



**PLANNING COMMISSION MEETING
TUESDAY, JULY 23, 2024 – 6:30 PM
501 DELTA AVENUE
MARYSVILLE, WA 98270**

AGENDA

The Planning Commission meeting is a hybrid meeting which you are welcome to attend in person or via Zoom. 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.

Join Zoom Meeting:

<https://us06web.zoom.us/j/82807794181?pwd=YZJdf29ZbgUERxOqJO4gKMLO53gx18.1>

Meeting ID: 828 0779 4181

Passcode: 877752

Phone: 253.215.8782

CALL TO ORDER

1. ROLL CALL

2. APPROVAL OF MINUTES

June 25, 2024 PC meeting minutes

Recommended Motion: I move to approve the June 25, 2024 PC meeting minutes.

[PC Minutes - June 25, 2024](#)

3. AUDIENCE PARTICIPATION *(for topics not on the agenda)*

4. OLD BUSINESS

4.1 Parking and Loading (SSB 6015) Code Amendments Public Hearing

Recommended Motion: I move to recommend approval of the Parking and Loading (SSB 6015) Code Amendments to City Council for adoption by Ordinance.

[Parking and Loading \(SSB 6015\) - Memo and Code Amendments](#)

4.2 DRAFT Land Use Element - 2024 Comprehensive Plan Update

This is a discussion item only. Action is proposed in September or October 2024.

[DRAFT Land Use Element with exhibits](#)

5. DIRECTOR'S COMMENTS

6. ADJOURNMENT

7. NEXT MEETING - September 10, 2024

CITY COUNCIL AGENDA ITEMS 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.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: July 23, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Minutes

AGENDA SECTION: **APPROVAL OF MINUTES**

SUBJECT: **June 25, 2024 PC meeting minutes**

SUGGESTED ACTION: Recommended Motion: I move to approve the June 25, 2024 PC meeting minutes.

SUMMARY:

ATTACHMENTS:
[PC Minutes - June 25, 2024](#)

**Community
Development**



**501 Delta Ave
Marysville, WA 98270**

**Planning
Commission
Meeting Minutes**

June 25, 2024

Call to Order / Roll Call

Chair Leifer called the meeting to order at 6:30 p.m.

Present: Chair Leifer, Commissioner Kemp, Commissioner Zhu, Commissioner Andes, Vice Chair Whitaker, Commissioner Jordan

Excused Commissioner Michal

Staff: Community Development Director Haylie Miller, Principal Planner Angela Gemmer

Approval of Minutes

May 14, 2024 Planning Commission Minutes

Motion to approve the May 14, 2024 Planning Commission Minutes as presented moved by Commissioner Kemp seconded by Commissioner Andes.

AYES: ALL

Audience Participation

None.

New Business

SSB 6015 Parking Regulation Amendments

Director Miller reviewed parking regulation amendments that are required by the State as listed in the memo from Planning Manager Chris Holland in the packet. Additionally, Department of Commerce requires the following which will be integrated:

- Affordable housing units within a quarter mile of a transit stop are not required to have more than one parking space per bedroom or .75 spaces per unit.

- If there is a housing unit development specifically for seniors or people with disabilities, the City is not allowed to impose minimum residential parking restrictions.
- With market rate multifamily units, no more than one parking space per bedroom or .75 spaces per unit next to transit would be required.

Next year with HB 1110, the City will be required to only require one space per unit on lots under 6,000 sf; two spaces per unit on lots over 6,000 sf; and no spaces for any unit within a .5-mile walking distance of a major transit stop.

Comments and Questions:

Chair Leifer commented how these things continue to flow from Olympia and change what has traditionally been the preference of the leadership of the city and most of the constituents. He asked if it is a given that infill will be allowed. Director Miller replied that it is mandatory to be allowed if the units can fit on the property and still address stormwater, parking, fire regulations, setbacks, etc. Clarification questions followed.

Commissioner Andes expressed concern that no one actually uses their garage for parking. Everyone parks in the driveway and on the street. Director Miller noted that if a developer is wanting to use the garage for their parking space and maximize the space, there is likely not a lot of overflow areas so they would actually have to use the garage. In some places, enforcement of parking restrictions in fire lanes may be required.

Motion to hold a public hearing sometime in July on the SSB 6015 parking regulation amendments moved by Vice Chair Whitaker seconded by Commissioner Kemp.

AYES: ALL

Draft Land Use Element - 2024 Comprehensive Plan Update

Principal Planner Angela Gemmer summarized sections of the draft Land Use Element and reviewed key changes as detailed in the packet and the presentation provided at the meeting. The proposed draft will be significantly shorter than the one in the 2015 Comprehensive Plan.

- Section 2.1 Introduction and details about components
- Section 2.2 Urban Growth Areas, annexation, and Areas of Future Influence
- Section 2.3 Land Use Inventory
- Section 2.4 Growth Targets
- Section 2.5 Future Land Use Map
- Section 2.6 The City's eleven neighborhoods, five Master Plan Areas, and one Center
- Section 2.7 Goals and Policies

Additional items which will be addressed in the subsequent draft:

- Additional discussion on the State Avenue Corridor and Community Transit's SWIFT Bus Rapid Transit (BRT)
- Some reconciliation of figures in Sections 2.3 and 2.4
- Summaries addressing: Essential Public Facilities (EPFs) siting criteria and process; the Small Farms Overlay; and the land capacity to address necessary affordable housing.
- Finalized Downtown and East Sunnyside - Whiskey Ridge Neighborhood descriptions
- Significant updates to goals and policies as noted in section 2.7
- Complete appendices including the full capacity analysis and locational and siting criteria for commercial and industrial zones and
- A brief summary of major drainage and floodplain considerations. This section will primarily point to other elements or functional documents.

Commissioner Zhu asked for more information about the neighborhood planning. Ms. Gemmer explained the intention is to look at historic neighborhoods and figure out needs and design elements common throughout the neighborhoods. Commissioner Zhu wondered if they are looking at functions in addition to form. He commented on the importance of walkability for a neighborhood. Is there something they can do to encourage small neighborhood corner stores that people can walk to? Ms. Gemmer noted that most neighborhoods have a spot of neighborhood business zoning, and not all neighborhoods have taken advantage of it. She reviewed the status of this in different neighborhoods.

Staff is working on the final chapters of the Comprehensive Plan, and then it will all come back to the Planning Commission for a public hearing, most likely in September.

Director's Comments

None.

Commissioner Comments

Commissioner Andes expressed frustration with technical issues related to the iPad. Director Miller agreed it has been a little difficult over the past few months. Staff is working on improving this as soon as possible. She demonstrated how this will work in the future.

Adjournment

Motion to adjourn the meeting at 7:16 p.m. moved by Commissioner Kemp seconded by Commissioner Jordan.

AYES: ALL

Next Meeting - July 9, 2024



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: July 23, 2024

SUBMITTED BY: Planning Manager Chris Holland, Community Development

ITEM TYPE: Public Hearing

AGENDA SECTION: **OLD BUSINESS**

SUBJECT: **Parking and Loading (SSB 6015) Code Amendments
Public Hearing**

SUGGESTED ACTION: Recommended Motion: I move to recommend approval of the Parking and Loading (SSB 6015) Code Amendments to City Council for adoption by Ordinance.

SUMMARY: See attached memo for the discussion on this item.

ATTACHMENTS:

[Parking and Loading \(SSB 6015\) - Memo and Code Amendments](#)

MEMORANDUM

DATE: July 17, 2024
TO: Planning Commission
FROM: Chris Holland, Planning Manager
RE: Amendment to MMC Chapter 22C.130 *Parking and Loading*
ATTACHED: SSB 6015 *Residential Parking Configurations*
RCW 36.70A.620 *Parking Within One-Quarter Mile of Transit*
RCW 19.27.540 *Electric Vehicle Parking*
Revised DRAFT Amendments to MMC Chapter 22C.130 *Parking and Loading*

Substitute Senate Bill (SSB) 6015

Substitute Senate Bill (SSB) 6015 was approved by the Washington state legislature on March 26, 2024 and became effective on June 6, 2024. SSB 6015 requires all cities and counties planning under [RCW 36.70A Growth Management Act](#), to enforce the following land use regulations for residential development:

1. Garages and carports may not be required as a way to meet minimum parking requirements, and parking can be enclosed, or not enclosed.
2. Tandem parking spaces must count towards meeting minimum parking requirements. "Tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.
3. Legal non-conforming gravel surfacing in existing designated parking areas is allowed to remain up to a maximum of six parking spaces to meet local parking standards.
4. Parking spaces may not be required to exceed eight (8) feet by twenty (20) feet, except required ADA parking.
5. Parking spaces that consist of grass block pavers may count towards minimum parking requirements.
6. Existing parking spaces that do not conform to the requirements of this section by the effective date of SSB 6015 are not required to be modified or resized, except for ADA compliance.

RCW 36.70A.620

As of July 1, 2019, RCW 36.70A.620 all requires all cities and counties planning under [RCW 36.70A Growth Management Act](#) to comply with the following requirements:

1. For housing units that are affordable to very low-income or extremely low-income individuals that are located within one-quarter mile of a transit stop that receives transit service at least two time per hour for twelve or more house per day, minimum residential

parking requirements may be no greater than one parking space per bedroom or 0.75 space per unit.

2. For housing units that are specifically for seniors or people with disabilities, that are located within one-quarter mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day, a city may not impose minimum residential parking requirements for the residents of such housing units.
3. For market rate multifamily housing units that are located within one-quarter mile of a transit stop that receives transit service from at least one route that provides service at least four times per hour for twelve or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or .75 space per unit.

These amendments have been incorporated into MMC 22.130.030 Table 1, by reference.

RCW 19.27.540

As of July 1, 2024, RCW 19.27.540 requires electric vehicle charging capability at all new buildings that provide on-site parking. Where parking is provided, the greater of one parking space or ten percent of parking spaces, rounded to the next whole number, must be provided with wiring or raceway sized to accommodate 208/240 V 40-amp or equivalent electric vehicle charging. For occupancies classified as assembly, education, or mercantile, the requirements of this section apply only to employee parking spaces.

This amendment has been incorporated as a new subsection in MMC 22C.130.030(4), by reference.

DRAFT Amendments to MMC Chapter 22C.130 *Parking and Loading*

Attached are the revised DRAFT Amendments to [MMC Chapter 22C.130 *Parking and Loading*](#), which include incorporation of SSB 6015, RCW 36.70A.620 and RCW 19.27.540.

Planning Staff will present the DRAFT Amendments at the July 23, 2024 Planning Commission Public Hearing and request the Planning Commission send a recommendation of approval to City Council for formal adoption, by ordinance.

CERTIFICATION OF ENROLLMENT

SUBSTITUTE SENATE BILL 6015

Chapter 274, Laws of 2024

68th Legislature
2024 Regular Session

MINIMUM PARKING REQUIREMENTS—RESIDENTIAL DEVELOPMENT

EFFECTIVE DATE: June 6, 2024

Passed by the Senate March 4, 2024
Yeas 28 Nays 21

DENNY HECK

President of the Senate

Passed by the House February 29, 2024
Yeas 95 Nays 1

LAURIE JINKINS

**Speaker of the House of
Representatives**

Approved March 26, 2024 9:43 AM

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **SUBSTITUTE SENATE BILL 6015** as passed by the Senate and the House of Representatives on the dates hereon set forth.

SARAH BANNISTER

Secretary

FILED

March 27, 2024

**Secretary of State
State of Washington**

SUBSTITUTE SENATE BILL 6015

AS AMENDED BY THE HOUSE

Passed Legislature - 2024 Regular Session

State of Washington

68th Legislature

2024 Regular Session

By Senate Local Government, Land Use & Tribal Affairs (originally sponsored by Senators Shewmake, Kuderer, and Liias)

READ FIRST TIME 01/31/24.

1 AN ACT Relating to parking configurations for residential uses;
2 and adding a new section to chapter 36.70A RCW.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** A new section is added to chapter 36.70A
5 RCW to read as follows:

6 (1) Cities and counties planning under this chapter shall enforce
7 land use regulations for residential development as provided in this
8 section:

9 (a) Garages and carports may not be required as a way to meet
10 minimum parking requirements for residential development;

11 (b) Parking spaces that count towards minimum parking
12 requirements may be enclosed or unenclosed;

13 (c) Parking spaces in tandem must count towards meeting minimum
14 parking requirements at a rate of one space for every 20 linear feet
15 with any necessary provisions for turning radius. For purposes of
16 this subsection, "tandem" is defined as having two or more vehicles,
17 one in front of or behind the others with a single means of ingress
18 and egress;

19 (d) Existence of legally nonconforming gravel surfacing in
20 existing designated parking areas may not be a reason for prohibiting

1 utilization of existing space in the parking area to meet local
2 parking standards, up to a maximum of six parking spaces;

3 (e) Parking spaces may not be required to exceed eight feet by 20
4 feet, except for required parking for people with disabilities;

5 (f) Any county planning under this chapter, and any cities within
6 those counties with a population greater than 6,000, may not require
7 off-street parking as a condition of permitting a residential project
8 if compliance with tree retention would otherwise make a proposed
9 residential development or redevelopment infeasible; and

10 (g) Parking spaces that consist of grass block pavers may count
11 toward minimum parking requirements.

12 (2) Existing parking spaces that do not conform to the
13 requirements of this section by the effective date of this act are
14 not required to be modified or resized, except for compliance with
15 the Americans with disabilities act. Existing paved parking lots are
16 not required to change the size of existing parking spaces during
17 resurfacing if doing so will be more costly or require significant
18 reconfiguration of the parking space locations.

19 (3) The provisions in subsection (1) of this section do not apply
20 to portions of cities within a one-mile radius of a commercial
21 airport in Washington with at least 9,000,000 annual enplanements.

Passed by the Senate March 4, 2024.

Passed by the House February 29, 2024.

Approved by the Governor March 26, 2024.

Filed in Office of Secretary of State March 27, 2024.

--- END ---

PDF **RCW 36.70A.620**

Cities planning under RCW 36.70A.040—Minimum residential parking requirements.

In counties and cities planning under RCW 36.70A.040, minimum residential parking requirements mandated by municipal zoning ordinances for housing units constructed after July 1, 2019, are subject to the following requirements:

(1) For housing units that are affordable to very low-income or extremely low-income individuals and that are located within one-quarter mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or .75 space per unit. A city may require a developer to record a covenant that prohibits the rental of a unit subject to this parking restriction for any purpose other than providing for housing for very low-income or extremely low-income individuals. The covenant must address price restrictions and household income limits and policies if the property is converted to a use other than for low-income housing. A city may establish a requirement for the provision of more than one parking space per bedroom or .75 space per unit if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

(2) For housing units that are specifically for seniors or people with disabilities, that are located within one-quarter mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day, a city may not impose minimum residential parking requirements for the residents of such housing units, subject to the exceptions provided in this subsection. A city may establish parking requirements for staff and visitors of such housing units. A city may establish a requirement for the provision of one or more parking space per bedroom if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit. A city may require a developer to record a covenant that prohibits the rental of a unit subject to this parking restriction for any purpose other than providing for housing for seniors or people with disabilities.

(3) For market rate multifamily housing units that are located within one-quarter mile of a transit stop that receives transit service from at least one route that provides service at least four times per hour for twelve or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or .75 space per unit. A city or county may establish a requirement for the provision of more than one parking space per bedroom or .75 space per unit if the jurisdiction has determined a particular housing unit to be in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

[2020 c 173 § 3; 2019 c 348 § 5.]

PDF **RCW 19.27.540**

Electric vehicle infrastructure requirements—Rules.

(1) The building code council shall adopt rules for electric vehicle infrastructure requirements. Rules adopted by the state building code council must consider applicable national and international standards and be consistent with rules adopted under RCW **19.28.281**.

(2)(a) Except as provided in (b) of this subsection, the rules adopted under this section must require electric vehicle charging capability at all new buildings that provide on-site parking. Where parking is provided, the greater of one parking space or ten percent of parking spaces, rounded to the next whole number, must be provided with wiring or raceway sized to accommodate 208/240 V 40-amp or equivalent electric vehicle charging. Electrical rooms serving buildings with on-site parking must be sized to accommodate the potential for electrical equipment and distribution required to serve a minimum of twenty percent of the total parking spaces with 208/240 V 40-amp or equivalent electric vehicle charging. Load management infrastructure may be used to adjust the size and capacity of the required building electric service equipment and circuits on the customer facilities, as well as electric utility-owned infrastructure, as allowed by applicable local and national electrical code. For accessible parking spaces, the greater of one parking space or ten percent of accessible parking spaces, rounded to the next whole number, must be provided with electric vehicle charging infrastructure that may also serve adjacent parking spaces not designated as accessible parking.

(b) For occupancies classified as assembly, education, or mercantile, the requirements of this section apply only to employee parking spaces. The requirements of this section do not apply to occupancies classified as utility or miscellaneous.

(c) Except for rules related to residential R-3, the required rules required under this subsection must be implemented by July 1, 2021. The rules required under this subsection for occupancies classified as residential R-3 must be implemented by July 1, 2024.

(3)(a) The rules adopted under this section must exceed the specific minimum requirements established under subsection (2) of this section for all types of residential and commercial buildings to the extent necessary to support the anticipated levels of zero emissions vehicle use that result from the zero emissions vehicle program requirements in chapter **70A.30** RCW and that result in emissions reductions consistent with RCW **70A.45.020**.

(b) The rules required under this subsection must be implemented by July 1, 2024, and may be periodically updated thereafter.

[**2021 c 300 § 4**; **2019 c 285 § 18**; **2009 c 459 § 16**.]

NOTES:

Intent—2021 c 300: See note following RCW **47.01.520**.

Finding—Purpose—2009 c 459: See note following RCW **47.80.090**.

*Regional transportation planning organizations—Electric vehicle infrastructure: RCW **47.80.090**.*

MMC Chapter 22C.130 PARKING AND LOADING

22C.130.030 Minimum required parking spaces.

(1) Purpose. The purpose of required parking spaces is to provide enough parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. As provided in subsection (2)(e) of this section, bicycle parking may be substituted for some required parking on a site to encourage transit use and bicycling by employees and visitors to the site. The required parking numbers correspond to specific land use categories. Provision of carpool parking, and locating it closest to the building entrance, will encourage carpool use.

(2) Minimum Number of Parking Spaces Required.

(a) The minimum number of parking spaces for all zones and use categories is stated in Table 1.

(b) If the parking formula used to determine parking requirements results in a fractional number greater than or equal to one-half, the proponent shall provide parking equal to the next highest whole number.

(c) Changes in Occupancy. Whenever the occupancy classification of a building is changed, the minimum standards for off-street parking for the new occupancy classification shall be applicable; provided, that if the existing occupancy had established a legal nonconforming status with respect to off-street parking requirements, no additional off-street parking shall be required for the new occupancy unless said new occupancy is in a classification requiring more parking than that which would have been required for the existing occupancy if it had been subject to the provisions of this chapter. If strict application of this section is not feasible due to existing site conditions such as building or parcel size, shape or layout, a variance may be granted by the community development director.

(d) Joint Use Parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed if the following documentation is submitted in writing to the community development department as part of a building or land use permit application, and approved by the community development director:

(i) The names and addresses of the uses and of the owners or tenants that are sharing the parking;

(ii) The location and number of parking spaces that are being shared;

(iii) An analysis showing that the peak parking times for the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses; and

(iv) A legal instrument such as an easement or deed restriction that guarantees access to the parking for both uses.

The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use shall be located within 500 feet of such parking facilities.

(e) Bicycle parking may substitute for up to 10 percent of required parking. For every five nonrequired bicycle parking spaces that meet the bicycle parking standards in MMC [22C.130.060](#), the motor vehicle parking requirement is reduced by one space. Existing parking may be converted to take advantage of this provision.

(f) The off-street parking and loading requirements of this chapter do not apply retroactively to established uses; however:

(i) The site to which a building is relocated must provide the required spaces; and

(ii) A person increasing the floor area, or other measure of off-street parking and loading requirements, by addition or alteration, must provide spaces as required for the increase, unless the requirement under this subsection is five spaces or fewer.

(g) Reduction of Required Spaces When Effective Alternatives to Automobile Access Are Proposed. Upon demonstration to the hearing examiner that effective alternatives to automobile access are proposed to be implemented, the examiner may reduce by not more than 40 percent the parking requirements otherwise prescribed for any use or combination of uses on the same or adjoining sites, to an extent commensurate with the permanence, effectiveness, and demonstrated reduction in off-street parking demand achieved by such alternative programs. Alternative programs which may be considered by the examiner under this provision include, but are not limited to, the following:

(i) Private vanpool operation;

(ii) Transit/vanpool fare subsidy;

(iii) Imposition of a charge for parking;

(iv) Provision of subscription bus services;

(v) Flexible work-hour schedule;

(vi) Capital improvement for transit services;

(vii) Preferential parking for carpools/vanpools;

(viii) Participation in the ride-matching program;

(ix) Reduction of parking fees for carpools and vanpools;

(x) Establishment of a transportation coordinator position to implement carpool, vanpool, and transit programs; or

(xi) Bicycle parking facilities.

(h) Uses Not Mentioned. In the case of a use not specifically mentioned in Table 1: Minimum Required Parking Spaces, the requirements for off-street parking shall be determined by the community development director. If there are comparable uses, the community development director's determination shall be based on the requirements for the most comparable use(s). Where, in the judgment of the community development director, none of the uses in Table 1: Minimum Required Parking Spaces are comparable, the community development director may base his or her determination as to the amount of parking required for the proposed use on detailed information provided by the applicant. The information required may include, but not be limited to, a description of the physical structure(s), identification of potential users, and analysis of likely parking demand.

(3) Carpool Parking. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

(a) Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 a.m. on weekdays. More spaces may be reserved, but they are not required.

(b) The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

(c) Signs must be posted indicating these spaces are reserved for carpool use before 9:00 a.m. on weekdays.

(4) Electric Vehicle Parking. Electric vehicle charging capability is required for all new buildings that provide on-site parking in accordance with RCW 19.27.540.

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
RESIDENTIAL USES	
Single-family dwellings, duplexes, townhouses, and mobile homes	2 per dwelling unit for residents plus 1 additional guest parking space per dwelling unit. provided: 1. An enclosed private garage may be utilized to meet the required parking for residents. Driveways can be counted as resident or guest parking spaces, provided said driveway complies with the bulk and dimensional requirements outlined in Table 2; and 2. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 2 required parking spaces per dwelling for the residents; however, tandem parking can be counted as a guest parking space.
Accessory dwelling units	No additional parking required if located within one-quarter mile of a major transit stop; otherwise, 1 per accessory dwelling unit
Studio apartments	1.25 per dwelling unit
Multiple-family dwellings, one bedroom	1.5 per dwelling unit. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 1.5 required parking spaces in a multifamily development; however, tandem parking can be counted as a guest parking space, when required.
Multiple-family dwellings, two or more bedrooms	1.75 per dwelling unit. Parking spaces behind other required parking spaces (a.k.a. "tandem parking") shall not be counted towards the 1.75 required parking spaces in a multifamily development; however, tandem parking can be counted as a guest parking space, when required.
Retirement housing and apartments	1 per dwelling
Mobile home parks	2 per unit, plus guest parking at 1 per 4 lots
Rooming houses, similar uses	1 per dwelling
Bed and breakfast accommodations	1 space for each room for rent, plus 2 spaces for the principal residential use
Emergency housing, emergency shelters – indoor, transitional housing facilities and permanent supportive housing	As determined by the community development director with no less than a minimum of 1 per 2 employees plus 1 per 5 residents (3 spaces minimum)
<u>Housing located within one-quarter mile of a transit stop</u>	<u>See RCW 36.70A.620</u>
RECREATIONAL/CULTURAL USES	
Movie theaters	1 per 4 seats

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
Stadiums, sports arenas and similar open assemblies	1 per 8 seats or 1 per 100 SF of assembly space without fixed seats
Dance halls and places of assembly without fixed seats	1 per 75 SF of gross floor area
Bowling alleys	5 per lane
Skating rinks	1 per 75 SF of gross floor area
Tennis courts, racquet clubs, handball courts and other similar commercial recreation	1 space per 40 SF of gross floor area used for assembly, plus 2 per court
Swimming pools (indoor and outdoor)	1 per 10 swimmers, based on pool capacity as defined by the Washington State Department of Health
Golf courses	4 spaces for each green, plus 50% of spaces otherwise required for any accessory uses (e.g., bars, restaurants)
Gymnasiums, health clubs	1 space per each 200 SF of gross floor area
Churches, auditoriums and similar enclosed places of assembly	1 per 4 seats or 60 lineal inches of pew or 40 SF gross floor area used for assembly
Art galleries and museums	1 per 250 SF of gross floor area
COMMERCIAL/OFFICE USES	
Banks, business and professional offices (other than medical and dental) with on-site customer service	1 per 400 SF gross floor area
Retail stores and personal service shops unless otherwise provided herein	If < 5,000 SF floor area, 1 per 600 SF gross floor area; if > 5,000 SF floor area, 8 plus 1 per each 300 SF gross floor area over 5,000 SF
Grocery stores	1 space per 200 SF of customer service area
Barber and beauty shops	1 space per 200 SF
Motor vehicle sales and service	2 per service bay plus 1 per 1,000 SF of outdoor display
Motor vehicle or machinery repair, without sales	2 plus 2 per service bay
Mobile home and recreational vehicle sales	1 per 3,000 SF of outdoor display area
Motels and hotels	1 per unit or room
Restaurants, taverns, bars with on-premises consumption	If < 4,000 SF, 1 per 200 SF gross floor area; if > 4,000 SF, 20 plus 1 per 100 SF gross floor area over 4,000 SF
Drive-in restaurants and similar establishments, primarily for auto-borne customers	1 per 75 SF of gross floor area. Stacking spaces shall be provided in accordance with Chapter 22C.140 MMC, Drive-Through Facilities.
Shopping centers	If < 15,000 SF, 1 per 200 SF of gross floor area; if > 15,000 SF, 1 per 250 SF of gross floor area

Table 1: Minimum Required Parking Spaces

LAND USE	MINIMUM REQUIRED SPACES
Day care centers	1 space per staff member and 1 space per 10 clients. A paved unobstructed pick-up area shall be set aside for dropping off and picking up children in a safe manner that will not cause the children to cross the parking area or lines of traffic.
Funeral parlors, mortuaries or cemeteries	1 per 4 seats or 8 feet of bench or pew or 1 per 40 SF of assembly room used for services if no fixed seating is provided
Gasoline/service stations with grocery	1 per employee plus 1 per 200 SF gross floor area
Adult facilities as defined by MMC 22A.020.020	1 per 75 SF of gross floor area or, in the case of an adult drive-in theater, 1 per viewing space
HEALTH SERVICES USES	
Nursing homes, convalescent homes for the aged	1 per 5 beds plus 1 space per employee and medical staff
Medical and dental clinics	1 per 200 SF gross floor area
Hospitals	1 per 2 beds, excluding bassinets
EDUCATIONAL USES	
Elementary, junior high schools (public and private)	5 plus 1 per each employee and faculty member
Senior high schools (public and private)	1 per each 10 students plus 1 per each employee or faculty member
Commercial/vocational schools	1 per each employee plus 1 per each 2 students
PUBLIC/GOVERNMENT USES	
Public utility and governmental buildings	1 per 400 SF of gross floor area
Libraries	1 per 250 SF of gross floor area
MANUFACTURING/WAREHOUSE USES	
Manufacturing and industrial uses of all types, except a building used exclusively for warehouse purposes	1 per 750 SF of gross floor area plus office space requirements
Warehouses, storage and wholesale businesses	1 per 2,000 SF of gross floor area plus office space requirements
Mini self-storage	1 per each 50 storage cubicles equally distributed and proximate to storage buildings. In addition, 1 space for each 50 storage cubicles to be located at the project office

22C.130.050 Development standards.

- (1) Purpose. The parking area layout standards are intended to promote safe circulation within the parking area and provide for convenient entry and exit of vehicles.
- (2) Where These Standards Apply. The standards of this section apply to all vehicle areas whether required or excess parking.

(3) Improvements.

(a) Paving.

(i) In order to control dust and mud, all vehicle areas must be surfaced with a minimum all-weather surface. Such surface shall be specified by the city engineer. Alternatives to the specified all-weather surface ~~may be provided~~, including grass block pavers, may be provided, subject to approval by the city engineer. Gravel surfacing is not considered an all-weather surface; however, legal nonconforming gravel surfacing in existing designated parking areas is allowed to remain for a maximum of six (6) parking spaces.

(ii) The applicant shall be required to prove that the alternative surfacing provides results equivalent to paving. If, after construction, the city determines that the alternative is not providing the results equivalent to paving or is not complying with the standards of approval, paving shall be required.

(iii) Parks, agricultural and similar uses, and developments providing surplus parking are exempt from the all-weather surface requirement, provided, all surfacing must provide for the following minimum standards of approval:

(A) Gravel parking facilities shall be surfaced with no less than three inches of crushed gravel.

(B) Dust is controlled.

(C) Storm water is treated to city standards.

(D) Rock and other debris is not tracked off site.

(E) Driveway and approaches shall be paved with an all-weather surface, specified by the city engineer, from at least 20 feet back from the property line to the street.

(iv) Houses, Attached Houses and Duplexes. All driveways and parking areas must be covered in a minimum all-weather surface, specified by the city engineer. Gravel surfacing is not considered an all-weather surface.

(b) Striping. All parking spaces, except for stacked parking, must be striped in conformance with the minimum parking and aisle dimensions outlined in Table 2, except parking for single-family residences, duplexes and accessory dwelling units.

(c) Protective Curbs Around Landscaping. All perimeter and interior landscaped areas must have cast in place or extruded protective curbs along the edges. Curbs separating landscaped areas from parking areas may allow storm water runoff to pass through them. Tire stops, bollards or other protective barriers may be used at the front ends of parking spaces. Curbs may be perforated or have gaps or breaks. Trees must have adequate protection from car doors as well as car bumpers. This provision does not apply to single-family residences, duplexes and accessory dwelling units.

(d) Illumination. Parking lot illumination shall be provided for all parking lots containing 15 or more parking spaces, and shall comply with the following design standards:

(i) Parking lot lighting fixtures shall be full cut-off, dark sky rated and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale;

(ii) All fixtures over 15 feet in height shall be fitted with a full cut-off shield;

(iii) Pedestrian scale lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety;

(iv) Parking lot lighting shall be designed to provide security lighting to all parking spaces;

(v) Lighting shall be shielded in a manner that does not disturb residential uses or pose a hazard to passing traffic. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line.

(4) Storm Water Management. Storm water runoff from parking lots is regulated by MMC Title [14](#), Water and Sewers.

(5) Parking Area Layout.

(a) Access to Parking Spaces.

(i) All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle.

(ii) Parking shall be designed so that automobiles do not back out into public streets.

(b) Parking Space and Aisle Dimensions.

(i) Parking spaces and aisles must meet the minimum dimensions contained in Table 2: Minimum Parking Space and Aisle Dimensions. Parking at any angle other than those shown is permitted, providing the width of the stalls and aisle are adjusted by interpolation between the specified standards.

(ii) Turning Radii. The minimum allowable inside vehicle turning radius in parking and driveway areas shall be 20 feet unless fire or solid waste apparatus access is necessary, in which case the minimum inside radius shall be 30.5 feet and the outside radius shall be 46 feet or as required by the fire district or solid waste division. Turning radii are not necessarily the radii or curbs around islands and other improvements.

(iii) On dead-end aisles, aisles shall extend five feet beyond the last stall to provide adequate turnaround.

(iv) The community development director may grant a deviation from the parking space and aisle dimensions outlined in Table 2: Minimum Parking Space and Aisle Dimensions, whenever (a) there exists a lot with one or more structures on it constructed before the effective date of this title, and (b) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (c) the parking space and aisle dimensions that would be applicable as a result of the proposed change cannot be satisfied on such lot because there is not sufficient area available on the lot that can practicably be used for parking dimensional standards. To grant a deviation, the community development director must make the following findings:

(A) That the granting of the deviation will not create a safety hazard or loading of vehicles on public streets in such a manner as to interfere with the free flow of vehicular and pedestrian traffic within the public right-of-way.

(B) That the granting of the deviation will not create a safety hazard or any other condition inconsistent with the objectives of this title.

Table 2: Minimum Parking Space and Aisle Dimensions

Angle	Width	Curb Length	1-Way Aisle Width	2-Way Aisle Width	Stall Depth
0 degrees (parallel)	8 feet	21 feet	12 feet	22 feet	8 feet
30 degrees	8 feet, 6 inches	17 feet	12 feet	22 feet	15 feet
45 degrees	8 feet, 6 inches	12 feet	12 feet	22 feet	17 feet
60 degrees	8 feet, 6 inches	9 feet, 9 inches	16 feet	22 feet	18 feet
90 degrees (commercial and industrial)	8 feet, 6 inches	8 feet, 6 inches	22 feet	22 feet	18 feet
90 degrees (multi-family)	<u>8 feet</u>	<u>8 feet</u>	<u>22 feet</u>	<u>22 feet</u>	<u>18 feet</u>
90 degrees (attached and detached single-family)	<u>8 feet</u>	<u>8 feet</u>	<u>22 feet</u>	<u>22 feet</u>	<u>20 feet</u>
Tandem (residential)	<u>8 feet</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>20 feet</u>

Note: Dimensions of parking spaces for the disabled are regulated by the building code. See MMC [22C.130.050](#)(5)(e).

(c) Pedestrian Access and Circulation. Developments must provide specially marked or paved walkways through parking lots, as depicted in Figures 1 through 4. Parking lot walkways shall allow for access so pedestrians and wheelchairs can easily gain access from public sidewalks and bus stops to building entrances through the use of raised concrete, stamped concrete, colored concrete, or pervious pavement sidewalks, or pedestrian paths which are physically separated from vehicle traffic and maneuvering areas. The director may allow pedestrian pathways to be striped if it can be demonstrated that the pathways are not used by, or accessible to, the public (e.g. pathways located behind a commercial or industrial building where the general public does not have access). Generally, walkways should be provided every four rows and a maximum distance of 180 feet shall be maintained between paths. Where possible, align the pathways to connect with major building entries or other sidewalks, pathways, and destinations. The pathways must be a minimum of five feet wide, universally accessible and ADA compliant. On narrow infill lots, the director may authorize a pathway that is less than five feet wide; provided, that the minimum ADA width is met.

Figure 1

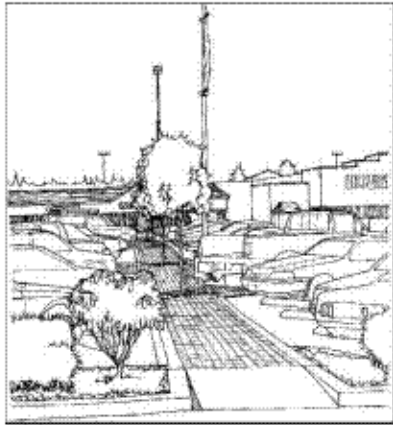


Figure 2

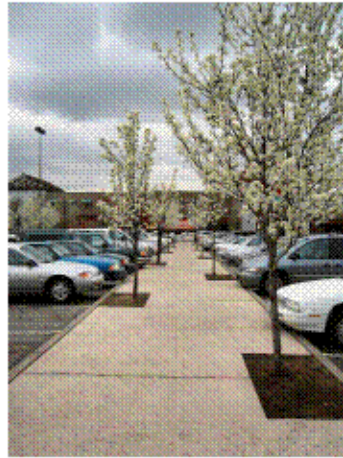
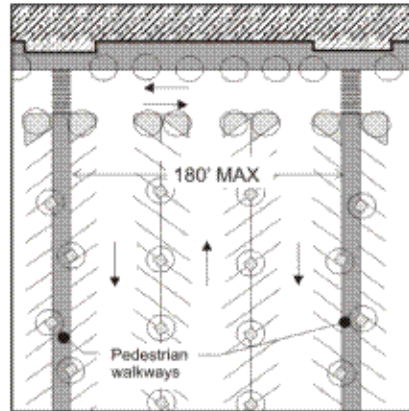


Figure 3



Figure 4



(d) Location. Parking areas should be located and designed to consider impacts to the streetscape. Except for adult facilities as defined by MMC [22A.020.020](#), on-site parking shall be located at the sides and rear of buildings or complexes. For adult facilities, on-site parking shall be located where most visible from both the streetscape and the public access to the adult facility.

(e) Parking for Disabled Persons. The building official regulates the following disabled person parking standards and access standards through the building code and the latest ICC/ANSI A117.1 standards for accessible and usable buildings and facilities:

- (i) Dimensions of disabled person parking spaces and access aisles;
- (ii) The minimum number of disabled person parking spaces and circulation routes;
- (iii) Location of disabled person parking spaces and circulation routes;
- (iv) Curb cuts and ramps including slope, width and location; and
- (v) Signage and pavement markings.

(f) A portion of a standard parking space may be landscaped instead of paved, as follows:

(i) The landscaped area may be up to two feet of the front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space. Any vehicle overhang must be free from interference from sidewalks, landscaping, or other required elements;

(ii) Landscaping must be ground cover plants; and

(iii) The landscaped area counts toward parking lot interior landscaping requirements and toward any overall site landscaping requirements. However, the landscaped area does not count toward perimeter landscaping requirements.

(g) Ingress and Egress Provisions. The layouts of parking areas are reviewed for compliance with the curb cut and access restrictions outlined in the Marysville engineering design and development standards (EDDS).

(6) Parking Area Landscaping and Screening. All landscaping must comply with the standards of Chapter [22C.120](#) MMC. In addition, screening in the form of a solid masonry wall, architectural fences or dense coniferous hedges shall be erected or planted and maintained to a height of not less than five feet where a parking lot has a common boundary line with any residentially zoned property.

(7) Maintenance. Maintenance of all areas provided for off-street parking shall include removal and replacement of dead and dying trees, grass and shrubs, removal of trash and weeds, repair of traffic-control devices, signs, light standards, fences, walls, surfacing materials, curbs and railings, and inspection, cleaning and repair of pervious surfacing materials and drainage facilities when applicable.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: July 23, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **OLD BUSINESS**

SUBJECT: **DRAFT Land Use Element - 2024 Comprehensive Plan Update**

SUGGESTED ACTION: This is a discussion item only. Action is proposed in September or October 2024.

SUMMARY: See the attached memo for a discussion on this item.

ATTACHMENTS:
[DRAFT Land Use Element with exhibits](#)

MEMORANDUM

DATE: July 23, 2024
TO: Planning Commission
FROM: Angela Gemmer, Principal Planner
SUBJECT: 2024 Comprehensive Plan – Land Use Element DRAFT
ECC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

EXHIBITS

Exhibit 1 DRAFT Land Use Element with Appendices
Exhibit 2 DRAFT Land Use Element from prior meeting with redlines
Exhibit 3 Permitted uses matrices showing retail uses allowed in GC and LI zones
Exhibit 4 Puget Sound Regional Council VISION 2050 land use consistency requirements
Exhibit 5 [2015 Land Use Element](#) (for reference)

SUMMARY

The City's pattern of growth, quality of development, and desired character is largely shaped by the Land Use Element (Exhibit 1) and companion land use regulations which determine what may be built and where. Land use is the basis for balancing all other elements of the Comprehensive Plan. Our desired land use pattern drives future transportation, utility, capital facility and service decisions and needs. Conversely, available infrastructure and services influence our land use decisions.

The Land Use Element provides an inventory of existing population, housing, and employment capacity, and an analysis comparing the capacity to 2044 forecasts. It includes a discussion of land use districts and densities, a strategic plan for realizing the City's vision for growth, and goals and policies to guide us. The Land Use Element also incorporates neighborhood planning as the mechanism for balancing and allocating land uses and densities. This is based on the belief that a thriving community is comprised of healthy neighborhoods.

Washington Administrative Code (WAC) [365-196-405](#) requires the Land Use Element to include:

- Designation of the proposed general distribution and general location and extent of the uses of land, where appropriate, for agricultural, timber, and mineral production, for housing, commerce, industry, recreation, open spaces, public utilities, public facilities, general aviation airports, military bases, rural uses, and other land uses;
- Population densities, building intensities, and estimates of future population growth;
- Provisions for protection of the quality and quantity of ground water used for public water supplies;

- Consideration of urban planning approaches to promote physical activity; and
- A review of drainage, flooding, and stormwater runoff and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

Over the past couple of years, Washington State has also adopted or amended various state laws pertaining to land use and housing. While some of these laws are not required to be implemented until six months after the Comprehensive Plan update is adopted, the groundwork for these impending changes are proposed to be reflected in the Land Use Element and the previously presented Housing Element.

The Land Use Element has been amended to be significantly shorter than the chapter provided in the 2015 Comprehensive Plan. The following is a brief summary of the various sections within the Land Use Element and proposed amendments. The main items which have been updated since this was first presented to PC are noted with the **bold underlined** language below; the complete changes are shown in the attached redlines (**Exhibit 2**).

- **Section 2.1** – Provides an introduction to the Land Use Element and details required components. **Amendments made to the introduction including the addition of a footnote detailing the documents where water quality and quantity, and drainage, flooding, and stormwater runoff are addressed.**
- **Section 2.2** – Urban Growth Areas, annexation, and Areas of Future Influence are discussed in this section. The discussion on both Urban Growth Areas and annexation have been shortened to focus on the requirement to have UGAs, core requirements for UGAs and annexation, and required coordination with Snohomish County for each. The Areas of Future Influence section discusses likely future expansion areas should expansion of the UGA be necessary.
- **Section 2.3** – The Land Use Inventory in this section documents and analyzes the acreage, available land by land use designation/zoning, and development status of the land within the City of Marysville in order to determine whether there is adequate land capacity to accommodate the City’s population and growth targets. **Figure 2.3 was changed to highlight only those parcels with development or redevelopment potential.**
- **Section 2.4** – The Growth Targets section sets forth the City’s 2044 population, housing and employment targets, discusses growth that has occurred, and documents the City’s capacity to accommodate this growth. A new expectation with this update is to demonstrate that there is sufficient, appropriately zoned land in the City to accommodate the affordable housing for the various income bands discussed in the Housing Element.
- **Section 2.5** – This section covers the City’s Future Land Use Map (i.e. Comprehensive Plan Map), major land use designation categories, and the specific land use designations/zones throughout the City:
 - The Future Land Use depicts the various land use designations within the City, Neighborhoods (planning areas), and Master Plans/Subareas. The policy direction of the Comprehensive Plan is implemented by the companion map – City’s zoning map;

- Major land use designation categories (i.e. residential, commercial, industrial, and public-institutional/recreation/open) are summarized. **Maps showing where residential, commercial, industrial, and public-institutional/recreation/open designations are located have been added;** and
- The City's 27 different land uses designations/zones are described including the intent of the designations, the general permitted uses which are allowed, and key dimensional considerations. **In the initial version of the Land Use Element that was provided to PC, the permitted and prohibited uses, and development standards were outlined under each land use designation. This information is now provided in Appendix 4 to provide a consolidated location for this information as well as to shorten the overall document; for zones unique to Downtown, this information is instead provided in the Downtown Master Plan. A description of the Small Farms Overlay has also been added.**
- Some key changes to note include:
 - The elimination of the requirement to obtain a Conditional Use Permit (CUP) in order to construct a duplex in the Medium Density, Single Family land use designation as required by House Bill (HB) 1110;
 - For the single family and multi-family land use designations, a reference is provided to Middle Housing Overlay provisions. In order to address the provisions of HB 1110, while providing the greatest continuity in administering the City's zoning regulations, Middle Housing Overlay provisions are anticipated to be pursued in a separate code which will be presented to PC for consideration either later this year or early next year;
 - In the Community Business (CB) and Community Business – Whiskey Ridge (CB-WR) zones, auto and boat dealers are permitted outright while motorcycle dealers require a CUP. Requiring a CUP for the less intensive uses does not make the most sense, so the Comprehensive Plan and Unified Development Code are proposed to be amended to permit motorcycle dealers outright; and
 - In the Mixed Use (MU) designation, the size limitation is proposed to be removed from eating and drinking places (i.e. restaurants) as this is a use that the community has routinely expressed a desire for, and is a use that would complement residential and other mixed uses.
- **Currently in the 'Land Use' discussion for Planning Area 10: Smokey Point Neighborhood, it is indicated that, "Retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard." It appears that this Comprehensive Plan provision has been only partially implemented in the zoning code, with approximately 65 percent of the retail uses listed in the City's permitted uses matrices allowed for properties zoned Light Industrial and located along State Avenue/Smokey Point Boulevard (see Exhibit 3). The retail uses that are currently not allowed in the LI zone include:**
 - **liquour stores,**
 - **used goods (i.e. antique/secondhand shops),**
 - **sporting goods and related stores,**
 - **book, stationery, video and art supply stores,**
 - **jewelry stores,**
 - **hobby, toy, game shops**
 - **photographic and electronic shops**
 - **fabric and craft shops**

- florist shops
- pet shops

As detailed in MMC 22C.020.030(6), the purpose of the light industrial zone (LI) is to provide for the location and grouping of non-nuisance-generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities.

If there is a desire by the PC to allow these additional retail uses for LI-zoned properties abutting State Avenue/Smokey Point Boulevard, staff will contact Puget Sound Regional Council to obtain a determination on whether this will be regarded as an acceptable change or if amending the code in this manner will compromise the Cascade Industrial Center's (CIC) designation as a regional center. This determination, and PC's discussion, will ultimately guide whether any changes should be pursued.

Section 2.6 – The City's eleven Neighborhoods, five Master Plan Areas, and one Center are covered in this section. The discussions of the various Neighborhoods and Master Plan Areas have been shortened since the initial draft of the Land Use Element was presented to PC.

- The City is comprised of eleven Neighborhoods (i.e. Planning Areas) that generally coincide with historic Marysville neighborhoods. The intent of the Neighborhoods is to further the character of each neighborhood. After completing each of the 'Desired Form and Character' sections, significant redundancies were observed across the different neighborhoods. Consequently, the 'Desired Form and Character' sections were eliminated from this draft and any important details to emphasize were folded into the 'Future Vision' sections;
- Currently, there are five Master Plan Areas or Subarea Plans within the City. Four of these Master Plans Areas include portions of the respective Neighborhood in which it is located while one Master Plan Area, the Lakewood Neighborhood, coincides with the full Neighborhood. Due to the close relationship of the Master Plans to the Neighborhood in which it is located, a discussion of the Master Plan is included after a discussion of the overall Neighborhood. A description on the State Avenue Corridor and Community Transit's SWIFT Bus Rapid Transit (BRT) has been added; and
- The City has one designated Center, the Cascade Industrial Center (CIC), which encompasses industrial areas in both Marysville and Arlington. The CIC is part of the Smokey Point Neighborhood so is discussed in that section. Maps for the Arlington Airport have been added, and the discussion on Arlington Airport Compatibility has been shortened.

Section 2.7 – The goals and policies for the Land Use Element are covered in this section. Significant reorganization, consolidation, and updating of the goals and policies has occurred to streamline them and eliminate redundancies as much as possible. Goals and policies were also either added or amended to address Puget Sound Regional Council's (PSRC) requirements (see Exhibit 4).

Additional items which will be addressed in the subsequent final draft include¹:

- Further elaboration on the City's capacity for accommodating low and very low income housing; and
- Some reconciliation of figures in Sections 2.3 and 2.4 may be needed.

Community Development staff respectfully requests that the Planning Commission review the initial DRAFT Land Use Element, ask questions, and provide direction at the work session on July 23rd. The direction provided by Planning Commission will be considered and incorporated into the final version of the Land Use Element.

¹ In the memo for the June 25th Planning Commission meeting, it was indicated that Essential Public Facilities (EPF) and drainage/flooding requirements would be addressed in the updated Land Use Element. EPFs will instead be covered in the final Utilities Element while drainage/flooding requirements are addressed in a footnote 1 to the Land Use Element which directs the reader to relevant resources on those topics.

2.0 LAND USE ELEMENT



2.1 INTRODUCTION

Over the past twenty years, the City of Marysville has experienced tremendous growth in all sectors – commercial, industrial and residential. This growth has been propelled by the overall growth in the Puget Sound region as well as the City’s proximity to regional arterials and abundant greenfields. The Land Use Element and companion land use



IMAGE 1 –xxx.

regulations largely shapes the City’s pattern of growth, quality of development, and desired character by determining what may be built and where.

The Land Use Element is the basis for balancing all other elements of the Comprehensive Plan. Our desired land use pattern drives future transportation, utility, capital facility and service decisions and needs. Conversely, available infrastructure and services influence our land use decisions. The Land Use Element provides an inventory of existing population, housing, and employment capacity, and an analysis comparing the capacity to 2044 forecasts. It includes a discussion of land use districts and densities, a strategic plan for realizing the City’s vision for growth, and goals and policies to guide us. It also incorporates neighborhood planning as the mechanism for balancing and allocating land uses and densities. This is based on the belief that a thriving community is comprised of healthy neighborhoods.

The overarching goal of the Land Use Element is to ensure an adequate supply of commercial, industrial, institutional, and residential land to accommodate the City’s future growth while ensuring adequate facilities, services, and environmental protections to accommodate this growth and a good quality of life.

The Growth Management Act indicates that the land use assumptions in the Land Use Element form the basis for all growth-related planning functions in the Comprehensive Plan, including transportation, housing, and capital facilities ([WAC 365-196-405](#)).

The Land Use Element should include:

- Designation of the proposed general distribution and general location and extent of the uses of land, where appropriate, for agricultural, timber, and mineral production, for housing, commerce, industry, recreation, open spaces, public utilities, public facilities, general aviation airports, military bases, rural uses, and other land uses;

- Population densities, building intensities, and estimates of future population growth;
- Consideration of urban planning approaches to promote physical activity;
- Provisions for protection of the quality and quantity of ground water used for public water supplies;¹ and
- A review of drainage, flooding, and stormwater runoff and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.¹

2.2 URBAN GROWTH AREAS, ANNEXATION AND AREAS OF FUTURE INFLUENCE

Urban Growth Areas. Washington State's Growth Management Act (GMA) requires the designation of Urban Growth Areas (UGAs) where urban growth, which is characterized by compact, intensive land use, can occur (the UGA is depicted in [Figure 2.1](#)). The land within the UGA must be capable of accommodating the City's anticipated commercial, industrial and residential growth for a 20 year period. Annexation of land and/or provision of urban services requires that the land is in the UGA.² UGAs are re-evaluated at least every five years to determine whether or not the UGA is capable of meeting Snohomish County's 20-year population and employment projections.

Snohomish County must collaborate with cities in determining UGAs, and is responsible for approving the UGA for each City.³ Land outside the UGA is designated for rural or natural resource use (i.e. agricultural, mineral or forest) to ensure their protection, less dense residential and commercial uses, and critical areas⁴. Land within the un-annexed UGA and other unincorporated areas, falls under the jurisdiction of Snohomish County; however, land immediately adjoining the City's UGA is included in this Plan to consider the effects and impacts of urban growth on adjoining rural land uses and to coordinate for effective short and long-term transition between areas inside and outside the UGA.

¹ Ground water quality and quantity, and drainage, flooding, and stormwater runoff, are addressed in the Environmental Element ([add link](#)), Public Facilities Element ([add link](#)), Capital Facilities Element ([add link](#)), the [2017 Water System Plan](#) (currently being updated), the [2016 Surface Water Comprehensive Plan](#), the [Stormwater Management Program Plan](#), and the [Marysville Watershed Planning Basin Assessment and Prioritization](#). Standards to ensure that water and stormwater are adequately protected and impacts mitigated for are implemented through MMC Title 14, [Water and Sewers](#) and the City's [National Pollutant Discharge Elimination System \(NPDES\)](#) Permit.

² In Marysville's UGA, the City is the water and sewer provider in both incorporated and unincorporated areas. While the majority of the City's UGA has been annexed, being the major provider of these services has provided, and will continue to provide, the City with extraordinary influence on the appropriateness, timing and phasing of urban expansion.

³ Future urban growth is to be located first in areas already characterized by urban development where existing public facility and service capacity is available, and second in areas where public or private facilities or services are planned or could be provided in an efficient manner.

⁴ Critical areas include wetlands, areas with a critical recharging effect on aquifers or groundwater used for potable water, fish and wildlife habitat conservation areas, and frequently flooded areas. These areas can be in or outside the UGA, but their location, significance, and size are considered in establishing the UGA.

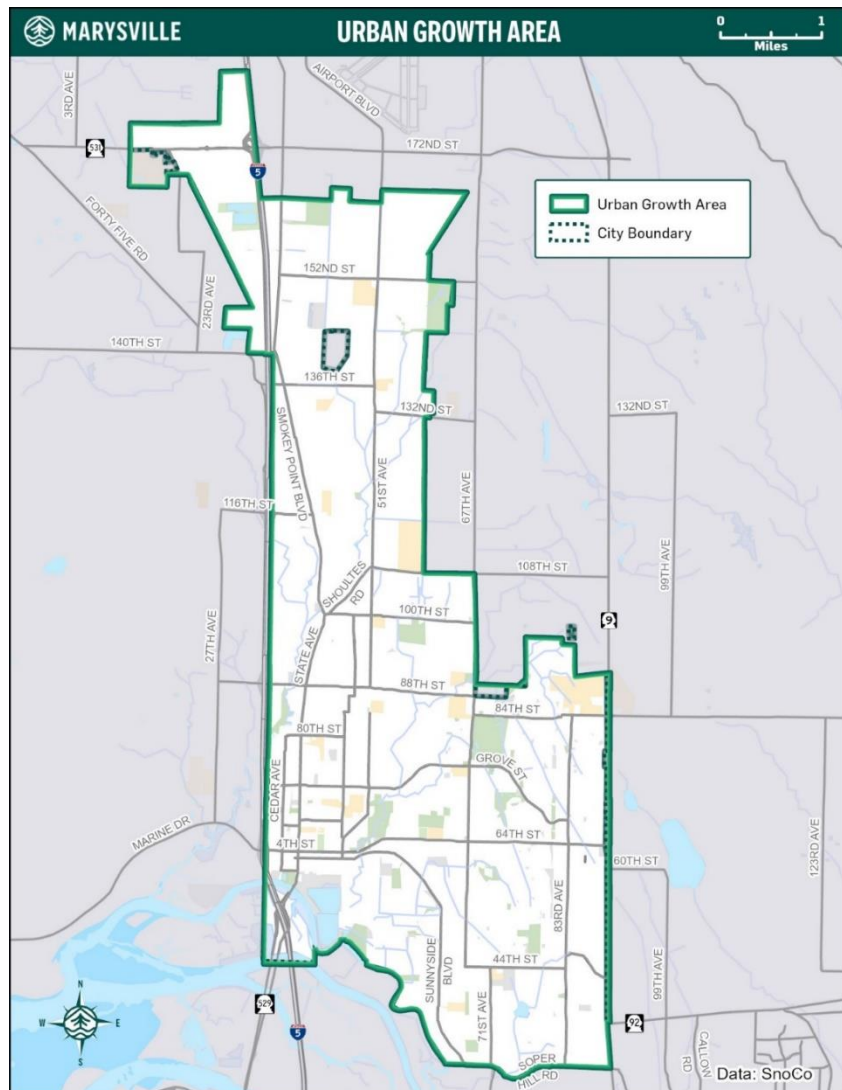
Annexation. Cities are ultimately expected to annex areas within their respective UGAs and, therefore, must plan for effective service delivery for transitioning these areas into the city limits. Marysville has actively sought annexation of its UGA, negotiated interlocal agreements with Snohomish County for annexation of and urban development within its UGA, and adopted policies to encourage transition of unincorporated areas into the City limits. These policies and agreements ensure a smooth transition from County to City jurisdiction when annexation occurs, and have helped facilitate annexation of virtually all of the City's UGA.

This Comprehensive Plan establishes additional policies and conditions to address public services, infrastructure

and utility extension and compatibility issues within Marysville's UGA and potential future annexation areas. These policies are intended to provide the City with guidance when undertaking decisions about future annexation. They encourage the City to carefully identify, evaluate and conduct annexations that will enhance the quality of life, improve the efficiency of services, protect the environment, and promote land use goals.

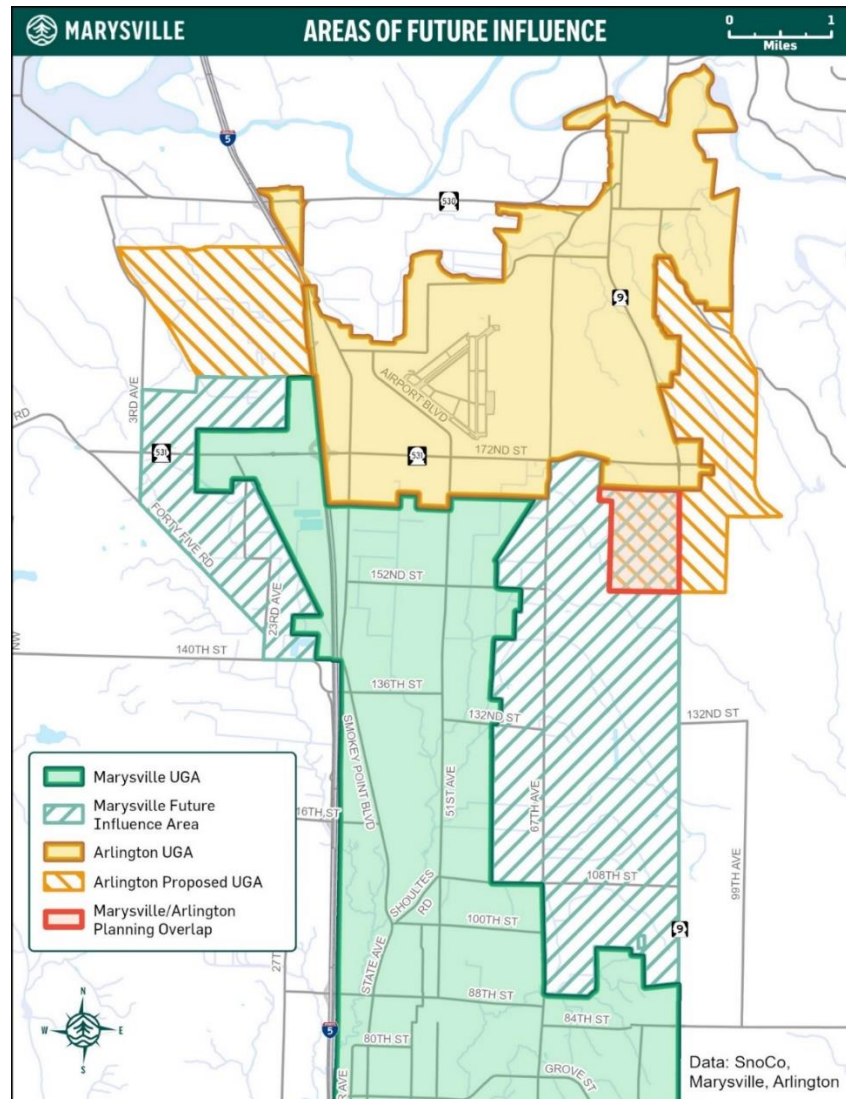
Areas of Future Influence. Washington State GMA and Puget Sound Regional Council (PSRC), planning require and encourage increased density within UGAs, and consideration of reasonable measures (see [Appendix 1](#)), prior to considering UGA expansions. While the City anticipates meeting the 2044 population, housing and employment targets allocated by Snohomish County within its current UGA, over time it is anticipated that future UGA expansions will be needed. [Figure 2.2](#) depicts Areas of Future Influence that are likely future expansion areas. One area to

Figure 2.1



the east of the City is designated as a potential expansion area in the Comprehensive Plans of both Marysville and Arlington, and will require ongoing coordination with Arlington and Snohomish County to finalize where each jurisdiction may expand in the future.

Figure 2.2



2.3 LAND USE INVENTORY

The Land Use Inventory evaluates the City's total acreage and developable acreage by land use designation/zoning in order to determine whether there is adequate land capacity to accommodate the City's population, housing, and employment growth targets. The land capacity estimates found in this section are derived from the Snohomish County 2021 [Buildable Lands](#)

[Report](#) (BLR) and companion Geographic Information Systems (GIS) files, and subsequent analysis by the City's Planning and GIS Divisions.

DEVELOPABLE LAND ANALYSIS

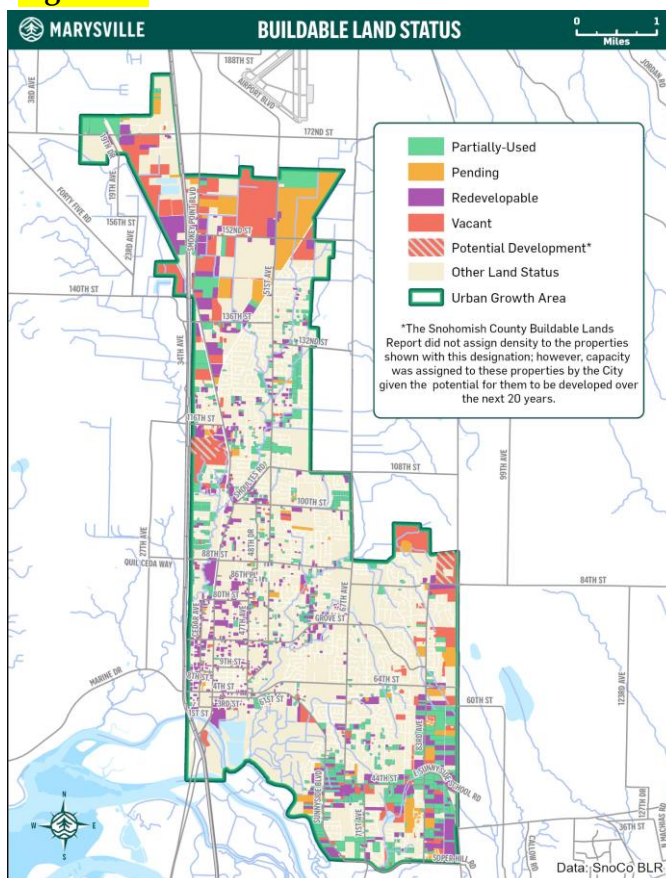
Snohomish County's 2021 BLR analyzes lands within the County and each City to determine which lands have future development potential. The land capacity analysis starts with a GIS evaluation of all lands within the City based on an April 2019 extract of Assessor's parcel records. Parcels are classified into those with and without additional development potential.⁵ Those with additional development potential are placed into the categories depicted in [Figure 2.3](#) and described below:

- Vacant are parcels without structures;
- Partially used are parcels that have existing structures on part of the site but have further development potential without demolishing structures;
- Redevelopable are parcels with existing structures that are candidates for demolition and redevelopment with new, more intensive uses; and
- Pending are parcels with pending applications for new development.

Properties with existing structures on or before April 1, 2019 were deemed developed and existing population and employment was allocated to them. Properties where projects are proposed, built or occupied after the date was allocated future capacity. Land on developable parcels that is not buildable was removed from the buildable lands inventory.⁶

An analysis of actual past residential, commercial and industrial development by City land use designation was conducted to approximate development densities (i.e. housing units or jobs per buildable acre) as detailed in [Appendix 2](#). These development densities were applied to buildable parcels in order to estimate additional housing unit and employment capacity.

Figure 2.3



⁵ The following parcels are classified as not having additional development potential: stable developed uses which are classified as constant, and land contemplated for public/institutional uses (e.g. schools, churches, municipal uses, etc.).

⁶ Unbuildable lands include critical areas and buffers (i.e. steep slopes, wetlands, streams, lakes, and floodplains); major utility easements; future arterial rights-of-way; and land needed for other capital facilities (i.e. schools, parks, water/sewer/storm, etc.).

The capacity estimates were then adjusted to reflect development uncertainties.⁷ The parcel level capacity estimates were then aggregated and applied to each respective City, UGA and Municipal UGA within Snohomish County.

LAND USE INVENTORY

The City of Marysville includes 11,663 acres of which 2,704 acres or about 23.2 percent of land is buildable as shown in [Figure 2.4](#) below.⁸ Fifty-six (56) percent of land within the City is designated as single family; however, this designation accounts for only 39 percent of the buildable land as depicted in [Figures 2.5 and 2.6 below](#). Industrial, commercial, multi-family, and institutional/recreation and open space land account for the remaining 44 percent.

Figure 2.4

Land Use Inventory by General Land Use Category ⁹					
Acreage ²	Single family	Industrial	Commercial	Multi-family	Institutional, Recreation & Open
Total	6,413	1,591	1,382	1,165	958
Buildable	1,047	649	615	348	41

Figure 2.5 Total Acreage by General Land Use Designation

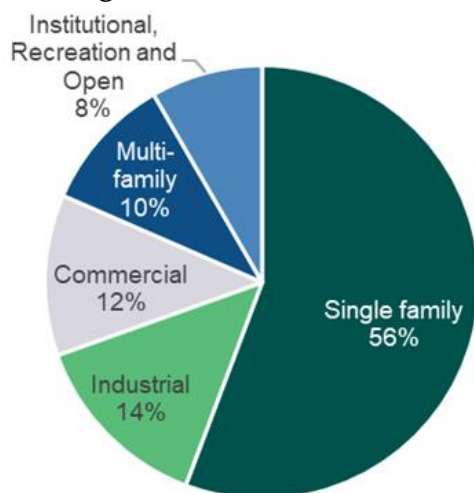
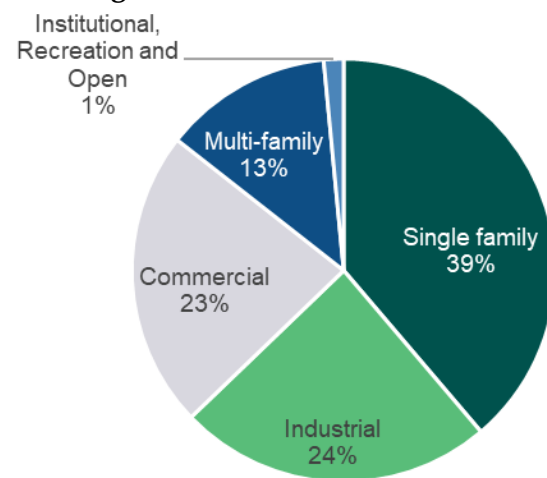


Figure 2.6 Buildable Acreage by General Land Use Designation



⁷ Development uncertainties include: the ability to obtain capital facilities and services (e.g. water and sewer) to support urban development, and market availability (i.e. property that is withheld from development) over the next 20 years.

⁸ A complete land capacity table is provided in [Appendix 3](#) of the Land Use Element.

⁹ The City of Marysville has 27 different land use designations. These designations are consolidated into the five general categories shown above for ease of interpreting the data. Most land use designations fall neatly into a category with the exception of the following three which are included in the general categories above as follows: Mixed Use is with Commercial, Flex Residential is with Residential, and Light Industrial with General Commercial Overlay is with Industrial. Approximately 155 acres are unannexed and, therefore, not included in this table.

2.4 2044 GROWTH TARGETS AND CAPACITY

The Growth Management Act (GMA) requires jurisdictions in Snohomish County to plan for growth over a 20-year time span using the State Office of Financial Management's (OFM) population forecasts.¹⁰ The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how to allocate the State's countywide forecast to cities, UGAs, and the rural/resource areas of the County utilizing the cooperative planning process of Snohomish County Tomorrow (SCT). The resulting 2044 population and employment growth targets guide local GMA comprehensive plan updates.

Snohomish County is anticipated to growth from 827,957 people in 2020 to 1,136,309 people by 2044. The City of Marysville is anticipated to receive 9.4 percent of the County's population growth, 8.5 percent of the housing unit growth, and 10.3 percent of the job growth over the next 20 years as shown in **Figures 2.7 and 2.8** below.

Figure 2.7 2044 Growth Targets and Capacity within the Marysville UGA

	Employment	Housing	Population
Existing	15,310 ¹¹	25,632	70,714
2044 Target ¹²	32,926	39,976	99,822
Additional Capacity	18,715	16,089	33,350
2044 Total Capacity	34,025	41,721	104,064

POPULATION

The City's population leapt from 39,628 people in 2009 to 60,020 people in 2010 as a result of the Central Marysville Annexation. Since 2010, the City has had an average annual population growth rate of 1.59 percent which equates to 1,058 additional residents each year. The City's 2023 population is 73,780, and is expected to growth at a 1.44 percent average annual rate approaching 100,000 people by 2044. The City has capacity for approximately 104,000 people, so has capacity to accommodate the 33,350 population allocation.

¹⁰ Puget Sound Regional Council (PSRC) has also issued forecasts for growth.

¹¹ Over 99 percent of the City's UGA has been annexed as a result of the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). SCT growth projections through 2044 show negligible population (1 person), housing (2 units), employment increases (93 jobs) in the unannexed UGA which is generally limited to the Lakewood School District compound and a small, existing neighborhood north of Ingraham Boulevard and east of 67th Avenue NE. Therefore, population, employment, and housing figures are not shown separately for the UGA and the City. It should be noted that minor discrepancies exist between SCT figures and City figures due to detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly employment in the Cascade Industrial Center (CIC).

¹² The targets noted in the chart are from the Snohomish County Tomorrow (SCT) planning process and are the City's growth targets. Based on additional analysis of the City's density assumptions, there is greater population and employment capacity as noted in the chart; therefore, both the target and capacity are shown.

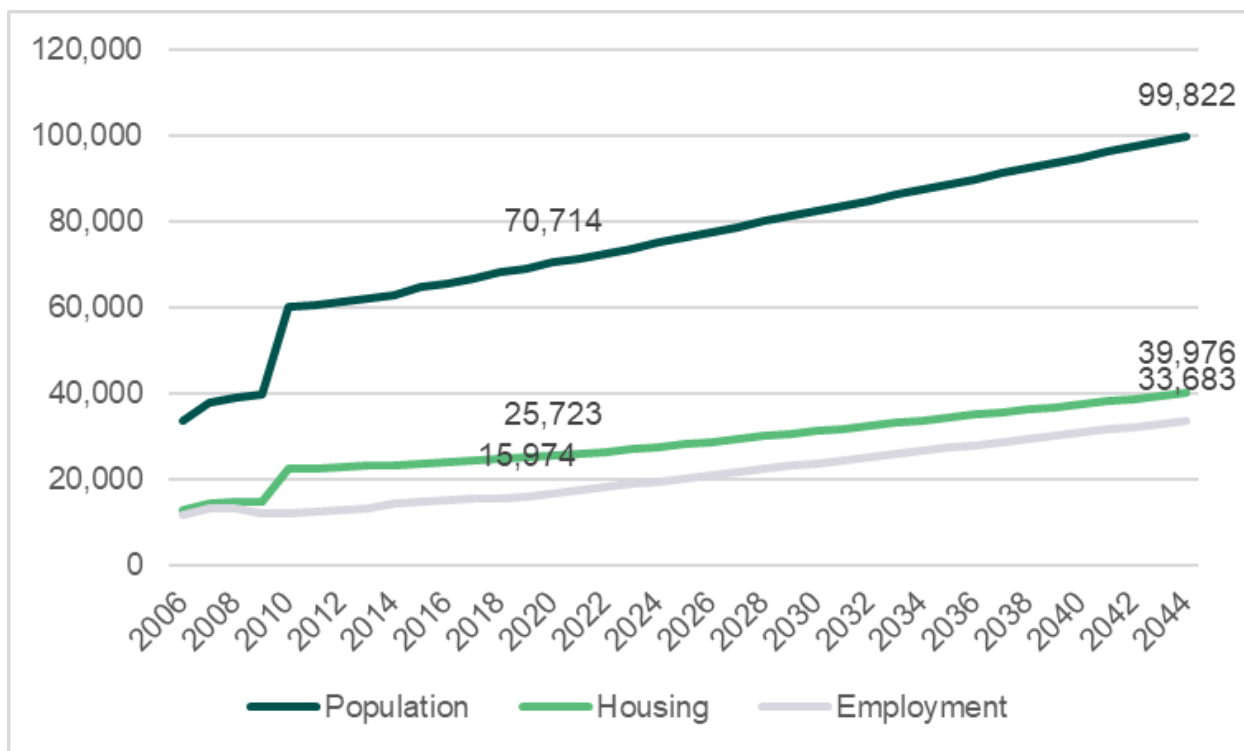
HOUSING

The City's population leapt from 39,628 people in 2009 to 60,020 people in 2010 as a result of the Central Marysville Annexation. Since 2010, the City has had an average annual population growth rate of 1.59 percent which equates to 1,058 additional residents each year. The City's 2023 population is 73,780, and is expected to grow at a 1.44 percent average annual rate approaching 100,000 people by 2044. The City has capacity for approximately 104,000 people, so has capacity to accommodate the 33,350 population allocation.

EMPLOYMENT

Since 2010, the City's housing stock has increased at an average annual growth rate of 1.43 percent arriving at 26,923 units by 2023. By 2044, it is projected that the City's housing stock will need to increase by 13,053 units to 39,976 total housing units to serve the projected 2044 population. This means that about 622 new housing units will need to be built each year, representing a 1.72 percent average annual growth rate. The City has capacity for approximately 41,721 housing units, so can accommodate the 14,344 unit housing allocation.

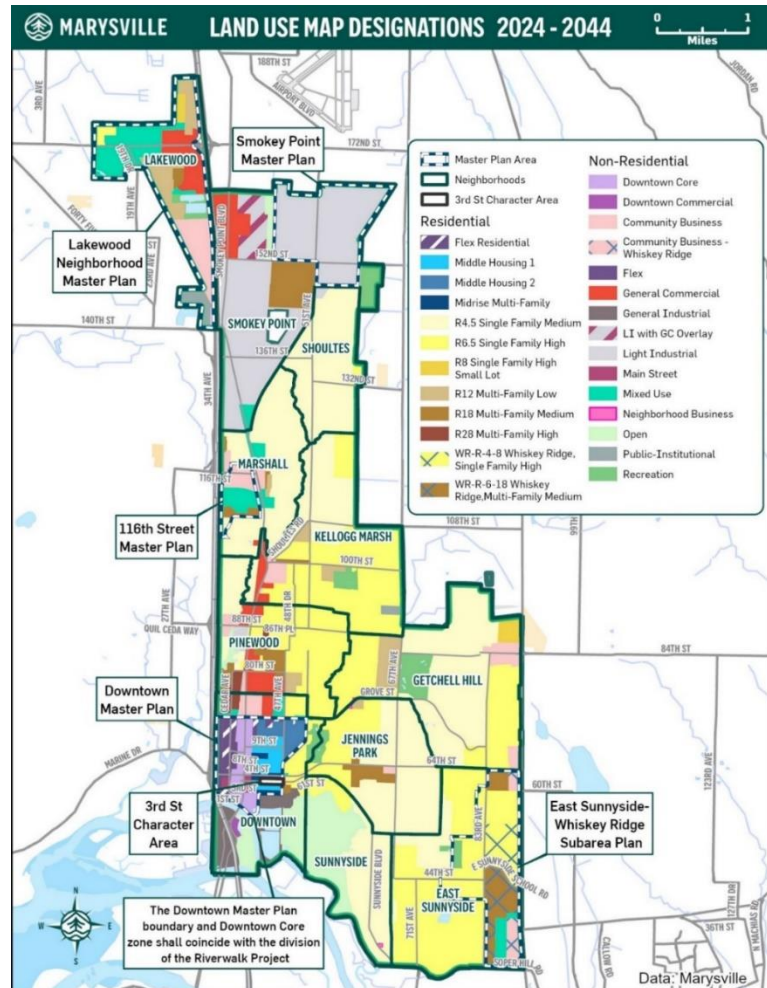
Figure 2.8 2044 Growth Targets and Capacity within the Marysville UGA



2.5 LAND USE DESIGNATIONS

Figure 2.9

The City's Future Land Use Map or Comprehensive Plan map sets forth the City's vision for where land uses (i.e. commercial, industrial, institutional, residential) should occur by applying land use designations for different areas of the City. The Future Land Use Map is then implemented by the City's official zoning map and land use regulations, which are regulatory tools. Due to the close relationship of these maps, zoning changes need to be consistent with the City's Future Land Use Map. The City's various land use designations are depicted in **Figure 2.9**. This map also shows the many Neighborhoods and Master Plan Areas within the City, which are discussed further in the 'Neighborhoods, Master Plan Area, and Centers' section.



Land use designations within the City generally fall into four broad categories: commercial, industrial, residential, and institutional/recreation/open. The City has several different land use designations under these broad categories that guide where specific uses can be constructed, what scale or intensity they can be, and, for residential uses, what density is allowed. Most land use designations and zones apply throughout the City; however, the Downtown Master Plan Area and portions of the East Sunnyside – Whiskey Ridge Master Plan Area contain zones unique to those master plan areas. Below is a summary of the broad land use categories followed by descriptions of the specific land use designations which are implemented through zones or zoning designations.

Residential

Historically in Marysville, single family and multi-family residential have been separate land uses. Single family zones primarily allowed for single family residences and duplexes with uses such as townhomes restricted to Planned Residential Developments (PRDs). Multi-family residential zones were intended for more intense residential uses such as townhouses and multi-family apartments; however, less intense single family and duplex development was also allowed. A long-standing objective has been to ensure compatibility of multi-family with established or proposed single family neighborhoods while providing sufficient multi-family residences to meet increasing housing needs.

With the adoption of House Bill 1110, different types of middle housing will be allowed in single family neighborhoods. Design standards have historically been used to mitigate the impacts of multi-family on single family neighborhoods, and will be even more important to ensure that middle housing infill does not disrupt the fabric of existing single family neighborhoods and that the impacts of larger multi-family continues to be mitigated.

Commercial

Marysville's commercial areas began in Downtown and then grew along State Avenue/ Smokey Point Boulevard. The City has a robust commercial base comprised of a variety of retail and service uses. Attracting more entertainment and sit-down dining options, and improving the appearance of commercial areas, through the creation of compact commercial centers, infill, building renovation, and enhanced landscape

Figure 2.10

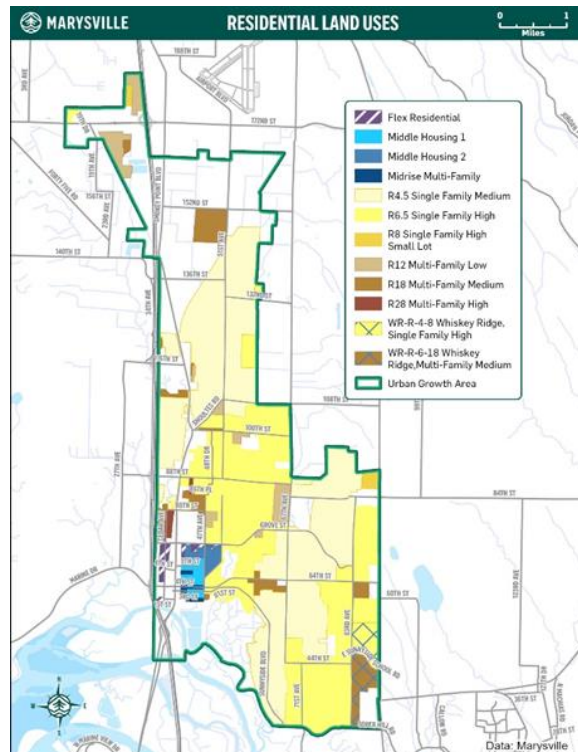
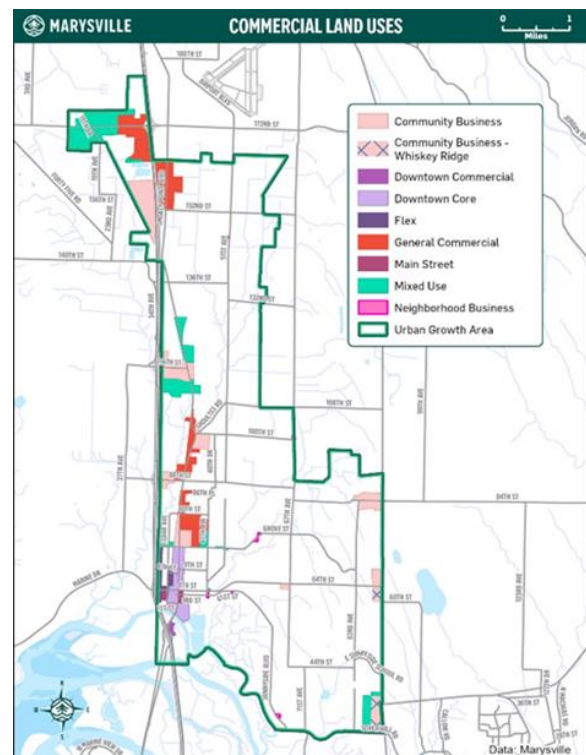


Figure 2.11



and architectural design, are long-standing community desires. Providing businesses in neighborhoods, appropriately scaled and located, can reduce reliance on motor vehicles.

Industrial

Figure 2.12

The City's initial industrial areas were in the Downtown along Ebey Slough and in Brashler's Industrial Park, and later developed along the north end of Smokey Point Boulevard. Today, new industrial uses that range from manufacturing to warehousing and distribution are being constructed in the City's Smokey Point Neighborhood, Smokey Point Master Plan Area, and Cascade Industrial Center as further described in the similarly entitled sections below. The City's long-standing goals of an improved jobs to housing ratio, and an employment center with a range of businesses and living wages jobs, are all coming to fruition.

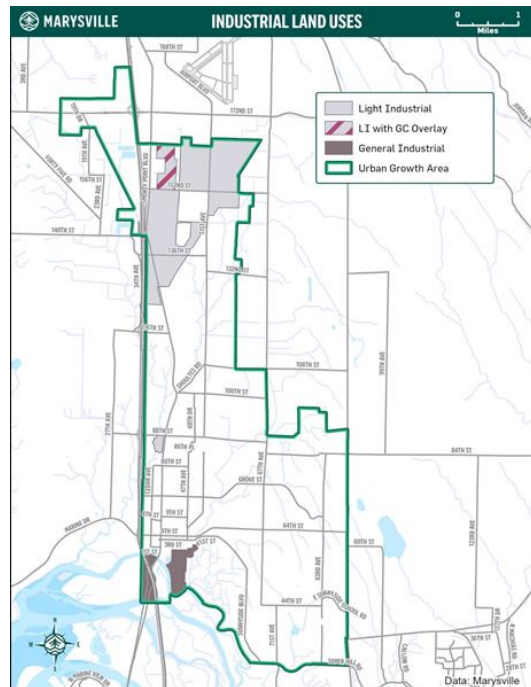
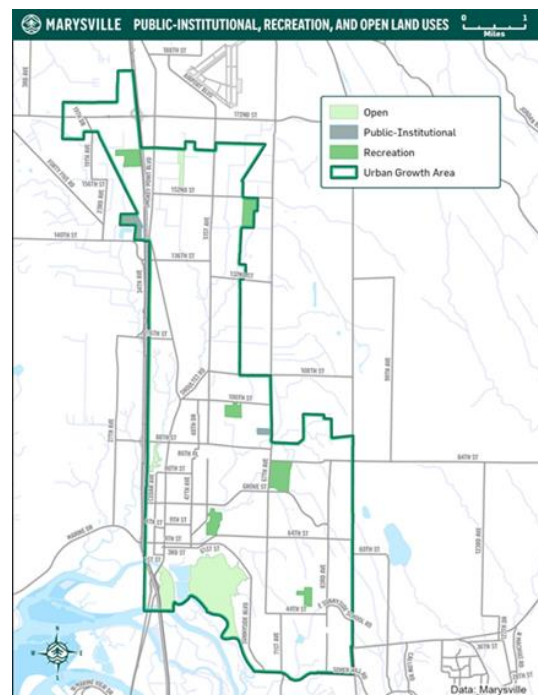


Figure 2.13

Public – Institutional/Recreation/Open

Public – institutional, recreation and open designated areas are dispersed throughout the City. Public-institutional designated lands are those intended for governmental buildings, churches and public facilities. Recreation designated lands coincide with parks, and Open designated lands contain undevelopable critical areas requiring permanent protection.



In this section, descriptions of land use designations that apply in the Downtown Master Plan Area are presented first followed by residential, commercial, industrial, institutional and recreation¹³.

¹³ Residential and commercial zones unique to the East Sunnyside – Whiskey Ridge Master Plan Area (ESWR MPA) are integrated with the general land use designations since they are limited in number and other areas of the ESWR MPA use the general land use designations.

Downtown

Downtown Core

The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial use and multi-family residences are allowed.



Main Street

The Main Street zone protects and enhances the character of Marysville's historic retail core. This zone encourages high-activity like restaurants, entertainment, and shops, and residential above the ground floor. New buildings should feature an active ground floor use. Parking is not required for some uses in small commercial buildings.



Flex

The Flex zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial. New residential, schools, daycares, and other similar uses are not allowed due to the proximity to I-5 and the BNSF railroad corridor.



Flex Residential

The Flex Residential zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial, and allows "missing middle" housing and low-rise apartments.



Midrise Multi-family

The Midrise Multi-family zone encourages dense multi-family housing. Commercial is allowed for properties abutting Third and Fourth Streets, but is limited to a ground floor element of a mixed use building for other properties within this zone.



Middle Housing 1

The Middle Housing 1 zone encourages small infill housing, especially “missing middle” housing. The zone protects the fine-grained, residential character of historic neighborhoods.

Middle Housing 2

The Middle Housing 2 zone encourages infill housing, especially “missing middle” housing and low-rise apartments. Commercial is not allowed except as a ground floor element of a mixed use building located on an arterial street, and is limited to uses that serve the immediate needs of the neighborhood. Small commercial uses on the ground floor of mixed use buildings located on arterial streets are a conditional use.

Residential

Medium Density Single Family, High Density Single Family, and High Density Single Family – Small Lot

The Medium Density Single Family (R-4.5), High Density Single Family (R-6.5), and High Density Single Family – Small Lot (R-8) zones encourage primarily single family residential and duplex development; however, these zones also allow townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions. The primary distinction among these zones is the allowed density as detailed in [Appendices 2 and 4](#).

Whiskey Ridge – High Density Single Family

The Whiskey Ridge, High Density Single Family (WR-R-4-8) zone encourages primarily single family residential and duplex development; however, this zone also allows for townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions.



Low Density Multi-family, Medium Density Multi-family, and High Density Multi-family

The Low Density Multi-family (R-12), Medium Density Multi-family (R-18), and High Density Multi-family (R-28) zones encourage multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions. The primary distinction among these zones is the allowed density and height as detailed in [Appendices 2 and 4](#).



Whiskey Ridge – Medium Density Multi-family

The Whiskey Ridge, Medium Density Multi-family zone encourages multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions.

Small Farms Overlay

The Small Farms Overlay is an overlay for agricultural uses¹⁴ in residential zones. The intent is to register small farms in order to confer official recognition of them, encourage their continuation (as long as desired by the property owner), and promote good neighbor relations between existing single family residences and small farms.

Commercial

General Commercial

The General Commercial zone encourages the broadest mix of commercial, wholesale, service and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment.



¹⁴ The Small Farm Overlay is implemented through MMC Chapter 22C.050, *Small Farms Overlay Zone*, which includes mitigation measures to ensure the compatibility of small farms with adjacent residential uses. New small farms must be 100,000 square feet (2.3 acres) in size; however, existing small farms may be smaller. Small farms may pursue horticulture, floriculture, animal husbandry, and similar uses.

Community Business and Community Business – Whiskey Ridge

The Community Business and Community Business – Whiskey Ridge zones provide convenience and comparison retail and personal services for local service areas which exceed the daily convenience needs of adjacent neighborhoods but which cannot be served conveniently by larger activity centers, and provides retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses.



Neighborhood Business

The Neighborhood Business zone provides convenient daily retail and personal services for a limited service area and minimizes impacts of commercial activities on nearby properties.



Mixed Use¹⁵

The Mixed Use zone provides for pedestrian- and transit-oriented high-density employment uses together with limited complementary retail and higher density residential development in locations within activity centers where the full range of commercial activities is not desirable.



Industrial

Light Industrial

The Light Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.



¹⁵ The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan.

Light Industrial with General Commercial Overlay

The Light Industrial with General Commercial Overlay zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, and warehousing along with the broadest mix of commercial, wholesale, service and recreation/cultural uses. This zone is intended as a transitional zone between Light Industrial and General Commercial areas that allows the market to determine whether industrial or commercial uses are the highest and best use of the site.

General Industrial

The Light Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking equipment but for commercial uses having special impacts. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.



Other Designations

Public-Institutional

The Public-Institutional zone allows for government buildings, churches, and public facilities.

Recreation

The Recreation zone establishes areas appropriate for public and private recreational uses. Recreation would permit passive as well as active recreational uses such as sports fields, ball courts, golf courses, and waterfront recreation, but not hunting. This zone also permits some resource land uses related to agriculture and fish and wildlife management.

2.6 NEIGHBORHOODS, MASTER PLAN AREAS, AND CENTERS

The vision, character and development pattern of the City is further shaped by designated Neighborhoods, Master Plan Areas, and Centers. This section details the intent of each of these areas and then subsequently describes each respective Neighborhood, Master Plan, and Center. Due to the close relationship of the Master Plans and Center with the Neighborhood in which it is located, the Master Plan and Center discussion is a subset of the Neighborhood description.

Neighborhoods. As discussed in the Vision section, the City believes that strong neighborhood planning efforts provide the basis for effective land use decisions. The use of Neighborhood

Planning Areas or Neighborhoods is intended to encourage a sense of identity, maintain historical associations, and foster community pride. This aligns with one of the City's key strategies to create a thriving community with a strengthened and improved image and identity. With continued growth and redevelopment, it is important to establish distinct neighborhoods and districts as shown in **Figure 2.9**. The basis for neighborhood planning areas comes from Marysville's past. Marysville is one of the oldest communities in Washington, and as a result boasts a history of small communities, landmarks, and cultural heritages that are associated with various areas. In some cases residents still use these names; other remnants of this history are found on maps, road, and school names. The historical richness of this community should not be lost in the future.

Neighborhoods will be defined by existing, and some anticipated, features. Each Neighborhood will have land uses that may allow some autonomy, such as services and stores, a mix of residential, and a variety of transportation modes, including pedestrian and bicycling paths. Land uses in one Neighborhood can also complement land uses in an adjacent Neighborhood, providing a desired functional mix within the greater Marysville area.

Master Plan Areas

Within certain Neighborhoods, Master Plans or Subarea Plans¹⁶ have been established to provide further vision and standards to direct growth. Master Plans are typically adopted for areas that have significant development or redevelopment potential, and unique issues that require pre-planning such as necessary transportation networks and access, utilities and drainage, and site and architectural design. Currently there are five Master Plans within the City: the Downtown, East Sunnyside – Whiskey Ridge, 116th Street, Smokey Point, and Lakewood Neighborhood¹⁷.

Most of the Master Plan areas were comprised of vast tracts of vacant land when the respective Master Plan was adopted; the exception is the Downtown Master Plan Area which has few vacant tracts, but an immense capacity for redevelopment due to the distinct opportunities the Downtown affords, and the age and condition of many existing structures. With the exception of the Lakewood Neighborhood Master Plan, whose boundaries coincide with the overall Neighborhood, the City's Master Plans guide development in only a portion of the respective Neighborhood in which the Master Plan is located.

Centers

The City currently has one designated regional center, the Cascade Industrial Center (CIC), which comprises the entire Smokey Point Neighborhood excluding the limited multi-family zoning in the Neighborhood. The CIC extends into Arlington encompassing the Arlington Municipal Airport and surrounding industrial lands. The CIC is the City's industrial and manufacturing

¹⁶ Within the City of Marysville, Master Plan and Subarea Plans are essentially interchangeable terms.

¹⁷ The 88th Street Master Plan was repealed in 2021. A Master Plan for the State Avenue Corridor may be pursued in the future.

hub, and confers various incentives and advantages due to its designation by Puget Sound Regional Council (PSRC) as a regional center.

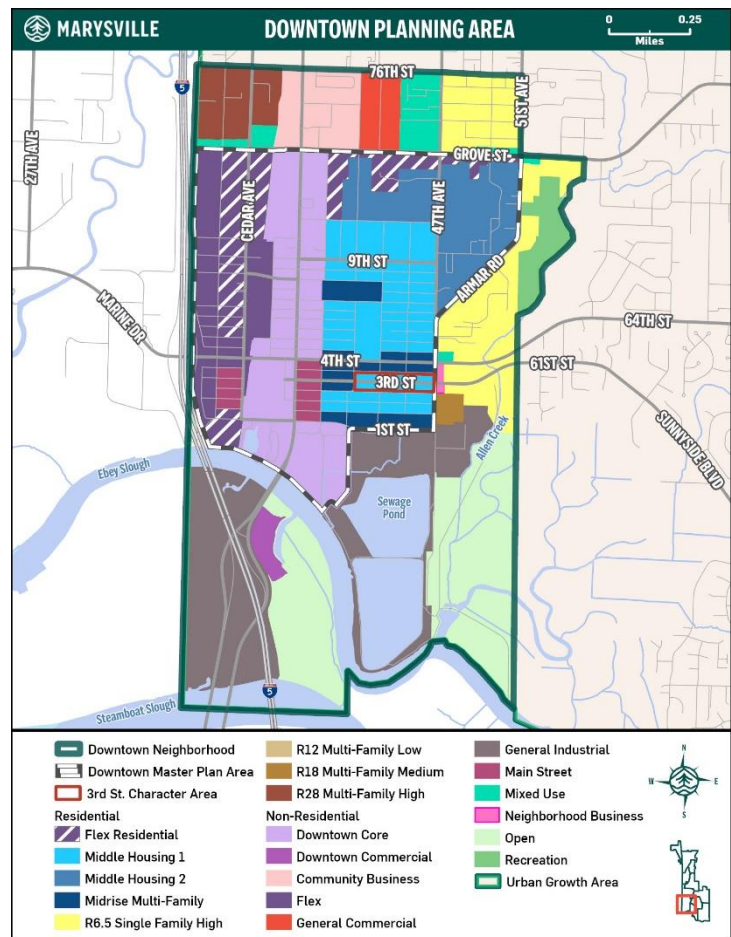
Figure 2.14

Downtown Neighborhood

History. The Downtown Neighborhood was the site of the original founding of the City. Downtown also presents the effects of three of the most important growth periods in Marysville's history. First was the founding and original platting of the City, beginning on the waterfront and moving east to Allen Creek and north to 8th or 10th Street. Next was the construction of Highway 99 which reoriented business downtown from the waterfront to this roadway. Finally, was the building of Interstate 5 followed by the construction of the mall; both signaled the importance of the automobile.

In recognition of the strategic importance of Downtown in establishing the City's image and identity, Downtown Visioning was completed in 2004 that ultimately culminated in the 2009 Downtown Master Plan (DMP). The original DMP boundaries were Interstate 5 to the west, Ebey Slough to the south, Alder Avenue to the east, and 8th Street to the north. The DMP set a vision and strategies for a vibrant, compact, mixed use urban Downtown core, and identified street and park improvements to catalyze the envisioned redevelopment. Between 2009 and 2020 the City completed extensive public improvements, but had not seen significant development activity within the Downtown Master Plan Area.

In 2020 the City obtained a grant from the Washington State Department of Commerce to update the Downtown Master Plan with an aim of modernizing and streamlining standards, increasing residential capacity, and attracting private investment. Adopted in 2021, the updated Downtown Master Plan expands the Downtown Master Plan Area north to Grove Street and east to 47th Avenue/Armar Road/51st Avenue, while retaining the original western and southern boundaries. The updated DMP allows for a wider range of residential options including middle housing, and identifies infrastructure and programmatic needs and priorities as more fully discussed in the Downtown Master Plan section below.



Predominant Land Use. The Downtown Neighborhood features the most variation in zones and uses among the City's eleven Neighborhoods. The core of Downtown features many original buildings along 3rd Street east of State Avenue and west of Cedar Avenue. These original buildings are separated by the Marysville Town Center Mall which disrupted the historic street grid when it was constructed in the late 1980s; redeveloping the mall site and reestablishing the historic street grid are long-standing goals of the City.

Small scale commercial uses flank State Avenue, many constructed when the road was known as Highway 99 and was a major north-south thoroughfare through the region. Commercial uses are also intermixed in other area notably along Ash, Beach and Cedar Avenues and north of Grove Street. Multi-family residential uses are primarily located west of State Avenue along Beach and Cedar Avenues, but can be found throughout the neighborhood. Single family uses are found throughout the neighborhood with the greatest concentration east of State Avenue.

Downtown Master Plan.

The 2021 Downtown Master Plan (DMP) aims to promote activities that enhance the City's economic vitality, and upgrade the character, identity and appearance of Downtown as a vibrant focal point. Land uses that support transit and multi-modal transportation, and varied housing options are encouraged. The DMP also endeavors to foster a mix of activities to live, work, play, and learn, as well as subdistricts with their own focus and character.

The main objectives of the DMP are detailed below:

- **Redevelopment.** Anticipating and planning for redevelopment of both City-owned and other key properties is the overarching objective of the DMP. With the update of the DMP, the City evaluated barriers to redevelopment and aimed to reduce them. A form-based code¹⁸ was adopted to direct development to meet public and private objectives, and provide graceful transitions between higher and lower intensities. Parking standards were recalibrated to balance development feasibility with: future parking trends¹⁹, impacts of parking on the public realm, and the provision of sufficient parking to meet business and resident needs. Identifying catalyst projects to spur private investment Downtown is recommended by the DMP; the [2021 Waterfront Strategic Plan](#) furthers this initiative by identifying several catalyst projects that either have been constructed or are proposed for construction in the future.

Within the DMP, the key properties or areas that are planned for redevelopment include:

¹⁸ Form based codes are development regulations based on the human experience of a building's exterior rather than its interior use. In contrast to conventional development regulations, form based codes provide robust graphic examples to illustrate the type of development that is expected and encouraged.

¹⁹ Future parking trends include increased use of transit including Bus Rapid Transit, bicycling, shared and autonomous vehicles, etc.

- **Town Center.** The Town Center Mall is proposed to be a central node with reestablished pedestrian connectivity, public space, local businesses, services, and residences;
- **Waterfront.** City-owned waterfront properties are proposed to be developed with a mix of uses (e.g. retail, services, restaurants, gathering spaces, etc.) and connectivity to the Waterfront along Ebey Slough.
- **Civic Center and Comeford Park.** Construction of the Civic Center and improvements to Comeford Park have renewed a community gathering space, reframed the community's perception of Downtown, and illustrated the immense possibilities that the Downtown offers. Development that connects the Civic Center, historic retail core, Waterfront, and Town Center is encouraged.

Other redevelopment objectives include:

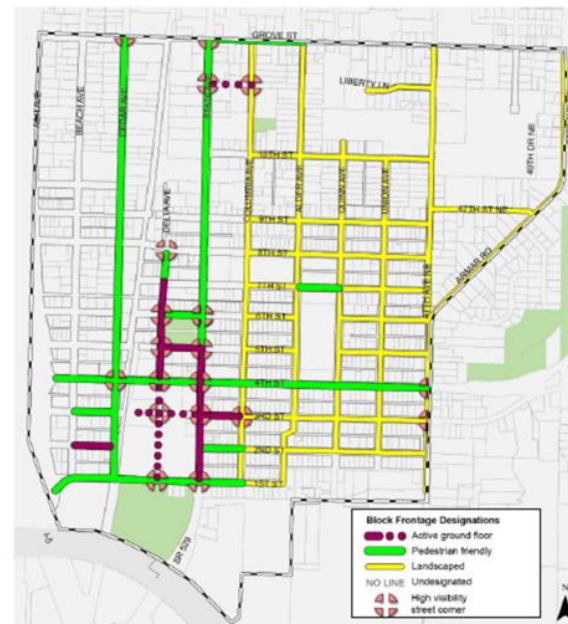
- **Housing.** Increasing the quality and variety of housing Downtown with a focus on apartments in denser areas, and middle housing in lower density residential areas. Housing options for newer residents and senior citizens are also desired.
 - **Districts.** Different districts within the DMP should be cultivated and promoted notably the 2nd/3rd Street historic retail core, and an entertainment district building on the success of the Opera House. Visual connections between the Waterfront, Town Center, the historic retail core, entertainment district and Civic Center should be strengthened, and benefits of the BNSF railway should be leveraged.
 - **Economic Development.** The DMP aims to encourage a variety of businesses, from restaurants and retail to farmers market and artisan manufacturing, to locate Downtown while preventing the displacement of small businesses.
 - **Aesthetics.** The community desires to improve the aesthetics and pride of ownership in Downtown while preserving desirable historic character. Improving the appearance of the City from Interstate 5, and along State Avenue and 4th Street further this objective.
- **Transportation.** The transportation focus for the DMP is to use street design to enhance: Downtown's identity, transportation and multi-modal connectivity, and transit use.
 - **Community Livability.** The DMP also aims to promote activities and improvements that foster community, celebrate diversity, and improve access to parks, trails and open spaces.

Future Vision

The Downtown Neighborhood is the center of the community, and significant planning efforts have been pursued over the past 20 years to revitalize the Downtown, including the adoption of Master Plans and numerous catalyst projects including the Civic Center and First Street Bypass. Over the next 20 years, the City envisions new and redeveloped commercial uses in Downtown and along the Waterfront. Redevelopment is intended to create a distinctive, attractive and pleasant character that distinguishes Downtown from other parts of the City, and a Waterfront that is a destination unique to not only Marysville but the region.

Streets within the DMP area have been assigned block frontage designations (i.e. active ground floor, pedestrian-friendly, landscaped, and undesignated as shown in **Figure 2.15**), which will determine the orientation of buildings and amount and type of transparency (i.e. amount of windows), pedestrian improvements, landscaping, etc.; these block frontage designations are further described in the DMP. High visibility corners are required to be enhanced with special architectural features. Commercial is required to step down building heights for properties that abut residential zones, and buildings must use durable, high-quality, urban materials.

Figure 2.15



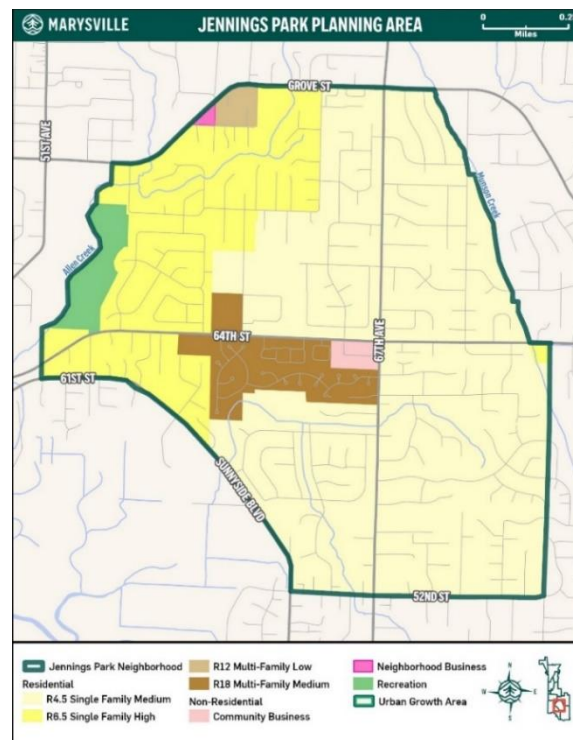
Incremental infill multi-family and middle housing is anticipated in the multi-family zoned properties surrounding the commercial areas. Traditional architecture with gable or hip roofs are encouraged particularly in the designated Third Street Character Area. Craftsman architecture and architectural details are also strongly encouraged to honor the historical character of the area. To facilitate infill, standard residential setbacks are reduced in the DMP.

Jennings Park Neighborhood

History. The Jennings Park Neighborhood developed in the 20th century as the center of Marysville moved eastward; however, there are no particularly notable remnants of this history. The neighborhood's character is primarily defined by natural elements: Jennings Park, and Allen and Munson Creeks and their associated wetlands. There are also good westward views east of 67th Avenue NE. SR 528, a significant east-west roadway, bisects the planning area.

Predominant Land Use. The Jennings Park Neighborhood consists of predominantly medium and high density single family residential. Commercial and medium density multi-family uses, which include apartments, mobile home parks, and retirement homes, are primarily located at the southwest corner of 67th Avenue NE and 64th Street NE. A small pocket of low density

Figure 2.16



multifamily and Neighborhood Business zoning are located along Grove Street in the vicinity of 59th Avenue NE. The Neighborhood hosts the Marysville YMCA and Allen Creek Elementary along 64th Street, and the Marysville Library along Grove Street.

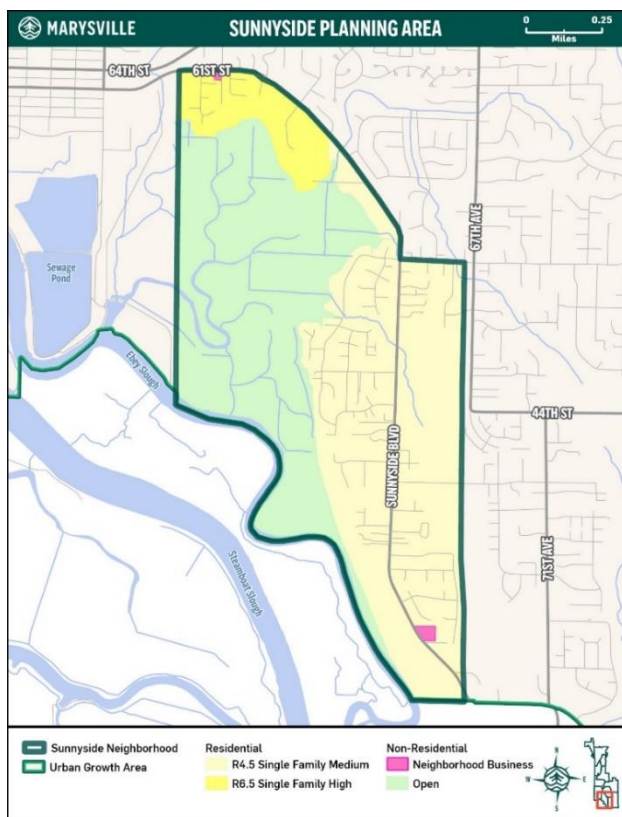
Future Vision. The Jennings Park Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Additional multi-family is anticipated in the pocket of low density multi-family zoning located along Grove Street. Some commercial redevelopment could occur; the scale and appearance of architecture must be compatible with and complement adjacent residential uses particularly in the Neighborhood Business zone. Redevelopment of the manufactured home parks located at the southwest intersection of 64th Street NE and 67th Avenue NE could occur; however, preservation of these parks is encouraged. Infill development should be consistent with the existing single family residential character and allow for larger setbacks, traditional architecture with gable or hip roofs encouraged, and generous front porches. Pedestrian connections must be completed as development occurs.

Sunnyside Neighborhood

History. The Sunnyside Neighborhood is named after the upland community that predates Marysville, and is characterized by stunning westward views, ravines, woods, and the expansive Ebey Slough floodplain. Sunnyside's school system served Marysville residents before they started their own. Sunnyside Boulevard was the primary connection between Marysville and Everett until the 1920s. The current boundaries of the neighborhood differ somewhat from the original community.

The Tulalip Tribes purchased the floodplain portion of the Sunnyside Neighborhood in order to pursue the Qwuloolt Estuary Restoration Project which reestablished a significant estuarine wetland. Ebey Slough and this wetland have "returned natural hydrologic processes to the ecosystem" and provide valuable habitat for salmon, wildlife and plants.²⁰ Ebey Slough, various parks, the Ebey Waterfront Trail, and connectivity to

Figure 2.17



²⁰ Source: [Tulalip Qwuloolt Estuary Restoration Project - Rivers and Tides](#).

Downtown result in this neighborhood being a significant destination for Marysville residents, and the potential to be a regional destination for visitors including bicyclists, pedestrians, and kayakers.

Predominant Land Use. The Sunnyside Neighborhood is predominantly medium and high density single family residential in the upland area adjacent to Sunnyside Boulevard, which is generally located along and above a ridge. The land located west of the ridge is dominated by the Qwuloolt Estuary and associated floodplain, with some small farms remaining. Commercial within this neighborhood is limited to two small areas zoned Neighborhood Business: the western commercial area is developed with a convenience store while the southern one is currently undeveloped.

Future Vision. The Sunnyside Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs. Craftsman architecture and details are strongly encouraged to honor the historical character of the area. Residential development along Sunnyside Boulevard is encouraged to capitalize on the expansive westward views. Development or redevelopment of the Neighborhood Business sites is encouraged; the scale and appearance of architecture must be compatible with and complement adjacent residential uses.

Figure 2.18

East Sunnyside Neighborhood

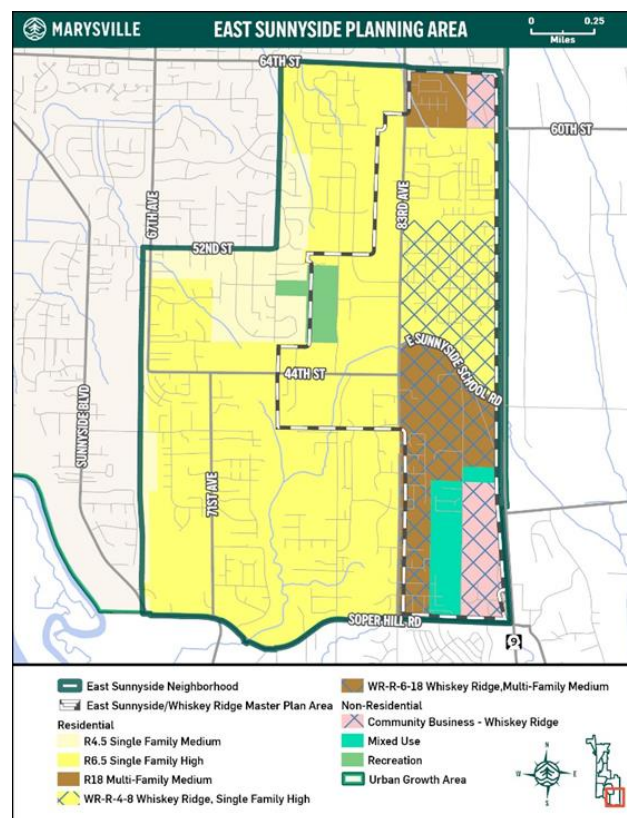
History. The East Sunnyside – Whiskey Ridge Neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

Predominant Land Use.

The majority of the neighborhood consists of medium and high density single family. Community Business – Whiskey Ridge and medium density multi-family is located in the northeast corner of the neighborhood, while Community Business – Whiskey Ridge, Mixed Use, and medium density multi-family zoning is located in the southeast corner.

East Sunnyside – Whiskey Ridge Subarea Plan.

The East Sunnyside – Whiskey Ridge Subarea Plan was adopted in May 2007. The



neighborhood provides a gateway to the City; therefore, a primary objective of the Plan is to “create a distinctive urban edge and facilitate the development of enduring and long-term neighborhoods for a growing community” as well as to “balance the largely single family residential growth” with other uses. The Plan also envisions commercial and job opportunities in close proximity to residential uses; the provision of parks, open space, and robust public facilities; and enhanced design of streets and architecture. Key objectives of the East Sunnyside – Whiskey Ridge Subarea Plan are summarized below:

Commercial and Mixed Uses. Commercial uses should be provided along, and have visibility from, Highway 9 with Mixed Use in areas to the north and west of commercial areas. Sites should be attractive from Highway 9, adjoining public streets, internal parking areas, and surrounding neighborhoods, but should be oriented to the community with four-sided architecture.

Residential. Flexible residential zoning should allow for a mix of single family and multi-family uses with incentive zoning used as a tool to encourage quality, higher density development and physical improvements to the Neighborhood. A decorative wall or fence should be provided to protect residences from Highway 9 noise, visibility and future widening.

Transportation Connectivity and Street Presence. Establishing a robust network of roads with street presence is important for this Neighborhood. A connection to Highway 9 at SR92 to provide east-west connectivity between Sunnyside Boulevard and Highway 9 is planned for. This connection should be a boulevard with landscaping and streetscape improvements from Highway 9 to 87th Avenue NE. Gateways will be created at Highway 9 and SR92, and at Soper Hill Road and Highway 9. Collector and minor arterials will implement the arterial streetscape plans with ample landscaping. Densmore Road will be converted to a wide multi-use trail providing connectivity to other trails, and from residential neighborhoods to commercial.

Design Standards. An upgraded neighborhood quality will be achieved by implementing the Whiskey Ridge Design Requirements. Attractive streets and clean visual lines along arterial streets will be achieved through:

- Consistent fencing, walls, and landscaping;
- Relocating power lines (distribution) underground; and
- Constructing as natural ponds, underground vaults, or with setbacks and landscaping.

Public Facilities. Ensure adequate public facilities including a fire station, new Lake Stevens School District school, various parks, and trails including the Bayview Trail extension.

Future Vision. The East Sunnyside – Whiskey Ridge Neighborhood has experienced significant residential development since 2006. Residential uses have primarily consisted of single family residences; however, townhouses and multi-family residences have also been constructed. Most of the commercial land in the northeast corner of the neighborhood has been developed. Several commercial uses have been developed in the southeast corner of the neighborhood over the past

several years, and additional retail, personal service and related commercial uses, along with multi-family is expected to continue over the planning period.

Getchell Hill Neighborhood

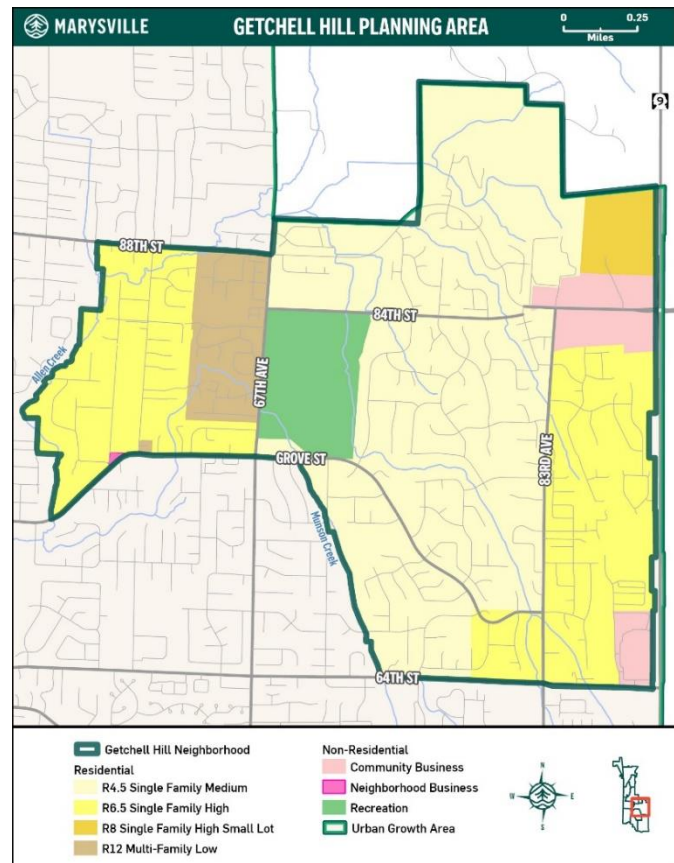
History. The Getchell Hill Neighborhood takes its name from a historic town that no longer exists. A railroad serving this community used to run along Getchell Hill, but was converted into the Centennial Trail, part of the Snohomish County trail system. The neighborhood, as designated in the Plan, overlaps a portion of the historic Kellogg Marsh community. The most notable landmark in this neighborhood is Cedarcrest Golf Course. Residences in this neighborhood are graced with spectacular views of Puget Sound and the Olympic Mountain range.

Predominant Land Use.

The neighborhood is characterized primarily by medium and high density single family development with some multi-family and townhouse development along the west side of 67th Avenue NE and north side of 84th Street NE. Community Business zoning is relegated to the eastern portions of the neighborhood along 84th Street NE and 64th Street NE. The CB zoned property along 64th Street NE is developed with a Wal-Mart while the CB zoned properties along 84th Street NE are undeveloped.

Future Vision. The Getchell Hill Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs. Where views are possible, homes are encouraged to consider them in home orientation and design. Remaining developable land in the neighborhood is largely located in the vicinity of 84th Street NE and Highway 9. This area will allow for a commercial complex to serve the needs both of the neighborhood and motorists using Highway 9, and is encouraged to provide amenities within walking distance of residences. The large, single family zoned properties located generally at the

Figure 2.19



northwest corner of 84th Street NE and Highway 9 is primarily held by the Marysville School District and may ultimately be developed as a school or be sold for residential development.

Pinewood Neighborhood

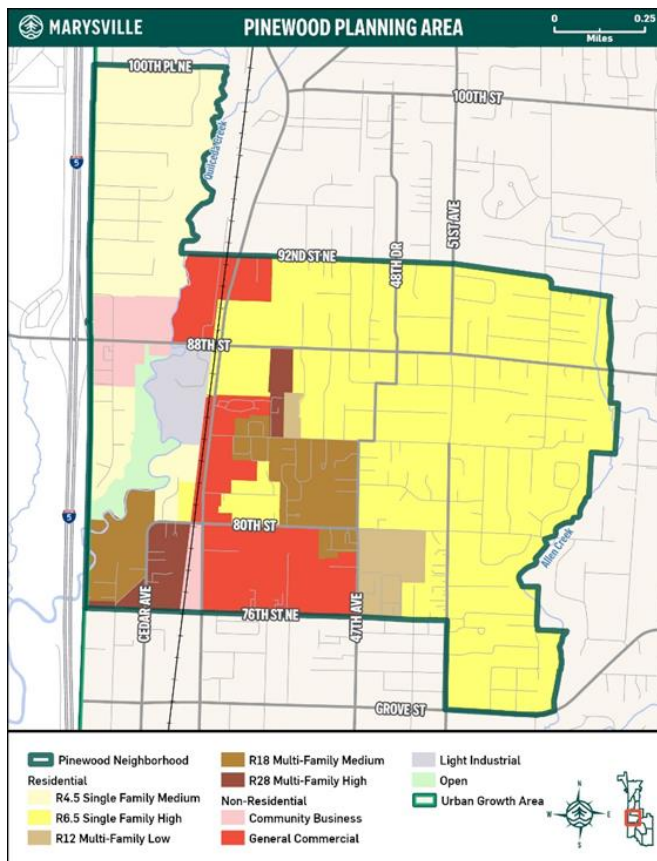
History. The Pinewood Neighborhood borders the northern edge of Downtown and is the first area the City expanded as it outgrew its original core in the 1960s. The Pinewood Neighborhood draws its name from the Pinewood Elementary School, which appears to have been named in 1967 after the stately trees present in the neighborhood. Other key landmarks in this neighborhood include the Marysville Cemetery and Saint Mary's Catholic Church along 88th Street NE.

In June 2011, the City adopted its first form based code, the 88th Street Master Plan, for the area located at the southwest corner of 88th Street NE and State Avenue, east of Quil Ceda Creek. The Plan envisioned residential uses above ground floor commercial uses. Significant access constraints for the area, largely due to the 88th Street NE and State Avenue intersection and the Burlington Northern Santa Fe railway, resulted in the 88th Street Master Plan being repealed in 2021 and rezoned to Light Industrial, which is consistent with existing uses for the site.

Predominant Land Use. The western portion of the Pinewood Neighborhood is characterized by a mix of commercial and multi-family zoning and land uses, while the northern and eastern portions are primarily medium and high density single family zoning and uses. Much of the Community Business development along 88th Street NE is subject to an access management plan that requires joint access for properties located between State Avenue and 36th Avenue NE. This plan was developed to promote the long range capacity, level of service and safety of motorists along 88th Street NE.

Future Vision. As a gateway to the City, an attractive, consistent streetscape is required to be implemented on 88th Street based on the Major Arterial Streetscape standards; signs abutting 88th Street must be monument signs, not pole or pylon. Most commercial and industrial lands are developed; however, there are vacant, redevelopable and partially used commercial and industrial zoned lands interspersed among developed lands that would lend themselves to

Figure 2.20



redevelopment or further development. Community Business development along 88th Street is subject to an access management plan that requires joint access for properties located between State Avenue and 36th Avenue NE. Zoning changes along State Avenue, to allow for more commercial and multi-family development options, may also occur in the future at the discretion of City Council in order to leverage the benefits of future Community Transit SWIFT Bus Rapid Transit service; this is discussed further in the State Avenue Corridor section below.

Multi-family and single family residential areas are also largely development; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs.

State Avenue Corridor.

State Avenue/Smokey Point Boulevard is the longest north-south corridor within the city limits.²¹ The road is part of Old Highway 99, which was Washington State's primary north-south highway prior to the construction of Interstate 5.²² Businesses catering to Old Highway 99 motorists developed alongside the road; this is particularly evident in the numerous small, older businesses located south of 80th Street NE.

Over the years, State Avenue has functioned as a key retail district; however, many stretches are either underutilized or would benefit from upgrading, and there are significant opportunities for redevelopment along the corridor. Community Transit's SWIFT Bus Rapid Transit (BRT) service, specifically the 'Gold Line' is anticipated to be extended to Marysville and Arlington in 2027 – 2029. BRT is designed to move people quickly between destinations and is most successful when it is surrounded by higher residential densities, robust job centers, and other destinations such as retail and services.

The potential SWIFT routes that are currently under the greatest consideration enter the City via SR529 and continue north on State Avenue until 100th Street NE. At 100th Street, the potential routes diverge with one continuing along State Avenue until 136th Street NE where it then turns east to 51st Avenue NE, and the other heading northeast on Shoultes Road to 51st Avenue NE. The potential routes would both use 51st Avenue north of 136th Street continuing on to the Smokey Point Transit Center via 172nd Street NE. These potential routes are anticipated to cover the full extent of the Downtown and Pinewood Neighborhoods²³.

Since the ultimate SWIFT route is still being determined, and the City anticipates having adequate residential capacity over the planning period without rezoning land, zoning changes are not

²¹ State Avenue is known as Smokey Point Boulevard north of 136th Street NE.

²² [Washington State Route 99 - Wikipedia](#)

²³ While the SWIFT route is also proposed to travel through the Kellogg Marsh, Marshall, Shoultes and Smokey Point Neighborhoods, it is discussed in the Pinewood Neighborhood section since that is the first neighborhood that the service is likely to enter that could potentially experience zoning changes as a result of the service being deployed in the City.

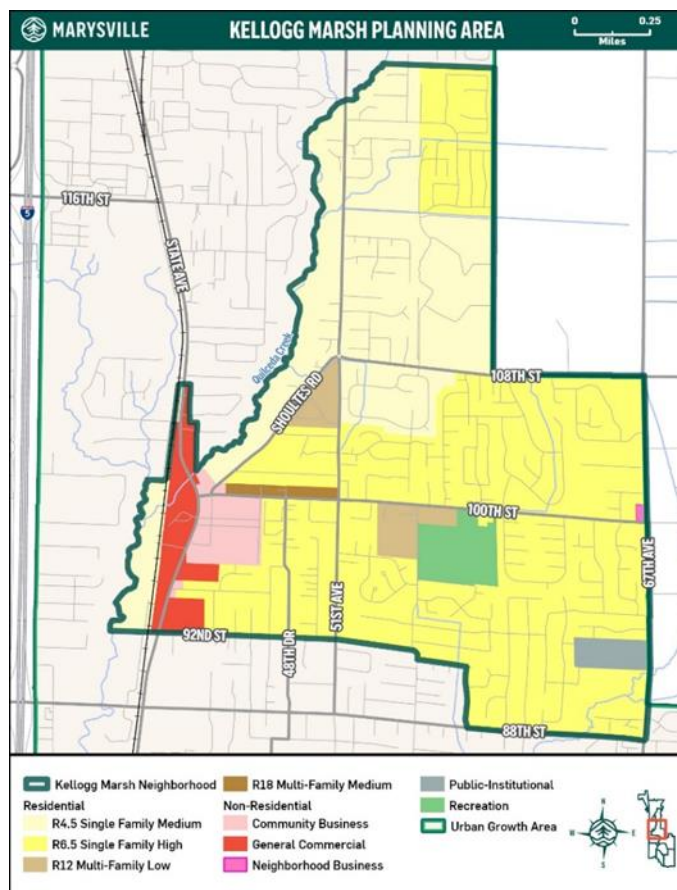
proposed along State Avenue with this Plan. However, changing circumstances may serve as a catalyst for zoning changes in the future.^{24 25}

Kellogg Marsh Neighborhood

Figure 2.21

History. The Kellogg Marsh Neighborhood overlaps the old community of Kellogg Marsh. It stretches between the main branch of Quilceda Creek and agricultural lands to the east. Key landmarks are the significant commercial center at the intersection of 100th Street NE and State Avenue, Marysville-Pilchuck High School, and Mother Nature’s Window along 100th Street NE.

Predominant Land Use. The western portion of the Kellogg Marsh Neighborhood is defined by commercial uses and zoning along State Avenue. Limited multi-family zoning and uses are located along 100th Street NE and Shoultes Road. Medium and high density single family residential uses and zoning characterize the majority of the neighborhood. A small pocket of Neighborhood Business zoning is located at the northwest corner of 100th Street NE and 67th Avenue NE.



²⁴ Changing circumstances may include, but are not limited to: the establishment of the ultimate SWIFT route; residential growth occurring at a faster than anticipated rate and an associated need for more housing; and direction from the City Council to rezone to catalyze redevelopment.

²⁵ Some reasons that the City may desire to pursue zoning changes along State Avenue include:

- **Spark Redevelopment and Leverage Amenities along State Avenue.**²⁵ With the existing zoning, minimal redevelopment has occurred along the State Avenue corridor over the past 20 years. Having the option to amend the zoning in the future could spur redevelopment. In addition, residential development along State Avenue would leverage the benefits of being in close proximity to goods and services, Interstate 5, the Cascade Industrial Center (CIC), pedestrian facilities, and general bus services. It could also reduce the need for future UGA expansions and rezones of residential areas;
- **Align with Puget Sound Regional Council’s (PSRC) Regional Goals.** PSRC’s VISION 2050 has a goal for 65 percent of the region’s population growth to be within walking distance of high capacity transit. While this is a regional goal, and individual city goals are allowed to differ, future zoning changes would further progress towards this goal; and
- **Additional Capacity for Longer Time Horizon.** As the vacant greenfields in the Lakewood, East Sunnyside-Whiskey Ridge, and other neighborhoods is used, future development is anticipated to shift to infill development and redevelopment of existing underutilized lands throughout the City including Downtown. There are some large sites Downtown that lend themselves to development; however, redevelopment in many areas will either require aggregating smaller parcels (i.e. significant land acquisition costs) for large development projects, or will be smaller scale, middle housing infill projects.

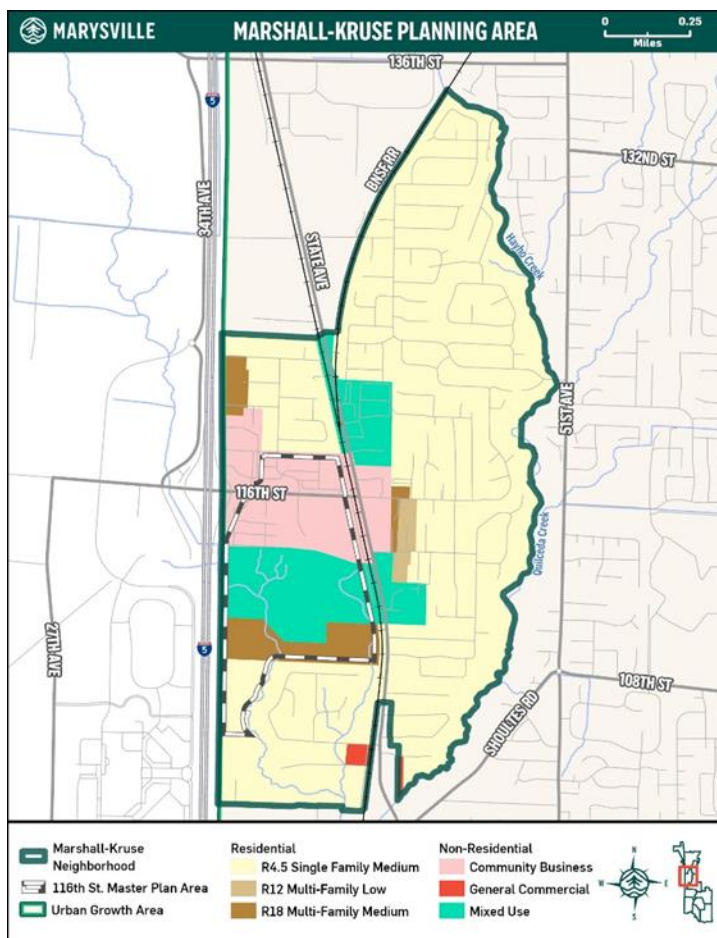
Future Vision. Commercial within this neighborhood is concentrated along State Avenue, and at the intersection of 100th Street and State Avenue. As discussed in the State Avenue section above, zoning changes along State Avenue, may also occur in the future at the discretion of City Council. Multi-family development is anticipated to occur along the south side of 100th Street in the vicinity of 55th Avenue NE, and multi-family infill development is anticipated to continue along the 100th Street NE corridor between Shoultes Road and 51st Avenue NE. Single family areas are largely developed; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill development should complement the existing single family character with use of traditional architecture including gable or hip roofs, front porches, and more generous setback. Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders. Safe pedestrian connections are particularly needed near schools and to retail and services.

Marshall – Kruse Neighborhood and the 116th Street Master Plan

Figure 2.22

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.



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).²⁶ 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.²⁷ 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

²⁶ 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.

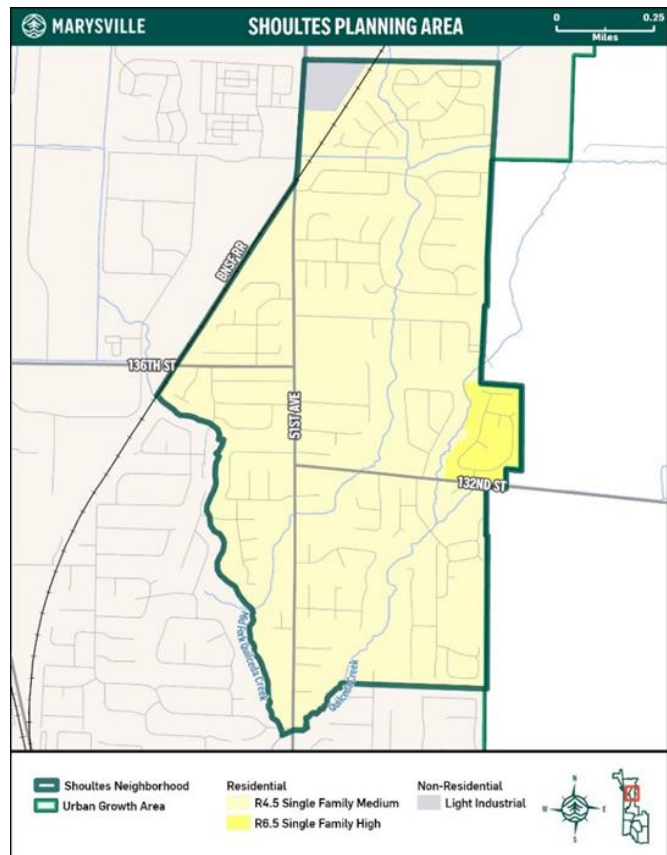
²⁷ Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales are also allowed.

the Plan. Consideration of supplementary regulations to guide site design, landscaping, shared parking and access, trails, sidewalks, and signage was also recommended.

Future Vision. The Community Business zoning along north side of 116th Street and east of State Avenue is developed with long-term uses, and the Community Business zoning immediately abutting the south side of 116th Street is also largely developed with retail, restaurant and service uses. Remaining CB parcels will likely develop or redevelop over the next 20 years. Due to access constraints and critical areas encumbrances, the Mixed Use and multi-family zoned properties south of 116th Street will likely take longer to develop. While both commercial and multi-family residential are allowed in the Mixed Use zone, access constraints and limited visibility may result in the MU land south of 116th Street being developed with either commercial uses that are not dependent on good visibility or multi-family uses. Mixed Use and multi-family zoning east of State Avenue is likely to develop sooner due to good visibility, recent State Avenue widening improvements, utilities within State Avenue, and the absence of critical areas.

The single family zoned land which comprises the majority of the remainder of the neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should complement the existing single family character with use of traditional architecture including gable or hip roofs, front porches, and larger setbacks. Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders.

Figure 2.23



Shoultes Neighborhood

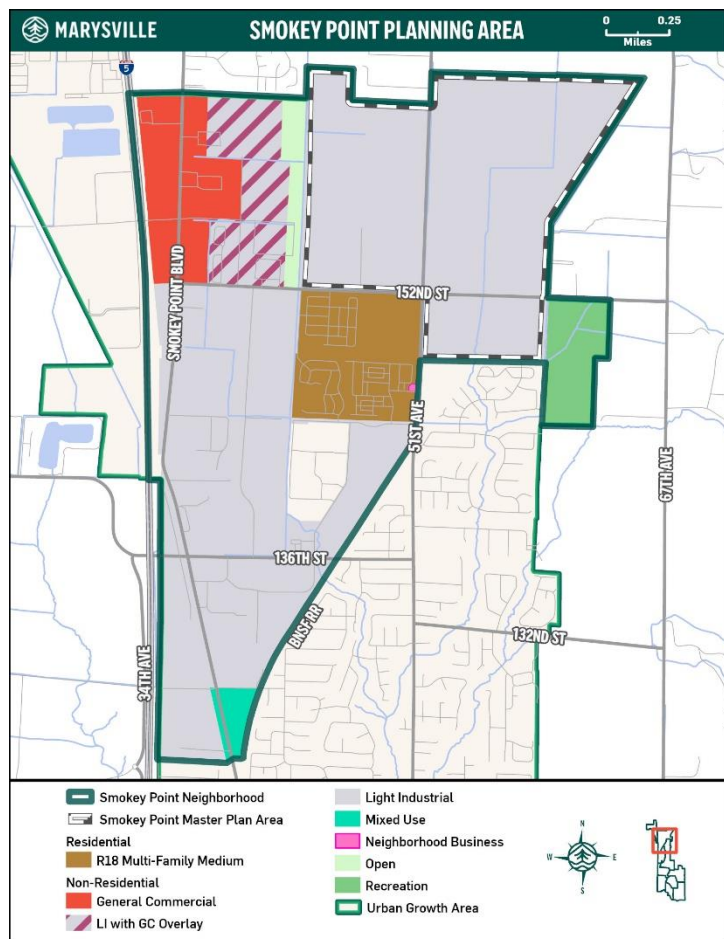
History. The historic Shoultes community's legacy is reflected in the name of the elementary school serving the neighborhood as well as the alternate name for 51st Avenue NE. The original school in this neighborhood was constructed on land provided by the William Guy family while the Seymour Shoultes family helped provide the school.

Predominant Land Use. The Shoultes Neighborhood is almost exclusively medium density single family with a limited amount of high density single family along the east side of the neighborhood, and a small amount of Light Industrial in the northwest corner of the neighborhood.

Future Vision. As a predominantly residential area, the primary vision is to preserve the character of the area and ensure that infill development is consistent and compatible with existing residences. Traditional architecture with gable or hip roofs, and front porches are encouraged. Many neighborhoods are served by walkable shoulders, and enhanced pedestrian connectivity via either sidewalks or walkable shoulders should be provided particularly in key pedestrian areas. Development of the limited amount of industrial land in the northwest corner of the neighborhood will need to be adequately screened from existing residential to mitigate light, noise and other impacts of industrial development.

Smokey Point Neighborhood, **Figure 2.24** Smokey Point Master Plan, and Cascade Industrial Center

History. Since the early 1980s, the Smokey Point Neighborhood has been slated for urban industrial land uses in both City and Snohomish County land use plans.²⁸ Most of the Smokey Point Neighborhood became part of Marysville's Urban Growth Area following a settlement between the cities of Arlington and Marysville in 1996. In its 1996 Comprehensive Plan, the City of Marysville identified the Smokey Point Neighborhood as the number one priority for economic development. The portion of the neighborhood along Smokey Point Boulevard was annexed from 1992 through 2000 while the eastern portion of the neighborhood was the result of major annexations in 1999, 2005 and 2007. Presently, the only portion of the UGA within this neighborhood that remains unincorporated is Naval Station Everett.



In June 2008, the City adopted the Smokey Point Master Plan (SPMP)²⁹ to foster industrial, employment and economic development in the 675-acre, Smokey Point Master Plan Area located

²⁸ This Smokey Point Neighborhood is a mixture of opportunities and constraints. Its proximity and visibility from Interstate 5, and the availability of large vacant tracts and infrastructure (water, sewer, roads, rail & air transport) are significant opportunities. The high groundwater, wetlands and streams are constraints that must be addressed with development.

²⁹ The SPMP builds off key issues and goals identified for the neighborhood by the Marysville Economic Revitalization Committee in 2001 and in the initial 2003 Smokey Point Subarea Plan.

in the northeast corner of this neighborhood. Also in 2008, the cities of Marysville and Arlington locally designated the Arlington-Marysville Manufacturing Industrial Center (AMMIC) which includes nearly all of the Smokey Point Neighborhood within Marysville and extends into Arlington³⁰. The cities of Marysville and Arlington continued their partnership to pursue designation by the Puget Sound Regional Council (PSRC) of the AMMIC (now Cascade Industrial Center or CIC) as a Manufacturing Industrial Center (MIC). In June 2019, PSRC designated the CIC as a MIC. Further discussion on the Smokey Point Master Plan and Cascade Industrial Center is provided in the following sections.

The City has invested significant financial resources into economic development, and has prioritized transportation, water, sewer and stormwater facilities for this area to ensure adequate infrastructure to support industrial and commercial development. Some notable infrastructure includes regional stormwater ponds constructed in 2005 and 2014 respectively, and the 156th Street Overpass which will slated to be a full interchange by 2031. The regional stormwater pond facilities were tremendously successful, and all capacity has been sold.

Predominant Land Use. The portion of the Smokey Point Neighborhood located along Smokey Point Boulevard includes a variety of commercial and industrial uses. General Commercial zoning is primarily located north of 152nd Street NE, an area defined by auto and RV dealerships, self-storage facilities and other commercial uses.³¹ To the immediate east of the GC zoning, is Light Industrial zoning with a General Commercial Overlay that enables the pursuit of a full range of commercial and industrial uses, as determined by the market. Light Industrial zoning dominates the Neighborhood, with well-established commercial and industrial uses abutting Smokey Point Boulevard south of 152nd Street NE, and new and emerging uses in the Smokey Point Master Plan Area to the east. Existing residential in the neighborhood primarily consists of two mobile home parks, and residential developments located at the southwest corner of the intersection of 152nd Street NE and 51st Avenue NE.

Smokey Point Master Plan

The vision for the Smokey Point Master Plan Area is for a commercial/light industrial park that, based on the allowable uses in the zoning designations, provides jobs for the residents of Marysville and expands the City's commercial/light industrial base. The Smokey Point Master Plan (SPMP) implements this vision by providing additional design and development guidelines, and natural resource enhancements for Edgecomb and Hayho creeks. The design guidelines elevate the typical light industrial or commercial development to a higher level of urban design, contributing to a beneficial environment for workers, employers and businesses, while connecting to the natural environment.

³⁰ The only portion of the Smokey Point Neighborhood that is not within the CIC is the Medium Density, Multi-family designated land at the southwest corner of 51st Avenue and 152nd Street NE.

³¹ Retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard.

With the 2005 Comprehensive Plan, the City identified the importance of establishing further commercial/light industrial businesses and providing living wage jobs for residents of Marysville and north Snohomish County. Commercial/light industrial development in the Smokey Point Master Plan is designed to be compatible with the Arlington Municipal Airport³², Washington State Department of Transportation (WSDOT) airport guidelines, and Federal Aviation Administration (FAA) safety zone restrictions. The SPMP addresses the following elements:

- **Transportation.** The Smokey Point Master Plan Area was historically used for agriculture, and was served by a limited road network – notably 152nd Street NE, 51st Avenue NE and 67th Avenue NE. The SPMP plans for a robust road network of principal and minor arterials that is designed to accommodate trucks, cars, and multi-modal transportation (i.e. transit, bicycles and pedestrians), with quality landscaping to enhance the appearance of the Smokey Point Master Plan Area. Principal arterials that will serve this neighborhood include 172nd Street NE, 152nd Street NE, 156th Street, the 152nd/156th Street Connector, Smokey Point Boulevard and 51st Avenue NE as discussed further in the Transportation Element ([insert link](#)).

Currently the 156th Street Overpass provides connectivity between the Lakewood and Smokey Point Neighborhoods, and general bus service is provided by Community Transit (CT). An interchange is fully funded under the Connecting Washington Program, approved by the Washington State legislature in 2016. Work on the interchange will occur from 2025 – 2031. CT's SWIFT Bus Rapid Transit is expected to serve the neighborhood in the future along with bike lanes and trails along key arterials.

- **Critical Areas.** Edgecomb and Hayho Creeks, and various wetlands, are prevalent throughout the Smokey Point Master Plan Area. Wetlands are primarily Category III and IV wetlands, and are the responsibility of the property owner to address and mitigate as necessary. Edgecomb Creek is proposed to be relocated and reestablished as a meandering stream; much of this work has already been completed with the Cascade Business Park development. Hayho Creek is proposed to remain in its current location; however, its buffers will be enhanced as properties abutting it develop.
- **Drainage.** Regional stormwater facilities are considered by the SPMP; however, on-site stormwater facilities have largely been pursued. This has primarily entailed the import of structural fill for infiltration facilities and other Low Impact Development (LID) methods.
- **Site and Architectural Design.** Site and architectural design standards were adopted with the SPMP; however, the original standards were repealed and replaced with new standards outlined in the municipal code.

³² Arlington Airport Compatibility is discussed in a section below.

Cascade Industrial Center

The Cascade Industrial Center (CIC) is one of only 10 PSRC designated manufacturing industrial centers in the Puget Sound region, and one of only two in Snohomish County. Designation as a PSRC regional center affords the CIC “funding priority – both for transportation infrastructure and economic development.” Forty-three (43) percent (1,728 acres) of the 4,019 acre CIC is in Marysville, and 57 percent (2,291 acres) is in Arlington, including the 737 acre Arlington Municipal Airport.

The CIC is a hub for innovation and supports a wide range of mechanized and technology-driven industries as well as high-intensity manufacturing and business park uses. These uses are supported by a highly qualified advanced manufacturing workforce, smart manufacturing practices, and access to emerging platform technologies. Companies locating in the CIC enjoy competitive advantages provided by generous manufacturing tax incentives, a predictable and efficient permitting process, an industry-friendly climate, and convenient access to multi-modal transportation options including the Burlington Northern Santa Fe railroad mainline, Arlington Municipal Airport, and the Port of Everett, an international deep-water sea port. These competitive advantages are further described in Section 4.5 Assets, Challenges and Opportunities of the Economic Development Element ([add link](#)).

The CIC will be the key location for current and future job growth within both Marysville and Arlington – with more than 20,000 family wage jobs projected within the CIC through its build-out. In 2023, an estimated 4,600 jobs were located in the Smokey Point Neighborhood. This neighborhood has capacity for over 12,000 additional jobs – potentially resulting in nearly 16,800 jobs within the Marysville portion of the CIC alone.

While most of the developable land within the CIC is in Marysville’s portion, significant, sustained development has occurred since 2018. Approximately 54.5 percent (848 acres) of Marysville’s portion of the CIC has land use entitlements and only 27.8 percent (433 acres) is unentitled with further development or redevelopment potential. Industrial, manufacturing, and warehousing uses are being constructed throughout the CIC. The City will need to monitor available industrial land within the CIC, and encourage employment-intensive uses, to ensure that the City can achieve its planned jobs to housing ratio.

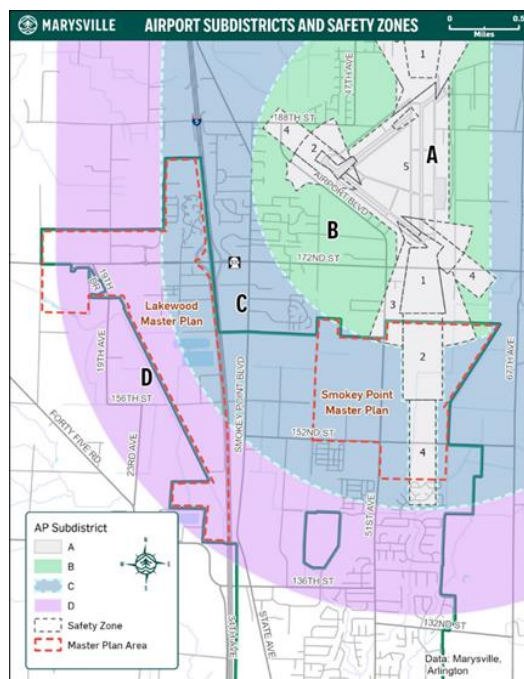
Arlington Airport Compatibility.

Existing Conditions. The Arlington Municipal Airport is located north of the Smokey Point Neighborhood in the City of Arlington. The airport is classified as a General Aviation Airport, encompasses approximately 1,189 acres, and consists of two paved runways and five taxiways. A large area of industrial zoning is located directly east of the airport.

Airport Compatibility. The City of Arlington adopted an updated Airport Master Plan in 2012 which documents the importance of land use compatibility within the airport influence area and the additional planning requirements necessary to promote compatibility of the Airport with

surrounding uses. The City of Marysville reviews projects within its jurisdiction; however, circulates projects to Arlington to ensure compatibility with the Airport Master Plan and the Marysville/Arlington Inter-local Agreement, which limits residential development south of the airport. This also provides the Airport with the opportunity to: purchase or negotiate avigation easements, and ensure that buildings comply with FAR Part 77 surfaces³³, do not penetrate the 100:1 airspace restrictions³⁴, and receive approval of an FAA airspace form (Form 7460-1). Additionally, Marysville utilizes the guidance provided in Puget Sound Regional Council's (PSRC) *Airport Compatible Land Use Program* and WSDOT's *Land Use Compatibility Program* in land use planning and regulations to further enhance airport compatibility.

Figure 2.25³⁵



Land Use Compatibility. The Airport Protection District (APD) is an area that includes the Arlington Airport and surrounding areas near the airport where particular land uses are either influenced by, or will influence the operation of, the airport in either a positive or negative manner. The purpose of the APD is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment. The APD at the Arlington Municipal Airport delineates an area within the cities of Arlington, Marysville, and unincorporated Snohomish County, where residents may hear or see aircraft operating at the airport, or where certain land uses may impact the safe operation of the airport.

³³ The Federal Aviation Administration (FAA) has requirements to protect airports from incompatible land uses, primarily related to the height of structures and objects which could affect safe navigation of aircraft in the vicinity of airports. Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace* provides guidance to protect airspace, including the area that encompasses the airport, runway protection zones, and airport approaches. Since FAR Part 77 surfaces often extend beyond airport boundaries, airport sponsors and local land use planning agencies must collaborate to address height hazards in these areas to ensure the safety of aircraft in the air and people on the ground (Source: PSRC Airport Compatible Land Use Program, p. 21).

³⁴ Per FAA AC 70/7460-1K, *Obstruction Marking and Lighting*, when an airport sponsor, developer, property owner, or other party proposes any type of construction or alteration of a structure that may affect the National Airspace System (NAS), the airport sponsor, developer, property owner, or responsible party is required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration to the Obstruction Evaluation Service (OES). FAA Form 7460-1 is required for any proposed construction or alteration: of more than 200 feet AGL at its site; and/or off greater height than an imaginary surface at a slope of 100 feet horizontal for every one foot vertical (100:1) for a horizontal distance of 20,000 feet from the nearest point of the nearest runway (Source: PSRC Airport Compatible Land Use Program, p. 21).

³⁵ Airport Protection Subdistrict A is comprised of the Runway Protection Zone (RPZ)/Zone 1 (The RPZ dimensions are determined by the aircraft using the airport and approach visibility minimums for each runway end), Inner Safety Zone (ISZ)/Zone 2, Inner Turning Zone (ITZ)/Zone 3, Outer Safety Zone (OSZ)/Zone 4, and Sideline Safety Zone (SSZ)/Zone 5. Airport Protection Subdistrict B is based on the airport's traffic pattern. Airport Protection Subdistrict C is based on the FAA AC 150/5200-33A guidelines for the type of aircraft operating at the airport. Airport Protection Subdistrict D is comprised of the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces.

The APD boundaries were established based on a combination of factors including: airport characteristics; typical flight paths for aircraft; aircraft noise contours; and FAR Part 77 regulations defining the height of objects that may affect the navigable airspace. The Arlington Airport is divided into four subdistricts and five individual zones each with their own land use regulations and guidelines. Three subdistricts (B, C, and D) and three zones (2, 3, and 4) overlay the Smokey Point Neighborhood. The various districts and zones are depicted in Figure 2.25 and briefly described in the footnote accompanying the figure.

To ensure compliance with the Arlington Municipal Airport Master Plan, uses within the Smokey Point Neighborhood boundaries are limited. To determine if a use is allowed in this neighborhood, the proposed use must be allowed by both the Marysville Municipal Code and the Arlington Airport Master Plan standards (see **Figure 2.26 below**). If either regulation prohibits the use, then the use is not allowed. The allowable industrial and warehouse uses, defined in Marysville’s LI zone, are generally allowed and have few people relative to the building size. Zones 2 and 3 are exclusively zoned LI while Zone 4 is predominately LI with a limited amount of existing single family residential. **Figure 2.27** depicts the airport zones relative to the City’s land use zones including allowable densities and heights.

Figure 2.26³⁶ Allowed Land Uses within the Arlington Airport APD Zones

Land Use (a)	Inner Safety Zone (ISZ)/Zone 2	Inner Turning Zone (ITZ)/Zone 3	Outer Safety Zone (OSZ)/Zone 4
Residential	Prohibited	Allowed	Allowed
Commercial	Allowed	Allowed	Allowed
Industrial	Allowed	Allowed	Allowed
Recreational	Prohibited	Allowed	Allowed
Public (b)	Prohibited	Prohibited	Prohibited

Noise Contours

Noise levels around airports are generally broken down into three categories.³⁷ The Arlington Airport Master Plan shows that the range of noise contours are contained within the existing airport boundary with a portion of the 60 DNL noise contour extending off the airport property into the Smokey Point Neighborhood. As the Smokey Point neighborhood is only impacted by the 60 DNL noise contour, no additional land use restrictions are required other than those listed in the Arlington Airport Master Plan.

³⁶ (a) These development guidelines are not retroactive and will not be construed to require a change or alteration in the use of any property not conforming to these regulations, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein will require any change in the use of any property, the platting, construction, or alteration of which was begun prior to the effective date of the Arlington Airport Master Plan, and is diligently prosecuted. (b) Restrictions would apply to congregations of people and noise sensitive uses (i.e. schools, hospitals, nursing homes, churches, auditoriums, and concert halls).

³⁷ 60-65 DNL noise level is compatible with all land uses; 65-70 DNL noise level is compatible with land use restrictions such as limiting residential uses and requiring noise abatement construction techniques in buildings; and 70-75 DNL noise level is significant and not compatible with residential uses.

Future Vision.

Over the next 20 years, numerous industrial buildings, along with a robust supporting road network, are anticipated to be constructed transforming the Smokey Point Master Plan Area into an attractive and well-designed manufacturing and industrial business park similar in nature to Bothell's Canyon Park. Already, various industrial buildings have been constructed, ranging from warehousing and distribution to indoor agriculture and aerospace related uses. Uses with a greater concentration of jobs, particularly living wage jobs, are encouraged and incentivized; however, initially, some sites will be constructed with less job intensive uses, such as warehousing and distribution.

Lakewood Neighborhood

History. The Lakewood Neighborhood was originally known as English Station. The nearby railroad station was named English by the Great Northern Railway, after the English Logging Company, which shipped many logs over this line. The name Lakewood was coined by Fred Funk as the name of the settlement and of Lakewood Garden Tracts.

This Lakewood Neighborhood was included in Marysville's Urban Growth area with the adoption of the County's 1995 Comprehensive Plan. Prior to the adoption of the 1995 Comprehensive Plan, Lakewood was designated for rural residential development and had an interim "Other Land Use" designation. At that time, the area was also a separate UGA – Smokey Point – with two cities vying for it – Marysville and Arlington. Ultimately, a 1996 settlement

Figure 2.27

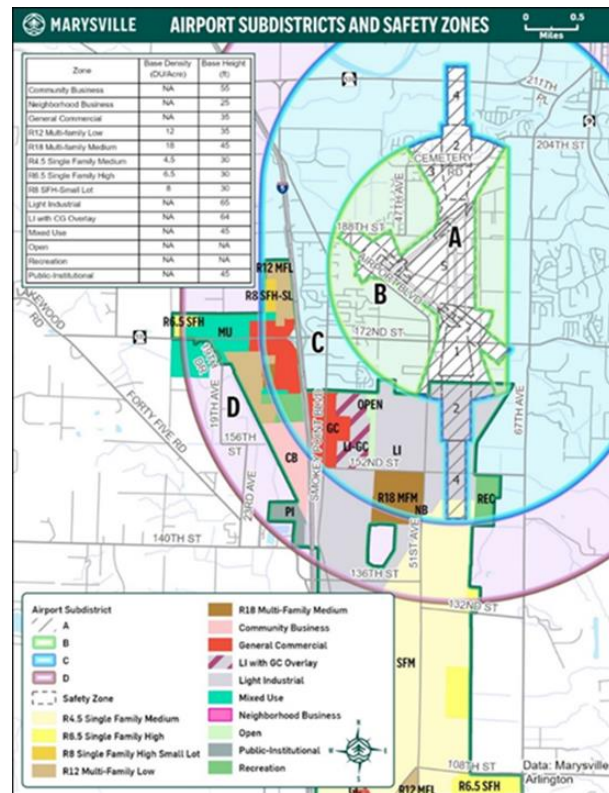
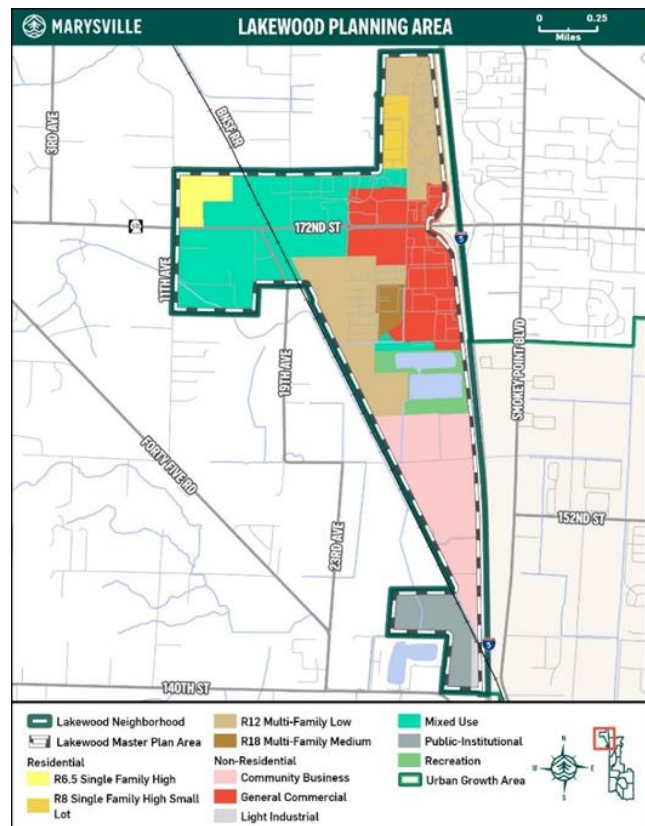


Figure 2.28



between the two cities resulted in Lakewood becoming part of Marysville's UGA. Following the UGA settlement, Snohomish County initiated a sub-area planning process for Lakewood, working with the City on detailed planning. This planning was not completed though, as the City annexed the majority of the Lakewood UGA in February 2005 and adopted zoning for the Lakewood Neighborhood with the City's 2005 Comprehensive Plan. The Lakewood Neighborhood Master Plan was adopted in 2017 in order to shape site, architectural, road and pedestrian network design, and is covered in the Lakewood Neighborhood Master Plan section below.

Predominant Land Use. The Lakewood Neighborhood includes a large retail, commercial center west of Interstate 5 both to the north and south of 172nd Street NE. Mixed Use zoning, which allows for commercial, multi-family or a combination of both, is located along 172nd Street and has been primarily developed with multi-family uses with some commercial. Multi-family uses are located to the north and south of the commercial and Mixed Use zoned areas. A limited amount of single family zoning is located along the edge of the neighborhood adjacent to the rural lands along the UGA boundary. Community Business and Public Institutional zoning is located to the south end of the neighborhood and the primary area which remains to be developed.

Lakewood Neighborhood Master Plan.

The Lakewood Neighborhood Master Plan (LNMP) encompasses the entire Lakewood Neighborhood. Over the past nearly two decades, the neighborhood has been transitioning from a rural to urban. Since its annexation, the neighborhood has seen robust growth beginning with commercial development in the area immediately abutting the Interstate 5 corridor, followed by multi-family development along the 172nd Street corridor. This development has resulted in increased vehicular traffic, stormwater considerations, and changing architectural character. During the public outreach for the LNMP, property owners and area residents expressed ambivalence about these changes. Concerns centered on traffic issues and loss of rural to “undesired activities” (e.g. shop that do not serve local needs, and dense multi-family housing). Some hoped to see growth and change to draw desired local amenities (e.g. a grocery store and small local businesses, achieve anticipation street improvements, and build a walkable and bikable neighborhood center).

Three major issues are addressed by the LNMP as described below:

- **Transportation.** With a limited street network, a well-used railroad corridor, a regional shopping center, and Community Transit and school bus systems, vehicular congestion is a significant issue in the Lakewood Neighborhood. The LNMP proposes improvements for 172nd Street NE that includes road widening with turn lanes where necessary, roundabouts at key intersections, bike lanes, a sidewalk/shared-use trail, landscaping with stormwater improvements, and decorative street lighting³⁸. Various collector and minor

³⁸ Decorative street lighting is required on arterials as outlined in the City's Engineering Design and Development Standards.

arterials are planned for this neighborhood. North of 172nd Street NE, most of the contemplated roads have been constructed or partially constructed. South of 172nd Street NE, several key roads are proposed with many anticipated to be constructed in the near-term. A trail will be constructed along 19th Avenue NE which will provide connectivity from 172nd Street NE to the 156th Street Overpass and ultimately the CIC. The overpass will be converted to an Interstate 5 interchange by 2031.³⁹

- **Utility infrastructure.** The flat land and high water table in the area must be accommodated in the design of stormwater, sewer and water infrastructure. Most sites in the Neighborhood have required several feet of structural fill to enable infiltration. Areas without high groundwater and with infiltrative soils provide opportunities to incorporate Low Impact Development (LID) facilities such as bioretention swales and planters.
- **Urban design.** Design standards were adopted for the Lakewood Neighborhood Master Plan Area to address concerns that the development that was occurring lacked a cohesive feel, lack of connectivity between sites and pedestrian opportunities, disjointed feel, and lack of neighborhood character. The LNMP endeavored to provide a holistic neighborhood that transitions between a rural crossroads character, and a more urban mixed-use center; increase pedestrian, bicycle, and vehicular access between residences and destinations⁴⁰; create community gathering places and small parks⁴¹; and strengthen the identity of Lakewood as a neighborhood. Lakewood has two major centers: a) a regional commercial center at Interstate 5 and 172nd Street NE, and b) a civic-oriented center with historic crossroads at 172nd Street NE and the Burlington Northern Santa Fe railroad which are described fully in the LNMP along with key development objectives.

Future Vision.

Over the next 20 years, the Lakewood Neighborhood is anticipated to have robust road, sidewalk, and trail connectivity to facilitate travel from residences to commercial, mixed use, and recreational offerings. The General Commercial zoned lands that comprise the Regional Commercial Center have largely been developed with only a couple large parcels remaining; additional commercial uses are anticipated to be constructed further buoying this commercial destination. New buildings should be oriented towards the street, particularly on designated pedestrian-oriented streets, with visible and accessible entrances.

While the Mixed Use zone allows for commercial, multi-family, or a mix of the two to be pursued, developers have primarily pursued multi-family and townhouse projects in the Mixed Use zone east of the Burlington Northern Santa Fe railroad – a trend that is likely to continue. Orientation

³⁹ Further information on the interchange is provided in the Smokey Point Neighborhood section and Transportation Element.

⁴⁰ Vehicular connectivity at 600 feet and pedestrian connectivity at 200 to 300 feet is required.

⁴¹ Open space must be provided for commercial and residential areas as prescribed by code.

of buildings towards the street, and pedestrian and bicycle connectivity will remain a priority. Mixed Use zoning west of the railroad consists of both large and very small parcels.

The Community Business zoned land that makes up the “Lakewood Triangle” is currently undeveloped; however, uses consistent with the Community Business zone will likely be developed over the next 20 years.⁴² A significant share of the multi-family and single family zoned land in the neighborhood has also either been developed or is entitled for a development. Multi-family, townhouses and single family have been pursued in the residential zones, and similar development are anticipated to continue. A strong orientation of buildings towards the street or open space, as appropriate, shall continue to be required. Landscaping shall be provided along streets where orientation of the building is infeasible. Some infill middle housing may occur over the planning period as allowed by HB 1110; however, this is anticipated to be more limited given that most land in the Lakewood Neighborhood is previously undeveloped.

2.7 GOALS AND POLICIES

Growth Management

LU1 Ensure that the City’s land use vision is consistent with State, Regional and County-wide statutes, plans and policies as well as the community’s vision.

- LU1.1 Ensure that the City’s land use vision aligns with the Washington State Growth Management Act, Puget Sound Regional Council’s VISION 2050, and Snohomish County’s County-wide Planning Policies.
- LU1.2 In coordination with Snohomish County and neighboring jurisdictions, create an Urban Growth Area (UGA) based on the capabilities and characteristics of the land, availability of public facilities and services, existing land uses, and anticipated growth.
- LU1.3 Encourage infill of existing commercial, industrial, and residential areas prior to expanding the City’s Urban Growth Area (UGA) or designating new lands for these uses.
- LU1.4 Ensure an adequate supply of appropriately zoned land to enable meeting the City’s employment, population and housing targets. Reduce disparities in access to opportunity and expand employment opportunities to improve the region’s shared economic future. *(The underlined clause addresses PSRC’s MPP-DP-2, Ec-8, Ec-13).*
- LU1.5 Establish a vision for growth that is informed by active and inclusive citizen engagement and community planning to ensure that land use is reflective of the community’s vision, and that land use decisions do not negatively impact the community – particularly historically marginalized communities. Implementing development regulations must be fair and predictable. *(The underlined clause addresses PSRC’s MPP-DP-2, MPP-DP-8).*

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Areas of Future Influence, UGAs and Annexations

LU2 Proactively monitor land utilization and future expansion needs, ensuring that UGA expansion and annexation plans, and transitions are well-considered and consistent with those of Snohomish County and neighboring jurisdictions.

- LU2.1 Encourage Snohomish County to require land in Rural Urban Transition Areas (RUTAs) to be in tracts that are 10 acres or larger to allow for development at higher densities as the land is incorporated into the City's Urban Growth Area (UGA). Techniques such as shadow platting in conjunction with clustering should be used to permit efficient development at urban densities and urban level services when these areas are incorporated into UGAs. If shadow platting is not utilized, rural clusters should be prohibited.
- LU2.2 Locate and design new utilities, roads, and other infrastructure and improvements within RUTAs in a manner that reduces impact to the surrounding rural character, and reduces future cost of utility, road, and other infrastructure extensions when included in the UGA.
- LU2.3 Residential zones outside the UGA should be limited to rural, low-density residential (i.e. 5 to 10 acre tracts).
- LU2.4 Provide measures to enhance short-term and long-term transition planning to reduce urban impact on rural uses within the planning period, and to minimize long-term costs of service for areas that may be considered for urban expansion in future planning periods.
- LU2.5 Proactively assess future land use and expansion needs by monitoring land utilization, and coordinating with Snohomish County and neighboring jurisdictions, on future expansion plans.
- LU2.6 Proactively plan for the annexation of the City's UGA, and for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit. *(The underlined clause addresses PSRC's MPP-RGS-16, DP-27-30).*

Land Use Pattern

LU3 Provide a well-defined and compelling vision for growth and development.

- LU3.1 Locate commercial, industrial, and employment in compact, well-defined centers with a pattern and scale appropriate to the location and population served.
- LU3.2 Coordinate with Community Transit on identifying future high-capacity transit station areas (i.e. SWIFT Bus Rapid Transit service) and, at the direction of City Council, plan for densities that maximize benefits of transit investments. *(The underlined clause addresses PSRC's MPP-DP-22, DP-Action-8).*
- LU3.3 Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities; by judicious control of residential, commercial, and industrial development; and by recognition of the City's role in the region.

- LU3.4 A particular emphasis should be placed on infill within the Downtown Neighborhood and along State Avenue/Smokey Point Boulevard especially at its intersection with Grove Street, 88th Street, and 116th Street.
- LU3.5 Require urban level facilities, services, and utilities⁴³ to be provided prior to, or concurrent with, development to ensure adequate level of service and to mitigate the subsequent impacts on residents. Expansion of public facilities, services, and utilities should occur in a manner that balances growth with the City's ability to serve the growth, and should prioritize the City's economic growth.
- LU3.6 Cultivate an image and identity of Downtown and the Waterfront as special districts with synergistic links to each other, and a commercial, residential, entertainment, and recreational focal point by advancing the vision of, and initiatives in, the Downtown Master Plan and the Waterfront Strategic Plan (**add links**). Water-oriented uses are encouraged to locate along the Waterfront.
- LU3.7 Design all new commercial, industrial, and residential developments, and pursue improvements in existing developments, to facilitate general connectivity as well as the use of multi-modal transportation options (i.e. pedestrian, bicycle, transit, car/vanpool etc.). In residential areas, care should be taken to discourage cut-through traffic.⁴⁴
- LU3.8 Use land use, multi-modal transportation, and other initiatives to promote healthy communities and health outcomes, and reduce health disparities. *(The underlined clause addresses PSRC's MPP-RC-3, DP-18).*
- LU3.9 Encourage convenience and commercial services at or near transit stations, park and rides, and major transit stops to foster a more pleasant transit experience, and to encourage the use of transit as an alternative to private automobile use.
- LU3.10 Enhance the quality of living, trading, and working districts by protecting open space, sensitive areas, and parks, and designing development sensitive to natural land forms. Physical, visual and perceptual linkages to sloughs, rivers, and creeks should be encouraged.
- LU3.11 Consider potential impacts to, and preserve significant historic, visual, cultural, and archaeological resources and sites⁴⁵; and identify strategies and incentives for their protection for the enrichment of future generations. *(The underlined clause addresses PSRC's MPP- DP-5-7).*
- LU3.12 Prepare future Master Plans, as necessary, to ensure that the unique development needs of key areas are properly planned for. Master planning for the State Avenue Corridor, to accommodate Community Transit's SWIFT Bus Rapid Transit and leverage benefits of this service, is anticipated to be a future planning need.

⁴³ Facilities and services include, but are not limited to, water, sewer, storm, police, fire, schools, and roads. Where appropriate, it also includes transit, and parks and recreation. Concurrency is generally defined as a financial commitment or strategies to complete improvements within six years of development.

⁴⁴ Multi-modal transportation helps reduce reliance on the automobile, and promotes physical activity through suitable combinations and locations of land uses, such as employment, retail and residences, including mixed use development.

⁴⁵ Culturally significant resources include tribal treaty fishing, hunting, and gathering grounds.

Land Use Compatibility

LU4 Promote harmony and compatibility of diverse land uses through proper location and design of uses, and appropriate mitigation measures.

- LU4.1 Minimize land use conflicts, and impacts to the community and residential areas, through proper location and appropriate design of uses – particularly commercial and industrial ones.
- LU4.2 Commercial, industrial, and multi-family development must be located and designed to bear the burden of transition and mitigation when located near designated single family and multi-family areas (in the case of commercial and industrial). Appropriate measures to ensure compatibility may include increased setbacks, landscaping, fencing, open space, architectural design techniques that complement the character of existing neighborhoods or residences, and/or reduced building heights.
- LU4.3 Evaluate planning in areas for potential residential and commercial displacement, and use a range of strategies to mitigate displacement impacts. *(The underlined addresses PSRC's MPP-P-23, Ec-12).*
- LU4.4 Limit incompatible uses adjacent to the Cascade Industrial Center (CIC), Arlington Airport, military lands, and the Tulalip Tribal Reservation. *(The underlined clause addresses PSRC's MPP- DP-49, DP-50, and DP-51).*
- LU4.5 Encourage the preservation of small farms and agricultural uses by requiring adjacent new developments to provide buffers and screening to minimize impacts on existing and ongoing agricultural operations. The use is encouraged to continue as long as the farm or agricultural property owner desires. Educating neighboring property owners on agricultural practices should occur as necessary.
- LU4.6 Ensure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.

Image and Design

LU5 Encourage high-quality architecture and site design that cultivates a sense of place, enhances the City's unique character, and improves the built environment.

- LU5.1 Encourage architectural design that enhances the overall coherence of a Neighborhood's visual character. Architecture should promote an attractive image of the City from Interstate 5, Highway 9, and other roads.
- LU5.2 Improve the appearance of existing commercial areas, and encourage the upgrade and preservation of existing structures, with a special emphasis on historically significant structures particularly Downtown.
- LU5.3 Encourage the use of high-quality, durable materials, with urban materials encouraged Downtown and industrial materials encouraged for industrial uses.
- LU5.4 Require the installation of street trees, landscaping, and mitigation plantings for degraded critical area buffers, and encourage the retention of significant trees.

- LU5.5 Orient uses towards the higher volume roadway with a particular importance placed on uses along State Avenue/Smokey Point Boulevard.
- LU5.6 Encourage the pedestrian-oriented character of the Downtown Neighborhood, Waterfront, Lakewood Neighborhood, Community Business, Mixed Use, and Neighborhood Business zones through the use of:
- Building design and awnings at the street wall that contributes to a lively, attractive, and safe streetscape;
 - Commercial and retail activities are encouraged at the street level with residential above;
 - Along the Waterfront, uses should be oriented towards the water, designed to both promote views of the slough and minimize shadows cast on public trails, plazas, and other outdoor spaces; and
 - Wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other sidewalk uses.
- LU5.7 Encourage signs that are attractive and pedestrian-oriented as appropriate.
- LU5.8 Create gateways at key City, Neighborhood, or District entrances. Gateways for the Downtown, Waterfront and other special areas should be achieved through enhanced plantings, street trees, special paving, street furniture, and the location of special land uses, buildings, and structures.
- LU5.9 Encourage day and night time activities, as appropriate, in the Downtown Neighborhood, Waterfront, and Mixed Use zone, particularly restaurants, retail, services, farmers or fresh produce markets, and similar uses catering to both residents and visitors.
- LU5.10 Encourage the consolidation of access points in commercial and industrial areas, and the joint use of parking.⁴⁶
- LU5.11 On-site parking should generally be limited to areas behind or adjacent to the building or complex to ensure that the street wall is maintained in the Downtown Neighborhood and Waterfront, and in the Mixed Use, Community Business, and Mixed Use zones; provided that, more flexibility is afforded for parking in the Community Business zone.
- LU5.12 Provide urban parks, recreation opportunities, open space, and trails throughout the City with a particular emphasis on the Downtown, Waterfront, and Mixed Use zone. Public access is paramount to the Waterfront, and redevelopment of significant waterfront parcels must provide public access.
- LU5.13 Provide pedestrian and bike paths as appropriate through commercial, industrial and residential areas that connect the various Neighborhoods and destinations.
- LU5.14 Restrict drive-through facilities in the Downtown Neighborhood, and Mixed Use and Neighborhood Business zones.

⁴⁶ For example, a movie theater whose parking occurs in the evening could joint use parking with a church primarily used on Sunday.

Commercial

LU6 Provide adequate commercial uses to serve the City's growing population by advancing business and trade, and providing a variety of commercial opportunities that enhance the economic vitality of the community.

- LU6.1 Provide for the development of distinct commercial land use districts including Downtown and the Waterfront, and areas for highway, auto-oriented, mixed use/pedestrian-oriented, and neighborhood commercial activities.
- LU6.2 New commercial centers should be compact, and should be based on land use, geographic context, and transportation facilities and trip generation.
- LU6.3 Strengthen existing commercial centers, and promote a diversified employment.
- LU6.3 Support Downtown as a commercial district, with a mix of complementary uses including residential, that is a robust hub of retail, service, and recreational opportunities. Encourage major governmental agencies to locate Downtown.

Residential

LU7 Protect and strengthen the vitality, character, and stability of established residential neighborhoods, while providing safe, quality housing options, both ownership and rental, for households of all incomes, ages, and lifestyles.

- LU7.1 Single family residences, duplexes, accessory dwelling units, and some middle housing is encouraged in single family zones while multi-family, townhouses, and middle housing are encouraged in multi-family zones.
- LU7.2 Preserve the character of existing single family areas while encouraging a range of housing types and increased densities that enable more people to own homes⁴⁷. Middle housing in single family zoned areas, or where single family is the predominant use, should either be designed to appear as a single family residence or should provide individual architectural identity for each unit.
- LU7.3 New or expanded residential areas, and existing residential areas where feasible, should be within walking distance, preferably via a paved sidewalk or an improved trail, of a neighborhood park, public recreation area, or school that affords recreational opportunities.
- LU7.4 Encourage higher density residential uses and manufactured home parks along or near arterial streets and public transportation routes, and/or near commercial/employment centers and other facilities and services (i.e. libraries, schools, health care facilities, etc.) to minimize congestion and disruption to single family residential neighborhoods.
- LU7.5 Active or passive recreational opportunities must be included in new or expanded multi-family, townhouse, Planned Residential Development (PRD), and large subdivisions as required by code; however, housing for older persons is generally exempt.

⁴⁷ Housing types include, but are not limited to, small lot single family, accessory dwelling units, zero lot line developments, Planned Residential Developments (PRDs), duplexes, cottage housing, triplexes, fourplexes, townhouses, apartments, and mobile home parks. PRDs and similar clustered developments allow for a comparable number of units to be constructed as in a traditional subdivision, but result in greater preservation of open space, views, watersheds, and natural systems while enabling the more efficient delivery of facilities, services, and utilities.

- LU7.6 Permit factory-built and manufactured housing in residential zones subject to the same zoning and development standards as single family residential uses.
- LU7.7 New mobile home parks are allowed as a Conditional Use in the Multi-family Low Density and permitted outright in the Medium Density Multi-family and High Density-Multi-family designations.
- LU7.8 Promote land use standards and lot sizes that reduce housing production costs.
- LU7.9 Allow home occupations in residential areas with appropriate limitations.

Industrial

LU8 Promote the development of a variety of industrial uses, particularly in the Cascade Industrial Center (CIC), that provide living wage job opportunities for residents of the City and neighboring areas.

- LU8.1 Encourage industrial growth that will transform Marysville from a primarily residential community to one that provides greater balance between employment and residential. The CIC, Smokey Point Master Plan Area, and Smokey Point Neighborhood will be the key areas for employment growth.
- LU8.2 Retain industrial zoned land in large parcels to ensure viability for industrial uses.
- LU8.3 Require that at least 80 percent of the property in the CIC is zoned for industrial and manufacturing uses, to preserve business and employment opportunities.
- LU8.4 Advance the goals, policies and implementation strategies in the Arlington-Marysville MIC Subarea Plan ([add link](#)) including, but not limited to, pursuing key infrastructure, and promoting target industries and living wage jobs.

Appendix 1 - to be added; will be substantially similar to the Reasonable Measures section in the 2015 Land Use Element

APPENDIX 2

RESIDENTIAL DENSITIES ALLOWED IN AND DENSITY VALUES ASSIGNED TO DIFFERENT LAND USE DESIGNATIONS ¹				
ZONE	Base or Minimum Density	Maximum Density	Density Value (Preferred Alternative)	Current Size of Lot to Allow for Four Units per Acre
CITY-WIDE ZONES				
Single Family, Medium (R-4.5)	4 ½	5.4	4.36	0.92
Single Family, High (R-6.5)	6 ½	7.8	4.89	0.82
Single Family High (R-8)	8	9.6	8	0.5
Multi-family, Low (R-12)	12	18	9.8	0.33
Multi-family, Medium (R-18)	18	27	17.07	0.23
Multi-family, High (R-28)	28	36	22.4	0.14
Mixed Use (MU)			13.84	0.14
Mixed Use (MU) – Lakewood Neighborhood			22.4	
DOWNTOWN MASTER PLAN ZONES				
Middle Housing 1 (MH1)	10	None	14.4	0.28
Middle Housing 2 (MH2)	10	None	14.4	0.28
Midrise Multi-family (MMF)	20	None	30	0.13
Flex Residential (FR)	20	None	22.4	
Downtown Core (DC)			9	
EAST SUNNYSIDE – WHISKEY RIDGE ZONES				
Whiskey Ridge, Single Family High (WR-R-4-8)	4.5	8	7	0.57
Whiskey Ridge, Multi-family	6 or 10	18	12.31	0.33

Medium (WR-R-6-18)				
Whiskey Ridge – Mixed Use (WR-MU)			9.6	
¹ All figures in the chart are dwelling units per acre.				

		Community Business	Community Business -	Downtown Core	Downtown Commercial	Flex	Flex Reesidential	General Commercial	General Industrial	Light Industrial	Light Industrial with General Commercial Overlay	Middle Housing 1	Middle Housing 2	Midrise Multi-Family	Main Street	Mixed Use	Neighborhood Business	Open	Public - Institutional	R12 Multi-Family Low	R18 Multi-Family Medium Density	R28 Multi-Family High Density	R4-5 Single Family Medium Density	R6-5 Single Family High Density	R8 Single Family High Density	Recreation	WR-R-4-8 Whiskey Ridge	WR-R-6-18 Whiskey Ridge	Un-annexed	Grand Total
1. Downtown	Total Acreage	33	0	106	9	38	60	17	175	0	0	71	76	25	10	25	1	237	0	0	5	29	0	93	0	0	0	0	0	1,010
	Buildable Acres	14	0	12	8	18	29	4	0	0	0	11	16	9	4	5	0	0	0	1	13	0	4	0	0	0	0	0	148	
	Existing Employment	444	0	1,651	0	358	427	261	352	0	0	10	117	166	271	121	6	0	0	79	6	0	23	0	0	0	0	0	4,292	
	Additional Employment	132	0	713	228	430	117	68	96	0	0	0	0	66	93	47	0	0	0	0	0	0	0	0	0	0	0	0	1,990	
	Total Employment	576	0	2,364	228	788	544	329	448	0	0	10	117	232	364	167	6	0	0	79	6	0	23	0	0	0	0	0	6,282	
	Existing HU	101	0	149	0	140	296	8	0	0	0	483	337	125	25	194	1	0	0	1	256	0	379	0	0	0	0	0	2,495	
	Additional HU	0	0	434	0	0	622	0	0	0	0	216	244	265	0	56	0	0	0	22	280	0	66	0	0	0	0	0	2,205	
	Total HU	101	0	583	0	140	918	8	0	0	0	699	581	390	25	250	1	0	0	23	536	0	445	0	0	0	0	0	4,700	
	Current Population	279	0	412	0	385	817	22	0	0	0	1,333	929	345	69	535	3	0	0	3	706	0	1,045	0	0	0	0	0	6,883	
	Additional Population	-27	0	1,043	0	-37	1,473	-2	0	0	0	411	519	628	-7	88	0	0	0	55	631	0	65	0	0	0	0	0	4,840	
	2044 Population	252	0	1,455	0	348	2,290	20	0	0	0	1,743	1,449	973	62	624	2	0	0	0	57	1,337	0	1,110	0	0	0	0	0	11,723
10. Smokey Point	Total Acreage	0	0	0	0	0	0	130	0	1,266	123	0	0	0	0	15	1	33	0	0	155	0	0	0	0	72	0	0	53	1,847
	Buildable Acres	0	0	0	0	0	0	69	0	600	37	0	0	0	0	11	1	0	0	0	5	0	0	0	0	0	0	0	722	
	Existing Employment	0	0	0	0	0	0	661	0	3,300	268	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	364	4,605	
	Additional Employment	0	0	0	0	0	0	1,131	0	10,086	869	0	0	0	0	91	5	0	0	0	0	0	0	0	0	0	0	1	12,183	
	Total Employment	0	0	0	0	0	0	1,792	0	13,385	1,137	0	0	0	0	102	6	0	0	0	0	0	0	0	0	0	0	365	16,787	
	Existing HU	0	0	0	0	0	0	15	0	50	72	0	0	0	0	19	0	0	0	0	856	0	0	0	0	1	0	0	1,013	
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	0	0	0	0	204	0	0	0	0	0	0	0	356	
	Total HU	0	0	0	0	0	0	15	0	50	72	0	0	0	0	171	0	0	0	0	1,060	0	0	0	0	1	0	0	1,369	
	Current Population	0	0	0	0	0	0	41	0	138	199	0	0	0	0	52	0	0	0	0	2,362	0	0	0	0	3	0	0	2,795	
	Additional Population	0	0	0	0	0	0	-4	0	-13	-19	0	0	0	0	374	0	0	0	0	282	0	0	0	0	0	0	0	620	
	2044 Population	0	0	0	0	0	0	37	0	125	180	0	0	0	0	427	0	0	0	0	2,644	0	0	0	0	2	0	0	0	3,415
11. Lakewood	Total Acreage	142	0	0	0	0	0	123	0	4	0	0	0	0	0	138	0	0	59	186	17	0	30	25	54	0	0	83	860	
	Buildable Acres	102	0	0	0	0	0	33	0	0	0	0	0	0	0	70	0	0	41	61	8	0	26	6	0	0	0	0	348	
	Existing Employment	0	0	0	0	0	0	1,354	0	0	0	0	0	0	0	24	0	0	0	0	0	0	6	0	2	0	0	300	1,686	
	Additional Employment	1,005	0	0	0	0	0	499	0	2	0	0	0	0	0	41	0	0	0	132		0	0	18	0	0	0	0	1,697	
	Total Employment	1,005	0	0	0	0	0	1,853	0	2	0	0	0	0	0	66	0	0	0	132		0	6	18	2	0	0	300	3,384	
	Existing HU	4	0	0	0	0	0	147	0	1	0	0	0	0	0	595	0	0	0	812	240	0	6	25	0	0	0	2	1,831	
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,537	0	0	0	600	146	0	133	149	0	0	0	0	2,565	
	Total HU	4	0	0	0	0	0	147	0	1	0	0	0	0	0	2,132	0	0	0	1,412	389	0	139	174	0	0	0	2	4,399	
	Current Population	11	0	0	0	0	0	405	0	3	0	0	0	0	0	1,640	0	0	0	2,241	662	0	16	69	0	0	0	6	5,052	
	Additional Population	-1	0	0	0	0	0	-39	0	0	0	0	0	0	0	3,677	0	0	0	1,281	308	0	330	365	0	0	0	-1	5,920	
	2044 Population	10	0	0	0	0	0	366	0	2	0	0	0	0	0	5,317	0	0	0	3,522	971	0	346	434	0	0	0	5	10,973	
2. Jennings Park	Total Acreage	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	59	0	531	188	0	49	0	0	842	
	Buildable Acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	40	11	0	0	0	0	60	
	Existing Employment	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	127	0	110	82	0	0	0	0	425	
	Additional Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
	Total Employment	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	127	0	110	82	0	0	0	0	430	
	Existing HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	31	450	0	1,775	714	0	0	0	0	2,972	
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	49	0	248	97	0	0	0	0	450	
	Total HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	87	499	0	2,023	811	0	0	0	0	3,422	
	Current Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	86	1,242	0	4,898	1,969	0	0	0	0	8,200	
	Additional Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	131	3	0	148	53	0	0	0	0	335	
	2044 Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	217	1,245	0	5,047	2,022	0	0	0	0	8,535	
3. Sunnyside	Total Acreage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	257	0	0	0	0	348	59	0	0	0	19	685	
	Buildable Acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	111	12	0	0	0	3	127	
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	49	0	0	0	0	0	52	
	Additional Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
	Total Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	49	0	0	0	0	0	67	
	Existing HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	694	123	0	0	0	59	876	
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	567	77	0	0	0	13	657		
	Total HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,261	200	0	0	0	72	1,533		

	Current Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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9. Shoultles	Buildable Acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	36		
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	49		
	Additional Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Total Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	49		
	Existing HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,633	101	0	0	0	0	1,734		
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340	4	0	0	0	0	344		
	Total HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,973	105	0	0	0	0	2,078		
	Current Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506	279	0	0	0	0	4,784		
	Additional Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415	-17	0	0	0	0	399		
	2044 Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,921	262	0	0	0	0	5,183		
Citywide	Total Total Acreage	401	73	106	9	38	60	416	175	1,293	123	71	76	25	10	323	7	548	74	341	389	55	3,304	2,902	71	336	136	147	155	11,663
	Total Buildable Acres	190	55	12	8	18	29	150	0	612	37	11	16	9	4	176	3	0	41	93	78	19	384	508	50	0	104	92	3	2,704
	Total Existing Employment	2,643	0	1,651	0	358	427	4,178	352	3,376	268	10	117	166	271	268	33	0	3	128	218	6	471	294	39	33	0	0	664	15,974
	Total Additional Employme	2,174	577	713	228	430	117	2,184	96	10,151	869	0	0	66	93	634	38	0	0	132	0	0	126	0	84	0	0	0	1	18,715
	Total Total Employment	4,817	577	2,364	228	788	544	6,363	448	13,527	1,137	10	117	232	364	903	71	0	3	261	218	6	597	294	123	33	0	0	665	34,690
	Total Existing HU	230	14	149	0	140	296	313	0	53	72	483	337	125	25	1,113	4	0	0	1,621	2,178	582	8,553	9,065	25	6	62	123	61	25,629
	Total Additional HU	0	0	434	0	0	622	0	0	0	0	216	244	265	0	2,988	0	0	0	942	1,514	387	2,440	3,540	507	3	775	1,199	13	16,089
	Total Total HU	230	14	583	0	140	918	313	0	53	72	699	581	390	25	4,101	4	0	0	2,563	3,695	969	10,993	12,605	532	9	837	1,322	74	41,721
	Total Current Population	635	39	412	0	385	817	862	0	146	199	1,333	929	345	69	3,070	11	0	0	4,473	6,009	1,606	23,600	25,010	69	17	171	338	169	70,713
	Additional Population	-61	-4	1,043	0	-37	1,473	-83	0	-14	-19	411	519	628	-7	7,161	-1	0	0	1,920	3,207	811	3,820	6,429	1,257	6	1,917	2,958	15	33,350
Total 2044 Population	574	35	1,455	0	348	2,290	780	0	132	180	1,743	1,449	973	62	10,231	10	0	0	6,393	9,216	2,417	27,420	31,439	1,326	23	2,088	3,296	184	104,063	

Appendix 4

Locational Criteria for Siting New Residential Areas and Residential Development		
	Single Family	Multi-family ¹
Implementing zones; for identification of areas see Figure --:	· Medium Density Single Family (R-4.5) · High Density Single Family (R-6.5) · High Density Single Family – Small Lot (R-8) · Whiskey Ridge, High Density Single Family (WR-R-4-8)	· Low Density Multi-family (R-12) · Medium Density Multi-family (R-18) · High Density Multi-family (R-28) · Whiskey Ridge Medium Density Multi-family (WR-R-6-18)
Original parcel criteria:	-	At least three times the prevailing lot size to allow for adequate setbacks, buffers, landscaping, etc..
Access to:	Neighborhood collector street and pedestrian system	Collector or arterial streets and pedestrian system
Provide proximity to:	Parks, public facilities, schools, shopping, transit	
Design and compatibility considerations:	· Compatible adjacent to single family, and some multi-family · Incompatible adjacent to commercial and industrial · Design to complement scale and character of existing single family. · Reinforce or help establish the structure of the planning area.	· Compatible adjacent to multi-family and some single family · Incompatible adjacent to heavy industrial · Design to complement scale and character of existing single family. · Buffer/ separate multi-family from single family, commercial, and industrial uses and zoning. Natural stream and topographic changes are desirable for buffering single family. · In established neighborhoods require multi-family to be at a scale compatible with adjacent structures. ·
Permitted uses:²	Low and medium density residential with higher density residential allowed in multi-family zones. ³ Conditional uses include most recreation and cultural uses, and some government/business services, group residences, resource and regional uses.	
Prohibited uses:	Most non-residential uses and parking lots.	

	Zone	Base	Maximum ⁵	Zone	Base	Maximum ⁵
Density: ⁴	R-4.5	4.5	5.4	R-12	12	18
	R-6.5	6.5	7.8	R-18	18	27
	R-8	8	9.6	R-28	28	36
	WR-R-4-8	4.5	8	WR-R-6-18	6 (single family); 10 (multi-family)	18
Height: ⁶	30 – 35 feet depending on construction type and lot slope			35 feet in R-12 and WR-R-6-18, 45 feet in R-18 and R-28 with further allowances in code for each zone		
Access/Parking	Public or private street, and standard parking code.			Drive aisle, or public or private street, and standard parking code.		

¹ For the standards for Downtown Master Plan's multi-family zones, please see the Downtown Master Plan. ² Similar uses are allowed as approved by the Director. ³ Low and medium density residential uses include single family residences, duplexes, accessory dwelling units, and middle housing such as triplexes, fourplexes, townhouses, cottages, etc. High density residential uses includes apartments and multi-family residences. ⁴ In all residential zones, alternate density provisions apply when a project uses the Middle Housing Overlay standards which will be adopted by June 2025. ⁵ When residential density incentives are pursued: a 20 percent density increase is allowed for Planned Residential Developments (PRDs) in the R-4.5, R-6.5 and R-8 zones; 8 units per acre is allowed in the WR-R-4-8 zone; and the listed maximum densities are allowed in the multi-family zones. ⁶ In the Downtown Neighborhood, multi-family structures abutting or adjacent to areas identified in the Comprehensive Plan as single family must avoid impacts created by the differing land use districts. In addition, multi-family buildings along the property edges adjacent to single family land use areas identified in the Comprehensive Plan may have no more floors than the adjacent zoning or land use permits. Multi-family structures inside the property or with multi-family properties adjacent to them may be as high as the land use or zoning permit, though they must conform to any other regulations or requirements limiting their height. Outside of the Downtown Neighborhood, multi-family structures abutting or adjacent to single family residences, areas zoned as single family, or identified in the Comprehensive Plan as single family, must reflect the single family character. In addition, multi-family buildings may have no more floors (exclusive of daylight basements) than the adjacent and nearby single family dwellings (up to 2) when single family is the predominate adjacent land use (actual or zoned).

Locational Criteria for Siting New Commercial Areas and Commercial Development				
	Community Business and Community Business – Whiskey Ridge	General Commercial	Mixed Use ¹	Neighborhood Business
Implementing zone; for identification of areas see Figure --	Community Business (CB) and Community Business-Whiskey Ridge (CB-WR)	General Commercial (GC)	Mixed Use (MU)	Neighborhood Business (NB)
Original parcel criteria:	5 to 20 acres with a 1 ½ to 2 mile service area. Auto-oriented with the ability to complete several errands in a few stops.	5 acres or more with a 2 mile service area. Large, auto-oriented sites rather than pedestrian oriented, and close to the population served.	Not specified. Enable people to live, shop, and possibly work without always being dependent on automobiles.	¼ to 1 ½ acre maximum with a ½ mile radius service area. Pedestrian-oriented; one or two per neighborhood to serve the immediate neighborhood.
Access to:	Arterial streets and intersections.	Arterial streets and intersections and Interstate 5. Good access needed.	Arterial and neighborhood collector streets.	Arterial and neighborhood collectors. Preferably at an intersection.
Provide proximity to:		Light industrial and other non-pedestrian oriented areas (was a policy).	High vehicular and transit access, and close proximity to services and employment.	Residential areas
Design and compatibility considerations:			Provide ability to buffer from adjacent residential and restrict site expansion. Use enhanced plantings/street trees, special paving and street furniture, appropriate	Development and design must be compatible with the surrounding neighborhood character. Site layout and building design should be of an appropriate scale with the

			signage, and/or the location of special land uses, buildings, or structures to create a special district.	neighborhood, and lighting, access, architecture, landscaping, and signage must be sensitive to adjoining residential uses.
Permitted uses:²	Commercial/retail (e.g. auto/boat sales, motorcycle dealers, grocery, restaurants), hotel/motel, most education, government, health and personal services, offices, repair and service, residential above ground floor commercial ¹ , and some business services. Conditional uses include auto repair and service, mini storage (very limited areas), most regional uses, and public schools.	Commercial/retail (e.g. auto/boat sales, grocery, restaurants), hotel/motel, light industrial/manufacturing (indoors), most government/business, education, health and personal services, offices, most repair and service, and residential above ground floor commercial. Conditional uses include automobile holding yards, mini storage (very limited areas), mobile home/RV	Commercial/retail (e.g. small food stores, department stores); hotel/motel; most education, government, health and personal services; multi-family residential; offices; restaurants (small) with only one drive-through lane Downtown; and some business services. Conditional uses include agricultural crop sales, bars and taverns, civic/fraternal association, Master Planned Senior Communities, public schools, and some regional uses.	Commercial/retail (e.g. grocery, coffee shops, and restaurants excluding bars and adult entertainment); hotel/motel; limited business services; offices; and some education, government, health and personal services. Conditional uses include residential above ground floor commercial and some regional uses.

¹ Housing is not allowed in the Community Business – Whiskey Ridge zone. In the Lakewood Neighborhood’s CB zone, a horizontal mixed use project may be proposed through a development agreement approved by City Council.

		dealer, most regional uses, and public schools.		
Prohibited uses:	Most industrial/manufacturing uses, intensive regional uses (e.g. recycling, transfer station, wastewater), and manufactured home parks.	Commercial schools, heavy equipment and truck repair, industrial (unless light), intensive regional uses (e.g. recycling, transfer station, wastewater), and manufactured home parks.	Automobile holding yard, manufacturing/industrial (except breweries incidental to restaurants and photocopying), mini storage, mobile home/RV dealer, motor vehicle and boat dealers, outdoor storage/sales, repair and service, and single family residential/duplexes.	Industrial/manufacturing (except photocopying), outdoor storage and sales, repair and service (except automotive repair incidental to a gas station), and residential (except above ground floor commercial).
Density:	Minimum: 12 units per acre. Maximum: 27 units per acre with the use of Residential Density Incentives.	Minimum: 12 units per acre. Maximum: none; however, Residential Density Incentives required.	Minimum: None. Maximum: 28 units per acre.	Minimum: none. Maximum: none.
Height:³	55 feet	35 feet	45 feet	25 feet
Access/Parking:	Arterial streets. Standard parking code.	Arterial streets and intersections. Standard parking code.	Arterial and neighborhood collector streets. Standard parking except that reduced parking allowed for the Downtown Neighborhood. Locate parking to side, center or rear of buildings. Provide shops and wide sidewalks along street.	Arterial streets, preferably at arterial intersections. Standard parking code. Locate parking to side, center or rear of buildings. Provide good pedestrian, bicycle and vehicle access.

			Require joint use parking agreements.	
¹ The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan. ² Similar uses are allowed as approved by the director. ³ Further height allowances are in code.				

Locational Criteria for Siting New Commercial Areas and Commercial Development					
	General Industrial	Light Industrial	Light Industrial with General Commercial Overlay	Public Institutional	Recreation
Implementing zone; for identification of areas see Figure --	General Industrial (GI)	Light Industrial (LI)	Light Industrial with General Commercial Overlay (LI-GC)	Public-Institutional (P-I)	Recreation (Rec)
Original parcel criteria:	Flat land in large parcels.	Flat land in large parcels.	Flat land in large parcels; generally over 5 acre sites.	Flat land large enough to accommodate the public-institutional use.	Varies depending on the nature of the recreation use; however, flat sites preferred.
Access to:	Highway and major arterial access. Rail access and proximity to air transportation.	Highway and major arterial access. Rail access and proximity to air transportation.	Highway and major arterial access. Arterial streets and intersections. Rail access and proximity to air transportation.	Arterial access preferred.	Arterial access preferred.
Design and compatibility considerations	- Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be low intensity to minimize critical area impacts. - Encourage master planning of larger sites. - Protect industrial lands from encroachment from incompatible uses. - Ensure adequate buffering between industrial and residential uses through appropriate zoning, architecture, and site design.				

Permitted uses:¹	Manufacturing; most government/business and personal services; most regional land uses; park/recreation; some recreation and cultural, retail/wholesale; resource land uses; and restaurants. Conditional uses include some manufacturing and regional land uses.	Hotel/motel ² manufacturing; most government/business and personal services; most regional and resource land uses; some education, retail/wholesale; offices; restaurants (small); and some recreation and cultural uses. Conditional uses include automobile wrecking yards, and some manufacturing and regional land uses.	Health services; hotel/motel; manufacturing; most government/business and personal services, and retail/wholesale; most regional land uses; some education; resource land uses; offices; restaurants; some recreational/cultural uses. Conditional uses include automobile wrecking yards, and some manufacturing and regional land uses.	Business services; health services; most education services and government services; some personal services; most regional land uses; and most recreation and cultural uses. Conditional uses include some regional land uses	Most recreation and cultural uses. Conditional uses include some resource land uses.
Prohibited uses:	Health services, residential, and some retail.	Health services, residential (except some group residences), and some retail.	Residential (except some group residences).	Manufacturing; residential (except group residences), resource land uses, restaurants; and retail/wholesale.	Business, education, health, and government services; manufacturing; regional land uses; personal services; residential, restaurants unless incidental to a

² Hotels/motels are prohibited within Arlington Airport Inner Safety Zones (ISZ) 2, 3, and 4. Hotels/motels that are proposed to locate within Arlington Airport Protection Subdistricts B and C shall be required to coordinate with the Arlington Municipal Airport to ensure that height, glare, and other aspects of the hotels/motels are compatible with air traffic and airport operations.

					recreation use; and retail/wholesale.
Height: ²	65 feet	65 feet	65 feet	45 feet	35 feet
Access/Parking:	Standard parking				

¹ Similar uses are allowed as approved by the director. ² With further allowances in code.

2.0 LAND USE ELEMENT



2.1 INTRODUCTION

Over the past twenty years, the City of Marysville has experienced tremendous growth in all sectors – commercial, industrial and residential. ~~The City's location within the booming Puget Sound region, proximity to regional arterials including Interstate 5, and abundant greenfields have helped drive this~~



IMAGE 1 –xxx.

~~The City's pattern of growth, quality of development, and desired character is largely shaped by the Land Use Element and companion land use regulations which determine what may be built and where. This growth has been spurred by the overall growth in the Puget Sound region as well as the City's proximity to regional arterials and abundant greenfields. The Land Use Element and companion land use regulations largely shapes the City's pattern of growth, quality of development, and desired character by determining what may be built and where.~~

Land use is the basis for balancing all other elements of the comprehensive plan. Our desired land use pattern drives future transportation, utility, capital facility and service decisions and needs. Conversely, available infrastructure and services influence our land use decisions. The Land Use Element provides an inventory of existing population, housing, and employment capacity, and an analysis comparing the capacity to 2044 forecasts. It includes a discussion of land use districts and densities, a strategic plan for realizing the City's vision for growth, and goals and policies to guide us. ~~The Land Use Element It~~ also incorporates neighborhood planning as the mechanism for balancing and allocating land uses and densities. This is based on the belief that a thriving community is comprised of healthy neighborhoods.

The overarching goal of the Land Use Element is to ensure an adequate supply of commercial, industrial, institutional, and residential land to accommodate the City's future growth while ensuring adequate facilities, services, and environmental protections to accommodate this growth and a good quality of life.

The Growth Management Act indicates that the land use assumptions in the Land Use Element form the basis for all growth-related planning functions in the Comprehensive Plan, including transportation, housing, and capital facilities ([WAC 365-196-405](#)).

The Land Use Element should include:

- Designation of the proposed general distribution and general location and extent of the uses of land, where appropriate, for agricultural, timber, and mineral production, for housing, commerce, industry, recreation, open spaces, public utilities, public facilities, general aviation airports, military bases, rural uses, and other land uses;
- Population densities, building intensities, and estimates of future population growth;
- [Consideration of urban planning approaches to promote physical activity;](#)
- [Provisions for protection of the quality and quantity of ground water used for public water supplies;¹ and](#)
- A review of drainage, flooding, and stormwater runoff and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

2.2 URBAN GROWTH AREAS, ANNEXATION AND AREAS OF FUTURE INFLUENCE

Urban Growth Areas. Washington State's Growth Management Act (GMA) requires the designation of Urban Growth Areas (UGAs) where urban growth, which is characterized by compact, intensive land use, can occur (the UGA is depicted in [Figure 2.1](#)). The land within the UGA must be capable of accommodating the City's anticipated commercial, industrial and residential growth for a 20 year period. Annexation of land and/or provision of urban services requires that the land is in the UGA.² UGAs are re-evaluated at least every five years to determine whether or not the UGA is capable of meeting Snohomish County's 20-year population and employment projections.

Snohomish County must collaborate with cities in determining UGAs, and is responsible for approving the UGA for each City.³ Land outside the UGA is designated for rural or natural resource use (i.e. agricultural, mineral or forest) to ensure their protection, less dense residential

¹ [Ground water quality and quantity, and drainage, flooding, and stormwater runoff, are addressed in the Environmental Element \(add link\), Public Facilities Element \(add link\), Capital Facilities Element \(add link\), the 2017 Water System Plan \(currently being updated\), the 2016 Surface Water Comprehensive Plan, the Stormwater Management Program Plan, and the Marysville Watershed Planning Basin Assessment and Prioritization. Standards to ensure that water and stormwater are adequately protected and impacts mitigated for are implemented through MMC Title 14, Water and Sewers and the City's National Pollutant Discharge Elimination System \(NPDES\) Permit.](#)

² In Marysville's UGA, the City is the water and sewer provider in both incorporated and unincorporated areas. While the majority of the City's UGA has been annexed, being the major provider of these services has provided, and will continue to provide, the City with extraordinary influence on the appropriateness, timing and phasing of urban expansion.

³ Future urban growth is to be located first in areas already characterized by urban development where existing public facility and service capacity is available, and second in areas where public or private facilities or services are planned or could be provided in an efficient manner.

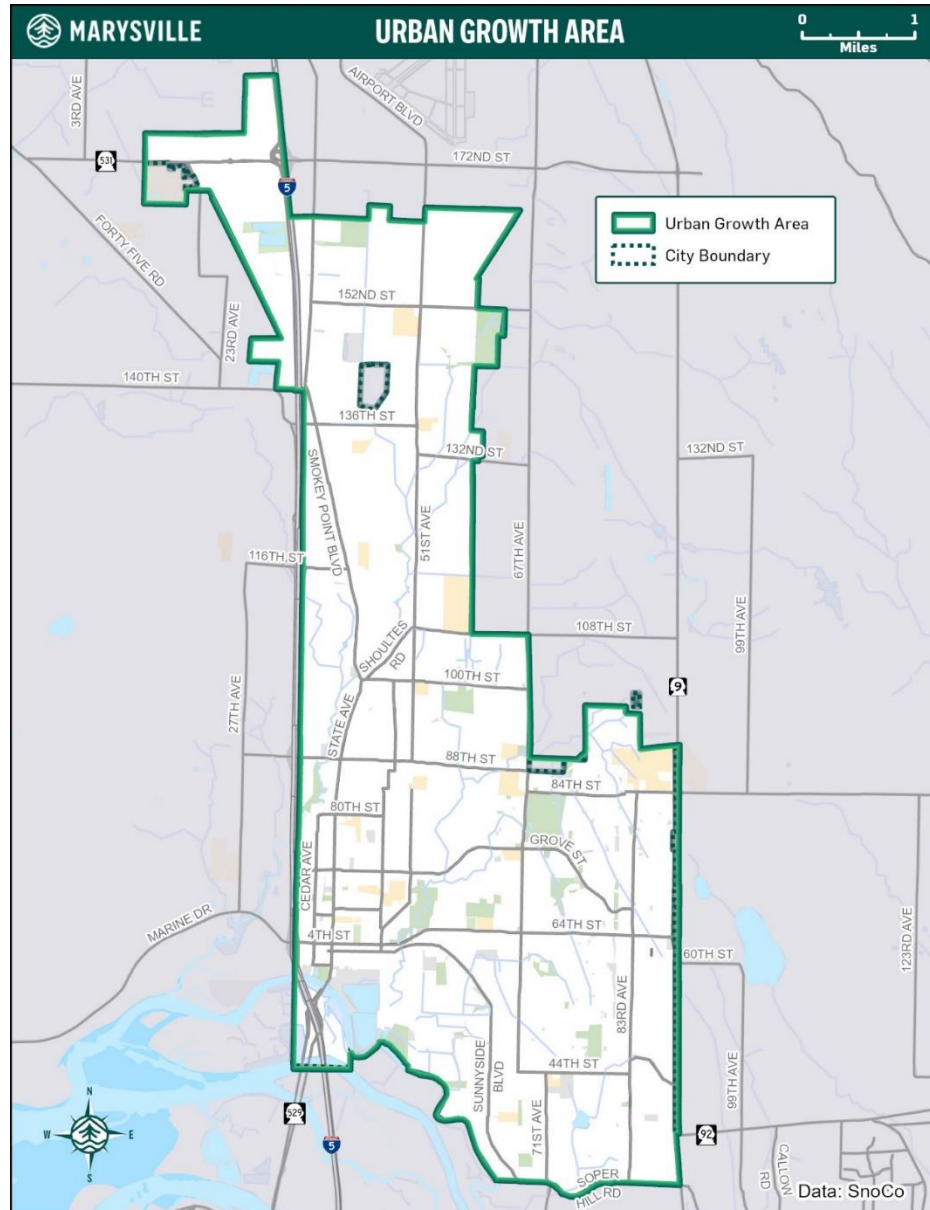
and commercial uses, and critical areas⁴. Land within the un-annexed UGA and other unincorporated areas, falls under the jurisdiction of Snohomish County; however, land immediately adjoining the City's UGA is included in this Plan to consider the effects and impacts of urban growth on adjoining rural land uses and to coordinate for effective short and long-term transition between areas inside and outside the UGA.

Annexation. Cities are ultimately expected to annex areas within their respective UGAs and, therefore, must plan for effective service delivery for transitioning these areas into the city limits. Marysville has actively sought annexation of its UGA, negotiated interlocal agreements with Snohomish County for annexation of and urban development within its UGA, and adopted policies to encourage transition of unincorporated areas into the City limits. These policies and agreements ensure a smooth transition from County to City jurisdiction when annexation occurs, and have helped facilitate annexation of virtually all of the City's UGA.

This Comprehensive Plan establishes additional policies and conditions to address public services, infrastructure and utility extension and compatibility issues within Marysville's UGA and potential future annexation areas. These policies are intended to provide the City with guidance when undertaking decisions about future annexation. They encourage the City to carefully identify, evaluate and conduct annexations that will enhance the quality of life, improve the efficiency of services, protect the environment, and promote land use goals.

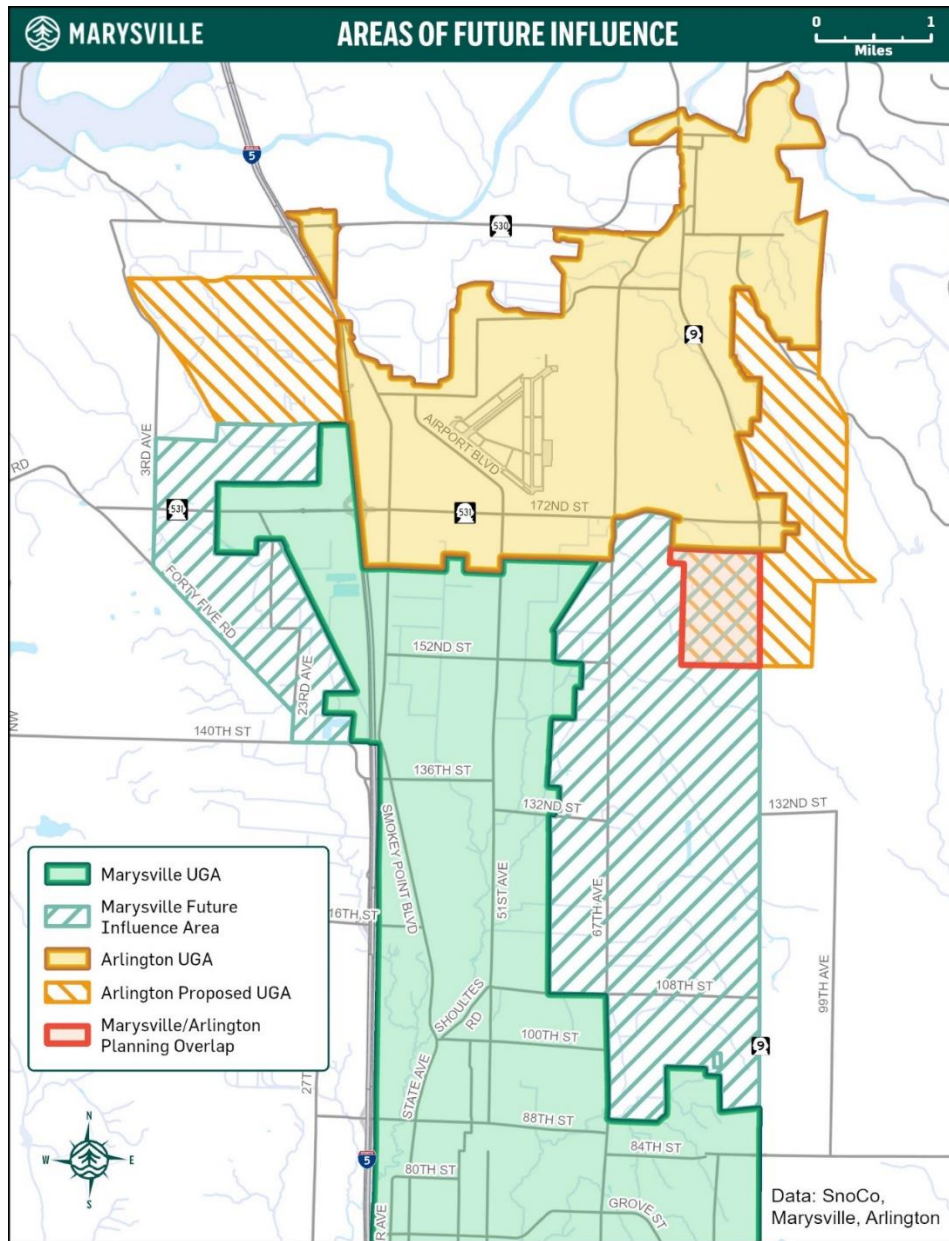
⁴ Critical areas include wetlands, areas with a critical recharging effect on aquifers or groundwater used for potable water, fish and wildlife habitat conservation areas, and frequently flooded areas. These areas can be in or outside the UGA, but their location, significance, and size are considered in establishing the UGA.

Figure 2.1



Areas of Future Influence. Washington State GMA and Puget Sound Regional Council (PSRC), planning require and encourage increased density within UGAs, and consideration of reasonable measures (see [Appendix --](#)), prior to considering UGA expansions. While the City anticipates meeting the 2044 population, housing and employment targets allocated by Snohomish County within its current UGA, over time it is anticipated that future UGA expansions will be needed. [Figure 2.2](#) depicts Areas of Future Influence that are likely future expansion areas. One area to the east of the City is designated as a potential expansion area in the Comprehensive Plans of both Marysville and Arlington, and will require ongoing coordination with Arlington and Snohomish County to finalize where each jurisdiction may expand in the future.

Figure 2.2



2.3 LAND USE INVENTORY

The Land Use Inventory evaluates the City’s total acreage and developable acreage by land use designation/zoning in order to determine whether there is adequate land capacity to accommodate the City’s population, housing, and employment growth targets. The land capacity estimates found in this section are derived from the Snohomish County 2021 [Buildable Lands Report](#) (BLR) and companion Geographic Information Systems (GIS) files, and subsequent analysis by the City’s Planning and GIS Divisions.

DEVELOPABLE LAND ANALYSIS

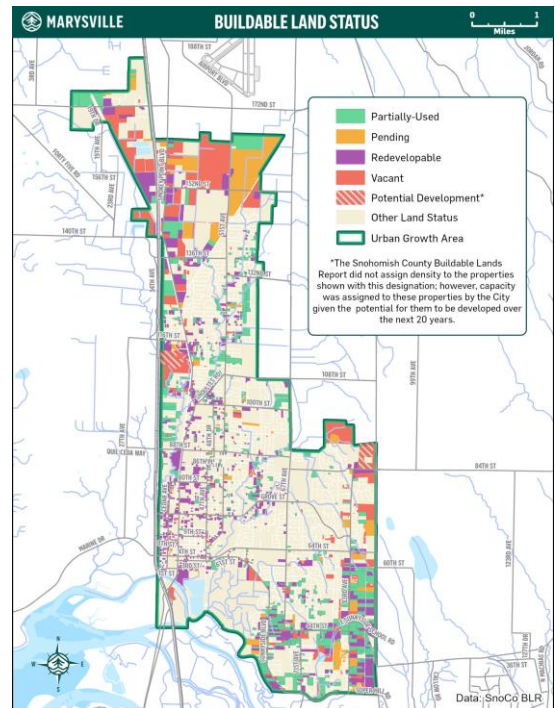
Snohomish County's 2021 BLR analyzes lands within the County and each City to determine which lands have future development potential. The land capacity analysis starts with a GIS evaluation of all lands within the City based on an April 2019 extract of Assessor's parcel records. Parcels are classified into those with and without additional development potential.⁵ Those with additional development potential are placed into the categories depicted in **Figure 2.3** and described below:

- Vacant are parcels without structures;
- Partially used are parcels that have existing structures on part of the site but have further development potential without demolishing structures;
- Redevelopable are parcels with existing structures that are candidates for demolition and redevelopment with new, more intensive uses; and
- Pending are parcels with pending applications for new development.

Properties with existing structures on or before April 1, 2019 were deemed developed and existing population and employment was allocated to them. Properties where projects are proposed, built or occupied after the date was allocated future capacity. Land on developable parcels that is not buildable was removed from the buildable lands inventory.⁶

An analysis of actual past residential, commercial and industrial development by City land use designation was conducted to approximate development densities (i.e. housing units or jobs per buildable acre). These development densities were applied to buildable parcels in order to estimate additional housing unit and employment capacity. The capacity estimates were then adjusted to reflect development uncertainties.⁷ The parcel level capacity estimates were then aggregated and applied to each respective City, UGA and Municipal UGA within Snohomish County.

Figure 2.3



⁵ The following parcels are classified as not having additional development potential: stable developed uses which are classified as constant, and land contemplated for public/institutional uses (e.g. schools, churches, municipal uses, etc.).

⁶ Unbuildable lands include critical areas and buffers (i.e. steep slopes, wetlands, streams, lakes, and floodplains); major utility easements; future arterial rights-of-way; and land needed for other capital facilities (i.e. schools, parks, water/sewer/storm, etc.).

⁷ Development uncertainties include: the ability to obtain capital facilities and services (e.g. water and sewer) to support urban development, and market availability (i.e. property that is withheld from development) over the next 20 years.

LAND USE INVENTORY

The City of Marysville includes 11,663 acres of which 2,704 acres or about 23.2 percent of land is buildable as shown in **Figure 2.4** below.⁸ Fifty-six (56) percent of land within the City is designated as single family; however, this designation accounts for only 39 percent of the buildable land as depicted in **Figures 2.5 and 2.6 below**. Industrial, commercial, multi-family, and institutional/recreation and open space land account for the remaining 44 percent.

Figure 2.4

Land Use Inventory by General Land Use Category ⁹					
Acreage ²	Single family	Industrial	Commercial	Multi-family	Institutional, Recreation & Open
Total	6,413	1,591	1,382	1,165	958
Buildable	1,047	649	615	348	41

Figure 2.5 Total Acreage by General Land Use Designation

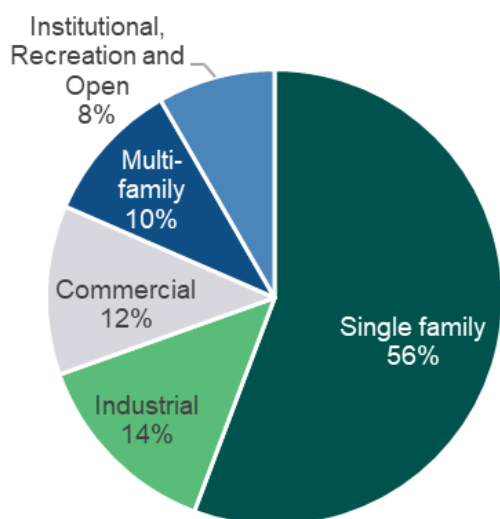
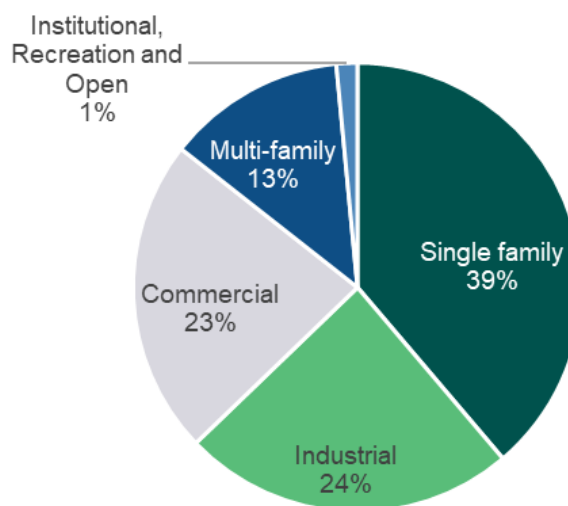


Figure 2.6 Buildable Acreage by General Land Use Designation



⁸ A complete land capacity table is provided in Appendix – of the Land Use Element.

⁹ The City of Marysville has 27 different land use designations. These designations are consolidated into the five general categories shown above for ease of interpreting the data. Most land use designations fall into neatly into a category with the exception of the following three which are included in the general categories above as follows: Mixed Use is with Commercial, Flex Residential is with Residential, and Light Industrial with General Commercial Overlay is with Industrial. Approximately 155 acres are unannexed and, therefore, not included in this table.

2.4 2044 GROWTH TARGETS AND CAPACITY

The Growth Management Act (GMA) requires jurisdictions in Snohomish County to plan for growth over a 20-year time span using the State Office of Financial Management's (OFM) population forecasts.¹⁰ The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how to allocate the State's countywide forecast to cities, UGAs, and the rural/resource areas of the County utilizing the cooperative planning process of Snohomish County Tomorrow (SCT). The resulting 2044 population and employment growth targets guide local GMA comprehensive plan updates.

Snohomish County is anticipated to growth from 827,957 people in 2020 to 1,136,309 people by 2044. The City of Marysville is anticipated to receive 9.4 percent of the County's population growth, 8.5 percent of the housing unit growth, and 10.3 percent of the job growth over the next 20 years as shown in **Figures 2.7 and 2.8** below.

Figure 2.7 2044 Growth Targets and Capacity within the Marysville UGA

	Employment	Housing	Population
Existing	15,310 ¹¹	25,632	70,714
2044 Target ¹²	32,926	39,976	99,822
Additional Capacity	18,715	16,089	33,350
2044 Total Capacity	34,025	41,721	104,064

POPULATION

¹⁰ Puget Sound Regional Council (PSRC) has also issued forecasts for growth.

¹¹ Over 99 percent of the City's UGA has been annexed as a result of the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). SCT growth projections through 2044 show negligible population (1 person), housing (2 units), employment increases (93 jobs) in the unannexed UGA which is generally limited to the Lakewood School District compound and a small, existing neighborhood north of Ingraham Boulevard and east of 67th Avenue NE. Therefore, population, employment, and housing figures are not shown separately for the UGA and the City. It should be noted that minor discrepancies exist between SCT figures and City figures due to detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly employment in the Cascade Industrial Center (CIC).

¹² The targets noted in the chart are from the Snohomish County Tomorrow (SCT) planning process and are the City's growth targets. Based on additional analysis of the City's density assumptions, there is greater population and employment capacity as noted in the chart; therefore, both the target and capacity are shown.

The City's population leapt from 39,628 people in 2009 to 60,020 people in 2010 as a result of the Central Marysville Annexation. Since 2010, the City has had an average annual population growth rate of 1.59 percent which equates to 1,058 additional residents each year. The City's 2023 population is 73,780, and is expected to growth at a 1.44 percent average annual rate approaching 100,000 people by 2044. The City has capacity for approximately 104,000 people, so has capacity to accommodate the 33,350 population allocation.

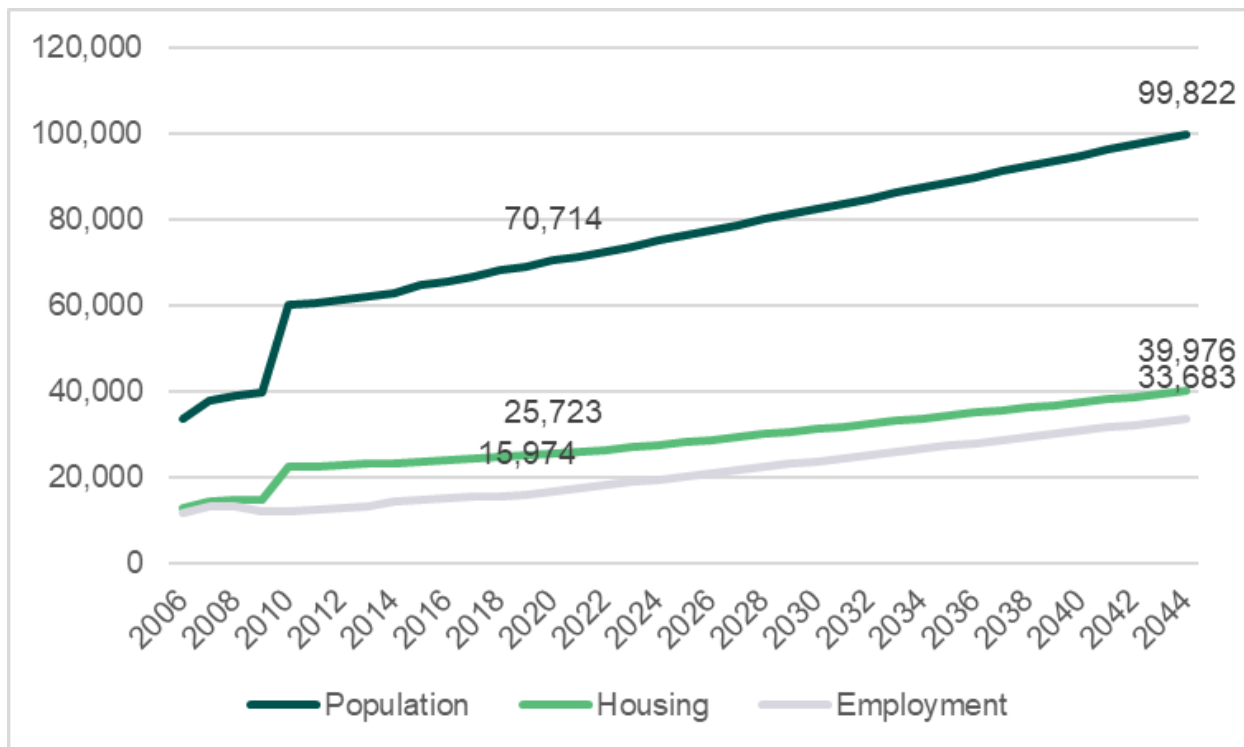
HOUSING

The City's population leapt from 39,628 people in 2009 to 60,020 people in 2010 as a result of the Central Marysville Annexation. Since 2010, the City has had an average annual population growth rate of 1.59 percent which equates to 1,058 additional residents each year. The City's 2023 population is 73,780, and is expected to growth at a 1.44 percent average annual rate approaching 100,000 people by 2044. The City has capacity for approximately 104,000 people, so has capacity to accommodate the 33,350 population allocation.

EMPLOYMENT

Since 2010, the City's housing stock has increased at an average annual growth rate of 1.43 percent arriving at 26,923 units by 2023. By 2044, it is projected that the City's housing stock will need to increase by 13,053 units to 39,976 total housing units to serve the projected 2044 population. This means that about 622 new housing units will need to be built each year, representing a 1.72 percent average annual growth rate. The City has capacity for approximately 41,721 housing units, so can accommodate the 14,344 unit housing allocation.

Figure 2.8 2044 Growth Targets and Capacity within the Marysville UGA

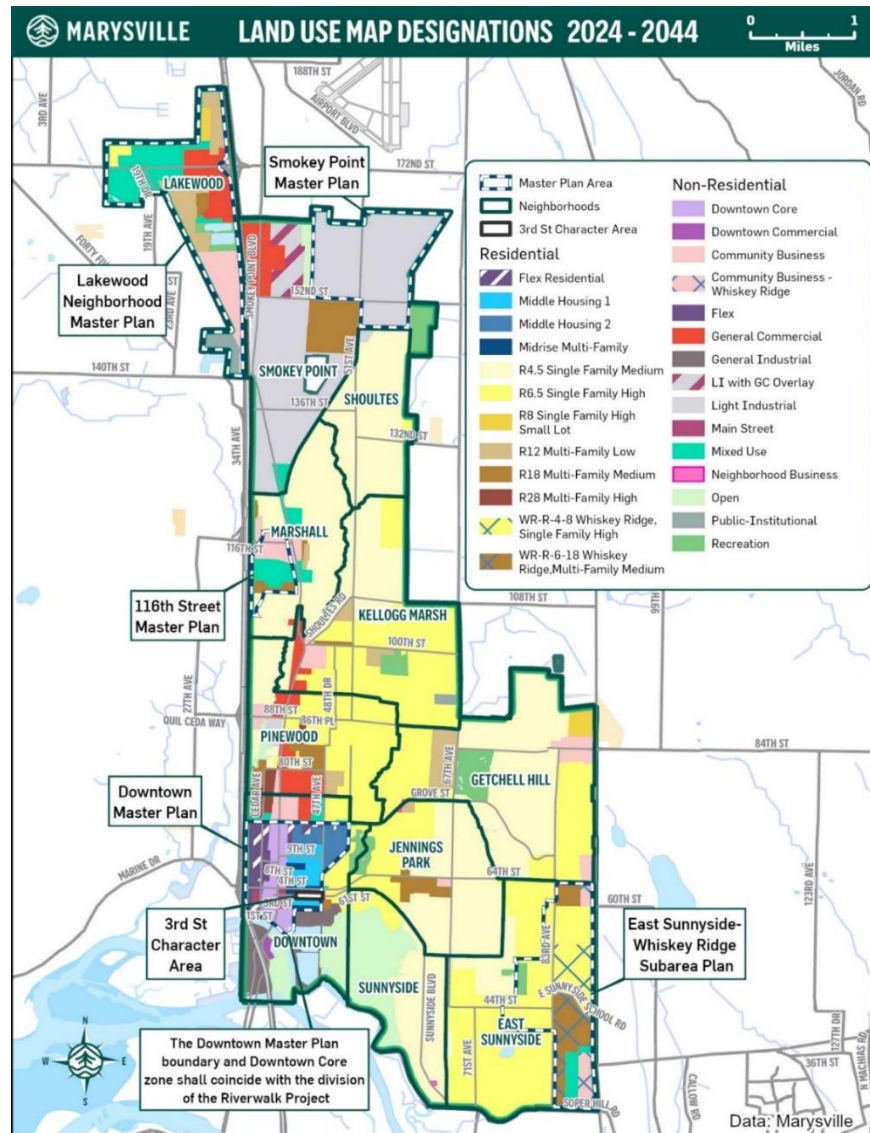


2.5 LAND USE DESIGNATIONS ¹³

The City’s Future Land Use Map or Comprehensive Plan map sets forth the City’s vision for where land uses (i.e. commercial, industrial, institutional, residential) should occur by applying land use designations for different areas of the City. The Future Land Use Map is then implemented by the City’s official zoning map and land use regulations, which are regulatory tools. Due to the close relationship of these maps, zoning changes need to be consistent with the City’s Future Land Use Map. The City’s various land use designations are depicted in **Figure 2.9 below**. This map also shows the many Neighborhoods and Master Plan Areas within the City, which are discussed further in the ‘Neighborhoods, Master Plan Area, and Centers’ section.

¹³ [Guidance on where land use designations should be located along with general standards for implementing the zoning designations are contained in Appendix 4.](#)

Figure 2.9



Land use designations within the City generally fall into four broad categories: commercial, industrial, residential, and institutional/recreation/open. The City has several different land use designations under these broad categories that guide where specific uses can be constructed, what scale or intensity they can be, and, for residential uses, what density is allowed. Most land use designations and zones apply throughout the City; however, the Downtown Master Plan Area and portions of the East Sunnyside – Whiskey Ridge Master Plan Area contain zones unique to those master plan areas. Below is a summary of the broad land use categories followed by descriptions of the specific land use designations which are implemented through zones or zoning designations.

Residential

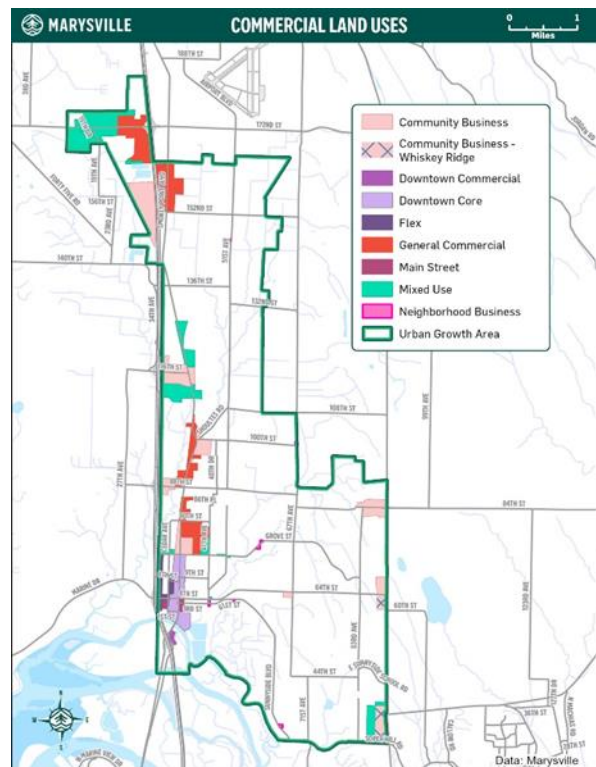
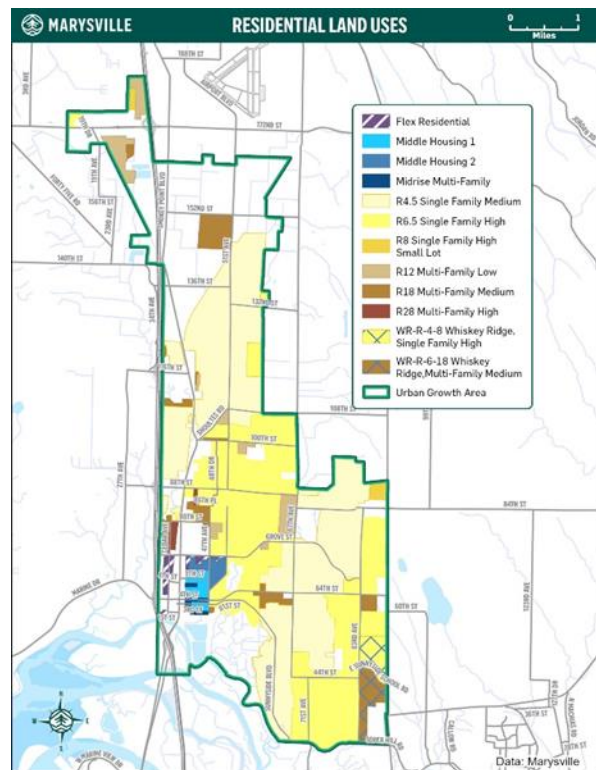
Historically in Marysville, single family and multi-family residential have been separate land uses. Single family zones primarily allowed for single family residences and duplexes with uses

such as townhomes restricted to Planned Residential Developments (PRDs). Multi-family residential zones were intended for more intense residential uses such as townhouses and multi-family apartments; however, less intense single family and duplex development was also allowed. A long-standing objective has been to ensure compatibility of multi-family with established or proposed single family neighborhoods while providing sufficient multi-family residences to meet increasing housing needs.

With the adoption of House Bill 1110, different types of middle housing will be allowed in single family neighborhoods. Design standards have historically been used to mitigate the impacts of multi-family on single family neighborhoods, and will be even more important to ensure that middle housing infill does not disrupt the fabric of existing single family neighborhoods and that the impacts of larger multi-family continues to be mitigated.

Commercial

Marysville's commercial areas began in Downtown and then grew along State Avenue/ Smokey Point Boulevard. The City has a robust commercial base comprised of a variety of retail and service uses. Attracting more entertainment and sit-down dining options, and improving the appearance of commercial areas, through the creation of compact commercial centers, infill, building renovation, and enhanced landscape and architectural design, are long-standing community desires. Providing businesses in neighborhoods, appropriately scaled and located, can ~~help~~ reduce reliance on motor vehicles.



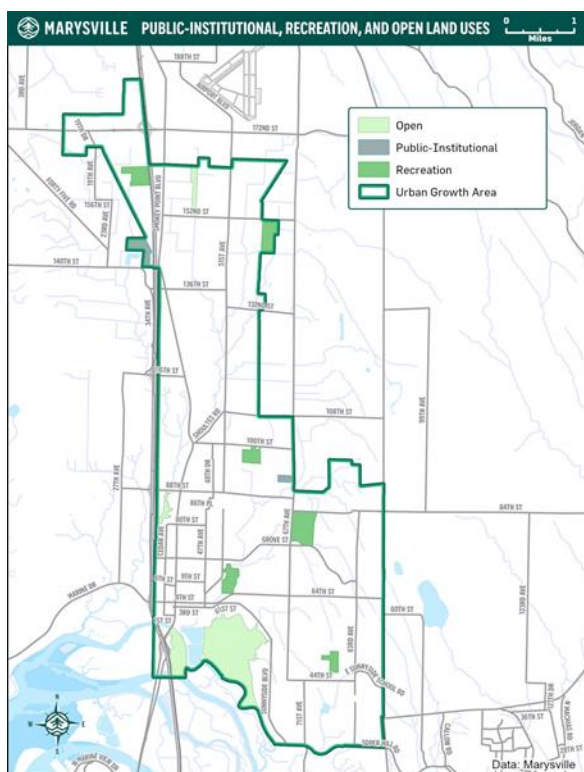
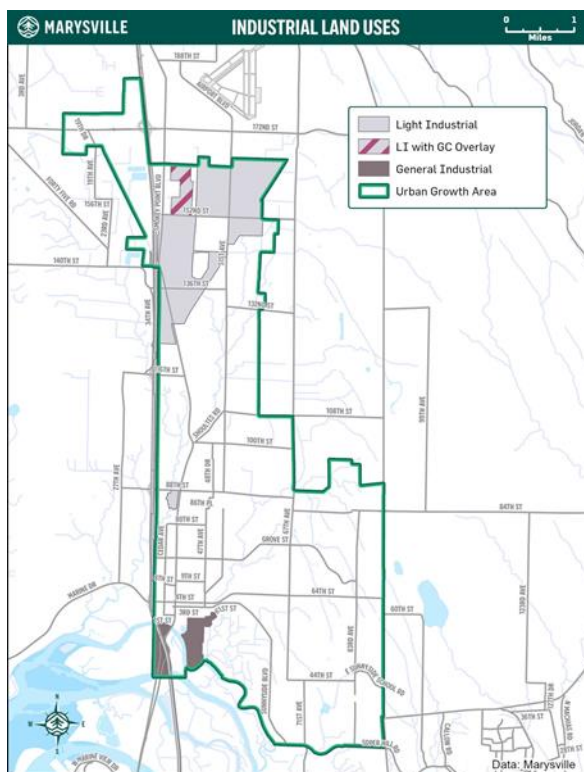
Industrial

The City's initial industrial areas were in the Downtown along Ebey Slough and in Brashler's Industrial Park, and later developed along the north end of Smokey Point Boulevard. Today, new industrial uses that range from manufacturing to warehousing and distribution are being constructed in the City's Smokey Point Neighborhood, Smokey Point Master Plan Area, and Cascade Industrial Center as further described in the similarly entitled sections below. The City's long-standing goals of an improved jobs to housing ratio, and an employment center with a range of businesses and living wages jobs, are all coming to fruition.

Public – Institutional/Recreation/Open

Public – institutional, recreation and open designated areas are dispersed throughout the City. Public-institutional designated lands are those intended for governmental buildings, churches and public facilities, while Recreation designated lands coincide with parks, and Open designated lands contain undevelopable critical areas requiring that are not developable and require permanent protection.

In this section, descriptions of land use designations that apply in the Downtown Master Plan Area are presented first followed by residential, commercial, industrial, institutional and recreation¹⁴.



¹⁴ Residential and commercial zones unique to the East Sunnyside – Whiskey Ridge Master Plan Area (ESWR MPA) are integrated with the general land use designations since they are limited in number and other areas of the ESWR MPA use the general land use designations.

Downtown

Downtown Core

The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial use and multi-family residences are allowed.

Main Street

The Main Street zone protects and enhances the character of Marysville's historic retail core. This zone encourages high-activity like restaurants, entertainment, and shops, and residential above the ground floor. New buildings should feature an active ground floor use. Parking is not required for some uses in small commercial buildings.

Flex

The Flex zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial. New residential, schools, daycares, and other similar uses are not allowed due to the proximity to I-5 and the BNSF railroad corridor.

Flex Residential

The Flex Residential zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial, and allows "missing middle" housing and low-rise apartments.

Midrise Multi-family

The Midrise Multi-family zone encourages dense multi-family housing. Commercial is allowed for properties abutting Third and Fourth Streets, but is limited to a ground floor element of a mixed use building for other properties within this zone.



Middle Housing 1

The Middle Housing 1 zone encourages small infill housing, especially “missing middle” housing. The zone protects the fine-grained, residential character of historic neighborhoods.

Middle Housing 2

The Middle Housing 2 zone encourages infill housing, especially “missing middle” housing and low-rise apartments. Commercial is not allowed except as a ground floor element of a mixed use building located on an arterial street, and is limited to uses that serve the immediate needs of the neighborhood. Small commercial uses on the ground floor of mixed use buildings located on arterial streets are a conditional use.



Residential

Medium Density Single Family, High Density Single Family, and High Density Single Family – Small Lot

Purpose

The Medium Density Single Family (R-4.5), High Density Single Family (R-6.5), and High Density Single Family – Small Lot (R-8) zones encourage primarily single family residential and duplex development; however, these zones also allow townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions. The primary distinction among these zones is the allowed density as detailed in [Appendix B the ‘Density’ section below](#).



Land Use

~~Permitted Uses include low and medium density residential. Conditional uses include most recreation and cultural uses, and some government/business services, group residences, resource and regional uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include most non-residential uses and parking lots.~~

Development Standards

~~**Density:** Minimum: none. Maximum units per acre: 4 ½ in R-4.5, 6 ½ in R-6.5, and 8 in R-8; provided that, a) a 20 percent density increase is allowed for Planned Residential Developments (PRDs) when Residential Density Incentives (RDIs) are pursued, and b) alternate density provisions apply when a project uses the Middle Housing Overlay standards.~~

~~**Height:** 30—35 feet depending on construction type and lot slope~~

~~**Expected Building Types:** Single family and some cottage housing, duplex/triplex/fourplex, and townhouses.~~

~~**Access/Parking:** Standard parking code.~~

Whiskey Ridge – High Density Single Family

Purpose

The Whiskey Ridge, High Density Single Family (WR-R-4-8) zone encourages primarily single family residential and duplex development; however, this zone also allows for townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions.



Land Use

~~**Permitted Uses** include low and medium density residential. Conditional uses include most recreation and cultural uses, and some government/business services, group residences, resource and regional uses. Similar uses are allowed as approved by the director.~~

~~**Prohibited Uses** include most non-residential uses and parking lots.~~

Development Standards

~~**Density:** Minimum: none. Maximum: 4 ½ units per acre with up to 8 units per acre if Residential Density Incentives are pursued; provided that, alternate density provisions apply when a project uses the Middle Housing Overlay standards.~~

~~**Height:** 30—35 feet depending on construction type and lot slope~~

~~**Expected Building Types:** Single family and some cottage housing, duplex/triplex/fourplex, and townhouses.~~

~~**Access/Parking:** Standard parking code.~~

Low Density Multi-family, Medium Density Multi-family, and High Density Multi-family

Purpose

The Low Density Multi-family (R-12), Medium Density Multi-family (R-18), and High Density Multi-family (R-28) zones encourage multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions. The primary distinction among these zones is the allowed density and height as detailed in [Appendix !\[\]\(343507b81ed7f5d5f10ac51534bed10b_img.jpg\) the 'Density' and 'Height' sections below.](#)



Land Use

~~Permitted Uses include low and medium density residential. Conditional uses include most recreation and cultural uses, and some government/business services, group residences, resource and regional uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include most non-residential uses and parking lots.~~

Development Standards

~~Density: Minimum: none. Maximum units per acre: 12 in R-12, 18 in R-18, and 28 in R-28. When Residential Density Incentives are pursued density may increase up to 18 in R-12, 27 in R-18, and 36 in R-28. Alternate density provisions apply when a project uses the Middle Housing Overlay standards.~~

~~Height: 35 feet in R-12 and 45 feet in R-18 and R-28 with further allowances in code for each zone.~~

~~Expected Building Types: Apartment, attached and detached single family, condominiums, duplex/triplex/fourplex, townhouses, and some cottage housing.~~

~~Access/Parking: Drive aisle or public street. Standard parking code.~~

Whiskey Ridge – Medium Density Multi-family

Purpose

The Whiskey Ridge, Medium Density Multi-family zone encourages multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and

duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions.

Land Use

~~Permitted Uses include low and medium density residential. Conditional uses include most recreation and cultural uses, and some government/business services, group residences, resource and regional uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include most non-residential uses and parking lots.~~

Development Standards

~~Density: Minimum: none. Maximum: 6 units per acre for single family and 10 units per acre for attached multi family. Up to 18 units per acre is possible if Residential Density Incentives are pursued. Alternate density provisions apply when a project uses the Middle Housing Overlay standards.~~

~~Height: 35 feet with further allowances in code.~~

~~Expected Building Types: Apartment, attached and detached single family, condominiums, duplex/triplex/fourplex, townhouses, and some cottage housing.~~

~~Access/Parking: Drive aisle or public street. Standard parking code.~~

Small Farms Overlay

The Small Farms Overlay is an overlay for agricultural uses¹⁵ in residential zones. The intent is to register small farms in order to confer official recognition of them, encourage their continuation as long as desired by the property owner, and promote good neighbor relations between existing single family residences and small farms.

Commercial

General Commercial

Purpose



¹⁵ The Small Farm Overlay is implemented through MMC Chapter 22C.050, *Small Farms Overlay Zone*, which includes mitigation measures to ensure the compatibility of small farms with adjacent residential uses. New small farms must be 100,000 square feet (2.3 acres) in size; however, existing small farms may be smaller. Small farms may pursue horticulture, floriculture, animal husbandry, and similar uses.

The General Commercial zone encourages the broadest mix of commercial, wholesale, service and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment.

Land Use

~~Permitted Uses include commercial/retail (e.g. auto/boat sales, grocery, restaurants), hotel/motel, light industrial/manufacturing (indoors), most government/business, education, health and personal services, offices, most repair and service, and residential above ground floor commercial. Conditional uses include automobile holding yards, mini storage (very limited areas), mobile home/RV dealer, most regional uses, and public schools. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include commercial schools, heavy equipment and truck repair, industrial (unless light), intensive regional uses (e.g. recycling, transfer station, wastewater), and manufactured home parks.~~

Development Standards

~~Density: Minimum: 12 units per acre. Maximum: none; however, Residential Density Incentives required.~~

~~Height: 35 feet with further allowances in code.~~

~~Site Requirements: 5 acres or more with a 2 mile service area. Auto-oriented and close to population served.~~

Expected Building Types: Large format commercial and strip retail.

~~Access/Parking: Arterial streets and intersections. Standard parking code.~~

Community Business and Community Business – Whiskey Ridge

Purpose

The Community Business and Community Business – Whiskey Ridge zones provides convenience and comparison retail and personal services for local service areas which exceed the daily convenience needs of adjacent neighborhoods but which cannot be served conveniently by larger activity centers, and provides retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses.



Land Use

~~Permitted Uses include commercial/retail (e.g. auto/boat sales, motorcycle dealers, grocery, restaurants), hotel/motel, most education, government, health and personal services, offices, repair and service, residential above ground floor commercial¹⁶, and some business services. Conditional uses include auto repair and service, mini storage (very limited areas), most regional uses, and public schools. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include most industrial/manufacturing uses, intensive regional uses (e.g. recycling, transfer station, wastewater), and manufactured home parks.~~

Development Standards

~~Density: Minimum: 12 units per acre. Maximum: 27 units per acre with the use of Residential Density Incentives.~~

~~Height: 55 feet with further allowances in code.~~

~~Site Requirements: 5 to 20 acres with a 1 ½ to 2 mile service area. Auto-oriented with the ability to complete several errands in a few stops.~~

Expected Building Types: Strip retail; smaller shops.

~~Access/Parking: Arterial streets. Standard parking code.~~

Neighborhood Business

Purpose

The Neighborhood Business zone provides convenient daily retail and personal services for a limited service area and minimizes impacts of commercial activities on nearby properties.



Land Use

~~Permitted Uses include commercial/retail (e.g. grocery, coffee shops, and restaurants excluding bars and adult entertainment); hotel/motel; limited business services; offices; and some education, government, health and personal services. Conditional uses include residential above ground floor commercial and some regional uses. Similar uses are allowed as approved by the director.~~

¹⁶ Housing is not allowed in the Community Business – Whiskey Ridge zone. In the Lakewood Neighborhood's CB zone, a horizontal mixed use project may be proposed through a development agreement approved by City Council.

~~**Prohibited Uses** include industrial/manufacturing (except photocopying), outdoor storage and sales, repair and service (except automotive repair incidental to a gas station), and residential (except above ground floor commercial).~~

Development Standards

~~**Density:** Minimum: none. Maximum: none.~~

~~**Height:** 25 feet with further allowances in code.~~

~~**Site Requirements:** 1/4 to 1 1/2 acre maximum with a 1/2 mile radius service area. Pedestrian-oriented; one or two per neighborhood to serve the immediate neighborhood.~~

Expected Building Types: Traditional neighborhood commercial buildings. Small buildings consistent with residential.

~~**Access/Parking:** Arterial streets, preferably at arterial intersections. Standard parking code. Locate parking to side, center or rear of buildings. Provide good pedestrian, bicycle and vehicle access.~~

Mixed Use¹⁷

Purpose

The Mixed Use zone provides for pedestrian- and transit-oriented high-density employment uses together with limited complementary retail and higher density residential development in locations within activity centers where the full range of commercial activities is not desirable.



Land Use

~~**Permitted Uses** include commercial/retail (e.g. small food stores, department stores); hotel/motel; most education, government, health and personal services; multi-family residential; offices; restaurants (small) with only one drive-through lane Downtown; and some business services. Conditional uses include agricultural crop sales, bars and taverns, civic/fraternal association, Master Planned Senior Communities, public schools, and some regional uses. Similar uses are allowed as approved by the director.~~

~~**Prohibited Uses** include automobile holding yard, manufacturing/industrial (except breweries incidental to restaurants and photocopying), mini storage, mobile home/RV dealer, motor vehicle and boat dealers, outdoor storage/sales, repair and service, and single family residential/duplexes.~~

¹⁷ The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan.

Development Standards

~~Density: Minimum: None. Maximum: 28 units per acre.~~

~~Height: 45 feet with further allowances in code.~~

Site Requirements: Slightly more impervious allowed for commercial or vertical mixed use than residential.

Expected Building Types: Office buildings, small to moderate sized commercial buildings, apartments, and townhouses.

~~Access/Parking: Arterial and neighborhood collector streets. Standard parking except that reduced parking allowed for the Downtown Neighborhood. Locate parking to side, center or rear of buildings. Provide shops and wide sidewalks along street. Require joint use parking agreements.~~

Industrial

Light Industrial

Purpose

The Light Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.



Land Use

~~Permitted Uses include hotel/motel¹⁸; manufacturing; most government/business and personal services; most regional and resource land uses; some education, retail/wholesale; offices; restaurants (small); and some recreation and cultural uses. Conditional uses include automobile wrecking yards, and some manufacturing and regional land uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include health services, residential (except some group residences), and some retail.~~

¹⁸ Hotels/motels are prohibited within Arlington Airport Inner Safety Zones (ISZ) 2, 3, and 4. Hotels/motels that are proposed to locate within Arlington Airport Protection Subdistricts B and C shall be required to coordinate with the Arlington Municipal Airport to ensure that height, glare, and other aspects of the hotels/motels are compatible with air traffic and airport operations.

Development Standards

~~**Height:** 65 feet with further allowances in code.~~

~~**Site Requirements:** Flat land in large parcels.~~

Expected Building Types: Warehouse, manufacturing and distribution buildings.

~~**Access/Parking:** Highway and major arterial access. Rail access and proximity to air transportation. Standard parking.~~

Light Industrial with General Commercial Overlay

Purpose

The Light Industrial with General Commercial Overlay zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, and warehousing along with the broadest mix of commercial, wholesale, service and recreation/cultural uses. This zone is intended as a transitional zone between Light Industrial and General Commercial areas that allows the market to determine whether industrial or commercial uses are the highest and best use of the site.

Land Use

~~**Permitted Uses** include health services; hotel/motel; manufacturing; most government/business and personal services, and retail/wholesale; most regional land uses; some education; resource land uses; offices; restaurants; some recreational/cultural uses. Conditional uses include automobile wrecking yards, and some manufacturing and regional land uses. Similar uses are allowed as approved by the director.~~

~~**Prohibited Uses** include residential (except some group residences).~~

Development Standards

~~**Height:** 65 feet with further allowances in code.~~

~~**Site Requirements:** Flat land in large parcels; generally over 5 acre sites.~~

Expected Building Types: Warehouse, manufacturing and distribution buildings. Large format commercial and strip retail.

~~**Access/Parking:** Highway and major arterial access. Arterial streets and intersections. Rail access and proximity to air transportation. Standard parking.~~

General Industrial

Purpose

The Light Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking equipment but for commercial uses having special impacts. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.



Land Use

~~Permitted Uses include manufacturing; most government/business and personal services; most regional land uses; park/recreation; some recreation and cultural, retail/wholesale; resource land uses; and restaurants. Conditional uses include some manufacturing and regional land uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include health services, residential, and some retail.~~

Development Standards

~~Height: 65 feet with further allowances in code.~~

~~Site Requirements: Flat land in large parcels.~~

Expected Building Types: Warehouse, manufacturing and distribution buildings.

~~Access/Parking: Highway and major arterial access. Rail access and proximity to air transportation. Standard parking.~~

Other Designations

Public-Institutional

Purpose

The Public-Institutional zone allows for government buildings, churches, and public facilities.

Land Use

~~Permitted Uses include limited business services; health services; most education services and government services; some personal services; most regional land uses; and most recreation and cultural uses. Conditional uses include some regional land uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include manufacturing; residential (except group residences); resource land uses; restaurants; and retail/wholesale.~~

~~Development Standards~~

~~Height: 45 feet with further allowances in code.~~

~~Site Requirements: Flat land large enough to accommodate the public institutional use.~~

Expected Building Types: Warehouse.

~~Access/Parking: Arterial access preferred. Standard parking.~~

Recreation

Purpose

The Recreation zone establishes areas appropriate for public and private recreational uses. Recreation would permit passive as well as active recreational uses such as sports fields, ball courts, golf courses, and waterfront recreation, but not hunting. This zone ~~would~~ also permits some resource land uses related to agriculture and fish and wildlife management.

Land Use

~~Permitted Uses include most recreation and cultural uses. Conditional uses include some resource land uses. Similar uses are allowed as approved by the director.~~

~~Prohibited Uses include business, education, health, and government services; manufacturing; regional land uses; personal services; residential; restaurants unless incidental to a recreation use; and retail/wholesale.~~

Development Standards

~~Height: 35 feet with further allowances in code.~~

~~Site Requirements: Vary depending on the natural of the recreation use; however, flat sites typically preferred.~~

~~Expected Building Types: —~~

~~Access/Parking: Arterial access preferred. Standard parking.~~

2.6 NEIGHBORHOODS, MASTER PLAN AREAS, AND CENTERS

The vision, character and development pattern of the City is further shaped by designated Neighborhoods, Master Plan Areas, and Centers. This section details the intent of each of these area and then subsequently describes each respective Neighborhood, Master Plan, and Center.

Due to the close relationship of the Master Plans and Center with the Neighborhood in which it is located, the Master Plan and Center discussion is a subset of the Neighborhood description.

Neighborhoods. As discussed in the Vision section, the City believes that strong neighborhood planning efforts provide the basis for effective land use decisions. ~~The use of Neighborhood Planning Areas or Neighborhoods is intended to encourage a sense of identity, maintain historical associations, and foster community pride. This aligns with one of the City's One of Marysville's key strategies to create a thriving community is to with a strengthened and improved Marysville's image and identity.~~ With continued growth and redevelopment, it ~~is will be~~ important to establish distinct neighborhoods and districts as shown in **Figure 2.9**. ~~This will both to confer a stronger sense of Marysville's vision to give our citizens, businesses, and visitors a stronger sense of Marysville's vision and be an opportunity to help~~ foster community pride. The basis for neighborhood planning areas comes from Marysville's past. Marysville is one of the oldest communities in Washington, and as a result boasts a history of small communities, landmarks, and cultural heritages that are associated with various areas. In some cases residents still use these names; other remnants of this history are found on maps, road, and school names. The historical richness of this community should not be lost in the future.

~~The use of Neighborhood Planning Areas or Neighborhoods is intended to encourage a sense of identity as well as maintain the historical associations.~~ Neighborhoods will be defined by existing, and some anticipated, features. Each Neighborhood will have land uses that may allow some autonomy, such as services and stores, a mix of residential, and a variety of transportation modes, including pedestrian and bicycling paths. Land uses in one Neighborhood can also complement land uses in an adjacent Neighborhood, providing a desired functional mix within the greater Marysville area. ~~The Neighborhoods will allow for diversity and different distributions of land uses and services, responding to the needs of distinct portions of the City.~~

Master Plan Areas

Within certain Neighborhoods, Master Plans or Subarea Plans¹⁹ have been established to provide further vision and standards to direct growth. Master Plans are typically adopted for areas that have significant development or redevelopment potential, and unique issues that require pre-planning such as necessary transportation networks and access, utilities and drainage, and site and architectural design. Currently there are five Master Plans within the City: the Downtown, East Sunnyside – Whiskey Ridge, 116th Street, Smokey Point, and Lakewood Neighborhood²⁰.

Most of the Master Plan areas were comprised of vast tracts of vacant land **at when** the respective Master Plan was adopted; the exception is the Downtown Master Plan Area which has few vacant tracts, but an immense capacity for redevelopment due to the unique opportunities the Downtown affords, and the age and condition of many existing structures. With the exception

¹⁹ Within the City of Marysville, Master Plan and Subarea Plans are essentially interchangeable terms.

²⁰ The 88th Street Master Plan was repealed in 2021. A Master Plan for the State Avenue Corridor may be pursued in the future.

of the Lakewood Neighborhood Master Plan, whose boundaries coincide with the overall Neighborhood, the City's Master Plans guide development in only a portion of the respective Neighborhood in which the Master Plan is located.

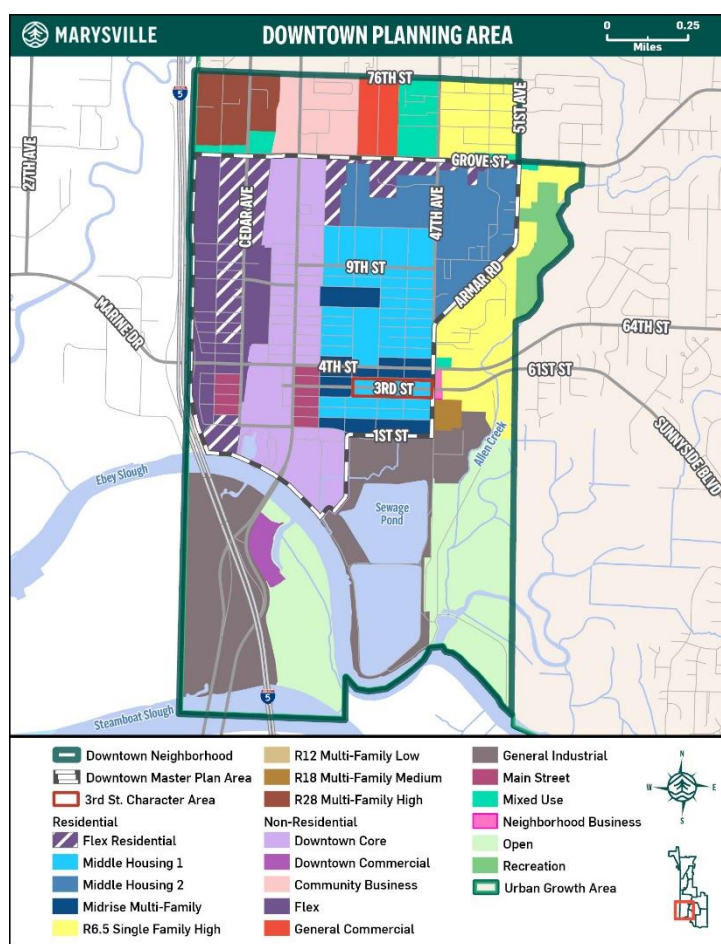
Centers

The City currently has one designated regional center, the Cascade Industrial Center (CIC), which comprises the entire Smokey Point Neighborhood excluding the limited multi-family zoning in the Neighborhood. The CIC extends into Arlington encompassing the Arlington Municipal Airport and surrounding industrial lands. The CIC is the City's industrial and manufacturing hub, and confers various incentives and advantages due to its designation by Puget Sound Regional Council (PSRC) as a regional center.

Downtown Neighborhood

History. The Downtown Neighborhood was the site of the original founding of the City. Downtown also presents the effects of three of the most important growth periods in Marysville's history. First was the founding and original platting of the City, beginning on the waterfront and moving east to Allen Creek and north to 8th or 10th Street. Next was the construction of Highway 99 which reoriented business downtown from the waterfront to this roadway. Finally, was the building of I-5 followed by the construction of the mall; both signaled the importance of the automobile. ~~As a result, Fourth Street became an equally important thoroughfare as Highway 99.~~

In recognition of the strategic importance of Downtown in establishing the City's image and identity, Downtown Visioning was completed in 2004 that ultimately culminated in the 2009 Downtown Master Plan (DMP). The original ~~DMP Downtown Master Plan~~ boundaries were Interstate 5 to the west, Ebey Slough to the south, Alder Avenue to the east, and 8th Street to the north. The DMP set a vision and strategies for a vibrant, compact, mixed use urban Downtown core, and identified street and park improvements to catalyze the envisioned redevelopment. Between 2009 and 2020 the City



completed extensive public improvements, but had not seen significant development activity within the Downtown Master Plan Area.

In 2020 the City obtained a grant from the Washington State Department of Commerce to update the Downtown Master Plan with an aim of modernizing and streamlining standards, increasing residential capacity, ~~streamlining regulations~~, and attracting private investment. Adopted in 2021, the updated Downtown Master Plan expands the Downtown Master Plan Area north to Grove Street and east to 47th Avenue/Armar Road/51st Avenue, while retaining the original western and southern boundaries; the updated Downtown Master Plan ~~is described further in the section below~~. The updated DMP allows for a wider range of residential options including middle housing, and identifies infrastructure and programmatic needs and priorities as more fully discussed in the Downtown Master Plan section below.

Predominant Land Use. The Downtown Neighborhood features the most variation in zones and uses among the City's eleven ~~N~~neighborhoods. The core of Downtown features many original buildings along 3rd Street east of State Avenue and west of Cedar Avenue. These original buildings are separated by the Marysville Town Center Mall which disrupted the historic street grid when it was constructed in the late 1980s; redeveloping the mall site and reestablishing the historic street grid are long-standing goals of the City.

Small scale commercial uses flank State Avenue, many constructed when the road was known as Highway 99 and was a major north-south thoroughfare through the region. Commercial uses are also intermixed in other area notably along Ash, Beach and Cedar Avenues and north of Grove Street. Multi-family residential uses are primarily located west of State Avenue along Beach and Cedar Avenues, but can be found throughout the neighborhood. Single family uses are found throughout the neighborhood with the greatest concentration east of State Avenue.

Downtown Master Plan.

The 2021 Downtown Master Plan (DMP) aims to promote activities that enhance the City's economic vitality, and upgrade the character, identity and appearance of Downtown as a vibrant focal point. Land uses that support transit and multi-modal transportation, and varied housing options are encouraged. The DMP also endeavors to foster a mix of activities to live, work, play, and learn, as well as subdistricts with their own focus and character.

The main objectives of the DMP are detailed below:

- **Redevelopment.** Anticipating and planning for redevelopment of both City-owned and other key properties is the overarching objective of the DMP. With the update of the DMP, the City evaluated barriers to redevelopment and aimed to reduce them. A form-based

code²¹ was adopted to direct development to meet public and private objectives, and provide graceful transitions between higher and lower intensities. Parking standards were ~~also~~ recalibrated to balance development feasibility with ~~future parking trends²² (i.e. increased transit, bicycle, shared vehicles, etc. use)~~, impacts of parking on the public realm, and the provision of sufficient parking to meet business and resident needs. Identifying catalyst projects to spur private investment Downtown is recommended by the DMP; the [2021 Waterfront Strategic Plan](#) furthers this initiative by identifying several catalyst projects that either have been constructed or are proposed for construction in the future.

Within the DMP, the key properties or areas that are planned for redevelopment include:

- **Town Center.** ~~The~~ Town Center Mall is proposed to be a central node with reestablished pedestrian connectivity, public space, local businesses, ~~and~~ services, and residences;
- **Waterfront.** City-owned waterfront properties are proposed to be developed with a mix of uses ~~that may include (e.g. retail, services, restaurants, gathering spaces, etc.)~~ and ~~a~~ connectivity to the ~~w~~Waterfront along Ebey Slough.
- **Civic Center and Comeford Park.** Construction of the Civic Center and improvements to Comeford Park have renewed a community gathering space, reframed the community's perception of Downtown, and illustrated the immense possibilities that the Downtown offers. Development that connects the Civic Center, historic retail core, Waterfront, and Town Center is encouraged.

Other redevelopment objectives include:

- **Housing.** Increasing the quality and variety of housing Downtown with a focus on apartments in denser areas, and middle housing in lower density residential areas. ~~For higher density housing types, it is important to address and, where possible, mitigate impacts such as crime, parking, and traffic.~~ Housing options for newer residents and senior citizens are also desired.
- **Districts.** Different districts within the DMP should be cultivated~~d~~ and promoted notably the 2nd/3rd Street historic retail core, and an entertainment district building on the success of the Opera House. Visual connections between the ~~w~~Waterfront, Town Center, the historic retail core, entertainment district and Civic Center ~~civic campus~~ should be strengthened, and ~~opportunities to leverage the~~ benefits of the BNSF railway corridor should be leveraged~~pursued~~.
- **Economic Development.** The DMP aims to encourage a variety of businesses, from restaurants and retail to farmers market and artisan manufacturing, to locate Downtown while preventing the displacement of small businesses.

²¹ Form based codes are development regulations based on the human experience of a building's exterior rather than its interior use. In contrast to conventional development regulations, form based codes provide robust graphic examples to illustrate the type of development that is expected and encouraged.

²² Future parking trends include increased use of transit including Bus Rapid Transit, bicycling, shared and autonomous vehicles, etc.

- **Aesthetics.** The community desires to improve the aesthetics and pride of ownership in ~~the~~ Downtown ~~Master Plan Area~~ while preserving desirable historic character. Improving the appearance of the City from Interstate 5, and along State Avenue and 4th Street ~~further this objective are important to improving the DMP's aesthetics.~~
- **Transportation.** The transportation focus for the DMP is to use street design to enhance: Downtown's identity, ~~improve~~ transportation ~~connectivity, enhance and~~ multi-modal connectivity ~~throughout Downtown and to surrounding areas,~~ and ~~prioritize and leverage~~ transit use.
- **Community Livability.** The DMP also endeavors to promote activities and improvements that foster ~~a sense of~~ community, celebrate ~~the City's~~ diversity, and improve access to parks, trails and open spaces.

Future Vision

Downtown is the center of the community, and significant planning efforts have been pursued over the past 20 years to revitalize the Downtown, including the adoption of ~~Master Plans~~~~the Downtown Master Plan in 2009, a revised Downtown Master Plan in 2021, the Waterfront Strategic Plan in 2021,~~ and numerous catalyst projects including the Civic Center and First Street Bypass. Over the next 20 years, the City envisions new and redeveloped commercial uses in Downtown and along the City's Waterfront. Redevelopment is intended to create a distinctive, attractive and pleasant character that distinguishes Downtown from other parts of the City, and a Waterfront that is a destination unique to not only Marysville but the region.

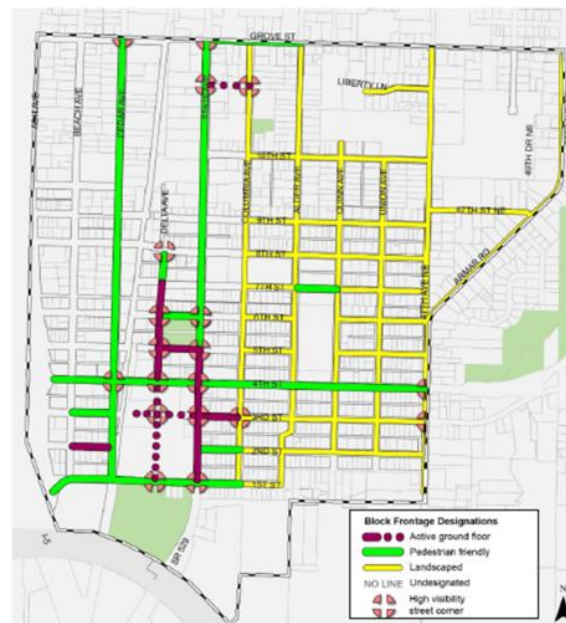
Desired Form and Character

Block Frontages and High-Visibility Corners

Streets within the DMP area have been assigned block frontage designations (i.e. active ground floor, pedestrian-friendly, landscaped, and undesignated as shown in Figure 2.15), which will determine the orientation of buildings and amount and type of transparency (i.e. amount of windows), pedestrian improvements, landscaping, etc.; these block frontage designations are further described in the Downtown Master Plan. High visibility corners are required to be enhanced with special architectural features.

- Active ground floor block frontages will feature generous sidewalks, buildings

Figure 2.15



~~typically placed at the back of the sidewalk, primary entrances facing the street, 75 percent façade transparency, weather protection, and parking subordinate to the storefront.~~

- ~~— **Landscaped block frontages** include standard or slightly widened sidewalks, at least a 10 foot street setback, primary entrances facing a street or pedestrian-oriented space, some façade transparency and weather protection, parking not visible from the street, and landscaping between the sidewalk and the building.~~
- ~~— **Pedestrian-friendly block frontages** feature wider sidewalks, building placed along the street edge for active ground floor uses or setback 10 feet or more for other uses, some façade transparency, and parking located to the side or rear of buildings.~~
- ~~— **Undesignated block frontages** will be setback at least 15 feet from the sidewalk unless an active block frontage is pursued in certain commercial zones. Building entrances must face the street, and some transparency and weather protection must be provided. Parking location is not restricted; however, landscaping must be provided.~~
- ~~· **High-visibility corners** must be enhanced with special architectural features.~~

Commercial

Commercial is required to ~~bear the burden of transition to residential uses~~ step down building heights for properties that abut residential zones, and buildings ~~Architecture~~ must use durable, high-quality, urban materials.

Incremental infill multi-family and middle housing is anticipated in the multi-family zoned properties surrounding the commercial areas.

Residential

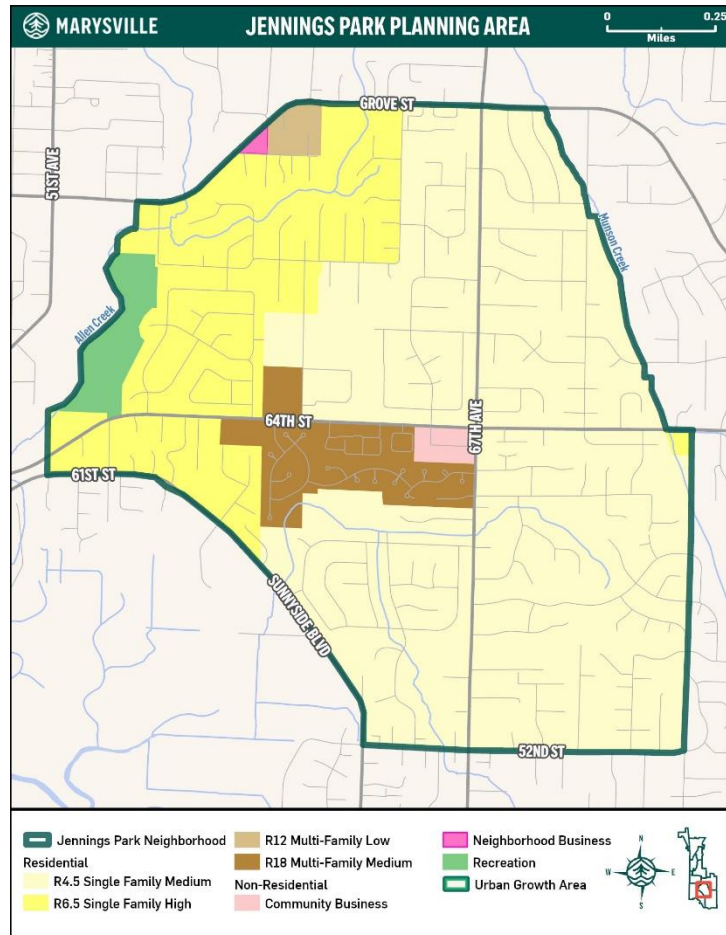
- ~~— Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones.~~
- ~~— Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.~~

Traditional architecture with gable or hip roofs are encouraged particularly in the designated Third Street Character Area. Craftsman architecture and architectural details is strongly encouraged to honor the historical character of the area. To facilitate infill, standard residential setbacks are reduced in the DMP.

Jennings Park Neighborhood

History. The Jennings Park Neighborhood developed in the 20th century as the center of Marysville moved eastward; however, there are no particularly notable remnants of this history. The neighborhood's character is primarily defined by natural elements: Jennings Park, and Allen and Munson Creeks and their associated wetlands. There are also good westward views east of 67th Avenue NE. SR 528, a significant east-west roadway, bisects the planning area.

Predominant Land Use. The Jennings Park Neighborhood consists of predominantly medium and high density single family residential. Commercial and medium density multi-family uses, which include apartments, mobile home parks, and retirement homes, are primarily located at the southwest corner of 67th Avenue NE and 64th Street NE. A small pocket of low density multifamily and Neighborhood Business zoning are located along Grove Street in the vicinity of 59th Avenue NE. The Jennings Park Neighborhood hosts the Marysville YMCA and Allen Creek Elementary along 64th Street, and the Marysville Library along Grove Street.



The Jennings Park Neighborhood hosts the Marysville YMCA and Allen Creek Elementary along 64th Street, and the Marysville Library along Grove Street.

Future Vision. The Jennings Park Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Additional multi-family is anticipated in the pocket of low density multi-family zoning located along Grove Street. Some commercial redevelopment could occur; the scale and appearance of architecture must be compatible with and complement adjacent residential uses particularly in the Neighborhood Business zone. Redevelopment of the manufactured home parks located at the southwest intersection of 64th Street NE and 67th Avenue NE could occur; however, preservation of these parks existing manufactured homes is encouraged. Infill development should be consistent with the existing single family residential character and allow for generous setbacks, traditional architecture with gable or hip roofs encouraged, and generous front porches. Pedestrian connections must be completed as development occurs.

Desired Form and Character:
Commercial

- ~~— Commercial is required to bear the burden of transition to residential uses.~~
- ~~— Architecture must use durable, high-quality materials.~~
- ~~— Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.~~
- ~~— TheIn the Neighborhood Business zone, the scale of buildings should and proposed architecture must be compatible small, and the must complement adjacent residential uses particularly in the Neighborhood Business zone.~~

Residential

- ~~— Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encourage in multi-family zones.~~
- ~~— Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.~~
- ~~— Traditional architecture with gable or hip roofs are encouraged.~~
- ~~— Building entrances are typically oriented towards the street from which primary access is taken. Generous front porches are encouraged.~~
- ~~— Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~— Parking is primarily provided from the public street abutting the lot; however, should generally be provided to the side or rear of multi-family residences.~~
- ~~— Sidewalks are required for new development with existing neighborhoods served by either sidewalks or walkable shoulders.~~

Sunnyside Neighborhood

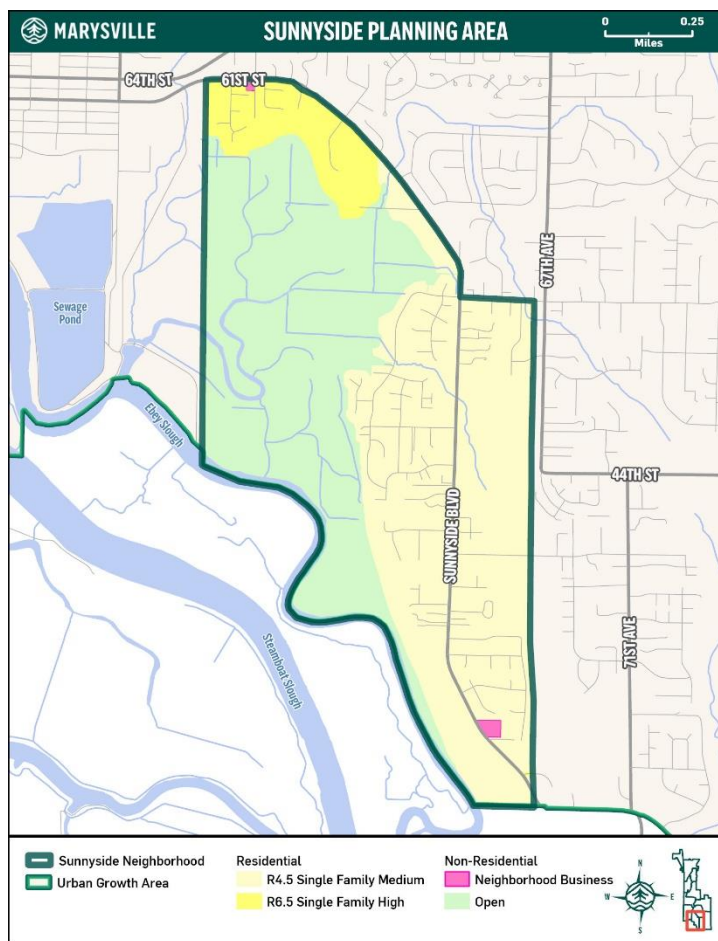
History. The Sunnyside Neighborhood is named after the upland community that predates Marysville, and is characterized by stunning westward views, ravines, woods, and the expansive Ebey Slough floodplain. Sunnyside's school system served Marysville residents before ~~until~~ they started their own. Sunnyside Boulevard was the primary connection between Marysville and Everett until the 1920s. The current boundaries of the neighborhood differ somewhat from the original community.

The Tulalip Tribes purchased the floodplain portion of the Sunnyside Neighborhood in order to pursue the Qwuloolt Estuary Restoration Project which reestablished a significant estuarine wetland. Ebey Slough and this wetland have "returned natural hydrologic processes to the ecosystem"

and provide valuable habitat for salmon, wildlife and plants ([source: Tulalip Qwuloolt Estuary Restoration Project - Rivers and Tides](#)).²³ Ebey Slough, various parks, the Ebey Waterfront Trail, and connectivity to Downtown result in this neighborhood being a significant destination for Marysville residents, and the potential to be a regional destination for visitors including bicyclists, pedestrians, and kayakers.

Predominant Land Use. The Sunnyside Neighborhood is predominantly medium and high density single family residential in the upland area adjacent to Sunnyside Boulevard. ~~The residential portion of the neighborhood, which~~ is generally located along and above a ridge. The land located west of the ridge is dominated by the Qwuloolt Estuary and associated floodplain, with some small farms remaining. Commercial within this neighborhood is limited to two small areas zoned Neighborhood Business: ~~the one on the western side of the neighborhood commercial area~~ is developed with a convenience store while ~~the one at the southern oneside of the neighborhood~~ is currently undeveloped.

Future Vision. The Sunnyside Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should be consistent with the existing single family residential



²³ [Source: Tulalip Qwuloolt Estuary Restoration Project - Rivers and Tides](#).

character and allow for generous setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs. Craftsman architecture and details are strongly encouraged to honor the historical character of the area. Residential development along Sunnyside Boulevard is encouraged to capitalize on the expansive westward views. Development or redevelopment of the Neighborhood Business sites is encouraged; the scale and appearance of architecture must be compatible with and complement adjacent residential uses.

Desired Form and Character

Commercial

- ~~— Commercial is required to bear the burden of transition to residential uses.~~
- ~~— Architecture must use durable, high quality materials.~~
- ~~— Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.~~
- ~~— The scale of buildings should be small, and the proposed architecture must be compatible with and complement adjacent residential uses.~~

Residential

- ~~— Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones.~~
- ~~— Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.~~
- ~~— Traditional architecture with gable or hip roofs are encouraged.~~
- ~~— Craftsman architecture and architectural details is strongly encouraged to honor the historical character of the area.~~
- ~~— Building entrances are typically oriented towards the street from which primary access is taken. Generous front porches are required.~~
- ~~— Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~— Parking is primarily provided from the public street abutting the lot.~~
- ~~— Sidewalks are required for new development with existing neighborhoods served by sidewalks.~~
- ~~— Where views are possible, homes are encouraged to consider them in home orientation and design.~~

East Sunnyside Neighborhood

History. The East Sunnyside – Whiskey Ridge Neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

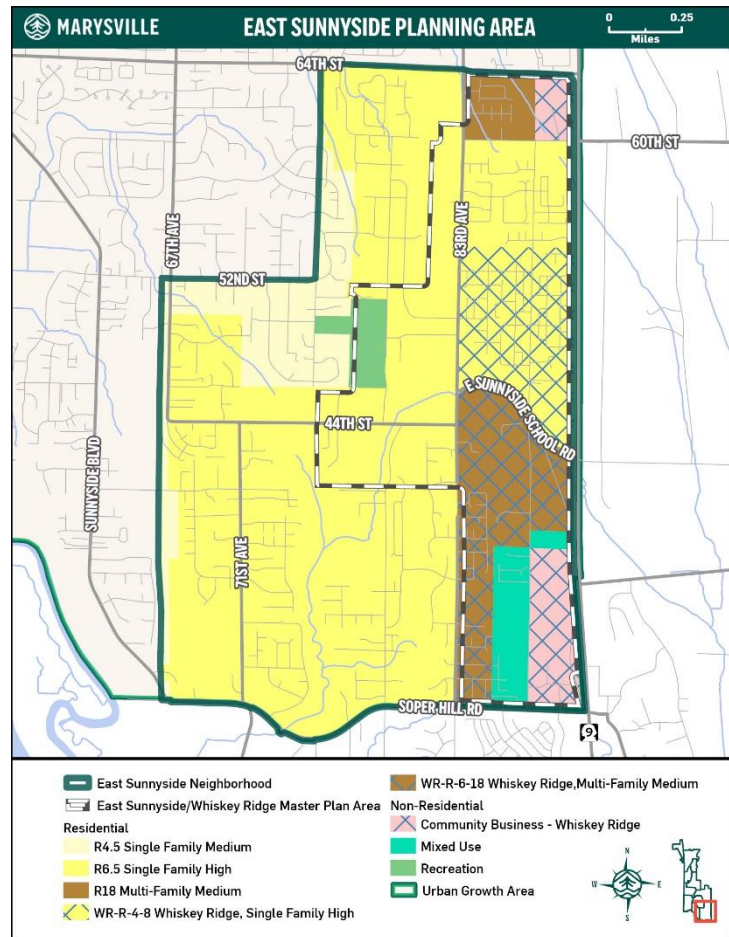
Predominant Land Use.

The majority of the neighborhood consists of medium and high density single family. Community Business – Whiskey Ridge and medium density multi-family is located in the northeast corner of the neighborhood, while Community Business – Whiskey Ridge, Mixed Use, and medium density multi-family zoning is located in the southeast corner.

East Sunnyside – Whiskey Ridge Subarea Plan.

The East Sunnyside – Whiskey Ridge Subarea Plan was adopted in May 2007.

The neighborhood provides a gateway to the City; therefore, a primary objective of the Plan is to “create a distinctive urban edge and facilitate the development of enduring and long-term neighborhoods for a growing community” as well as to “balance the largely single family residential growth ~~which was occurring at the time in the neighborhood~~ with other uses. The Plan also envisions commercial and jobs opportunities in close proximity to residential uses; the provision of parks, open space, and robust public facilities; and enhanced design of streets and architecture. Key objectives of the East Sunnyside – Whiskey Ridge Subarea Plan are summarized below:



Commercial and Mixed Uses. Commercial uses should be provided along, and have visibility from, Highway 9, with Mixed Use in areas to the north and west of ~~the~~ commercial areas. ~~Commercial uses should have visibility Sites should be attractive from Highway 9, but provide a community orientation with four-sided architecture. Sites should be attractive from Highway 9, adjoining public streets, internal parking areas, and surrounding neighborhoods, but should be oriented to the community with four-sided architecture. with primary access and orientation from surrounding neighborhoods;~~

Residential. ~~Allow for flexible~~ zoning that allows for a mix of single family and multi-family uses in residential zones. ~~with Use~~ incentive zoning used as a tool to encourage ~~higher~~ quality, higher density development and physical improvements to the neighborhood. ~~and~~

- ~~Protect rResidential uses along Highway 9 should be protected from noise, visibility and future highway widening through the construction of a decorative wall or fence. A decorative wall or fence should be provided to protect residences from Highway 9 noise, visibility and future widening.~~

Transportation Connectivity and Street Presence. ~~Establishing a robust network of roads with street presence is important for this Neighborhood.~~ A connection to Highway 9 at SR92 to provide east-west connectivity between Sunnyside Boulevard and Highway 9 is ~~planned for~~ **needed**. This connection should be ~~constructed as~~ a boulevard with ~~substantial~~ landscaping and streetscape improvements ~~between from~~ Highway 9 ~~to and~~ 87th Avenue NE. ~~Gateways will be created at Highway 9 and SR92, and at Soper Hill Road and Highway 9.~~ Collector and minor arterials should ~~provide substantial landscaping consistent with the~~ **implement the** arterial streetscape plans ~~with ample landscaping. for each arterial;~~ Densmore Road will be converted to a wide multi-use trail ~~to provid~~**ing** connectivity to other trails and ~~promote connectivity~~ from residential neighborhoods ~~to the commercial center.~~

~~—Create a gateways at Highway 9 and SR92, and at Soper Hill Road and Highway 9.~~

Design Standards. ~~An upgraded neighborhood quality will be achieved by implementing the Whiskey Ridge Design Requirements. Attractive streets and clean visual lines along arterial streets will be achieved through:~~

- ~~Consistent fencing, walls, and landscaping;~~
- ~~Relocating power lines (distribution) underground; and~~
- ~~Constructing as natural ponds, underground vault, or with setbacks and landscaping.~~
- ~~—Implement the Whiskey Ridge Design Requirements to upgrade the neighborhood quality of neighborhoods.~~
- ~~—Promote the development of attractive streets and clean visual lines by requiring the following along arterial streets:~~
 - ~~○Consistent fencing, walls, and landscaping;~~
 - ~~○Stormwater systems to be natural ponds, underground vaults, or landscaped set back with additional landscaping to screen; and~~
 - ~~○Relocate power lines (distribution) underground.~~

Public Facilities. Ensure adequate public facilities including a fire station, new Lake Stevens School District ~~elementary~~ school, various parks, and trails including ~~the Bayview Whiskey Ridge Trail extensions.~~

Future Vision. The East Sunnyside – Whiskey Ridge Neighborhood has experienced significant residential development since 2006. Residential uses have primarily consisted of single family residences; however, townhouses and multi-family residences have also been constructed. Most of the commercial land in the northeast corner of the neighborhood has been developed. Several commercial uses have been developed in the southeast corner of the neighborhood over the past several years, and additional retail, personal service and related commercial uses, along with multi-family is expected to continue over the planning period.

~~THIS SECTION IS UNDER CONSTRUCTION~~

~~**Desired Form and Character.**~~

~~**Commercial.**~~

- ~~—Commercial is required to bear the burden of transition to residential uses.~~
- ~~—Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.~~
- ~~—Shared access and parking areas.~~

~~**Residential**~~

- ~~—Traditional architecture with gable or hip roofs are encouraged.~~
- ~~—Building entrances are typically oriented towards the street from which primary access is taken. Front porches are required.~~
- ~~—Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~—Parking is primarily provided from the public street abutting the lot.~~
- ~~—Sidewalks are required for new development with existing neighborhoods served primarily by walkable shoulders with some sidewalks in newer neighborhoods.~~

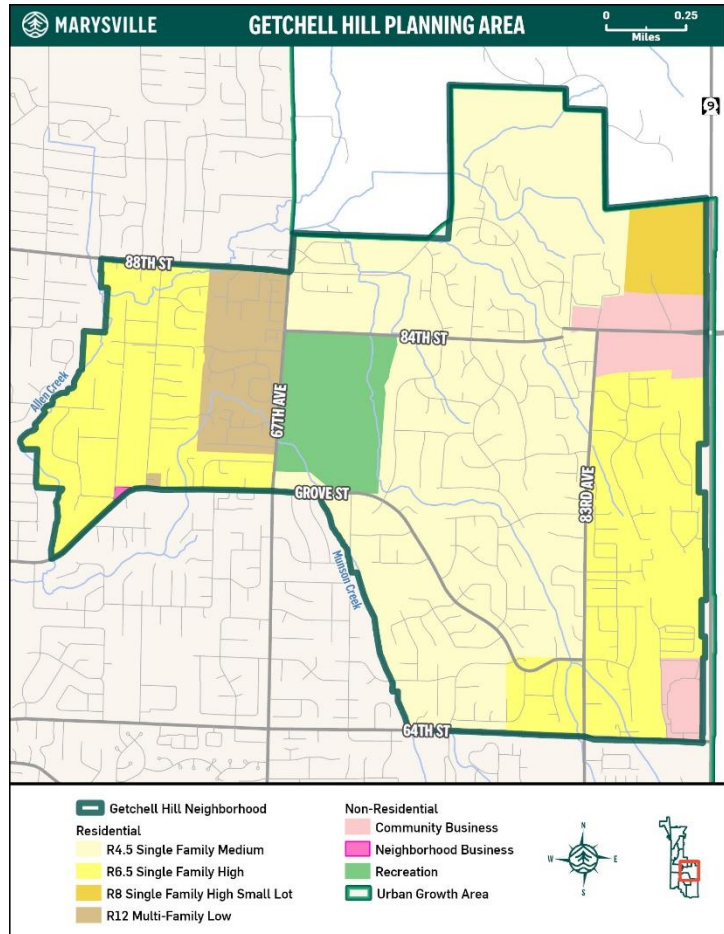
Getchell Hill Neighborhood

History. The Getchell Hill Neighborhood takes its name from a historic town that no longer exists. A railroad serving this community used to run along Getchell Hill, but ~~was it has been removed and has been~~ converted into the Centennial Trail, part of the Snohomish County trail system. The neighborhood, as designated in the Plan, overlaps a portion of the historic Kellogg Marsh community, ~~as evidenced by Kellogg Marsh Elementary being located within this neighborhood.~~ The most notable landmark in this neighborhood is Cedarcrest Golf Course. Residences in this neighborhood are graced with spectacular views of Puget Sound and the Olympic Mountain range.

Predominant Land Use.

The neighborhood is characterized primarily by medium and high density single family development with some multi-family and townhouse development along the west side of 67th Avenue NE and north side of 84th Street NE. Community Business zoning is relegated to the eastern portions of the neighborhood along 84th Street NE and 64th Street NE. The CB zoned property along 64th Street NE is developed with a Wal-Mart while the CB zoned properties along 84th Street NE are undeveloped.

Future Vision. The Getchell Hill Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs. Where views are possible, homes are encouraged to consider them in home orientation and design. Remaining developable land in the neighborhood is largely located in the vicinity of 84th Street NE and Highway 9. This area will allow for a commercial complex to serve the needs both of the neighborhood and motorists using Highway 9, and is encouraged to provide amenities within walking distance of residences. The large, single family zoned properties located generally at the northwest corner of 84th Street NE and Highway 9 is primarily held by the Marysville School District and may ultimately be developed as a school or be sold for residential development.



Desired Form and Character.

Commercial

- Commercial is required to bear the burden of transition to residential uses.
- Architecture must use durable, high-quality materials.
- Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.

Residential

- Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones.
- Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.
- Traditional architecture with gable or hip roofs are encouraged.
- Building entrances are typically oriented towards the street from which primary access is taken. Front porches are required.
- Standard residential setbacks apply with more generous setbacks encouraged.
- Parking is primarily provided from the public street abutting the lot.
- Sidewalks are required for new development with existing neighborhoods served by sidewalks.
- Where views are possible, homes are encouraged to consider them in home orientation and design.

Pinewood Neighborhood

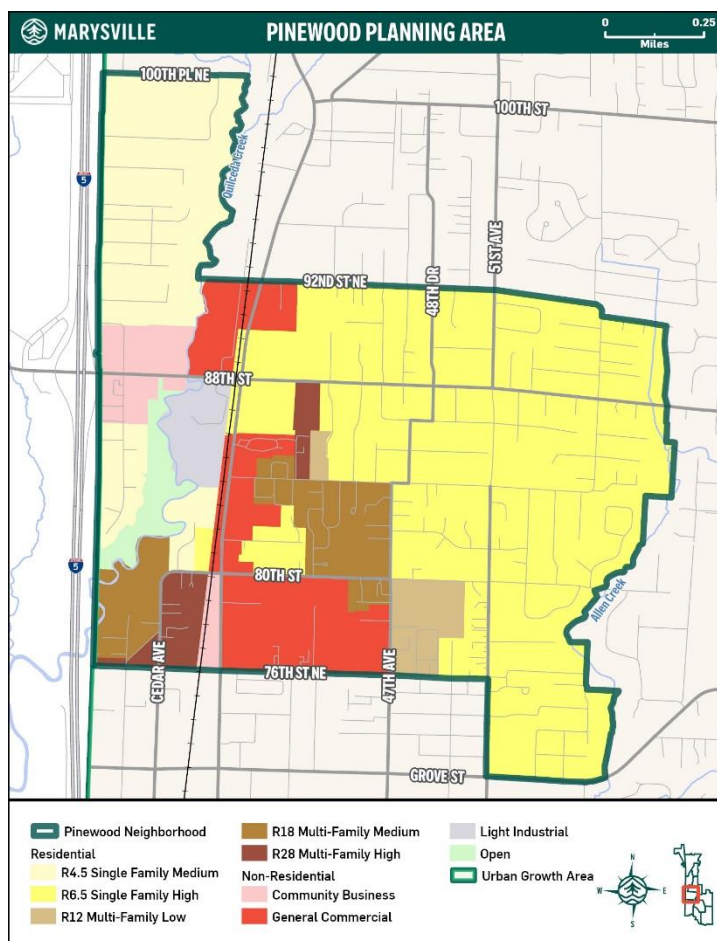
History. The Pinewood Neighborhood borders the northern edge of Downtown and is the first area the City expanded as it outgrew its original core in the 1960s. The Pinewood Neighborhood draws its name from the Pinewood Elementary School, which appears to have been named in 1967 after the stately trees present in the neighborhood. Other key landmarks in this neighborhood include the Marysville Cemetery and Saint Mary's Catholic Church along 88th Street NE.

In June 2011, the City adopted its first form based code, the 88th Street Master Plan, for the area located at the southwest corner of 88th Street NE and State Avenue, east of Quil Ceda Creek. The Plan envisioned residential uses above ground floor commercial uses.

Significant access constraints for the area, largely due to the 88th Street NE and State Avenue intersection and the Burlington Northern Santa Fe railway, resulted in the 88th Street Master Plan being repealed in 2021 and rezoned to Light Industrial, which is consistent with existing uses for the site.

Predominant Land Use. The western portion of the Pinewood Neighborhood is characterized by a mix of commercial and multi-family zoning and land uses, while the northern and eastern portions are primarily medium and high density single family zoning and uses. Much of the Community Business development along 88th Street NE is subject to an access management plan that requires joint access for properties located between State Avenue and 36th Avenue NE. This plan was developed to promote the long range capacity, level of service and safety of motorists along 88th Street NE.

Future Vision. As a gateway to the City, an attractive, consistent streetscape is required to be implemented on 88th Street based on the Major Arterial Streetscape standards: signs abutting 88th Street must be monument signs, not pole or pylon. Most commercial and industrial lands are developed; however, there are vacant, redevelopable and partially used commercial and industrial zoned lands interspersed among developed lands that would lend themselves to redevelopment or further development. Community Business development along 88th Street is



subject to an access management plan that requires joint access for properties located between State Avenue and 36th Avenue NE. Zoning changes along State Avenue, to allow for more commercial and multi-family development options, may also occur in the future at the discretion of City Council in order to leverage the benefits of future Community Transit SWIFT Bus Rapid Transit service; this is discussed further in the State Avenue Corridor section below.

Multi-family and single family residential areas are also largely development; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs.

Commercial and Industrial

- ~~—Community Business development along 88th Street is subject to an access management plan that requires joint access for properties located between State Avenue and 36th Avenue NE.~~
- ~~—Commercial and industrial are required to bear the burden of transition to residential uses including orienting and shielding lights to ensure residential areas are not impacted.~~
- ~~—Architecture must use durable, high-quality materials.~~
- ~~—Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.~~
- ~~—Signs must be monument or ground signs, not pole signs.~~

Residential

- ~~—Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones.~~
- ~~—Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.~~
- ~~—Traditional architecture with gable or hip roofs are encouraged.~~
- ~~—Building entrances are typically oriented towards the street from which primary access is taken. Front porches are required.~~
- ~~—Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~—Parking is primarily provided from the public street abutting the lot.~~
- ~~—Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders.~~

State Avenue Corridor.

State Avenue/Smokey Point Boulevard is the longest north-south corridor within the city limits.²⁴ The road is part of Old Highway 99, which was Washington State's primary north-

²⁴ State Avenue is known as Smokey Point Boulevard north of 136th Street NE.

south highway prior to the construction of Interstate 5.²⁵ Businesses catering to Old Highway 99 motorists developed alongside the road; this is particularly evident in the numerous small, older businesses located south of 80th Street NE.

Over the years, State Avenue has functioned as a key retail district; however, many stretches are either underutilized or would benefit from upgrading, and there are significant opportunities for redevelopment along the corridor. Community Transit's SWIFT Bus Rapid Transit (BRT) service, specifically the 'Gold Line' is anticipated to be extended to Marysville and Arlington in 2027 – 2029. BRT is designed to move people quickly between destinations and is most successful when it is surrounded by higher residential densities, robust job centers, and other destinations such as retail and services.

The potential SWIFT routes that are currently under the greatest consideration enter the City via SR529 and continue north on State Avenue until 100th Street NE. At 100th Street, the potential routes diverge with one continuing along State Avenue until 136th Street NE where it then turns east to 51st Avenue NE, and the other heading northeast on Shoultes Road to 51st Avenue NE. The potential routes would both then use 51st Avenue north of 136th Street continuing on to the Smokey Point Transit Center via 172nd Street NE. These potential routes are anticipated to cover the full extent of the Downtown and Pinewood Neighborhoods²⁶.

Since the ultimate SWIFT route is still being determined, and the City anticipates having adequate residential capacity over the planning period without rezoning land, zoning changes are not proposed along State Avenue with this Plan. However, changing circumstances may serve as a catalyst for zoning changes in the future.²⁷ Some reasons that the City may desire to pursue zoning changes along State Avenue are contained in the footnote below.

- Spark Redevelopment and Leverage Amenities along State Avenue.²⁸ With the existing zoning, minimal redevelopment has occurred along the State Avenue corridor over the past 20 years. Having the option to amend the zoning in the future could spur redevelopment. In addition, residential development along State Avenue would leverage the benefits of being in close proximity to goods and services, Interstate 5, the Cascade Industrial Center (CIC), pedestrian facilities, and general bus services. It could also reduce the need for future UGA expansions and rezones of residential areas;

²⁵ [Washington State Route 99 - Wikipedia](#)

²⁶ While the SWIFT route is also proposed to travel through the Kellogg Marsh, Marshall, Shoultes and Smokey Point Neighborhoods, it is discussed in the Pinewood Neighborhood section since that is the first neighborhood that the service is likely to enter that could potentially experience zoning changes as a result of the service being deployed in the City.

²⁷ Changing circumstances may include, but are not limited to: the establishment of the ultimate SWIFT route; residential growth occurring at a faster than anticipated rate and an associated need for more housing; and direction from the City Council to rezone to catalyze redevelopment.

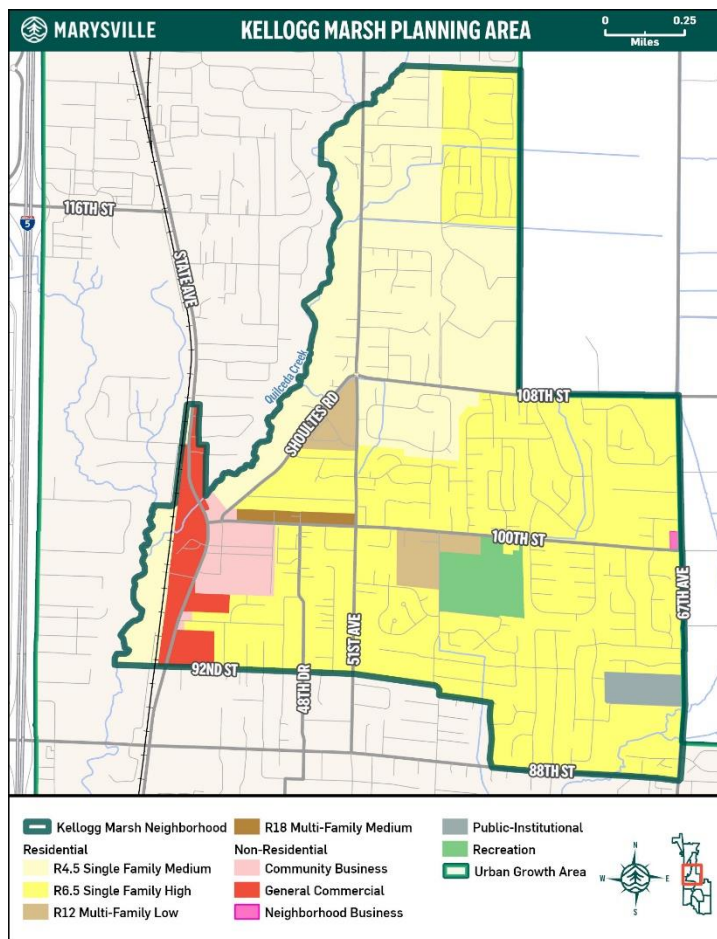
²⁸ Enhance Appearance of State Avenue Corridor. Some site and design standards for State Avenue may be considered in the near term to enhance the overall appearance and connectivity along State Avenue as redevelopment occurs. Note: amendments to the City's design standards may be pursued separate from zoning changes.

- Align with Puget Sound Regional Council's (PSRC) Regional Goals. PSRC's VISION 2050 has set a goal for 65 percent of the region's population growth to be within walking distance of high capacity transit. While this is a regional goal, and individual city goals are allowed to differ, future zoning changes would further progress towards this regional goal;
- Additional Capacity for Longer Time Horizon. As the vacant greenfields in the Lakewood, East Sunnyside-Whiskey Ridge, and other neighborhoods is used, future development is anticipated to shift to infill development and redevelopment of existing underutilized lands throughout the City including Downtown. There are some large sites Downtown that lend themselves to development; however, redevelopment in many areas will either require aggregating smaller parcels (i.e. significant land acquisition costs) for large development projects, or will be smaller scale, middle housing infill projects.

Kellogg Marsh Neighborhood

History. The Kellogg Marsh Neighborhood overlaps the old community of Kellogg Marsh. It stretches between the main branch of Quilceda Creek and agricultural lands to the east. Key landmarks are the significant commercial center at the intersection of 100th Street NE and State Avenue, Marysville-Pilchuck High School, and Mother Nature's Window along 100th Street NE.

Predominant Land Use. The western portion of the Kellogg Marsh Neighborhood is defined by commercial uses and zoning along State Avenue. Limited multi-family zoning and uses are located along 100th Street NE and Shoultes Road. Medium and high density single family residential uses and zoning characterize the majority of the neighborhood. A small pocket of Neighborhood Business zoning is located at the northwest corner of 100th Street NE and 67th Avenue NE.



Future Vision. Commercial within this neighborhood is concentrated along State Avenue, and at the intersection of 100th Street and State Avenue. As discussed in the State Avenue section above, zoning changes along State Avenue, to allow for more commercial and multi-family development options, may also occur in the future at the discretion of City Council in order to leverage the benefits of future Community Transit SWIFT Bus Rapid Transit service. Multi-family development is anticipated to occur along the south side of 100th Street in the vicinity of 55th Avenue NE, and multi-family infill development is anticipated to continue along the 100th Street NE corridor between Shoultes Road and 51st Avenue NE. Single family areas are largely developed; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill development should complement the existing single family character with use of traditional architecture including gable or hip roofs, front porches, and more generous setbacks. Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders. Safe pedestrian connections are particularly needed near schools and to retail and services.

Commercial

- ~~—Commercial is required to bear the burden of transition to residential uses.~~
- ~~—Architecture must use durable, high-quality materials.~~
- ~~—Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.~~

Residential

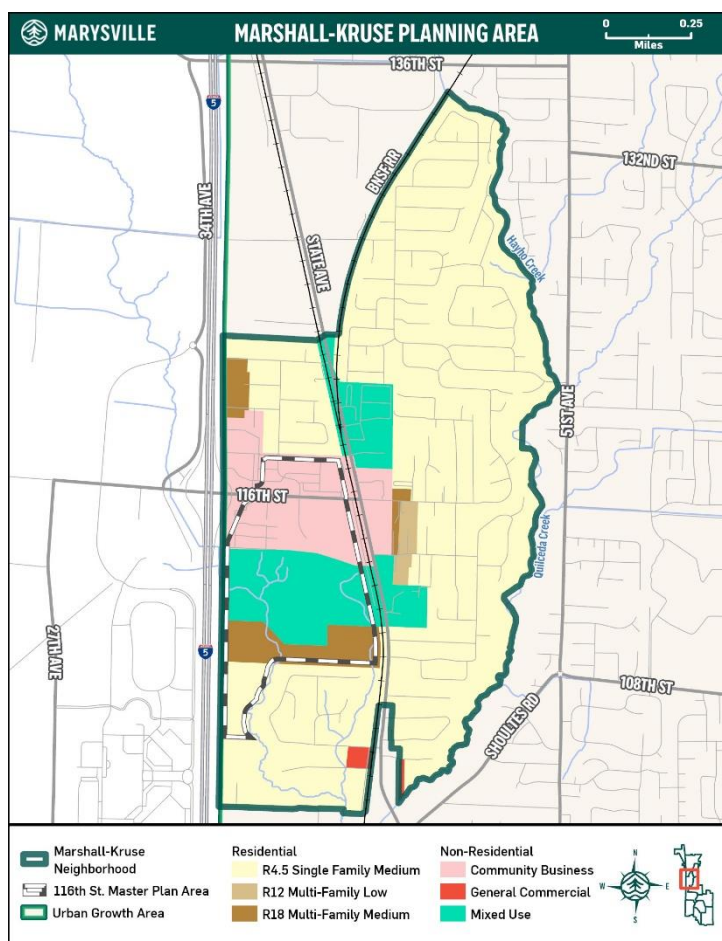
- ~~—Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones.~~
- ~~—Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.~~
- ~~—Traditional architecture with gable or hip roofs are encouraged.~~
- ~~—Building entrances are typically oriented towards the street from which primary access is taken. Front porches are required.~~
- ~~—Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~—Parking is primarily provided from the public street abutting the lot.~~
- ~~—Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders.~~

Marshall – Kruse Neighborhood and the 116th Street Master Plan

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.

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 ~~landportion of the neighborhood~~ located immediately adjacent to Interstate 5. The ~~116th Street Master~~ Plan included several recommendations ~~to help successfully guide development of the area; these recommendations, and those that have occurred to date, 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).²⁹ 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.~~

~~Considerable planning occurred for access for the area:~~

- ~~— **116th Street Widening.** Widening 116th Street from Interstate 5 to State Avenue from a two-lane road with a basic interchange to a five lane road was an essential initiative of the Plan that was completed in 2007. 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 future development projects abutting 116th Street NE. A Single Point Urban Interchange (SPUI), was also completed in 2019, which dramatically improved traffic flow and the function of the interchange.~~
- ~~— **Central Boulevard.** Construction of a Central Boulevard to provide a single, coordinated access to both the northern and southern portions of the 116th Street Master Plan Area was another key initiative. The northern portion of the Central Boulevard (today 38th Drive NE) was constructed in 2007 and is today named 38th Drive NE. Portions of the southern 38th Drive NE were constructed in 2007 and 2020 – 21.; The rest remainder of 38th Drive NE will be constructed as development occurs along its frontage alignment. With the construction of 38th Drive NE, other accesses along 116th Street have been limited to right-in/right-out consistent with the City's Access Management Plan. Securing an easement from the Tulalip Tribes to extend 38th Drive NE further south in the future was another expectation of the Plan which has occurred;~~

²⁹ 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.

- ~~— **Historic Railroad Spur.** 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 currently owned by the Tulalip Tribes; and~~
- ~~— **Site Connectivity.** Consideration of code amendments to emphasize shared driveways, trails, and sidewalks to better interconnect properties was recommended.~~
- **Critical Areas, Stormwater and Open Space.** Critical areas, stormwater and open space considerations were ~~made as follows:~~ 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.³⁰ 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.
- ~~— **Enhanced Critical Areas Protections.** Enhanced protection of Quil Ceda Creek and other streams was contemplated by the Plan. Quil Ceda Creek and other Type F streams require a 150 foot buffer, Category I wetlands require a 125 foot buffer, and steep slopes of 25 percent or more require a 25 foot buffer (the outer edge of the largest combined buffer applying). A 75 foot “Management Zone” or expanded buffer along streams and associated wetlands was recommended by the Plan;~~
- ~~— **Regional Stormwater Facilities.** Construction of a regional stormwater detention facility was proposed; however, individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales could also be pursued. A regional pond was constructed south of the northern railroad spur along 41st Drive NE; and~~
- ~~— **Trails.** 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 Site 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 signage was also recommended.

Future Vision. The Community Business zoning along north side of 116th Street and east of State Avenue is developed with long-term uses, and the Community Business zoning immediately abutting the south side of 116th Street is also largely developed with retail,

³⁰ Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales are also allowed.

restaurant and service uses. Remaining CB parcels will likely develop or redevelop over the next 20 years.

Due to access constraints and critical areas encumbrances, the Mixed Use and multi-family zoned properties south of 116th Street will likely take longer to develop. While both commercial and multi-family residential are allowed in the Mixed Use zone, access constraints and limited visibility may result in the MU land south of 116th Street being developed with either commercial uses that are not dependent on good visibility or multi-family uses. Mixed Use and multi-family zoning east of State Avenue is likely to develop sooner due to good visibility, recent State Avenue widening improvements, utilities within State Avenue, and the absence of critical areas. The single family zoned land which comprises the majority of the remainder of the neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should complement the existing single family character with use of traditional architecture including gable or hip roofs, front porches, and larger setbacks. Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders.

Desired Form and Character.

Commercial

- ~~—Commercial is required to bear the burden of transition to residential uses.~~
- ~~—Architecture must use durable, high-quality materials.~~
- ~~—Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street.~~
- ~~—Shared access and parking areas.~~
- ~~—Significant critical areas, with trails in the outer edge of buffers as appropriate, will ensure the protection of Quil Ceda Creek.~~

Residential

- ~~—Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones.~~
- ~~—Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit.~~
- ~~—Traditional architecture with gable or hip roofs are encouraged.~~
- ~~—Building entrances are typically oriented towards the street from which primary access is taken. Front porches are required.~~
- ~~—Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~—Parking is primarily provided from the public street abutting the lot.~~
- ~~—Sidewalks are required for new development with existing neighborhoods served primarily by walkable shoulders with some sidewalks in newer neighborhoods.~~

Shoultes Neighborhood

History. The historic Shoultes community's legacy is reflected in the name of the elementary school serving the neighborhood as well as the alternate name for 51st Avenue NE. The original school is this neighborhood was constructed on land provided by the William Guy family while the Seymour Shoultes family helped provide the school.

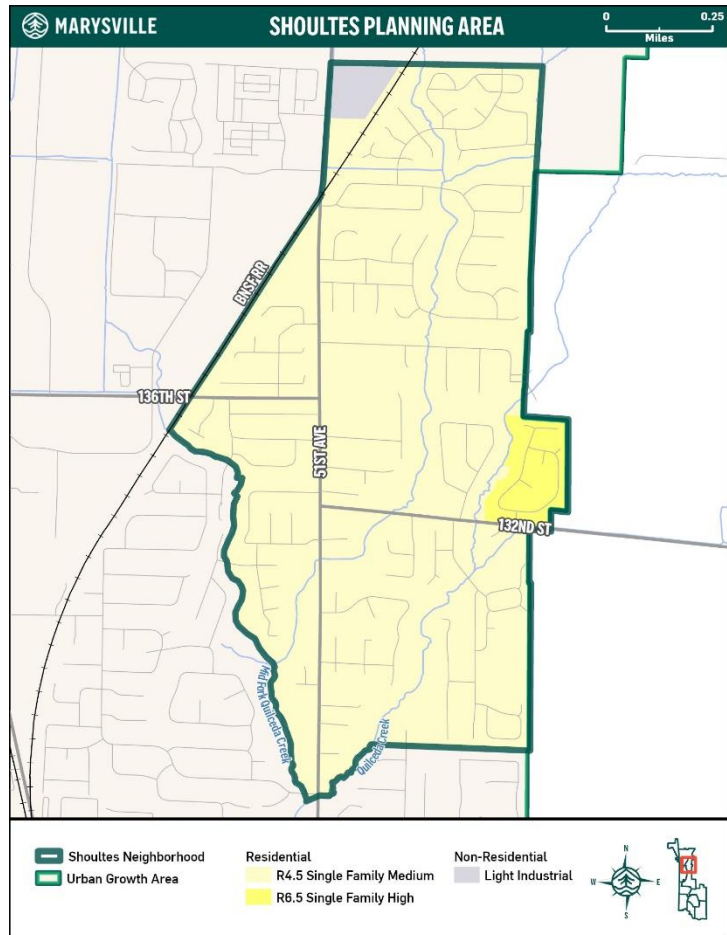
Predominant Land Use. The Shoultes Neighborhood is almost exclusively medium density single family with a limited amount of high density single family along the east side of the neighborhood, and a small amount of Light Industrial in the northwest corner of the neighborhood.

Future Vision. As a predominantly residential area, the primary vision is to preserve the character of the area and ensure that infill development is consistent and compatible with existing residences. Traditional architecture with gable or hip roofs, and front porches are encouraged. Many neighborhoods are served by walkable shoulders, and enhanced pedestrian connectivity via either sidewalks or walkable shoulders should be provided particularly in key pedestrian areas. Development of the limited amount of industrial land in the northwest corner of the neighborhood will need to adequately screened from existing residential to mitigate light, noise and other impacts of industrial development.

Desired Form and Character.

Single Family

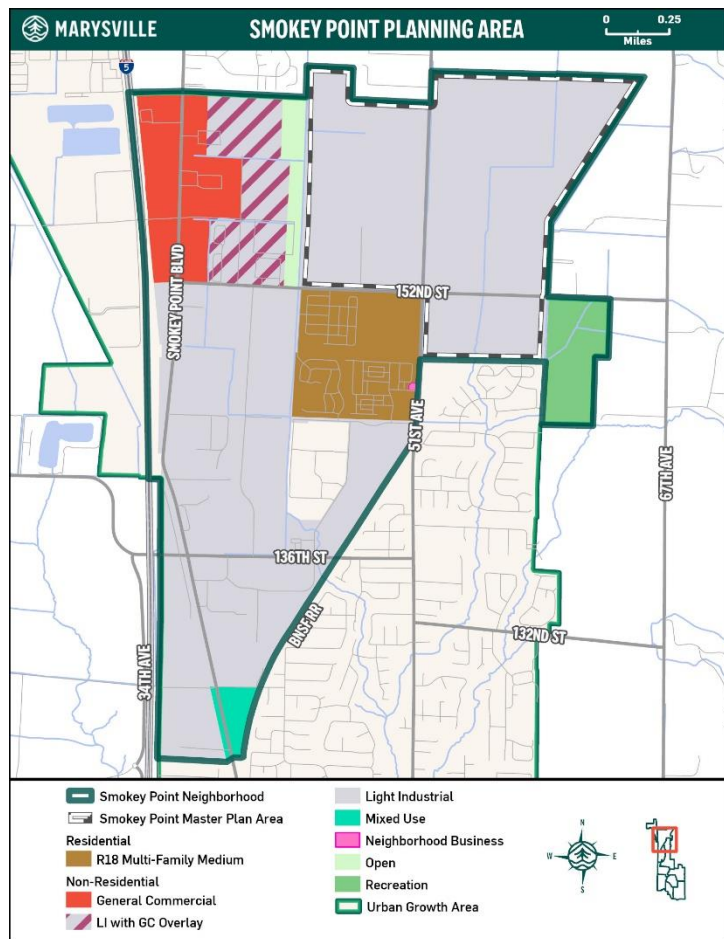
- ~~—Single family residences and duplexes are encouraged.~~
- ~~—Traditional architecture with gable or hip roofs are encouraged.~~
- ~~—Building entrances are typically oriented towards the street from which primary access is taken.~~
- ~~—Standard residential setbacks apply with more generous setbacks encouraged.~~
- ~~—Front porches are encouraged.~~
- ~~—Parking is primarily provided from the public street abutting the lot.~~



~~Sidewalks are required for new development with existing neighborhoods served by walkable shoulders.~~

Smokey Point Neighborhood, Smokey Point Master Plan, and Cascade Industrial Center

History. Since the early 1980s, the Smokey Point Neighborhood has been slated for urban industrial land uses in both City and Snohomish County land use plans.³¹ Most of the Smokey Point Neighborhood became part of Marysville's Urban Growth Area following a settlement between the cities of Arlington and Marysville in 1996. In its 1996 Comprehensive Plan, the City of Marysville identified the Smokey Point Neighborhood as the number one priority for economic development. The portion of the neighborhood along Smokey Point Boulevard was annexed from 1992 through 2000 while the eastern portion of the neighborhood was the result of major annexations in 1999, 2005 and 2007. Presently, the only portion of the UGA within this neighborhood that remains unincorporated is Naval Station Everett.



In June 2008, the City of Marysville adopted the Smokey Point Master Plan (SPMP)³² to foster industrial, employment and economic development in the 675-acre, Smokey Point Master Plan Area located in the northeast corner of this neighborhood. Also in 2008, the cities of Marysville and Arlington locally designated the Arlington-Marysville Manufacturing Industrial Center (AMMIC) which includes nearly all of the Smokey Point Neighborhood within Marysville and extends into the City of Arlington³³. The cities of Marysville and Arlington continued their partnership to pursue designation by the Puget Sound Regional Council (PSRC) of the AMMIC (now Cascade Industrial Center or CIC) as a Manufacturing Industrial Center (MIC). In June

³¹ This Smokey Point Neighborhood is a mixture of opportunities and constraints. Its proximity and visibility from Interstate 5, and the availability of large vacant tracts and infrastructure (water, sewer, roads, rail & air transport) are significant opportunities. The high groundwater, wetlands and streams are constraints that must be addressed with development.

³² The SPMP builds off key issues and goals identified for the neighborhood by the Marysville Economic Revitalization Committee in 2001 and in the initial 2003 Smokey Point Subarea Plan.

³³ The only portion of the Smokey Point Neighborhood that is not within the CIC is the Medium Density, Multi-family designated land at the southwest corner of 51st Avenue and 152nd Street NE.

2019, PSRC designated the CIC as a ~~Manufacturing Industrial Center (MIC)~~. Further discussion on the Smokey Point Master Plan and Cascade Industrial Center is provided in the following sections.

This Smokey Point Neighborhood is a mixture of opportunities and constraints. Its proximity and visibility from Interstate 5, and the availability of large vacant tracts and infrastructure (water, sewer, roads, rail & air transport) are significant opportunities. The high groundwater, wetlands and streams are constraints that must be addressed with development.

The City has invested significant financial resources into economic development, and has prioritized transportation, water, sewer and stormwater facilities for this area to ensure adequate infrastructure to support industrial and commercial development. Some notable infrastructure ~~projects~~ includes ~~two~~ regional stormwater ponds ~~facilities~~ constructed in 2005 and 2014 respectively, and the 156th Street Overpass which will slated to be a full interchange by 2031. The regional stormwater pond facilities were tremendously successful, and all capacity has been sold.

Predominant Land Use. The portion of the Smokey Point Neighborhood located along Smokey Point Boulevard includes a variety of commercial and industrial uses. General Commercial zoning is primarily located north of 152nd Street NE, an area defined by auto and RV dealerships, self-storage facilities and other commercial uses.³⁴ To the immediate east of the GC zoning, is Light Industrial zoning with a General Commercial Overlay that enables the pursuit of a full range of commercial and industrial uses, as determined by the market. Light Industrial zoning dominates the ~~n~~Neighborhood, with well-established commercial and industrial uses abutting Smokey Point Boulevard south of 152nd Street NE, and new and emerging uses in the Smokey Point Master Plan Area to the east. Existing residential in the neighborhood primarily consists of two mobile home parks, and residential developments located at the southwest corner of the intersection of 152nd Street NE and 51st Avenue NE.

Smokey Point Master Plan

The vision for the Smokey Point Master Plan Area is for a commercial/light industrial park that, based on the allowable uses in the zoning designations, provides jobs for the residents of Marysville and expands the City's commercial/light industrial base. This ~~vision is implemented through the~~ Smokey Point Master Plan ~~(SPMP) implements this vision by providing additional that builds off of the zoning code with additional~~ design and development guidelines, and natural resource enhancements for Edgecomb and Hayho creeks. The design guidelines elevate the typical light industrial or commercial development to a higher level of urban design, contributing to a beneficial environment for work~~ers~~, employers and businesses, while connecting to the natural environment.

³⁴ Retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard. (Existing Comp. Plan note). Footnote likely will be amended. Included so it doesn't get missed.

With the 2005 Comprehensive Plan ~~update~~, the City identified the importance of establishing further commercial/light industrial businesses and providing living wage jobs for residents of Marysville and north Snohomish County. Commercial/light industrial development in the Smokey Point Master Plan is designed to be compatible with the Arlington Municipal Airport³⁵, Washington State Department of Transportation (WSDOT) airport guidelines, and Federal Aviation Administration (FAA) safety zone restrictions. The Smokey Point Master Plan addresses the following elements:

- **Transportation.** The Smokey Point Master Plan Area was historically used for agriculture, and was served by a limited road network – notably 152nd Street NE, 51st Avenue NE and 67th Avenue NE. The SPMP plans for a robust road network of principal and minor arterials that is designed to accommodate trucks, cars, and multi-modal uses (i.e. transit, bicycles and pedestrians), with quality landscaping to enhance the appearance of the Smokey Point Master Plan Area. ~~Key transportation network elements are summarized below:~~ **Principal Arterials.** Principal arterials that will serve this neighborhood include 172nd Street NE, 152nd Street NE, 156th Street NE, the 152nd/156th Street Connector, Smokey Point Boulevard and 51st Avenue NE; ~~planned improvements for these roads is outlined as discussed further~~ in the Transportation Element (insert link). ~~Arterials that are partially constructed, or proposed to be constructed include, the 156th Street Extension and the 152nd/156th Street Connector;~~
 - ~~Minor Arterials. Several Mminor arterials that will serve this Neighborhood include 43rd Avenue NE, 57th/59th Avenue NE, the western portion of 152nd Street NE and 160th Street NE;~~
 - **156th Street Interchange.** Currently the 156th Street Overpass provides connectivity between the Lakewood and Smokey Point Neighborhoods, and general bus service is provided by Community Transit (CT). An interchange is fully funded under the Connecting Washington Program, approved by the Washington State legislature in 2016. ~~Preliminary w~~Work on the interchange will occur from is anticipated to begin in 2025 _ and be completed by the end of 2031.; and
 - **Multi-modal Transportation.** ~~General bus service is provided to the Smokey Point Master Plan Area by Community Transit. CT's~~ SWIFT Bus Rapid Transit service is ~~also anticipated expected~~ to serve the neighborhood in the future along with bike lanes and trails are also proposed along key arterials.

Critical Areas. Edgecomb and Hayho Creeks, and various wetlands, are prevalent throughout the Smokey Point Master Plan Area. Wetlands are primarily Category III and IV wetlands, and are the responsibility of the property owner to address and mitigate as necessary. Edgecomb Creek, is proposed ~~under the SPMP~~ to be relocated and reestablished as a meandering stream; much of this work has already been completed with the Cascade Business Park development. Hayho Creek is proposed to remain in its current location; however, its buffers will be enhanced as properties abutting it develop.

³⁵ Arlington Airport Compatibility is discussed in a section below.

- **Drainage.** Regional stormwater facilities are considered by the SPMP; however, on-site stormwater facilities have largely been pursued. This has primarily entailed the import of structural fill for infiltration facilities and other Low Impact Development (LID) methods.
- **Airport Compatibility.** Airport compatibility is contemplated by the SPMP. ~~Since a Airport compatibility is; however, it impacts the entire -an issue that extends throughout the~~ Smokey Point Neighborhood, ~~so it~~ is discussed in the section below.
- **Site and Architectural Design.** Site and architectural design standards were adopted with the SPMP; ~~however, the original standards were repealed and replaced with new standards outlined in the municipal code. These standards were repealed via Ordinance No. 3244. Currently, site and architectural design standards for the Smokey Point Master Plan Area, and certain other industrial areas, are set forth in MMC 22C.020.245, Industrial site and building design standards, while landscaping requirements are addressed in Chapter 22C.120, Landscaping and Screening.~~

Cascade Industrial Center

The Cascade Industrial Center (CIC) is one of only 10 PSRC designated manufacturing industrial centers in the Puget Sound region, and one of only two in Snohomish County. Designation as a PSRC regional center affords the CIC “funding priority – both for transportation infrastructure and economic development.” Forty-three (43) percent (1,728 acres) of the 4,019 acre CIC is in Marysville, and 57 percent (2,291 acres) is in Arlington, including the 737 acre Arlington Municipal Airport.

The CIC is a hub for innovation and supports a wide range of mechanized and technology-driven industries as well as high-intensity manufacturing and business park uses. These uses are supported by a highly qualified advanced manufacturing workforce, smart manufacturing practices, and access to emerging platform technologies. Companies locating in the CIC enjoy competitive advantages provided by generous manufacturing tax incentives, a predictable and efficient permitting process, an industry-friendly climate, and convenient access to multi-modal transportation options including the Burlington Northern Santa Fe railroad mainline, Arlington Municipal Airport, and the Port of Everett, an international deep-water sea port. These competitive advantages are further described in Section 4.5 Assets, Challenges and Opportunities of the Economic Development Element ([add link](#)).

The CIC will be the key location for current and future job growth within both Marysville and Arlington – with more than 20,000 family wage jobs projected within the CIC through its build-out. In 2023, an estimated 4,600 jobs were located in the Smokey Point Neighborhood. This neighborhood has capacity for over 12,000 additional jobs – potentially resulting in nearly 16,800 jobs within the Marysville portion of the CIC alone.

While most of the developable land within the CIC is in Marysville’s portion, significant, sustained development has occurred since 2018. Approximately 54.5 percent (848 acres) of Marysville’s portion of the CIC has land use entitlements and only 27.8 percent (433 acres) is unentitled with further development or redevelopment potential. Industrial, manufacturing, and

warehousing uses are being constructed throughout the CIC. The City will need to monitor available industrial land within the CIC, and encourage employment-intensive uses, to ensure that the City can achieve its planned jobs to housing ratio.

Arlington Airport.

Existing Conditions. The Arlington Municipal Airport is located north of the Smokey Point Neighborhood in the City of Arlington. The airport is classified as a General Aviation Airport, ~~and is designated as Airport Flightline (AF), Business Park (BP), Light Industrial (LI), and commercial zoning within the Land Use Code of the Arlington Municipal Code.~~ The airport encompasses approximately 1,189 acres, and consists of two paved runways and five taxiways. A large area of industrial zoning is located directly east of the airport ~~between 59th Avenue NE and 67th Avenue NE, and east of 67th Avenue NE north of 188th Street NE.~~

Airport Compatibility. The City of Arlington adopted an updated Airport Master Plan in ~~2002, which was updated~~ in 2012, ~~and~~ which documents the importance of land use compatibility within the airport influence area and ~~illustrates~~ the additional planning requirements necessary to promote compatibility of ~~minimize the potential impact of~~ the airport ~~on and~~ surrounding land uses. ~~It is the intent of the Smokey Point Neighborhood to further promote land use compatibility adjacent to the Arlington Municipal Airport.~~

~~As projects are submitted to the City of Marysville, the City will take the lead on review of these projects. However, coordination with the City of Arlington will be required. The City of Marysville reviews projects within its jurisdiction; however, Projects will be circulated projects to the City of Arlington, in conjunction with their agreement of site plan reviews under the Airport Master Plan for comment and review~~ to ensure compatibility with the Airport Master Plan and the Marysville/Arlington Inter-local Agreement, which limits residential development south of the airport. This ~~includes providing~~ provides the Airport with the opportunity to:

- Purchase or negotiate aviation easements;
- Ensure buildings comply with FAR Part 77 surfaces³⁶, do not penetrate the 100:1 airspace restrictions³⁷, and receive approval of an FAA airspace form (Form 7460-1).

³⁶ The Federal Aviation Administration (FAA) has requirements to protect airports from incompatible land uses, primarily related to the height of structures and objects which could affect safe navigation of aircraft in the vicinity of airports. Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace* provides guidance to protect airspace, including the area that encompasses the airport, runway protection zones, and airport

approaches. Since FAR Part 77 surfaces often extend beyond airport boundaries, airport sponsors and local land use planning agencies must collaborate to address height hazards in these areas to ensure the safety of aircraft in the air and people on the ground (Source: PSRC Airport Compatible Land Use Program, p. 21).

³⁷ Per FAA AC 70/7460-1K, *Obstruction Marking and Lighting*, when an airport sponsor, developer, property owner, or other party proposes any type of construction or alteration of a structure that may affect the National Airspace System (NAS), the airport sponsor, developer, property owner, or responsible party is required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration to the Obstruction Evaluation Service (OES). FAA Form 7460-1 is required for any proposed construction or alteration:

- o Of more than 200 feet AGL at its site; and/or

- o Of greater height than an imaginary surface at a slope of 100 feet horizontal for every one foot vertical (100:1) for a horizontal distance of 20,000 feet from the nearest point of the nearest runway (Source: PSRC Airport Compatible Land Use Program, p. 21).

~~—Ensure that projects meet the airport compatibility requirements.~~

Additionally, ~~the City of~~ Marysville ~~will~~ utilizes the guidance provided in Puget Sound Regional Council's (PSRC) *Airport Compatible Land Use Program* and WSDOT's *Land Use Compatibility Program* in land use planning and ~~development~~ regulations ~~in order~~ to further enhance airport compatibility.

Land Use Compatibility. ~~An~~ The Airport Protection District (APD) is an area that includes the Arlington Airport and surrounding areas near the airport where particular land uses are either influenced by, or will influence the operation of, the airport in either a positive or negative manner. The purpose of the ~~airport protection (APD) district~~ is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment. The APD at the Arlington Municipal Airport delineates ~~an specified~~ area within the cities of Arlington, Marysville, and unincorporated Snohomish County where residents may hear or see aircraft operating at the airport, or where certain ~~types of~~ land uses may impact the safe operation of the airport.

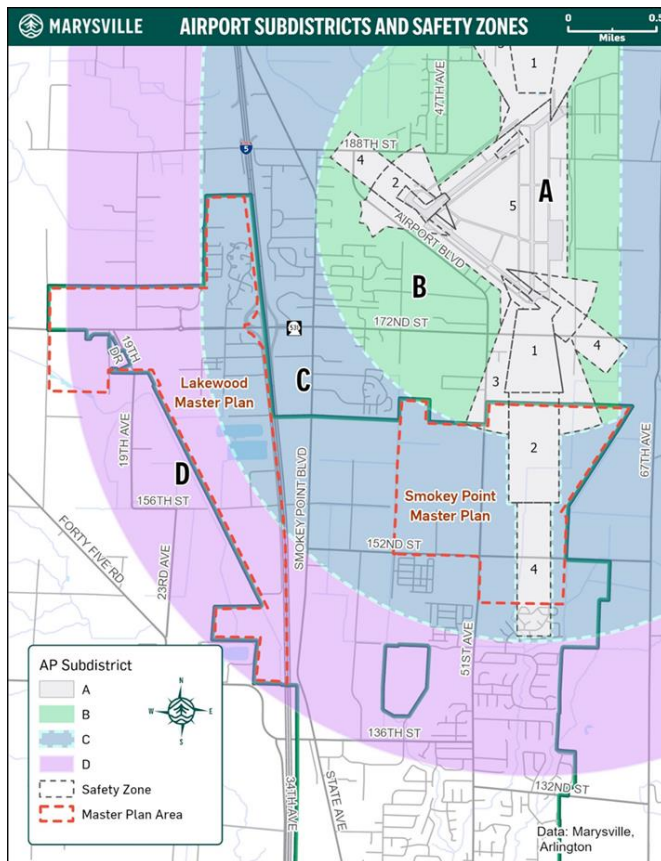
The APD boundaries were established based on a combination of factors including: airport characteristics; typical flight paths for aircraft ~~operating at the airport~~; aircraft noise contours ~~associated with the operation of these aircraft~~; and FAR Part 77 regulations defining the height of objects that may affect the navigable airspace. The Arlington Airport is divided into four subdistricts and five individual zones each with their own land use regulations and guidelines. Three subdistricts (B, C, and D) and three zones (2, 3, and 4), ~~as illustrated in Figure 4-86,~~ overlay the Smokey Point Neighborhood. ~~Below is a brief description of all~~ The four various districts and ~~five zones are depicted in Figure 2.25 and briefly described in the footnote accompanying the figure.~~

~~—Airport Protection Subdistrict A is comprised of the following Airport Safety Zones:~~

Runway Protection Zone (RPZ)/Zone

Figure 2.25³⁸

³⁸ Airport Protection Subdistrict A is comprised of the Runway Protection Zone (RPZ)/Zone 1 (The RPZ dimensions are determined by the aircraft using the airport and approach visibility minimums for each runway end), Inner Safety Zone (ISZ)/Zone 2, Inner Turning Zone (ITZ)/Zone 3, Outer Safety Zone (OSZ)/Zone 4, and Sideline Safety Zone (SSZ)/Zone 5. Airport Protection Subdistrict B is based on the airport's traffic pattern. Airport Protection Subdistrict C is based on the FAA AC 150/5200-33A guidelines for the type of aircraft operating at the airport. Airport Protection Subdistrict D is comprised of the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces.



1 The RPZ boundary is a trapezoid area trapezoidal in shape and centered about the extended runway centerline. It begins 200 feet beyond the future end of the area usable for takeoff or landing (i.e. runway threshold). The RPZ dimensions are determined by the function of the type of aircraft using operating at the airport and the approach visibility minimums for associated with each runway end.

Inner Safety Zone (ISZ)/Zone 2 The ISZ is defined by a rectangular area that is positioned on the extended runway centerline and adjacent to the RPZ boundary. Inner Turning Zone (ITZ)/Zone 3 The ITZ is defined by a triangular shaped area that is positioned along each side of the RPZ and ISZ boundaries. Outer Safety Zone (OSZ)/Zone 4 The OSZ is defined by a rectangular area that is also centered on the runway.

Sideline Safety Zone (SSZ)/Zone 5 The SSZ boundary of Runway 16/34 is defined by a 1,000 foot centerline offset on each side of the runway that connects the ITZs on each end of the runway. The SSZ boundary of Runway 11/29 is defined by a 500 foot centerline offset on each side of the runway that connects the ITZs on each end of the runway.

- Airport Protection Subdistrict B is based on the Arlington Municipal Airport's traffic pattern.
- Airport Protection Subdistrict C is based on the FAA AC 150/5200-33A guidelines for the type of aircraft operating at Arlington Municipal Airport.
- Airport Protection Subdistrict D is comprised of the following Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces: Primary Surface, Approach Surface, Horizontal Surface, Transitional Surfaces, and Conical Surfaces.

To ensure compliance with the Arlington Municipal Airport Master Plan, uses within the Smokey Point Neighborhood boundaries are limited. To determine if a use is allowed in this neighborhood, the proposed use must be allowed by both the Marysville Municipal Code and the Arlington Airport Master Plan standards (see Figure 2.10 below). If either regulation prohibits the use, then the use is not allowed. The allowable industrial and warehouse uses, defined in the City of Marysville's LI zone classification, are generally allowed and do not generate a large gathering of people as the uses are manufacturing, production, and storage type uses where the

~~amount of~~ and have few people relative to building size ~~is low~~. Zones 2 and 3 are exclusively zoned LI while Zone 4 is predominately LI with a limited amount of existing ~~lower density~~ single family residential. Figure -- depicts the airport zones relative to the City's land use zones including allowable densities and heights.

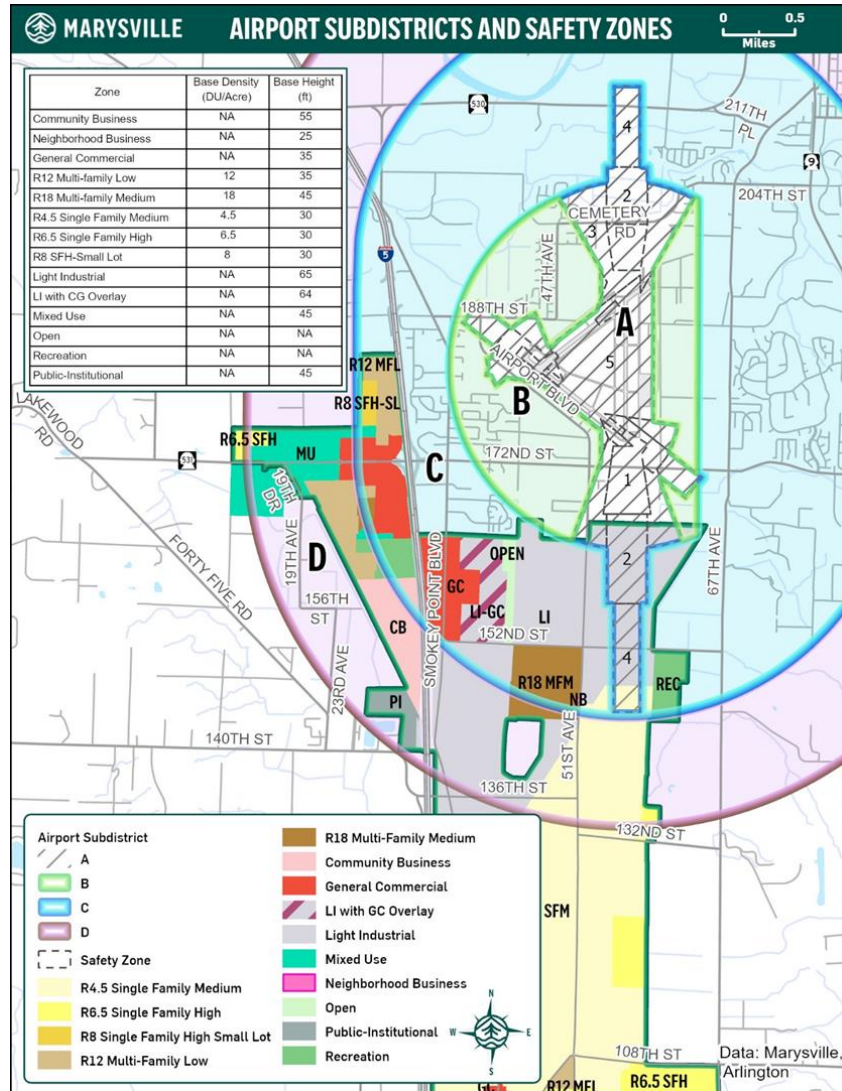


Figure 2.10 Allowed Land Uses within the Arlington Airport APD Zones

Land Use(1)	Inner Safety Zone (ISZ)/Zone 2	Inner Turning Zone (ITZ)/Zone 3	Outer Safety Zone (OSZ)/Zone 4
Residential	Prohibited	Allowed	Allowed
Commercial	Allowed	Allowed	Allowed
Industrial	Allowed	Allowed	Allowed
Recreational	Prohibited	Allowed	Allowed

Public (2)	Prohibited	Prohibited	Prohibited
------------	------------	------------	------------

- (1) These development guidelines are not retroactive and will not be construed to require a change or alteration in the use of any property not conforming to these regulations, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein will require any change in the use of any property, the platting, construction, or alteration of which was begun prior to the effective date of the Arlington Airport Master Plan, and is diligently prosecuted.
- (2) Restrictions would apply to congregations of people and noise sensitive uses (i.e. schools, hospitals, nursing homes, churches, auditoriums, and concert halls).

Noise Contours

Noise levels around airports are generally broken down into three categories.³⁹

- ~~• 60-65 DNL noise level is compatible with all land uses;~~
- ~~• 65-70 DNL noise level is compatible with land use restrictions such as limiting residential uses and requiring noise abatement construction techniques in buildings; and~~
- ~~• 70-75 DNL noise level suggests is significant noise levels that are and not compatible with residential uses.~~

The Arlington Airport Master Plan shows that the range of noise contours are contained within the existing airport boundary with a portion of the 60 DNL noise contour extending off the airport property into the Smokey Point Neighborhood. As the Smokey Point neighborhood is only impacted by the 60 DNL noise contour, no additional land use restrictions are required other than those listed in the Arlington Airport Master Plan.

Future Vision.

Over the next 20 years, numerous industrial buildings, along with a robust supporting road network, are anticipated to be constructed transforming the Smokey Point Master Plan Area into an an attractive and well-designed manufacturing and industrial business park similar in nature to Bothell's Canyon Park. Already, various industrial buildings have been constructed, ranging from warehousing and distribution to indoor agriculture and aerospace related uses. Uses with a greater concentration of jobs, particularly living wage jobs, are encouraged and incentivized; however, initially, some sites will be constructed with less job intensive uses, such as warehousing and distribution.

Desired Form and Character.

Industrial

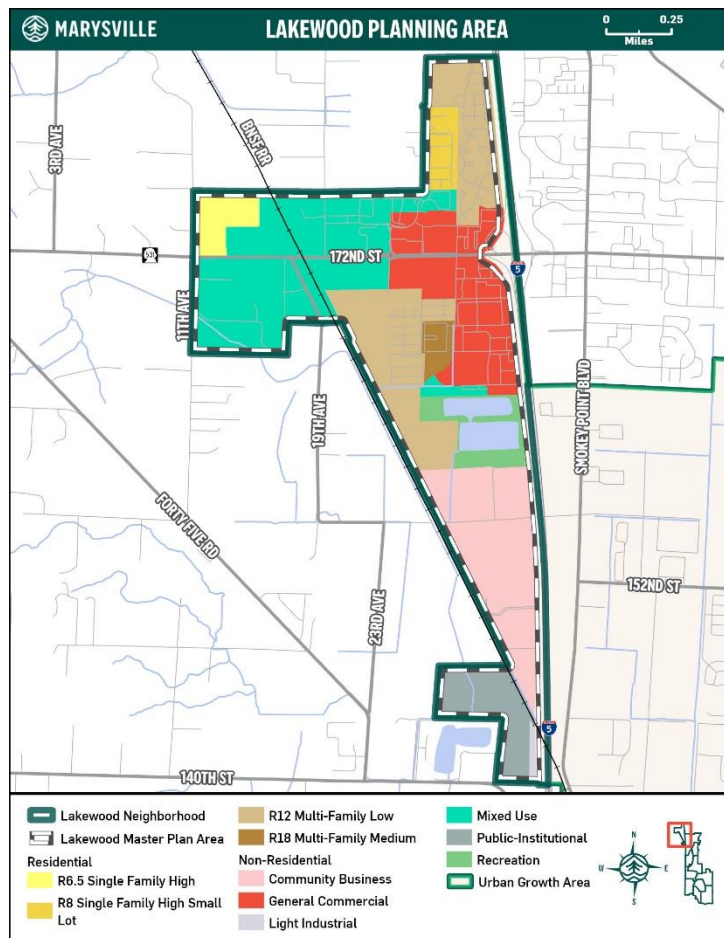
³⁹ 60-65 DNL noise level is compatible with all land uses; 65-70 DNL noise level is compatible with land use restrictions such as limiting residential uses and requiring noise abatement construction techniques in buildings; and 70-75 DNL noise level is significant and not compatible with residential uses.

- ~~— Sites must provide an attractive street edge that accommodates pedestrian access. Orientation must be provided to at least one street; however, when multiple streets abut the site, orientation to both is encouraged.~~
- ~~— Passenger vehicle parking must be provided towards the front of the building with commercial vehicle parking and service areas located to the rear of the building.~~
- ~~— Large sites should provide amenities for employees and visitors.~~
- ~~— Landscaping for public rights-of-way and parking areas, and site lighting must be provided.~~
- ~~— Modulation and articulation of buildings, and blank wall treatment, is required. must be provided.~~
- ~~— High quality, durable materials appropriate for industrial buildings must be used.~~
- ~~— Blank walls must be treated.~~
- ~~— Building entrances must be inviting, accessible and easy to locate.~~

Lakewood Neighborhood

History. The Lakewood Neighborhood was originally known as English Station. The nearby railroad station was named English by the Great Northern Railway, after the English Logging Company, which shipped many logs over this line. The name Lakewood was coined by Fred Funk as the name of the settlement and of Lakewood Garden Tracts.

This Lakewood Neighborhood was included in Marysville's Urban Growth area with the adoption of the County's 1995 Comprehensive Plan. Prior to the adoption of the 1995 Comprehensive Plan, Lakewood was designated for rural residential development and had an interim "Other Land Use" designation. At that time, the area was also a separate UGA – Smokey Point – with two cities vying for it – Marysville and Arlington. Ultimately, a 1996 settlement between the two cities resulted in Lakewood becoming part of Marysville's UGA. Following the UGA settlement, Snohomish County initiated a sub-area planning process for Lakewood, working with the City on detailed planning. This planning was not completed though, as the City annexed the majority of the Lakewood UGA in February 2005 and adopted zoning for the Lakewood Neighborhood with the



City's 2005 Comprehensive Plan. The Lakewood Neighborhood Master Plan was adopted in 2017 in order to shape site, architectural, road and pedestrian network design, and is covered in the Lakewood Neighborhood Master Plan section below.

Predominant Land Use. The Lakewood Neighborhood includes a large retail, commercial center west of Interstate 5 both to the north and south of 172nd Street NE. Mixed Use zoning, which allows for commercial, multi-family or a combination of both, is located along 172nd Street and has been primarily developed with multi-family uses with some commercial. Multi-family uses are located to the north and south of the commercial and Mixed Use zoned areas. A limited amount of single family zoning is located along the edge of the neighborhood adjacent to the rural lands along the UGA boundary. Community Business and Public Institutional zoning is located to the south end of the neighborhood and the primary area which remains to be developed.

Lakewood Neighborhood Master Plan.

The Lakewood Neighborhood Master Plan ([LNMP](#)) encompasses the entire Lakewood Neighborhood. Over the past nearly two decades, the neighborhood has been transitioning from a rural to urban. Since its annexation, the neighborhood has seen robust growth beginning with commercial development in the area immediately abutting the Interstate 5 corridor, followed by multi-family development along the 172nd Street corridor. This development has resulted in increased vehicular traffic, stormwater considerations, and changing architectural character. During the public outreach for the ~~LNMP Lakewood Neighborhood Master Plan~~, property owners and area residents expressed ambivalence about these changes. Concerns centered on traffic issues and loss of rural to “undesired activities” (e.g. shop that do not serve local needs, and dense multi-family housing). Some hoped to see growth and change to draw desired local amenities (e.g. a grocery store and small local businesses, achieve anticipation street improvements, and build a walkable and bikable neighborhood center).

Three major issues are addressed by the ~~LNMP Lakewood Neighborhood Master Plan~~ as described below:

- **Transportation.** With a limited street network, a well-used railroad corridor, a regional shopping center, and Community Transit and school bus systems, vehicular congestion is a significant issue in the Lakewood Neighborhood. The ~~LNMP Lakewood Neighborhood Master Plan addresses transportation issues as follows:~~ proposes improvements for 172nd Street NE that includes road widening with turn lanes where necessary, roundabouts at key intersections, bike lanes, a sidewalk/shared-use trail, landscaping with stormwater improvements, and decorative street lighting⁴⁰. Various collector and minor arterials are planned for this neighborhood. North of 172nd Street NE, most of the contemplated roads have been constructed or partially constructed. South of 172nd Street NE, several key roads are proposed ~~with many. Many are~~ anticipated to be constructed in the near-term.

⁴⁰ ~~Decorative street lighting is required on arterials as outlined in the City's Engineering Design and Development Standards.~~

~~and the rest will be built as development occurs.~~ A trail will be constructed along 19th Avenue NE which will provide connectivity from 172nd Street NE to the 156th Street Overpass and ultimately the CIC. The 156th Street Overpass will be converted to an Interstate 5 interchange by 2031⁴¹~~as further described in the Smokey Point Neighborhood section above.~~

- ~~○ **172nd Street NE.** The Plan requires improvements to 172nd Street NE that include roadway widening including turn lanes where necessary, roundabouts at key intersections, bike lanes, a sidewalk/shared use trail, landscaping with stormwater improvements, and decorative street lighting;~~
- ~~○ **Collector and Minor Arterials.** Various collector and minor arterials are planned for this neighborhood. North of 172nd Street NE, most of the contemplated roads have been constructed or partially constructed (i.e. 23rd/25th Avenue NE, 174th Street NE and 176th Street NE). South of 172nd Street NE, several key roads are proposed (i.e. 19th Avenue NE, 23rd Avenue, 25th/27th Avenue NE, 27th Avenue NE, etc.). Many of these roads are anticipated to be constructed in the near term with currently proposed projects; the rest will be built as development occurs. A trail will be constructed along 19th Avenue NE which will provide connectivity from 172nd Street NE to the 156th Street Overpass and ultimately Smokey Point Boulevard.~~
- ~~○ **156th Street Interchange.** Currently the 156th Street Overpass provides connectivity between the Lakewood and Smokey Point Neighborhoods. An interchange is fully funded under the Connecting Washington Program as further described in the Smokey Point Neighborhood section above, approved by the Washington State legislature in 2016. Preliminary work on the interchange is anticipated to begin in 2025 and be completed by the end of 2031.~~

- **Utility infrastructure.** The flat land and high water table in the area must be accommodated in the design of stormwater, sewer and water infrastructure. Most sites in the ~~n~~**Neighborhood** ~~designed to date~~ have required several feet of structural fill to enable infiltration. Areas without high groundwater and with infiltrative soils provide opportunities to incorporate Low Impact Development (LID) facilities such as bioretention swales and planters.
- **Urban design.** Design standards were adopted for the Lakewood Neighborhood Master Plan Area to address concerns that the development that was occurring lacked a cohesive feel, lack of connectivity between sites and pedestrian opportunities, disjointed feel, and lack of neighborhood character. The LNMP Lakewood Neighborhood Master Plan endeavored to provide a holistic neighborhood that transitions between a rural crossroads character, and a more urban mixed-use center; increase pedestrian, bicycle, and vehicular access between residences and destinations; create community gathering places and small parks⁴²; and strengthens the identity of Lakewood as a neighborhood. Lakewood has two major centers: a) a regional commercial center at Interstate 5 and 172nd Street NE, and b) a

⁴¹ Further information on the interchange is provided in the Smokey Point Neighborhood section and Transportation Element.

⁴² Open space must be provided for commercial and residential areas as prescribed by code.

civic-oriented center with historic crossroads at 172nd Street NE and the Burlington Northern Santa Fe railroad which are described fully in the LNMP along with key development objectives. ~~A summary of these areas follows with key proposed design concepts outlined in the ‘Desired Form and Character’ section.~~

- ~~○ **Regional Commercial Center.** The General Commercial (GC) zone is nearly built out with large stores and shopping scaled for a regional clientele arriving by automobile. Although new development has provided sidewalks, street trees, and other quality design elements, the stores are primarily oriented towards large surface parking lots and Interstate 5, turning their backs to the neighborhood. Enhancing design requirements on key streets (i.e. 27th Avenue NE and 169th Street NE) that connect to the shopping center, and providing an interactive relationship between Gissberg Twin Lakes Park and the shopping center are encouraged; and~~
- ~~○ **Railroad Crossing Neighborhood Center.** The Burlington Northern Santa Fe railroad crossing area has an architectural character that ties Lakewood to its rural history, and combined with schools, is a center of activity. Unique Distinct from the regional commercial center to the east, buildings here are scaled to humans rather than automobiles and provide space for small, local businesses. Over time, the Mixed Use zoned surrounding the crossroads could become a vibrant, compact, pedestrian-oriented neighborhood with active ground floor uses over time. Internal destinations (i.e. new small business main street), as well as good connections between surrounding residences and the regional shopping center to the east, could create a lively neighborhood center. Incorporating design elements that take inspiration from the railroad crossing could strengthen the historic, local character.~~

Future Vision.

Over the next 20 years, the Lakewood Neighborhood is anticipated to have robust road, sidewalk, and trail connectivity to facilitate travel from residences to commercial, mixed use, and recreational offerings. The General Commercial zoned lands that comprise the Regional Commercial Center have largely been developed with only a couple large parcels remaining; additional commercial uses are anticipated to be constructed further buoying this commercial destination. New buildings should be oriented towards the street, particularly on pedestrian-oriented streets, with visible and accessible entrances.

While the Mixed Use zone allows for commercial, multi-family, or a mix of the two to be pursued, developers have primarily pursued multi-family and townhouse projects in the Mixed Use zone east of the Burlington Northern Santa Fe railroad – a trend that is likely to continue. Mixed Use zoning west of the railroad consists of both large and very small parcels. Orientation of buildings towards the street, and pedestrian and bicycle connectivity, will remain a priority.

The Community Business zoned land that makes up the “Lakewood Triangle” is currently undeveloped; however, uses consistent with the Community Business zone will likely be developed over the next 20 years.⁴³ A significant share of the multi-family and single family zoned land in the neighborhood has also either been developed or is entitled for a development. Multi-family, townhouses and single family have been pursued in the residential zones, and similar development are anticipated to continue. A strong orientation of buildings towards the street or open space, as appropriate, shall continue to be required. Landscaping shall be provided along streets where orientation of the building is infeasible. Some infill middle housing may occur over the planning period as allowed by HB 1110; however, this is anticipated to be more limited given that most land in the Lakewood Neighborhood is previously undeveloped.

~~Desired Form and Character.~~

~~All zones~~

- ~~— Vehicular connectivity at 600 feet and pedestrian connectivity at 200 to 300 feet (200 feet is preferred) is required;~~
- ~~— Decorative street lighting is required on arterials as outlined in the City’s Engineering Design and Development Standards; and~~
- ~~— Open space must be provided for commercial and residential areas as prescribed by code.~~

~~Commercial (in general)~~

- ~~— Commercial is required to bear the burden of transition to residential uses.~~
- ~~— Architecture must use durable, high quality materials;~~
- ~~— Buildings should be oriented towards the street, and must provide access and entrances visible and accessible from the street;~~
- ~~— Building entrances must face the street in the Mixed Use zone and on designated pedestrian-oriented streets (see Figure 17 of the Lakewood Neighborhood Master Plan). In the General Commercial and Community Business zones where a building’s main commercial entrance faces onto a parking area rather than the street, wide pathways are required adjacent to the facades of retail and mixed-use buildings.~~

~~— Regional Commercial Center~~

- ~~○ Enhance design requirements on key streets (i.e. 27th Avenue NE and 169th Street NE) that connect neighbors to the shopping center; and~~
- ~~○ Provide an interactive relationship between the Gissberg Twin Lakes Park and the shopping center by connecting the park to the neighborhood and improving the sense of safety by increasing the number of “eyes” on the park.~~

~~— Railroad Crossing Neighborhood Center~~

- ~~○ Pedestrian-oriented main streets that require ground floor active uses should be applied to some central streets;~~

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- ~~○ The historic character near 16th Drive NE and 19th Drive NE should be preserved if possible; consider pursuing a “Lakewood Community Overlay” to encourage adaptive reuse rather than full redevelopment;~~
- ~~○ Pedestrian and bicycle connectivity is a priority in the Mixed Use zone;~~
- ~~○ A gateway feature (e.g. a sign) should be provided near the intersection of 172nd Street NE and the railroad to announce entry into the heart of the Lakewood Neighborhood, and design elements that take inspiration from the railroad crossing to strengthen the local character are encouraged.~~

Residential

- ~~— Single family residences and duplexes are encouraged in single family zones, and multi-family, middle housing or townhouses are encouraged in multi-family zones;~~
- ~~— Middle housing in single family zoned areas should either be designed to appear as a single family residence or should provide individual identity for each unit;~~
- Ground floor individual entrances are typically oriented towards the street or common open space. Where a building abuts more than one street, the structure is oriented towards the higher volume street unless an alternate orientation is preferred (landscaping may need to be provided). Front porches are required;
- Residences abutting common open spaces or pedestrian designated streets shall provide transitions from the common open space to the residence;
- Standard residential setbacks apply; provided that, properties facing 172nd Street shall be set back sufficiently to provide space for a public multi-use pathway, trail, landscaping or other amenities as determined by the director;
- ~~— Multi family parking is provided in consolidated parking areas that should be to the side or rear of buildings;~~
- ~~— Single family parking is primarily provided from the public street abutting the lot, an auto-court or alley; and~~
- ~~— Sidewalks are required for new development and trails are required when connections to parks or other destinations are needed.~~

2.7 GOALS AND POLICIES

Growth Management

LU1 Ensure that the City’s land use vision is consistent with State, Regional and County-wide statutes, plans and policies as well as the community’s vision.

LU1.1 Ensure that the City’s land use vision aligns with the Washington State Growth Management Act, Puget Sound Regional Council’s VISION 2050, and Snohomish County’s County-wide Planning Policies.

LU1.2 In coordination with Snohomish County and neighboring jurisdictions, create an Urban Growth Area (UGA) based on the capabilities and characteristics of the

land, availability of public facilities and services, existing land uses, and anticipated growth.

LU1.3 Encourage infill of existing commercial, industrial, and residential areas prior to expanding the City's Urban Growth Area (UGA) or designating new lands for these uses.

LU1.4 Ensure an adequate supply of appropriately zoned land to enable meeting the City's employment, population and housing targets. Reduce disparities in access to opportunity and expand employment opportunities to improve the region's shared economic future. (The underlined clause addresses PSRC's MPP-DP-2, Ec-8, Ec-13).

LU1.5 Establish a vision for growth that is informed by active and inclusive citizen engagement and community planning to ensure that land use is reflective of the community's vision, and that land use decisions do not negatively impact the community – particularly historically marginalized communities. Implementing development regulations must be fair and predictable. (The underlined clause addresses PSRC's MPP-DP-2, MPP-DP-8).

Areas of Future Influence, UGAs and Annexations

LU2 Proactively monitor land utilization and anticipate future expansion needs, and ensure that UGA expansion and annexation plans are consistent with the plans of Snohomish County and neighboring jurisdictions, and transitions are well-planned for.

LU2.1 Encourage Snohomish County to require land in Rural Urban Transition Areas (RUTAs) to be in tracts that are 10 acres or larger to allow for development at higher densities as the land is incorporated into the City's Urban Growth Area (UGA). Techniques such as shadow platting in conjunction with clustering should be used to permit efficient development at urban densities and urban level services when these areas are incorporated into UGAs. If shadow platting is not utilized, rural clusters should be prohibited.

LU2.2 Locate and design new utilities, roads, and other infrastructure and improvements within RUTAs in a manner that reduces impact to the surrounding rural character, and reduces future cost of utility, road, and other infrastructure extensions when included in the UGA.

LU2.3 Residential zones outside the UGA should be limited to rural, low-density residential (i.e. 5 to 10 acre tracts).

LU2.4 Provide measures to enhance short-term and long-term transition planning to reduce urban impact on rural uses within the planning period, and to minimize long-term costs of service for areas that may be considered for urban expansion in future planning periods.

LU2.5 Proactively assess future land use and expansion needs by monitoring land utilization, and coordinating with Snohomish County and neighboring jurisdictions, on future expansion plans.

LU2.6 Proactively plan for the annexation of the City's UGA, and for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit. (The underlined clause addresses PSRC's MPP-RGS-16, DP-27-30).

Land Use Pattern

LU3 Provide a well-defined and compelling vision for growth and development.

LU3.1 Locate commercial, industrial, and employment in compact, well-defined centers with a pattern and scale appropriate to the location and population served.

LU3.2 Coordinate with Community Transit on identifying future high-capacity transit station areas (i.e. SWIFT Bus Rapid Transit service) and, at the direction of City Council, plan for densities that maximize benefits of transit investments. (The underlined clause addresses PSRC's MPP-DP-22, DP-Action-8).

LU3.3 Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities; by judicious control of residential, commercial, and industrial development; and by recognition of the City's role in the region.

LU3.4 A particular emphasis should be placed on infill within the Downtown Neighborhood and along State Avenue/Smokey Point Boulevard especially at its intersection with Grove Street, 88th Street, and 116th Street.

LU3.5 Require urban level facilities, services, and utilities⁴⁴ to be provided prior to, or concurrent with, development to ensure adequate level of service and to mitigate the subsequent impacts on residents. Expansion of public facilities, services, and utilities should occur in a manner that balances growth with the City's ability to serve the growth, and should prioritize the City's economic growth.

LU3.6 Cultivate an image and identity of Downtown and the Waterfront as special districts with synergistic links to each other, and a commercial, residential, entertainment, and recreational focal point by advancing the vision of, and initiatives in, the Downtown Master Plan and the Waterfront Strategic Plan (add links). Water-oriented uses are encouraged to locate along the Waterfront.

LU3.7 Design all new commercial, industrial, and residential developments, and pursue improvements in existing developments, to facilitate general connectivity as well as the use of multi-modal transportation options (i.e. pedestrian, bicycle, transit, car/vanpool etc.). In residential areas, care should be taken to discourage cut-through traffic.⁴⁵

⁴⁴ Facilities and services include, but are not limited to, water, sewer, storm, police, fire, schools, and roads. Where appropriate, it also includes transit, and parks and recreation. Concurrency is generally defined as a financial commitment or strategies to complete improvements within six years of development.

⁴⁵ Multi-modal transportation helps reduce reliance on the automobile, and promotes physical activity through suitable combinations and locations of land uses, such as employment, retail and residences, including mixed use development.

- LU3.8 Use land use, multi-modal transportation, and other initiatives to promote healthy communities and health outcomes, and reduce health disparities. (The underlined clause addresses PSRC's MPP-RC-3, DP-18).
- LU3.9 Encourage convenience and commercial services at or near transit stations, park and rides, and major transit stops to foster a more pleasant transit experience, and to encourage the use of transit as an alternative to private automobile use.
- LU3.10 Enhance the quality of living, trading, and working districts by protecting open space, sensitive areas, and parks, and designing development sensitive to natural land forms. Physical, visual and perceptual linkages to sloughs, rivers, and creeks should be encouraged.
- LU3.11 Consider potential impacts to, and preserve significant historic, visual, cultural, and archaeological resources and sites⁴⁶; and identify strategies and incentives for their protection for the enrichment of future generations. (The underlined clause addresses PSRC's MPP- DP-5-7).
- LU3.12 Prepare future Master Plans, as necessary, to ensure that the unique development needs of key areas are properly planned for. Master planning for the State Avenue Corridor, to accommodate Community Transit's SWIFT Bus Rapid Transit and leverage benefits of this service, is anticipated to be a future planning need.

Land Use Compatibility

LU4 Promote harmony and compatibility of diverse land uses through proper location and design of uses, and appropriate mitigation measures.

- LU4.1 Minimize land use conflicts, and impacts to the community and residential areas, through proper location and appropriate design of uses – particularly commercial and industrial ones.
- LU4.2 Commercial, industrial, and multi-family development must be located and designed to bear the burden of transition and mitigation when located near designated single family and multi-family areas (in the case of commercial and industrial). Appropriate measures to ensure compatibility may include increased setbacks, landscaping, fencing, open space, architectural design techniques that complement the character of existing neighborhoods or residences, and/or reduced building heights.
- LU4.3 Evaluate planning in areas for potential residential and commercial displacement, and use a range of strategies to mitigate displacement impacts. (The underlined addresses PSRC's MPP-P-23, Ec-12).
- LU4.4 Limit incompatible uses adjacent to the Cascade Industrial Center (CIC), Arlington Airport, military lands, and the Tulalip Tribal Reservation. (The underlined clause addresses PSRC's MPP- DP-49, DP-50, and DP-51).
- LU4.5 Encourage the preservation of small farms and agricultural uses by requiring adjacent new developments to provide buffers and screening to minimize impacts on existing and ongoing agricultural operations. The use is encouraged to continue

⁴⁶ Culturally significant resources include tribal treaty fishing, hunting, and gathering grounds.

as long as the farm or agricultural property owner desires. Educating neighboring property owners on agricultural practices should occur as necessary.

LU4.6 Ensure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.

Image and Design

LU5 Encourage high-quality architectural and site design that cultivates a sense of place, enhances the City's unique character, and improves the built environment.

LU5.1 Encourage architectural design that enhances the overall coherence of a Neighborhood's visual character. Architecture should promote an attractive image of the City from Interstate 5, Highway 9, and other roads.

LU5.2 Improve the appearance of existing commercial areas, and encourage the upgrade and preservation of existing structures, with a special emphasis on historically significant structures particularly Downtown.

LU5.3 Encourage the use of high-quality, durable materials, with urban materials encouraged Downtown and industrial materials encouraged for industrial areas.

LU5.4 Require the installation of street trees, landscaping, and mitigation plantings for degraded critical area buffers, and encourage the retention of significant trees.

LU5.5 Orient uses towards the higher volume roadway with a particular importance placed on uses along State Avenue/Smokey Point Boulevard.

LU5.6 Encourage the pedestrian-oriented character of the Downtown Neighborhood, Waterfront, Lakewood Neighborhood, Community Business, Mixed Use, and Neighborhood Business zones through the use of:

- Building design and awnings at the street wall that contributes to a lively, attractive, and safe streetscape;
- Commercial and retail activities are encouraged at the street level with residential above;
- Along the Waterfront, uses should be oriented towards the water, designed to both promote views of the slough and minimize shadows cast on public trails, plazas, and other outdoor spaces; and
- Wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other sidewalk uses.

LU5.7 Encourage signs that are attractive and pedestrian-oriented as appropriate.

LU5.8 Create gateways at key City, Neighborhood, and District entrances. Gateways for the Downtown, Waterfront, and other special areas should be achieved through enhanced plantings, street trees, special paving, street furniture, and the location of special land uses, buildings, and structures.

LU5.9 Encourage day and night time activities, as appropriate, in the Downtown Neighborhood, Waterfront and Mixed Use zone, particularly restaurants, retail,

services, farmers or fresh produce markets, and similar uses catering to both residents and visitors.

LU5.10 Encourage the consolidation of access points in commercial and industrial areas, and the joint use of parking. For example, a movie theater whose parking occurs in the evening could joint use parking with a church primarily used on Sunday.

LU5.11 On-site parking should generally be limited to areas behind or adjacent to the building or complex to ensure that the street wall is maintained in the Downtown Neighborhood and Waterfront, and in the Mixed Use, Community Business, and Mixed Use zones; provided that, more flexibility is afforded for parking in the Community Business zone.

LU5.12 Provide urban parks, recreation opportunities, open space, and trails throughout the City with a particular emphasis on the Downtown, Waterfront, and Mixed Use zone. Public access is paramount to the Waterfront, and redevelopment of significant waterfront parcels must provide public access.

LU5.13 Provide pedestrian and bike paths as appropriate through commercial, industrial and residential areas that connect the various Neighborhoods and destinations.

LU5.14 Restrict drive-through facilities in the Downtown Neighborhood, and Mixed Use and Neighborhood Business zones.

Commercial

LU6 Provide adequate commercial uses to serve the City's growing population by advancing business and trade, and providing a variety of commercial opportunities that enhance the economic vitality of the community.

LU6.1 Provide for the development of distinct commercial land use districts including Downtown and the Waterfront, and areas for highway, auto-oriented, mixed use/pedestrian-oriented, and neighborhood commercial activities.

LU6.2 New commercial centers should be compact, and should be based on land use, geographic context, and transportation facilities and trip generation.

LU6.3 Strengthen existing commercial centers, and promote diversified employment.

LU6.3 Support Downtown as a commercial district, with a mix of complementary uses including residential, that is a robust hub of retail, service, and recreational opportunities. Encourage major governmental agencies to locate Downtown.

Residential

LU7 Protect and strengthen the vitality, character, and stability of established residential neighborhoods, while providing safe, quality housing options, both ownership and rental, for households of all incomes, ages, and lifestyles.

LU7.1 Single family residences, duplexes, accessory dwelling units, and some middle housing is encouraged in single family zones while multi-family, townhouses, and middle housing are encouraged in multi-family zones.

LU7.2 Preserve the character of existing single family areas while encouraging a range of housing types and increased densities that enable more people to own

homes⁴⁷. Middle housing in single family zoned areas, or where single family is the predominant use, should either be designed to appear as a single family residence or should provide individual architectural identity for each unit.

LU7.3 New or expanded residential areas, and existing residential areas where feasible, should be within walking distance, preferably via a paved sidewalk or an improved trail, of a neighborhood park, public recreation area, or school that affords recreational opportunities.

LU7.4 Encourage higher density residential uses and manufactured home parks along or near arterial streets and public transportation routes, and/or near commercial/employment centers and other facilities and services (i.e. libraries, schools, health care facilities, etc.) to minimize congestion and disruption to single family residential neighborhoods.

LU7.5 Active or passive recreational opportunities must be included in new or expanded multi-family, townhouse, Planned Residential Development (PRD), and large subdivisions as required by code; however, housing for older persons is generally exempt.

LU7.6 Permit factory-built and manufactured housing in residential zones subject to the same zoning and development standards as single family residential uses.

LU7.7 New mobile home parks are allowed as a Conditional Use in the Multi-family Low Density and permitted outright in the Medium Density Multi-family and High Density-Multi-family designations.

LU7.8 Promote land use standards and lot sizes that reduce housing production costs.

LU7.9 Allow home occupations in residential areas with appropriate limitations.

Industrial

LU8 Promote the development of a variety of industrial uses, particularly in the Cascade Industrial Center (CIC), that provide living wage job opportunities for residents of the City and neighboring areas.

LU8.1 Encourage industrial growth that will transform Marysville from a primarily residential community to one that provides greater balance between employment and residential. The CIC, Smokey Point Master Plan Area, and Smokey Point Neighborhood will be the key areas for employment growth.

LU8.2 Retain industrial zoned land in large parcels to ensure viability for industrial uses.

LU8.3 Require that at least 80 percent of the property in the CIC is zoned for industrial and manufacturing uses, to preserve business and employment opportunities.

LU8.4 Advance the goals, policies and implementation strategies in the Arlington-Marysville MIC Subarea Plan (add link) including, but not limited to, pursuing key infrastructure, and promoting target industries and living wage jobs.

⁴⁷ Housing types include, but are not limited to, small lot single family, accessory dwelling units, zero lot line developments, Planned Residential Developments (PRDs), duplexes, cottage housing, triplexes, fourplexes, townhouses, apartments, and mobile home parks. PRDs and similar clustered developments allow for a comparable number of units to be constructed as in a traditional subdivision, but result in greater preservation of open space, views, watersheds, and natural systems while enabling the more efficient delivery of facilities, services, and utilities.

Goals:

1. ~~Plan for the regional growth allocated to the City that limits low density sprawl and directs growth to urban areas.~~
2. ~~Enhance Marysville's unique character and identity.~~
3. ~~Promote a healthy economy by improving the jobs to housing ratio.~~
4. ~~As appropriate, protect and strengthen the vitality and stability of existing neighborhoods.~~
5. ~~Create a transportation system that allows people and goods a variety of transportation options.~~
6. ~~Maintain or improve existing levels of service for important public facilities.~~
7. ~~Foster pedestrian accessibility and urban planning approaches that promote physical activity~~
8. ~~Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.~~
9. ~~Encourage Marysville's physical, visual, and perceptual linkages to sloughs, rivers, and creeks.~~
10. ~~Promote active citizen involvement in planning for Marysville's future.~~
11. ~~Establish development regulations that are fair and predictable.~~
12. ~~Provide measures to enhance short term and long term transition planning to reduce urban impact on rural uses within the planning period, and to minimize long term costs of service for areas that may be considered for urban expansion in future planning periods.~~
13. ~~Advance the goals and initiatives for the Puget Sound Regional Council (PSRC) regionally designated Cascade Industrial Center (CIC) and partner with Arlington as appropriate on such strategic initiatives and infrastructure funding opportunities.~~

Policies:

- LU 1 ~~In cooperation with other jurisdictions, create an Urban Growth Area based on the capabilities and characteristics of the land, availability of public facilities and services, existing land uses, and anticipated growth.~~
- LU 2 ~~Encourage growth that will transform Marysville from a residentially dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will include the Cascade Industrial Center (CIC) and the Smokey Point Master Plan Area as a major employment center.~~
- LU 3 ~~Expand public facilities, services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability and resources to provide basic community services such as, but not limited to, the street system, water and sewer utilities, stormwater system, parks and recreation, schools, police, fire and other general administrative functions.~~
- LU 4 ~~Urban level facilities and services must be provided prior to, or concurrent with, development to mitigate the subsequent impacts of resident populations. These facilities and services include, but are not limited to, water, sewer, storm, police, fire, schools, and roads. Where appropriate, it also includes transit and parks and recreation. Concurrency is generally defined as financial commitment or strategies to complete improvements within six years of development.~~

- ~~LU 5—Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities; by judicious control of residential, commercial, and industrial development; and by recognition of the City’s role in the region.~~
- ~~LU 6—Preserve and enhance the quality of living, trading, and working districts by dedicating open space, preserving and restoring trees and vegetation, and designing developments sensitive to natural land forms, water resources, and life systems.~~
- ~~LU 7—Reduce reliance on the private automobile and promote physical activity, and encourage suitable combinations and locations of land uses, such as employment, retail, and residences, including mixed-use development.~~
- ~~LU 8—Provide balanced employment opportunities for the local labor force through varied economic development that is clean and pollution free, and the establishment and protection of small entrepreneurs.~~
- ~~LU 9—Encourage the preservation of significant historic and archaeological properties and identify strategies and incentives for protection of these resources for the enrichment of future generations.~~
- ~~LU 10—Encourage lands that are likely to be included within the Urban Growth Areas in the future, to remain in 10-acre or larger parcels, and to use techniques such as shadow platting and clustering to permit efficient development at urban densities and provision of urban-level services when they are incorporated into Urban Growth Areas.~~
- ~~LU 11—Encourage the County to establish minimum acreages (10 acres or larger) in urban reserves and RUTAs that would, in the future, allow development at higher densities as land is incorporated into the Urban Growth Area.~~
- ~~LU 12—Provide for the preservation of small farms and agricultural uses in by requiring adjacent urban development to provide buffers and screening to minimize urban impacts on existing and ongoing agricultural operations.~~
- ~~LU 13—Partner with the City of Arlington on promoting and pursuing infrastructure funding opportunities for the Cascade Industrial Center (CIC).~~

Residential

Goals:

- ~~14.—Provide for new residential development that is compatible with the present housing stock while also providing for a broad range of housing types and dwelling unit densities to serve diverse lifestyles, income levels, and ages.~~
- ~~15.—Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City’s growth targets.~~

Policies:

- ~~LU 14—Housing densities should be determined by community values, development type and compatibility, proximity to public/private facilities and services, immediate surrounding densities, natural system protection and capability, and State requirements.~~
- ~~LU 15—In determining housing densities, consider the impact of lot size on the cost of housing, and thus its affordability.~~

- ~~Distribute higher densities in appropriate locations. Locate in residential areas where they will not detract from the existing neighborhood character. Locate near employment and retail centers, and to transportation corridors as appropriate.~~
- ~~LU 16 Encourage a range of housing types and densities, including small lot single family, zero lot line developments, cluster housing, townhouses, duplexes, triplexes, apartments (high and low density, including garden), accessory dwelling units, and mobile home parks. Increase the opportunities for home ownership through the availability of these housing types.~~
- ~~LU 17 Within the Urban Growth Area, encourage infill of existing single and multi family lots, prior to development of new areas, especially those without urban services.~~
- ~~LU 18.~~
- ~~LU 19 New or expanded single and multi family development must provide improved streets and sidewalks within the development and to the nearest street.~~
- ~~LU 20 The City should, as possible and needed, promote and prioritize improvements, streets, and sidewalks to the nearest arterial street within existing single and multi family areas.~~
- ~~LU 21 New or expanded single and multi family development should be within walking distance, preferably, but not necessarily, via paved sidewalk or improved trail of a neighborhood park, public recreation area, or in some cases a school. Existing single and multi family areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school, within walking distance, via paved sidewalk or improved trail.~~
- ~~LU 22 The development of new or expanded single and multi family neighborhoods must provide a reforestation plan that will includes, but is not limited to, street trees, yard trees, and the retention of native vegetation on steep slopes, stream corridors, and other areas deemed appropriate through City policy or ordinance. As possible, existing single and multi family neighborhoods should also have developed a reforestation plan as described above.~~
- ~~LU 23 Permit factory built and manufactured housing in residential zones subject to the same zoning and development standards of the area in which it is located.~~
- ~~LU 24 Encourage developers to provide open space and recreational facilities for residential areas.~~
- ~~LU 25 Locate and design new single and multi family residential developments, and improve existing ones, to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.~~
- ~~LU 26 Encourage the upgrade and preservation of existing housing units with special emphasis on historically significant structures.~~
- ~~LU 27 Encourage cluster development of residential lands within Urban Growth Areas, instead of traditional subdivision development. An equal number of units are constructed, but open space, views, watersheds, and natural systems are preserved, and often facilities and services can be provided more efficiently.~~
- ~~LU 28 Residential developers should be responsible for adequate buffering between agricultural uses and potential home sites, whether single or multi family. Encourage the use of existing lot size averaging and planned residential development ordinances,~~

~~resulting in maximum separation of residences from agricultural lands, buffer strips, and residential design and location to minimize conflicts between residential and agricultural uses.~~

~~LU 29—Street systems serving residential areas should be designed to discourage through traffic from using local access streets instead of the arterial or collector street system.~~

~~LU 30—While maintaining consistency with the City code, permit home occupations in residential areas with appropriate restrictions on uses, signs, traffic/parking, and employees.~~

Single Family

Goals:

~~16.—Encourage the creation of a more desirable place to live and a quality standard of living for all citizens.~~

~~17.—Maintain the single family character of the greater Marysville area, while at the same time acknowledging the necessity of providing affordable housing.~~

Policies:

~~LU 31—Encourage high quality development that creates a desirable place to live and that also provides for affordable housing.~~

~~LU 32—Allow and encourage a variety of single family housing types that will permit more people to own homes, such as, smaller lots and zero lot line development, and other techniques that increase density while maintaining the single family character.~~

~~LU 33—Allow and encourage uses that support increased densities, but maintain the single family character and minimize the impact on the existing neighborhoods, such as duplexes and accessory units.~~

~~LU 34—Encourage higher density single family near commercial centers and other facilities and services to foster pedestrian rather than vehicular circulation.~~

~~LU 35—Allow individual factory built housing that meets certification standards to be located outright in single family residential areas, subject to the same zoning and development standards of the area in which it is located.~~

~~LU 36—Allow manufactured home subdivisions in single family residential zones only through utilization of Planned Residential Development (PRD) techniques and only if the subdivision is developed at the same density as the underlying zone.~~

Multi-family

Goals:

~~18.—Provide housing choices, reflecting the range of household types, lifestyles, incomes, and the desire to rent or own a home.~~

~~19.—Provide housing that is pleasant and appropriately located. The location should allow residents access to services and facilities in the immediate area. The locations should also acknowledge the character of the surrounding neighborhood so multi-family can blend or be compatible with it.~~

Policies:

- ~~LU 37~~ Locate multi-family development adjacent to arterial streets, along public transportation routes, and on the periphery of commercially designated areas, or in locations that are sufficiently compatible or buffered from single family areas to not disrupt them.
- ~~LU 38~~ Multi-family development is required to bear the burden of transition and mitigation when the development is located near single family residences.
- ~~LU 39~~ Outside of Planning Area 1, Downtown, multi-family structures abutting or adjacent to single family residences, areas zoned as single family, or identified in the Comprehensive Plan as single family, must reflect the single family character. This will be achieved by a combination of the following elements: additional setbacks, open space, fencing, screening, landscaping, and architecture. In addition, multi-family buildings may have no more floors (exclusive of daylight basements) than the adjacent and nearby single family dwellings (up to 2) when single family is the predominate adjacent land use (actual or zoned).
- ~~LU 40~~ In Planning Area 1 (Downtown), multi-family structures abutting or adjacent to areas identified in the Comprehensive Plan as single family, must avoid impacts created by the differing land use districts. Compatibility with the surrounding single family character will be achieved by a combination of the following elements: additional setbacks, open space, fencing, screening, landscaping, and architecture. In addition, multi-family buildings along the property edges adjacent to single family land use areas identified in the Comprehensive Plan may have no more floors than the adjacent zoning or land use permits. Multi-family structures inside the property or with multi-family properties adjacent to them may be as high as the land use or zoning permit, though they must conform to any other regulations or requirements limiting their height.
- ~~LU 41~~ New multi-family residential (and existing where possible or when substantially expanding/remodeling) must have active and/or passive recreational opportunities designed as a part of the development, and must be provided on site or immediately adjacent to the development. Elderly housing is exempted from the active recreation requirement.
- ~~LU 42~~ Require multi-family dwellings and mobile home parks to locate where access to public streets can be provided without creating congestion of or disruption to established single family residential neighborhoods.
- ~~LU 43~~ Allow mobile home parks in areas designated for Low Density Multi-family residential on the land use plan, by conditional use permit, and permit outright in Medium Density Multi-family and High Density Multi-family
- ~~LU 44~~ Encourage residential dwelling units above retail, service, and office uses in designated land use categories, either as a permitted use or by conditional use permit, depending on the area.

Small Farms

Goals:

- ~~20.~~ Encourage small farms to continue operation and existence within the Urban Growth Area as long as such use is desired by the property owner.

Policies:

- ~~LU 45 Encourage agricultural production on small parcels suitable for agricultural uses within the Urban Growth Area as long as such use is desired by the property owner.~~
- ~~LU 46 Encourage agricultural practices for small farms that preserve the quality and quantity of soils; do not impact aquifers, groundwater, and creeks; and do not harm the environment.~~
- ~~LU 47 Residential developers should be responsible for adequate buffering between small farms and potential home sites.~~
- ~~LU 48 Educate and inform neighboring property owners about adjacent agricultural uses and practices.~~
- ~~LU 49 If small farms are no longer a desired use of the property by the land owner, then they may be converted to other uses, provided these uses are consistent with all other land use policies. In making the determination of whether agricultural use is no longer a desired use of the property, primary weight should be given to the testimony of the property owner. The proposed use must be appropriate to the location of the land with respect to Urban Growth Areas.~~

Commercial

Goals:

- ~~21. Provide for adequate commercial development to serve increased population in the Marysville area by enhancing the function of the area as a vital and major community business, trade, and living center, and by providing opportunities for highway, auto-oriented and pedestrian-oriented commercial development, and neighborhood convenience shopping facilities.~~
- ~~22. Ensure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.~~

Policies:

- ~~LU 50 Allocate sufficient commercial land to meet projected demand and need.~~
- ~~LU 51 The pattern and scale of commercial developments should be suitable to their location and the population they will serve.~~
- ~~LU 52 Allow commercial development only where adequate facilities and services exist, or are provided for, at the time of development.~~
- ~~LU 53 Establish new commercial centers only after assessing environmental impacts and conformity with established environmental guidelines.~~
- ~~LU 54 Locate commercial and employment development in compact, well defined centers rather than in strips.~~
- ~~LU 55 Strengthen existing commercial centers and a diversified employment base to assure that land use is compatible, convenient, and consistent with community needs.~~
- ~~LU 56 Encourage infill of existing commercial centers and strips before creating new commercial centers. New commercial centers should be created in response to growth demands or in underserved areas.~~

- ~~LU 57 All commercial sites should be located and designed to minimize and mitigate the negative effects (e.g. traffic, noise, lights, etc.) of these activities on adjacent land owners and the community.~~
- ~~LU 58 Provide for the development of distinct commercial land use districts establishing a separation of commercial activities based upon land use characteristics, type of transportation corridors, amount of traffic generation, and geographic location.~~
- ~~LU 59 Expansion of public facilities, services and utilities should support and prioritize the economic growth of Marysville.~~
- ~~LU 60 Minimize land use conflicts through proper location and appropriate design.~~
- ~~LU 61 Minimize ingress and egress points at commercial sites to reduce traffic impediments.~~
- ~~LU 62 As appropriate, locate and design new commercial centers, and improve existing ones, to facilitate access and circulation by pedestrians, bicyclists, transit, and other alternative transportation modes and the interaction of these systems.~~
- ~~LU 63 Locate convenience/commercial services at transit transfer centers and Park and Ride lots to make these locations more pleasant and to accomplish daily tasks without use of the private automobile.~~
- ~~LU 64 Improve the appearance of existing commercial areas and create performance standards for all new developments including, but not limited to, signage, landscaping, setbacks, and buffer areas.~~
- ~~LU 65 Restrict the location of drive thru and drive in facilities.~~
- ~~LU 66 Permit new residential uses in commercial areas only if accessory to commercial uses.~~
- ~~LU 67 Encourage major governmental agencies to locate in Planning Area 1.~~
- ~~LU 68 Limit on-site parking to areas behind or adjacent to the building/complex, meeting the immediate need. Locate the majority of parking in areas situated outside the pedestrian core but close enough to provide convenient parking for shoppers. This is important to maintain the street wall. Those activities requiring a vehicular orientation are to locate on the periphery of the core area.~~
- ~~LU 69 Encourage the joint use of parking. For example, a movie theater whose parking occurs in the evening could jointly use parking with a church whose parking is primarily on Sunday mornings.~~
- ~~LU 70 Provide pedestrian and bike paths through the downtown and connecting it to other planning areas.~~
- ~~LU 71 Encourage carpooling, vanpooling, flextime work schedules, rideshare coordination, and accommodations for pedestrians and bicycles by crediting developer's traffic mitigation obligation.~~
- ~~LU 72 Commercial districts and land uses along State Avenue should be oriented towards State Avenue and existing businesses. New commercial developments should not disrupt existing residential neighborhoods.~~
- ~~LU 73 Commercial development is required to bear the burden of transition and mitigation when the development is located near designated single family areas. Appropriate measures may include increased setbacks and/or landscape screening.~~

Downtown

Goals:

~~23.—Emphasize downtown Marysville as a commercial focal point within the Study Area.~~

~~24.—Achieve an identity and an image as a special place.~~

Policies:

~~LU 74—Strengthen downtown’s role as a business and commercial center.~~

~~LU 75—Provide infrastructure suitable to the growth, enhancement, and redevelopment of the downtown as one of the activity centers of the community.~~

~~LU 76—Provide urban parks, recreation opportunities, and open space within downtown.~~

~~LU 77—Increase the pedestrian-oriented character of the downtown core area.~~

~~LU 78—Encourage alternatives to the automobile for short trips within downtown.~~

~~LU 79—Create gateways and entrances into the downtown area through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.~~

~~LU 80—Encourage developments and design that will enhance the overall coherence of downtown’s visual and historic character.~~

~~LU 81—Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.~~

~~LU 82—Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.~~

~~LU 83—Encourage the use of awnings.~~

~~LU 84—Encourage the use of signs that promote an attractive and pedestrian-oriented downtown.~~

~~LU 85—Require landscaping along and within parking areas.~~

~~LU 86—Encourage retail and commercial activities at street level; offices and residential above.~~

~~LU 87—Encourage day and night time activities.~~

General Commercial

Goals:

~~25.—Provide locations for large lot, automobile uses, so that they are grouped together, in places with good access, and can support each other without impacting surrounding uses.~~

Policies:

~~LU 88—Locate general commercial centers near light industrial and other non-pedestrian oriented areas.~~

~~LU 89—Locate general commercial centers at the intersection of arterial streets. Where general commercial uses are already located at an intersection, encourage additional general commercial uses to locate adjacent to them, rather than at other quadrants of the intersection.~~

Community Business

Goals:

~~26.—Develop commercial uses, auxiliary to downtown, to serve the needs of various areas.~~

Policies:

- ~~LU 90 Maintain and infill the three commercial districts along State Avenue/Smokey Point Blvd. (116th St., 88th/100th St., Grove St.) as commercial areas serving several Planning Areas.~~
- ~~LU 91 Locate commercial centers at the intersection of arterial streets.~~
- ~~LU 92 Encourage the grouping of businesses and site design so that persons can make a single stop to use the several businesses located at a single center.~~
- ~~Provide pedestrian and bike paths through the community commercial centers connecting them to other planning areas.~~
- ~~LU 93 Locate on-site parking so that the street wall is somewhat maintained and attractive pedestrian walkways are created.~~
- ~~LU 94 Building design should contribute to a lively, attractive, and safe pedestrian streetscape.~~
- ~~LU 95 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.~~
- ~~LU 96 Encourage the use of awnings.~~
- ~~LU 97 Encourage the use of signs that promote an attractive and pedestrian-oriented commercial area.~~
- ~~LU 98 Require landscaping along and within parking areas.~~

~~Neighborhood Business.~~

~~Goal.~~ Maintain, enhance, and create neighborhood commercial centers to support the needs of neighborhoods.

Policies:

- ~~LU 99 Encourage a pedestrian-oriented character.~~
- ~~LU 100 Encourage alternatives to the automobile for short trips to neighborhood commercial.~~
- ~~LU 101 Encourage developments and design that will be compatible with the surrounding neighborhood character. Site layout and building design should provide lighting, access, building architecture, landscaping, and signage that is sensitive to adjoining residential uses.~~
- ~~LU 102 Building design should contribute to a lively, attractive and safe pedestrian streetscape.~~
- ~~LU 103 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.~~
- ~~LU 104 Encourage the use of awnings.~~
- ~~LU 105 Encourage the use of signs that promote an attractive and pedestrian-oriented commercial area.~~
- ~~LU 106 Require landscaping along and within parking areas.~~
- ~~LU 107 Encourage retail and commercial activities at street level; offices or apartments above.~~
- ~~LU 108 Limit on-site parking to areas behind or adjacent to the building/complex~~
- ~~LU 109 Provide pedestrian and bike paths through the neighborhood center and connecting it to other Planning Areas.~~

Waterfront.

Cultivate an image and identity for the waterfront as a special place with a synergistic relationship with Downtown, and a regional entertainment and recreational destination.

Policies:

LU 110 Permit a mix of uses that would encourage the waterfront as a regional entertainment and recreational focal point.

LU 111 Encourage uses to remain or locate in the waterfront area that are water-oriented, such as, but not limited to marinas, boat building or supplies, water recreation equipment etc.

LU 112 Encourage uses to locate in the waterfront area that will attract residents and tourists such as, but not limited to outdoor restaurants, micro breweries, retail shops, crafts shops.

LU 113 Provide recreation opportunities and open space within the waterfront area, including but not limited to a public plaza, trails, boardwalk.

LU 114 Redevelopment on significant waterfront parcels should provide public access.

LU 115 The waterfront edge should be developed for public access.

LU 116 Increase the pedestrian-oriented character of and access to the waterfront area.

LU 117 Create gateway(s) and entrance(s) to the waterfront area from downtown through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.

LU 118 Encourage developments and design that will enhance the overall coherence of waterfront's visual and historic character.

LU 119 Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape.

LU 120 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU 121 Encourage the use of awnings.

LU 122 Encourage the use of signs that promote an attractive and pedestrian-oriented waterfront area.

LU 123 Promote the development of fresh produce markets.

LU 124 Encourage retail and commercial activities at street level; offices and residential above.

LU 125 Restrict on-site parking to limited areas behind or adjacent to the building/complex, meeting the immediate need. Locate the majority of parking in areas situated outside the waterfront area, but close enough to provide convenient parking for users.

Provide pedestrian and bike paths through the waterfront area and connecting it to other Planning Areas.

LU 126 Encourage day and authorized night time activities.

LU 127 Buildings and structures should be designed so as to minimize the blockage of views to the slough.

LU 128 Buildings and structures should be designed so as to minimize the shadows cast on trails, public plazas, and other outdoor spaces.

LU 129 Encourage the redesign of the buildings facing the waterfront area (north side of First St.) to relate to and support it.

~~LU 130 Provide public facilities and amenities (i.e. restrooms, benches) as additional activities and spaces are developed within the waterfront area.~~

Mixed Use—Commercial, Office, and Multi-family Residential

~~Goal. Create relatively high density subdistricts within Neighborhoods that allow people to live, shop, and possibly work without always being dependent on their automobiles.~~

~~Policies:~~

~~LU 131 Provide urban parks, recreation opportunities, and open space within this subdistrict.~~

~~LU 132 Increase the pedestrian-oriented character of an area.~~

~~LU 133 Encourage alternatives to the automobile for short trips.~~

~~LU 134 Use enhanced plantings/street trees, special paving and street furniture, appropriate signage, and/or the location of special land uses, buildings, or structures to create a special district.~~

~~LU 135 Encourage developments and design that will enhance the overall coherence of an area's visual character.~~

~~LU 136 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.~~

~~LU 137 Encourage building design that promotes an attractive image of Marysville from Interstate 5 when it is appropriate.~~

~~LU 138 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.~~

~~LU 139 Encourage the use of awnings.~~

~~LU 140 Encourage the use of conforming signs that promote an attractive and pedestrian-oriented area.~~

~~LU 141 Require landscaping along and within parking areas.~~

~~LU 142 At street level, encourage retail and commercial; above the street locate residential uses and offices.~~

~~LU 143 Limit on-site parking to areas behind or under the building/complex, meeting the immediate need for parking. Locate the majority of parking in areas situated outside the pedestrian core, but close enough to provide convenient parking for shoppers. This is important to maintain the street wall.~~

~~LU 144 Encourage the joint use of parking.~~

~~LU 145 Encourage pedestrian and bike paths through this subdistrict and connecting it to downtown, the waterfront, and other Planning Areas.~~

~~LU 146 Encourage day and night time activities.~~

~~LU 147 Let the market determine the mixture of uses.~~

~~LU 148 Encourage professional office uses adjacent to existing residential dwellings as a transition to residential land uses.~~

Industrial

~~Goal. Designate industrial areas in such locations and quantity so they will contribute to the economic growth and stability of the Marysville area and Snohomish County. Ensure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.~~

Policies:

Encourage the availability of local employment opportunities by fostering the retention and development of long-term working or trading activities that create or add value to the community.

~~LU 149 Encourage infilling of vacant parcels and development of currently zoned or designated industrial areas before development occurs in locations distant from current industrial uses.~~

~~LU 150 Locate industrial development in compact, well-defined centers within Urban Growth Areas.~~

~~LU 151 Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.~~

~~LU 152 Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.~~

~~LU 153 Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.~~

~~LU 154 Locate and design new industrial centers, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.~~

~~LU 155 Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management.~~

~~LU 156 Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be low intensity to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.~~

~~LU 157 Support the development and growth of the Cascade Industrial Center by supporting a concentrated manufacturing and industrial base and by planning for future growth and infrastructure improvements.~~

~~LU 158 Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the CIC are buffered from the impacts to residential uses.~~

~~LU 159 Ensure at least a minimum of 80 percent of the property within the CIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be conditioned to mitigate for potential conflicts with current and future land uses.~~

~~LU 160 Protect industrial lands from encroachment from incompatible uses and development on adjacent land.~~

APPENDICES

RESIDENTIAL DENSITIES ALLOWED IN AND DENSITY VALUES ASSIGNED TO DIFFERENT LAND USE DESIGNATIONS ¹				
ZONE	Base or Minimum Density	Maximum Density	Density Value (Preferred Alternative)	Current Size of Lot to Allow for Four Units per Acre
CITY-WIDE ZONES				
Single Family, Medium (R-4.5)	4 ½	5.4	4.36	0.92
Single Family, High (R-6.5)	6 ½	7.8	4.89	0.82
Single Family High (R-8)	8	9.6	8	0.5
Multi-family, Low (R-12)	12	18	9.8	0.33
Multi-family, Medium (R-18)	18	27	17.07	0.23
Multi-family, High (R-28)	28	36	22.4	0.14
Mixed Use (MU)			13.84	0.14
Mixed Use (MU) – Lakewood Neighborhood			22.4	
DOWNTOWN MASTER PLAN ZONES				
Middle Housing 1 (MH1)	10	None	14.4	0.28
Middle Housing 2 (MH2)	10	None	14.4	0.28
Midrise Multi-family (MMF)	20	None	30	0.13
Flex Residential (FR)	20	None	22.4	
Downtown Core (DC)			9	
EAST SUNNYSIDE – WHISKEY RIDGE ZONES				
Whiskey Ridge, Single Family High (WR-R-4-8)	4.5	8	7	0.57
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	6 or 10	18	12.31	0.33
Whiskey Ridge – Mixed Use (WR-MU)			9.6	
¹ All figures in the chart are dwelling units per acre.				

SINGLE FAMILY RESIDENTIAL— CRITERIA FOR SITING NEW AREAS AND FOR NEW DEVELOPMENTS	
LOCATIONAL CRITERIA FOR SITING NEW SINGLE FAMILY RESIDENTIAL AREAS	
Original parcel size:	-
Access to:	Neighborhood collector street and pedestrian system
Provide proximity to:	Parks, public facilities, schools, shopping, transit
Compatible adjacent uses:	Single family, multi-family (some)
Incompatible adjacent uses:	Multi-family (some), commercial, and industrial (light or heavy)
Identification of areas:	See Figure 10-1.
CRITERIA FOR NEW SINGLE FAMILY DEVELOPMENTS	
Duplexes:	 — Duplexes (new or conversion) must be compatible with the design, scale and character of single family. — Permitted outright in High Density Single Family and Conditional in Medium Density Single Family (this will change with HB 1110).
Criteria for neighborhood where development will be placed:	 — Design to be compatible with scale and character of existing single family. — Reinforce or help establish the structure of the planning area.
Require a binding site plan that:	for infill or environmentally sensitive areas that identifies: setbacks from adjacent development or environmentally sensitive areas; parking areas and driveways; recreation facilities; landscaping; screening and/or fencing
Permitted uses:	Day care I and certain WCFs.
Conditional uses:	Day care 2 (minimum 1/2 acre site), senior citizen assisted living, convalescent/nursing/retirement, bed and breakfasts, and certain WCFs. Electric Vehicle (EV) Level 1 and 2 Charging Stations (unless an accessory use).
Prohibited uses:	Clubs/lodges, commercial activities (e.g., funeral homes, offices, clinics, theaters, assembly halls), and hospitals.
MULTI-FAMILY RESIDENTIAL— CRITERIA FOR SITING NEW AREAS AND FOR NEW DEVELOPMENTS	

LOCATIONAL CRITERIA FOR SITING NEW MULTI-FAMILY RESIDENTIAL AREAS	
Original parcel size:	At least three times the prevailing lot size to allow for adequate setbacks, buffers, landscaping, etc. and prevent spot development.
Access to:	Collector or arterial streets and pedestrian system
Provide proximity to:	Parks, public facilities, schools, shopping, transit
Compatible adjacent uses:	Single family (some), multi-family and commercial
Incompatible adjacent uses:	Single family (some) and heavy industrial
Identification of areas:	See Figure ---
CRITERIA FOR NEW MULTI-FAMILY DEVELOPMENTS	
Duplexes:	For duplexes in multi-family zones, use the single family standards in Appendix ---
Criteria for neighborhood where development will be placed:	— Design to be compatible with scale and character of existing single family. — Buffer or separate multi-family from single family, commercial, and industrial uses and zoning. Natural stream and topographic changes are desirable for buffering single family. — In established neighborhoods (e.g. some portions of Downtown) require multi-family to be at a scale compatible with adjacent structures.
Require a binding site plan that:	identifies the scale and location of all buildings, parking areas and driveways, recreational facilities, landscaping screening and fencing, building elevations
Permitted uses:	Day care 1, bed and breakfast guesthouses and inns. Electric Vehicle (EV) Level 1 and 2 Charging Stations and Electric Vehicle Rapid (i.e. Level 3) Charging Stations within parking garages. Certain WCFs.
Conditional uses:	Day care 2, senior citizen assisted living, convalescent/nursing/retirement, and Master Planned Senior Communities. Certain WCFs.
Prohibited uses:	Commercial activities (e.g., funeral homes, theaters, assembly halls, sale of packaged alcoholic beverages), and hospitals.

Commercial and Industrial Locational Criteria for Siting Needed

COMMERCIAL— CRITERIA FOR SITING NEW AREAS AND FOR NEW DEVELOPMENTS	
LOCATIONAL CRITERIA FOR SITING NEW COMMERCIAL AREAS	
Original parcel size:	
Access to:	
Provide proximity to:	
Compatible adjacent uses:	
Incompatible adjacent uses:	
Identification of areas:	See Figure .
CRITERIA FOR XXX	
Duplexes:	— Duplexes —.
Criteria for neighborhood where development will be placed:	— Design —.
Require a binding site plan that:	
Permitted uses:	
Conditional uses:	
Prohibited uses:	

XXXX— CRITERIA FOR SITING NEW AREAS AND FOR NEW DEVELOPMENTS	
LOCATIONAL CRITERIA FOR SITING NEW XXX	
Original parcel size:	
Access to:	
Provide proximity to:	
Compatible adjacent uses:	
Incompatible adjacent uses:	
Identification of areas:	See Figure .
CRITERIA FOR XXX	
Duplexes:	— Duplexes —.
Criteria for neighborhood where development will be placed:	— Design —.
Require a binding site plan that:	
Permitted uses:	
Conditional uses:	

Prohibited uses:	
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Exhibit 3

22C.020.060 Permitted uses.

Specific Land Use	GC	LI (81)
Building, hardware and garden materials	P	P76
Forest products sales	P	P
Department and variety stores	P	P76
Food stores	P	P76
Agricultural crop sales	P	P76
Storage/retail sales, livestock feed		P76
Motor vehicle and boat dealers	P	P
Motorcycle dealers	P	P
Gasoline service stations	P	P76
Eating and drinking places	P	P46
Drugstores	P	P76
Liquor stores	P	
Used goods: antiques/secondhand shops	P	
Sporting goods and related stores	P	
Book, stationery, video and art supply stores	P	
Jewelry stores	P	
Hobby, toy, game shops	P	
Photographic and electronic shops	P	
Fabric and craft shops	P	
Fuel dealers	P43	P43
Florist shops	P	
Pet shops	P	
Tire stores	P	P76
Bulk retail	P	P76
Auction houses	P42	P76
Truck and heavy equipment dealers		P
Mobile home and RV dealers	C	P
Retail stores similar to those otherwise named on this list	P	P44, 76
Automobile wrecking yards		C

22C.020.070 Permitted uses – Development conditions.

(42) Excluding vehicle and livestock auctions.

(43) If the total storage capacity exceeds 6,000 gallons, a conditional use permit is required.

(44) The retail sale of products manufactured on site shall be permitted; provided, that not more than 20 percent of the constructed floor area in any such development may be devoted to such retail use.

(46) Eating and Drinking Places.

(a) Limited to 4,000 square feet or less.

(b) Drive-through service windows in excess of one lane are prohibited in Planning Area 1.

(c) Taverns, bars, lounges, etc., are required to obtain a conditional use permit in the mixed use zone.

(76) Use limited to properties that have property frontage along State Avenue/Smokey Point Boulevard.

(81) Permitted uses for properties zoned light industrial with a general commercial overlay include uses allowed in the light industrial and general commercial zones.

Exhibit 4

Land Use/Development Patterns

The plan supports the further development of **healthy, walkable, compact, and equitable transit-oriented communities** that maintain unique character and local culture. The plan supports **conserving rural areas and creating and preserving open space and natural areas**.

Policies and programs should:

Build thriving urban communities	Page/Policy Reference
⊖ Support inclusive community planning (MPP-DP-2, MPP-DP-8)	
✓ Support the development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit, and walking (MPP-RGS-6, DP-1, DP-3)	
⊖ Reduce disparities in access to opportunity and expand employment opportunities to improve the region's shared economic future (MPP-DP-2, Ec-8, Ec-13)	
✓ Coordinate with local, state, and federal agencies to identify underused lands such as surplus public lands or environmentally contaminated lands and: ✓ Promote infill or redevelopment in growth centers and existing neighborhoods in a manner that supports the Regional Growth Strategy (MPP-DP-4) ✓ Develop strategies for cleaning up brownfield and contaminated sites (DP-Action-7)	
⊖ Preserve historic, visual, and cultural resources and consider potential impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds (MPP-DP-5-7)	

⊖ Support inclusive engagement to ensure land use decisions do not negatively impact historically marginalized communities (MPP-DP-8)	
✓ Support the design of transportation and infrastructure projects that achieve community development objectives and improve communities (MPP-DP-12-15, DP-17)	
Promote healthy communities	Page/Policy Reference
⊖ Reduce health disparities and improve health outcomes (MPP-RC-3, DP-18)	
Support centers as connections to opportunity	Page/Policy Reference
✓ Identify one or more central places as locations for more compact, mixed-use development (MPP-DP-22, DP-25)	
⊖ Jurisdictions with or planning for high-capacity transit stations: Identify high-capacity station areas and plan for densities ³ that maximize benefits of transit investments (MPP-DP-22, DP-Action-8)	
⊖ Jurisdictions with or planning for light rail stations: Support the adoption of subarea plans for light rail station areas (DP-Action-8)	
✓ Jurisdictions with regional centers: Support the update of regional center subarea plans to be consistent with the revised Center Plan Tools (DP-Action-8)	
⊖ Evaluate planning in areas for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts (MPP-DP-23, Ec-12)	
Support annexation and incorporation	Page/Policy Reference
✓ Work towards annexation and the orderly transition of unincorporated urban areas by: • Joint planning and urban development standards for urban unincorporated areas • Affiliating all unincorporated urban growth areas with adjacent cities ⊖ Planning for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit (MPP-RGS-16, DP-27-30)	
Preserve rural areas and natural resource lands	Page/Policy Reference
✓ Counties: Work to ensure that development in rural areas is rural in character (MPP-DP-32-35, DP-37-38)	

✓ Counties: Work to ensure the sustainability of designated resource lands through programs that support economic vitality, encourage conservation, and avoid incompatible adjacent land uses (MPP-DP-39, DP-41-43)	
Conserve and enhance important uses	Page/Policy Reference
✓ As applicable, limit incompatible uses adjacent to: • Military lands (MPP-DP-49) • Manufacturing/industrial centers (MICs) and industrial zoning (MPP-DP-50) ⊖ Tribal reservation lands (MPP-DP-51)	