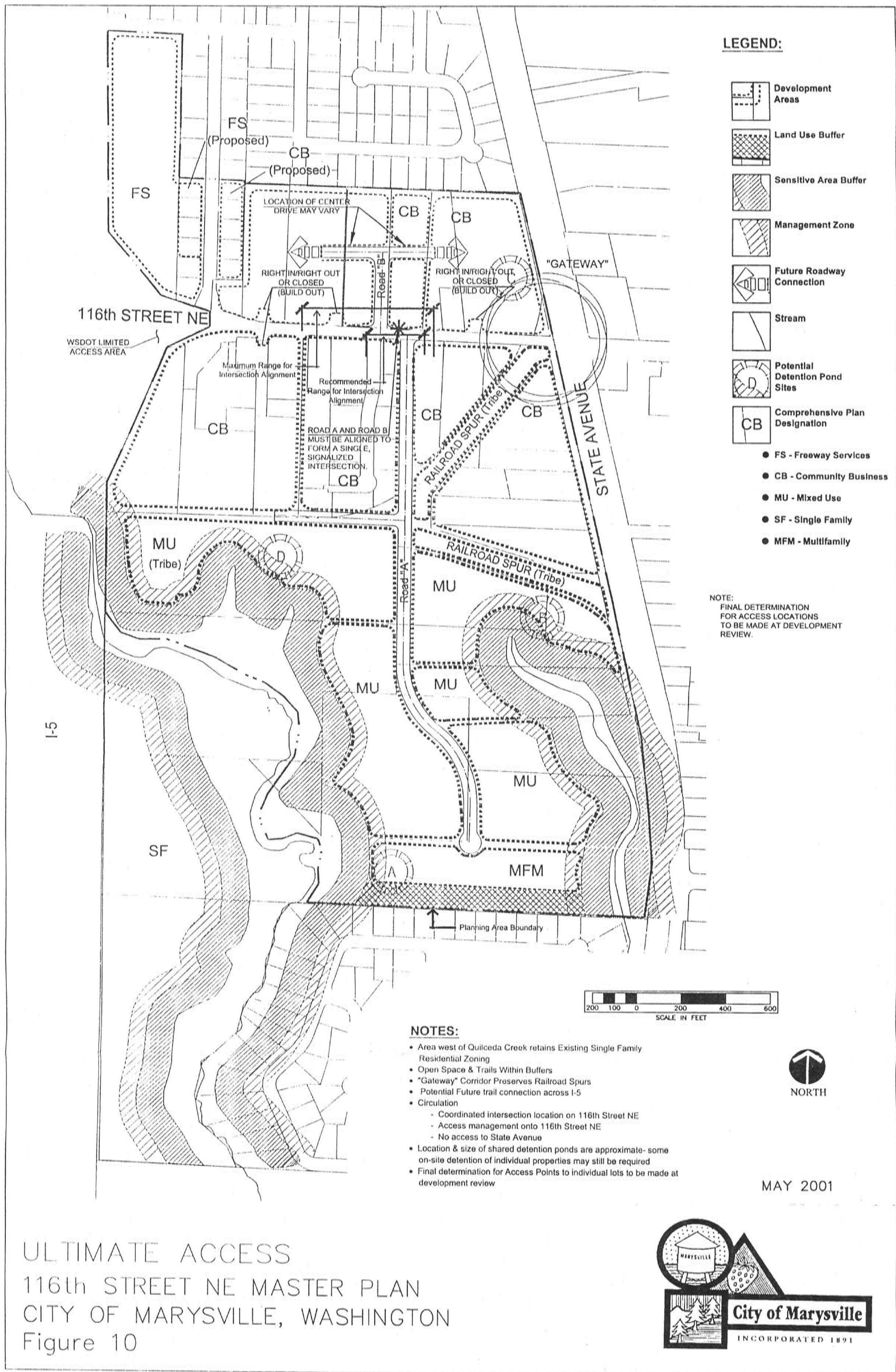




SHORT TERM (TEMPORARY) ACCESS  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 9



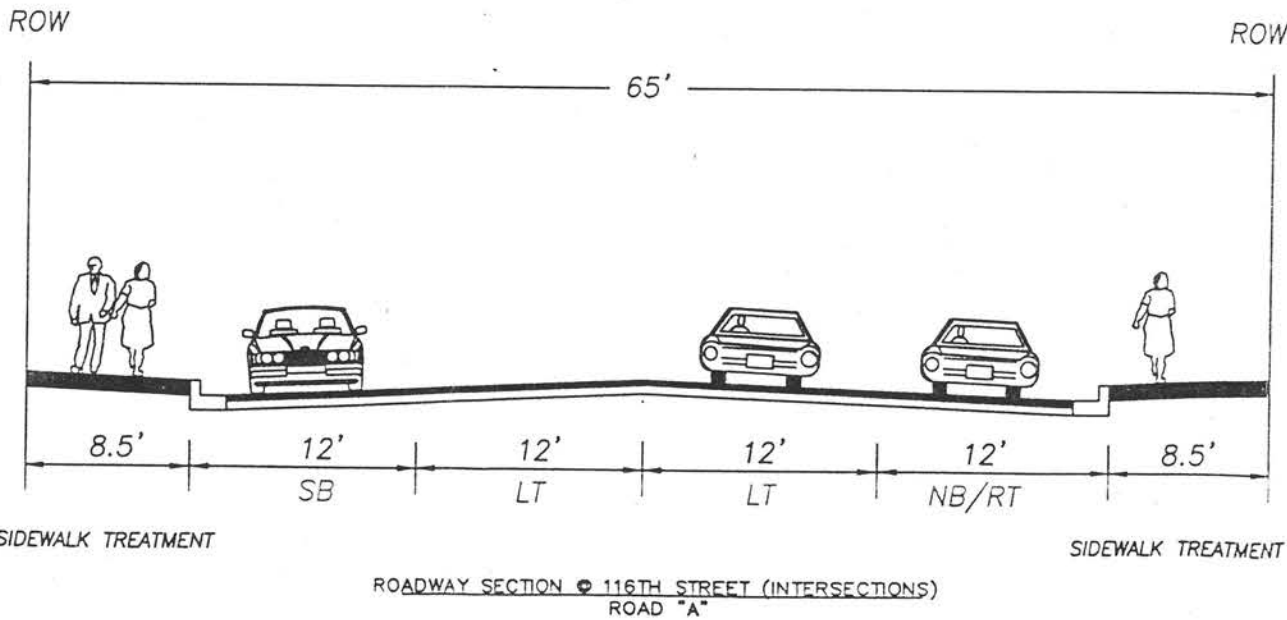
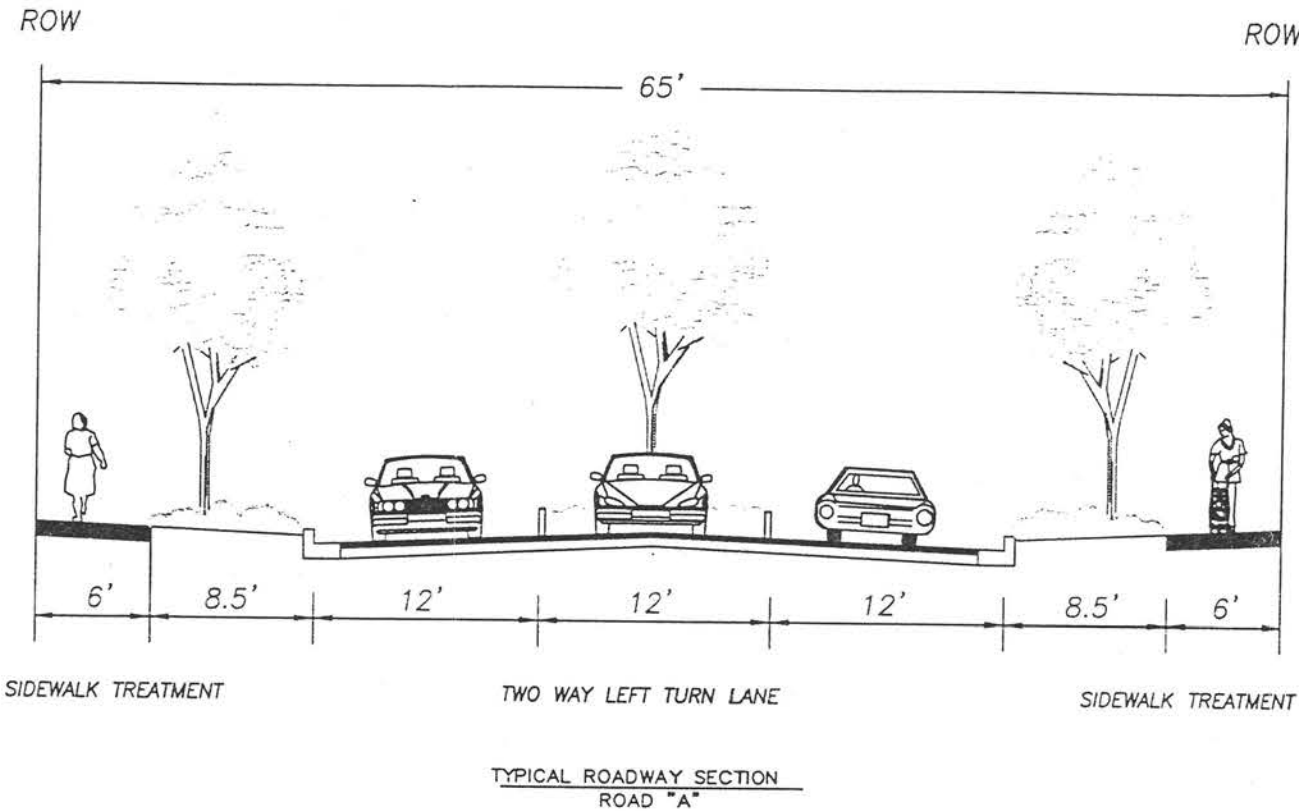






# ROADWAY SECTION "A" (Central Boulevard South of 116th STREET NE)

116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
MAY 2001



Not to Scale



Figure 11

### Summary of Master Plan Attributes

- Central Boulevard to be located within a designated corridor with flexibility to accommodate existing and future land uses. A time limit for a decision on alignment will enhance the coordination and implementation of the Boulevard.
- Driveways and internal roads to be located in conjunction with individual development proposals.
- Existing driveways onto 116<sup>th</sup> Street NE to be eliminated in conjunction with development or re-development proposals.
- Development proposals for properties fronting on the north side of 116<sup>th</sup> Street NE may include temporary or interim access onto 116<sup>th</sup> Street NE until such time that the Central Boulevard is completed, at which time temporary accesses must be closed and the buildings re-oriented to the Central Boulevard.
- Upon completion of the Central Boulevard, existing roads intersecting with 116<sup>th</sup> Street NE shall be limited to right-in, right-out turning movements in accordance with the provisions of the City's Access Management Plan.
- 116<sup>th</sup> Street NE will be expanded to 5 lanes with left turn pockets as appropriate.
- Shared stormwater detention facilities are encouraged. Priority consideration shall be given to the use of drainage/biofiltration swales incorporated into road, open space, and/or landscape design elements within each development. Infiltration of runoff should be used where feasible.
- The existing railroad spurs shall be preserved for future use by the Tulalip Tribes.
- Signage will be provided in accordance with a common plan and standards.
- 125-foot sensitive area buffer and a 75-foot "Management Zone" or expanded buffer shall be provided from all streams and associated wetlands in accordance with the provisions of the City's current and anticipated revised sensitive areas regulations.
- Open space and trails to be developed within the Sensitive Area buffers and Management Zones, as well as the land use buffer south of the multi-family zoned property.

## V. Implementation

The Master Plan site is characterized by a diversity of property owners, each with varying degrees of interest in developing, selling, and/or holding their property. Before individual developments can be submitted for City review and approval, the private property owners as a group will need to make a number of decisions about the provision of necessary public services. The most critical of these decisions is the alignment of the Central Boulevard. Once this decision is made, the design and engineering of all other public facilities can be made, and plans for the financing of the improvements finalized. While the Central Boulevard can be built in phases, if appropriate, the specific location of the roadway must be established before any other decisions can be made. Unfortunately, the most appropriate location to serve the southern portion does not align with the most appropriate locations to serve the northern properties. As a result, the Master Plan provides a corridor for the alignment of the northern and southern section of the Central Boulevard, providing the property owners with some flexibility in their negotiations with each other. If, for instance, the owner of the existing mobile home park to the north would be willing to sell or convert the park, then a roadway could be established that utilizes the existing easement on vacant land to the south. Another scenario would involve the sale and/or conversion of the mobile home park that fronts 38<sup>th</sup> Drive NE south of 116<sup>th</sup> Street NE. This would enable a roadway to be sited slightly to the west. A third scenario, which is somewhat of a compromise, involves the acquisition and/or conversion of 2-3 parcels east of 38<sup>th</sup> Drive NE and then a curve to the east.

Once the alignment of the Central Boulevard is resolved between the private property owners, an easement will need to be negotiated with the Tulalip Tribes to ensure clear and ongoing access. Discussions with tribal representatives indicate a desire on behalf of the tribes to negotiate a single easement as opposed to individual easements with each property owner. In addition, the tribes have expressed a desire to have the roadway sited in such a way as to maximize their development options for their property and to keep the future use of the railroad spurs open as an option.

Concurrent with the negotiations on the location of the Central Boulevard, decisions can be made on how to best pay for road construction. The most viable options include the formulation of a Local Improvement District(s) (LID) or the private financing with Latecomer Fee Reimbursement Agreements. The formulation of a Local Improvement District could be initiated by the property owners, and could be limited to the road improvement, or could be expanded to include sewer, water, and/or surface water improvements. Alternatively, if there was a property owner(s) who had specific development plans and was ready to proceed, they could design and recover a portion of the cost through the collection of latecomers' fees. While there are many advantages to privately financing the required improvements, it is unlikely that a property owner or consortium of owners would have the financial wherewithal to do so. As a result, it should be expected that the formulation of a LID will prove to be the financing mechanism. The City would then have the option of initiating the LID, or waiting until the property owners are ready to initiate it on their own.

Individual development proposals will be reviewed for consistency with the Master Plan and for compliance with the City's development regulations in effect at the time applications are submitted. In order to promote a campus type or coordinated development, it is recommended that the City development regulations be modified. This can be accomplished through changes to the existing regulations governing design, signs, landscaping, parking, etc. or through the adoption of a new section of code applicable to commercial master plans.

## Permitting Requirements

### *Environmental Permitting*

With respect to permitting, the Recommended Master Plan is based on avoiding intrusions into environmentally sensitive areas. This approach should help to minimize the cost of mitigation and permitting. However, due to the listing of endangered Chinook salmon and potential listing of other salmonid species, known to exist in Quilceda Creek, ESA-related regulations are in a state of flux and will likely become more stringent in the future. At the time of this writing, the following permits and approvals may be required:

- 1) Master Plan – City of Marysville
- 2) Easement Agreement – Tulalip Tribes
- 3) Wetlands/Streams Delineation – City of Marysville (possibly US Army Corps of Engineers)
- 4) Forest Practices Act Permit – Washington Department of Natural Resources
- 5) Hydraulic Project Approval – Washington Department of Fish and Wildlife
- 6) Stormwater Discharge Permit – Washington Department of Ecology (for NPDES compliance)
- 7) Building Permits and individual site plan reviews—City of Marysville
- 8) Biological Assessment (BA) – National Marine Fisheries Service and/or US Fish and Wildlife Service. (Note: If a federal nexus is established for an individual site development proposal, a Biological Assessment and consultation with the Services is required).

### *SEPA Review*

The adoption of plans and programs as well as the approval of permits may not occur without environmental review. The State Environmental Policy Act or SEPA (RCW 43.21C) requires government officials to consider the environmental consequences of actions they are about to take and seek better or less damaging ways to accomplish those proposed actions. They must consider whether the proposed action will have a probable, significant, adverse environmental impact on the following elements of the natural and built environment: earth, air, water, plants and animals, energy and natural resources, environmental health, land and shoreline use, transportation, and public services and utilities.

Based upon a completed environmental checklist, the City determined that the 116<sup>th</sup> Street NE Master Plan proposal is not likely to have significant adverse environmental impacts, and issued a Determination of Non-Significance for the programmatic action.

### *Roadway Alignment*

The Central Boulevard is key to access for the properties, particularly on the south. The Central Boulevard could be financed as follows:

- Privately financed by one or more developers up front, with a “reimbursement contract” where costs in excess of an individual property’s share of the improvements would be paid back over time by later developers. This approach is authorized in MMC Title 18B.
- Financed through a public local improvement district (LID) where the roadway would be planned and constructed by the City with benefited property owners paying back the costs to the City over time through LID assessments. This approach is authorized in MMC Chapter 3.60. The process may be initiated by the City’s acceptance of a property owners’ petition, or by a City Council resolution.

The former approach would rely on market conditions to spur private development to move forward even if all other property owners are not ready, whereas the latter could accelerate the timing of development in the area.

As shown on the Recommended Master Plan, the alignment of the Central Boulevard has been identified conceptually, but may vary to some degree within the distance parameters shown. Regardless of the financing mechanism, the City would approve the road plans and alignment. However, the alignment has the potential to affect the development potential of several properties, and some parcels may need to be purchased in order to construct the road. This requires a high level of coordination and detailed planning by property owners and/or developers. To help assure coordination, the Recommended Master Plan includes a proviso regarding the planning and installation of the Central Boulevard: The property owners must agree upon the alignment of the Central Boulevard within 6 months of the approval of a development proposal(s) that triggers the installation of the single, signalized intersection on 116<sup>th</sup> Street NE. Failure to do so will result in the Master Plan being referred to the Planning Commission for recommendation of a roadway alignment to the City Council.

#### *Water Service*

Adequate water service for the proposed land use is not currently available to the 116<sup>th</sup> Street NE Master Plan area. The water system must be designed to meet the City’s requirements, as well as the requirements of the Department of Health and fire flows as determined by the Snohomish County Fire Marshall. This Master Plan shows a proposed layout for providing a reliable water supply to the area. The Master Plan does not show water mains for serving individual properties.

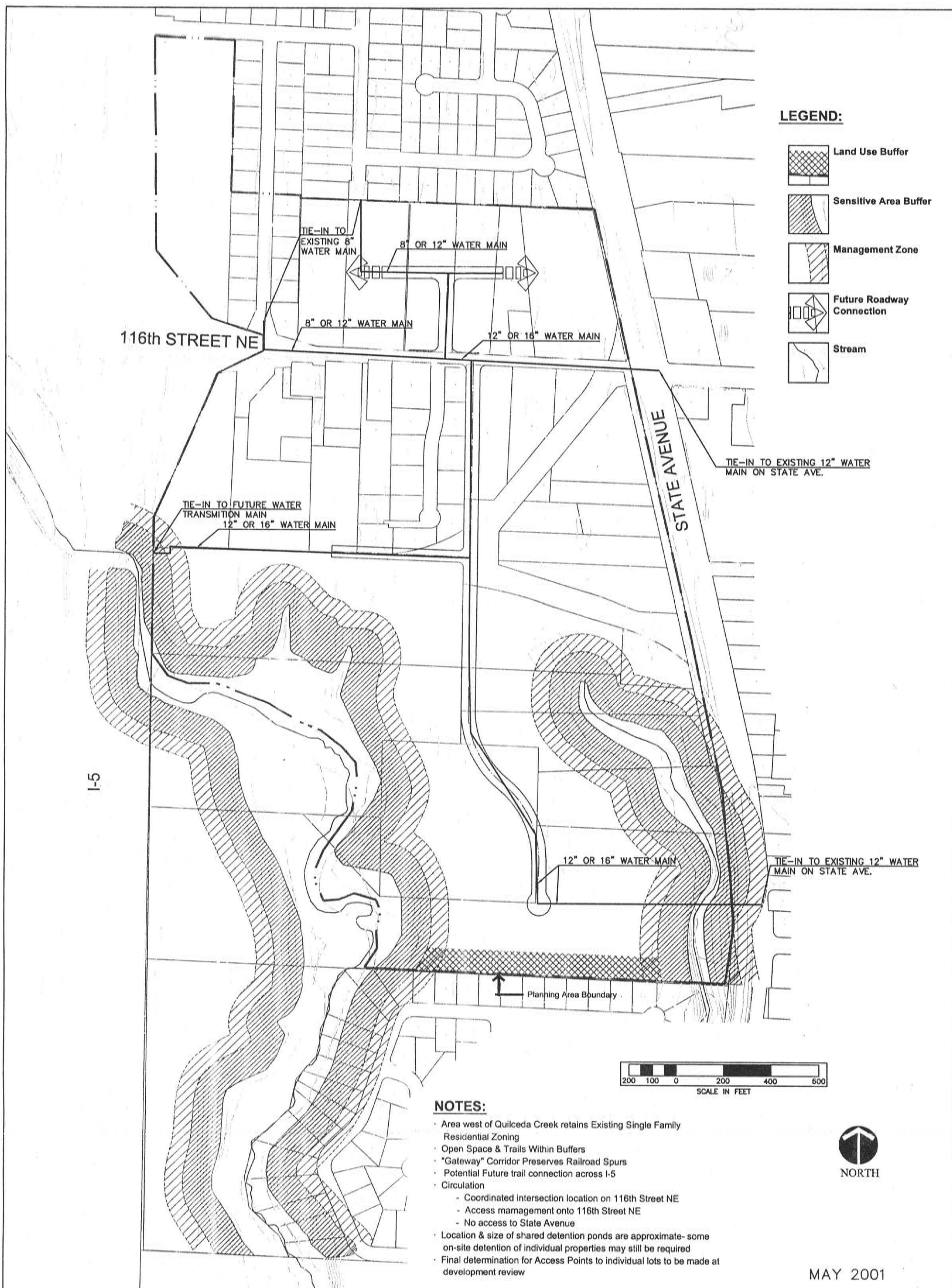
Water mains that are currently on or near the site include:

- 12-inch water main on State Avenue
- 6-inch main on Tulalip Tribes’ north railroad spur serving the old Boeing Test Site
- 8-inch main on 116<sup>th</sup> Street NE

In addition, the Tulalip Tribes are currently designing and constructing a developer extension transmission main that will wheel Everett water through the Marysville system to 88<sup>th</sup> Street NE where it will then be metered into the Tulalip System. The proposed transmission mains for service to the Tulalip Tribes are shown on **Figure 13**. Two new interties between Marysville and the Tulalip Tribes are proposed.

The Marysville-Tulalip Tribes intertie at 88<sup>th</sup> Street NE will be available in 2001. The other intertie will cross I-5 on the existing railroad bridge at about 115<sup>th</sup> Street NE and will be available sometime in the future. A proposed 18-inch main will connect the two interties, and will be located along the west edge of the 116<sup>th</sup> Street NE Master Plan boundary. Due to the unknown timing of these improvements, water





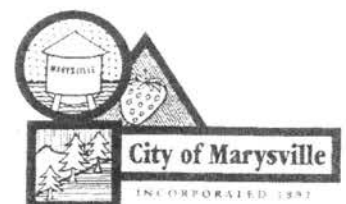
WATER SYSTEM  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 13







GATEWAY EXAMPLE  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 12



MAY 2001

service to the 116<sup>th</sup> Master Plan area should be considered independent of the Tulalip Tribes' proposed transmission mains.

To provide adequate fire flow, pressures and reliable services to the Master Plan area, new water facilities are required. Service to the area will be provided from the Everett water supply through Marysville's 240 Service Zone (240-foot hydraulic grade line). A preliminary layout of new water facilities for the Master Plan is shown in **Figure 13**. The new water mains that are anticipated include:

- 16-inch main on 116<sup>th</sup> Street NE from State Avenue to approximately 36<sup>th</sup> Avenue NE
- 8-inch loop North from 116<sup>th</sup> Street NE to 38<sup>th</sup> Avenue NE
- 16-inch loop on the South road "A", connecting to 116<sup>th</sup> Street NE on the North, and to State Avenue at the Southeast corner of the Master Plan area. Connection to State Avenue will require crossing the creek and the railroad with a jacked and bored casing. Directional drilling may be an alternative for the creek and railroad crossing.
- 12-inch or 16-inch main extending west from Road "A" on approximately 115<sup>th</sup> Street NE (just north of Tulalip Tribes' property). This main will connect to the future Tulalip Tribes' transmission main, near the I-5 crossing.

The water main sizes listed above are approximate, and must be verified during design with hydraulic modeling to ensure that the necessary pressures and fire flows are provided.

Preliminary project costs (including design and construction) for the water lines can be estimated as follows:

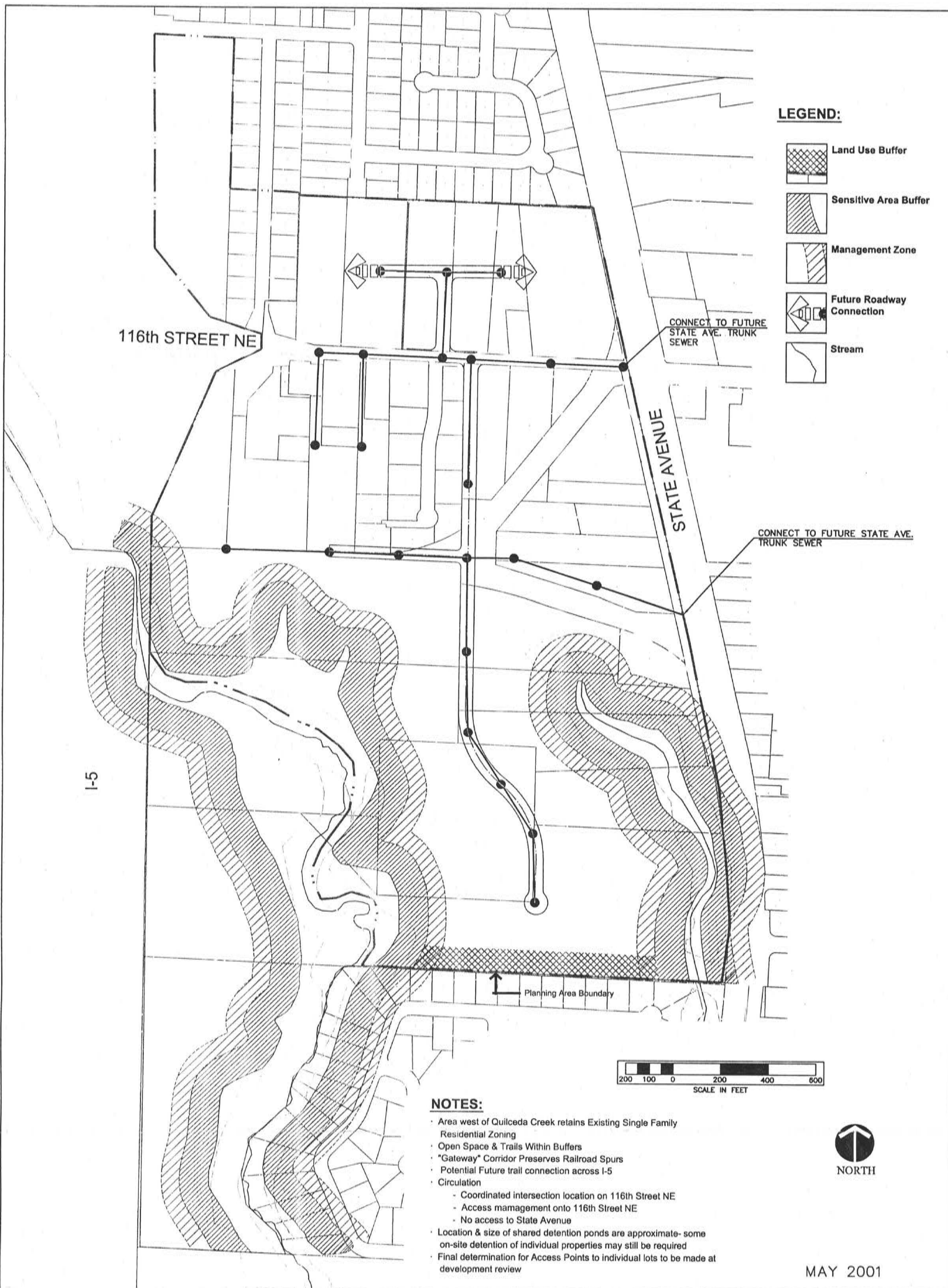
- \$100/lineal foot for 12-inch ductile iron
- \$130/lineal foot for 16-inch ductile iron
- \$300/lineal foot for boring and casing pipe and water main under the creek or railroad.

The estimated cost in Year 2000 for providing adequate water facilities to the Planning Area is approximately \$1,000,000 to \$1,500,000. This cost does not include water service to individual sites.

#### *Sanitary Sewer Service*

Municipal sanitary sewer service is not currently available to the 116<sup>th</sup> Street NE Master Plan area. The City of Marysville State Avenue Trunk Sanitary Sewer Design Report, dated November 1998, contains analysis and recommendations for providing a trunk sanitary sewer system along State Avenue between 100<sup>th</sup> Street NE and 116<sup>th</sup> Street NE. The proposed system would also include a collection system for much of the immediate area. The Design Report included estimated sewerage flows for business park and multi-family land use in the 116<sup>th</sup> Street NE Master Plan area. Design flows were not recalculated for this Master Plan study. The sanitary sewer system that is proposed in this Master Plan will connect to the future State Avenue trunk sewer, and should be designed using the same background assumptions.

Gravity sanitary sewer service can be provided for the developable area in the Master Plan boundary. Gravity service is available from 116<sup>th</sup> Street NE for the northern half of the Master Plan area. Many of the properties to the south of approximately 115<sup>th</sup> Street NE, can be served via an extension from State Avenue. **Figure 14** shows a preliminary layout of the sanitary sewer system for the area, and shows the connections to the Trunk Sewer, as proposed in 1998. The proposed design is based upon minimum



SANITARY SEWER SYSTEM  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 14





slopes, as defined in the Department of Ecology Criteria for Sewage Works Design, and a typical minimum depth of 5 feet. Proposed collection line sizes are 8-inch and 10-inch, depending on required capacity and slope of the line. The size, slope, location of lines, and the need for pre-treatment (such as grease traps for restaurants) should be verified in final design.

The total cost for the proposed State Avenue sanitary sewer system was estimated to be \$2,700,000 in 1998 dollars (ENR 6749). It is anticipated that sewer service to the 116<sup>th</sup> Street NE Master Plan area would be included in a future ULID or would be funded through developer extensions. A revised cost estimate for sewer extensions was not recalculated as a part of this Master Plan study. The estimated cost using the 1998 estimate plus inflation is \$2,948,000 (ENR 7368).

Service to the proposed single-family area west of Quilceda Creek can be provided by a gravity extension from the south along 35<sup>th</sup> Avenue NE. The gravity main will most likely vary from 8 to 12 inches in diameter. Currently, the extension would begin at approximately 90<sup>th</sup> Street NE.

#### *Stormwater Treatment and Detention*

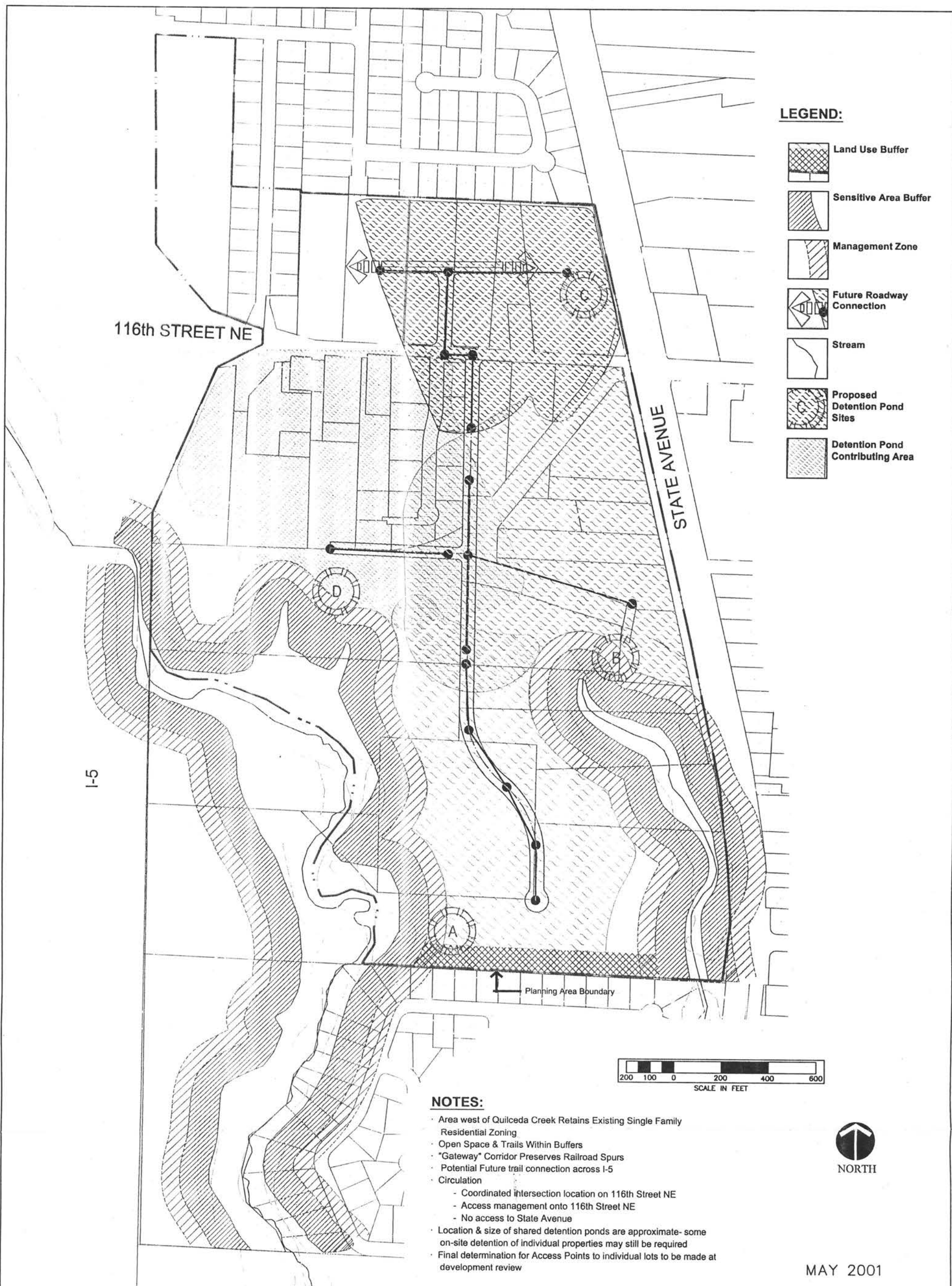
The City of Marysville requires onsite stormwater detention and water quality treatment for development and redevelopment of large parcels (MMC, Chapter 14.15). An alternate to constructing stormwater treatment and detention on each individual site is for landowners to contribute to shared regional facilities. Chapter 14.15.080 of MMC sets forth the conditions whereby the City "should assume responsibility for the further design, construction, operation, and maintenance of the drainage facilities, or any increment thereof, on the subject property." The sharing of regional facilities often creates more flexibility with the development of each site, and can be more cost effective to build and maintain than individual onsite systems.

Regional facilities can be beneficial to all parties: the City, the property owners, developers, other City residents, and others downstream of the developing properties. Regional stormwater facilities are usually designed and operated to more effectively control and treat runoff, thereby providing extra protection for the water quality of streams and other surface water bodies.

The area within the 116<sup>th</sup> Street NE Master Plan is a candidate for shared regional stormwater control facilities. Quilceda Creek is immediately adjacent to the planning area, and is a salmon-bearing stream. The discharge of runoff to the stream must be carefully designed to control the rate of discharge and to provide treatment to minimize contaminants discharged to the creek. Through the implementation of shared facilities, the impacts to Quilceda Creek and to the development of the properties could be lessened.

For the purpose of this Master Plan, several potential regional stormwater detention/treatment wet-ponds were identified. The approximate site locations, and the contributing drainage basin for each pond are shown on **Figure 15**. The potential pond sites were chosen based upon the following criteria:

- Topography
- Sensitive areas (not in wetland buffers)
- Minimize impact to developable land
- Pond discharge location
- Site access
- Conveyance to the pond.



STORM DRAINAGE FACILITIES  
116th STREET NE MASTER PLAN  
CITY OF MARYSVILLE, WASHINGTON  
Figure 15





The volumetric size of the potential regional ponds has not been calculated for this study. The pond sizes that will be required at the time of development will depend upon regulations that are current at the time of development, rules adopted in response to the Endangered Species Act (ESA), the type of development, and the actual land area that is served by each pond. This Master Plan should serve as a guideline for the future design (including location and contributing areas) of any shared regional stormwater treatment facilities. It should be noted that if regional facilities are not constructed, treatment facilities and drainage easements will be required for treating the roadway runoff. Furthermore, several properties will require on-site detention and water quality treatment, even if all four potential ponds are constructed. The properties requiring on-site facilities are those located outside the drainage sub-basins as shown on **Figure 15**.

**Table A** shows a summary for each of the potential wet ponds shown on **Figure 15**. A minimum of 3 vertical feet of "dead" storage is assumed for water quality treatment. Discharge of controlled runoff into the creeks may need to be further mitigated, depending on permit requirements and future stormwater regulations.

**TABLE A**  
**POTENTIAL STORMWATER DETENTION (WET) PONDS**

| POND | LOCATION/<br>CONTRIBUTING AREA | DISCHARGE LOCATION                    | APPROXIMATE<br>INLET ELEVATION             |
|------|--------------------------------|---------------------------------------|--------------------------------------------|
| A    | Southwest of Site              | To Quilceda Creek on old road cut     | 64 feet                                    |
| B    | Central-East                   | To Creek (east tributary to Quilceda) | 65 feet (Easement across RR spur required) |
| C    | Northeast of Site              | To storm drains on 116 <sup>th</sup>  | 69 feet                                    |
| D    | Central-West                   | To Quilceda Creek                     | 66 feet                                    |

Source: Hammond Collier Wade Livingstone Associates, Inc.

Although the Marysville Municipal Code does not allow detention ponds within sensitive area buffers, it does allow swales in buffers. All of the potential regional ponds identified in this study include swales in sensitive area buffers and discharge of detained, treated water to creeks. As shown on the Recommended Master Plan map (**Figure 8**), a "Management Zone" adjacent to the sensitive areas buffer is a possible future expanded ESA buffer. If this expanded buffer is adopted, two potential detention sites (A and B) would be affected. If the Management Zone expanded buffer is adopted, the City could consider allowing regional detention facilities within the Management Zone. Prior to the location of regional facilities inside the Management Zone, the effects of such an action should be evaluated based on:

- Fish habitat protection
- Buffer functions
- Water quality of runoff.

#### *Stormwater Conveyance*

Stormwater from the roadways will be conveyed to the detention and treatment facilities either through catch basins and pipes, or through open ditches. Open ditches are preferred when they are feasible, because of the benefits of additional treatment and the potential for infiltration.

The conveyance systems can be sized to include runoff from individual sites, if regional detention is constructed.

#### *Recommended Stormwater Design Considerations*

The following are some further recommendations for the design of stormwater facilities for the 116<sup>th</sup> Street NE Master Planning area:

- Maximize infiltration where soils and groundwater levels are acceptable
- Use swales for conveyance to enhance treatment and provide infiltration
- Analyze the seasonal groundwater table prior to design and construction since it may be high in many places
- Provide aesthetic design of regional ponds – suggested incorporation into open space, if safety considerations are met
- Provide adequate access for maintenance of drainage easements and detention ponds
- Provide pretreatment and source control for all applicable land uses.

The future design of stormwater facilities for the Master Plan area will be under more stringent requirements than are currently in place. The City of Marysville has adopted the Department of Ecology's (DOE) Stormwater Management Manual for the Puget Sound Basin. The DOE plans to adopt a new Manual in early 2001, which will increase the requirements for detention, water quality treatment, and source control.

#### **Design Standards**

The City's current development regulations contain a variety of standards within the Zoning Code that affect the overall design of a project including landscaping, signage, parking, and setback requirements. It is recommended that in addition to these existing standards, the City consider establishing a set of design guidelines applicable to development within the 116<sup>th</sup> Street Master Plan area boundary. The following is a list of considerations that should be addressed as a part of this process.

#### **Guidelines applicable to Commercial & Mixed Use Designations (FS, CB & MU) within the 116<sup>th</sup> Street Master Plan area boundary:**

1. Location of Parking & Service Areas
2. Consolidated (Shared) Access
3. Parking Lot Landscaping
4. Site Landscaping
5. Parking Lot Lighting
6. Pedestrian Connections
7. Screening Blank Walls, Dumpsters & Service Areas
8. Marking Gateways
9. Sidewalks and Street Trees
10. Sidewalk Paving
11. Plazas and Public Open Spaces

12. Natural Features & Sensitive Areas
13. Signage Location & Design

**Guidelines applicable to Multi-family Designations (MFM) within the 116<sup>th</sup> Street Master Plan area boundary:**

1. Site Entry Features
2. Front Yard Setback
3. Common Outdoor Spaces
4. Private Outdoor Spaces
5. Fences and Walls

### Preliminary Estimates of Probable Cost

Potential costs for each development alternative were prepared and analyzed. **Table B** summarizes the preliminary cost estimates for the Recommended Master Plan. The costs are very general and only include areawide or shared costs, and do not include parcel specific costs such as driveways, side sewers, on-site utilities etc.

**TABLE B**  
**PRELIMINARY COST ESTIMATES**  
(In Year 2000, in millions)

| ROADS       | SANITARY<br>SEWER | WATER      | STORMWATER<br>(PER CURRENT<br>REGULATIONS) | ROADWAY<br>LANDSCAPING<br>/BUFFER<br>TRAILS | TOTALS           |
|-------------|-------------------|------------|--------------------------------------------|---------------------------------------------|------------------|
| \$6.8 – 8.3 | \$2.9             | \$1.0– 1.5 | \$2.5 – 3.0                                | \$2.4                                       | \$15.6 –<br>18.1 |

Sources: Bucher, Willis & Ratliff; Hammond Collier Wade Livingstone Associates Inc.  
Hough, Beck & Baird

### Summary of Key Implementation Decisions

The following is a brief summary of decisions that the City must make in order to adopt and implement the Master Plan.

#### 1) Comprehensive Plan Revision

Action should be taken on the Comprehensive Plan and Zoning Map amendment request to change the land use designation from Medium Density Single-Family Residential to Freeway Services and Commercial Business.

#### 2) Master Plan Adoption

The Master Plan should be approved, including the revised project boundaries.

#### 3) Resolve Central Boulevard Location

The private property owners must agree upon the alignment of the Central Boulevard and execute an easement with the Tulalip Tribes. The property owners must agree upon the alignment of the Central Boulevard within 6 months of the approval of a development proposal(s) that triggers the installation of

the single, signalized intersection on 116<sup>th</sup> Street NE. Failure to do so will result in the Master Plan being referred to the Planning Commission for recommendation of a roadway alignment to the City Council.

5) Finalize Utility Design and Financing

Once the alignment of the Central Boulevard is resolved the plans for providing water, sewer, and surface water facilities must be finalized and a decision made on how best to finance them.

6) Establish Financing Mechanism

A decision needs to be made regarding the means of financing the required road, water, sewer, and stormwater improvements. If LID funding is the preferred mechanism, a City must decide whether to initiate the LID or wait for the private property owners to do so.

7) Revise Development Regulations

In order to fully realize the benefits of the Master Plan, City development regulations relating to signage, landscaping and design must be updated. This can be accomplished by amending respective code sections or through the adoption of a new chapter applicable to commercial Master Plan developments.

8) Review Stormwater Regulations

New state regulations may require an overall revision to the City's stormwater regulations. Either as a part of this review, or as a stand-alone item, the City should consider amending the regulations to allow, subject to conditions, stormwater detention facilities in wetland buffers.

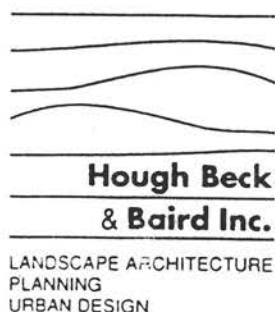
**APPENDIX A  
PUBLIC MEETING NOTES**



**116<sup>th</sup> Street Planning Area Master Plan**  
**February 22, 2000**  
**Meeting Notes**

1. How were the boundaries for the planning area established? Can the northern boundaries be expanded?
2. To what extent will the interests of long time residents and property owners be considered, in addition to the interests of newer property owners and developers?
3. Will alternative access routes be examined?
4. Some of the parcels in the vicinity of the site are within the City's Urban Growth Area boundaries, but not in the City limits.
5. Will the impacts of new multi-family housing on schools be considered?
6. Setbacks and buffers from I-5 should be considered.
7. A concern was expressed that new multi-family housing may have an affect on nearby single family neighborhoods.
8. Are there plans to extend sewer lines north of 116<sup>th</sup> Street? What if property owners outside of the planning area want to be added to a prospective LID?
9. Has the City received any reports of drainfield failures in the planning area? There may be parcels on 116<sup>th</sup> Street whose septic systems have failed.
10. A property owner in the area was previously cited for illegal logging practices and required to remove a bridge that was adversely affecting a stream.
11. The importance of preserving the wetland functions on the site was identified.
12. Will it be possible to install a new railroad crossing to access the site from State Avenue?
13. A concern was expressed about the potential economic impact that a LID for sewers could have on certain property owners.
14. Are there alternative methods of sewer assessment?
15. Can 116<sup>th</sup> Street be extended to 51<sup>st</sup> Avenue?
16. The current southbound traffic on State Street is queuing up to make a right turn onto 88<sup>th</sup> Street NE and is blocking traffic on State Street. It was suggested that State Street may be too close to the railroad tracks to permit the installation of a right turn lane.
17. Are there plans to widen 116<sup>th</sup> Street and/or to improve the railroad crossing? Can mitigating measures be required to be constructed prior to the issuance of certificates of occupancy?

18. What improvements will be required prior to development?
  19. A concern was expressed about the compatibility of the proposed mixed-use zone and surrounding land uses.
  20. How will pass through trips from unincorporated Snohomish County be addressed?
  21. Has the City captured impact fees from previous developments in the planning area?
  22. Will the existing need for a park in the planning area be addressed?
  23. A concern was expressed regarding the compatibility of the multi-family zone with existing single-family land uses.
  24. It is estimated that the area south of 116<sup>th</sup> Street NE, excluding the Tribal Trust land, includes 39 acres zoned commercial, 12 acres zoned multi-family, 70 acres zoned mixed use, and approximately 20 acres designated as buffers or open space.
- 
25. Will there be opportunities to build up, as opposed to out, on the site?
  26. Can trees be preserved as an air quality and noise protection measure?
  27. It was noted that DOT may own addition property between the freeway and the site with mature trees that should not be disturbed.
  28. Can gated, locked emergency access across the railroad tracks be secured?
  29. It was noted that if LID petitions are circulated that they be clearly described, with a description of opt out provisions, and a copy left with the signator.



April 13, 2000

## OPEN HOUSE MEETING

---

Location: Marshall Elementary School Library

Time: April 12, 2000

### Meeting Notes:

1. Where are park facilities and schools going to be? (City noted they will be collecting mitigation fees for parks and schools – park not expected to be located in this area mainly due to already diminished developable area; trails through buffers; schools is the responsibility of the school board).
2. Has planning commission/city put any more thought into improvements to 116<sup>th</sup> than they did at 88<sup>th</sup> – for limiting access and roadway widths? (BWR noted goal to limit access off 116<sup>th</sup>; City expected minimum 4 lanes along 116<sup>th</sup>).
3. Why isn't a buffer shown in Bridge option between MFM on southwest corner of planning area and adjacent single-family residential area south?
4. Is proposed zoning locking in place? (BWR noted in general, yes, though some changed may become apparent if the bridge option is not viable as shown on plans).
5. Concern that bridge would not only disturb immediate area, but would likely disturb much larger area through construction, as well – doesn't seem worth it.
6. Questions feasibility with a RR crossing given BNR policy to close crossings with increased train speeds and had previously closed this very crossing in question.
7. Concern with the impact for left hand turns onto State for the neighbors to the south if you add another light on State as part of this plan.
8. Questions regarding access to 36<sup>th</sup>(?) north of 116<sup>th</sup> next to freeway – will this access be maintained? (BWR noted concerns and problems with this intersection and some of the options available).
9. Would an additional access to State relieve any pressure to 116<sup>th</sup>?
10. Concern raised that properties between existing planning area to the north of 116<sup>th</sup> and the freeway (that access off of 36<sup>th</sup>) should be included in the process as well and will be impacted by the outcome of the master plan. (City noted there is a petition to include that area, will be run as a separate process, some consideration given to access already).
11. Drainage systems were a concern – already some flooding in recent history north of 116<sup>th</sup>, will existing drainage problems be addressed by this plan as well? (BWR noted City is currently trying address existing drainage concerns; they will try to coordinate efforts with existing drainage and proposed impact of this planning area, but the property owners will only be responsible for addressing increased storm water from their developments, per City standards).

12. Need to consider impacts to 38<sup>th</sup> and existing road capacity, improvements, etc. if considering making a connection through that neighborhood – existing roads old and not very wide.
13. How will roadway over Indian Creek be mitigated? (BWR noted possibilities of stream and associated wetland enhancements in immediate area of the proposed road crossing).
14. Area west of Quilcene Creek would be ideal for a park site.
15. Questioned proposed access to triangle properties between proposed access road, railroad spurs and State, especially if 41<sup>st</sup> is closed off and BWR won't allow additional crossings.
16. What is the difference, proportionally, in cost between the different options? (BWR noted Bridge option is most expensive, other two would be relatively equal; City noted property owners will pay for roadways but City has policy/review authority over where access will go, traffic impacts/fees, etc.).
17. Concern with safety of new MFM/MU residential areas and proposed access to State – people will use site and a short cut to 116<sup>th</sup>.
18. Concern with intersection of 116<sup>th</sup> and State, especially time allowed for pedestrians to cross intersection. (Robyn noted City would be making improvements to that intersection for both vehicular and pedestrian circulation).
19. How many of the property owners are "developers"? (BWR stated only 1-2 properties are owned by developers or developer groups).
20. Are homeowners along 36<sup>th</sup> going to be a part of discussions of the proposed changes to movements at that intersection? (BWR stated they would have a say in any proposed changes).
21. Is there a stoplight proposed on 116<sup>th</sup> at the freeway? Traffic is already backed up onto the freeway trying to get to State. (Robyn noted there was currently a signal being placed at that intersection).
22. Consider a frontage road north and south of 116<sup>th</sup> to alleviate driveway access issues.
23. Adjust buffer on tribal properties where it looks a little small near "fingers".
24. Are ponds the only option to control storm water? (BWR explained infiltration option and restrictions based on soils, etc. – will be looked at further).
25. Avoid a situation similar to what happened at Sunny Side where houses were built in what was suppose to be a buffer – will fencing be required & existing trees saved within the buffers? (City stated that fencing would be required during construction to avoid impacts to buffers).

City of Marysville

# 2024 TRANSPORTATION ELEMENT

November 2024

Prepared by:



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## Chapter 1. Introduction

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecast growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multimodal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to assure that improvements can meet future needs, or be efficiently phased over time.

The Transportation Element of the Marysville Comprehensive Plan is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) [RCW 36.70A, 1990 and amendments]. The Transportation Element also is consistent and compatible with State, regional, Snohomish County, and adjacent local municipality transportation plans.

### Transportation Element Organization

In addition to a general overview, Chapter 1 includes information about updates to major planning efforts within the City since the last plan was adopted, changes in facilities, and changes in Washington State planning requirements. Chapter 2 presents a summary of the existing transportation system facilities and issues. The Transportation Element then presents an overview of household and employment growth and needs assessment of the transportation system (Chapter 3). The core of the Transportation Element includes the various multimodal systems plans and improvement projects and programs (Chapter 4). Funding strategies are also presented, including use of fuel taxes, grants, transportation impact fees, and other City revenues (Chapter 5). Chapter 6 presents the transportation-related goals, and policies to assist the City, other agencies, developers, and the general public in implementing the transportation system.

### Major Plan Updates Since Last Plan

Since the previous Transportation Element Update in 2015, several major planning efforts have occurred including:

- Adoption of the updated Downtown Master Plan (2021)
- Adoption of an Americans with Disabilities Act Self-Evaluation & Transition Plan (ADA SETP 2020)
- Community Transit's Swift Gold Line planning efforts
- Adoption of the Lakewood Neighborhood Master Plan, including modifications to the transportation network based on recent and planned development.
- Modifications to the transportation network within the Smokey Point Master Plan based on the designation of the Cascade Industrial Center, including recent and planned development.

### Downtown Master Plan

The Downtown Master Plan (DMP), adopted in September 2021, looks to update the previously adopted 2009 DMP. The 2009 DMP aimed to promote rigorous development within the downtown core, providing opportunity for a teeming mixed-use area. Since its adoption in 2009, public improvements have been completed, although private development has not been as robust. The updated DMP outlines existing assets, challenges, and opportunities to increase residential capacity while also inviting private development. There is also discussion regarding land use and urban design, transportation, parks and public services, as well as water and utilities.

### Americans with Disabilities Act Self-Evaluation & Transition Plan

The ADA SETP was approved in December 2020, and details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes. It also describes the grievance procedure and public outreach process. The Plan also outlines the metrics for ADA-compliance for various assets in the public right of way, allowing Marysville to perform continual review of these assets.

### Community Transit's Swift Gold Line

The Swift Gold Line, offered through Community Transit, is forecast to be available in the range of 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between. The Swift Gold Line buses are expected to be the first zero-emission buses in the Swift BRT fleet, and the first BRT service in North Snohomish County. Additionally, the proposed Gold Line corridor will be able to serve areas with high amounts of low-income, minority, and high displacement populations while connecting to the Swift Blue Line and further regional service at Everett Station.

### Lakewood Neighborhood Master Plan

The Lakewood Neighborhood Master Plan notes current development within the Lakewood subarea. With continual growth expected, the Lakewood neighborhood is seeing multiple apartment complexes, townhouses, single-family homes, commercial developments, as well as corridor and arterial improvements. 172nd Street NE, SR 531, and 156th Street NE are each receiving improvements that will promote connectivity and safety for pedestrians and bicyclists.

### Cascade Industrial Center

As more detailed development plans are being considered and constructed, the circulation network plans of the Cascade Industrial Center were updated since the last Transportation Plan update. The anticipated grid network spacing was enlarged to better accommodate the type of development being constructed in the area. This required the removal of some local connections as well as other planned roadways being realigned. The intent of the original Transportation Plan was preserved, which was to create a grid network to improve traffic circulation and capacity in the area with better connectivity.

## **Major Facility Updates Since Last Plan**

Since the previous plan, multiple capital improvement projects have been completed including:

- Annual Pavement Preservation Programs
- First Street Bypass

- 2021 Transportation Benefit District (TBD) Projects
- 2019 Highway Safety Improvement Program Completion
- Cedar Avenue LID and Roadway Improvements
- State Avenue Corridor Widening

### Annual Pavement Preservation Programs

These programs included improvements to pedestrian facilities to meet ADA requirements, repairing existing pavement, resurfacing streets, and restriping existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

### First Street Bypass

This project aimed to increase connectivity and mitigate congestion due to the highway interchange at SR 529 and I-5. The improvements resulted in First Street being classified as an arterial, and the development of bike lanes and shared-use path on the south side of the roadway. A segment of First Street was also widened from two to five lanes.

### 2021 Transportation Benefit District (TBD) Projects

The Transportation Benefit District involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. The 2021 TBD projects included three projects on State Avenue, 47th Avenue NE, and 8th Street.

### 2019 Highway Safety Improvement Program Completion

The projects included in the 2019 Highway Safety Improvement Program were completed in 2021. They involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

### Cedar Avenue LID and Roadway Improvements

This project constructed bioretention areas, permeable pavers, bulb-outs, traffic safety improvements, pedestrian lighting, improved landscaping and amenities, as well as replacement of a water main. Two ecology grants were utilized for project funding.

### State Avenue Corridor Widening

This project involved the widening of State Avenue from three to five lanes between 100th Street NE and 104th Place NE. As part of the widening, the project included curb, gutter, sidewalk, and street lighting improvements. It also involved the construction of a short-span bridge at Quilceda Creek. Funding for the project was received in 2018, and construction was completed in 2022.

### Other Projects Completed

In addition to the project discussed above, other notable projects that have been completed include:

- State Avenue ADA upgrades (3rd Street to 76th Street NE),
- Rebuild of State Avenue/80th Street NE signal
- Construct Sunnyside Boulevard/52nd Street NE signal
- 8th Street (Cedar Avenue to State Avenue)
- SR 528 HAWK signal
- 80th Street (State Avenue to 51st Avenue)
- 2nd Street LID (State Avenue to 47th Avenue)



## Changes in Washington State Legislation Overview

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognized the importance of these transportation facilities from a state planning and programming perspective and required that local jurisdictions reflect these facilities and services within their comprehensive plan.

Over the past 12 years (2011-2023), Washington has passed several other legislative amendments and policy mandates that require a focus on multimodal transportation, as listed below.

- 2011 RCW 47.04.320-.340 established a Complete Streets grant program (funded later), which requires local jurisdictions to adopt Complete Streets ordinances to be eligible to apply for state grant funding.
- 2016 Washington legislature approved funding for the Transportation Investment Board (TIB) Complete Streets grant program.
- 2021 WSDOT adopted an Active Transportation Plan for state highways, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements along and across state highways.
- 2022 RCW 47.04.035 requires WSDOT to apply Complete Streets principles to all state highway projects with a total project cost of \$500,000 or more.
- 2023 ESSHB 1181 Requires Multimodal LOS in Comprehensive Plans and encourages multimodal transportation systems that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). The bill also requires an agency to prepare an ADA Transition Plan to identify physical obstacles that limit accessibility to individuals with disabilities and identify methods to make the facilities fully accessible.
- 2023 SB 5452 Allows Transportation Impact Fee revenue to be used for pedestrian and bicycle projects as part of citywide transportation system improvements needed to accommodate growth and development.

## Chapter 2. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Marysville are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Element.

### Street and Highway Network

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is presented in Chapter 4 (Transportation System Plan) of the Transportation Element and is based on existing and future transportation needs for the City. Figure 1 shows the existing state highways and arterial system serving the City of Marysville.

#### State Highways

Six state highways serve travel for areas in and around the City of Marysville. The state highways that serve north-south travel flows are Interstate 5 (I-5), State Route 9 (SR 9), and State Route 529 (SR 529). East-west travel flows are served by State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

**Interstate 5 (I-5)** is a six-lane, north-south, limited access freeway that is classified as a Highway of Statewide Significance (HSS) by the Washington State Legislature. It connects Marysville south to other major cities to the south in Snohomish and King counties, including Everett and Seattle. To the north, this facility traverses through Skagit and Whatcom counties, terminating at the Canadian border. Four interchanges along I-5 serve the Marysville community – 4th Street (SR 528), 88th Street NE, 116th Street NE, and 172nd Street NE (SR 531). Since the 2015 Transportation Element update, WSDOT replaced the diamond interchange at 116th Street NE with a single-point urban interchange (SPUI).

**State Route 9 (SR 9)** is another north-south state highway classified as a HSS. It is located approximately 3.5 miles east of I-5 and connects with the Cities of Arlington, Lake Stevens, Snohomish, and Woodinville. In the vicinity of the City, it generally has one lane in each direction with additional turn lanes at intersections, except the segment between Granite Falls Highway (SR 92) and Soper Hill Road, which has been expanded to provide two lanes in each direction. SR 9 continues to provide two travel lanes in each direction as it enters the City of Lake Stevens. In addition, several roundabouts have been installed along SR 9 in the vicinity of the City, at 84th Street NE, 108th Street NE, and 172nd Street NE (SR 531).

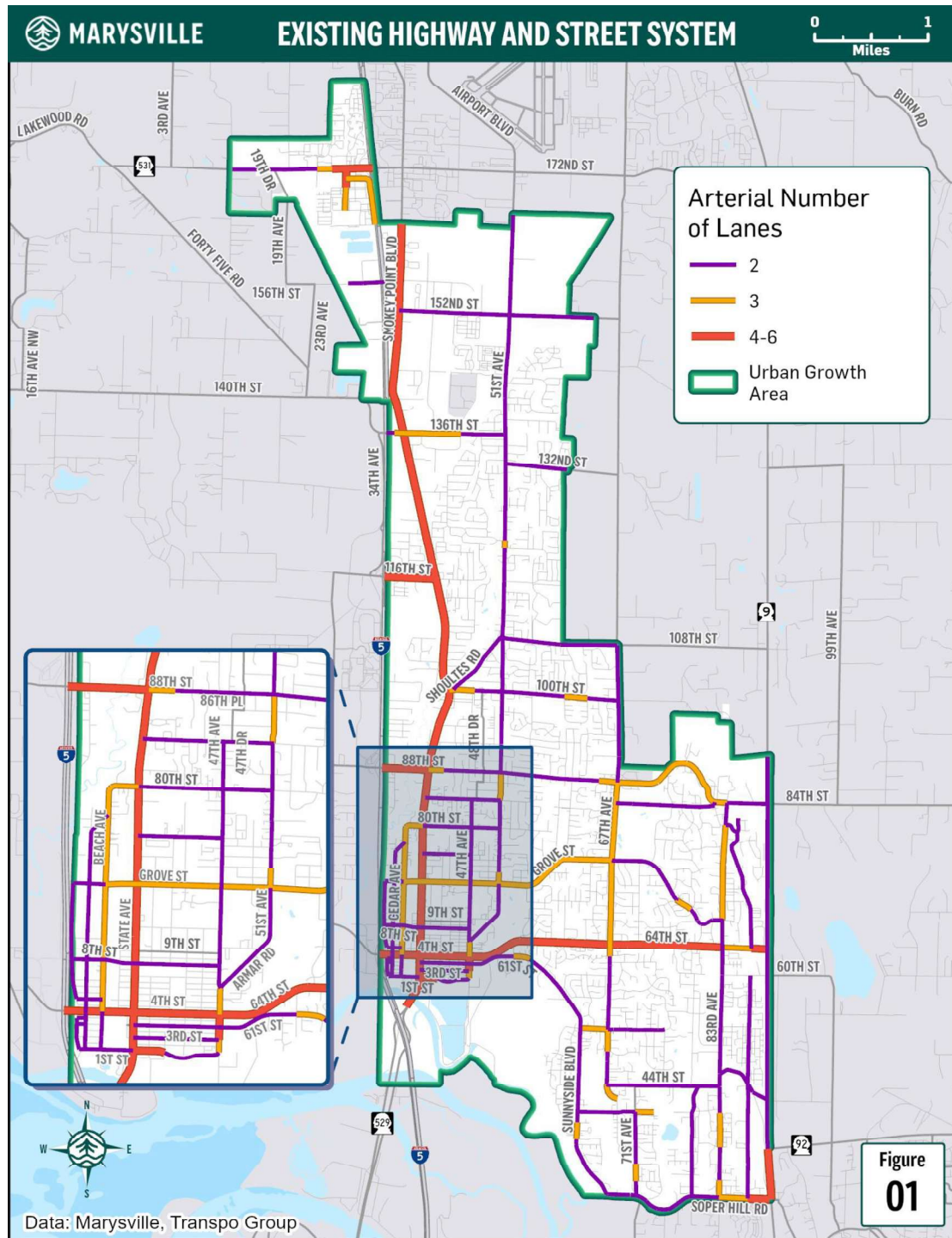


Figure 1. Existing Highway and Street System

**State Route 528 (SR 528)** is classified as a Tier 1 Regional Significant State Highway by WSDOT and the Puget Sound Regional Council (PSRC). SR 528 is an east-west State highway that connects SR 9 to I-5 through Downtown Marysville. Within Marysville, it is an arterial roadway known as 4th Street in the Downtown area (between I-5 and 47th Avenue NE Street) and 64th Street NE between 47th Avenue NE and SR 9. This corridor provides four to five travel lanes for its full length within the City, except for a short segment from 83rd Avenue NE to 87th Avenue NE that is only three travel lanes.

**State Route 529 (SR 529)** is also classified as a Tier 1 Regional Significant State Highway. SR 529 is a north-south state highway connecting Marysville to the City of Everett and also to the Port of Everett. SR 529 becomes an arterial roadway (State Avenue) within the City; the state highway designation ends at 4th Street (SR 528). SR 529 generally provides two travel lanes in each direction, except for some segments south of the City near the I-5 connector ramps.

**State Route 92 (SR 92)** is classified as a Tier 2 Regional Significant State Highways by WSDOT in coordination with PSRC. This roadway provides an east-west highway connection between Granite Falls and SR 9, and is generally a two-lane road with turn lanes at several major intersections. Note that no portion of the roadway is within City limits, but the western end will be a major access point to the City.

**State Route 531 (SR 531)** or 172nd Street NE is an east-west state highway that serves the developing areas of northwest Marysville and the City of Arlington. In the developed areas near I-5, the corridor has five or more travel lanes, but the highway transitions to two or three lanes in the less developed areas. Within the City, SR 531 operates as an arterial roadway.

### North-South City Arterials

In addition to I-5 and SR 9, which provide regional north-south connectivity for the City, several arterials provide a direct connection between the northern and southern ends of the City. These roadways serve as the primary connectors for travel within the City and the surrounding communities.

**State Avenue/Smokey Point Boulevard** is the primary north-south arterial serving Marysville. It traverses the entire City from the northern City limits near the 164th Street NE block to the southern City limits, where the roadway continues south as SR 529. This corridor is five lanes wide along its entire extent through the City. Since the 2015 Transportation Element update, the City completed roadway improvements projects to provide a four-to-five lane facility.

**51st Avenue NE/Amar Road/47th Avenue NE** corridor provides connectivity through the City of Marysville. This roadway travels as 51st Avenue NE between 172nd Street NE (SR 531) and 67th Street NE and as Amar Road between 67th Street NE and 47th Avenue NE, where the roadway continues south as 47th Avenue NE. The roadway generally provides one travel lane in each direction with left-turn channelization at some intersections.

**Sunnyside Boulevard** provides north-south access to the residential neighborhoods in southern Marysville. This roadway is the southeasterly extension of 61st Street NE and terminates at State Route 204, south of the City. Within Marysville, this roadway is generally a two-lane facility.

**Cedar Avenue, 47th Avenue NE, 67th/71st Avenue NE, 83rd Avenue NE, and 87th Avenue** are other north-south arterial corridors within the City and have one travel lane in each direction.

## East-West City Arterials

Few east-west City arterials provide a direct connection between the western and eastern ends of the City, but rather serve as connections between major north-south arterials. Aside from the arterial state highways (SR 528 and SR 531), only the 88th Street NE/Ingraham Boulevard/84th Street NE corridor provides a direct link between I-5 and SR 9.

**156th Street NE** is an east-west arterial which begins west of the I-5 freeway, and terminates east of 39th Avenue NE with one travel lane in each direction. This roadway will connect with **152nd Street NE** in the future to provide a major east-west arterial connection to 67th Avenue NE.

**136th Street NE** is an east-west arterial traveling between 34th Avenue NE, west of the I-5 freeway, and 51st Avenue NE (a major crossing across I-5). This roadway is a two- to three-lane facility with bicycle lanes along some segments.

**116th Street NE** is an east-west roadway, providing a key connection between I-5 and State Avenue/Smokey Point Boulevard. Within the City, the roadway is typically a five-lane facility west of State Avenue/Smokey Point Boulevard, and a two-lane to the east.

**88th Street NE/Ingraham Boulevard/84th Street NE** corridor provides continuous connectivity from the I-5 interchange through the City of Marysville to SR 9. This roadway travels as 88th Street NE from east of 27th Avenue NE to 67th Avenue NE, as Ingraham Boulevard between 67th Avenue NE and 82nd Avenue NE, and as 84th Street NE between 82nd Avenue NE and SR 9. Near its interchange with the I-5 freeway, this roadway is a five-lane facility and a two- or three-lane facility along most other segments.

**Grove Street** is an arterial providing east-west connectivity through central Marysville, including major pedestrian and bicycle facilities. On the western end, it is located along the 72nd Street NE block and is one of the few connections across the railroad track between Cedar Avenue and State Avenue. This mostly three-lane roadway also intersects with 51st Avenue, 67th Avenue, and terminates past the 83rd Avenue NE corridor.

**1st Street/ 1st Street Bypass/61st Street NE** is an east-west arterial traveling between State Avenue to Sunnyside Boulevard. This roadway generally provides one travel lane in each direction, except for the segment between State Avenue and Alder Avenue, which is a five-lane facility. Substantial improvements have been made to this corridor since the 2015 Transportation Element Update. The roadway has been redesignated as an arterial and has been widened between State Avenue and Alder Avenue. Additionally, the 1st Street Bypass was completed (south of the existing 1st Street alignment between Alder Avenue and 47th Avenue NE).

**108th Street NE, 100th Street NE, 84th Street NE, 80th Street NE, Grove Street, 44th Street NE, 40th Street NE, and Soper Hill Road** are other east-west arterials and generally have one lane in each direction.

## Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City. Figure 2 presents the average daily traffic volumes (ADT) volumes from the model along the City's key arterials and collectors.

As shown in Figure 2, the highest ADT volumes within the City occur along WSDOT facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531). ADT volumes along



these roadways range between 12,000 and 37,000. Of the City's roadways, the Smokey Point Boulevard/State Avenue corridor has the highest existing daily volumes between 17,000 and 22,000 daily trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000 while collector roadways have ADT volumes of approximately 5,000 vehicles.

Table 1 compares PM peak hour volumes for key corridors within the City between 2014 and 2023. As shown, the roadways which have exhibited the largest growth since the previous Transportation Element update are primarily located in the eastern and southern portions of the City (e.g., 88th Street NE/Ingraham Boulevard/84th Street NE, 51st Avenue NE/47th Avenue NE, SR 9). These roadways serve the areas of the City which have experienced the most development in recent years and are accommodating additional vehicular demand. In addition, volumes along SR 528 have decreased through the City, which can be attributed to the completion of the 1st Street Bypass project, which diverts traffic around the Downtown area.

**Table 1. Weekday PM Peak Hour Volumes by Corridor**

| Corridor                                | Location                | 2014 Volume <sup>1</sup> | 2023 Volume <sup>2</sup> | Volume Change | Annual Growth |
|-----------------------------------------|-------------------------|--------------------------|--------------------------|---------------|---------------|
| 172nd St NE (SR 531)                    | w/o 27th Ave NE         | 1,405                    | 1,470                    | 65            | 1%            |
|                                         | e/o 27th Ave NE         | 2,665                    | 2,980                    | 315           | 1%            |
|                                         | e/o I-5 NB Ramps        | 3,415                    | 3,185                    | -230          | -1%           |
| 88th St NE / Ingraham Blvd / 84th St NE | e/o I-5 NB Ramps        | 2,115                    | 2,190                    | 75            | 0%            |
|                                         | e/o 51st Ave NE         | 820                      | 960                      | 140           | 2%            |
|                                         | w/o 67th Ave NE         | 795                      | 970                      | 175           | 2%            |
|                                         | w/o SR 9                | 670                      | 870                      | 200           | 3%            |
| 4th St / 64th St NE (SR 528)            | e/o I-5 NB Ramps        | 2,550                    | 2,285                    | -265          | -1%           |
|                                         | e/o State Ave           | 1,660                    | 1,500                    | -160          | -1%           |
|                                         | w/o 67th Ave NE         | 1,795                    | 1,750                    | -45           | 0%            |
|                                         | w/o SR 9                | 1,280                    | 1,190                    | -90           | -1%           |
| State Ave / Smokey Point Blvd           | n/o 116th St NE         | 1,565                    | 1,750                    | 185           | 1%            |
|                                         | n/o 88th St NE          | 1,870                    | 1,785                    | -85           | -1%           |
|                                         | n/o 4th St (SR 528)     | 1,440                    | 1,415                    | -25           | 0%            |
|                                         | s/o 1st St              | 1,555                    | 1,770                    | 215           | 2%            |
| 51st Ave NE / 47th Ave NE               | n/o 88th St NE          | 800                      | 920                      | 440           | 10%           |
|                                         | s/o 64th St NE (SR 528) | 890                      | 880                      | 60            | 1%            |
| 67th Ave NE                             | n/o 88th St NE          | 1,185                    | 1,190                    | 230           | 3%            |
|                                         | s/o 64th St NE (SR 528) | 925                      | 900                      | 40            | 1%            |
| SR 9                                    | s/o 84th St             | 1,505                    | 1,750                    | 550           | 5%            |
|                                         | n/o Soper Hill Rd       | 2,590                    | 2,780                    | 830           | 5%            |

Source: Transpo Group, 2023

1. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2014 intersection counts conducted for the 2015 Transportation Element.

2. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2023 intersection counts.

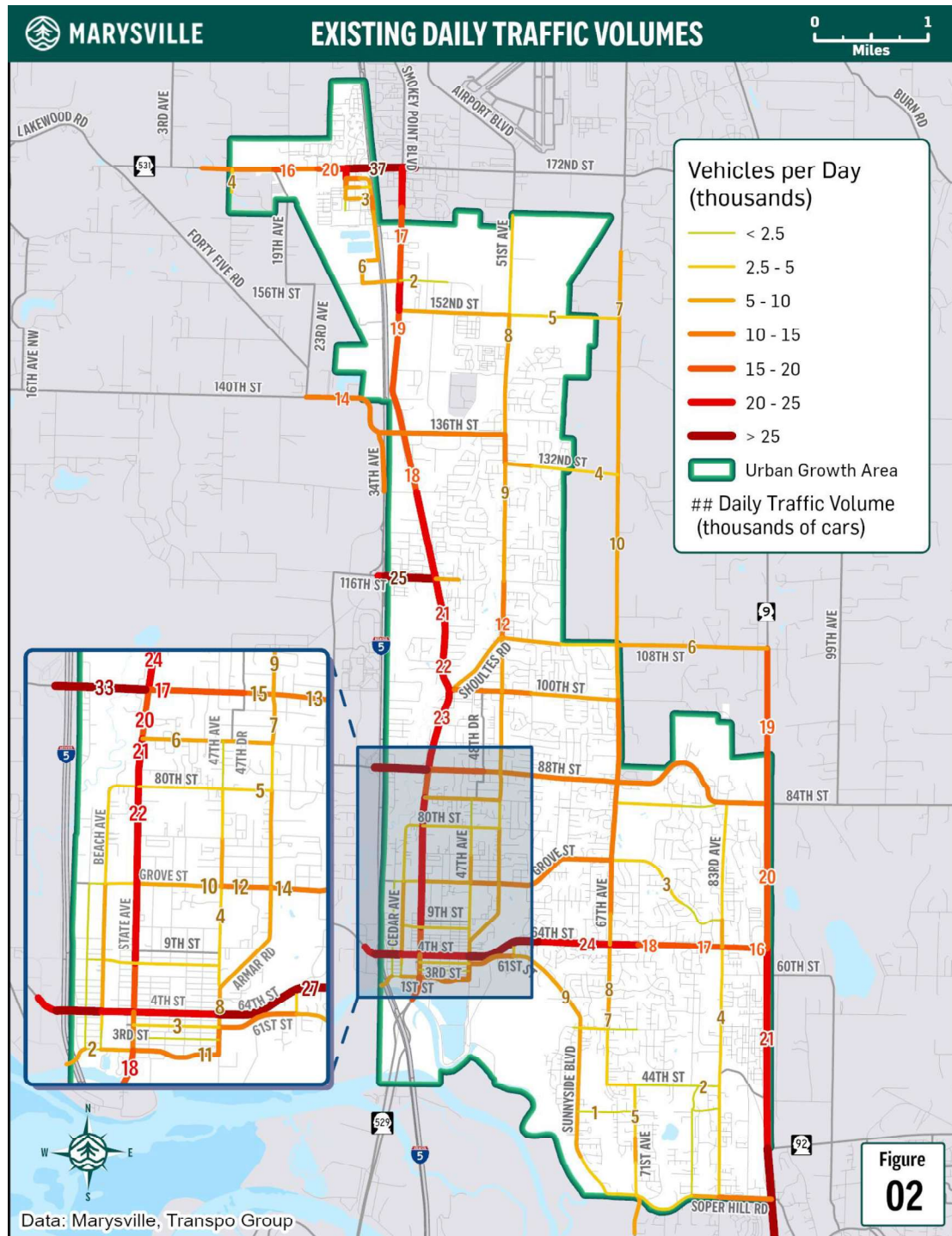


Figure 2. Existing Daily Traffic Volumes

## Roadway Traffic Operations

Traffic operations analyses provide a quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options.

### Vehicle Level of Service

Levels of service (LOS) are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 6th Edition. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay.

As part of its Comprehensive Plan, the City of Marysville has adopted level of service (LOS) standards to evaluate how intersections under its jurisdiction operate. Other agencies also have established LOS standards which may affect the transportation system needs in the Marysville area. The following summarizes the existing level of service standards for these agencies.

**City of Marysville LOS Standards.** Current LOS standards for the City of Marysville are discussed in detail in Chapter 4. For the purposes of this existing conditions evaluation, the City's LOS standard is LOS E for non-local street intersections along SR 529, State Avenue, Smokey Point Boulevard, 4th Street, and 64th Street NE (SR 528). The remaining major intersections have a standard of LOS D.

**State Highway LOS Standards.** As discussed above, the City of Marysville is served by six state highways. Two of the highways, I-5 and SR 9, are classified as Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are classified as Highways of Regional Significance (HRS).

LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E-"Mitigated" meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D. There are no Tier 3 state highways in the Marysville study area. PSRC notes that state law is silent on whether agencies include or exempt HRS facilities from local concurrency requirements.

**Snohomish County LOS Standards.** Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS E depending on the roadway type. In urban areas LOS E is considered acceptable.

### Intersection Traffic Operations

Intersection LOS at the key intersections were evaluated based on methodologies presented in HCM 6th Edition and HCM 2000. As shown in Figure 3, the majority of study intersections operate within the established LOS standards. The intersection of 53rd Avenue NE/61st Street NE currently operates at LOS F, which does not meet the City of Marysville LOS standards.

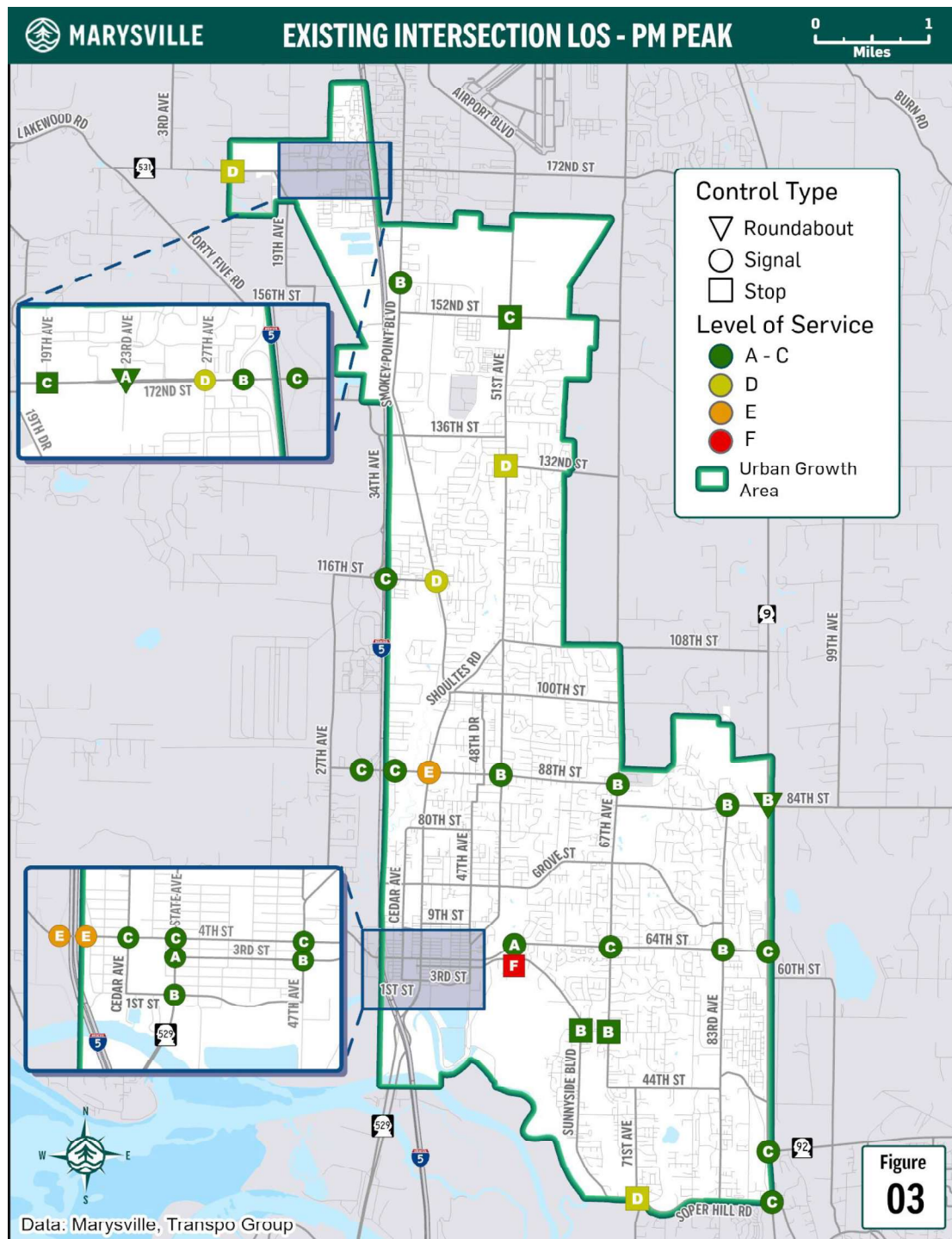


Figure 3. Existing Intersection LOS - PM Peak



## Roadway Traffic Safety

The traffic safety analysis was conducted at intersections within the City of Marysville. Historical collision data along all major City roadways were provided by WSDOT for the five-year period from 2018 to 2022. During this period, a total of 3,740 collisions occurred along roadways within the City. Analysis and statistics were summarized by collisions related to intersections, fatalities, and pedestrians or bicycles.

Figure 4 summarizes the collision data within the City by collision type. As shown, the most prevalent types of collision include rear-end (27.8%), angle (22.8%), and approach turn (12.3%) collisions. Incidents involving pedestrians and bicyclists constitute 3.26% of the total crash occurrences, whereas head-on collisions represent approximately 0.5% of the overall number of collisions. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself. These can be influenced by a variety of factors including aggressive driving (congestion related), failure to yield, poor sight distances, or intersection geometrics.

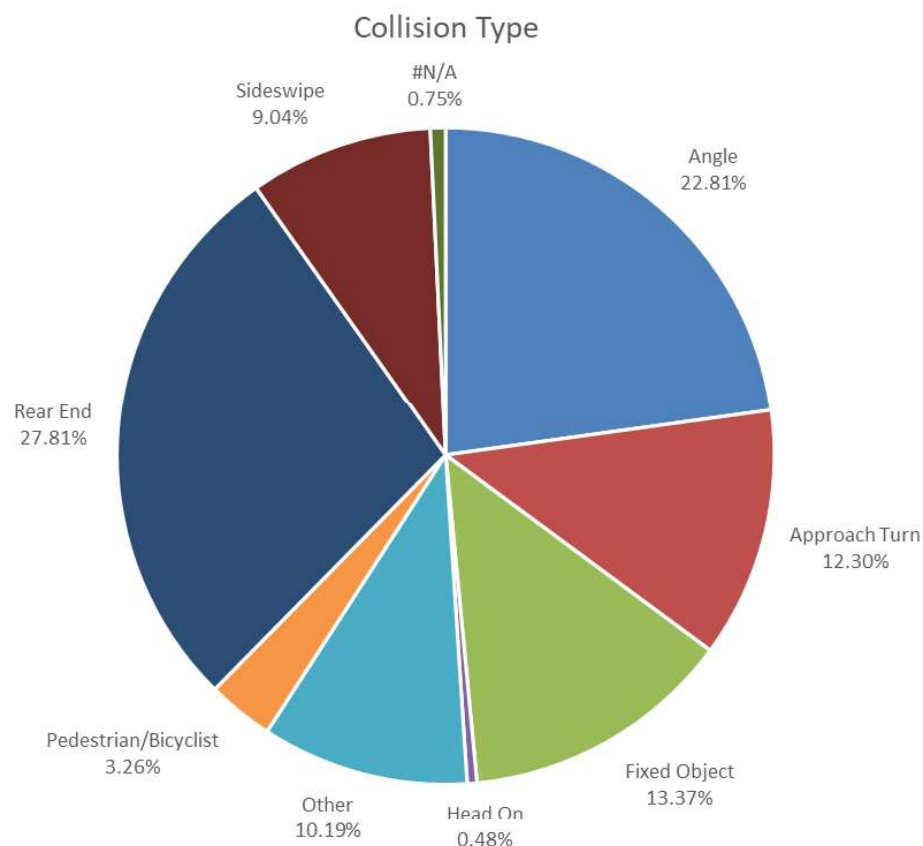


Figure 4. Collisions by Type



Figure 5 summarizes the Citywide collision data by severity. As shown, 73.0% of all crashes result in property damage only, while 26.8% are categorized as injury-related incidents. Additionally, the percentage of crashes resulting in fatalities is approximately 0.2%.

During the five-year study period (2018-2022), eight collisions led to fatalities within the study area. Of these collisions, four occurred along 4th Street (SR 528), while the other four occurred at locations throughout the City. Specifically, three fatal collisions took place at the I-5 NB Ramps/4th Street intersection. It should be noted that plans are underway to replace these I-5 Ramp intersections with roundabouts in the future. Among these fatal collisions, four involved a pedestrian and/or bicyclists, while the remaining cases pertained to drivers.

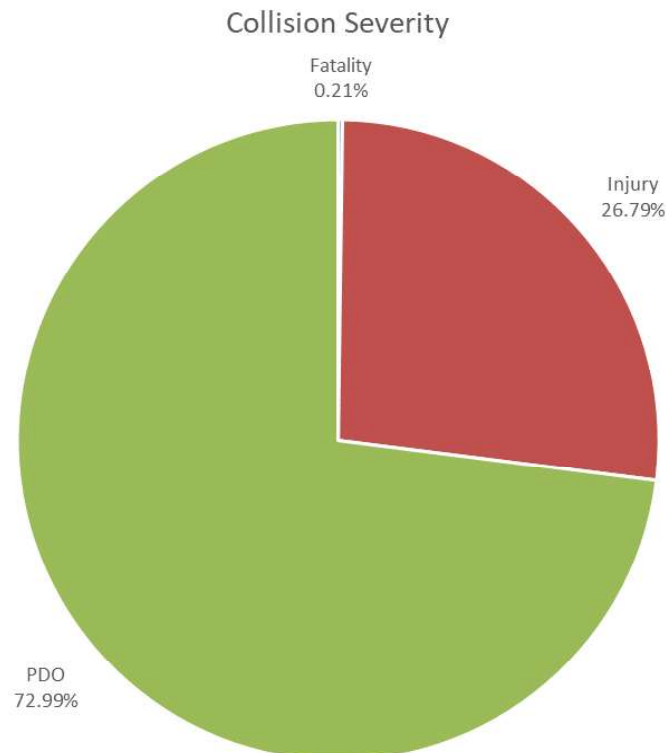


Figure 5. Collisions by Severity

Figure 6 presents the locations of the collisions that occurred within the City between 2018 and 2022. As shown, high-collision corridors tended to be those corridors with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). Figure 7 shows only those collisions with fatal and serious injury collisions. As noted above, most fatal and serious injury collisions also occurred along these corridors.

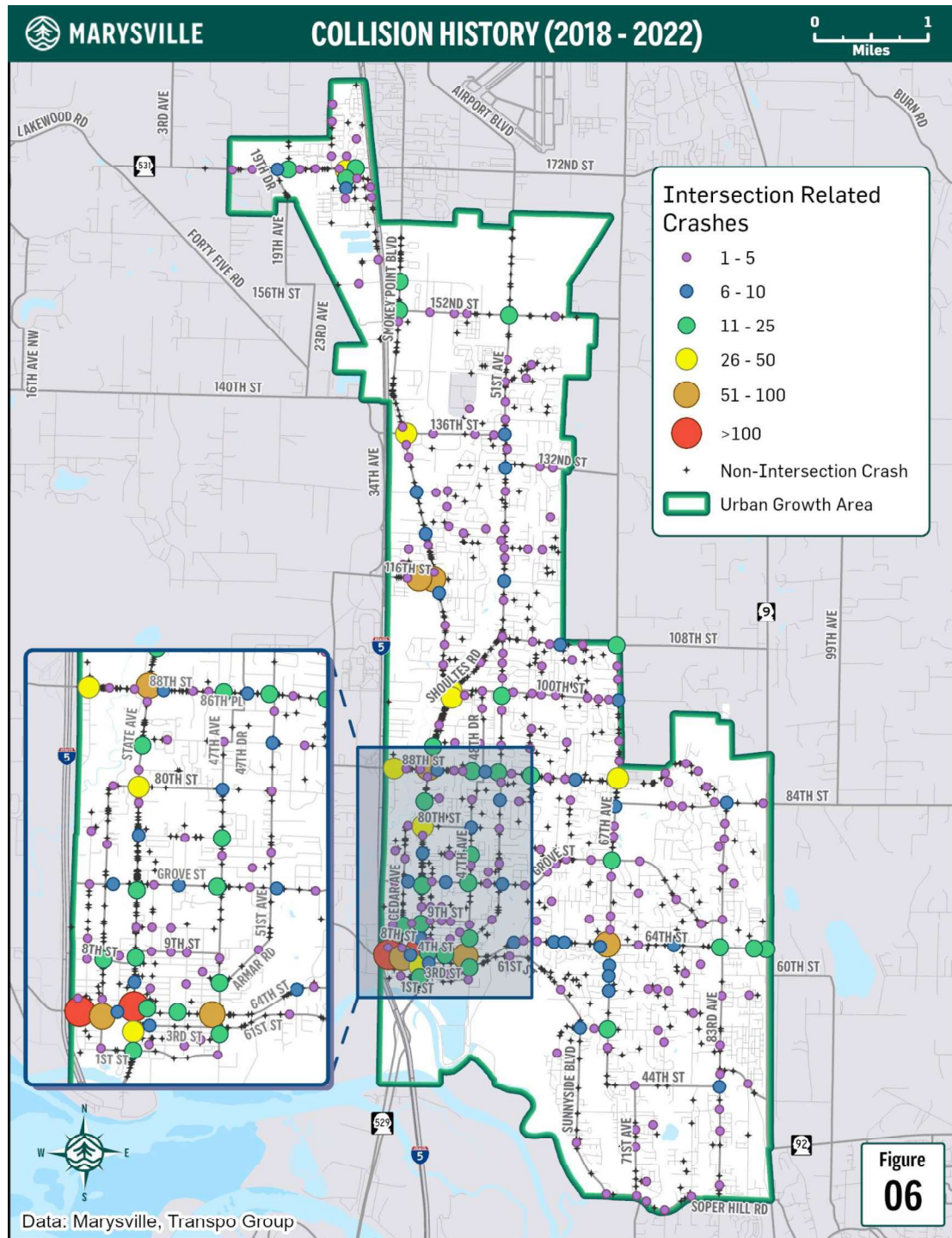


Figure 6. Collision History (2018 – 2022)

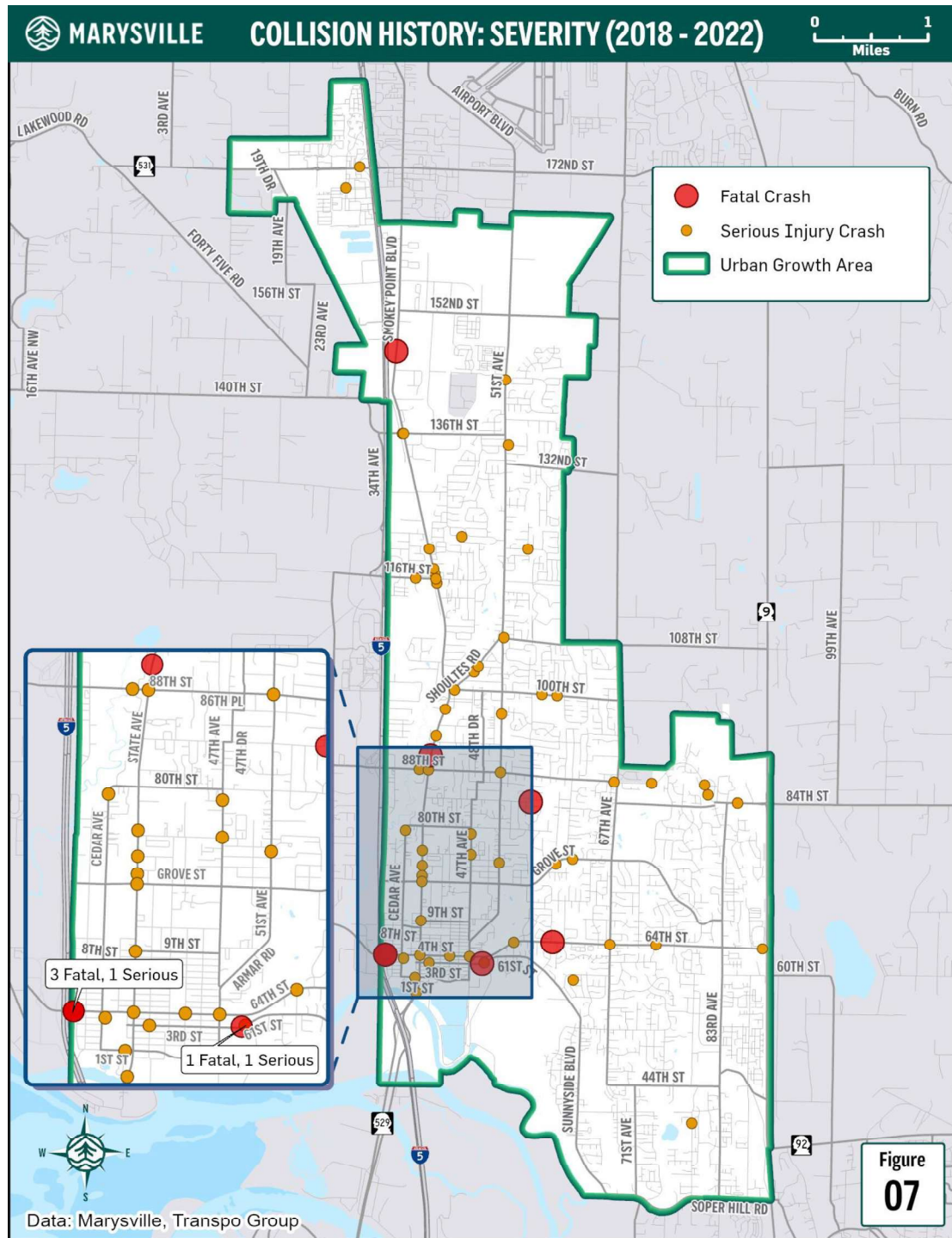


Figure 7. Collision History: Severity (2018 – 2022)

## Intersection Safety Analysis

Table 2 summarizes the collision history at intersections within the City of Marysville that had a high collision rate. Typically, any intersection with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if improvements could be made to improve safety. This table also summarizes the number of pedestrian- and/or bicycle-involved collisions between 2018 and 2022 at the intersections with high collision rates.

**Table 2. Collision Summary at Select Intersections**

| Intersection                       | Average Collisions Per Year | Daily Total Entering Vehicles | Collisions Per MEV | Most Frequent Collision Type | Pedestrian/Bicycle Collisions |
|------------------------------------|-----------------------------|-------------------------------|--------------------|------------------------------|-------------------------------|
| <i>State Highway Intersections</i> |                             |                               |                    |                              |                               |
| I-5 Ramps/116th St NE              | 17.0                        | 31,060                        | 1.50               | Rear-End                     | 2                             |
| I-5 NB Ramps/88th St NE            | 11.6                        | 26,350                        | 1.21               | Rear-End                     | 2                             |
| SR 9/84th St NE                    | 13.0                        | 28,860                        | 1.23               | Angle                        | 0                             |
| I-5 NB Ramps/4th St                | 23.8                        | 27,380                        | 2.38               | Rear-End                     | 5                             |
| SR 9/SR 528                        | 11.8                        | 25,190                        | 1.28               | Rear-End                     | 0                             |
| <i>Marysville Intersections</i>    |                             |                               |                    |                              |                               |
| 51st Ave NE/152nd St NE            | 4.0                         | 10,740                        | 1.02               | Angle                        | 0                             |
| 67th Ave NE/132nd St NE            | 3.8                         | 10,220                        | 1.02               | Angle                        | 0                             |
| State Ave/116th St NE              | 12.6                        | 28,400                        | 1.22               | Rear-End                     | 0                             |
| 51st Ave NE/108th St NE            | 7.0                         | 15,230                        | 1.26               | Fixed-Object                 | 0                             |
| State Ave/88th St NE               | 20.4                        | 33,070                        | 1.69               | Rear-End                     | 3                             |
| Cedar Ave/4th St                   | 10.8                        | 24,340                        | 1.22               | Rear-End                     | 1                             |
| State Ave/4th St                   | 18.4                        | 27,890                        | 1.81               | Approach-Turn                | 1                             |
| 47th Ave NE/4th St                 | 10.0                        | 26,000                        | 1.05               | Approach-Turn                | 0                             |
| 67th Ave NE/SR 528                 | 12.4                        | 25,810                        | 1.32               | Rear-End                     | 2                             |
| 67th Ave NE/52nd St NE             | 3.0                         | 8,060                         | 1.02               | Angle                        | 0                             |

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

## Pedestrian/Bicycle Safety

Improving roadway safety for pedestrians and bicyclists is essential to reducing traffic-related injuries and fatalities. Based on 2023 WSDOT collision data, over 20 percent of fatal and serious injury collisions within the state of Washington involved pedestrians and/or bicyclists. As these roadway users have fewer protections from impacts during collisions, pedestrians and bicycles are often the party injured or killed when involved in collisions. Therefore, identifying and evaluating the pedestrian and bicycle collisions is key to ensuring the transportation network is safe for all users.

Figure 8 presents the locations of pedestrian and bicycle collisions over the five-year analysis period. Between 2018 and 2022 there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville (including one collision which included a pedestrian and a bicyclist). The largest concentration (34) of these types of collisions occurred along the State Avenue corridor. A total of 13 bicycle related collisions and 21 pedestrian related collisions occurred in this corridor between 2018 and 2022.



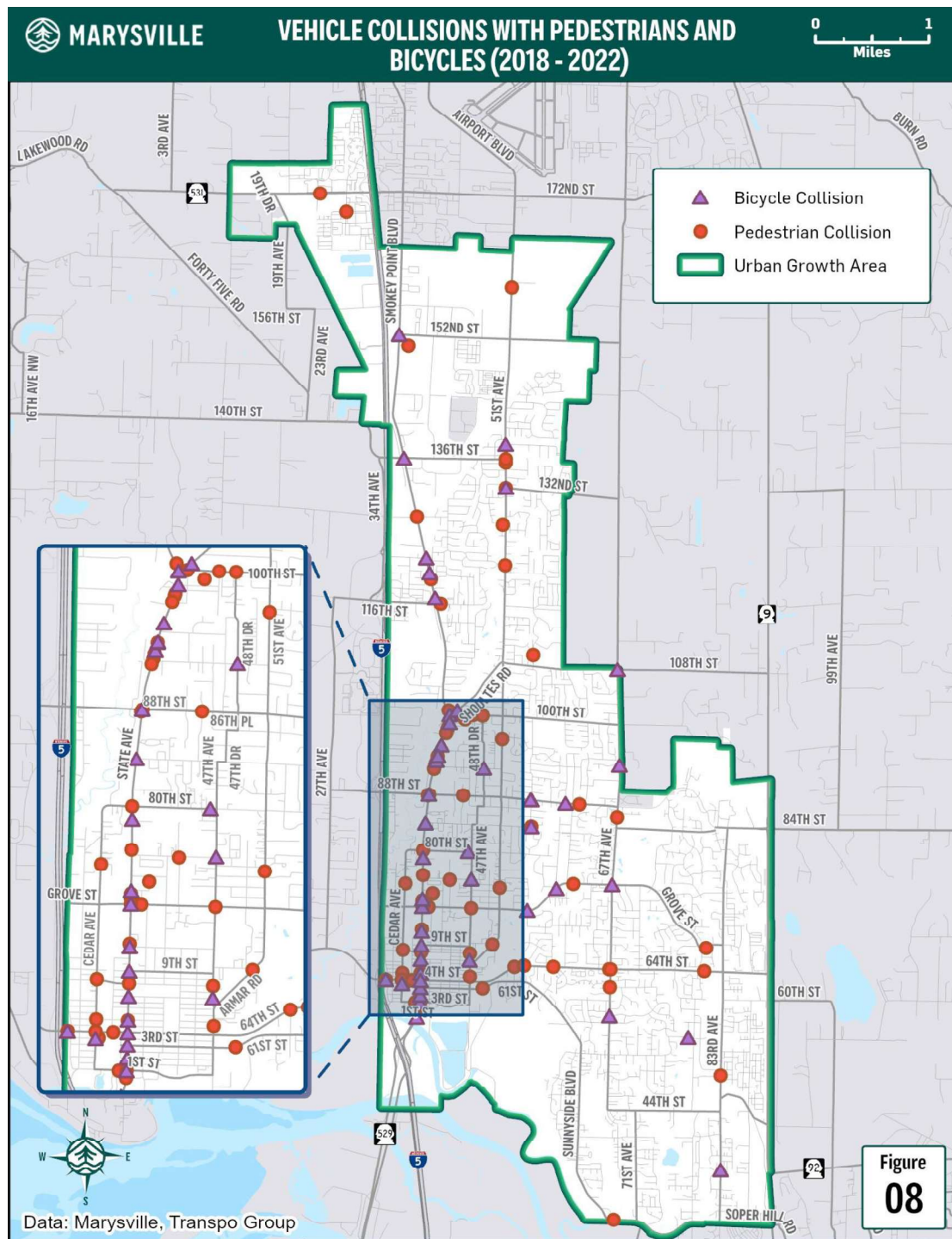


Figure 8. Pedestrian and Bicycle Collisions (2018 – 2022)



## Freight System

Freight movement in the study area involves both trucks and rail transportation. The City works to provide adequate routes and facilities for movement of goods by truck. Rail tracks also traverse the City. The railroad track impacts other transportation modes in the City.

### Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The only T-1 corridor within the Marysville planning area is I-5. There are several T-2 corridors in the planning area including: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5). The T-3 and T-4 classified roadways largely align with the City's arterial and collector street network. These classifications are based on existing truck activity.

The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and is shown in Figure 9. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not part of the designated truck route, with the Cedar Avenue/80th Street NE corridor serving as the bypass truck route. Turns at the intersection of State Avenue/4th Street to/from the north leg as well as northbound right-turn movements are not permitted.

### Rail Crossings

Burlington Northern Santa Fe (BNSF) Railways operates the main rail line through the City of Marysville and a spur that branches off from the main line and ends in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. The spur to Arlington branches off from the BNSF mainline approximately one quarter mile north of 116th Street NE in Marysville.

The BNSF main line contains 11 public and 9 private crossings in the City while the remaining 6 crossings are on the BNSF spur to Arlington. Figure 10 illustrates the location of the rail crossings within the City and provides information on whether the crossing is public or private and whether the crossing is signalized or simply signed.

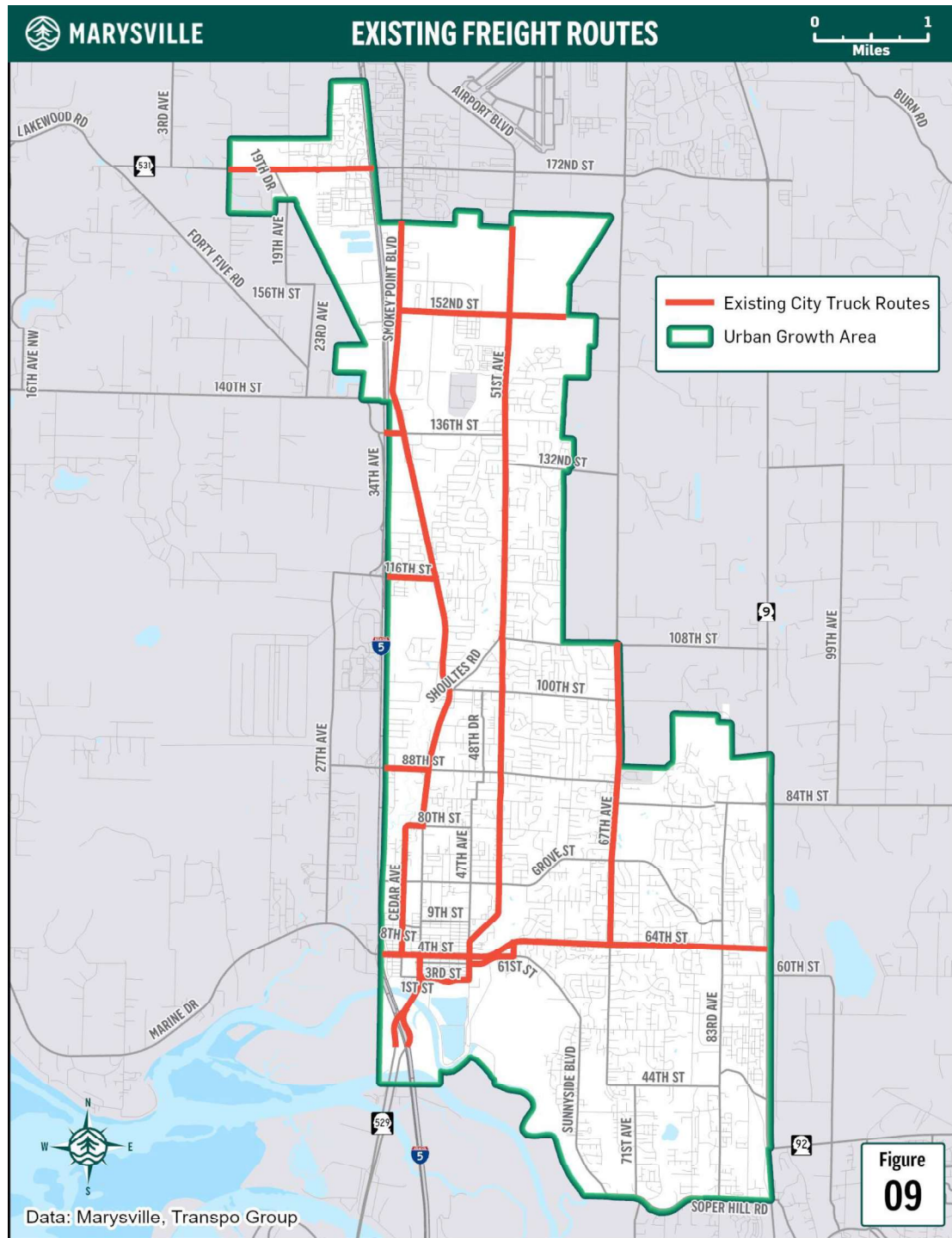


Figure 9. Existing Freight Routes

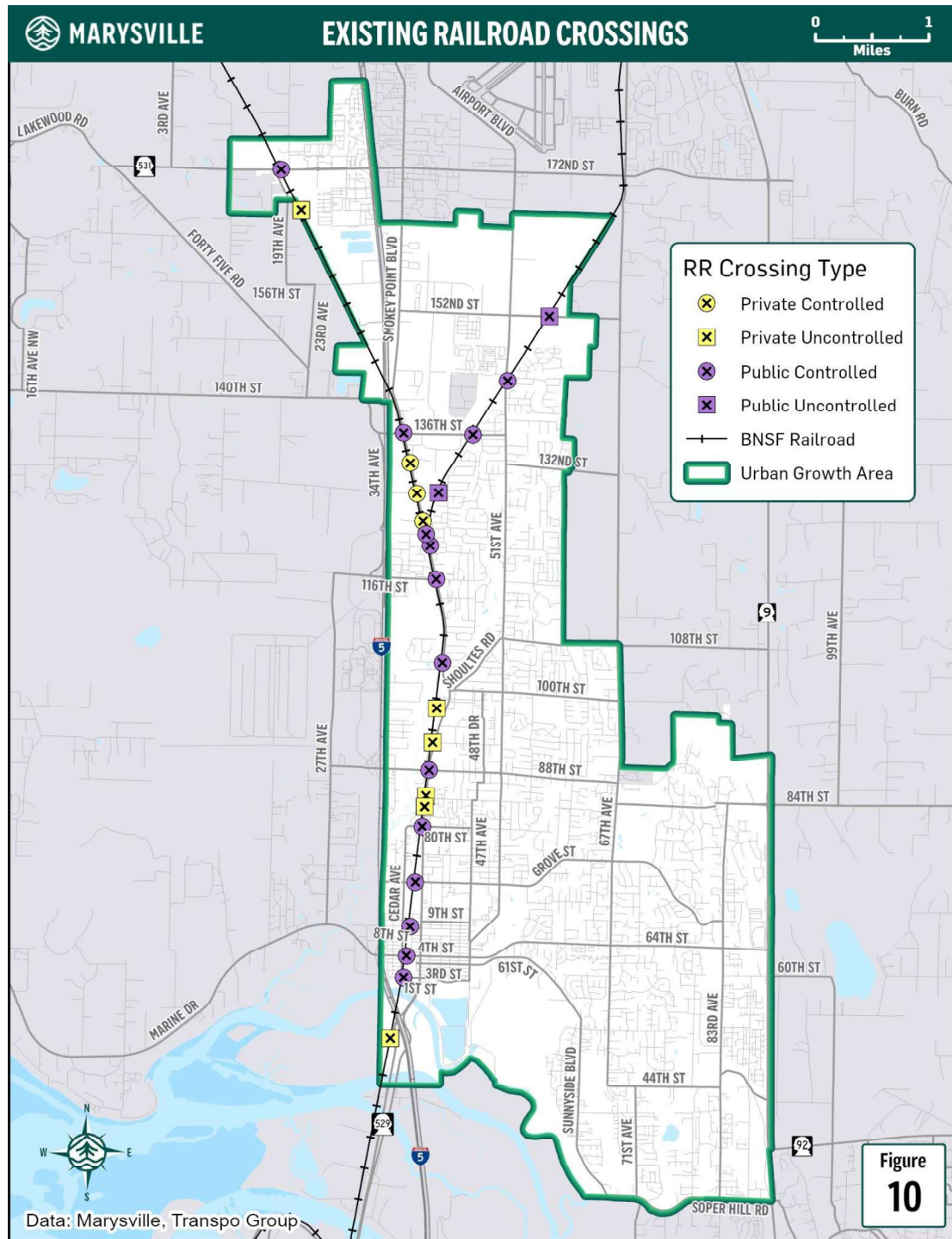


Figure 10. Existing Rail Crossings

The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with AMTRAK operating an average of four passenger trains through Marysville each day.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one collision resulting in a fatality. Incident reports compiled by Federal Railroad Administration show that the collisions at the public at-grade crossings were a result of motorists ignoring the gates and flashing beacons or stopping on the railroad tracks.

Rail crossings also impact pedestrian and bicycle travel in the City and surrounding area. Some of the rail crossings of streets are at oblique angles which can result in safety problems for bicyclists. In addition, pedestrians and bicyclists can feel unsafe and be exposed to collisions, especially at uncontrolled crossings.

## **Pedestrian and Bicycle Facilities**

Pedestrian and bicycle facilities play a vital role in the City's transportation system. The non-motorized transportation system is comprised of facilities that allow residents to meet their mobility needs and recreation desires on foot or bicycle. A well-developed system provides healthy travel options, encourages recreational activities, reduces vehicle demand on City roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensure that those people with mobility limitations can easily and safely access goods and services.

A well-used non-motorized transportation system will connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops through a system of pedestrian and bicycle facilities. Existing pedestrian facilities are shown in Figure 11, and bicycle facilities are shown in Figure 12.

Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects. However, there are also major non-motorized projects completed as standalone improvements such as: sidewalk improvements to 80th Street NE (47th Avenue NE to 51st Avenue NE); and the Centennial Trail Connector (between 84th Street NE and SR 9).

### **Pedestrian Facilities**

As shown in Figure 11, the majority of the existing sidewalks and pathways for pedestrians are located in the Downtown area of the City and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulder that can be used for walkways also are located along some arterials and local streets in other parts of the City. Some of the shoulders are areas in which the shoulder of the roadway has been striped for pedestrian travel and parking is not allowed.

The vast majority of new sidewalks constructed over the last decade were part of larger roadway expansion projects or were constructed by developers as new subdivisions or commercial projects were built. Although not complete, a large number of new sidewalks have been constructed along Smokey Point Boulevard and in the southeastern part of the City.

However, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues particularly for vulnerable populations like seniors, children and people with limited mobility. The City's Engineering Design and

Development Standards provide guidance on when pedestrian facilities should be provided as well as guidance on basic dimensions.

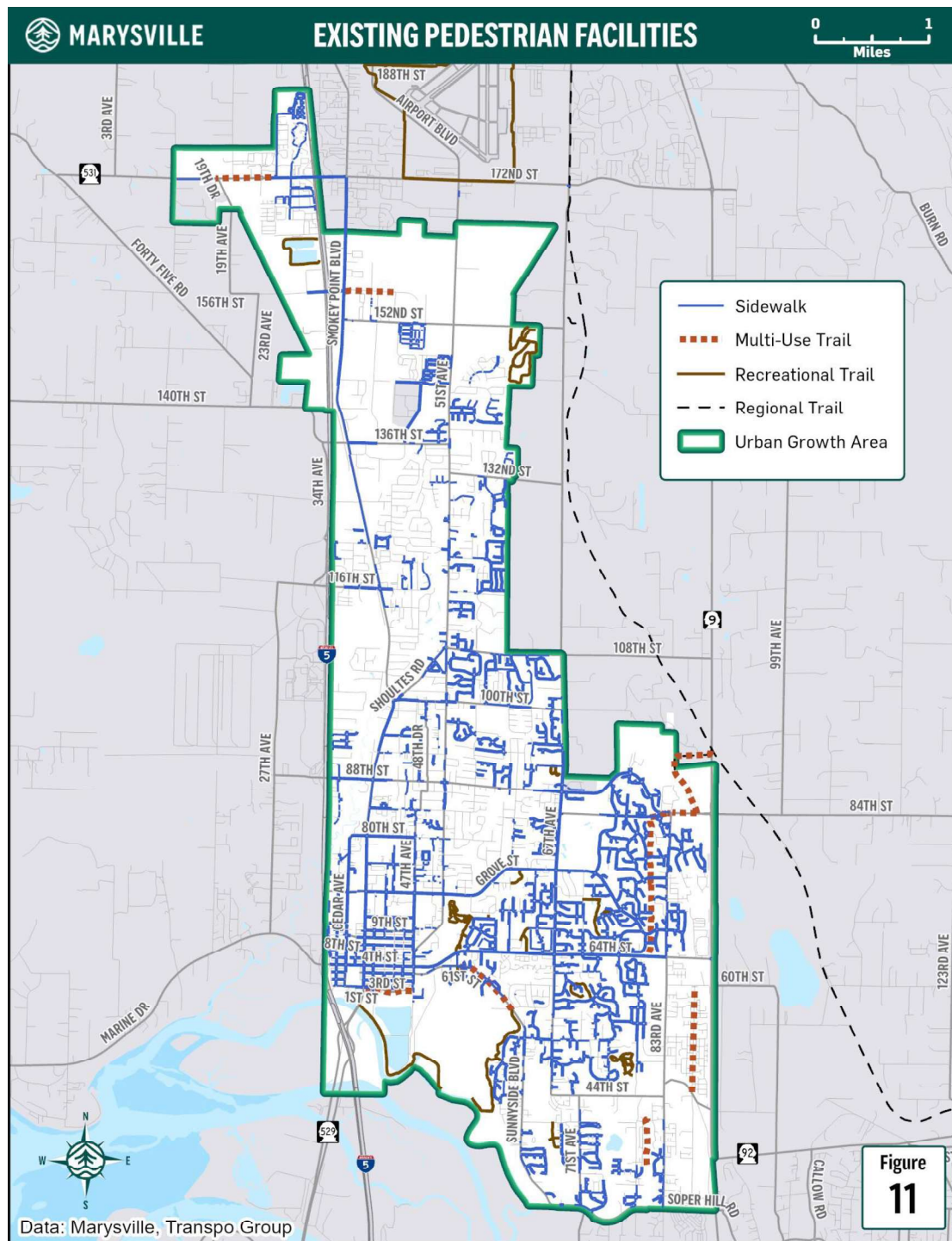
The City also is served by several multi-use trails and recreational trails. Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes. The Centennial Trail is a regional north-south trail located east of Marysville City limits and runs roughly between and beyond the City of Arlington to the north and the City of Lake Stevens to the south. Additionally, the Bayview/Whiskey Ridge Trail runs along the PSE utility corridor roughly parallel to 83rd Avenue NE between SR 528 and 84th Street NE. The Centennial Trail Connector, which was completed in 2021, connects these two off-street trails. Parts of the Ebey Waterfront Trail are used frequently due to the proximity to residential areas and downtown. Trails through parks and subdivisions are also distributed throughout the City. Other trails or pathways have or are being developed as part of the City's parks and open space plans.

### Bicycle Facilities

There are a number of existing bike lanes within Marysville and the surrounding communities as shown in Figure 12. Existing bicycle facilities are concentrated along a few select corridors. Beach Avenue, Cedar Avenue and Grove Street have bike lanes along a majority of their length. Bike lanes are also found along some segments of 47th Avenue NE, 51st Avenue NE, 67th Avenue NE, Ingraham Boulevard, 64th Street NE, 71st Avenue NE, and 83rd Avenue NE although significant gaps still exist.

As mentioned above, the Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility improvements include sharrows along some roadways in the Downtown area (47th Avenue NE, Cedar Avenue, and 1st Street) and an off-street shared-use path along the 1st Street Bypass.





### Figure 11. Existing Pedestrian Facilities

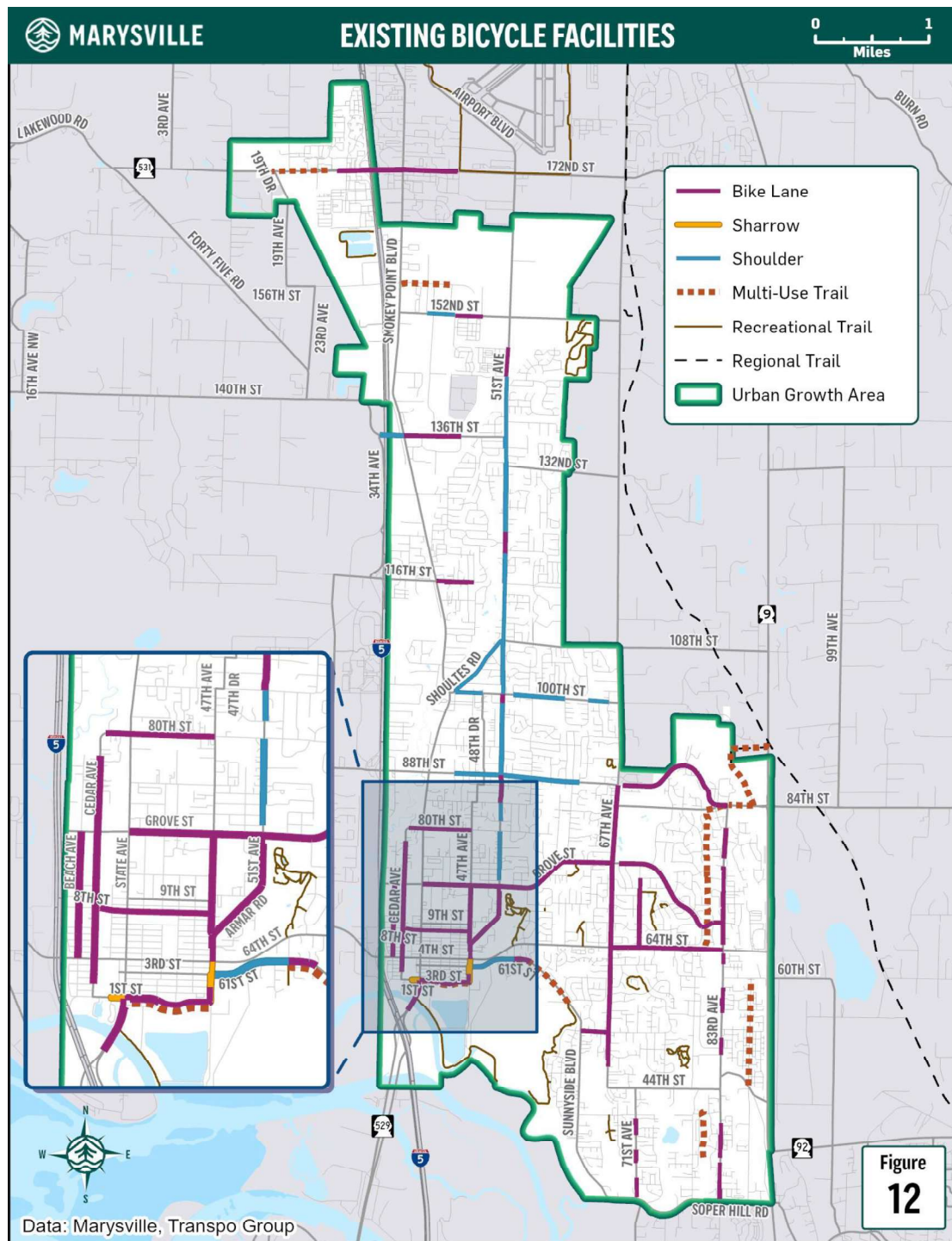


Figure 12. Existing Bicycle Facilities

## Transit and Transportation Demand Management

Transit is another important component of the City's transportation system. Community Transit provides both fixed-route local and commuter bus service as well as paratransit services. A significant amount of information provided in the section was provided by Community Transit.

Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other roads like 4th Street, 88th Street NE, 51st Avenue NE, 83rd Avenue NE, and 172nd Street NE are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides.

### Park and Ride Lots

As shown on Figure 13, the City currently is served by four park & ride lots, most of which are located near I-5. Table 3 summarizes the vehicular and bicycle parking supply for each of the four park & ride lots as well as park & pool lots, which are intended to serve as meeting places for carpools and vanpools.

**Table 3. Marysville Park & Ride Lot Summary (2024)**

| Facility                           | Location                        | Vehicular Stalls | Bicycle Spaces |
|------------------------------------|---------------------------------|------------------|----------------|
| <b><i>Park &amp; Ride Lots</i></b> |                                 |                  |                |
| Cedar & Grove P&R                  | Near Cedar Ave / Grove St       | 222              | 18             |
| Ash Avenue P&R                     | Near 6th St / Ash Ave           | 202              | 8              |
| Marysville I South P&R             | Near 2nd St / Ash Ave           | 74               | 0              |
| Marysville II 116th & I-5 P&R      | Near 116th St NE / I-5 SB Ramps | 48               | 0              |
| <b><i>Park &amp; Pool Lots</i></b> |                                 |                  |                |
| Marysville United Methodist Church | 5600 64th St NE                 | 25               | 0              |
| Calvary Chapel                     | 1224 Cedar Ave                  | 20               | 0              |

Source: Community Transit 2024-2029 Transit Development Plan

### Fixed Route Service

Transit service is a vital component of a balanced transportation system. Community Transit, which operates transit service throughout Snohomish County, operates ten bus routes in and through the City of Marysville including five local routes and five commuter routes to Mukilteo, Downtown Seattle, and Northgate Station LRT. In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail station.

Local routes serve travel needs within Snohomish County, with service usually available six days per week. Commuter routes provide express service for Snohomish County residents to employment and higher-education destinations on weekdays. Two routes provide service to employment destinations near Paine Field and two provide service to Downtown Seattle.

Table 4 summarizes 2024 service characteristics of each route. Figure 13 shows the 2023 fixed routes and bus stops throughout the City along with the existing park and ride facilities.



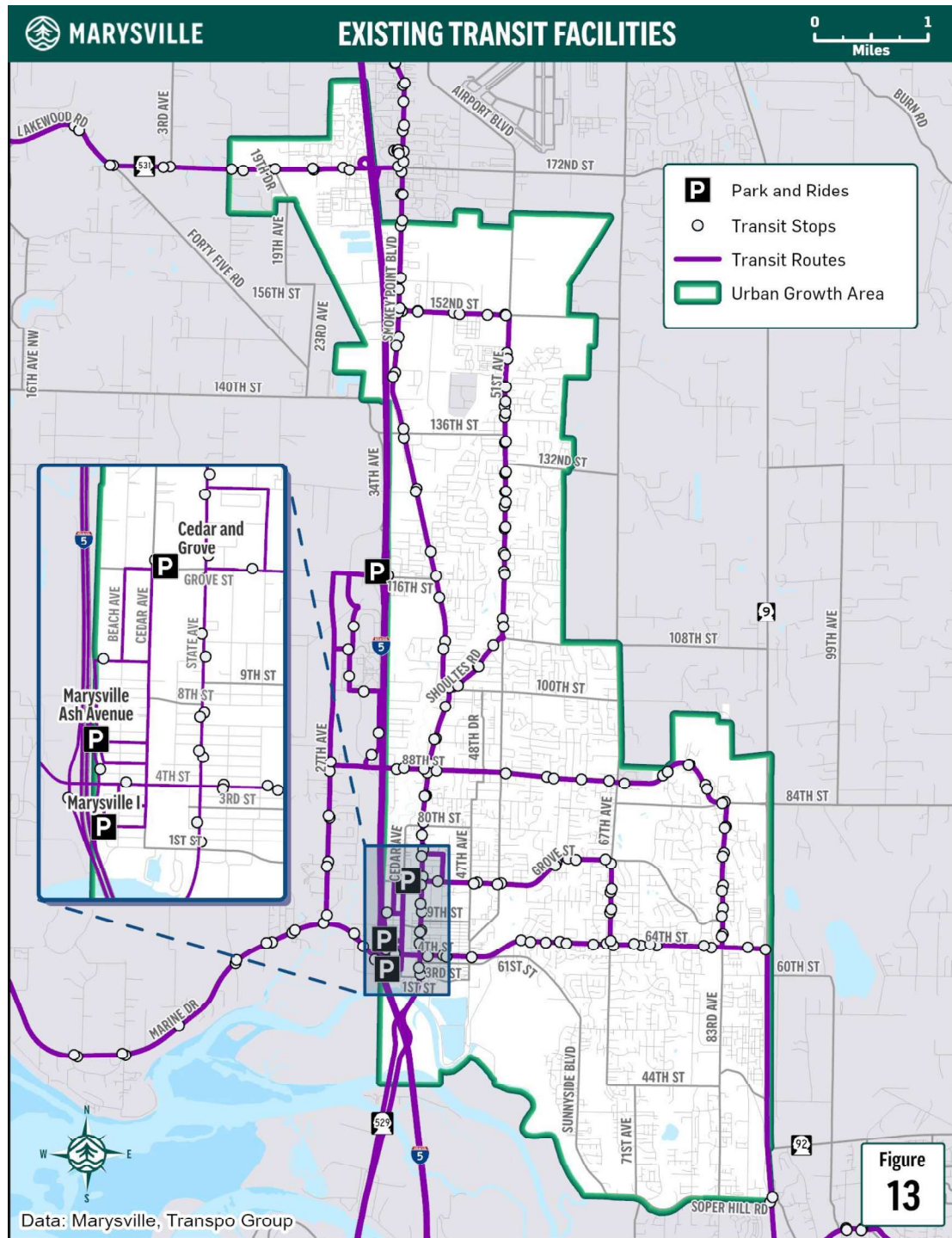


Figure 13. Existing Transit Facilities

**Table 4. Transit Service Routes (2024)**

| Route Description       |            |                     |                                            | Weekday Headways or # of Buses     | Weekend Headways or # of Buses |
|-------------------------|------------|---------------------|--------------------------------------------|------------------------------------|--------------------------------|
| Route Number            | From       | To                  | Via                                        |                                    |                                |
| <u>Local Service</u>    |            |                     |                                            |                                    |                                |
| 201                     | Arlington  | Lynnwood            | Smokey Point Blvd<br>State Ave<br>Broadway | ~40 min                            | ~1 hr                          |
| 202                     | Arlington) | Lynnwood            | 51st Ave NE<br>State Ave<br>Broadway       | ~40 min                            | ~1 hr                          |
| 209                     | Arlington  | Lake Stevens        | I-5<br>SR 528 (4th St NE)<br>SR 9          | ~1 hr                              | ~1 hr                          |
| 222                     | Tulalip    | Marysville          | 88th St NE<br>27th Ave NE<br>Marine Dr NE  | ~1 hr                              | ~50 min                        |
| 240                     | Stanwood   | Arlington           | Marine Dr<br>Lakewood Rd                   | ~1 hr                              | ~1 hr                          |
| <u>Commuter Service</u> |            |                     |                                            |                                    |                                |
| 227                     | Arlington  | Mukilteo            | SR 530<br>I-5<br>SR 526                    | AM – 2 SB Buses<br>PM – 2 NB Buses | No Service                     |
| 247                     | Stanwood   | Mukilteo            | SR 532<br>I-5<br>SR 526                    | AM – 2 SB Buses<br>PM – 2 NB Buses | No Service                     |
| 421                     | Marysville | Downtown Seattle    | I-5                                        | AM – 6 SB Buses<br>PM – 6 NB Buses | No Service                     |
| 422                     | Stanwood   | Downtown Seattle    | SR 532<br>I-5                              | AM – 2 SB Buses<br>PM – 2 NB Buses | No Service                     |
| 821                     | Marysville | Northgate (Seattle) | I-5                                        | AM – 6 SB Buses<br>PM – 6 NB Buses | No Service                     |

Source: Community Transit Route Schedules (accessed June 2024)

Note: In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail Station.

### DART Paratransit Service

Dial-A-Ride Transportation (DART) provides services to individuals who have disabilities and/or the elderly who are unable to access fixed-route services. The Americans with Disabilities Act (ADA) requires that Community Transit offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Community Transit currently provides DART paratransit service to approximately 6,850 registered disabled patrons within Snohomish County, with over 120,000 annual boardings. Community Transit's paratransit service requirements are tied to the local service network. Dart service is operated under contract with Senior Services of Snohomish County.

### Vanpool Program and Rideshare Services

Community Transit's vanpool program is one of the largest in the nation. The fleet consists of 333 vehicles that include 7-, 12-, and 15-passenger vans, including mobility device lift-equipped vans for persons with disabilities. Vanpools serve commuter groups with an origin



or destination in Snohomish County. In 2023, vanpools provided 5 percent of all Community Transit passenger trips, or approximately 0.38 million rides.

Community Transit also offers ride-matching services throughout the region to those interested in carpooling and vanpooling. Commuters are matched by where they live, their destination, and their work schedule. When someone applies for a ride match, a list of others looking to share the ride are sent to the individual. In addition, the person's name will be added to the regional database of more than 25,000 commuters who want to share the ride.

### Commute Trip Reduction (CTR) Plan

The City adopted a Commuter Trip Reduction (CTR) Plan in 1997, and then updated the plan in 2015 (Ord. 3047) to comply with State requirements. The CTR program aims to reduce drive alone vehicle trips for major employers which are defined as companies with 100 or more employees who arrive between 6 a.m. and 9 a.m. The 2015 update maintains the goal of reducing drive alone trips and vehicle-miles-traveled by 10 percent for CTR affected sites. The CTR plan also requires the designation of a transportation coordinator; distribution of information about alternatives to SOV commuting; and annual progress reports.

## Chapter 3. Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2024 update, the City selected future year 2044 as the long-range planning horizon for the update to the Transportation Element.

The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model is also useful in evaluating transportation system alternatives.

### Land Use Forecasts

Travel forecasts are largely derived based on changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. The Citywide land use targets for 2044 were based on PSRC land use assumptions for 2044, which is consistent with patterns of growth assumed in PSRC's VISION 2050.

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands.

#### Residential Growth

Figure 14<sup>1</sup> shows the projected housing growth in Marysville. Overall, the number of dwelling units in the City is projected to grow by about 14,253 units, or an increase of about 55 percent over 2020. This is equivalent to a 1.85 percent annual growth rate.

As shown in Figure 14, housing in the southeast part of Marysville is projected to grow the most, accommodating about 39.5 percent of the growth in housing. This area has capacity to add up to 5,882 dwelling units by 2044. The East Sunnyside-Whiskey Ridge subarea is within this area. The central area of Marysville has capacity to add up to 5,603 units or 37.5 percent of City growth. The northern area of the City has capacity to add up to 3,443 new units (23 percent of new City growth).

#### Employment Growth

Figure 14 shows the projected employment growth in Marysville. Overall, the number of jobs in the Marysville UGA is projected to grow by about 17,616 jobs, or an increase of about 111 percent over 2019. This is equivalent to a 3.03 percent annual growth rate.

As shown in Figure 14, employment in the northern part of Marysville is projected to grow the most, accommodating about 76.1 percent of commercial growth. This area has capacity to add about 15,100 employees. The Cascade Industrial Center subarea is within this area and accounts for the large growth. The central area of Marysville has capacity for about 4,000 employees or 20.1 percent of the City's additional commercial capacity. The southeast area of the City has capacity for about 750 new employees (3.8 percent of the UGA's capacity).

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<sup>1</sup> Figure 14 shows capacity figures which are slightly higher than the City's PSRC allocated growth targets; however, the travel demand model/forecast and the overall Comprehensive Plan are based on PSRC's growth targets. The key reason that additional employment capacity is shown in the northern part of the UGA is due to the substantial commercial and industrial development occurring in the Cascade Industrial Center (CIC). It should be noted that some of the land that represents surplus employment and housing capacity may be used to address the City's emergency housing allocation. The unannexed UGA (i.e. Lakewood School District complex) also contributes to the surplus employment capacity.

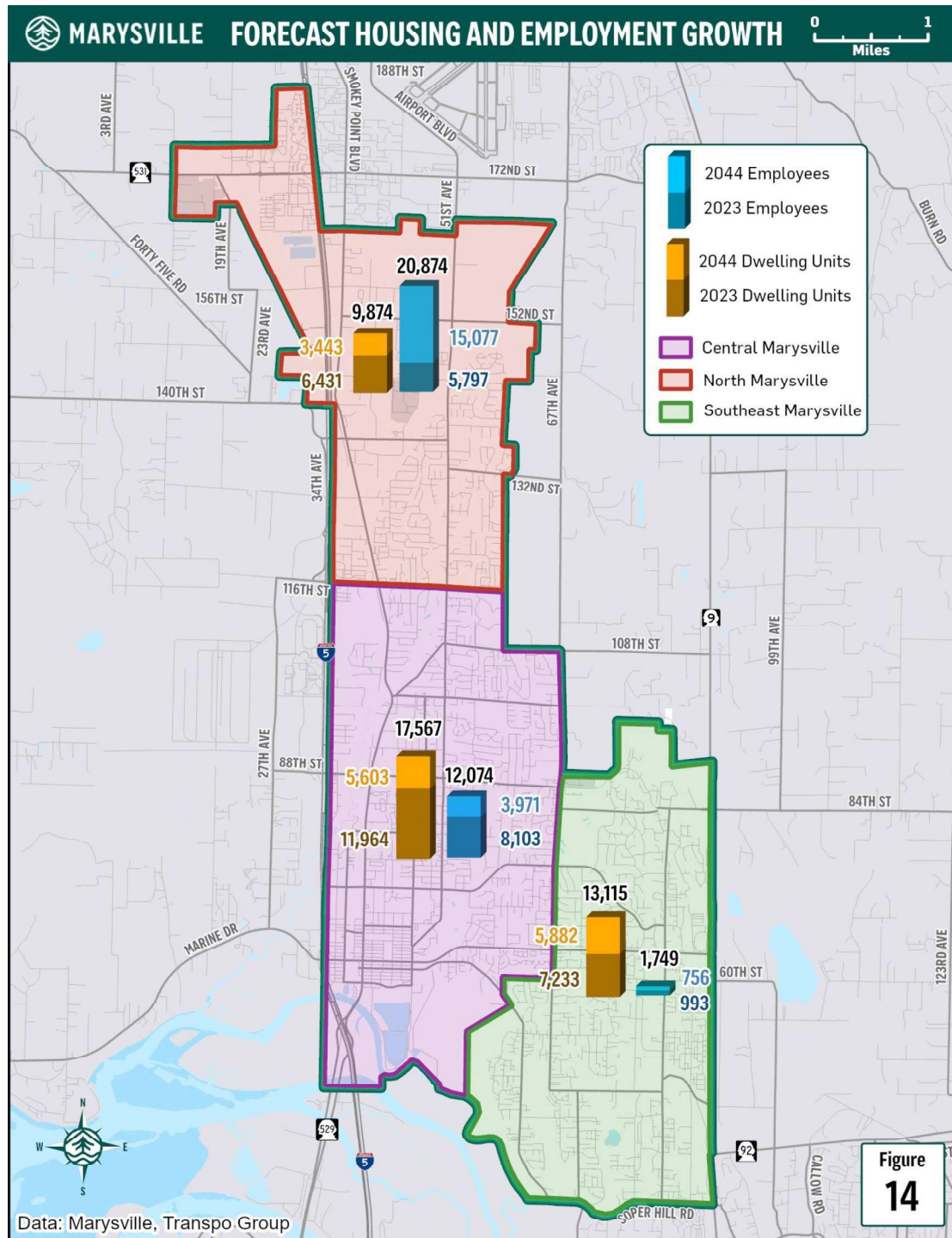


Figure 14. Forecast Housing and Employment Growth

## 2044 Baseline and Alternatives Evaluation

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 model was used to forecast traffic volumes and travel patterns.

The 2044 forecast model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the Transportation Systems Plan.

### 2044 Baseline Evaluation

The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. The following projects in and around the City were assumed in the 2044 baseline scenario:

- Interchange Projects
  - I-5 and 4th Street (SR 528)
  - I-5 and 88th Street
  - I-5 and 156th Street
- Intersection Projects
  - 172nd Street NE/11th Avenue NE
  - 172nd Street NE/English Crossing Boulevard – 19th Avenue NE
  - 160th Street NE/51st Avenue NE
  - 156th Street NE/47th Avenue NE
  - 152nd Street NE/51st Avenue NE
  - 152nd Street NE/67th Avenue NE
  - State Avenue/84th Street NE
  - Sunnyside Boulevard/52nd Street NE
- Major Widening
  - 172nd Street NE (English Crossing Boulevard – 19th Avenue NE to 27th Avenue NE)
  - 156th Street NE Extension (Smokey Point Boulevard to 51st Avenue NE)
  - 87th Avenue (35th Street NE to 40th Street NE)
- Reconstruction/Minor Widening
  - 172nd Street NE (11th Avenue NE to English Crossing Boulevard – 19th Avenue NE)
  - 51st Ave NE (160th Street NE to north City Limits)
  - 152nd St NE (Smokey Point Boulevard to 51st Avenue NE)

- 84th Street NE (83rd Avenue NE to SR 9)
- 40th Street NE (Sunnyside Boulevard to 83rd Avenue NE)
- 83rd Avenue NE (84th Street NE to Soper Hill Road)
- New Roadways
  - New roadways serving as access roads to new development
- Other Agencies
  - SR 531 (43rd Avenue NE to SR 9)
  - The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. Figure 15 shows the resulting 2044 Baseline traffic operations. Based on this analysis all intersections operate within acceptable LOS standards except for the following locations:

- 132nd Street NE/51st Avenue NE
- 116th Street NE/State Avenue
- 88th Street NE/State Avenue
- Sunnyside Boulevard/Soper Hill Road/71st Avenue
- SR 9/84th Street NE
- SR 9/SR 92

### Need Evaluation and Project Identification

While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes also may reduce the travel demands on the problematic corridors.

The following discussion provides context for why some projects were identified for different areas of the City. With the anticipated Transportation System Plan improvement projects (see Chapter 4), all roadways are expected to meet LOS standards.

#### **Lakewood Area**

This area has been a focus area of the City over the past 20 years. The 172nd Street NE corridor has been the primary access roadway for much of the growth that has occurred. The City has been proactively building alternate access points to the south with a connection to the 156th Street NE overpass at I-5, and plans for a future interchange as well. There are plans for new north-south and east-west circulation roadways to spread out the overall traffic and provide alternative travel routes. This includes City and Snohomish County plans to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing. These are all needed to address the growth in residential and commercial land use in this small area.

#### **Cascade Industrial Center Area**

This has been a major focus area of the City in partnership with the City of Arlington. The area is starting to see major commercial developments being built and generating traffic. The new 156th Street NE Interchange with I-5 is intended to be a major access point for this area. As such, the 156th Street NE corridor would be built and expanded to help funnel new



regional traffic to I-5. Internal circulation roadways would also be needed to spread out traffic loads and reduce congestion on major intersections in the area. In addition, north-south routes that connect these new jobs to Marysville residents to the south will need improvements.

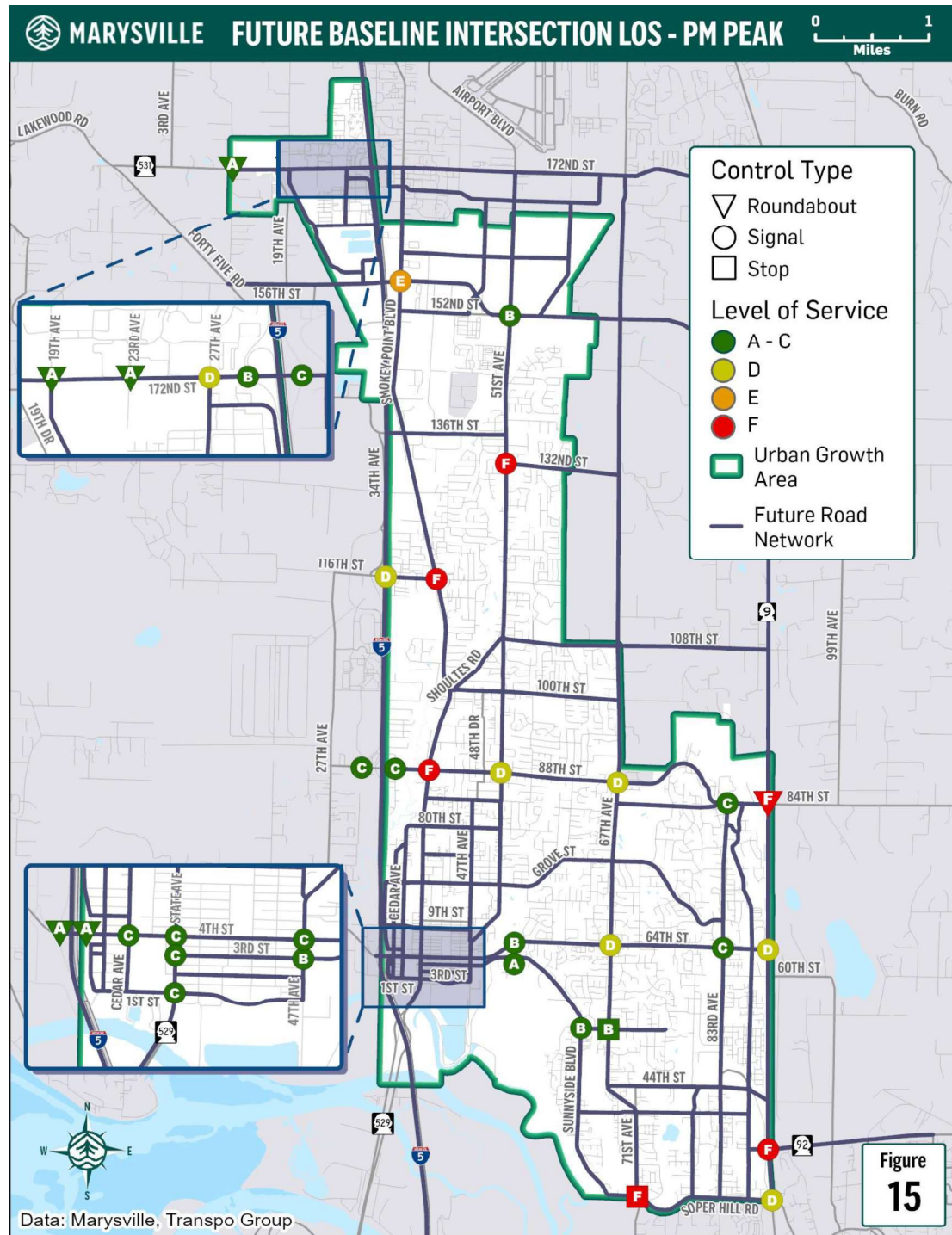


Figure 15. Future Baseline Intersection LOS - PM Peak

**88th Street Corridor**

This corridor is a major east-west arterial for the City of Marysville and for Snohomish County to the east. The interchange with I-5 is scheduled to be upgraded in coordination with the Tulalip Tribe and WSDOT. The intersection with 88th Street NE and State Avenue is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, a major BNSF railroad line, and two separately owned cemeteries. The City has been working to find creative solutions to maximize capacity within this limited space. Between State Avenue and 51st Avenue NE this corridor has over a mile of residential frontages with driveway access, which—coupled with the cemeteries—make adding new vehicle lanes very difficult.

**Downtown Area**

The downtown area has already seen new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to this area of Marysville. The City envisions more commercial and residential redevelopment activity in the downtown area, increasing the need for a balance of vehicle, bike, and walk infrastructure that promotes overall safety and mobility in the area.

**Sunnyside Boulevard Corridor**

This corridor provides one of the few connections between downtown Marysville (along with I-5 interchanges) and the southeast section of the City. Given the lack of alternative feasible routes, it is anticipated that this corridor will need to be widened to two lanes in each direction to accommodate traffic demands. However, south of 52nd Street NE, traffic levels along this corridor are forecast to be low enough to remain one lane each direction. The full corridor throughout the City would need upgrades to meet City urban standards that will also provide sidewalks and/or trail facilities.

**Southeast City/Whiskey Ridge Area**

The entire southeast area of the City is experiencing rapid growth, and a series of roadway and trail connections are proposed to address connectivity and circulation within the area. The 83rd Avenue NE and 87th Avenue corridors would be upgraded to urban standards. A new east-west corridor at 40th Street NE will provide a major street connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Additional major trail facilities are anticipated as well in this area to accommodate active transportation modes.

**Non-Motorized System Evaluation**

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Marysville non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

As described further in the Plan (Chapter 4) the pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). The primary and secondary networks are designated in the transportation system plans in Chapter 4.

Based on the system plan networks and LOS criteria, pedestrian and bicycle networks were evaluated and summarized on Figure 16 and Figure 17, respectively. Segments shown in green indicate LOS P2 for pedestrian networks and LOS B2 for bicycle networks, and represent that anticipated facilities are fully present. Segments shown in orange indicate LOS P1 and B1 and represent that adequate facilities are present. Segments shown in red indicate LOS NF and represent that few or no facilities are present.

### Pedestrian System Evaluation

As shown in Figure 16, the pedestrian system meets LOS standards in large sections of the City in the downtown area as well as areas to the east of downtown. In the north and southeast, new growth areas are shown as not currently meeting LOS standards but that is partly due to roadways being unbuilt at this time. As development occurs, these roadways will also be built and improve pedestrian LOS. The 51st Avenue NE corridor has been identified as a major spine of the City's overall pedestrian system, and key gaps remain in this corridor. The long-term project list identifies projects to improve the pedestrian network LOS and ensure the City's standard of green or orange LOS is met.

### Bicycle System Evaluation

As shown in Figure 17, the bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways. Similar to the pedestrian system, many of the gaps are on roadways yet to be constructed. The long-term project list would implement the green or orange LOS for the bicycle network.

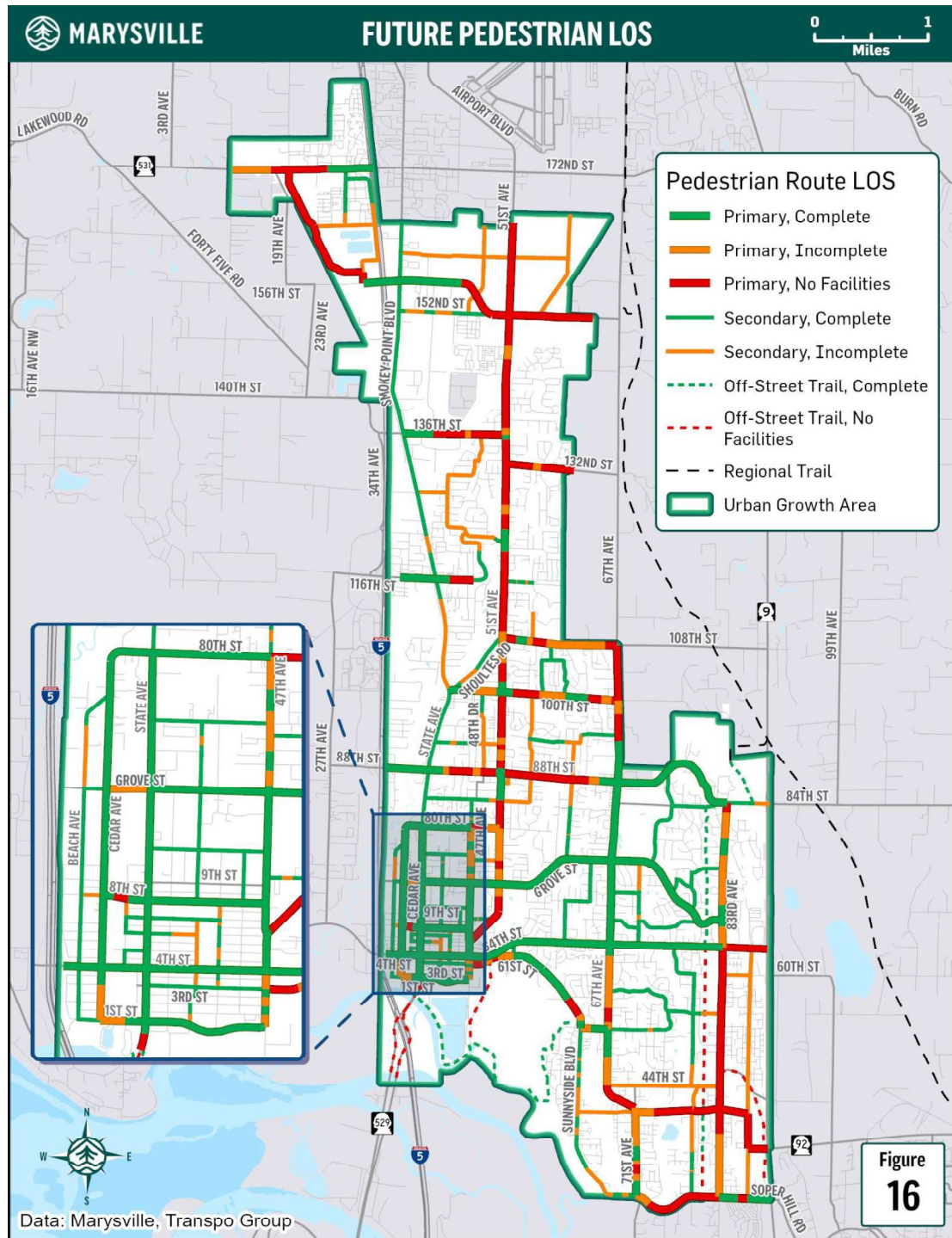


Figure 16. Future Pedestrian LOS



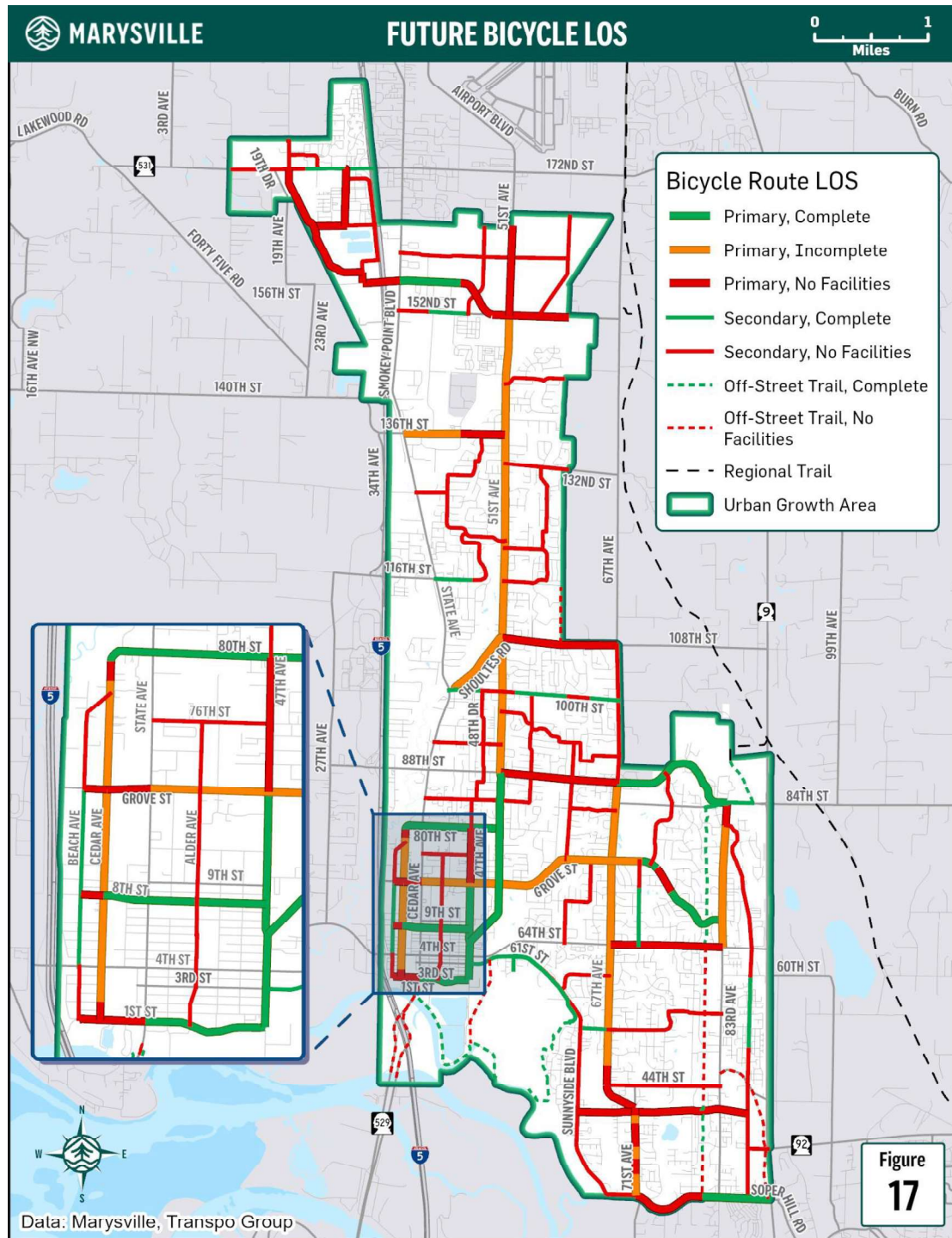


Figure 17. Future Bicycle LOS



## Technology Considerations

Advances in technology impact the short and long-term use of the transportation system and its users. The following sections describe technologies emerging or being considered in Marysville and the region.

### Transportation System Management and Operations (TSMO)

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies. Corridor strategies instead of just intersection improvements.

### Electric Vehicles

As the use of electric vehicles (EVs) continues to grow within transportation systems, it becomes essential to establish an accessible EV charging infrastructure. There are two vehicle charging stations located at the city-owned parking lot serving the Civic Campus in downtown Marysville. Otherwise, there are no other City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

### E-Bikes

E-bikes are electricity-assisted bicycles. Availability, diversity of types of e-bikes, and use of e-bikes has been increasing in recent years removing barriers and expanding transportation options for road users. Increased use of e-bikes will likely result in the need for increased bike facilities and infrastructure.

## Chapter 4. Transportation Systems Plan

The transportation systems plans provide the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. The transportation systems plans are based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in Chapter 5. The systems plan builds on the prior Comprehensive Plan, the subarea master plans, input from stakeholders, and the updated evaluation of existing and forecast conditions in Marysville.

The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the plans are integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

The plans illustrate how the City of Marysville's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-5, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Snohomish County, adjacent cities, the Tulalip Tribes, and Community Transit to develop a comprehensive multimodal transportation system for the greater Marysville area.

### Streets and Highways

Streets and state highways are the core of the transportation system serving the City of Marysville and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City. Figure 18 highlights the highway and street system envisioned for the City of Marysville based on the size (number of lanes) and connectivity of City arterials.

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system.

### Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. Table 5 describes typical roadway functional classifications. Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area (UGA).

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access (see Figure 19). For example, commercial developments will generally desire to locate along arterials or collectors due to a high amount of mobility and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

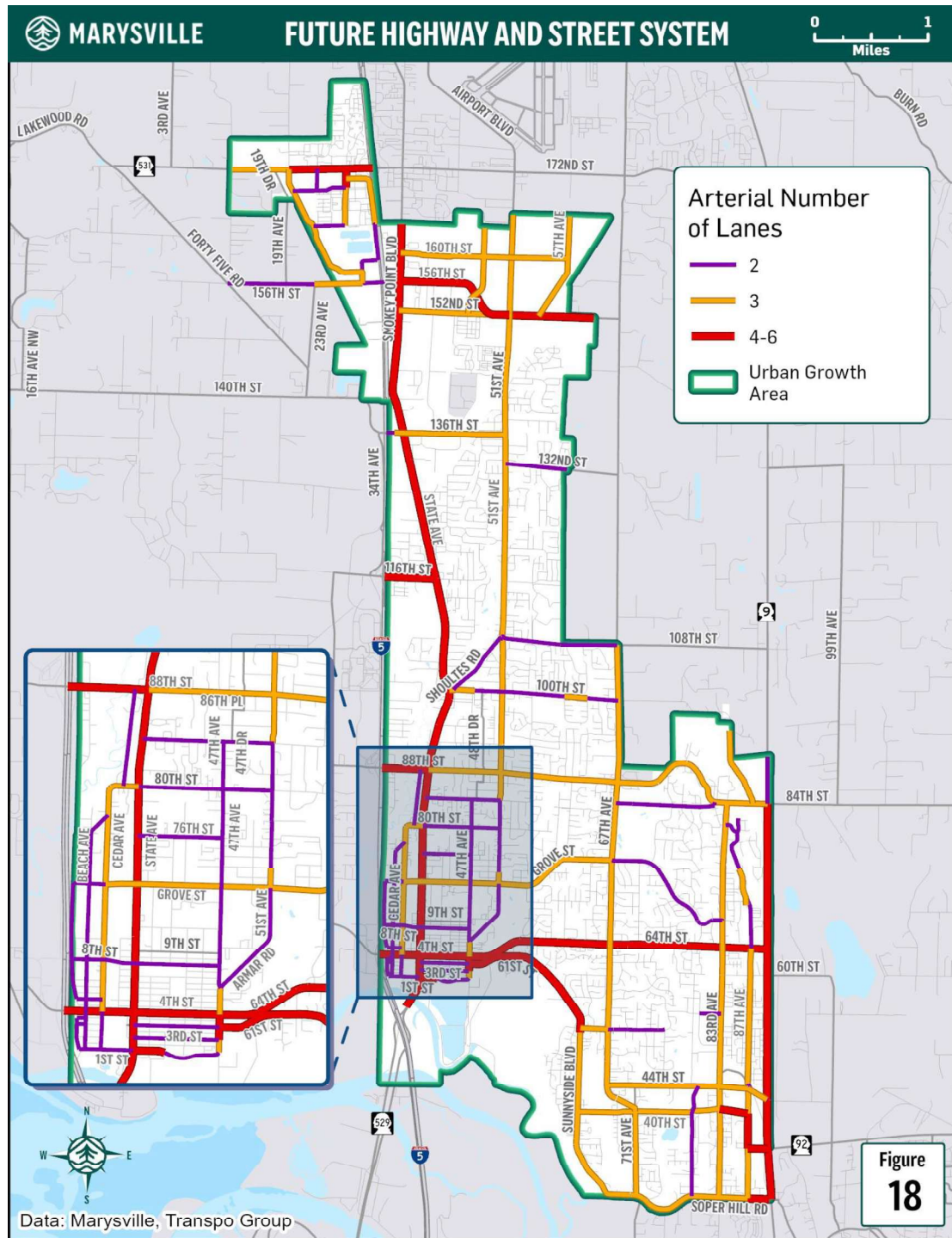


Figure 18. Highway and Street System Plan

**Table 5. Functional Classifications**

| Classification      | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Freeways            | Multi-lane, high-speed, high-capacity roadway generally intended exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.                                                                                                                                                                                                                          |
| Principal Arterials | Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers, and connect to adjacent cities. These streets are intended to primarily serve “through” traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.                        |
| Minor Arterials     | Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restrictions of traffic movements and limitations on spacing of driveways and local streets. |
| Collectors          | Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connection between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.                                                                                               |
| Local Streets       | Local streets primarily provide direct lane access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed                                                                                                                                                                                                                 |

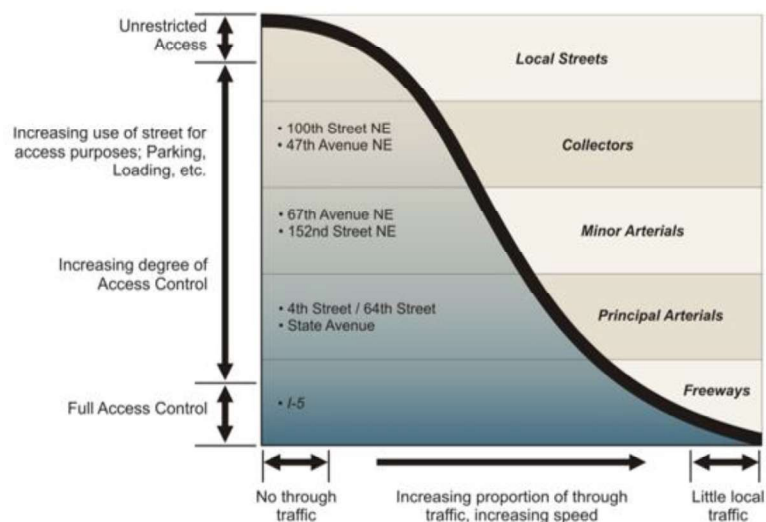
**Figure 19. Classification Relationship between Mobility and Access**

Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area. It also shows how the City’s arterial classifications connect with and support the surrounding regional transportation system.

The functional classifications incorporate changes identified in several City subarea master plans. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2044.



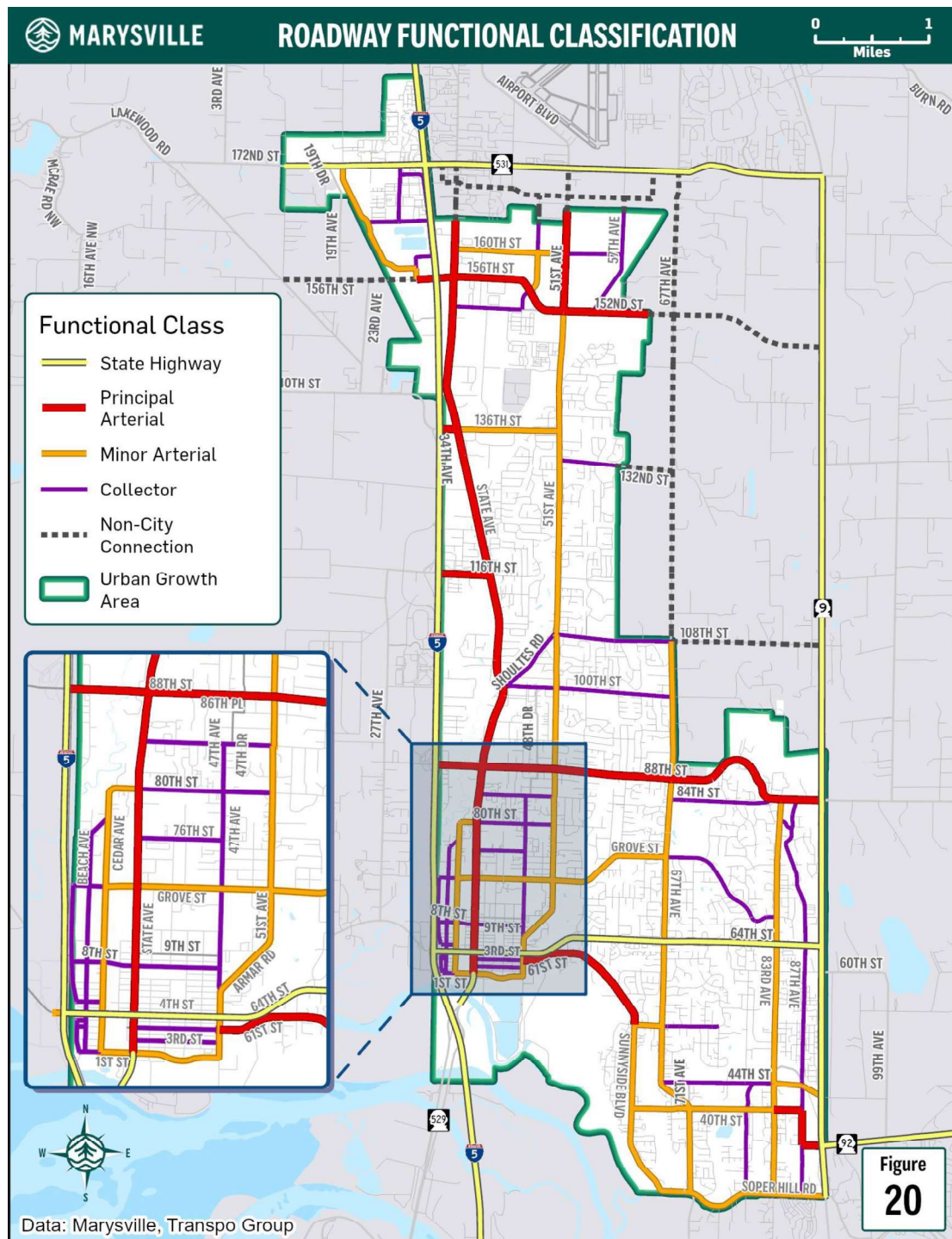


Figure 20. Roadway Functional Classification



### **National Highway System**

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA).

### **Highways of Statewide Significance**

WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel. I-5 and SR 9 are classified as Highways of Statewide Significance.

### **Federal Functional Classification**

The Federal Functional Classification system provides a hierarchy of roadways as defined by the FHWA. This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. As a result, the Federal Functional Classification differs in several ways from the City's Functional Classification. Changes to the Federal Functional Classification may be submitted through the Washington State Department of Transportation (WSDOT).

### **Vehicle LOS Standard**

Vehicle level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections depicted on Figure 21 and described as follows:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
- LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted.
- LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.
- LOS E: Significant delays in traffic flow operations and lower operating speeds.
- LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

For the City of Marysville, the vehicle LOS standard is set for signalized intersections and roundabouts as follows:

- Vehicular LOS E mitigated for
  - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
  - 4th Street/64th Street NE (SR 528) within the City;
  - 88th Street NE (east of I-5 to 67th Avenue)
- Vehicular LOS D for all other intersections of two or more arterials or collectors within the City.

For the City of Marysville, the vehicle LOS standard is set for unsignalized intersections and roundabouts as follows:

- Vehicular LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result.

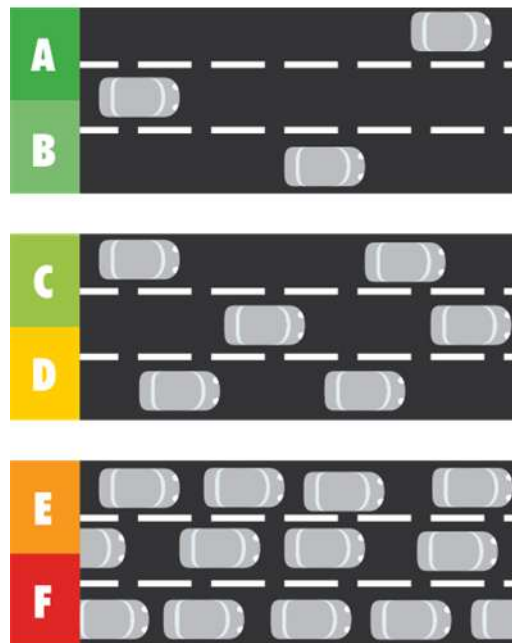


Figure 21. Illustration of Vehicle LOS

### Truck Routes

The City of Marysville has a significant level of truck activity. With the increased commercial and employment growth forecast through 2044, the level of truck activity will also increase.

As mentioned in Chapter 2, WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage.

In order to systematically address the needs of future truck travel, the City has adopted a defined system of truck routes as described in the Marysville Municipal Code Chapter 11.62 and is shown in Figure 9 (see page 20). The primary intent of the City Truck routes is to restrict truck travel from portions of the roadway network such as strictly residential areas or roadways that cannot physically accommodate trucks. The truck route system will continue to be evaluated and refined as the City develops.

The Smokey Point and Lakewood subareas are planned for significant commercial activity. This commercial growth will require additional truck routes. As appropriate, the City can designate arterials, collectors, and connector roads to serve these developing commercial areas. As necessary, new truck routes will be identified to connect to new I-5 interchange locations.

## New Road Connections

In addition to the classified arterials, the City recognizes the need for additional new road connections. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system. New roads are needed to fill in gaps in the existing system, as well as serve the growth projected for the City.

Figure 22 shows the general locations of planned roads, including the future arterial routes shown on Figure 20. As shown, most planned connector roadways are located within the northern and southern portions of the City, where higher levels of development are expected. Specific alignments have not been identified for the planned connector roads. The alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned roads also may be classified as arterials in the future, depending on specific design and access requirements at the time the corridor is developed.

## Rail Crossings

The City of Marysville has the most at-grade crossings along the BNSF mainline of any city within the Puget Sound Regional Council planning area (see Economic Evaluation of Regional Impacts for the Proposed Gateway Pacific Terminal at Cherry Point, PRSC, 2014). The City has developed a strategy to increase the number of grade-separated rail crossings to improve mobility and safety within the City.

Several improvements would provide alternate routes from existing at-grade crossings. The SR 529 ramp improvements at I-5 would provide direct access to/from I-5 and Downtown Marysville, allowing traffic to avoid the at-grade crossings at 4th Street and 88th Street NE. In the north end of the City, the 156th Street NE interchange improvement would provide an alternate route for areas east of I-5, where currently the 116th Street NE interchange is impacted by the railroad near State Avenue. Improvements to 156th Street NE west of I-5 would also provide another grade-separated route to/from I-5 for west Snohomish County travelers (an alternate to the SR 531 rail crossing). Grade separation improvements are costly and likely not feasible directly at the 88th Street NE and 116th Street NE crossings due to geographic and land use constraints.

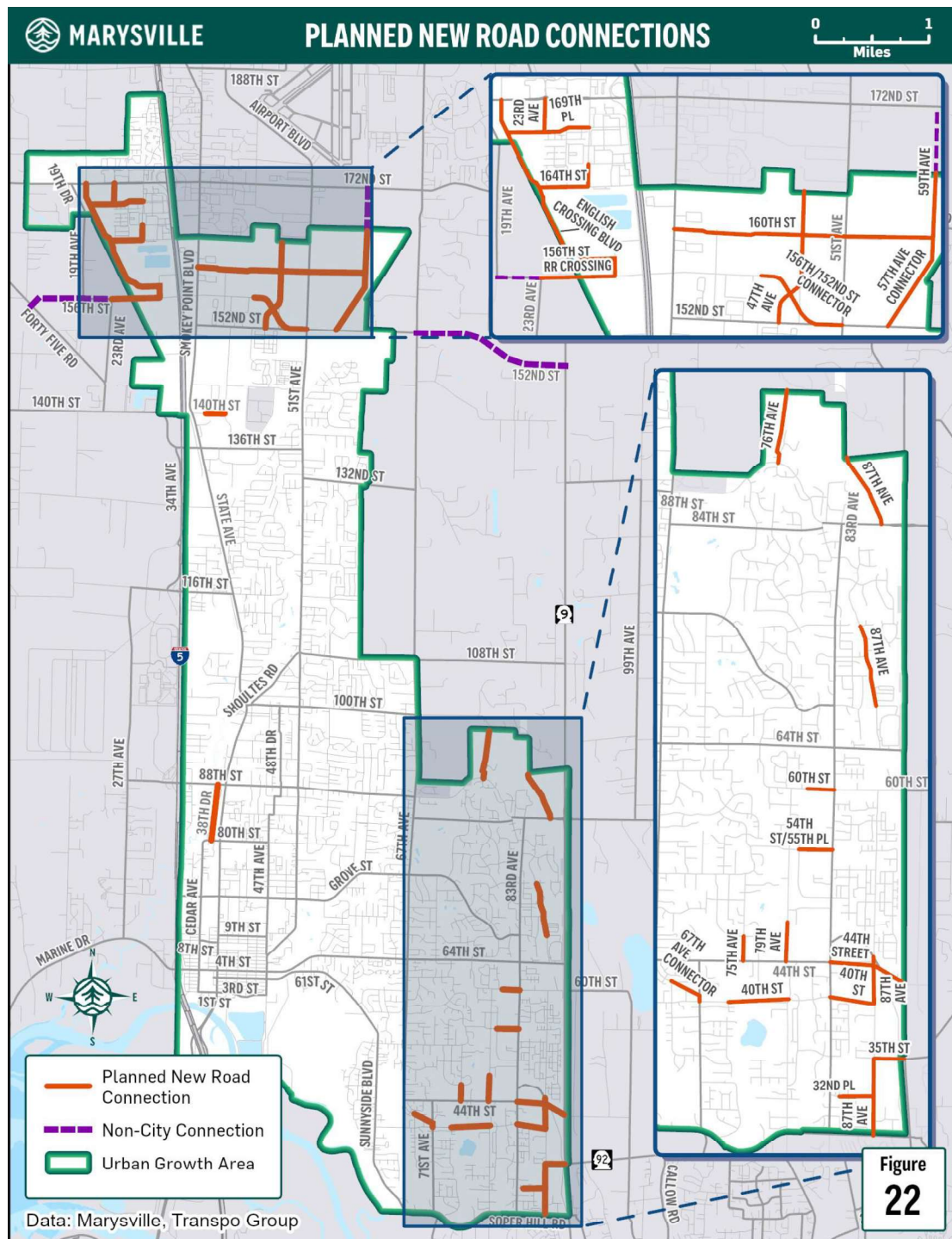


Figure 22. Planned New Road Connections

## Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community. The City generally desires to have sidewalks or other pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive.

The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Snohomish County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will continue to provide for a large portion of the ultimate pedestrian system; however, even with those improvements, some significant gaps would remain in sidewalks along arterial and collector corridors.

### Pedestrian System Classifications

The pedestrian system plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). These networks are defined in further detail in Table 6.

**Table 6. Pedestrian System Network Definitions**

| Hierarchy         | System Function                                                                                                                                                                                                                                                                                                                             |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Primary Network   | Backbone of the system. Offers direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas.                                                                                                   |
| Secondary Network | Supportive to the Primary Network, often providing system continuity by connecting segments of the primary network with on-street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary network.                            |
| Other Streets     | This encompasses the majority of streets within the City (including residential neighborhood streets). While not specifically identified within the pedestrian system plan, many of these roadways provide pedestrian facilities in line with roadway design standards. Other Streets provide access to the Primary and Secondary Networks. |

The future pedestrian system plan, shown in Figure 23, provides a comprehensive network of pedestrian facilities for Marysville. The plan identifies an interconnected system of on-road and off-road (trail) facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations in the City where higher pedestrian demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the pedestrian network to help complete the network.

The City developed an ADA Transition Plan (December 2020) that evaluated pedestrian facilities throughout Marysville to identify and prioritize improvements necessary to create a more accessible environment for all roadway users. In conjunction with the pedestrian system plan shown in Figure 23, the ADA Transition Plan will be used to determine pedestrian infrastructure projects necessary to achieve the pedestrian vision outlined in the Transportation Element. In support of these efforts, the City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already constructed throughout the City.



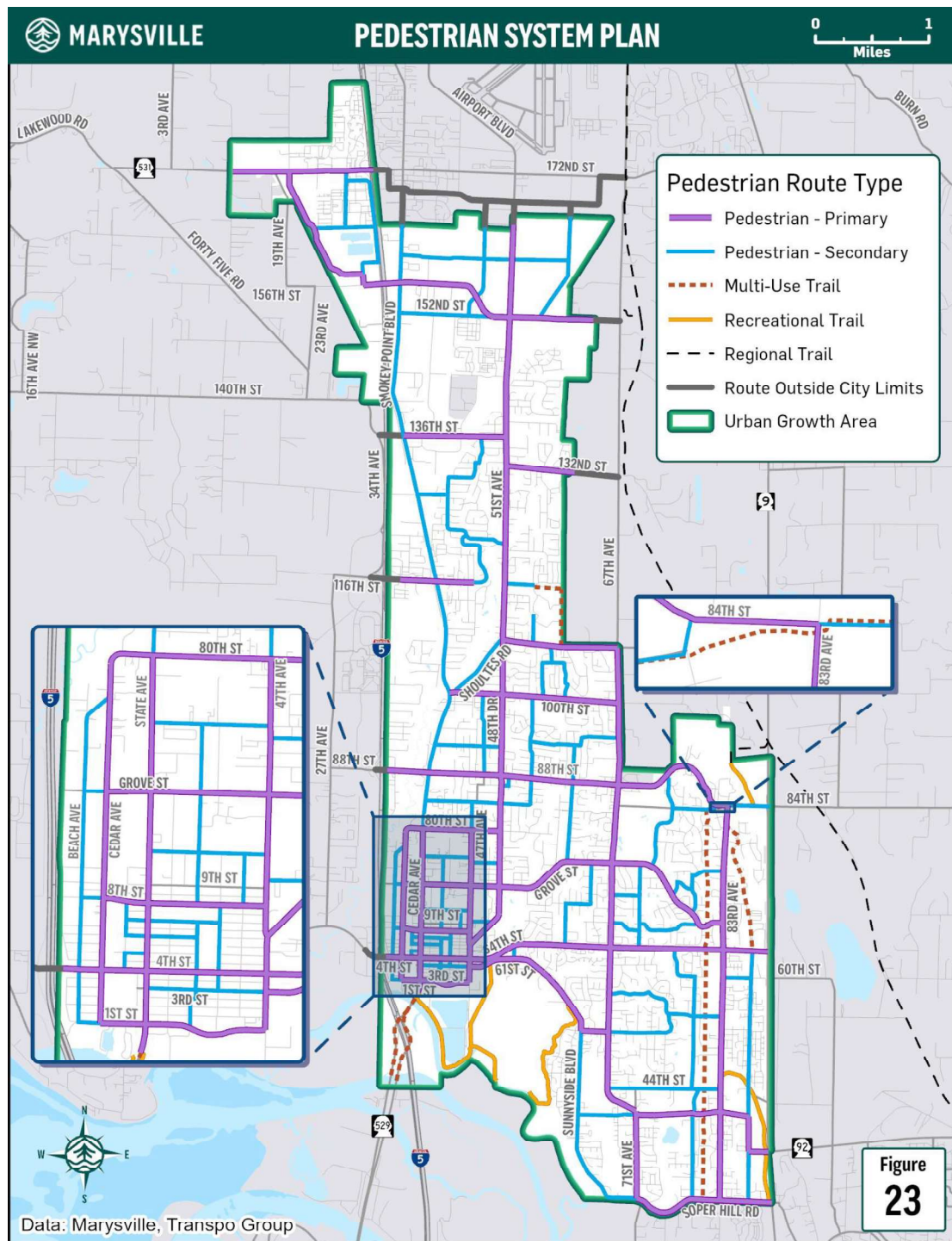


Figure 23. Pedestrian System Plan

Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Marysville or another agency. In some corridors, pedestrian facilities will be provided through development of multi-use trails separated from the travel lanes.

### Pedestrian LOS Standard

Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The LOS standards are shown in Figure 24 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

The Pedestrian LOS P2 indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. The Pedestrian LOS P1 indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A Pedestrian LOS NF indicates no designated facilities are provided for pedestrians and is considered unacceptable.

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in Figure 16 (see page 38).

| LOS                                                                                    | Primary Route                                  | Secondary Route                                       |
|----------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------|
|  P2 | Meets City standards, facilities on both sides | Meets City standards, facilities on one or both sides |
|  P1 | Facilities exist, but only on one side         | N/A                                                   |
|  NF | No facilities exist, does not meet standards   | No facilities exist, does not meet standards          |

Figure 24. Pedestrian LOS Overview

## Bicycle System Plan

Like pedestrian amenities, bicycle facilities play a vital role in the City's transportation environment. The City's bicycle system plan is comprised of facilities that promote mobility without the aid of motorized vehicles. These facilities are essential to ensure that the transportation system provides safe and healthy transportation options for all users of the system.

### Bicycle System Classifications

The bicycle system plan contains a series of primary or secondary bicycle facilities. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that serve to make the second leg of the journey, respectively. These networks are defined in further detail in Table 7.

**Table 7. Bicycle System Network Definitions**

| Hierarchy         | System Function                                                                                                                                                                                                                                                                                                                          |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Primary Network   | Located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway. |
| Secondary Network | Provide connectivity through neighborhoods and connect to the Primary Network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.                                                                                                                                                   |

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, multi-use paths, and recreational trails). Project-level planning and engineering studies are still required to determine feasibility of selected bicycle treatments on a project-by-project basis.

Figure 25 shows the planned bicycle system classification plan for Marysville and the surrounding areas. The bicycle system plan, when completed will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. Trails are included in the bicycle network since these connections help complete the bicycle network. Figure 26 shows the type of bicycle facilities envisioned for each segment of the bicycle system.

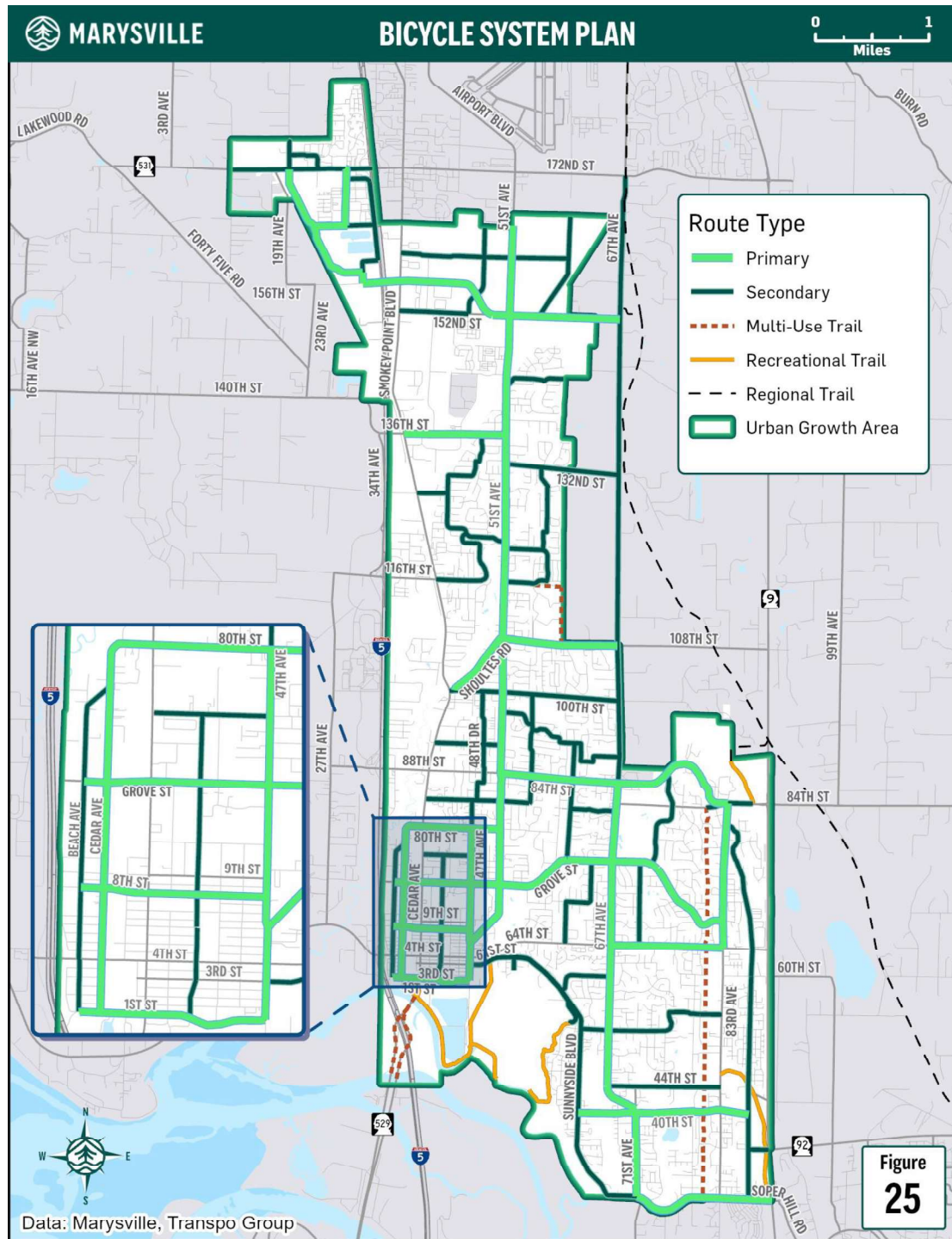


Figure 25. Bicycle System Plan: Classification



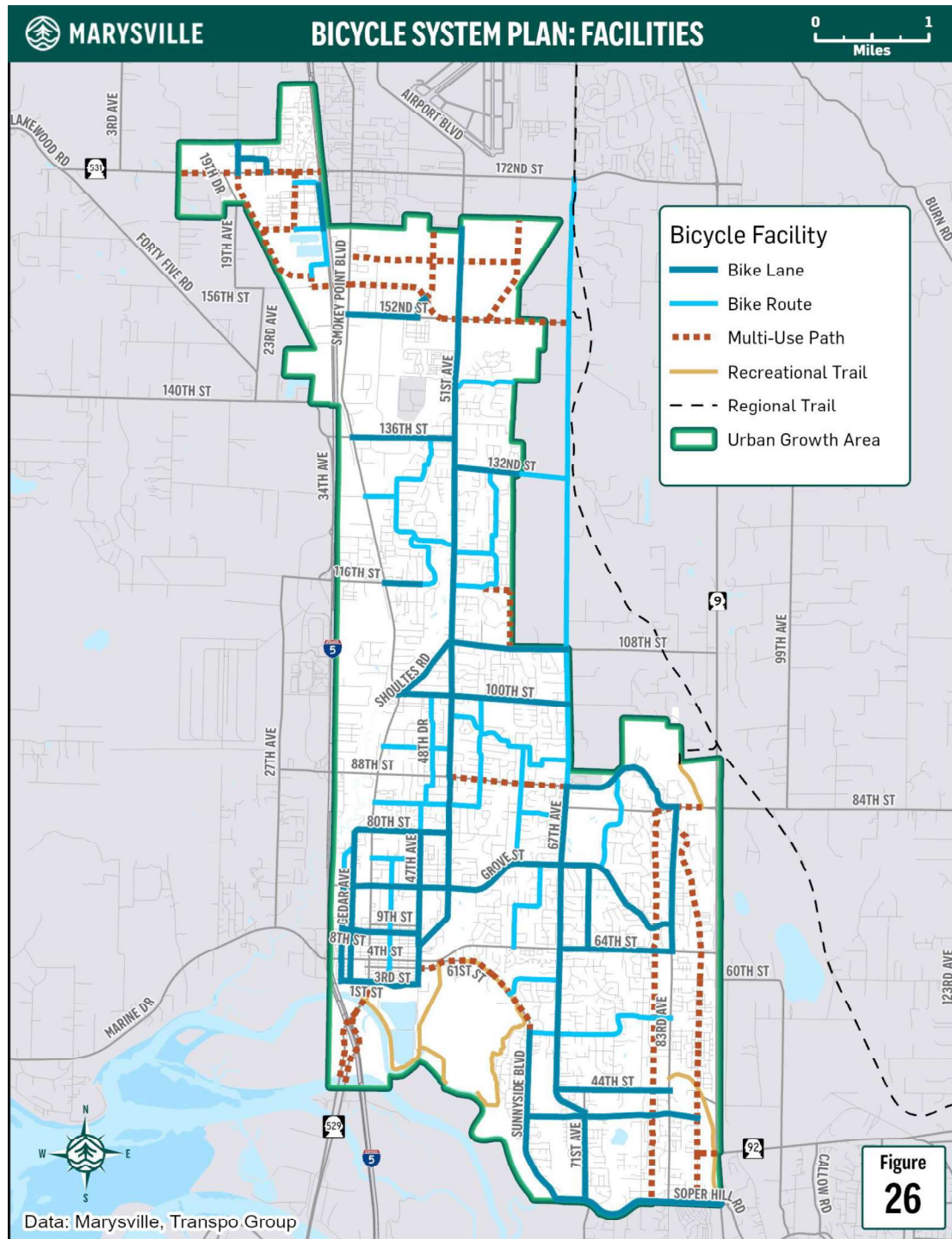


Figure 26. Bicycle System Plan: Facilities



## Bicycle LOS Standard

Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. This bicycle system was first identified in coordination with the City. The LOS standards are shown in Figure 27 and provides flexibility for the types of facilities along each roadway. The LOS designations are shown in green, orange, and red.

A Bicycle LOS B2 indicates the provided bicycle facilities along a primary roadway provide an acceptable bicycle stress level, while a secondary roadway's bicycle facilities may provide a higher stress level. A Bicycle LOS B1 indicates a primary route has facilities but may operate at a higher stress level. A Bicycle LOS NF indicates no designated facilities are provided for bicycles and is considered unacceptable.

The City utilizes these standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes. The evaluation of future bicycle LOS of the City's facilities is shown in Figure 17 (see page 39).

| LOS                                                                                    | Primary Route                                                             | Secondary Route                                   |
|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------|
|  B2   | Facilities exist including at major crossings, at acceptable stress level | Facilities exist, but higher stress level allowed |
|  B1 | Facilities exist, but higher stress level                                 | N/A                                               |
|  NF | No facilities exist                                                       | No facilities exist                               |

Figure 27. Bicycle LOS Overview

## **Transit**

In order to provide a comprehensive transportation system, the City of Marysville recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

### Community Transit Long Range Plan

Journey 2050 is Community Transit's vision for providing more service, more choices, and one easy-to-use system through 2050. As the long-range service and capital vision, Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. Community Transit envisions expanding bus service by 2050, reducing headways providing riders with more convenient options for traveling by transit and decreasing the time it will take to get there. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-

range 2050 network. The improvements necessary to support the planned network are ambitious, integrated with the services of other agencies, and are not yet fully funded.

### Transit Development Plan

The Transportation Element has been coordinated with Community Transit's 2024-2029 Transit Development Plan. Currently, transit service in Marysville is provided along several key corridors within the City: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. These existing routes serve the four Park & Ride lots located within the City. Community Transit regularly reviews its service plans and route structure to address possible improvements or reductions in service.

As part of the Transit Development Plan, Community Development plans for the implementation of the Swift Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center. This line will serve the communities of Everett, Marysville and Arlington, as well as the Cascade Industrial Center in the northern part of the City. Planned alignments and station locations within Marysville are being identified. City roadways being considered for the Swift Gold Line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. The route is expected to serve the Marysville Cedar & Grove Park & Ride station.

In addition, the Transit Development Plan identifies several changes to local bus service in the City, including a new route providing service between Marysville with the Quil Ceda Village on the Tulalip Reservation. Additional minor route changes to other local and express route service are planned for the City. These changes are expected following the opening and full operation of the Sound Transit Line 1 light-rail extension to Lynwood in 2026.

In the long term, to support future development activity, the City encourages Community Transit to implement the recommendations in their Transit Development Plan to provide improved coverage and increased service frequency, especially on the weekends. Increased service frequency and coverage is desired by the City to make transit use more convenient and to meet growing local travel demands. The Marysville Transportation Element provides for the following transit/public transportation services and facilities:

### Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle. Changes to future routes should be consistent with the Journey 2050 Plan and the needs of the Marysville community, based on a collaborative planning process engaging local community members.

### Carpooling and Vanpooling

Community Transit should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with Community Transit to increase awareness that carpooling and vanpooling programs and resources are provided.

### Transit Accessibility

The City will coordinate with Community Transit in the evaluation of accessibility to public transportation facilities. The City's road standards require sidewalks on all streets thereby supporting transit service accessibility. The sidewalk and active transportation projects identified as part of the Transportation Element seek to prioritize connection to key arterials along which transit buses operate. The City will continue to work with Community Transit to ensure high-quality transit services and facilities are maintained as the City continues to grow.

## Transportation Demand Management Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Snohomish County, Community Transit and PSRC.

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- **Transit Incentives** – Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow many employees to work from home, reducing the need for travel to and from a work site for some workdays.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

## Transportation Improvement Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. Figure 28 shows a map of the projects. The projects were categorized as follows:

- **Intersection Improvement** – upgrading an intersection through addition of turn lanes and/or modification of traffic controls (e.g., traffic signal, stop signs, etc.).
- **Other Agency Intersection Projects** – includes improvements to intersections (e.g., addition of turn lanes, modification of traffic control, etc.) lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)

- **Major Widening Improvements** –includes projects to widen an existing corridor to add additional through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- **Minor Widening Improvements** – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes at intersections or construction of a center, two-way left-turn lane.
- **New Road** – constructing a new arterial or collector road, including appropriate active transportation facilities.
- **Active Transportation** – projects that primarily focus on upgrading or completing bicycle and/or pedestrian facilities. This includes multi-use trails and recreational trails.
- **Other Agency Projects** – roadway improvement projects lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)
- **Programs** – The City has an extensive maintenance and operations (M&O) program to preserve the various components of the transportation system. The M&O program covers general administration, roadway and storm drainage maintenance, street lighting, sidewalk maintenance and constructing traffic signals and signs, street cleaning, and safety programs. It also includes a program to enhance traffic signal operations through implementation of an Intelligent Transportation System (ITS) program for the City.

Planning level cost estimates were prepared for each project under the jurisdiction of the City of Marysville. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All of the cost estimates are reported in 2024 dollars.

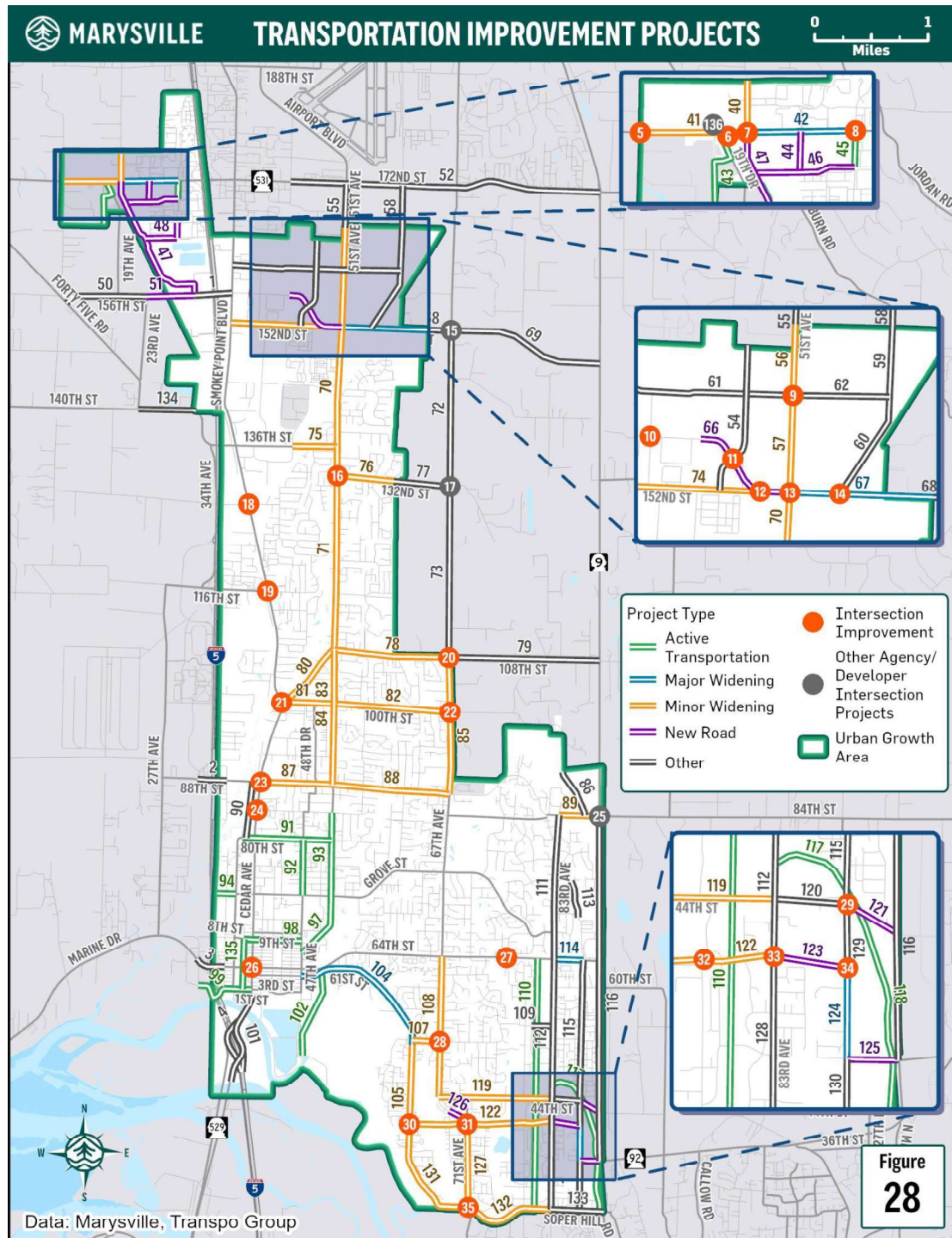


Figure 28. Transportation Improvement Projects



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**Table 8. List of Transportation Improvement Projects and Programs**

| ID | Type | Name                                             | Extents | Description                                                                                                                                                                                                                                                                                                                | Timing | 2024 Cost    |
|----|------|--------------------------------------------------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------|
| 1  | IC   | 156th St NE & I-5 Ramps                          | NA      | Construct single-point urban interchange (SPUI). Upgrade 156th St NE to 6-7 lane roadway near interchange. At Smokey Point Blvd/156th St NE intersection, provide two NB left-turn lanes and separate EB and SB right-turn lanes. Provide walk and bike facilities to connect multi-use trails on each side of interchange | Mid    | Other Agency |
| 2  | IC   | 88th St NE & I-5 Ramps                           | NA      | Add roundabouts at the NB and SB ramps as well as 34th Ave NE and 36th Avenue. All roundabouts will be 2 lane east-west; 1 lane north-south; corridor will have capacity for 2 lanes in each direction.                                                                                                                    | Short  | Other Agency |
| 3  | IC   | SR 528 (4th St) & I-5 Ramps                      | NA      | Add roundabouts at the NB and SB ramps as well as 33rd Ave NE/Marine Dr NE. All roundabouts will be 2 lane east-west; 1 lane north-south; corridor will have capacity for 2 lanes in each direction.                                                                                                                       | Short  | Other Agency |
| 4  | IC   | SR 529 & I-5 Ramps                               | NA      | Add new ramp from SB SR 529 to SB I-5, and new ramp from NB I-5 to NB SR 529; A new roundabout will be constructed on east side of interchange.                                                                                                                                                                            | Short  | Other Agency |
| 5  | INT  | 172nd St NE/ 11th Ave NE                         | NA      | Construct roundabout                                                                                                                                                                                                                                                                                                       | Mid    | \$2,010,000  |
| 6  | INT  | 172nd St NE/ Railroad Crossing                   | NA      | Widen crossing to 2/3 lanes with walk/bike facilities                                                                                                                                                                                                                                                                      | Long   | \$2,000,000  |
| 7  | INT  | 172nd St NE/ English Crossing Blvd – 19th Ave NE | NA      | Construct multi-lane roundabout                                                                                                                                                                                                                                                                                            | Short  | \$2,000,000  |
| 8  | INT  | 172nd St NE/ 27th Ave NE                         | NA      | Minor modifications to the traffic signal. Add EB right-turn lane                                                                                                                                                                                                                                                          | Mid    | \$400,000    |
| 9  | INT  | 51st Ave NE/ 160th St NE                         | NA      | Construct turn lane(s) and traffic signal                                                                                                                                                                                                                                                                                  | Long   | \$2,330,000  |
| 10 | INT  | 156th St NE/ 39th Ave NE                         | NA      | Construct traffic signal                                                                                                                                                                                                                                                                                                   | Long   | \$1,600,000  |
| 11 | INT  | 156th St NE/ 47th Ave NE                         | NA      | Construct multi-lane roundabout                                                                                                                                                                                                                                                                                            | Mid    | \$4,500,000  |
| 12 | INT  | 156th St NE/152nd St NE                          | NA      | Construct traffic signal                                                                                                                                                                                                                                                                                                   | Long   | \$1,990,000  |
| 13 | INT  | 152nd St NE/ 51st Ave NE                         | NA      | Construct traffic signal                                                                                                                                                                                                                                                                                                   | Short  | \$1,600,000  |
| 14 | INT  | 152nd St NE/ 55th Ave NE                         | NA      | Construct traffic signal                                                                                                                                                                                                                                                                                                   | Mid    | \$1,600,000  |
| 15 | INT  | 152nd St NE/ 67th Ave NE                         | NA      | Construct roundabout                                                                                                                                                                                                                                                                                                       | Mid    | Other Agency |
| 16 | INT  | 51st Ave NE/ 132nd St NE                         | NA      | Construct traffic signal                                                                                                                                                                                                                                                                                                   | Mid    | \$1,070,000  |

|    |     |                                     |                                                    |                                                                                                                            |       |              |
|----|-----|-------------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------|--------------|
| 17 | INT | 67th Ave NE/ 132nd St NE            | NA                                                 | Construct turn lane(s) and traffic signal                                                                                  | Mid   | Other Agency |
| 18 | INT | State Ave/ 128th St NE              | NA                                                 | Add turn lane(s) on east leg                                                                                               | Long  | \$1,500,000  |
| 19 | INT | State Ave/ 116th St NE              | NA                                                 | Add WB through Lane; add SB right-turn lane and overlap phase. Remove EB/WB split phasing.                                 | Short | \$1,500,000  |
| 20 | INT | 67th Ave NE/ 108th St NE            | NA                                                 | Construct traffic signal or roundabout                                                                                     | Mid   | \$3,350,000  |
| 21 | INT | State Ave/ 100th St NE/ Shoultes Rd | NA                                                 | Improve operations at these tightly spaced intersections. Improvements still to be defined.                                | Long  | \$4,500,000  |
| 22 | INT | 67th Ave NE/ 100th St NE            | NA                                                 | Construct traffic signal                                                                                                   | Mid   | \$800,000    |
| 23 | INT | State Ave/ 88th St NE               | NA                                                 | Construct intersection improvements to increase capacity. Cost assumes a continuous flow intersection concept.             | Mid   | \$7,545,000  |
| 24 | INT | State Ave/ 84th St NE               | NA                                                 | Add west leg to intersection, including rail crossing. Install signal and close adjacent private rail crossings.           | Mid   | \$2,650,000  |
| 25 | INT | 84th St NE/ SR 9                    | NA                                                 | Roundabout improvements                                                                                                    | Long  | Other Agency |
| 26 | INT | SR 528/ State Ave                   | NA                                                 | Modify turn radius                                                                                                         | Short | \$1,860,000  |
| 27 | INT | SR 528/ 76th Ave NE                 | NA                                                 | Construct traffic signal                                                                                                   | Mid   | \$800,000    |
| 28 | INT | 67th Ave NE/ 52nd St NE             | NA                                                 | Construct traffic signal                                                                                                   | Short | \$2,049,000  |
| 29 | INT | 87th Ave NE/ 44th St NE             | NA                                                 | Construct roundabout                                                                                                       | Long  | \$3,350,000  |
| 30 | INT | Sunnyside Blvd/ 40th St NE          | NA                                                 | Construct traffic signal                                                                                                   | Long  | \$1,600,000  |
| 31 | INT | 71st Ave NE/ 40th St NE             | NA                                                 | Construct traffic signal                                                                                                   | Long  | \$1,600,000  |
| 32 | INT | 79th Ave NE/ 40th St NE             | NA                                                 | Construct traffic signal                                                                                                   | Long  | \$1,600,000  |
| 33 | INT | 83rd Ave NE/ 40th St NE             | NA                                                 | Construct traffic signal                                                                                                   | Long  | \$1,600,000  |
| 34 | INT | 87th Ave NE/ 40th St NE             | NA                                                 | Construct roundabout                                                                                                       | Long  | \$4,500,000  |
| 35 | INT | Sunnyside Blvd/ Soper Hill Rd       | NA                                                 | Construct roundabout                                                                                                       | Long  | \$5,500,000  |
| 40 | MIN | 19th Ave NE                         | North City Limits to 172nd St NE                   | Reconstruct and widen to 2/3 lane arterial including sidewalks                                                             | Long  | \$3,660,000  |
| 41 | MIN | 172nd St NE                         | 11th Ave NE to English Crossing Blvd – 19th Ave NE | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                         | Long  | \$4,409,000  |
| 42 | MAJ | 172nd St NE                         | English Crossing Blvd – 19th Ave to 27th Ave NE    | Widen roadway to 4/5 lane arterial with 20 ft planted buffer and multiuse trails (both sides); second EB lane still needed | Short | \$7,500,000  |
| 43 | ACT | Lakewood School Trail               | 172nd St NE to English Crossing Elementary         | Construct multi-use trail                                                                                                  | Mid   | \$810,000    |
| 44 | NEW | 23rd Ave NE                         | 172nd St NE to 169th Place NE                      | Construct 2 lane roadway                                                                                                   | Short | \$3,210,000  |

|    |     |                                               |                                                              |                                                                                                                                                |       |                          |
|----|-----|-----------------------------------------------|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------------|
| 45 | ACT | 27th Ave NE                                   | 172nd St NE to 169th PI NE                                   | Construct multi-use trail (one side)                                                                                                           | Short | \$930,000                |
| 46 | NEW | 169th PI NE                                   | English Crossing Blvd – 19th Ave NE to 27th Ave NE           | Construct 2 lane roadway                                                                                                                       | Mid   | \$8,440,000              |
| 47 | NEW | English Crossing Blvd – 19th Ave NE Extension | 172nd St NE to 156th St NE                                   | Construct new 2/3 lane roadway with multi-use trail on one side                                                                                | Short | \$34,250,000             |
| 48 | NEW | 164th St NE                                   | English Crossing Blvd – 19th Ave NE Connector to 27th Ave NE | Construct 2 lane roadway                                                                                                                       | Short | \$5,070,000              |
| 49 | NEW | 27th Ave NE                                   | 165th St NE vicinity to 164th St NE                          | Construct 2/3 lane roadway                                                                                                                     | Mid   | \$3,630,000              |
| 50 | NEW | 156th St NE Connection                        | Forty-Five Rd to 23rd Ave NE                                 | Construct 2/3 lane arterial between Forty-Five Rd and the new RR overcrossing. Alignment may shift north or south depending on design details. | Long  | Other Agency             |
| 51 | NEW | 156th St NE RR Crossing                       | 23rd Ave NE to 30th Ave NE                                   | Construct 2/3 lane roadway. Includes new grade separated crossing of railroad tracks, and new intersection control at 30th Ave NE              | Long  | \$23,600,000             |
| 52 | MAJ | SR 531                                        | 43rd Ave NE to SR 9                                          | Widen to 4/5 lane arterial                                                                                                                     | Long  | Other Agency             |
| 53 | NEW | 47th Ave NE                                   | 168th St NE to City Limits                                   | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer                |
| 54 | NEW | 47th Ave NE                                   | City Limits to 152nd St NE                                   | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer                |
| 55 | MIN | 51st Ave NE                                   | SR 531 to City Limits                                        | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                             | Mid   | Other Agency             |
| 56 | MIN | 51st Ave NE                                   | City Limits to 160th St NE                                   | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                             | Mid   | \$4,000,000              |
| 57 | MIN | 51st Ave NE                                   | 160th St NE to 152nd St NE                                   | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                             | Mid   | \$5,800,000              |
| 58 | NEW | 59th Ave NE                                   | SR 531 to City Limits                                        | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer & Other Agency |
| 59 | NEW | 59th Ave NE                                   | City Limits to 160th St NE                                   | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer                |
| 60 | NEW | 57th Ave NE Connector                         | 160th St NE to 152nd St NE                                   | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer                |
| 61 | NEW | 160th St NE                                   | Smokey Point Blvd to 51st Ave NE                             | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer                |
| 62 | NEW | 160th St NE                                   | 51st Ave NE to 59th Ave NE                                   | Construct 2/3 lane roadway                                                                                                                     | Mid   | Developer                |
| 66 | NEW | 156th/152nd St Connector                      | 43rd Ave NE to 51st Ave NE                                   | Widen to 4/5 lane arterial roadway                                                                                                             | Mid   | \$17,030,000             |
| 67 | MAJ | 152nd St NE                                   | 51st Ave NE to City Limits                                   | Widen to 4/5 lane arterial including sidewalks and multiuse trail                                                                              | Long  | \$12,000,000             |

|    |     |              |                                  |                                                                                    |       |              |
|----|-----|--------------|----------------------------------|------------------------------------------------------------------------------------|-------|--------------|
| 68 | MAJ | 152nd St NE  | City Limits to 67th Ave NE       | Widen to 4/5 lane arterial including sidewalks and multiuse trail                  | Long  | Other Agency |
| 69 | NEW | 152nd St NE  | 67th Ave NE to SR 9              | ROW preservation for 3 lane arterial                                               | Long  | Other Agency |
| 70 | MIN | 51st Ave NE  | 152nd St NE to 136th St NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$15,870,000 |
| 71 | MIN | 51st Ave NE  | 136th St NE to 108th St NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$27,960,000 |
| 72 | MIN | 67th Ave NE  | 152nd Street to 132nd St NE      | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | Other Agency |
| 73 | MIN | 67th Ave NE  | 132nd St NE to 108th St NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | Other Agency |
| 74 | MIN | 152nd St NE  | Smokey Point Blvd to 47th Ave NE | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Short | \$3,110,000  |
| 75 | MIN | 136th Street | 45th Ave to 51st Ave             | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$4,500,000  |
| 76 | MIN | 132nd St NE  | 51st Ave to City Limits          | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$6,000,000  |
| 77 | MIN | 132nd St NE  | City Limits to 67th Ave NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | Other Agency |
| 78 | MIN | 108th St NE  | 51st Ave NE to 67th Ave NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$8,570,000  |
| 79 | MIN | 108th St NE  | 67th Ave NE to SR 9              | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | Other Agency |
| 80 | MIN | Shoultes Rd  | 100th St NE to 108th St NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$8,050,000  |
| 81 | MIN | 100th St NE  | Shoultes Rd to 51st Ave NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Mid   | \$3,330,000  |
| 82 | MIN | 100th St NE  | 51st Ave NE to 67th Ave NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$9,240,000  |
| 83 | MIN | 51st Ave NE  | 108th St NE to 100th St NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$6,010,000  |



|     |     |                        |                                         |                                                                                    |       |              |
|-----|-----|------------------------|-----------------------------------------|------------------------------------------------------------------------------------|-------|--------------|
| 84  | MIN | 51st Ave NE            | 100th St NE to 88th St NE               | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$9,080,000  |
| 85  | MIN | 67th Ave NE            | 108th St NE to 88th St NE               | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$11,440,000 |
| 86  | NEW | 87th Ave NE            | 98th St NE to 84th St NE                | Construct 2/3 lane roadway                                                         | Short | Developer    |
| 87  | MIN | 88th St NE             | State Ave to 55th Ave                   | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Short | \$22,400,000 |
| 88  | MIN | 88th St NE             | 55th Ave NE to 67th Ave NE              | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Mid   | \$31,500,000 |
| 89  | MIN | 84th St NE             | 83rd Ave NE to SR 9                     | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities | Long  | \$2,801,000  |
| 90  | NEW | 38th Dr NE             | 88th St NE to 80th St NE                | Developer project. Construct connector including sidewalks and multi-use trail     | Mid   | Developer    |
| 91  | ACT | 80th St NE             | Cedar Ave to 51st Ave NE                | Construct missing sidewalks (both sides) and bike facilities                       | Long  | \$3,000,000  |
| 92  | ACT | 47th Ave NE            | 80th St NE to Grove St                  | Construct missing sidewalks (both sides)                                           | Mid   | \$1,780,000  |
| 93  | ACT | 51st Ave NE            | 84th St NE to Grove St                  | Construct missing sidewalks (both sides) and bike facilities                       | Short | \$9,470,000  |
| 94  | ACT | Grove St               | Cedar Ave to Ash Ave                    | Construct missing sidewalks (one side) and bike facilities                         | Long  | \$1,690,000  |
| 97  | ACT | Armar Rd               | Grove St to 47th Ave NE                 | Construct missing sidewalks (both sides)                                           | Short | \$5,450,000  |
| 98  | ACT | 8th St                 | Delta Ave to 47th Ave NE                | Add bicycle facilities to corridor for network connectivity                        | Short | \$130,000    |
| 99  | ACT | 60th PI NE             | 1st St/Beach Ave to 60th PI/33rd Ave NE | Coordinate with Tulalip Tribes to construct bike facilities                        | Long  | \$270,000    |
| 100 | ACT | 1st Street             | Cedar Ave to State Ave                  | Construct missing sidewalks (both sides) and bike facilities                       | Long  | \$290,000    |
| 101 | ACT | SR 529 Multi-use Trail | 1st St to Everett                       | Construct two-way multi-use trail along east side of northbound SR 529.            | Long  | Other Agency |
| 102 | ACT | Ebey Waterfront Trail  | 61st St NE to existing trail            | Construct missing multiuse trail segment                                           | Long  | \$1,300,000  |

|     |     |                                                |                                    |                                                                                                                                                 |      |              |
|-----|-----|------------------------------------------------|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------|
| 104 | MAJ | Sunnyside Blvd                                 | 47th Ave NE to south of 52nd St NE | Widen to 4/5 lane arterial including sidewalks and multiuse trail. Include traffic control and intersection geometry improvements where needed. | Long | \$13,250,000 |
| 105 | MIN | Sunnyside Blvd                                 | South of 52nd St NE to 40th St     | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Long | \$9,390,000  |
| 107 | MIN | 52nd St NE                                     | Sunnyside Blvd to 67th St NE       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Long | \$680,000    |
| 108 | MIN | 67th Ave NE                                    | SR 528 to 44th St NE               | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Long | \$12,800,000 |
| 109 | NEW | 54th St/55th Pl                                | 83rd Ave to Bayview Trail          | Construct 2/3 lane roadway                                                                                                                      | Long | Developer    |
| 111 | MIN | 83rd Ave NE                                    | 84th St NE to SR 528               | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Mid  | Developer    |
| 112 | MIN | 83rd Ave NE                                    | SR 528 to 40th St NE               | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Mid  | Developer    |
| 113 | NEW | 87th Ave NE                                    | 75th St NE to 70th St NE           | Construct 2/3 missing road sections along corridor                                                                                              | Long | Developer    |
| 114 | MAJ | SR 528                                         | 83rd Ave NE to 87th Ave NE         | Widen to 4/5 lanes including sidewalks                                                                                                          | Long | \$12,300,000 |
| 115 | NEW | 87th Ave NE                                    | SR 528 to Sunnyside School Rd      | Construct 2/3 lane roadway                                                                                                                      | Mid  | Developer    |
| 116 | MAJ | SR 9                                           | 84th St NE to SR 92                | Widen to 4/5 lanes and provide multiuse trail (one side, project extent).                                                                       | Long | Other Agency |
| 117 | ACT | Sunnyside School Rd                            | 83rd Ave NE to 87th Ave NE         | Convert roadway into multiuse trail; add trail crossing facilities at key locations                                                             | Long | \$50,000     |
| 118 | ACT | Densmore Rd/Sunnyside School Rd                | 87th Ave NE to Soper Hill Rd       | Convert roadway into multiuse trail; add trail crossing facilities at key locations                                                             | Long | \$670,000    |
| 119 | MIN | 44th St NE                                     | 67th Ave NE to 83rd Ave NE         | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Long | \$12,460,000 |
| 120 | NEW | 44th Street                                    | 83rd Ave NE to 87th Ave NE         | Construct 2/3 lane roadway                                                                                                                      | Long | Developer    |
| 121 | NEW | 44th St NE/East Sunnyside School Rd/42nd St NE | 87th Ave NE to SR 9                | Construct 2/3 lane roadway                                                                                                                      | Long | \$6,870,000  |
| 122 | MIN | 40th St NE                                     | Sunnyside Blvd to 83rd Ave NE      | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                                              | Mid  | \$17,554,000 |

|     |       |                        |                                                  |                                                                                                                                  |       |              |
|-----|-------|------------------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-------|--------------|
| 123 | NEW   | 40th St NE             | 83rd Ave NE to 87th Ave NE                       | Construct 4/5 lane arterial                                                                                                      | Mid   | \$3,650,000  |
| 124 | MAJ   | 87th Ave NE            | 40th St NE to 35th St NE                         | Reconstruct 4/5 lane arterial including sidewalks. Use Densmore Rd for bike connectivity.                                        | Mid   | \$8,911,000  |
| 125 | NEW   | 35th St NE             | 87th Ave NE to SR 9                              | Construct 4/5 lane arterial including sidewalks and multi-use trail connectivity. Requires expansion of SR 9/SR 92 intersection. | Mid   | \$6,097,000  |
| 126 | NEW   | 67th Ave Connector     | 67th Ave NE/44th St NE to 71st Ave NE/40th St NE | Construct 2/3 lane roadway                                                                                                       | Long  | \$10,310,000 |
| 127 | MIN   | 71st Ave NE            | 40th St NE to Sunnyside Blvd / Soper Hill Rd     | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                               | Long  | \$8,040,000  |
| 128 | MIN   | 83rd Ave NE            | 40th St NE to Soper Hill Rd                      | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                               | Long  | Developer    |
| 129 | NEW   | 87th Ave NE            | Sunnyside School Rd to 40th St NE                | Construct 2/3 lane roadway                                                                                                       | Mid   | Developer    |
| 130 | NEW   | 87th Ave NE            | 35th St NE to Soper Hill Rd                      | Construct 2/3 lane roadway                                                                                                       | Long  | Developer    |
| 131 | MIN   | Sunnyside Blvd         | 40th St NE to 71st Ave NE                        | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                               | Long  | \$14,800,000 |
| 132 | MIN   | Soper Hill Rd          | 71st Ave NE to 83rd Ave NE                       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                               | Long  | \$12,830,000 |
| 133 | MIN   | Soper Hill Rd          | 83rd Ave NE to SR 9                              | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                               | Mid   | Other Agency |
| 134 | MIN   | 140th St NE            | 23rd Ave NE to 31st Ave NE                       | Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities                                               | Long  | Other Agency |
| 135 | ACT   | Delta Ave Woonerf      | 1st St to 8th St                                 | Reconstruct missing segments to Woonerf. Add pedestrian signal crossing at SR 528.                                               | Long  | \$4,360,000  |
| 136 | INT   | 172nd St NE/19th Drive | NA                                               | Construct roundabout (west side of railroad)                                                                                     | Short | \$3,350,000  |
| 201 | PRO G | Operations/Maintenance | NA                                               | Operations/Maintenance Program                                                                                                   | NA    | NA           |
| 202 | PRO G | Transit                | NA                                               | Support implementation of Community Transit service                                                                              | NA    | NA           |

|     |          |                                           |    |                                                                                                                                                                                                                       |    |    |
|-----|----------|-------------------------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|
| 203 | PRO<br>G | Intelligent Transportation System Program | NA | Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection.             | NA | NA |
| 204 | PRO<br>G | Bicycle Program                           | NA | Citywide bicycle projects not including in other capital projects. Trails (see pedestrian program); Buffered Bike Lanes (2.9 miles); Bike Lanes (5.9 miles); Bicycle Boulevards (12.4 miles); Bike Routes (4.2 miles) | NA | NA |
| 205 | PRO<br>G | Pedestrian Program                        | NA | Citywide pedestrian projects not included in other capital projects. Trails (3.6 miles); SR2S Sidewalks (6.1 miles); Other Sidewalks (3.0 miles)                                                                      | NA | NA |
| 206 | PRO<br>G | Safety Program                            | NA | Program to improve safety at spot locations                                                                                                                                                                           | NA | NA |

## Chapter 5. Financing Program

The multimodal improvement projects and programs provide the blueprint for improving the transportation system to meet existing and future travel demands in and around the City of Marysville. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues. The financing program presented in this section is intended to provide a framework for decisions on which projects and programs are funded and when they may be able to be built. A summary of the estimated costs of the transportation projects and programs is presented and compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to help implement the projects and programs over the life of the plan.

### Project and Program Costs

Table 9 summarizes the costs of the recommended transportation improvement projects and programs. These cover capital improvements, maintenance and operations, and bond debt services. The costs are summarized for the short-range (2025-2029), mid-range (2030-2034), and long-range (2034-2044) time periods based on the project timelines presented in Table 8. The cost summary includes projects identified within the City of Marysville's jurisdiction. The project and program costs are presented in constant 2024 dollars.

**Table 9. Transportation Project and Program Costs (2025-2044)**

| <b>Cost<sup>1</sup></b>        | <b>Short-Range Costs<br/>(2025-2029)</b> | <b>Mid-Range Costs<br/>(2030-2034)</b> | <b>Long-Range Costs<br/>(2035-2044)</b> | <b>Total Costs<br/>(2025-2044)</b> |
|--------------------------------|------------------------------------------|----------------------------------------|-----------------------------------------|------------------------------------|
| Capital Projects               | \$101,680                                | \$143,130                              | \$327,740                               | XX\$572,550                        |
| Maintenance & Operations       | \$46,740                                 | \$51,600                               | \$133,220                               | \$231,560                          |
| Bond Debt Service <sup>2</sup> | \$9,870                                  | \$5,250                                | \$3,610                                 | \$18,730                           |
| <b>Total</b>                   | <b>\$158,290</b>                         | <b>\$199,980</b>                       | <b>\$464,570</b>                        | <b>\$822,840</b>                   |

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000 and 2024 dollars, rounded up to nearest \$10,000.

2. Includes principal and interest costs between 2025 and 2044 for four (4) previously issued transportation bonds.

Planning level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Element. Cost estimates were prepared based upon average unit costs for recent transportation projects within the City. They include estimates for engineering design, right-of-way, and construction costs. More detailed costs of individual projects will be developed as the improvements are programmed for design and implementation. The final costs will fluctuate from the planning level estimates, but they provide a reasonable basis for the financing plan of the Transportation Element.

Maintenance and operations (M & O) programs cover street overlays and other miscellaneous sidewalk and safety improvement programs on City streets. The M & O costs were projected based on recent expenditures and the City's 2023-2024 adopted budgets. A 2.0 percent annual growth rate was applied between 2023 and 2044 to account for expected population and employment growth.

The debt service category covers the remaining principal and interest on bonds that the City issued to help fund several transportation projects. Issuance of new bonds in the future is not currently anticipated. Bonds do not add revenues, but simply allow the City to advance the timeline for key projects. Bond expenditures include total outstanding balance (principal and interests) as of 2024. The past and future projects partially funded with bonds include:



- State Avenue Widening
- I-5/156th Street NE Overcrossing
- SR 9/SR 92 Break-in Access
- 1st Street Bypass
- Ingraham Boulevard
- 88th Street Widening
- Intersection Improvements (Soper Hill Road/Sunnyside Boulevard; 47th Avenue NE/SR 528; and 3rd Street/47th Avenue NE)
- Other street construction projects

A total of roughly \$573 million (in 2024 dollars) would be needed to fully fund the capital improvements under the jurisdiction of the City of Marysville. Other projects under the jurisdiction or lead of WSDOT, Snohomish County or the City of Arlington would be needed as part of this plan but are not included in the City's financial analysis. The costs of these projects would be in addition to the City's.

In addition to capital costs, annual maintenance and operations programs result in nearly \$231 million between 2025 and 2044. Paying off existing bonds adds another \$18.7 million to the transportation system costs from 2025 to 2044. Combined, the 2023-2044 Transportation Element would require approximately \$823 million in 2024 dollars.

## Revenue Projections

Funding sources for transportation projects include various fees and tax revenues, grants, bonds, developer contributions and traffic impact fees. The estimates were based on revenues allocated to transportation funding during the last five years and discussions with City staff. Estimates of potential revenues from each source were projected for two scenarios. The Low Revenue scenario generally reflects recent revenues grown at two percent annually. This likely represents a conservative assessment of available revenues from these sources based on historical inflation. The High Revenue scenario factors recent revenues based on the revised 2045 household and employment forecasts used in preparing the travel forecasts for the Transportation Element and applies the same inflation forecast as the Low Revenue scenario. The High Revenue scenario does not represent the maximum funding that could be generated, but provides a less conservative projection for the long-range planning horizon than the Low Revenue scenario.

Table 10 summarizes projected revenues for the Low and High Revenue scenarios. Based on these assumptions, the City would generate almost \$339 million (in 2024 dollars) over the life of the plan under the Low Revenue scenario. This would increase to \$431 million under the High Revenue scenario. The assumptions and results for each group of funding sources are presented below.

**Table 10. Transportation Funding Revenue Projections**

| Revenue Source                          | Low Revenue      | High Revenue     |
|-----------------------------------------|------------------|------------------|
| Real Estate Excise Tax (REET)           | \$73,640         | \$99,940         |
| Motor Vehicle Fuel Tax (MVFT)           | \$26,300         | \$36,820         |
| Miscellaneous/Interest                  | \$5,260          | \$6,050          |
| Grants                                  | \$102,240        | \$136,320        |
| Transportation Benefit District (TBD)   | \$92,050         | \$105,200        |
| Transportation Impact Fees <sup>2</sup> | \$39,900         | \$46,940         |
| <b>Total</b>                            | <b>\$339,390</b> | <b>\$431,270</b> |

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000 and 2024 dollars.

2. TIF revenues forecasts were provided by the City based on historical TIF revenues.

## Tax Revenues

The City currently directs revenues from two primary tax funds toward transportation improvements and programs. These are Real Estate Excise Taxes (REET) and Motor Vehicle Fuel Taxes (MVFT).

Under the Low Revenue scenario, the combined REET and MVFT funds are projected to generate approximately \$100 million in revenues between 2025 and 2045 (in 2024 dollars). The High Revenue projections are presented in Table 10. The City may see higher or lower growth in the annual REET revenues depending on the actual real estate transactions in the City and the City's share of state fuel taxes. The High Revenue projection assumes that the REET and MVFT revenues occur at a higher rate based on the forecast growth in household and employment to 2045 conditions. Under the High Revenue scenario the REET and MVFT could generate up to \$136 million in tax for transportation projects through 2045.

## Miscellaneous

In addition to the above tax revenues, the City directs other funding toward transportation improvements and programs. These miscellaneous funds include items such as inspection fees, a portion of stormwater management fees related to street work, and interest earned from some account balances. Using the average of approximately \$200,000 per year in transportation funding from recent years, these funds are estimated to generate \$5.3 million over the life of the plan (in 2024 dollars) for the Low Revenue scenario and \$6.0 million in the High Revenue scenario.

## Grants

The City has successfully secured grants for transportation projects. City staff have reviewed each of the planned projects and forecasted grant sources that may be awarded based on project costs and the likely available sources. Each estimate typically assumes a match of no more than 50 percent of project costs unless additional supporting information is known or already awarded grant funds are documented.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Many of the projects identified in the Transportation Systems Plan support regional needs and would likely be eligible for some grant funding.

The Surface Transportation Block Grant program (STBG) is one of the most flexible federal grant programs. STP funding can be used for highway and bridge projects, transit capital

projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-city or intra-city bus terminals and bus facilities. STP funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. STP funds also can be used for transportation control measures.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through the Puget Sound Regional Council (PSRC). CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emission. CMAQ grants cannot be used to fund general purpose roadway projects.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through four grant programs:

- Urban Arterial Program (UAP) – funds projects that address safety, growth & development, physical condition and mobility.
- Urban Sidewalk Program (SP) – provides funding for projects improving the safety, mobility, and/or connectivity of pedestrian and bicycle facilities.
- Arterial Preservation Program (APP) - provides assistance for roadway paving/overlays for cities/agencies with less than \$3 billion assessed valuation. Marysville exceeds the maximum assessed valuation criteria and therefore, is not eligible for this program.
- Complete Streets (CS) – allocates funding to local governments that have adopted a complete streets ordinance and have demonstrated success at planning and constructing streets designed to accommodate all roadway users.

The TIB projects are selected on a competitive basis. Each of the three programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation, improves non-motorized user safety, reduces vehicular travel, and has community support. The Highway Safety Improvement Program (HSIP) provides funding to implement safety projects along roadways with the ultimate goal of reducing the number of fatal and serious injury collisions.

### Transportation Impact Fees

The Growth Management Act (GMA) allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. Recent legislation has also allowed that active transportation projects can also be funded through the TIF program. State law (Chapter 82.02 RCW) requires that TIFs be:

- Related to improvements to serve new developments and not existing deficiencies
- Assessed proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan.

The City of Marysville has adopted a transportation impact fee program defined in Chapter 22D.030 of the City's Municipal Code. As part of the Transportation Element, the

transportation impact fee program calculation was updated to reflect the revised growth forecasts and impact fee project costs. The updated methodology and findings are described in more detail in Appendix A (Transportation Impact Fees) of this Transportation Element. Appendix A identifies the specific improvement projects and costs included in the TIF.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of a TIF project, the City will provide credits, consistent with GMA requirements. The TIF revenue forecasts were provided by the City based on historical TIF revenues.

### Developer Commitments

The City also implements its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA), and/or to meet concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities and sidewalks.

The City evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, transit access, or other transportation issues. Many of these developer-funded improvements are also identified as specific projects in the Transportation Element or as part of the circulation roadways.

Per GMA, the City requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the facilities operate below the City's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the City, another agency, or another developer to fund and/or construct the needed improvements.

Several of the projects identified in the Transportation Element would be totally or partially funded by developer contributions exclusive of the TIF program. The plan identifies several new arterials and collectors that will be primarily constructed as part of adjacent developments. These projects were not included in the cost or revenue portions of the financial analysis.

### Transportation Benefit District

In December 2013, the City Council voted to create a citywide Transportation Benefit District (TBD). The TBD Board is comprised of the City Council. The Board put forth a ballot measure in February 2024 to renew a 0.2% increase in the sales tax collected in the City to fund transportation projects for 10 years. The TBD sales tax was approved by the voters. The TBD will be dissolved when all of the indebtedness of the district, and all of the district's responsibilities have been met; however, the TBD will need to be dissolved within 20-years of the adoption date, unless the City Council takes further action to extend it. This would occur in 2034.

TBD funds are used primarily for street preservation that extends the life cycle of roadway sections through pavement repair, overlay, crack sealing and patching. Other projects included in the city's Transportation Improvement Plan, such as sidewalk and shoulder improvements, also are eligible for TBD funding. State law requires that these funds be used only for eligible transportation improvement projects. The City has typically received approximately \$3.5 million in TBD revenues the past several years and was used as the

basis for the Low Growth scenario increasing 2.0% per year. The High Growth scenario is based on a potential annual average of \$4.0 million received per year.

### Other Agency Funding

The City of Marysville will need to continue to partner with WSDOT, Snohomish County, City of Arlington, City of Lake Stevens and Tulalip Tribes to fund and implement projects identified in the Transportation Element. Funding of improvements along I-5 and SR 9 are expected to come mostly from WSDOT. A major new project that the City is currently working with WSDOT is the addition of new ramps to/from the north at SR 529 and I-5. The City has prepared a Draft Interchange Justification Report (IJR) in cooperation with WSDOT for this improvement project. In addition, the City has identified construction of a full interchange with I-5 at the 156th Street NE overcrossing that the City constructed. Also, improvements at two existing interchanges along I-5 (at SR 528 and 88th Street). All of these interchange improvements and new interchanges are funded by the federal and state legislatures, the Tulalip Tribes, and the City of Marysville. The Transportation Element also identifies improvement projects along SR 9 that would be under the jurisdiction of WSDOT.

The City will need to continue to partner with Snohomish County, adjacent cities and the Tulalip Tribes to fund other transportation projects that benefit this part of the region. One strategy for partnering would be Interlocal Agreements with these agencies on impact fees or other possible funding mechanisms.

## **Financing Strategy**

As noted in Table 11, in order to fully fund the transportation improvement projects and programs, the City would need approximately \$823 million (in 2024 dollars) between 2023 and 2044. The low and high funding scenarios result in approximately \$339 to \$431 million (in 2024 dollars) in revenues for the same time period, respectively. This would be a shortfall of \$392 to \$483 million (in 2024 dollars) over the life of the plan.

### Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. Table 11 summarizes the allocation of project and program costs for each of the three time horizons as presented in Tables 8:

- Short-range (2025-2029)
- Mid-range (2030-2034)
- Long-range (2035-2044)

Table 11 also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 21-year planning period.



**Table 11. Financing Summary by Planning Time Horizon**

|                                                         | Short-Range <sup>1</sup><br>(2025-2029) | Mid-Range <sup>1</sup><br>(2030-2034) | Long-Range <sup>1</sup><br>(2035-2044) | Total <sup>1</sup><br>(2025-2044) |
|---------------------------------------------------------|-----------------------------------------|---------------------------------------|----------------------------------------|-----------------------------------|
| <b>A. Projected Revenues<sup>1,2</sup></b>              |                                         |                                       |                                        |                                   |
| Low Scenario                                            | \$84,848                                | \$84,848                              | \$169,694                              | \$339,390                         |
| High Scenario                                           | 107,818                                 | 107,818                               | 215,634                                | 431,270                           |
| <b>B. Total Project and Program Costs<sup>1,3</sup></b> |                                         |                                       |                                        |                                   |
| Total Costs                                             | 158,289                                 | 199,977                               | 464,570                                | 822,836                           |
| <b>C. Difference (A minus B)<sup>1,4</sup></b>          |                                         |                                       |                                        |                                   |
| Low Scenario                                            | (73,441)                                | (115,129)                             | (294,876)                              | (483,446)                         |
| High Scenario                                           | (50,471)                                | (92,159)                              | (248,936)                              | (391,566)                         |

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000s of 2024 Dollars

2. From Table 10

3. From Table 9

4. Subtract costs from revenues; parenthesis denotes funding deficit.

The shortfall in funding under either the low or high scenarios would primarily affect the ability of the City to fund additional capital improvements during the next six years. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. In addition, the TBD will fund the preservation and sidewalk/shoulder improvements identified in the voter approved package.

The most critical part of the funding program is the short-range time period. These improvements are focused on addressing existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in Table 11, the revenues in the short-range time horizon (2023-2029) will be approximately \$50 to \$73 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or additional SEPA mitigation/frontage improvements for development projects. The City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could construct some of the projects in phases to help defer costs to beyond 2029. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon (2025-2029) are \$92 to \$115 million less than the identified project costs for that 6-year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that several key projects identified for the mid-range time horizon will be deferred to beyond 2034, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also can reduce, or delay, the needs for some of the improvements. If development occurs at a slower rate than anticipated in the 2044 travel forecast, some of these capacity and arterial upgrade improvements also will not be needed as soon. Furthermore, the City may simply defer these improvements until funding is available.

The long-range (2035-2044) funding program is projected to have a deficit of \$249 to \$295 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential additional revenues from state funding packages. Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

The City has decided to keep the improvement projects that would not be funded with the existing revenues in the Transportation Element so they could be included as part of development projects or future funding strategies.

### Reassessment Strategy

Although the financing summary recognizes the potential for a \$390 to \$483 million (in 2024 dollars) shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency
- Explore ways to obtain more developer contributions to fund the improvements
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan
- Lower priority projects in the Transportation Element may be slid to beyond 2044 or deleted from the program

The City of Marysville will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

## Chapter 6. Goals and Policies

The overall goal of the City of Marysville Transportation Element is:

***“The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.”***

These goals and policies provide guidance for the City of Marysville Transportation System.

### Goal 1. Implement Transportation Plan

***Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.***

Policy T-1.1: The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

Policy T-1.2: Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

Policy T-1.3: Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

Policy T-1.4: Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

Policy T-1.5: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

Policy T-1.6: Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

Policy T-1.7: Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

Policy T-1.8: Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

## Goal 2. Support Regional Planning Policies

***Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.***

Policy T-2.1: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

Policy T-2.2: Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.

Policy T-2.3: Apply livable urban design principles for growth centers and transit areas that reduce vehicle miles traveled.

Policy T-2.4: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Policy T-2.5: Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

Policy T-2.6: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

Policy T-2.7: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

## Goal 3. Accessible, Equitable, and Inclusive Participation

***Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.***

Policy T-3.1: Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

Policy T-3.2: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T- 3.3: Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T- 3.4: Maintain and improve the safety of the transportation system for all travel modes.

Policy T-3.5: Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

Policy T-3.6: Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

Policy T-3.7: Apply access management practices to arterials to improve the safety and operational efficiency of the system.

## **Goal 4. Economy, Freight, and Goods Transport**

***Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.***

Policy T-4.1: Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy T-4.2: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

Policy T-4.3: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Policy T-4.4: Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

## **Goal 5. Natural Environment**

***Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.***

Policy T-5.1: Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions, vehicle miles traveled, and improve system performance.

Policy T-5.2: Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

Policy T-5.3: Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

Policy T-5.4: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

## **Goal 6. Level of Service Standards and Concurrency**

***Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).***



Policy T-6.1: The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.

Policy T-6.2: Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

Policy T-6.3: Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:

- Vehicular LOS E mitigated for
  - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
  - 4th Street/64th Street NE (SR 528) within the City;
  - 88th Street NE (east of I-5 to 67th Avenue)
- Vehicular LOS D for all other intersections of two or more arterials within the City."

Policy T-6.4: Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:

- LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result. "

Policy T-6.5: Pedestrian Network Level of Service (LOS) Standards

- LOS P2 = Complete Network Facility
- LOS P1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS P1 on primary pedestrian routes and LOS P2 on secondary routes.

Policy T-6.6: Bicycle Network Level of Service (LOS) Standards

- LOS B2 = Complete Network Facility
- LOS B1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS B1 on primary bicycle routes and LOS B2 on secondary routes.

Policy T-6.7: Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

Policy T-6.8: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

Policy T-6.9: Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

Policy T-6.10: Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

Policy T-6.11: Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

Policy T-6.12: Identify and preserve rights-of-way for future transportation system needs.

## Goal 7. Financing and Implementation

***Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.***

Policy T-7.1: Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP."

Policy T-7.2: Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.

Policy T-7.3: Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

Policy T-7.4: If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.

Policy T-7.5: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

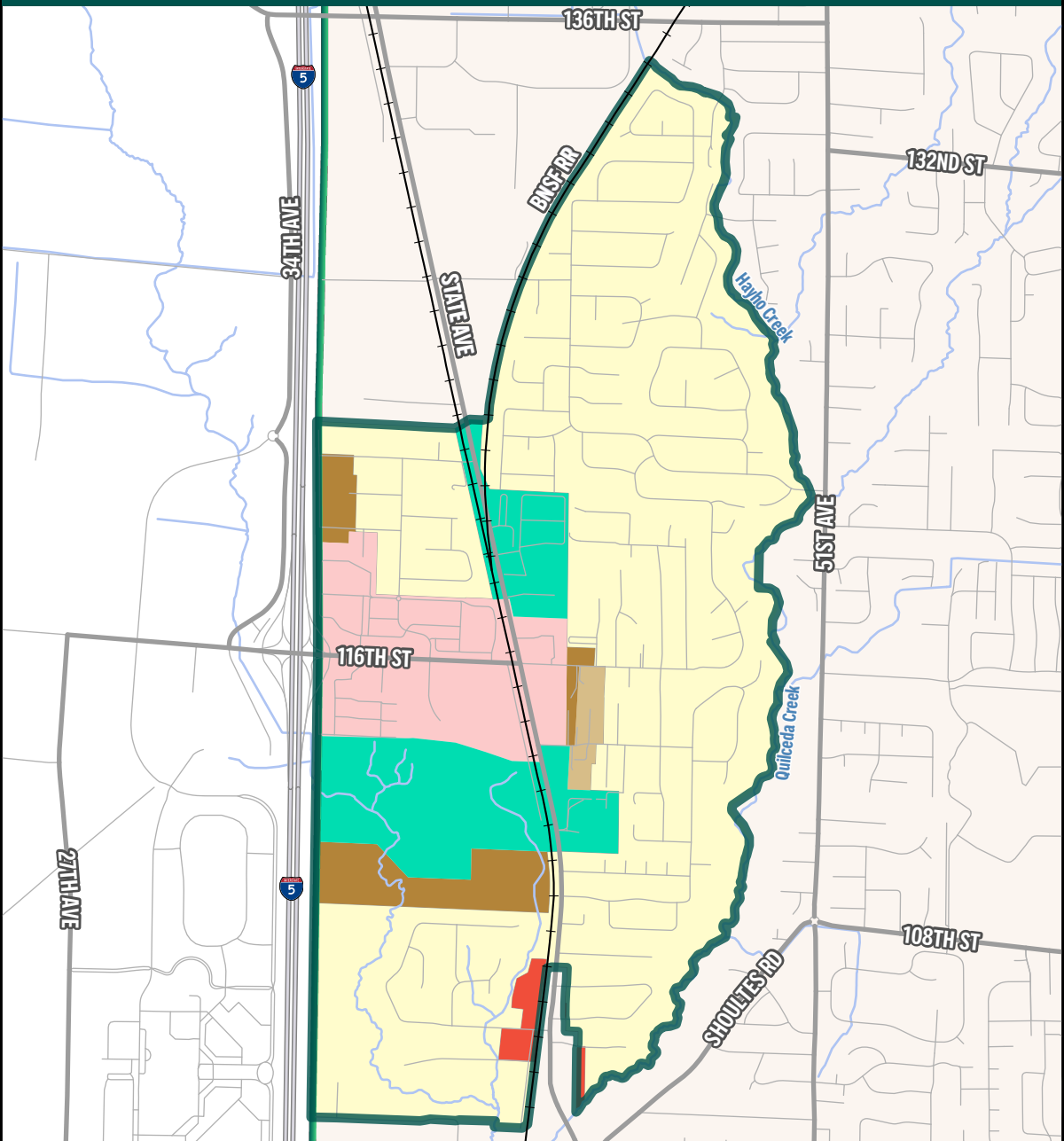
Policy T-7.6: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-7.7: Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

Policy T-7.8: Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

Policy T-7.9: Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.





- Marshall-Kruse Neighborhood
- Urban Growth Area

- Residential
- Neighborhood Residential 4.5
  - Multi-Family Low R12
  - Multi-Family Medium R18

- Non-Residential
- Community Business
  - General Commercial
  - Light Industrial



# MARSHALL-KRUSE NEIGHBORHOOD

## History

The Marshall – Kruse Neighborhood is primarily defined by branches of the Quilceda Creek and the Burlington Northern Santa Fe railroad. The railroad helped create this area, as Kruse was a railroad stop since at least the beginning of the 20th century. Today access to, and visibility from, Interstate 5 has largely supplanted the railroad in defining this neighborhood; however, frequent train traffic still heavily influences this neighborhood.

~~In May 2001, the City adopted the 116th Street Master Plan for a portion of the neighborhood generally located immediately east of Interstate 5, south of 118th Place NE, west of State Avenue, and north of 108th Street NE. The 116th Street Master Plan is discussed further in the '116th Street Master Plan' section below.~~

Remove this language

## Predominant Land Use

Commercial uses in the Marshall – Kruse Neighborhood are concentrated along State Avenue and 116th Street NE. Between 2006 and 2009, extensive commercial development occurred along the north side of 116th Street NE, west of State Avenue. The south side of 116th Street NE, west of State Avenue, began developing in 2017, with most of the properties immediately abutting 116th Street NE developed by 2024. Considerable undeveloped Mixed Use zoned land, primarily owned by the Tulalip Tribes, is located south of the existing commercial uses along 116th Street NE. There is also significant Mixed Use zoning along State Avenue. The Mixed Use zone allows for the development of commercial, multi-family or a combination of the two. Multi-family zoning abuts the commercial areas with medium density single family zoning and uses in the rest of the neighborhood.



## 116th Street Master Plan

At the time of adoption, the current 116th Street Master Plan Area was characterized by single family residences on large lots, manufactured home parks, and large vacant tracts – some in pasture and some forested. 116th Street NE was a two lane road with a basic interchange. As noted in the History section above, the 116th Street Master Plan was adopted to guide the development of the commercial and multi-family land located immediately adjacent to Interstate 5. The Plan included several recommendations which are summarized below:

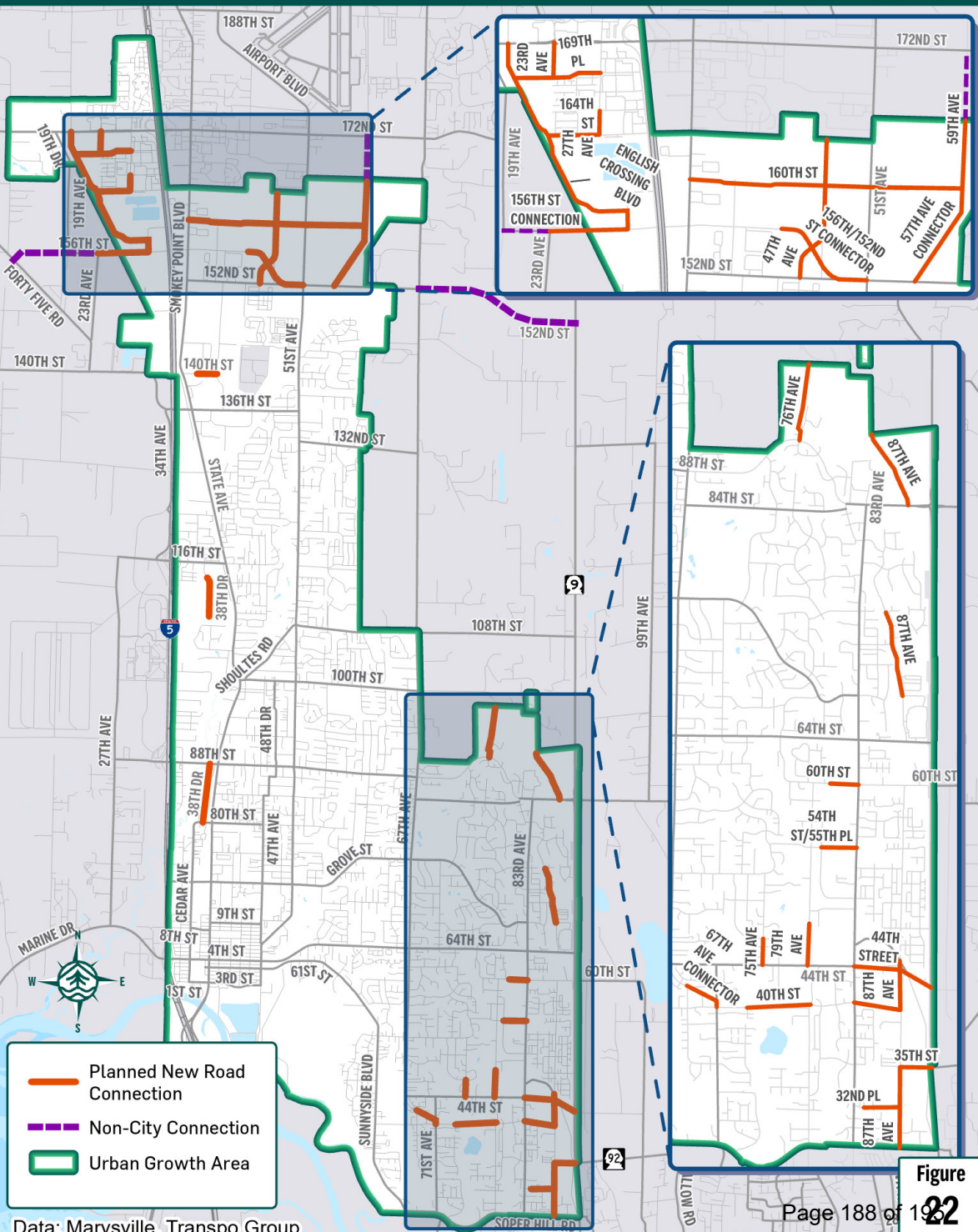
- **Access.** Considerable transportation planning occurred most notably the widening of 116th Street and the north-south Central Boulevard (today 38th Drive NE).<sup>48</sup> In 2007, 116th Street was widened from Interstate 5 to State Avenue from a two-lane road with a basic interchange to a five lane road; the northern 38th Drive NE; and portions of the southern 38th Drive NE were constructed. More of the southern portion of 38th Drive NE was constructed in 2020 – 21 and the remainder will be constructed as development occurs along the road's frontage alignment; an easement has been secured by the Tulalip Tribes to enable the extension of 38th Drive NE south in the future. Finally, in 2019, the interchange was converted to a Single Point Urban Interchange (SPUI), which dramatically improved traffic flow and the function of the interchange.
- **Critical Areas, Stormwater and Open Space.** Critical areas, stormwater and open space considerations were also contemplated. A 75-foot "Management Zone" or expanded buffer along streams and associated wetlands, in addition to standard critical area buffers, is discussed in the Plan; however, it does not appear that provisions for the Management Zone were ever adopted. Construction of a regional stormwater detention facility was proposed and ultimately constructed south of the northern railroad spur along 41st Drive NE.<sup>49</sup> Construction of trails within critical areas buffers and "Management Zones", between sites, and within the 100 foot buffer proposed between multi-family and single family residential zones is recommended.
- **Site and Architectural Design.** Thoughtful siting of roads, stormwater facilities, and utilities, as well as enhanced screening, to buffer incompatible uses is recommended by the Plan. Consideration of supplementary regulations to guide site design, landscaping, shared parking and access, trails, sidewalks, and signage was also recommended.



*This hotel is one of many businesses constructed along 116th Street since the adoption of the 116th Street Master Plan.*

<sup>48</sup> In conjunction with development, the City's Access Management Plan required the closing or consolidation of private accesses with development (or redevelopment). Access management will continue to be required for development along 116th Street NE. Preservation of the existing railroad spur for future use by the Tulalip Tribes was also identified in the Plan; this spur is now under tribal ownership.

<sup>49</sup> Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and oxbow are also allowed.





July 17, 2026

Planning Commission  
City of Marysville  
501 Delta Ave  
Marysville, WA 98270

## COMPREHENSIVE PLAN AMENDMENT – REPEAL OF 116<sup>th</sup> STREET PLAN

Dear Commissioners:

On behalf of the Applicant for the proposed subarea plan repeal, I'd like to submit the following written remarks as testimony in advance of the July 28, 2026, public hearing:

1. **Master Plan Restricts Needed Transportation Connectivity.** The preferred alternative selected for the 116<sup>th</sup> Street Master Plan specifically restricted the crossing of the West Fork of Quil Ceda Creek from the north-south transportation network serving the area west of the BNSF railway, east of Interstate 5, south of 116<sup>th</sup> Street NE, and north of 88<sup>th</sup> Street NE. This exclusion conflicts with the need to create a north-south corridor that can help resolve some of the second access concerns for the neighborhoods north of 88<sup>th</sup> Street NE (to the south). I will note that our client has had initial conversations with the tribe and agencies and believes that a northerly crossing point is possible.
2. **Obsolete Wetland Buffer Requirements.** This 2001 master plan contains recommendations on critical areas and stream buffers that are not consistent with either the existing or proposed critical areas codes. Repeal of the subarea plan would eliminate confusion of applicable buffers that might otherwise confuse agencies reviewing either the city's code or a future application. Additionally, enforcement of any larger buffer resulting from the 2001 master plan would not be based on best available science and could be viewed as a takings.
3. **Incompatible "Land Use" Buffers.** The 2001 master plan called for a 100 foot "land use buffer" between the multifamily zoned areas of the 116<sup>th</sup> plan and the existing Hidden Lakes Estates Div 2 and Indian Creek Estates single family neighborhoods to the south. Such a buffer is impractical and inconsistent with existing codes for buffers and setbacks. Further, such a "land use buffer" failed to acknowledge that the recorded plats for those Hidden Lakes Estates Div 2 and Indian Creek Estates had already established a 20 foot "screened preservation easement" on these properties, which haven't been maintained. If the city were to attempt to require the 100 foot "land use buffer" as per the master plan, it is likely to be unenforceable abased on precedent established in the *Citizens for Mount Vernon v. City of Mount Vernon*.<sup>i</sup>

In sum, the 116<sup>th</sup> Street Master Plan should be repealed.

Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact me at any time.

Sincerely,

David Toyer  
President

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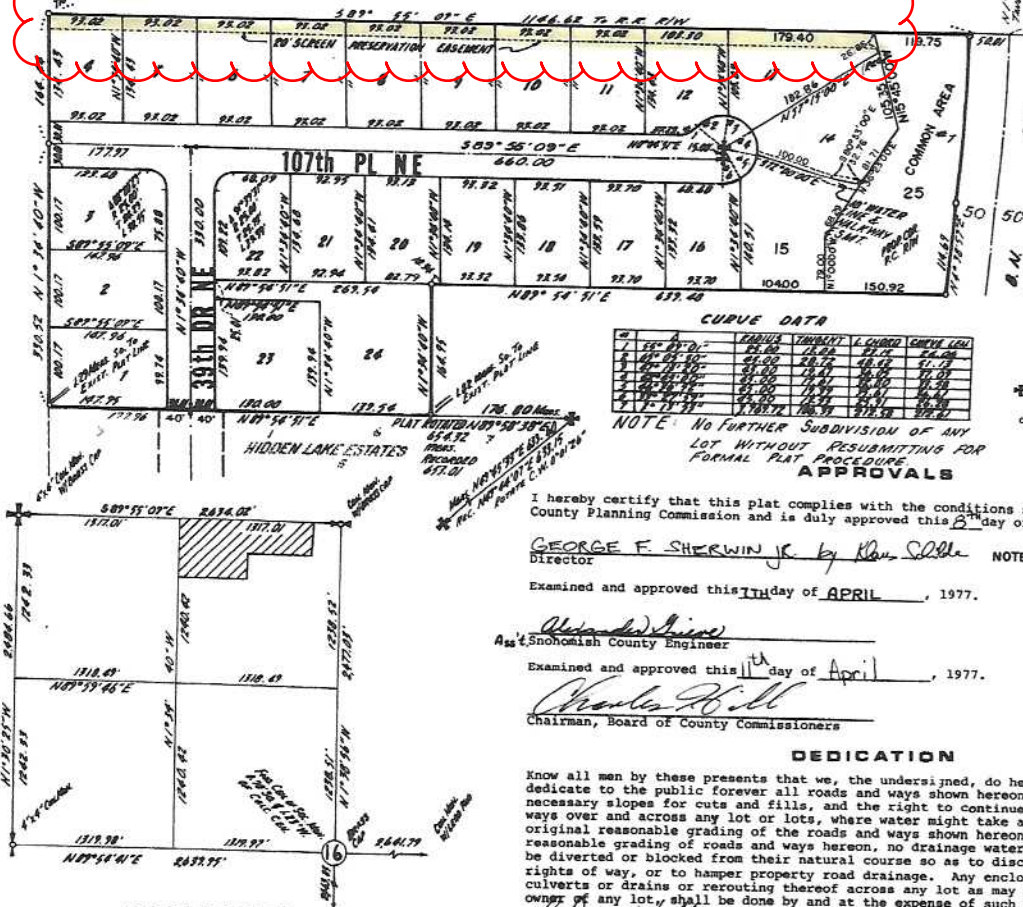
i ***Citizens for Mount Vernon v. City of Mount Vernon***, 133 Wn.2d 861, 873–74, 947 P.2d 1208, 1215 (1997):

“Since a comprehensive plan is a guide and not a document designed for making specific land use decisions, conflicts surrounding the appropriate use are resolved in favor of the more specific regulations, usually zoning regulations. A specific zoning ordinance will prevail over an inconsistent comprehensive plan.” \*874 *Cougar Mountain Assocs. v. King County*, 111 Wash.2d 742, 757, 765 P.2d 264 (1988). If a comprehensive plan prohibits a particular use but the zoning code permits it, the use would be permitted. *Weyerhaeuser v. Pierce County*, 124 Wash.2d 26, 43, 873 P.2d 498 (1994). These rules require that conflicts between a general comprehensive plan and a specific zoning code be resolved in the zoning code's favor.”



# HIDDEN LAKES ESTATES DIVISION NO. 2

SECTION 16, TWP. 30 N., R. 5 E., W. M.  
SNOHOMISH COUNTY, WASHINGTON



NOTE: THE NORTH LINE OF HIDDEN LAKE ESTATES AND THE SOUTH LINE OF HIDDEN LAKE ESTATES DIV. 2, AS STAKED IN THE FIELD, DO NOT COINCIDE. SEE DETAIL.

scale: 1" = 100'

| STATION | CHORD  | ANGLE | CHORD  | CHORD  |
|---------|--------|-------|--------|--------|
| 1       | 100.00 | 90.00 | 100.00 | 100.00 |
| 2       | 100.00 | 90.00 | 100.00 | 100.00 |
| 3       | 100.00 | 90.00 | 100.00 | 100.00 |
| 4       | 100.00 | 90.00 | 100.00 | 100.00 |
| 5       | 100.00 | 90.00 | 100.00 | 100.00 |
| 6       | 100.00 | 90.00 | 100.00 | 100.00 |
| 7       | 100.00 | 90.00 | 100.00 | 100.00 |
| 8       | 100.00 | 90.00 | 100.00 | 100.00 |
| 9       | 100.00 | 90.00 | 100.00 | 100.00 |
| 10      | 100.00 | 90.00 | 100.00 | 100.00 |
| 11      | 100.00 | 90.00 | 100.00 | 100.00 |
| 12      | 100.00 | 90.00 | 100.00 | 100.00 |
| 13      | 100.00 | 90.00 | 100.00 | 100.00 |
| 14      | 100.00 | 90.00 | 100.00 | 100.00 |
| 15      | 100.00 | 90.00 | 100.00 | 100.00 |
| 16      | 100.00 | 90.00 | 100.00 | 100.00 |
| 17      | 100.00 | 90.00 | 100.00 | 100.00 |
| 18      | 100.00 | 90.00 | 100.00 | 100.00 |
| 19      | 100.00 | 90.00 | 100.00 | 100.00 |
| 20      | 100.00 | 90.00 | 100.00 | 100.00 |
| 21      | 100.00 | 90.00 | 100.00 | 100.00 |
| 22      | 100.00 | 90.00 | 100.00 | 100.00 |
| 23      | 100.00 | 90.00 | 100.00 | 100.00 |
| 24      | 100.00 | 90.00 | 100.00 | 100.00 |
| 25      | 100.00 | 90.00 | 100.00 | 100.00 |

NOTE: NO FURTHER SUBDIVISION OF ANY LOT WITHOUT RESUBMITTING FOR FORMAL PLAT PROCEDURE.

I hereby certify that this plat complies with the conditions set forth by the Snohomish County Planning Commission and is duly approved this 11th day of APRIL, 1977.

GEORGE F. SHERWIN JR. by *Ray Soble*  
Director

Examined and approved this 11th day of APRIL, 1977.

*Charles Hill*  
Chairman, Board of County Commissioners

Examined and approved this 11th day of April, 1977.

## DEDICATION

Know all men by these presents that we, the undersigned, do hereby declare this plat and dedicate to the public forever all roads and ways shown hereon with the right to make all necessary slopes for cuts and fills, and the right to continue to drain said roads and ways over and across any lot or lots, where water might take a natural course, in the original reasonable grading of the roads and ways shown hereon. Following original reasonable grading of roads and ways hereon, no drainage waters on any lot or lots shall be diverted or blocked from their natural course so as to discharge upon any public road rights of way, or to hamper property road drainage. Any enclosing of drainage waters in culverts or drains or rerouting thereof across any lot as may be undertaken by or for the owner of any lot, shall be done by and at the expense of such owner.

*Ray Soble*  
N. Ellen Hobday  
Leroy C. Hobday  
PUGET SOUND MUTUAL SAVINGS BANK  
H.D. HALVORSON, ELEC. V.P.  
William Revercomb, Loan Officer, ASST. V.P.

## ACKNOWLEDGMENT

State of Washington) ss  
County of Snohomish) ss  
This is to certify that on the 10th day of MARCH, 1977, before me, the undersigned, a Notary Public, personally appeared the preceding named persons, to me known to be the individuals who executed the within dedication and acknowledged to me that they signed the same as their voluntary act and deed for the uses and purposes therein mentioned.

Witness my hand and official seal the day and year first above written.

*James D. Deisher*  
Notary Public in and for the State of Washington, residing at Marysville

State of Washington) ss  
County of King) ss  
This is to certify that on the 17th day of MARCH, 1977, before me, the undersigned Notary Public, personally appeared *William Revercomb* and *William Revercomb*, respectively, individuals who executed the within dedication and acknowledged to me that they signed and sealed the same as their voluntary act and deed for the uses and purposes therein mentioned; and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

Witness my hand and official seal the day and year first above written.

*James D. Deisher*  
Notary Public in and for the State of Washington, residing at Marysville

## EASEMENT

An Easement is hereby reserved for and granted to Public Utility District No. 1 of Snohomish County, General Telephone Company of the Northwest, Inc., and Marysville Water District, their respective successors and assigns under and upon the exterior seven (7) feet parallel with and adjoining the street frontage of all lots, in which to install, lay, construct, renew, operate, and maintain underground conduits, pipes, cables, and wires with necessary facilities and other equipment for the purpose of serving the subdivision and other property with electric, telephone, water, and sanitary sewer service, together with the right to enter upon the lots at all times for the purposes herein stated.

## DESCRIPTION

Beginning at the NW corner of the NE1/4, of the NW1/4 of Section 16, Twp. 30 N., Range 5 E.W.M.; thence S1°34'40"E along the West line of said subdivision a distance of 494.96 feet; thence N 89°54'51" E a distance of 477.51 feet; thence N 1°34'40"W a distance of 164.95; thence N 89°54'51"E a distance of 639.48 ft. to the westerly right of way of the Burlington Northern Railroad; thence N 4°30'57"W along said R/W a distance 114.69 to a tangent curve to the left having a radius of 3769.72; thence along the arc of said curve through a central angle of 3°13'53" for a distance of 212.61 feet to the North line of said subdivision; thence N89°55'09"W along said North line for a distance of 1146.62 to the T.P.O.B.

## SURVEYOR'S CERTIFICATE

I, Fred F. Poyner, Registered Land Surveyor, do hereby certify that this plat represents an actual survey and subdivision of the above described tract of land and that the distance and courses are accurately shown and corners have been staked, and concrete monuments set as indicated.

*Fred F. Poyner*  
Fred F. Poyner, Registered Land Surveyor, Certificate No. 1000

## TREASURER'S CERTIFICATION

I, *KIRKE SIEVERS*, Treasurer of Snohomish County, Washington, do hereby certify that all taxes on the above described tract of land have been fully paid up to and including the year 77.

*KIRKE SIEVERS*  
Treasurer, Snohomish County  
*Dee Anderson*  
Deputy Treasurer, Snohomish County

## AUDITOR'S CERTIFICATION

I hereby certify that this plat was filed for record in the office of the Auditor of Snohomish County, Washington at the request of *James D. Deisher* on this 11 day of APRIL, 1977, at 56 minutes past 2 and recorded in Volume No. 37 of Plats, Page No. 44 of the Records of said county.

*HENRY B. WHALEN*  
Auditor, Snohomish County



**APPROVALS**

I, Kirke Sievers, Treasurer of Snohomish County, Washington, do hereby certify that all taxes on the above described tract of land have been fully paid up to and including the year 1978.

I, Robert H. Kasey, Vice President of WESTMARK DEVELOPMENT COMPANY, do hereby certify that this plat complies with the conditions set forth by the Snohomish County Planning Commission and is duly approved this 25 day of October, 1977.

Examined and approved this 26 day of October, 1977.

Examined and approved this 31 day of Oct, 1977.

George Sherman, Director  
Snohomish County Engineers  
Chairman, Board of County Commissioners

Kirke Sievers  
Treasurer, Snohomish County

Robert H. Kasey  
Deputy Treasurer, Snohomish County

James C. Dobrick  
James C. Dobrick, Secretary-Treasurer  
Janet Mackin, Secretary

Edward P. Dean, Jr.  
Edward P. Dean, Jr., President  
Robert H. Kasey, Vice President  
STATE OF WASHINGTON

Maxine Trough  
Notary Public and for the State of Washington, residing at Belleau

James C. Dobrick  
Notary Public and for the State of Washington, residing at Belleau

**DEDICATION**

Know all men by these presents that we, the undersigned, do hereby declare this plat and dedicate to the public forever all roads and ways shown hereon with the right to make all necessary slopes for cuts and fills, and the right to continue to drain said roads and ways over and across any lot or lots, where water might take a natural course, in the original reasonable grading of the roads and ways shown hereon. Following original reasonable grading of roads and ways hereon, no drainage waters on any lot or lots shall be diverted or blocked from their natural course so as to discharge upon any public road rights of way, or to hamper property road drainage. Any enclosing of drainage waters in culverts or drains or rerouting thereof across any lot as may be undertaken by or for the owner of any lot, shall be done by and at the expense of such owner.

**ACKNOWLEDGMENT**

This is to certify that on the 26 day of October, 1977, before me, the undersigned Notary Public, personally appeared Edward P. Dean, Jr. and James C. Dobrick, respectively, of Westmark Development Company, a Washington corporation, to me known to be the individuals who executed the within dedication and acknowledged to me that they signed and sealed the same as their voluntary act and deed for the uses and purposes therein mentioned: and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

Witness my hand and official seal the day and year first above written.

**SEAL**

STATE OF WASHINGTON )  
COUNTY OF KING )  
This is to certify that on the 26 day of October, 1977, before me, the undersigned Notary Public, personally appeared Edward P. Dean, Jr. and James C. Dobrick, respectively, of Westmark Development Company, a Washington corporation, to me known to be the individuals who executed the within dedication and acknowledged to me that they signed and sealed the same as their voluntary act and deed for the uses and purposes therein mentioned: and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

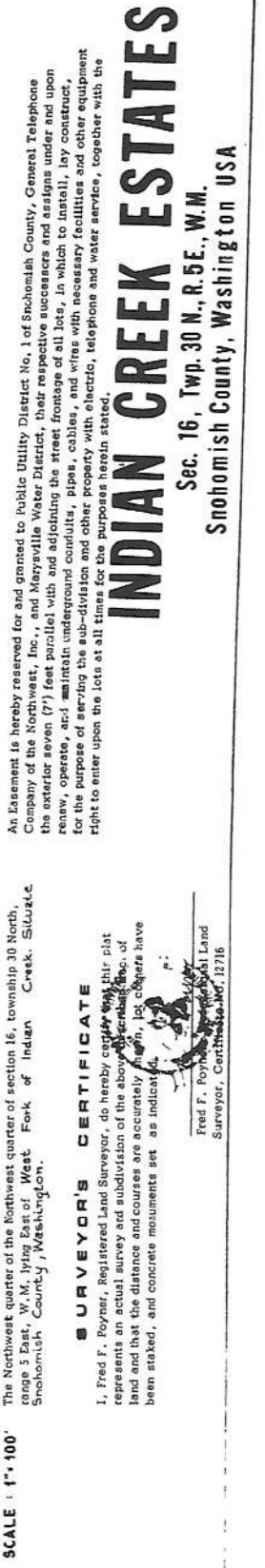
Witness my hand and official seal the day and year first above written.

**EASEMENT**

An Easement is hereby reserved for and granted to Public Utility District No. 1 of Snohomish County, General Telephone Company of the Northwest, Inc., and Marysville Water District, their respective successors and assigns under and upon the exterior seven (7) feet parallel with and adjoining the street frontage of all lots, in which to install, lay construct, renew, operate, and maintain underground conduits, pipes, cables, and wires with necessary facilities and other equipment for the purpose of serving the sub-division and other property with electric, telephone and water service, together with the right to enter upon the lots at all times for the purposes herein stated.

**INDIAN CREEK ESTATES**

Sec. 16, Twp. 30 N., R. 5 E., W.M.  
Snohomish County, Washington USA



**DESCRIPTION**

The Northwest quarter of the Northwest quarter of section 16, township 30 North, range 5 East, Meridian 5 West, Snohomish County, Washington.

**SCALE** 1" = 100'

**SEAL**

Fred F. Poyner, Registered Land Surveyor, do hereby certify that this plat represents an actual survey and subdivision of the above described tract of land and that the distance and courses are accurately shown, lot corners have been staked, and concrete monuments set as indicated.

Fred F. Poyner, Registered Land Surveyor, Snohomish County, Washington, 1978

## Agenda Bill

AGENDA ITEM NO. 2.

**DATE:** July 28, 2026

**SUBMITTED BY:** Angela Gemmer, Planning Manager

**PRESENTED BY:** Angela Gemmer, Planning Manager

**ITEM TYPE:** Public Hearing

**AGENDA SECTION:** Public Hearing

**SUBJECT:**  
Sign Variance Code Amendments

**SUGGESTED ACTION:**

**Recommended Motion:** I move to recommend approval of the Sign Variance Code Amendments to City Council for adoption by Ordinance.

**SUMMARY:**

MMC Chapter 22C.160 Signs, contains provisions for sign variances. A sign variance is a deviation that an applicant can request when there are unique site circumstances that merit relief from the general sign code provisions. Currently, MMC 22C.160.300, Variances, of the sign code includes a variance criterion that does not allow a variance to be granted to increase the number of signs allowed on a property. One key circumstance where an additional sign may be appropriate to provide is for large commercial properties (over 2 acres) or multi-occupancy complexes (i.e., a commercial complex serving multiple tenants) when the site is visible from multiple streets or unique site circumstances exist. The variance criteria in the sign code are proposed to be amended to allow a variance for the number of signs in these circumstances.

At the Public Hearing, staff respectfully requests that the Planning Commission recommend approval of the Sign Variance Code Amendments to City Council for adoption by Ordinance.

**ATTACHMENTS:**

Sign code



# DRAFT

## 22C.160.300 Variances

Any person may apply for a variance from the requirements of this chapter. Sign variances shall be processed by the hearing examiner pursuant to the procedure set forth in Chapter [22G.060](#) MMC. Variance applications shall be processed pursuant to the review procedures outlined in Chapter [22G.010](#) MMC. A fee will be charged based on processing costs as provided for in Chapter [22G.030](#) MMC. In making any decision on a variance application, the permit authority must adopt findings of fact and conclusions based on those findings that address whether or not the application meets the following criteria for approval:

- (1) The variance does not conflict with the purpose and intent of the sign regulations;
- (2) The variance shall not constitute a grant of special privilege inconsistent with the limitation upon signage of other properties that have had to conform to the provisions of this chapter;
- (3) There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that are not contemplated or provided for by this chapter;
- (4) The granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the subject property is situated; and
- (5) The granting of such variance would not ~~increase the number of signs allowed by this chapter or that would allow a type of sign that is prohibited by this chapter.~~
- (6) The granting of such variance would not increase the number of signs allowed by this chapter; provided that, for large commercial sites (over two acres) or multi-occupancy complexes, a variance may be granted for one additional sign if the site is visible from multiple roadways or other unique site circumstances exist.

Conditions may be imposed upon the application as deemed necessary to ensure compatibility with this chapter.