



**PLANNING COMMISSION MEETING
TUESDAY, SEPTEMBER 10, 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

July 22, 2024 PC minutes

Recommended Motion: I move to approve the July 22, 2024 PC meeting minutes.

[July 22, 2024 PC meeting minutes](#)

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

4. OLD BUSINESS

4.1 DRAFT Utilities Element - 2024 Comprehensive Plan Update

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

[DRAFT Utilities Element](#)

4.2 DRAFT Land Use Element - 2024 Comprehensive Plan

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

[DRAFT Land Use Element with exhibits](#)

4.3 DRAFT Housing, Economic Development, Parks and Recreation, and Environment Elements - 2024 Comprehensive Plan Update

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

5. NEW BUSINESS

5.1 DRAFT Public Services Element - 2024 Comprehensive Plan Update

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

[DRAFT Public Services Element](#)

5.2 Downtown Master Plan Flex zone permitted use and block frontage designation amendments

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

[DMP Flex and block frontage amendments](#)

6. DIRECTOR'S COMMENTS

7. ADJOURNMENT

8. NEXT MEETING - September 24, 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: September 10, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Minutes

AGENDA SECTION: **APPROVAL OF MINUTES**

SUBJECT: July 22, 2024 PC minutes

SUGGESTED ACTION: Recommended Motion: I move to approve the July 22, 2024 PC meeting minutes.

SUMMARY: See attached minutes.

ATTACHMENTS:
[July 22, 2024 PC meeting minutes](#)

**Community
Development**



**501 Delta Ave
Marysville, WA 98270**

**Planning
Commission
July 22, 2024**

CALL TO ORDER

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

ROLL CALL

Present:

Commission: Chair Steve Leifer, Vice Chair Brandon Whitaker, Commissioner Gary Kemp, Commissioner Jerry Andes, Commissioner Kristen Michal, Commissioner Shanon Jordan,

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

Excused: Commissioner Zebo Zhu

APPROVAL OF MINUTES

June 25, 2024 PC meeting minutes

PC Minutes - June 25, 2024

Motion to approve the June 25, 2024 PC meeting minutes moved by Commissioner Gary Kemp seconded by Vice Chair Brandon Whitaker.

AYES: ALL

AUDIENCE PARTICIPATION

None

OLD BUSINESS

1. Parking and Loading (SSB 6015) Code Amendments Public Hearing

Parking and Loading (SSB 6015) - Memo and Code Amendments

Director Miller made the staff presentation and reviewed proposed code amendments which include incorporation of Substitute Senate Bill SSB 6015, RCW 36.70A.620, and RCW 19.27.540. Clarification questions and answers followed related to electric vehicle charging requirements. Director Miller will follow up on a question from Chair Leifer about specific amp requirements.

Commissioner Kemp asked if the state is providing any kind of rebate or refund to contractors who are having to install these given there is an extra cost. Director Miller was not sure but indicated she would follow up. She thought there was some sort of rebate program.

The public hearing was opened at 6:43 p.m.

Public Testimony: None

The public hearing was closed at 6:43 p.m.

Motion to recommend approval of the Parking and Loading (SSB 6015) Code Amendments to City Council for adoption by Ordinance moved by Vice Chair Brandon Whitaker seconded by Commissioner Jerry Andes.

AYES: ALL

2. DRAFT Land Use Element - 2024 Comprehensive Plan Update

DRAFT Land Use Element with exhibits

Principal Planner Gemmer presented amendments to the 2024 Comprehensive Plan Draft Land Use Element.

- Section 2.1 – There was an addition of a footnote detailing documents where water quality and quantity, and drainage, flooding, and stormwater runoff are addressed.
- Section 2.3 – There was an update to Figure 2.3 to highlight only those parcels with development or redevelopment potential.
- Section 2.5:
 - Addition of maps showing where residential, commercial, industrial, and public-institutional/recreation/open designations are located
 - Permitted and prohibited use, and development standards were consolidated into Appendix 4
 - "Retail uses are permitted on properties within the Light Industrial zone if located within 500 feet of and with access to Smokey Point Boulevard. The concern that was previously expressed was that this hadn't been implemented in the municipal code. Currently 65% of the listed retail or wholesale uses in the permitted uses matrices are allowed in the Light

Industrial zone for properties abutting Smokey Point Blvd./State Avenue. About 35% of the uses are not allowed. The question for Planning Commission is whether the additional 35% of uses that are not allowed should be allowed.

- Section 2.6 - The discussions of the various Neighborhoods and Master Plan Areas have been shortened. Descriptions of the State Avenue Corridor and Community Transit's Bus Rapid Transit service have been added. Maps pertaining to the Arlington Airport have been added.
- Section 2.7 - There has also been a significant overhaul of goals and policies to eliminate redundancies where possible. Goals and policies responsive to Puget Sound Regional Council's requirements for land use elements have also been added.

Ms. Gemmer requested feedback on whether the Planning Commission supports looking at expansion of the retail uses in the Light Industrial zone and properties abutting Smokey Point Blvd./State Avenue.

Commissioner Whitaker commented that some of the uses that are not currently allowed do not seem like the best uses for the Light Industrial zone. He would lean toward not allowing the extra 35% in that zone.

Commissioner Michal asked if there has been a request for those businesses in that area. Ms. Gemmer replied she is only aware of a request for a hobby store. Commissioner Michal noted there are a lot of other places in the city where they could locate. Ms. Gemmer concurred.

Chair Leifer said he would agree with Vice Chair Whitaker if they were talking about 51st or anywhere inside the heart of the industrial zone. However, he feels that the Smokey Point Blvd./State Avenue area fits into a different category than all the other parcels in the industrial zone due to its visibility. This is a critical pathway for people on their way home. If the SWIFT bus routes come into fruition, they will be on State Avenue/Smokey Point Blvd. It seems like that would be another reason to have those types of businesses along that route.

Director Miller gave an update on Community Transit's (CT) recent presentation to the City Council last week. There was general discussion about potential alignments and future improvements that could be needed. There was a question about who will pay for the right-of-way acquisition for widening the road if it goes up Shoultes Road to the CIC. Commissioner Andes noted that in Lynnwood they have seven lanes for the SWIFT route, and the right lane is used strictly for buses and right turns. Director Miller explained that CT is pursuing federal funding. She thought CT indicated they would just start with two lanes and retrofit it over time. She expects there will be years of planning going into this. Commissioner Andes wondered about traffic congestion issues. Director Miller encouraged anyone interested to provide comments to CT.

Chair Leifer reiterated the support he has voiced multiple times over the years for a major boulevard from the airport to 1st Street on 51st with four or five lanes. Director Laycock has informed him that this is not possible because the area from 100th up to 136th is too problematic to widen. He was surprised that the SWIFT route could potentially plan to widen this area if Director Laycock is correct in his analysis.

Chair Leifer asked for more information about Essential Public Facilities. Principal Planner Gemmer explained this had been put into the Utilities Element and will come to the Planning Commission when that element comes back.

Director Miller said staff can check with PSRC to see if a change in retail would impact the CIC designation. She is not sure if there is a good reason to add more retail uses there because of other places where retail can go. She feels strongly about preserving the CIC and industrial uses there. She requested more direction from the Planning Commission on this subject.

Commissioner Michal noted that 65% of uses are permissible in Light Industrial along Smokey Point Blvd/State Avenue already. Ms. Gemmer agreed and clarified that most retail uses are not allowed in Light Industrial in general but are allowed on Smokey Point Blvd./State Avenue. Commissioner Michal spoke in support of the staff recommendation. Commissioner Kemp concurred. Vice Chair Whitaker recalled a PC meeting a while ago about allowing residential and light industrial in the CIC. They had discussed the importance of maintaining the CIC and declined that request. There already appears to be a good balance out there. Maintaining and preserving some of that industrial property makes sense.

Chair Leifer commented that if you are going to have anything out there besides light industrial, why restrict it at all? Why not let the free market prevail? He referred to a previous presentation about potential apartments on 51st in the CIC. He expressed frustration about information presented during that process that contradicted what they had been told by staff about the manufacturing center designation. Principal Planner Gemmer indicated that staff might have a different perspective on the information presented in that presentation. Chair Leifer expressed concern that properties past 128th had been pushed into the CIC zone when they didn't need to be. Director Miller explained that the designation for tax incentive purposes and the designation for zoning/job ratios purposes are different considerations. Just because they can eliminate area in the CIC and still keep the designation, do they really want to do that from a zoning standpoint? She still supports their stance on the zoning for the sake of the residents and job goals.

DIRECTOR'S COMMENTS

- There will be no meetings in August.
- September through the end of the year will be filled with Comprehensive Plan update information.

- She will bring back info about energy and Community Transit for the next meeting.
- Thank you to Commissioner Michal for her service to the PC over the past four years. Commissioner Michael expressed appreciation for the opportunity to serve. Other commissioners also thanked her and praised her work on the Planning Commission.

ADJOURNMENT

Motion to adjourn at 7:30 p.m. moved by Commissioner Kristen Michal seconded by Commissioner Shanon Jordan.

AYES: ALL

NEXT MEETING - September 10, 2024



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 10, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **OLD BUSINESS**

SUBJECT: DRAFT Utilities Element - 2024 Comprehensive Plan Update

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

SUMMARY: See the attached memo for an overview of this item.

ATTACHMENTS:
[DRAFT Utilities Element](#)

MEMORANDUM

DATE: September 10, 2024
TO: Planning Commission
FROM: Angela Gemmer, Principal Planner
SUBJECT: 2024 Comprehensive Plan – Utilities Element DRAFT
ECC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

EXHIBITS

Exhibit 1 DRAFT Utilities Element
Exhibit 2 [2015 Utilities Element](#) (reference)
Exhibit 3 [2015 Public Facilities and Services Element](#) (reference)¹
Exhibit 4 [May 14th Planning Commission packet](#)
Exhibit 5 RH2's August 30, 2024 Memo re. Preliminary Water and Sewer System Adequacy

SUMMARY

The DRAFT Utilities Element (**Exhibit 1**) provides an overview of water, sewer, stormwater, solid waste, electricity, telecommunications, natural gas, and telecommunications infrastructure and purveyors within the City of Marysville. The Growth Management Act (GMA) defines electricity, telecommunications, natural gas and similar systems as “utilities”. Water, sanitary sewer, and stormwater systems are commonly referred to as utilities, but are defined in the GMA as “public facilities”.² Due to their common conception in the public mind as utilities and close interrelationship, this chapter has been amended to identify water, sewer, stormwater management, solid waste services, electricity, natural gas, and telecommunications as utilities.

Changes Since Last Work Session

Since this topic was last discussed at the May 14, 2024 Planning Commission work session, the following revisions have been made to the Utilities Element:

- The various sections have been renumbered.
- **Section 9.0** – now contains a ‘snapshot’ or overview of key takeaways from the chapter.

¹ This chapter currently covers water, sewer, stormwater, and solid waste along with police, fire, school, and library services. The water, sewer, stormwater, and solid waste sections have now been added to the Utilities Element.

² Pursuant to RCW 36.70A.030, (32) "Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (33) "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services. Pursuant to RCW 36.70A.070(4) utilities include, but are not limited to, electrical, telecommunications, and natural gas systems.

- **Section 9.1** – The introduction has been amended to include a discussion on the additional utilities covered in this section, specifically water, sewer, stormwater, and solid waste.
- **Sections 9.2 and 9.3** – Overviews of the City’s water and sewer utilities has been provided. The City’s Water and Sewer Comprehensive Plans were last updated in 2017 and 2011 respectively. Updates to both plans are currently pending, which are anticipated to be finalized in 2025 – 2026. The City’s consultant for the Water and Sewer Comprehensive Plan updates, RH2, has advised that the water and sewer system overviews in the Comprehensive Plan should be general in nature to avoid future conflicts between the general Comprehensive Plan and the Water and Sewer Comprehensive Plans. In the interim, RH2 has prepared the attached technical memo dated August 30, 2024 (see **Exhibit 5**) to support the overall Comprehensive Plan update. This memo shows that the 2044 “water and sewer system population projections are less than, but relatively close to, the projections for planning years 2031 and 2036 presented in the existing” Sewer and Water Comprehensive Plans, respectively.
- **Section 9.4** – An overview of the City’s stormwater utility has been provided. Similar to the water and sewer sections, the stormwater section includes a high level discussion, which also highlights some of the major stormwater projects that have occurred over the past decade. The Stormwater Comprehensive Plan was last updated in 2016.
- **Section 9.5** – This section provides an overview of solid waste services within the City, highlighting changes in accounts served, new technologies implemented, and changes in State law pertaining to solid waste management.
- **Section 9.6** – This section provides an overview of the Public Utility District’s electrical utility. The main change to this section since it was last presented is the omission of the Jennings Park substation project, which will be completed soon.
- **Section 9.7** – The section covering Puget Sound Energy’s natural gas utility is largely the same; the main change is the elimination of some of the infographics in the prior version. Cascade Natural Gas was contacted for information on their utility, but has not provided information to-date.
- **Section 9.8** – The Olympic Pipeline section has had some small language edits, but is otherwise unchanged.
- **Section 9.9** – Changes to the telecommunications section are limited to updates to service purveyor names.
- **Section 9.10** – A section on Essential Public Facilities (EPFs) has been added. Essential Public Facilities are defined in [WAC 365-196-550](#) as “public facilities that are typically difficult to site”; however, they may be publicly or privately owned (e.g. jails, airports, highways, etc.). This section provides a brief summary of State law and directs the reader to the EPF process outlined in the Marysville Municipal Code.
- **Section 9.11** – The goals and policies section combines and consolidates existing policies for water, sewer, stormwater, and solid waste with those for electricity, natural gas, and telecommunications. Most of the policies were largely redundant, and, where

possible, the policies are now written to be general in nature. Policy UT2.2 addresses new Puget Sound Regional Council requirements. Most of the policies pertaining to EPFs are new and largely adopt the policies outlined in the Snohomish County County-wide Planning Policies.

Community Development staff respectfully requests that the Planning Commission review the DRAFT Utilities Element, and ask questions and provide any direction at the work session on September 10th. The direction provided by Planning Commission will be considered and incorporated into the final version of the Utilities Element.

9.0 UTILITIES ELEMENT





Utilities Element Snapshot

UTILITIES	WATER, SEWER AND STORMWATER	SOLID WASTE	ELECTRICITY AND NATURAL GAS	TELECOMMUNICATIONS	ESSENTIAL PUBLIC FACILITIES
PUBLIC UTILITIES ARE INTEGRAL ASPECTS OF MODERN EVERYDAY LIFE. THE GROWTH MANAGEMENT ACT (GMA) DEFINES ELECTRICITY, TELECOMMUNICATIONS, NATURAL GAS, AND SIMILAR SYSTEMS AS "UTILITIES". WATER, SANITARY SEWER, AND STORMWATER SYSTEMS ARE COMMONLY REFERRED TO AS UTILITIES, BUT ARE DEFINED IN THE GMA AS "PUBLIC FACILITIES". DUE TO THEIR COMMON CONCEPTION IN THE PUBLIC MIND AS UTILITIES AND CLOSER INTERRELATIONSHIP, THIS CHAPTER IDENTIFIES WATER, SEWER, STORMWATER MANAGEMENT, SOLID WASTE SERVICES, ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS AS UTILITIES. SOME UTILITIES ARE PROVIDED BY THE CITY WHILE OTHERS ARE PROVIDED BY NON-CITY UTILITY PURVEYORS. THE PAST SEVERAL YEARS HAVE SEEN MANY REGULATORY CHANGES IMPACTING UTILITIES.	THE CITY OF MARYSVILLE PROVIDES WATER, SEWER, AND STORMWATER UTILITIES. THE CITY'S WATER SERVICE AREA (WSA) COMPRISES APPROXIMATELY 26 SQUARE MILES, EXTENDING BEYOND THE 20.9 SQUARE MILE CITY, WHILE THE CITY'S SEWER SERVICE AREA (SSA) COMPRISES APPROXIMATELY 23.12 SQUARE MILES. IN 2024, THE CITY PROVIDED WATER SERVICE TO 24,283 CONNECTIONS. IN 2023, SEWER SERVICE WAS PROVIDED TO 20,889 CONNECTIONS. THE CITY'S STORMWATER SYSTEM CONSISTS OF APPROXIMATELY 241.9 MILES OF STORM LINES AND 1,470 STORMWATER FACILITIES, AS WELL AS OTHER INFRASTRUCTURE. STORMWATER FACILITIES IN THE CITY INCLUDE BOTH PUBLIC AND PRIVATE FACILITIES. OVERALL DEMAND FOR WATER, SEWER, AND STORMWATER UTILITIES IS EXPECTED TO STEADILY INCREASE OVER THE 20-YEAR PLANNING PERIOD.	SOLID WASTE MANAGEMENT IN THE CITY IS PROVIDED BY THE PUBLIC WORKS DEPARTMENT WITH RECYCLING SERVICES PROVIDED VIA A CONTRACTUAL AGREEMENT WITH WASTE MANAGEMENT (WM). MARYSVILLE RECYCLE 5 SERVICES. IN 2024, THE CITY PROVIDED SOLID WASTE MANAGEMENT SERVICES TO 22,497 ACCOUNTS TOTALING 23,461 RECEPTACLES. NINETY-SIX (96) PERCENT OF RECEPTACLES ARE RESIDENTIAL-SIZE, WITH THE BALANCE COMMERCIAL-SIZE. OVER THE PAST DECADE, ACCOUNTS HAVE STEADILY INCREASED, WITH A SIZEABLE INCREASE OCCURRING IN 2022 WHEN ACCOUNTS FROM THE CENTRAL MARYSVILLE ANNEXATION TRANSFERRED FROM WM TO THE CITY. THE CITY'S DELIVERY OF SANITATION SERVICES AND COSTS ARE IMPACTED BY A VARIETY OF REGENT, OR ANTICIPATED CHANGES, INCLUDING NEW LAWS ON ORGANIC WASTE RECYCLING.	ELECTRICITY AND NATURAL GAS ARE PROVIDED TO CITY RESIDENTS AND BUSINESSES BY SNOHOMISH COUNTY PUBLIC UTILITY DISTRICT (PUD). BOTH PUD AND PSE ARE REQUIRED TO PREPARE INTEGRATED RESOURCE PLANS (IRP), WHICH ESTABLISH HOW RELIABLE AND AFFORDABLE UTILITIES WILL BE PROVIDED TO CUSTOMERS. BOTH UTILITIES ARE ALSO SUBJECT TO NEW WASHINGTON STATE REGULATIONS, SUCH AS THE CLEAN ENERGY TRANSFORMATION ACT (CETA), WHICH REQUIRES UTILITIES TO BE FREE OF GREENHOUSE GAS EMISSIONS BY 2045. NAVIGATING NEW STATE LAWS AND ADDRESSING GROWING ARE CHALLENGES THAT THE UTILITIES MUST ADDRESS. A PORTION OF THE OLYMPIC PIPELINE ALSO TRAVERSES THE CITY.	TELECOMMUNICATIONS IS THE TRANSMISSION OF SOUND, IMAGES, AND/OR DATA BY WIRE, RADIO, OPTICAL FIBER, CABLE, SATELLITE, OR OTHER ELECTROMAGNETIC OR SIMILAR MEANS. TELECOMMUNICATIONS INCLUDE, BUT ARE NOT LIMITED TO, TELEPHONE, CABLE TELEVISION, PERSONAL WIRELESS SERVICES, AND INTERNET SERVICES. WITHIN THE CITY, SEVERAL COMPANIES PROVIDE A VARIETY OF THESE SERVICES INCLUDING, BUT NOT LIMITED TO, COMCAST, ZIPL, ASTOUND, BROADBAND, STARLINK, AND VIASAT.	ESSENTIAL PUBLIC FACILITIES ARE DEFINED IN WAC 365-196-550 AS "PUBLIC FACILITIES THAT ARE TYPICALLY DIFFICULT TO SITE". HOWEVER, THEY MAY BE PUBLICLY OR PRIVATELY OWNED. THE CITY IS REQUIRED TO ESTABLISH A PROCESS FOR IDENTIFYING AND SITING ESSENTIAL PUBLIC FACILITIES THAT IS CONSISTENT WITH AND IMPLEMENTS APPLICABLE SNOHOMISH COUNTY-WIDE PLANNING POLICIES. FURTHER, THE CITY'S COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS MAY NOT PRECLUDE THE SITING OF ESSENTIAL PUBLIC FACILITIES. THE CITY'S PROCESS FOR IDENTIFYING, MITIGATING AND SITING ESSENTIAL PUBLIC FACILITIES IS SET FORTH IN MMC CHAPTER 22G.07D.

9.1 INTRODUCTION

Domestic water, sewer, stormwater management, solid waste services, electricity, natural gas, and telecommunications are integral aspects of everyday modern life. While we often take them for granted, public health and essential daily activities depends on these utilities, facilities, and services.

The Growth Management Act (GMA) defines electricity, telecommunications, natural gas and similar systems as “utilities”. Water, sanitary sewer, and stormwater systems are commonly referred to as utilities, but are defined in the GMA as “public facilities”.¹ Due to their



IMAGE 1 *The Downtown Stormwater Treatment Facility treats stormwater from Downtown prior to discharging the clean water to Ebey Slough.*

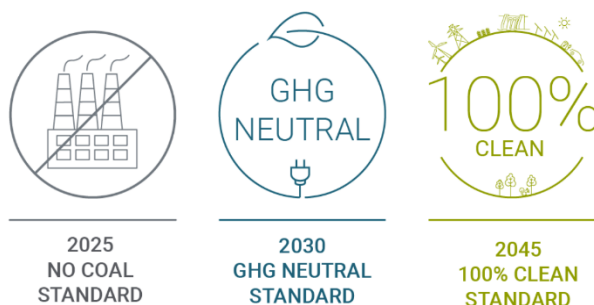
common conception in the public mind as utilities and closer interrelationship, this chapter identifies water, sewer, stormwater management, solid waste services, electricity, natural gas, and telecommunications as utilities.² It is important that the City has safe, reliable utility facilities and services that are: appropriate to accommodate anticipated growth; environmentally sensitive, aesthetically compatible with surrounding land uses; and reasonably priced.

Beyond providing the utilities we rely on, the City and other utility providers also need to respond to a rapidly changing regulatory environment and continuously evolving technologies. Stormwater from development must be managed pursuant to the Department of Ecology’s Stormwater Management Manual for Western Washington, which is periodically updated to enhance stormwater requirements and promote environmentally friendly stormwater management techniques such as Low Impact Development (LID). Washington state’s Clean Energy Transformation Act (CETA), which became law on May 7, 2019, requires an electricity

¹ Pursuant to RCW 36.70A.030, (32) “Public facilities” include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (33) “Public services” include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services. Pursuant to RCW 36.70A.070(4) utilities include, but are not limited to, electrical, telecommunications, and natural gas systems.

² As noted in footnote 1, transportation related matters, defined as “Public facilities” in the GMA, are addressed in the Transportation Element. Parks and recreation related matters and schools/education are defined in GMA as both “Public facilities” and “Public services” and are addressed in the Parks Element and Public Services Element respectively. Fire protection and suppression, law enforcement and other governmental services are defined in GMA as “Public Services” and addressed in the Public Services Element.

supply free of greenhouse gas emissions by 2045. This law has resulted in significant changes in energy markets and utility providers' operational plans. Electric vehicle usage is another energy demand change that utility providers need to respond to as, by 2035, "all passenger and light-duty vehicles of model year 2035 or later registered" in the State must be zero emissions vehicles³. The telecommunications sector has similarly seen many disruptive technologies from the smart phone to 5G, which have required innovation and new infrastructure.



The Growth Management Act requires that the Utilities Element include: the general location, proposed location, and capacity of all existing and proposed utilities⁴ including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (WAC 365-196-420). Public facilities such as water, sewer, and stormwater are required to be addressed in the Comprehensive Plan but are typically covered in the Land Use Element and Capital Facilities Plan, the latter of which must demonstrate "adequate public facilities during the planning period so that available infrastructure does not serve as a limiting factor to redevelopment at urban densities" (WAC 365-196-300(4)(c)).

The Utilities Element assesses the utilities of the City, as well as non-city utility purveyors, to ensure that there is an adequate and reliable supply of utilities to serve residents and businesses.

9.2 WATER

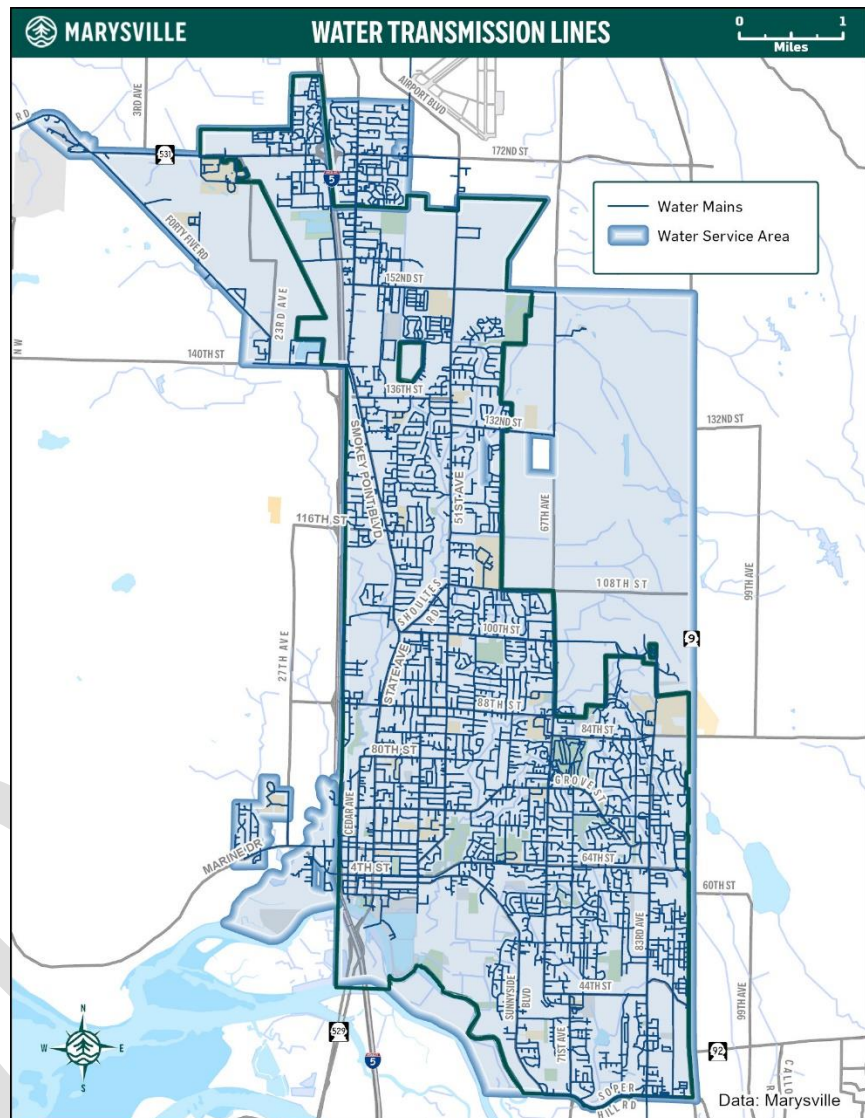
The City of Marysville's Water Service Area (WSA) comprises approximately 25 square miles, extending beyond the 20.9 square miles that comprise the City limits as depicted in **Figure 9.1**. Within the WSA, the City provides public water service, utility management, and water system development. New water services are limited to properties within the City limits or where there are existing water mains (i.e. the retail WSA). Requests for new water service outside of the City limits, but within the UGA, where there are no existing water mains fronting the property, are only granted after annexation to the City or with an executed annexation agreement.

³ WSDOT'S Washington State Plan for Electric Vehicle Infrastructure Deployment, July 2023 update.

⁴ Pursuant to WAC 365-196-420, proposed utilities are those awaiting approval when the Comprehensive Plan is adopted.

The City's water system was first established in the 1930s with Edward Springs. The City's water supply is currently provided by four wells, a spring, a Ranney well, and an intertie connection with the City of Everett. The City also owns three additional wells that are currently offline for water quality purposes. Water storage is provided by nine reservoirs that have a total capacity of approximately 24.3 million gallons (MG). In addition, the City's WSA has 11 pressure zones (shown in **Figure 9.2**), with 34 pressure reducing and 16 flow control valve stations. The system also has four booster pump stations and more than 357.3 miles of water main, with main size ranging from 2 inches to 24 inches. Most of the water mains are 8 inches in diameter or less, with the remainder being 10 inches in diameter or larger.

Figure 9.1

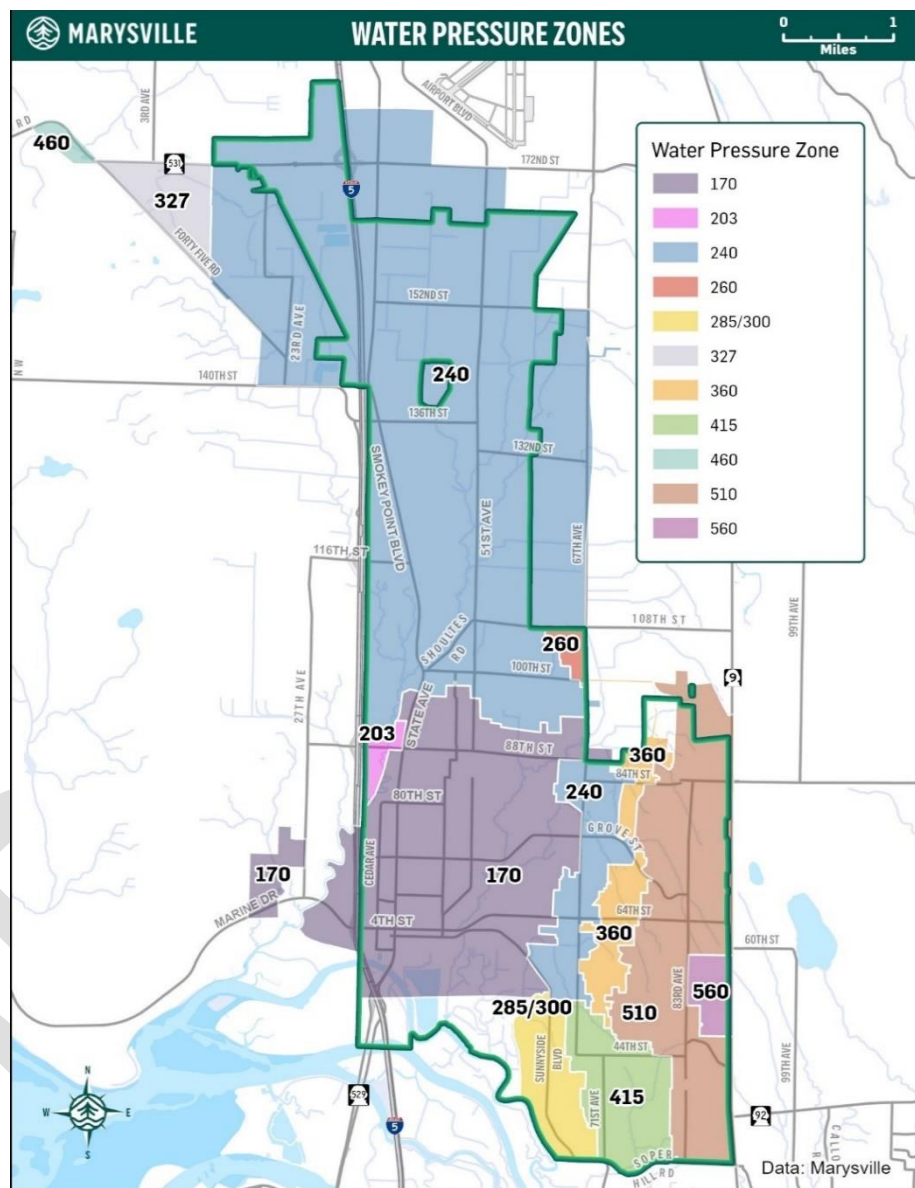


In 2000, the Stillaguamish River Ranney Well and Edward Springs sources were designated groundwater under the influence of surface water (GWI) sources. As a result of the GWI designation, the Edward Springs treatment plant was constructed in 2004, and the Stillaguamish River Water Treatment Plant (WTP) was constructed in 2006. A new treatment facility for the Sunnyside Wells was brought online in 2017.

In 2024, the City provided water service to approximately 24,263 connections. While most water connections are for single family accounts, single family uses generally consume much less water per connection than other customer types.

Water demand is expected to increase approximately commensurate with the City's projected population growth. A comprehensive overview of the City's water system and necessary improvements are set forth in the [2017 Water Comprehensive Plan](#), which is currently undergoing an update that is expected to be finalized in 2025 - 2026. The updated Water Comprehensive Plan will include detailed demand projections. The Water section of the Capital Facilities Element ([add link](#)) also details necessary improvements.

Figure 9.2



9.3 SEWER

The City of Marysville's Sewer Service Area (SSA) comprises approximately 23.12 square miles and is depicted in **Figure 9.3**. The City's earliest sewers were constructed prior to 1940 in Downtown Marysville. The SSA's gravity collection system includes 242.2 miles of pipeline with diameters ranging from six to 48 inches; most of the pipelines are 8-inches in diameter and constructed with polyvinyl chloride (PVC) pipes. In addition to the gravity system, the City operates and maintains 17 pump stations, approximately 5.88⁵ miles of force main pipe, and 7.17 miles of effluent discharge piping to the City of Everett's deep water outfall. The City's primary pump stations are Soper Hill, Sunnyside, 51st Avenue, 88th Street, Marysville West and West Trunk, with the remainder being smaller, developer-type stations. Wastewater is directed to the City's wastewater treatment plant at the south end of the City, which underwent a major upgrade in 2004 effectively doubling the plant's capacity.

Figure 9.3

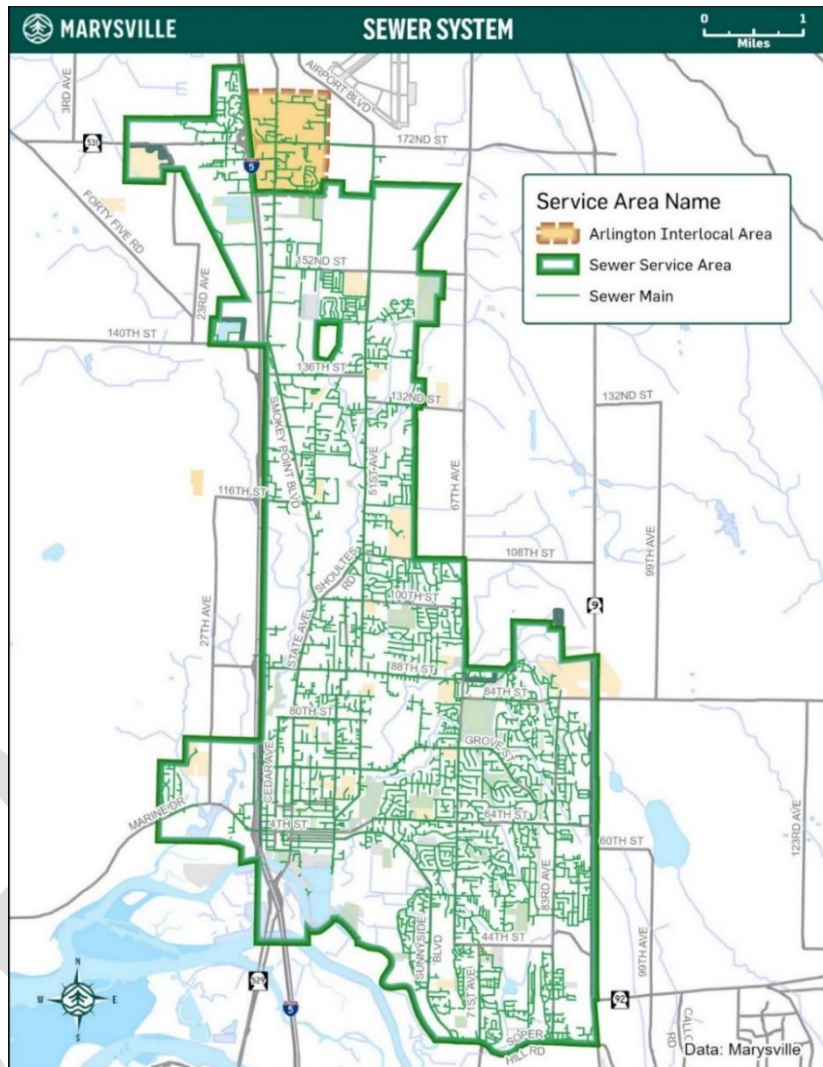


IMAGE 2 The City's wastewater treatment plant purifies wastewater; the clean water is then discharged to Puget Sound via Ebey Slough.



⁵ This figure does not include effluent discharge force mains.

In 2023, the City provided sewer service to approximately 20,289 connections, and over 73,780 people. While most connections are for single family accounts, single family customers generally have a lower demand per connection than other customer types.

Overall sewer demand within the City's system is expected to increase approximately commensurate with the City's projected population growth. A comprehensive overview of the City's sewer system and necessary improvements are set forth in the [2011 Sewer Comprehensive Plan](#), which is currently undergoing an update that is expected to be finalized in 2025 – 2026. The updated Sewer Comprehensive Plan will include detailed demand projections. The Sewer section of the Capital Facilities Element ([add link](#)) also details necessary improvements.

9.4 SURFACE WATER MANAGEMENT

The City of Marysville's Surface Water Management Division manages storm and surface water impacts within the City including flooding. The City is located within the Snohomish River Drainage Basin within Water Resource Inventory Area 7 (WRIA 7), the second largest watershed in the State. Four smaller drainage basins have been delineated around the City's drainage infrastructure: Quilceda Creek, Allen Creek, King Creek and Ebey Slough.⁶ Each of these basins empty into Ebey Slough, which then flows into the Snohomish River near Possession Sound. The City's surface water management (SWM) program dates back to 1991; however, surface water utility fees were collected by Snohomish County until 2007 when the City assumed that responsibility.

The City's stormwater system consists of approximately 6,363 lineal feet of detention pipe, 241.9 miles of storm lines, 13,580 catch basins, 1,470 stormwater facilities⁷, and multiple outfalls into area receiving waters, as shown in [Figure 9.4](#). The City also owns and operates four regional stormwater facilities which provide water quality treatment and/or stormwater detention for

⁶ The Stormwater Comprehensive Plan shows five drainage basins of which four have drainage infrastructure while Figure x Streams of the Economic Element shows seven drainage basins. This difference is due to

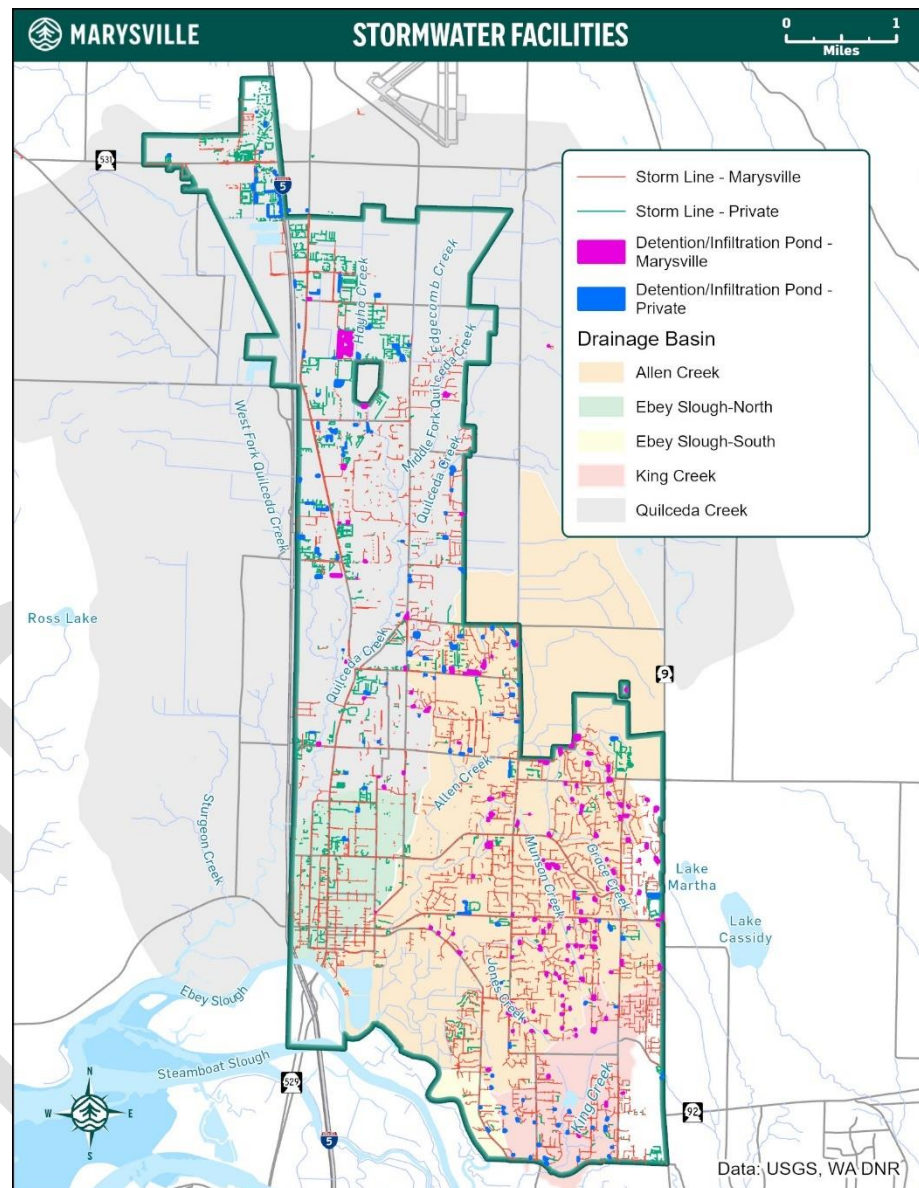
⁷ Stormwater facilities include both public and private facilities including, but not limited to, infiltration ponds, bioswales, detention vaults, detention ponds, and similar facilities of varying sizes.

the Downtown, Marshall-Kruse and Smokey Point Neighborhoods.⁸ The City's 2016 Surface Water Comprehensive Plan provides an overview of the major drainage basins and stormwater system within the City; identifies existing water quality and quantity issues; and includes a Capital Improvement Program (CIP) with recommended improvements and programs, both structural and non-structural, to address water quality and quantity problems.⁹

In 2022, a Watershed Planning Basin Assessment was prepared, which analyzes the City's watershed and prioritizes streams that would receive the

greatest benefit from stormwater improvements. This was followed by the companion 2023 Watershed Planning Stormwater Action Plan, which identifies stormwater retrofit projects and

Figure 9.4



⁸ The Downtown Stormwater Treatment Facility was completed in 2024 and is a stormwater treatment retrofit facility that will collect and provide water quality treatment for an approximately 463-acre portion of the Downtown. In 2006, regional stormwater facilities were constructed southwest of the intersection of 116th Street NE and 41st Drive NE to serve the commercial development and road infrastructure between Interstate 5 and State Avenue along 116th Street NE in the Marshall-Kruse Neighborhood. Regional Detention Ponds 1 and 2, constructed in 2004 and 2015 respectively, provide flow control and enhanced water quality treatment for approximately 205 acres of high intensity commercial and industrial uses in the Smokey Point Neighborhood.

⁹ Structural solutions include construction of capital projects such as stormwater detention and treatment facilities, infiltration facilities, pipelines, and culverts. Non-structural solutions include construction stormwater management facility inspection and maintenance, public education and outreach, water quality monitoring, implementation of best managements practices (BMPs), and regulations encouraging vegetation preservation and low impact development.

programs that should be implemented in the prioritized areas¹⁰. These documents will be used in conjunction with the CIP to pursue future stormwater projects.

The City also holds a National Pollutant Discharge Elimination System (NPDES) Permit, which is a federal permit that regulates stormwater and wastewater discharges to Waters of the State. While this is a federal permit, the regulatory authority has been delegated to the Washington State Department of Ecology (DOE). The first Western



IMAGE 3 *The Downtown Stormwater Treatment Facility pictured under construction in the summer of 2023.*

Washington Phase II Municipal Stormwater Permit was issued by DOE in January 2007. The City's most recent NPDES permit is active from August 31, 2024 through July 31, 2029. The NPDES Permit requires all affected municipalities to create and implement a Stormwater Management Program which addresses essential program elements.¹¹ Select cities, including Marysville, must provide additional actions to address Total Maximum Daily Load (TMDL) requirements.¹² New development and redevelopment in the City must manage their stormwater in accordance with the State Department of Ecology's 2019 Stormwater Management Manual for Western Washington, as amended.

The City also partners with neighboring jurisdictions, tribes, and other entities to advance water quality. The City is a member of the Allen Quilceda Watershed Action Team (AQWA). AQWA is a diverse community group working together to implement the Quilceda Allen Watershed Management Plan to improve the overall quality of streams in the Allen Quilceda Watershed through community outreach and improvements to the environment.¹³

¹⁰ The NPDES Permit requires this plan to be updated in 2027.

¹¹ Required program elements include: Stormwater Planning, Public Education and Outreach, Public Involvement and Participation, MS4 Mapping and Documentation, Illicit Discharge Detection and Elimination, Controlling Runoff from New Development, Redevelopment, and Construction Sites, Stormwater Management for Existing Development, Source Control Program for Existing Development, and Operations and Maintenance.

¹² The City has been collecting ambient water quality monitoring data since about 2000. Most recent water quality data collected by the City is in response to the TMDL requirements in the NPDES Phase II Permit.

¹³ AQWA team members include: Adopt-a-Stream, the cities of Arlington and Marysville, the Marysville School District, Snohomish County Conservation District, Snohomish County Surface Water Management, Sound Salmon Solutions, the Tulalip Tribes, and the Washington State Department of Ecology. Team activities include, but are not limited to: the restoration of a section of Jones Creek and the creation of an outdoor environmental education center, community outreach through newsletters targeted at streamside

The existing surface water system, and proposed surface water system improvements, are outlined in Surface Water section of the Capital Facilities Element. As previously noted, a comprehensive overview of the City’s surface water system and necessary improvements to correct deficiencies is set forth in the [2016 Surface Water Comprehensive Plan](#).

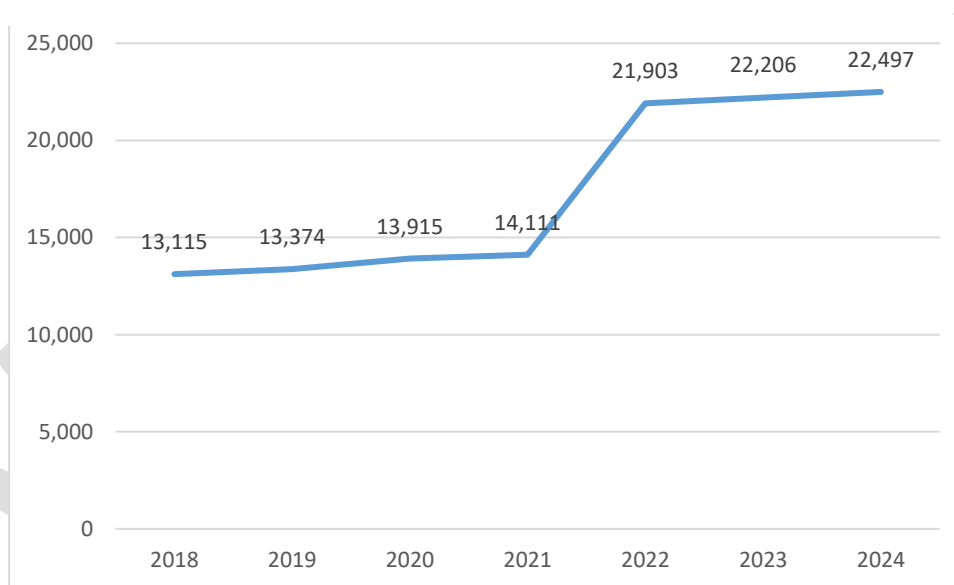
9.5 SOLID WASTE

Solid waste management in the City is provided by the City of Marysville’s Public Works Department with recycling services provided via a contractual agreement with WM – Marysville Recycle & Services¹⁴.

In 2024, the City provided solid waste management services to 22,497 accounts totaling 23,481 receptacles. Ninety-six (96) percent of receptacles are residential-size (20 to 96-gallon) and four (4) percent are commercial-size (1 to 8 yard).

Over the past decade, the number of accounts has steadily increased, with a significant increase occurring in 2022 when accounts from the Central Marysville Annexation transferred from WM to the City as shown in **Figure 9.5**.

Figure 9.5



The Solid Waste Division has 10 garbage trucks, three commercial front load trucks and seven front load trucks with the Curotto-Can system¹⁵. The newer front-loading automated trucks can serve any size container. A garbage truck can serve between 500 and 700 accounts per day.

In the City, WM Marysville Recycle & Services provides recycling services every other week to residential and commercial customers. Materials that can be recycled include mixed paper, corrugated cardboard, newspaper, glass, tin, aluminum, and certain types of plastic (Types 1 and 2). An optional weekly organic service that recycles yard and food waste is also available.

residents, restoration activities such as planting native plants along stream banks, youth education on water quality and its impacts on stream organisms, and Earth Day celebration activities.

¹⁴ WM – Marysville Recycle and Services is provided by Waste Management.

¹⁵ The Curotto Can system is an add-on for automated front load garbage trucks that allows it to function as a side loader.

General land use considerations that impact solid waste management services include development density and road networks. Areas of higher density development permit more efficient collection of solid waste. The road network is a factor in providing efficient service; a street system that isolates neighborhoods and has many cul-de-sacs and dead ends impacts the speed of collection.



IMAGE 4 A state-of-the-art Marysville garbage truck.

The City's delivery of sanitation services and associated costs have been impacted by a variety of recent, or anticipated changes, as summarized below:

- Since 2018, there has been difficulty in ensuring that recycling is shipped to buyers without contamination. Consequently, the cost for recycling has increased as contamination fees have been added;
- In March 2024, the City completed a full, city-wide reroute of sanitation routes to address the fast pace of growth in certain areas and to maintain efficient service;
- In 2024, Snohomish County is completing a solid waste rate study. Fees are anticipated to increase anywhere from 10 to 40 percent in 2024; however, the ultimate rates will not be known until late 2024 when all studies are complete; and
- Washington State recently passed two organic management laws: HB1799 and HB2301. HB1799 requires that businesses and residents that generate a specified amount of organic waste each week arrange for organics collection of compost material on site.

These requirements will be implemented in four phases:

- In 2024, provisions apply to businesses generating 8 cubic yards of organic waste per week;
- In 2025, provisions apply to businesses generating 4 cubic yards of organic waste a week; and
- In 2026, provisions apply to businesses generating at least 96 gallons of organic waste a week.
- In 2030, organic collection services must be provided to residential households on a non-elective basis.

9.6 ELECTRICITY

Electrical System Overview

Snohomish County PUD provides electrical service to over 377,269 electrical customers in Snohomish County with approximately 30,278 customers in Marysville. PUD's electric system consists of "transmission lines, substations, distribution lines, transformers, meters, and general plant. It also includes customer service, engineering and design, energy-efficiency services, and administrative functions that support the construction, operations and maintenance of the transmission and distribution system."¹⁶ Within the City of Marysville, PUD's transmission lines are limited to 115 kV. The Bonneville Power Administration and Seattle City Lights have high voltage transmission lines (230 to 500 kilovolt (kV)) that run north-south to the east of the Marysville city limits while Puget Sound Energy has high voltage lines (230 kV) that run north-south in the southeastern part of the City as shown in **Figure 9.8**.

The majority of PUD's power is from the Bonneville Power Administration (BPA), a federal agency with which the PUD has a long-term power purchase agreement effective through September 2028. In 2024, 80 percent of PUD's power was supplied by BPA with the balance primarily coming from short-term power purchases, wind power contracts, the Jackson Hydroelectric project, and four small PUD-owned hydroelectric projects (see **Figure 9.6** below). When retail loads exceeds PUD's standard energy resources, short-term market purchases are made to manage short-term load and resource variations; these costs are offset by wholesale power market sales.

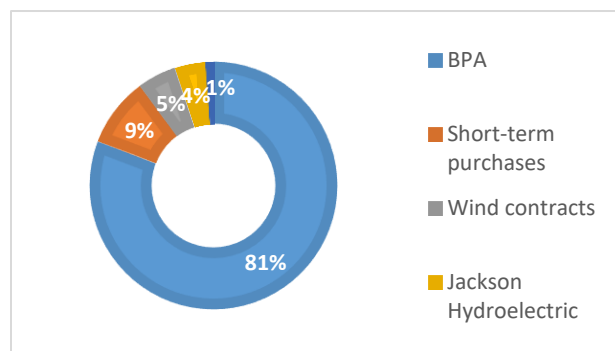


IMAGE 5 An electric vehicle (EV) charger at the Civic Center.

¹⁶ Snohomish County PUD No. 1 2024 Proposed Budget: https://www.snopud.com/wp-content/uploads/2023/10/2024_PUDProposedBudget.pdf

Figure 9.6: PUD Net Power Supply (MWh)

Source: 2024 Snohomish County PUD No. 1 2024 Proposed Budget



Regulatory Environment

PUD is governed by its Board of Commissioners, who are elected by Snohomish County voters. The Board sets policy and rates and oversees the General Manager. The PUD is subject to State laws and regulations including the Clean Energy Transformation Act (CETA).

Integrated Resource Plan

PUD's [2021 Integrated Resource Plan 2022 – 2045 Study Period](#), which underwent a large update with the adoption of the [Snohomish PUD 2023 IRP Update](#), establishes how “the utility will provide reliable electric service to its customers at the lowest reasonable cost while adhering to the policy requirements of electric utilities.”¹⁷ PUD is currently negotiating a long-term contract with BPA that is anticipated to supply 80 percent or more of PUD's power needs after 2028. Changes in state and local policy have increased the electrification portion of the utility's load forecast. Electric vehicles and buildings with new or converted electrification of space and water heating are driving this. The 2024 – 2045 annual average load growth is anticipated to be 2.07%, up from the 0.96% forecast in the 2021 IRP. CETA requires utilities to have 80 percent of their energy from clean sources by 2030 and 100 percent by 2045; PUD anticipates meeting this target 15 years ahead of the statutory requirement.

Future Projects

Several transmission line, substation and other infrastructure projects will be pursued during the planning period as outlined in **Figure 9.7** below.

Figure 9.7: Major PUD Infrastructure Projects

Source: Snohomish PUD

Project Name	Project Description and Need
North Marysville substation 115kV loop-through	Convert the Transmission Line connection from the current tap configuration to a looped-in configuration to reduce interruptions in service.
Stimson Crossing to Sills Corner new transmission line	Design and construct approximately five miles of a new transmission line from Stimson Crossing Substation to Sills Corner to reduce outage exposure, improve operational flexibility and maintenance of the existing line from Stanwood to Camano.

¹⁷ Snohomish PUD's [2021 Integrated Resource Plan 2022 – 2045 Study Period](#)

Stimson Crossing to North Stanwood transmission line rebuild	Reconductor approximately seven miles of the existing, aging 115 kV transmission line to larger conductor; reconductoring will improve the transmission network capacity and reliability.
Stimson Crossing substation upgrade	Convert the 115kV Stimson ring bus to a breaker-and-half configuration.
East Marysville Circuit Tie	Reconductor small wire to large conductor to provide a tie between two different East Marysville circuits to provide greater flexibility and support the expected load increase due to development in Whiskey Ridge along 87 th Avenue NE.
Getchell Switching Station	Design and construct a new 115kV transmission switching station at the northeast corner of Highway 9 and 84 th Street NE that includes four 115kV transmission lines. This project supports load growth, and transmission reliability needed due to large industrial uses.

9.7 NATURAL GAS

Natural Gas System Overview

Puget Sound Energy (PSE) is a private utility company that provides natural gas service to Marysville. PSE is Washington State's oldest local energy company and serves approximately 1.2 million electric customers and more than 900,000 natural gas customers. PSE builds, operates, and maintains an extensive gas system in Snohomish County, which consists of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. PSE receives gas from Williams Northwest Pipeline at 15 Gate Stations. PSE operates and maintains 75 miles of high pressure main, 78 District Regulators, nearly 2,175 miles of intermediate main, and serves 152,000 meters.

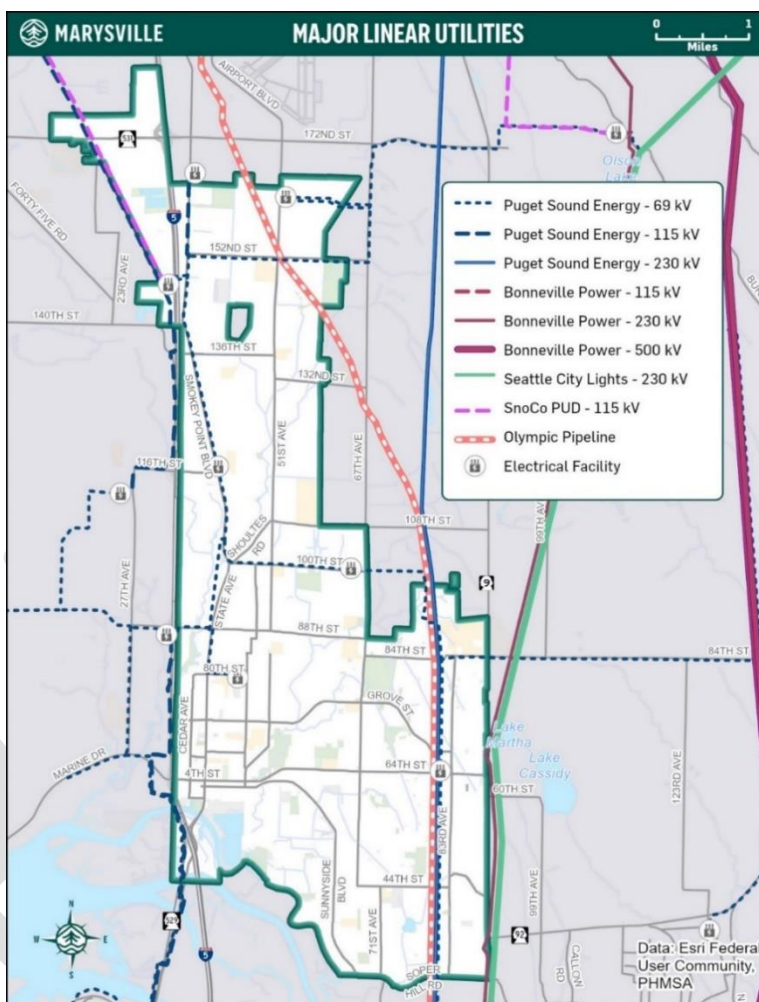
Gate Station infrastructure serves as a place of custody transfer, measurement, odorant treatment, and pressure regulation. Gas pressure is most commonly reduced to levels at or below 250 PSIG, then continues throughout PSE's supply system in steel mains ranging in diameter of two to 20 inches. Over-pressure protection mechanisms release gas into the atmosphere, enact secondary regulation, or completely shut off the gas supply to ensure safety. PSE also applies corrosion control mitigation systems to prevent pipe damage. Since natural gas is naturally odorless, the odorant mercaptan is injected to the gas so that leaks are detectable.

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (UTC). PSE's natural gas utility operations and standards are further regulated by the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA). Both the UTC and PHMSA monitor, assess, and enforce compliance and reliability standards for PSE. Natural gas utilities in Washington state are also subject to the Washington Climate Commitment Act (CCA), which caps and reduces greenhouse gas emissions from large emitting sources to lower 95% of carbon emissions by 2050. This new program puts a price on greenhouse gas emissions emitted in the state and increases the cost to deliver electricity and natural gas to PSE's customers. PSE strives to decarbonize via PSE 2030, a strategic framework for guiding the company's capital investments over the next 10 years. PSE 2030 is in alignment with their Beyond Net Zero Carbon goals and their commitments to safety, reliability, affordability, and equity.

Figure 9.8: Major Linear Utilities

Source: ESRI Federal User Community



Marysville residents rely on PSE and the City to coordinate efforts on ordinances and codes that protect existing energy facilities while embracing new clean energy technology. One of the primary intentions of the Utility Element is to assure proper coordination of public land use planning and infrastructure planning by providers.

Integrated Resource Plan

Puget Sound Energy files an Integrated Resource Plan (IRP) with the UTC every two years. An IRP is a 20-year or longer evaluation of a utility's energy needs. The 2023 Gas Utility Integrated Resource Plan (IRP) "evaluates how a range of potential future outcomes could affect PSE's

ability to meet their customers' natural gas supply needs". The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement.

PSE's natural gas resource needs are determined by peak day demand, which occurs in the winter when temperatures are lowest and heating needs are highest. The current design standard ensures that PSE supply is planned to meet firm loads on a 13° design peak day, corresponding to a 52-heating degree day (HDD). Two primary factors influence demand — peak day demand per customer and the number of customers. The heating season and the number of lowest-temperature days in the year remain relatively constant, and use per customer is growing slowly, so the most significant factor PSE uses to determine peak load growth is the increase in customer count. Currently, PSE's annual base gas energy demand is 93,942 MDth¹⁸ per year in 2024 and is projected to grow at a 0.4 percent average annual growth rate to 103,611 MDth per year in 2050. PSE's peak gas demand is anticipated to increase from 996 MDth in 2024 to 1,189 MDth in 2050.



IMAGE 6 Workers maintain a utility line. This is a placeholder; PSE specific photos have been requested.

Future Projects

To meet regional natural gas demand, PSE's delivery system is modified every year to address customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. PSE must maintain large-diameter transmission pipelines, system components and infrastructure, City Gate Stations, and smaller utility-owned gas mains. The system responds differently year to year, so PSE is constantly adding or modifying infrastructure to meet gas volume and pressure demands.

Ongoing gas system integrity work may include:

- **Pipe Replacement:** PSE will continue pipe investigations to determine the exact location of any DuPont pipe and qualified steel wrapped pipe requiring replacement. Dupont manufactured polyethylene main and service piping, plus qualified steel wrapped intermediate pressure main and service piping may require attention.
- **Sewer Cross Bores:** PSE will conduct investigations of cross bores to determine where gas lines have been cross bored through sewer lines, and then make subsequent repairs.

¹⁸ MDth (pronounced "million British thermal units per hour") is a unit of measurement used in the energy industry to quantify the amount of energy needed or produced by a system or process.

- **Buried Meters:** There will be ongoing projects to remediate locations where above ground gas meter set piping was inadvertently buried.

9.8 OLYMPIC PIPELINE

Portions of the Olympic Pipeline traverse the City of Marysville as shown in **Figure 9.8**. The Olympic Pipeline is a 400-mile interstate pipeline system that runs in a 299-mile corridor that extends from Blaine, Washington to Portland, Oregon. It transports over 4.9 billion gallons of gasoline, diesel, and jet fuel from four refineries: two each in Whatcom and Skagit Counties. The pipeline serves a variety of distributors including those at Seattle's Harbor Island, Seattle-Tacoma International Airport, Renton, Tacoma, Vancouver, Washington, and Portland. It is the sole supplier of jet fuel to Seattle-Tacoma International Airport. The diesel and gasoline supplies fuel stations across Washington and other states. In the pipeline corridor, there are two lines (16" and 20") that are buried 3 to 4 feet deep.



IMAGE 7 The Olympic Pipeline, Puget Sound Pipeline, and other major regional utilities, are located in the utility corridor shown here.

Between 2004 and 2009, over \$50 million dollars have been invested to improve the integrity and safety of the pipeline. In January 2006 BP sold majority ownership in the Olympic Pipeline to Enbridge, retaining only 15 percent ownership. Coordination of development activity between the City and Olympic Pipeline ensures the pipeline remains undisturbed.

9.9 TELECOMMUNICATIONS

Telecommunications is the transmission of sound, images, and/or data by wire, radio, optical fiber, cable, satellite, or other electromagnetic or similar means. Telecommunications include, but are not limited to, telephone, cable television, personal wireless services, and internet services. The following are telecommunications providers currently serving Marysville:

Telephone Services. Comcast (Xfinity) and Ziply (formerly Frontier) provide landline telephone services to Marysville. Fiber optic cable connects switching offices and is used for transport of data and voice traffic.

Cable Services. Comcast (Xfinity) and Astound Broadband, provide digital cable service, which is an alternative to digital subscriber lines (DSL), and cable television to the majority of the City.

Wireless Communication. Wireless communication or wireless is a combination of a portion of the radio frequency spectrum with switching technology, making it possible to provide mobile telephone service to virtually any number of subscribers within a given service area. Transmission quality is comparable to that provided by conventional landline telephones, and the same dialing capabilities and features available to landline customers are available to wireless customers. This involves the location of towers and antennas throughout the community. AT&T, Sprint, T-Mobile, and Verizon Wireless provide wireless service to the City.

Internet Service Providers.

Numerous Internet Service Providers (ISP) serve the City. High-speed internet services are available via broadband and Fiber to the Premises. Dial-up internet services are available for those who have access to telephone service.

- **Broadband.** Broadband internet is the fastest and most common form of internet access. The term broadband means that the internet is always available.¹⁹ Broadband is offered in Marysville by Comcast, Astound Broadband in the Lakewood neighborhood, Starlink, and Viasat. DSL, T1s and MPLS are offered by Ziply Fiber.
- **Fiber to the Premises (FTTP).** Fiber to the Premises (FTTP) is a fiber optic cable delivery medium that provides Internet access directly to a user or groups of users from an Internet service provider (ISP). FTTP runs at a much faster speed than a coaxial cable Internet or dial-up connection. This fiber optic communication delivery style is conducted through the use of an optical distribution network that links the central office to the premises occupied by the subscriber(s). Astound Business Solutions and Ziply Fiber offer FTTP service within Marysville.

9.10 ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities are defined in [WAC 365-196-550](#) as “public facilities that are typically difficult to site”; however, they may be publicly or privately owned. Essential public facilities include, but are not limited to, airports, state education facilities, certain types of transportation facilities²⁰, state and local correctional facilities, solid waste handling facilities, in-patient facilities including substance abuse facilities, mental health facilities, group homes, secure

¹⁹ Examples of broadband include: cable internet, fiber-optic internet, 5G home internet, DSL (digital subscriber line) internet, satellite internet, and 4G/5G wireless internet.

²⁰ Transportation facilities that are deemed Essential Public Facilities include: state or regional transportation facilities, transportation facilities of statewide significance as defined in RCW 47.06.140 (i.e. the interstate highway system, interregional state principal arterial including ferry connections that serve statewide travel, intercity passenger rail services and high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, etc.), high capacity transportation systems, and regional transit authority facilities.

community transition facilities, and any facility on Washington State's 10-year Capital Plan maintained by the Office of Financial Management. The City of Marysville is required to establish a process for identifying and siting Essential Public Facilities that is consistent with and implements applicable Snohomish County County-wide Planning Policies. Further, the City's Comprehensive Plan and development regulations may not preclude the siting of Essential Public Facilities.

Regardless of whether it is a new, existing, or an expanded or modified existing public facility, the major component in the identification of an Essential Public Facility is whether it provides or is necessary to provide a public service, and whether it is difficult to site. When identifying Essential Public Facilities, the City must take a broad view of what



IMAGE 8 The new Marysville Municipal Jail is an Essential Public Facility that benefits Marysville and surrounding communities.

constitutes a public facility, involving the full range of public services provided by, substantially funded by, or contracted for the government, or provided by private entities subject to public service obligations. The City's siting process must consider the need for county-wide, regional, or statewide uniformity in connection with the kind of facility under review.

The City recognizes that it must be willing to host Essential Public Facilities. It is, however, important to acknowledge the City's existing contribution in providing facilities with regional benefits that extend beyond Marysville. These facilities include, but are not limited to:

- Marysville Municipal Jail
- Smokey Point Behavioral Hospital
- Roads of Statewide or Regional Significance: Interstate 5 and Highway 9
- State highways: State Road 528, State Road 529, State Road 531
- Rail transportation (i.e. Burlington Northern Santa Fe railroad)

The City is required under RCW 36.70A.200(1)(a) to “include a process for identifying and siting Essential Public Facilities”. The City’s process for identifying, mitigating and siting Essential Public Facilities is set forth in MMC [Chapter 22G.070](#).

9.11 GOALS AND POLICIES

UT1 Facilitate the development of all utilities at the appropriate levels of service to accommodate the City of Marysville’s projected growth.

- UT1.1 Accommodate new residential, commercial, and industrial development only when required utilities are available prior to, or concurrent with, development. Concurrency indicates that utilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.
- UT1.2 Coordinate the City’s land use planning with the utility providers’ planning.
- UT1.3 Provide urban level utilities only in Urban Growth Areas and encourage development in areas where utilities are already available before developing areas where new utilities would be required.
- UT1.4 Facilitate and encourage conservation of resources to delay the need for additional facilities.
 - Encourage water conservation, reuse, and reclamation. Conservation should be aggressively pursued as a means to ensuring efficient water use and protection of water resources, and as a water supply source that can make a substantial contribution to meeting future regional water needs. Water reclamation and reuse should be encouraged for high water users including large commercial and industrial developments, parks, schools, and golf courses.
 - Maintain or restore, where feasible, natural drainage systems in order to minimize the need for public expenditures recognizing both the amenity and utilitarian functions of the natural drainage system.
 - Encourage reduction of solid waste, recycling, and pretreatment of industrial wastes. Educate the public on how to reduce their garbage output and participate in waste reduction and recycling program, and encourage the expansion of existing recycling programs.
 - Encourage new techniques for sewage and sludge disposal that also ensure public and environmental health.
- UT1.5 Extension of utilities should be carefully staged to achieve orderly, regular, and compact development.

UT1.6 Assess the condition of infrastructure at appropriate intervals, and rehabilitate, repair, or maintain as necessary to ensure public safety and protection of utility assets.

UT2 Promote the provision of utilities that: are safe, reliable, and reasonably priced; minimize impacts on the natural environment; and are aesthetically compatible with surrounding land uses.

UT2.1 Prioritize utility line extensions where on-site systems have created known pollution or health hazards.

UT2.2 Provide urban level utilities in Urban Growth Areas to enhance the quality of life, and maintain viable, efficient, and cost-effective delivery. Promote affordable and equitable access to public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities (PSRC MPP-PS-2, PS-16, PS-22).

UT2.3 Use incentives to encourage undergrounding of utility distribution lines.

UT2.4 Reduce the per unit cost of public utilities by encouraging urban density development, allowing efficient distribution of public and private services and facilities.

UT2.5 Respect the capability of the land and natural systems when determining how to provide utilities. This may include, but is not limited to, the following practices:

- Encouraging the design of developments to utilize natural drainage patterns;
- Limiting the amount of grading and impervious surfaces, and the removal of vegetation to minimize problems associated with increased volume and velocity of stormwater runoff as well as erosion, siltation, and pollutants in the drainage system and watercourses. Replanting should occur as appropriate; and
- As appropriate, restricting the extent of development on lands with significant critical areas or potentially geologically hazardous areas.

UT2.6 In order that utilities make a positive contribution to the built environment, the City will consider opportunities to incorporate accessible open space as an element of major public projects, including public utilities' facilities. Innovative approaches to planning, design, and development of these facilities to address existing and growth-related open space needs will be encouraged. For example, storm detention facilities combined with public or private parks or open space accomplish multiple objectives.

UT2.7 Properly manage stormwater and prevent illicit discharges into any natural water course, storm drainage system, or sanitary sewer in accordance with Federal, State, County, and local water quality regulations and standards.

- Require development to provide facilities that comply with currently adopted version of the Department of Ecology's Stormwater Management Manual for Western Washington. Implementing these standards will help protect private property, preserve the natural drainage pattern and ensure that runoff is similar to predeveloped conditions, and promote water quality and quantity; and
- Where feasible, encourage the development of regional detention facilities instead of stormwater facilities for a single site.

UT2.8 Allow location of utility distribution sites within residential areas, provided that they are suitably landscaped and buffered, designed, and improved to prevent hazards to life and adverse effects on the surrounding neighborhood.

UT2.9 Require collocation of telecommunication facilities whenever possible to minimize the aesthetic impacts of multiple towers in the community. Work with telecommunication providers to construct antennas on existing structures, and new towers that use materials and structures that minimize visual impacts.

UT2.10 To ensure that growth is accommodated and adequate utilities are provided in a timely and cost-effective manner, facility location should be determined by the needs of facility users and clients, and the requirements of utility providers. The siting of facilities should address negative impacts on surrounding neighborhoods, and properly consider present and future health and environmental impacts. Dispersal among neighborhoods should be an important consideration, but not a sole determinant of final siting decisions. The City's goal is to foster positive relationships between facilities and their neighbors, so that facilities will be regarded as assets to communities.

UT2.11 Process permits and approvals for utility facilities in a fair and timely manner consistent with development regulations to foster predictability.

UT3 Coordinate and communicate with partner jurisdictions, entities and businesses to ensure optimal delivery of utility facilities and services.

UT3.1 Seek to coordinate, where appropriate, investment in utilities with business, employment, and economic development opportunities.

UT3.2 Coordinate and consolidate utilities districts, where feasible, to distribute public and private services more efficiently.

- UT3.3 Recognize the inter-jurisdictional characteristics of providing utilities and work with Snohomish County, other jurisdictions, and area-wide residents.²¹
- UT3.4 To facilitate coordination of public and private utility trenching activities, to promote cost efficiencies, and to reduce disruption in the street right-of-way, the Public Works Department shall provide timely and effective notification to interested utilities of road construction and of maintenance and upgrades of existing roads.
- UT3.5 Public easements and rights-of-way should be considered multiple-purpose utility/public facility corridors. New utility systems, including water, sewer, gas, power, and communications transmission and distribution lines, should be located in existing public rights-of-way and easements where possible.
- UT3.6 Promote, when feasible, sharing trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery.
- UT3.7 Encourage the development of telecommunications infrastructure city-wide and region-wide.
- UT3.8 Coordinate the formulation and periodic update of the utility element with adjacent jurisdictions.
- UT3.9 Coordinate and seek to cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements.
- UT3.10 The City, utility providers, and school districts should maintain open communications to keep each other informed of plans and recommendations regarding closures, changes, and expansions of schools, street, utilities, and other facilities that might impact each other.
- UT3.11 Route development applications for new electric vehicle infrastructure, or projects providing electric vehicle charging stations, to both PUD and PSE to enable them to plan for and provide adequate facilities and energy for these new energy uses.
- UT3.12 Provide utilities with annual population, employment, and development projections. The City and utilities will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to demand forecasts.

²¹ Coordination on storm drainage management is of particular importance, and requires coordination with Snohomish County, Snohomish County Diking District No. 3, neighboring jurisdictions, and residents to improve storm drainage and to mitigate the impacts of increased stormwater runoff from new development.

UT4 Siting of Essential Public Facilities should be balanced and equitable, recognizing the City's existing contributions in providing such facilities as well as the County-wide need and impacts to local populations.

- UT4.1 Local Essential Public Facilities should be sited or expanded to support the county-wide land use pattern, minimize public costs, and protect the environment and public health, including reducing adverse impacts upon historically marginalized populations and disproportionately burdened communities.
- UT4.2 Local Essential Public Facilities must first be considered for location inside Urban Growth Areas unless it is demonstrated that a non-urban site is the most appropriate location for location of the facility. Local Essential Public Facilities located outside of the UGA shall be self-contained or be served by urban governmental services in a manner that shall not promote sprawl.
- UT4.3 The City will collaborate with the County and public agencies and special districts, as necessary, to identify opportunities to co-locate local Essential Public Facilities.
- UT4.4 The City will impose reasonable conditions and/or mitigation of adverse environmental impacts on approval of a development agreement or other land use approvals as a result of the siting of Federal, State-wide, regional, or local Essential Public Facilities.
- UT4.5 The City will maintain, and periodically update, its Essential Public Facilities standards to ensure consistency with the provisions of the Growth Management Act and the long-term resilience of these facilities.



TECHNICAL MEMORANDUM

Client: City of Marysville
 Project: 2023-2024 On-Call Water System Engineering Support
 Project File: MAR 0230149.00.0009
 Project Manager: Zach Schrempp, PE
 Composed by: Annie Kang
 Reviewed by: Michele Campbell, PE
 Subject: Preliminary Water and Sewer System Adequacy
 Analysis for 2024 Comprehensive Plan
 Date: August 30, 2024



Signed: 08/30/2024

Background

The City of Marysville (City) requested that RH2 Engineering, Inc., (RH2) perform a preliminary analysis of the adequacy of the City's water and sewer systems to support the proposed 2044 preferred land use alternative and the alternative State Avenue/SWIFT growth scenario identified in the 2024 *Comprehensive Plan* (Plan) update.

The current versions of the City's *Water System Plan* (WSP) and *Sewer Comprehensive Plan* (SCP) were finalized in 2017 and 2011, respectively. The WSP and SCP currently are in the early stages of being updated and are not anticipated to be completed prior to the finalization of the 2024 Plan. For this preliminary analysis, RH2 compared adjusted interpolated 2024 Plan growth projections with the 20-year growth projections in the existing WSP and SCP. Differences in these projections were evaluated and used to determine whether significant changes to the City's water and sewer Capital Improvement Program (CIP) projects and/or schedule are necessary to accommodate the new growth projections. This technical memorandum describes the results of the analysis.

Population Projections

2024 Comprehensive Plan Projections

The City provided parcel-level GIS data for the existing and projected 2044 population inside the existing City limits and Urban Growth Area (UGA). The population count in Table 1 was obtained by summing the relevant population columns in the respective GIS attribute tables.

Table 1

2024 Comprehensive Plan City Limits + UGA Existing and Projected Population

Existing Population	70,714
2044 Preferred Land Use Scenario Projection	104,062
2044 SWIFT Scenario Projection	106,072

The existing SCP and WSP use 20-year planning years of 2031 and 2036, respectively. To interpolate the projected population for the City limits and UGA for these years using the 2024 Plan projections, a uniform growth rate was assumed between 2024 and 2044, as shown in Table 2.

Table 2

Interpolated City Limits + UGA Projected Populations

	Preferred Land Use Scenario	SWIFT Scenario
2024	70,714	70,714
2025	72,093	72,162
2026	73,499	73,640
2027	74,933	75,148
2028	76,395	76,688
2029	77,885	78,258
2030	79,404	79,861
2031	80,953	81,497
2032	82,532	83,166
2033	84,141	84,869
2034	85,783	86,607
2035	87,456	88,381
2036	89,162	90,191
2037	90,901	92,038
2038	92,674	93,923
2039	94,481	95,847
2040	96,324	97,810
2041	98,203	99,813
2042	100,118	101,857
2043	102,071	103,944
2044	104,062	106,072

Water System Population

Because the retail service area (RSA) for the water system is not the same as the UGA boundary, adjustments to the UGA population were made by adding the population within the RSA but outside the UGA (Zone 1) and subtracting the population outside the RSA but within the UGA (Zone 2). Refer to Attachment 1 for more details. Population estimates were determined by estimating the number of houses in each of these zones via 2023 aerial imagery,

and then multiplying the estimated number of houses by the average unincorporated Snohomish County (County) or City household size as appropriate per Washington State Office of Financial Management's (OFM) 2020 Intercensal Estimates. The estimated population adjustments to the RSA are shown in Table 3.

Table 3
Estimated 2024 RSA Population Adjustment Count

		House Count	Estimated Population
Zone 1	Area 1	80	225
	Area 2	516	1,454
	Area 3	0	0
	Area 4	33	93
	Area 5	54	152
	Area 6	54	152
	Area 7	0	0
	Area 8	0	0
	Area 9	215	606
	Area 10	0	0
	Area 11	2	6
	Area 12	21	59
	Total	975	2,747
Zone 2	Area A	37	104
	Area B	25	71
	Area C	0	0
	Area D	0	0
	Total	62	175
Total Adjustment (Zone 1 - Zone 2)			2,572

To project the total population adjustment to 2044, an estimated annual growth rate of 2 percent (approximately the projected growth rate of the City limits plus the UGA shown in Table 2) was applied to the estimated 2024 RSA adjustment. The results are shown in Table 4.

Table 4
RSA Population Adjustment Projections

RSA Population Adjustment	
2024	2,572
2025	2,624
2026	2,676
2027	2,730
2028	2,784
2029	2,840
2030	2,897
2031	2,955
2032	3,014
2033	3,074
2034	3,135
2035	3,198
2036	3,262
2037	3,327
2038	3,394
2039	3,462
2040	3,531
2041	3,602
2042	3,674
2043	3,747
2044	3,822

The projected water system RSA population for 2036, based on the 2024 Plan projections and the interpolations and estimates in Table 2 and Table 4, is shown in Table 5.

Table 5
2036 Water System RSA Population Projection

2036 City Limits + UGA Population Preferred Land Use Scenario	2036 City Limits + UGA Population SWIFT Scenario	2036 RSA Adjustment	2036 RSA Projection Preferred Land Use Scenario	2036 RSA Projection SWIFT Scenario
89,162	90,191	3,262	92,424	93,453

Sewer System Population

For this analysis, the existing sewer system population was assumed to be the same as the City limits plus the UGA population estimate shown in Table 1. The existing sewer system does not serve the entire UGA, but serves some customers outside the UGA; it was assumed that these two population groups were approximately equivalent.

The 2031 sewer system population was estimated to be the interpolated City limits plus the UGA projection shown in Table 2, plus the additional planning areas outside the UGA shown on Figure 3-4 in the 2011 SCP (Attachment 2). Housing units in future service areas were summed, and then multiplied by the unincorporated County household size from OFM's 2020 Intercensal Estimates (Table 6).

Table 6

2031 Estimated Increase in Sewer Housing Units and Population Outside UGA

	2031 Additional Housing Units	2031 Additional Population
Planning Area #1	2,129	5,999
Planning Area #2	2,290	6,452
Planning Area #3	10,852	30,577
Planning Area #4	4,148	11,688
Planning Area #6	6,796	19,149
Total	26,215	73,865

The estimated population increase outside the UGA from Table 6 was added to the estimated 2031 City limits plus the UGA population from Table 2 to determine an estimated 2031 sewer system population. The resulting estimated population is shown in Table 7.

Table 7

2031 Sewer Population Projection

2031 City Limits + UGA Population Preferred Land Use Scenario	2031 City Limits + UGA Population SWIFT Scenario	2031 Estimated Additional Population (Table 6)	2031 Sewer System Population Preferred Land Use Scenario	2031 Sewer System Population SWIFT Scenario
80,953	81,497	73,865	154,818	155,362

Comparison to Past Projections

The estimated 2036 water system RSA population and 2031 sewer system population calculated previously were compared to the projections in the existing WSP and SCP.

2016 Water System Plan Projection

The 2036 population projection from Table 3-2 of the 2017 WSP is 94,716. Refer to Attachment 3 for the original table.

2011 General Sewer Plan Projection

The 2031 sewer population projection from Table 3-12 of the 2011 GSP is summarized in Table 8. Refer to Attachment 4 for the original table.

Table 8
2031 Sewer Population Projection from 2011 GSP

2031 Subtotal Planning Areas	70,140
2031 UGA Capacity	88,032
2031 Non-UGA	3,382
2031 Total Capacity	161,554

Comparison

Tables 9 and 10 summarize the difference between the projections presented previously and the projections from the existing WSP and SCP. The projections developed in this technical memorandum range from approximately 1 to 4 percent lower than those presented in the existing WSP and SCP.

Table 9
2036 Water System RSA Population Projection

Preferred Land Use Scenario	SWIFT Scenario	Existing WSP
92,424	93,453	94,716

Table 10
2031 Sewer System Population Projections

Preferred Land Use Scenario	SWIFT Scenario	Existing SCP
154,818	155,362	161,554

Conclusion

The updated water and sewer system population projections presented in this technical memorandum are less than, but relatively close to, the projections for planning years 2031 and 2036 presented in the existing SCP and WSP, respectively. Accordingly, the CIP presented in the existing utility plans should provide sufficient capacity until the respective planning years; no changes to the priority, schedule, scope, or number of projects in the current water and sewer CIP schedules are recommended by RH2.

Major water system projects completed since the finalization of the 2017 WSP have included completion of the Sunnyside Treatment Plant, construction of a new 560 Pressure Zone booster pump station and associated closed pressure zone, investigation and development on the Highway 9 well site, and replacement of the Lake Goodwin standpipe (in progress). Upcoming projects are anticipated, including construction of a new reservoir in the southeast area of the water system. Major sewer system projects completed since the finalization of the 2011 GSP and/or planned before 2031 include wastewater treatment plant upgrades, replacing and upsizing sewer mains, and upsizing and upgrading sewer pump stations.

Updates to the WSP and GSP currently are in progress and will include refined growth projections for the water and sewer systems through at least 2044. Each plan will include a 20-year CIP that will provide capacity consistent with the Plan's growth projections.

Attachments

Attachment 1 – Map of Areas for House Counts

Attachment 2 – Figure 3-4 from 2011 GSP

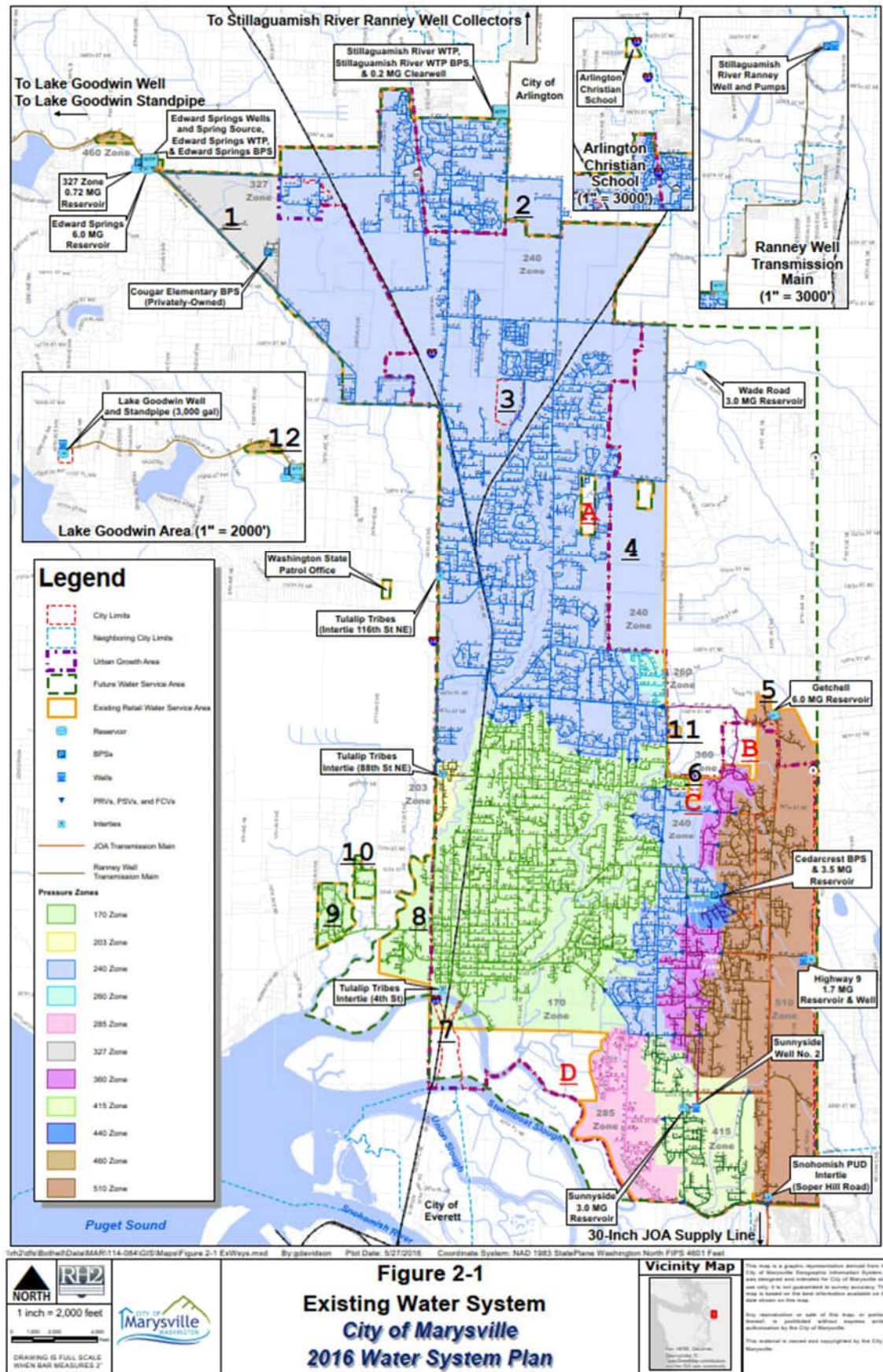
Attachment 3 – Table 3-2 from 2016 WSP

Attachment 4 – Table 3-12 from 2011 GSP

Attachment 1

Existing Water System

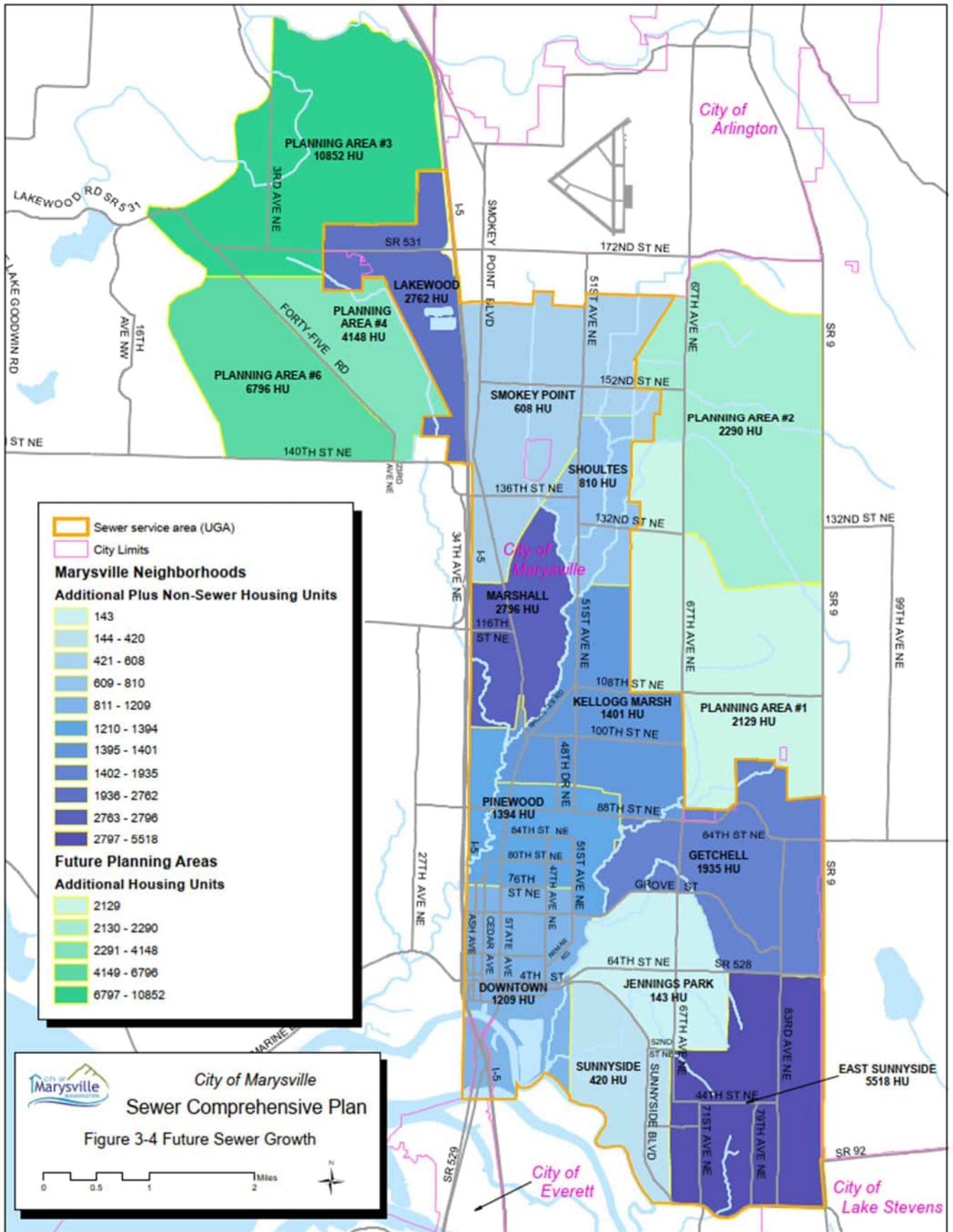
Attachment 1 – Map of Areas for House Counts



Attachment 2

Figure 3-4 from 2011 GSP

Attachment 2 – Figure 3-4 from 2011 GSP



Attachment 3

Table 3-2 from 2016 WSP

Attachment 3 – Table 3-2 from 2016 WSP

Year	Total City + UGA Population	Total Water System Population
Projected		
2015	63,819	67,758
2016	64,845	68,848
2017	65,887	69,954
2018	66,947	71,079
2019	68,023	72,222
2020	69,117	73,383
2021	70,228	74,563
2022 (+ 6 years)	71,357	75,762
2023	72,504	76,980
2024	73,670	78,217
2025	74,854	79,475
2026 (+ 10 years)	76,058	80,753
2027	77,281	82,051
2028	78,523	83,370
2029	79,785	84,710
2030	81,068	86,072
2031	82,372	87,456
2032	83,696	88,862
2033	85,042	90,291
2034	86,409	91,743
2035	87,798	93,218
2036 (+ 20 years)	89,210	94,716

Note: Since the time of these analyses, the OFM estimate of population in the City limits and UGA was published as 64,140.

Attachment 4

Table 3-12 from 2011 GSP

Attachment 4 – Table 3-12 from 2011 GSP

2031 Capacity Population

Planning Area	Total Acres	Buildable Acres	Net Acres	Density	PPH	Population
#1 Low	1,653.6	1,258.9	881.3	0.2	2.6	458
#1 Medium	814.4	620.1	434.0	4.5	2.6	5,078
#2 Low	1,702.5	1,432.5	1,002.7	0.2	2.6	521
#2 Medium	838.5	666.6	466.6	4.5	2.6	5,459
#3	2,539.7	2,138.4	1,496.9	7.5	2.6	29,189
#4	903.1	817.3	572.1	7.5	2.6	11,156
#5	570.8	320.7	224.5	0.0	0.0	0
#6	1,413.1	1,339.0	937.3	7.5	2.6	18,277
<i>Subtotal Planning Areas</i>						70,140
UGA Capacity						88,032*
Non-UGA						3,382
<i>Total Capacity</i>						161,554

* Snohomish County Buildable Lands Report 2007



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 10, 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

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

SUMMARY: See the attached memo for an overview of this item.

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

MEMORANDUM

DATE: September 10, 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 Puget Sound Regional Council VISION 2050 land use consistency requirements
Exhibit 3 Master Builders Association's July 26, 2024 letter
Exhibit 4 [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 presented at the July 23rd Planning Commission work session are noted with the **bold underlined** language below.

- **Section 2.0 – A ‘snapshot’ of the chapter which highlights key takeaways has been added along with a summary of key sentiments from public surveys on the Comprehensive Plan. These will ultimately be better integrated in the final version of the Land Use Element which is being prepared by the graphic designer.**
- **Section 2.1** – Provides an introduction to the Land Use Element and details required components.
- **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.
- **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. **The discussion on Housing in the prior draft was actually a repeat of the discussion on Population. A discussion on Housing has been added which also addresses housing requirements at different income bands. Further revisions to this section may occur to more clearly align with Puget Sound Regional Council’s preliminary feedback on this section. Figure 2.8 was also updated to highlight population, housing, and employment figures for two additional years.**

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. **The prior summary of Residential zones contained some language regarding that it is “important to ensure that middle housing infill does not disrupt the fabric of existing single family residences” that elicited concerns from the Master Builders Association (MBA) as detailed in Exhibit 3. This language was amended to instead emphasize the importance of middle housing respecting the character of existing single family neighborhoods. Footnote 19 was added to clarify that the same standards would apply to single family and middle housing except as allowed under the forthcoming Middle Housing Overlay standards. This amendment was sent to the MBA to ensure that their concerns were allayed; however, a response has not been provided to-date.**
- 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.
- Some key changes to note include:
 - **The Downtown Master Plan’s Flex zone description is proposed to be amended to allow for residential uses above a street-level commercial use. A map amendment to apply a ‘pedestrian-oriented’ block frontage designation is also proposed for the portion of Beach Avenue south of Fourth Street (this map change, if acceptable, will be included in the final draft of the Land Use Element). The companion DMP and MMC amendments are contained a separate agenda item on this topic;**
 - **A description for the ‘Open’ land use designation has been added. Lands designated Open coincide with critical areas or floodplains and are not developable;**
 - **Some images representing the various zones have also been changed;**
 - 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." **Based on discussion with the Planning Commission on July 23rd, this provision is proposed to be amended to read, "Selected retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard."**
- **Section 2.6** – The City's eleven Neighborhoods, five Master Plan Areas, and one Center are covered in this section.
 - 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;
 - 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;
 - **Artwork reflecting the City's 11 neighborhoods has been added along with additional pictures;**
 - **In the Smokey Point Neighborhood section, the discussion on Critical Areas has been amended to reflect the completion of Edgecomb Creek mitigation;**
 - **In the Lakewood Neighborhood section, the missing footnote pertaining to the Community Business zoning in the "Lakewood Triangle" 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. **A map of the CIC has been added (see Figure 2.25).**
- **Section 2.7** – The goals and policies for the Land Use Element are covered in this section. **Additional amendments to goals and policies have occurred to address Puget Sound Regional Council's (PSRC) requirements. All policy amendments addressing PSRC requirements are shown with bold and underlined font with a notation referencing the applicable PSRC section at the end of the policy.**

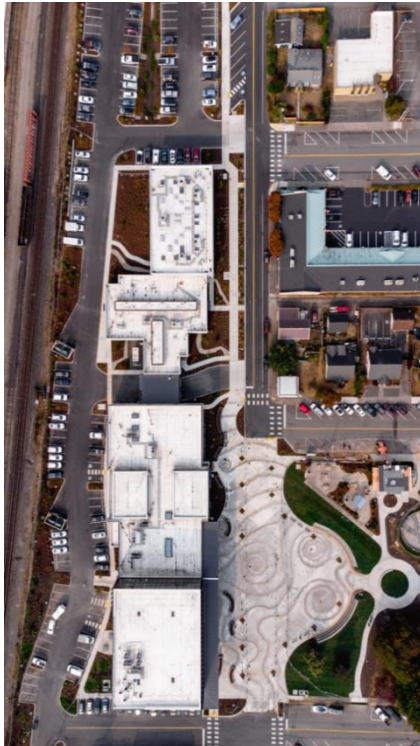
Additional items which will be addressed in or with the final draft include¹:

- Minor amendments to address comments provided by Puget Sound Regional Council and other entities.
- Marysville Municipal Code amendments associated with the above changes.

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.

Community Development staff respectfully requests that the Planning Commission review the DRAFT Land Use Element, ask questions, and provide direction at the work session on September 10th. The direction provided by Planning Commission will be considered and incorporated into the final version of the Land Use Element.

2.0 LAND USE ELEMENT





Land Use Element Snapshot

ADEQUATE LAND TO ACCOMMODATE GROWTH

OVER THE PAST TWENTY YEARS, THE CITY OF MARYSVILLE HAS GROWN TRIPENDOUSLY IN ALL SECTORS: COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL. THE LAND USE ELEMENT AND COMPANION LAND USE REGULATIONS LARGELY SHAPE THE CITY'S PATTERN OF GROWTH, QUALITY OF DEVELOPMENT, AND DESIRED CHARACTER BY DETERMINING WHAT MAY BE BUILT AND WHERE. THE OVERARCHING GOAL OF THE LAND USE ELEMENT IS TO ENSURE AN ADEQUATE SUPPLY OF COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, AND RESIDENTIAL LAND TO ACCOMMODATE FUTURE GROWTH, WHILE SIMULTANEOUSLY ENSURING THERE ARE SUFFICIENT FACILITIES, SERVICES, AND ENVIRONMENTAL PROTECTIONS TO SUPPORT THIS GROWTH AND A GOOD QUALITY OF LIFE.



THE UGA, ANNEXATION, AND AREAS OF FUTURE INFLUENCE

IN WASHINGTON STATE, THE URBAN GROWTH AREA (UGA) DETERMINES WHERE URBAN GROWTH CAN OCCUR. A CITY'S UGA MUST HAVE CAPACITY FOR COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL GROWTH FOR A 20-YEAR PLANNING PERIOD. CITIES ARE ULTIMATELY EXPECTED TO ANNEX THEIR UGAs. MARYSVILLE HAS PROACTIVELY PURSUED ANNEXATION. CONSEQUENTLY, OVER 99 PERCENT OF THE CITY'S UGA HAS BEEN ANNEXED. BEFORE FUTURE UGA EXPANSIONS, THE CITY MUST PURSUE PLANNING EFFORTS TO INCREASE DENSITY WITHIN THE CURRENT UGA. WHILE THE CITY HAS ADEQUATE CAPACITY IN THE UGA FOR ITS 2044 GROWTH TARGETS, AREAS OF FUTURE INFLUENCE HAVE BEEN MAPPED TO IDENTIFY WHERE EXPANSION COULD OCCUR.



LAND USE INVENTORY

THE CITY'S LAND USE INVENTORY EVALUATES THE CITY'S TOTAL AND DEVELOPABLE ACRES BY LAND USE DESIGNATION/ZONING TO DETERMINE WHETHER THERE IS ADEQUATE LAND CAPACITY TO ACCOMMODATE THE CITY'S GROWTH TARGETS. THE LAND CAPACITY ESTIMATES ARE DERIVED FROM SNOHOMISH COUNTY'S 2021 BUILDABLE LANDS REPORT. OF THE CITY'S 11,683 ACRES, 2,704 OR 23.2 PERCENT OF LAND IS STILL BUILDABLE. WHILE 56 PERCENT OF LAND IN THE CITY IS DESIGNATED FOR SINGLE FAMILY, ONLY 39 PERCENT OF BUILDABLE LAND HAS A SINGLE FAMILY DESIGNATION. INDUSTRIAL, COMMERCIAL, MULTI-FAMILY, INSTITUTIONAL/RECREATION, AND OPEN DESIGNATIONS ACCOUNT FOR 44 PERCENT OF LAND IN THE CITY.



2044 GROWTH TARGETS AND CAPACITY

THE GROWTH MANAGEMENT ACT REQUIRES JURISDICTIONS TO PLAN FOR GROWTH OVER A 20-YEAR TIME SPAN USING THE OFFICE OF FINANCIAL MANAGEMENT'S POPULATION FORECASTS. SNOHOMISH COUNTY'S COUNTYWIDE PLANNING POLICIES PROVIDE DIRECTION ON HOW TO ALLOCATE THE STATE'S GROWTH TO THE CITIES. OF SNOHOMISH COUNTY'S GROWTH, THE CITY IS ANTICIPATED TO RECEIVE 8.4 PERCENT OF POPULATION, 8.6 PERCENT OF HOUSING, AND 10.3 PERCENT OF JOB GROWTH OVER THE NEXT 20 YEARS. THIS GROWTH FORECAST PREDICTS THAT THE CITY WILL HAVE 99,822 RESIDENTS, 39,976 HOUSING UNITS, AND 33,683 JOBS BY 2044.



LAND USE DESIGNATIONS

THE CITY'S FUTURE LAND USE OR COMPREHENSIVE PLAN MAP SETS FORTH THE CITY'S VISION FOR WHERE LAND USES SHOULD OCCUR. LAND USE DESIGNATIONS WITHIN THE CITY GENERALLY FALL INTO FOUR BROAD CATEGORIES: COMMERCIAL, INDUSTRIAL, RESIDENTIAL, AND INSTITUTIONAL/RECREATION/OPEN. THERE ARE SEVERAL DIFFERENT LAND USE DESIGNATIONS UNDER THESE BROAD CATEGORIES THAT GUIDE WHERE SPECIFIC USES ARE PERMITTED, THEIR SCALE OR INTENSITY, AND, FOR RESIDENTIAL USES, ALLOWED DENSITIES. MOST LAND USE DESIGNATIONS AND ZONES APPLY CITY-WIDE; HOWEVER, THE DOWNTOWN MASTER PLAN AREA AND PORTIONS OF THE EAST SUNNYSIDE - WHISKEY RIDGE MASTER PLAN AREA CONTAIN UNIQUE DESIGNATIONS.



NEIGHBORHOODS, MASTER PLAN AREAS, AND CENTER

THE VISION, CHARACTER, AND DEVELOPMENT PATTERN OF THE CITY IS FURTHER SHAPED BY ITS 11 DESIGNATED NEIGHBORHOODS, FIVE MASTER PLAN AREAS, AND ONE REGIONAL CENTER. WITHIN CERTAIN NEIGHBORHOODS, MASTER PLANS OR SUBAREA PLANS PROVIDE FURTHER VISION AND STANDARDS TO DIRECT GROWTH. THE CASCADE INDUSTRIAL CENTER (CIC), WHICH COMPRISES NEARLY ALL OF THE SMOKEY POINT NEIGHBORHOOD, WAS DESIGNATED AS A REGIONAL CENTER BY THE PUGET SOUND REGIONAL COUNCIL (PSRC).



The top five reasons that residents call Marysville 'home' are: housing affordability (64%), the small town character, lifestyle, or scenic beauty of the area (45.8%), proximity to family or friends (45.3%), a short commute to job opportunities (25.9%), and the safety of the community (23.9%).

The community's greatest concerns regarding increased residential density are traffic (76.5%), demands on the school systems (41.9%), environmental impacts (40%), and change or loss of character (28.3%).

The community ranked the following overarching priorities of the Comprehensive Plan in the following order of importance:

- 1) Improving transportation and infrastructure
- 2) Enhancing the community image and identity
- 3) Improving existing business opportunities, and expanding and diversifying the economy
- 4) Supporting recreation and tourism
- 5) Enhancing employment and housing opportunities through workforce education and training
- 6) Improving government and the regulatory environment

The following are prevailing themes in the community surveys: A walkable town center that attracts people to Downtown and includes restaurants and open spaces where people can gather. Improved traffic flow through the City. Safety, security, and addressing homelessness. Improved schools.

When asked what measures the City can take to make growth more welcome by residents, over 50% of survey takers indicated that more amenities should be provided to serve development (e.g. recreational opportunities, better bus service, etc.). Greater pedestrian connectivity to destinations (42.5%), improved transitions (e.g. reducing building height of apartments by single family residences) between new and existing development (41.6%), and improved architectural design (24%) were also identified as ways to make growth more welcome.

Land Use Survey Responses

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



Image 1 A significant amount of the land in the Cascade Industrial Center either has a land use entitlement or is under development.

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, together with 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 simultaneously ensuring there are sufficient facilities, services, and environmental protections to support this growth and a good quality of life.

The Growth Management Act (GMA) 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 includes:

- 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 impacts of urban growth on adjoining rural land uses and to coordinate for effective short and long-term transition of land into the UGA.

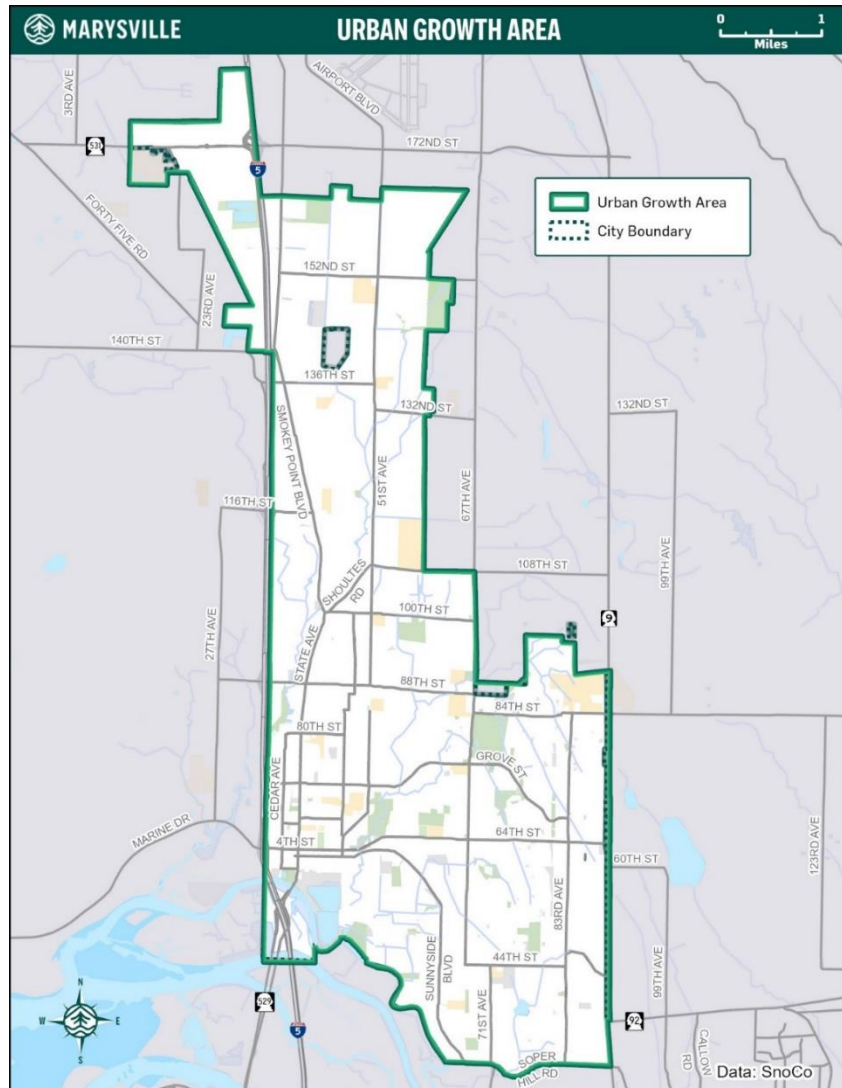
¹ Ground water quality and quantity, and drainage, flooding, and stormwater runoff, are addressed in the Environmental Element ([add link](#)), Public Facilities Element ([add link](#)), Capital Facilities Element ([add link](#)), the [2017 Water System Plan](#) (currently being updated), the [2016 Surface 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.

Figure 2.1



This Comprehensive Plan establishes 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.

⁵ With Snohomish County's 2024 Comprehensive Plan update, a docket request was filed by NorthPoint Development for an expansion of the City of Marysville's UGA by 183 acres. The proposed UGA expansion area is located at the northeast corner of the intersection of 152nd Street NE and 67th Avenue NE. If adopted, this UGA expansion would redesignate this land from a rural designation to industrial. In March 2024, the Snohomish County Planning Commission recommended approval of the docket request; however, the docket request was not included in the Executive Recommendation provided to the Snohomish County Council. The docket request is still pending as of this writing.

2.3 LAND USE INVENTORY

The Land Use Inventory evaluates the City's total and developable acres 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, along with subsequent analysis by the City's Planning and GIS Divisions.

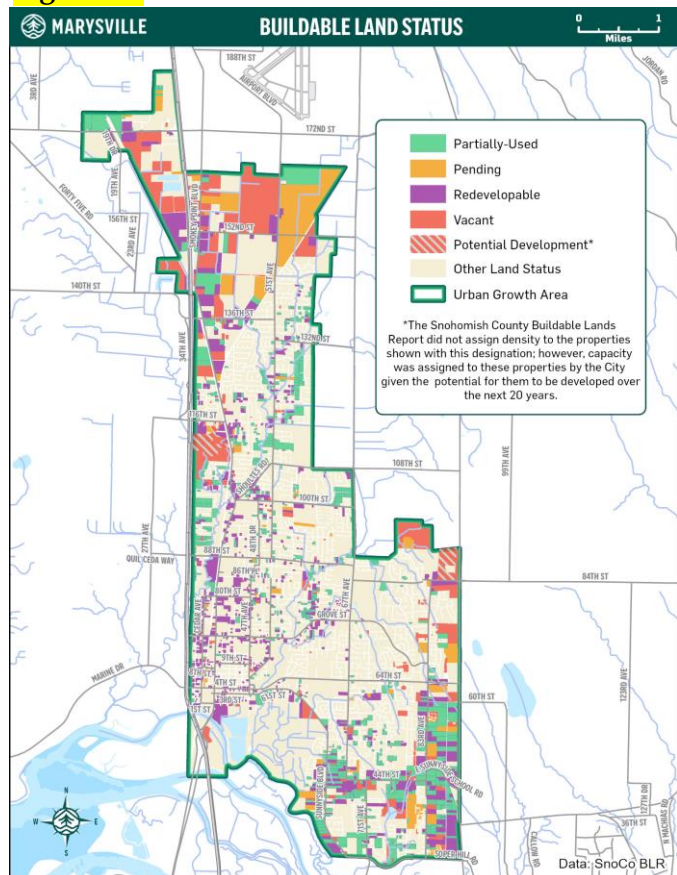
DEVELOPABLE LAND ANALYSIS

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.⁷ 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 population and employment were allocated to them. Properties where projects are proposed,

Figure 2.3



⁷ 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.).

built or occupied after April 1, 2019 were allocated future capacity. Land on developable parcels that are not buildable were removed from the buildable lands inventory.⁸

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. The capacity estimates were then adjusted to reflect development uncertainties.⁹ 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.¹⁰ 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 of land in the City, but 61 percent of the buildable land.

Figure 2.4 Land Use Inventory by General Land Use Category

Source: 2021 Buildable Lands Reports and City of Marysville Capacity Analysis

Land Use Inventory by General Land Use Category ¹¹					
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

⁸ 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.).

⁹ 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.

¹⁰ A complete land capacity table is provided in [Appendix 3](#) of the Land Use Element.

¹¹ 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.

Figure 2.5 Total Acreage by General Land

Use Designation Source: 2021 Buildable Lands Reports and City of Marysville Capacity Analysis

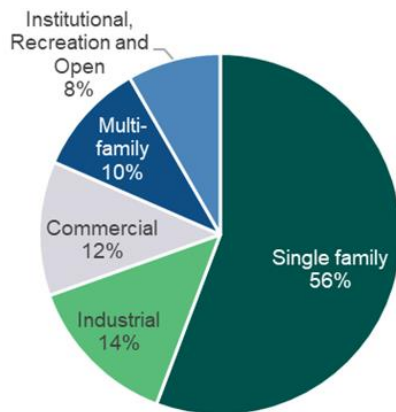
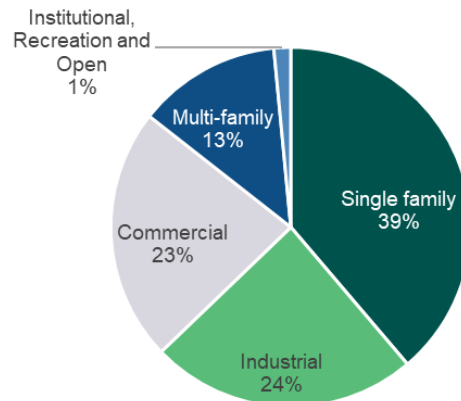


Figure 2.6 Buildable Acreage by General Land

Use Designation Source: 2021 Buildable Lands Reports and City of Marysville Capacity Analysis



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.¹² The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how to allocate the State's countywide forecast to cities, Urban Growth Areas (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 grow 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.

¹² Puget Sound Regional Council (PSRC) has also issued forecasts for growth.

Figure 2.7 2044 Growth Targets and Capacity within the Marysville UGA Source: Source: 2021 Buildable Lands Reports and City of Marysville Capacity Analysis

	Employment	Housing	Population
Existing	15,310 ¹³	25,632	70,714
2044 Target ¹⁴	33,683	39,976	99,822
Additional Capacity	19,380	16,089	33,350
2044 Total Capacity	34,690	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 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 is able to accommodate an additional 33,350 residents, which exceeds the 29,108-population allocation assigned to the City by Snohomish County.

HOUSING

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 14,253-unit housing allocation assigned to the City by Snohomish County.

In order to meet the City's targeted housing allocation by income band, approximately 4,760 additional rental units will be needed.¹⁵ In addition, 881 more temporary emergency housing beds are needed. Together, 5,641 affordable rental and emergency housing units are needed. Between

¹³ 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).

¹⁴ 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.

¹⁵ Housing allocation by income band or level is further discussed in the 'Housing for All Incomes' section of the Housing Element and shown in Figure 3.22 of that chapter.

the commercial zones that have been assigned residential density, and the multi-family zones, there is projected capacity for 8,811 multi-family units; therefore, the City has the necessary land capacity to accommodate the affordable rental and emergency housing units allocated to the City by Snohomish County.

Image 2 Nearly 6,000 more affordable rental housing units will be needed by 2044.



EMPLOYMENT

In 2006, the Marysville UGA¹⁶ had an estimated 11,821 jobs. Between 2006 and 2020,

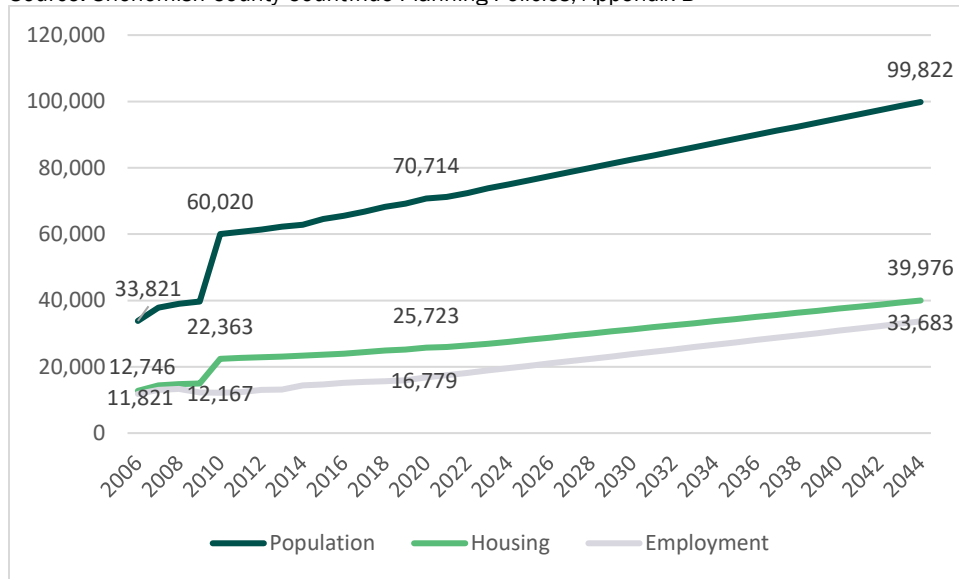
employment within the UGA grew at an annual average rate of 2.5 percent or approximately 354 additional jobs each year. The Great Recession (2007 – 2009) resulted in job losses throughout the country; Marysville was no exception, shedding approximately 984 jobs between 2008 and 2011. Employment growth in the Marysville UGA resumed in 2012 and is anticipated to continue growing between 2020 and 2044 at an average annual growth rate of approximately 2.9 percent representing 704 additional jobs per year. Most of this growth (up to 65 percent or approximately 12,183 jobs) is anticipated to be in the Marysville portion of the Cascade Industrial Center (CIC). The Marysville UGA has capacity for approximately 34,690 jobs, so can accommodate the 33,683¹⁷ jobs assigned to the UGA by Snohomish County.

¹⁶ Since various annexations have occurred since 2006, and the Snohomish County Buildable Lands Report largely outlines employment for the overall UGA, not just the City, employment in this section is discussed in terms of the UGA. Figure 4.4, however, provides an employment target of nearly 33,000 jobs and capacity for nearly 35,000 jobs based on the annexed City.

¹⁷ The 2044 job allocation for the incorporated City is 32,926.

Figure 2.8 2044 Growth Targets and Capacity within the Marysville UGA

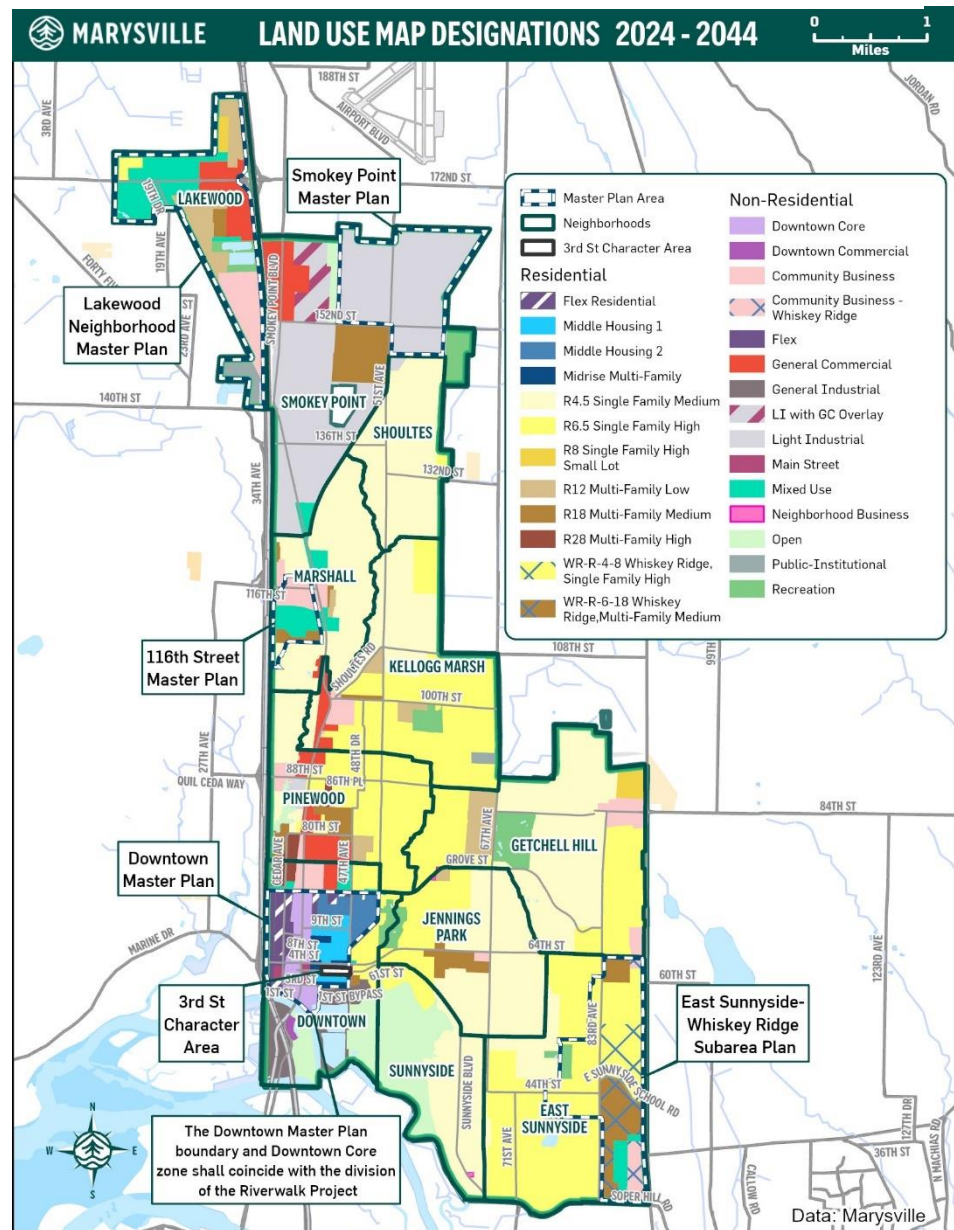
Source: Snohomish County Countwide Planning Policies, Appendix B



2.5 LAND USE DESIGNATIONS

The City's Future Land Use 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.

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 are permitted, what scale or intensity they can be, and, for residential uses, allowed densities. 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 unique land use

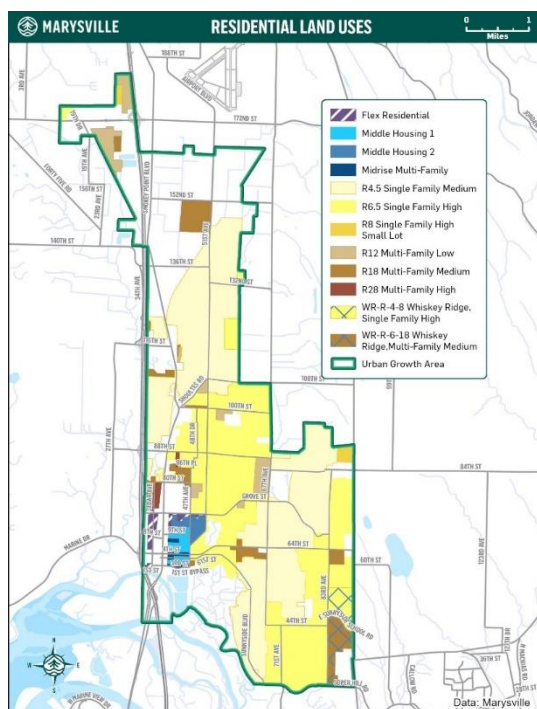
and zoning designations. Below is a summary of the City’s general land use categories followed by descriptions of the specific land use designations, which are implemented through zones or zoning designations¹⁸.

Residential

Historically, in Marysville single family and multi-family residential zones were separate land use designations. 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 is 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. These standards will be even more important to ensure that middle housing infill respects the character of existing single family neighborhoods and that the impacts of larger multi-family development continues to be mitigated.¹⁹ Land with a residential land use designation is shown in **Figure 2.10**.

Figure 2.10



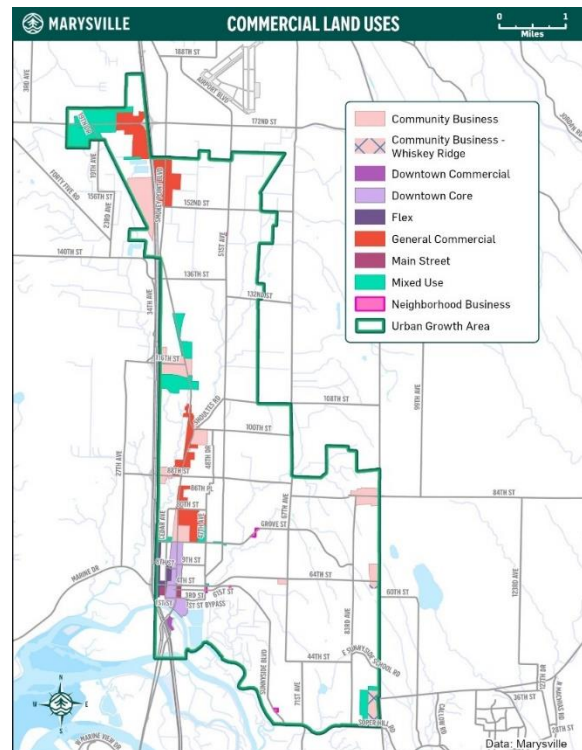
¹⁸ Residential and commercial zones unique to the East Sunnyside – Whiskey Ridge Master Plan Area (ESWR MPA) are integrated with the general land use designations since they are limited in number and other areas of the ESWR MPA use the general land use designations.

¹⁹ To ensure that the character of existing neighborhoods is respected, the same dimensional or design standards that apply for the underlying zone will be implemented except as otherwise allowed under the forthcoming Middle Housing Overlay standards.

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, while improving the appearance of commercial areas, are long-standing community desires. The creation of compact commercial centers, infill, building renovation, and enhanced landscape and architectural design further these community goals. Providing businesses in neighborhoods, appropriately scaled and located, is another community desire which can also reduce reliance on motor vehicles. Land with a commercial land use designation is shown in **Figure 2.11**.

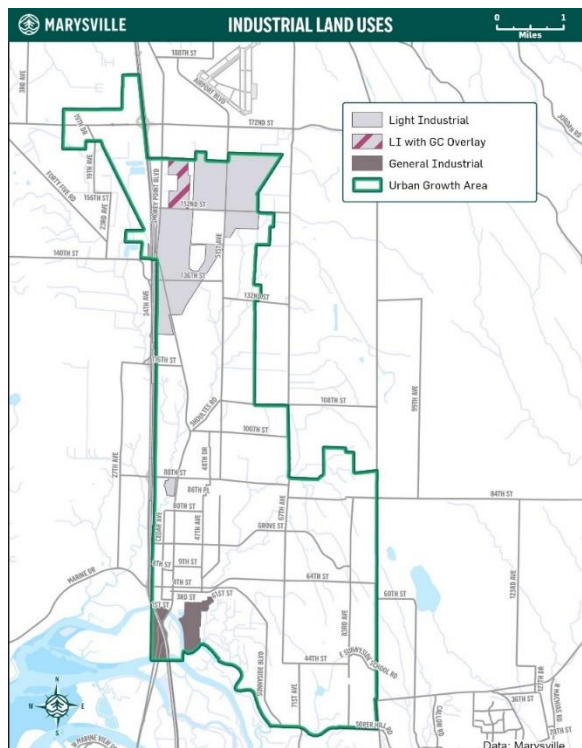
Figure 2.11



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. Land with an industrial land use designation is shown in **Figure 2.12**.

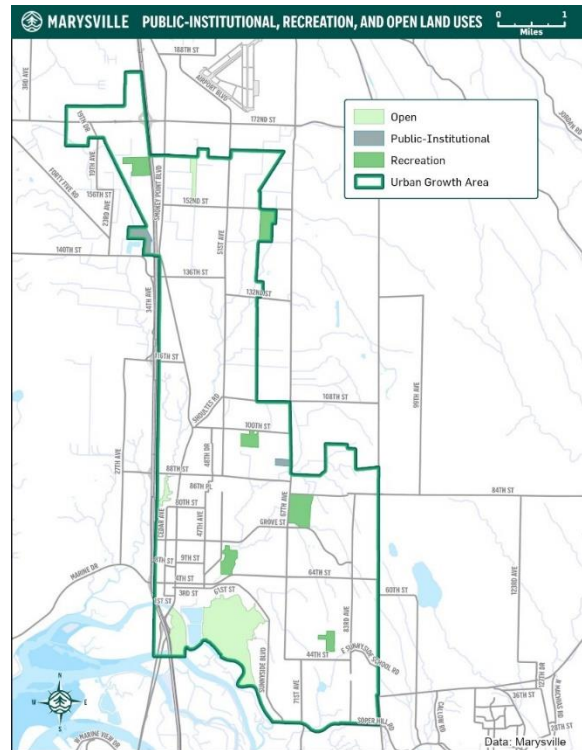
Figure 2.12



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. Land with open, public-institutional, and recreation land use designations are shown in **Figure 2.13**.

Figure 2.13



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 uses like restaurants, entertainment, and shops, with 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.



Image 3



Image 4

Flex

The Flex zone encourages a mix of uses, including artisan, workshops, small light manufacturing, commercial, and residential above a ground floor commercial use.

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 through the Conditional Use Permit process, and is limited to uses that serve the immediate needs of the neighborhood.



Image 5

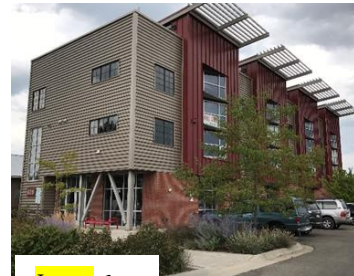


Image 6



Image 7



Image 8



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**.



Image 10

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.



Image 11

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**.



Image 12



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.

Image 13



Small Farms Overlay

The Small Farms Overlay is an overlay for agricultural uses²⁰ 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.

Image 14



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.

Image 15

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.



Image 16

²⁰ 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.

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.



Image 17

Mixed Use²¹

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.



Image 18

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.



Image 19

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



Image 20

²¹ The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan.

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 General 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 also for commercial uses having special impacts. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.



Image 21

Other Designations

Public-Institutional

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



Image 22

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.



Image 23

Open

The Open designation applies to properties that are completely, or significantly, encumbered by critical areas, most notably the Qwuloolt Estuary and associated floodplain, and certain lands adjacent to Quil Ceda and Hayho Creeks.



Image 24

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 Plans²² 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, as well as unique issues that require pre-planning such as necessary transportation networks and access, utilities, stormwater, and site and architectural design. Currently there are five Master Plans within the City: Downtown, East Sunnyside – Whiskey Ridge, 116th Street, Smokey Point, and Lakewood Neighborhood²³.

Most of the Master Plan areas were comprised of vast tracts of vacant land when the respective Master Plans were 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, along with the age and condition of many existing structures. The City's Master Plans guide development in only a portion of the respective Neighborhood in which the

²² Within the City of Marysville, Master Plan and Subarea Plans are essentially interchangeable terms.

²³ The 88th Street Master Plan was repealed in 2021. A Master Plan for the State Avenue Corridor may be pursued in the future.

Master Plan is located. The exception is the Lakewood Neighborhood Master Plan, whose boundaries include the entire Neighborhood.

Centers

The City currently has one designated regional center, the Cascade Industrial Center (CIC), which comprises nearly all of the Smokey Point Neighborhood as shown in **Figure 2.25**.²⁴ 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 affords 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



Image 25

north to 10th Street. Next was the construction of Highway 99 which reoriented businesses downtown from the waterfront to this roadway. Finally, was the building of Interstate 5 followed by the construction of the Town Center 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.

²⁴ The multi-family zoning at the southwest corner of the intersection of 152nd Street NE and 51st Avenue NE is the only land in the Smokey Point Neighborhood that is not part of the CIC.

In 2020 the City obtained a grant from the Washington State Department of Commerce to update the Downtown Master Plan²⁵ 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 land 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.

Figure 2.14

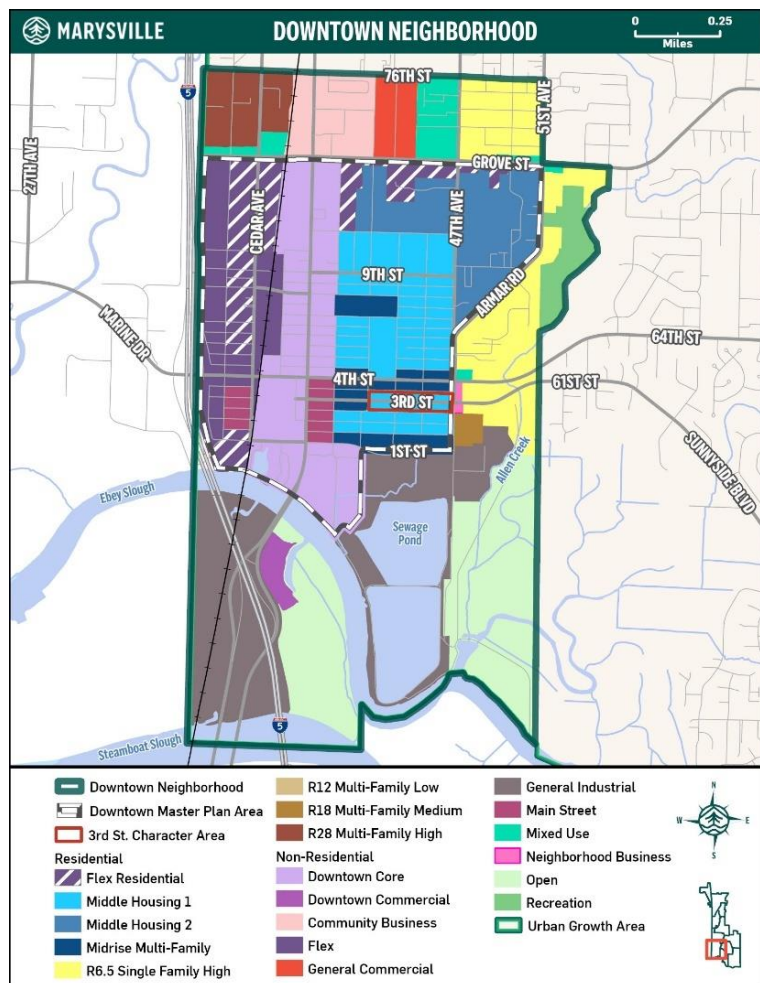


Image 26 Historic Third Street features retail, restaurants, and services.

²⁵ A Planned Action Ordinance was concurrently adopted. A Planned Action is a non-project action whose impacts are analyzed in an Environmental Impact Statement or Supplemental Environmental Impact Statement associated with a Comprehensive Plan or Master Plan. The impacts and necessary mitigation are identified in a Planned Action Ordinance. This is a proactive step jurisdictions can take to facilitate development by analyzing environmental impacts, and pursuing appropriate mitigation, in advance of development.

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 areas, 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, with 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 code²⁶ 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 trends²⁷, 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



Image 27 A redeveloped corner in the Downtown Neighborhood.

²⁶ 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.

²⁷ Future parking trends include increased use of transit including Bus Rapid Transit, bicycling, shared and autonomous vehicles, etc.

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 should be the focus of redevelopment include:

- **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. Additional development that connects the Civic Center, historic retail core, Waterfront, and Town Center is encouraged.



Image 28 The new Civic Center and improvements to Comeford Park have renewed a Downtown gathering space.

Other redevelopment objectives include:

- **Housing.** Increasing the quality and variety of housing in 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.



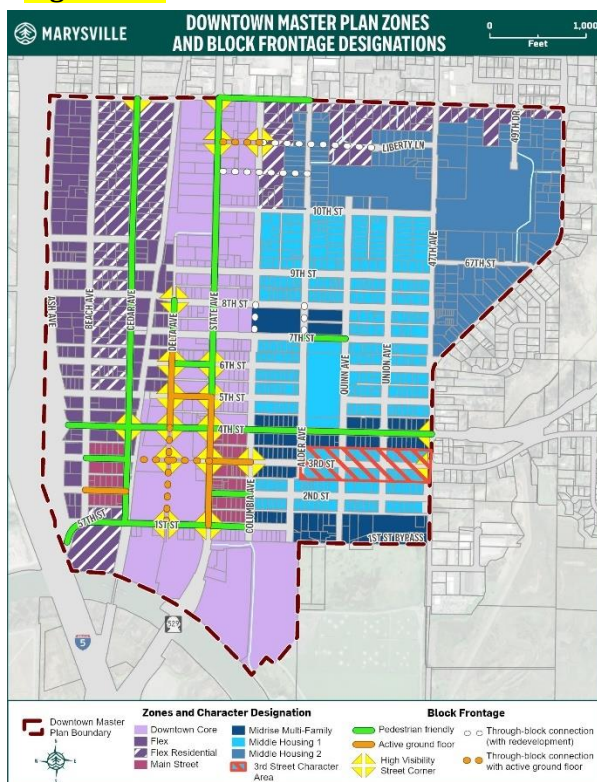
Image 29 This Downtown single family residence reflects the scale and character of many existing homes in the Neighborhood.

- **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.

Figure 2.15



Streets within the DMP area have been 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.

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.



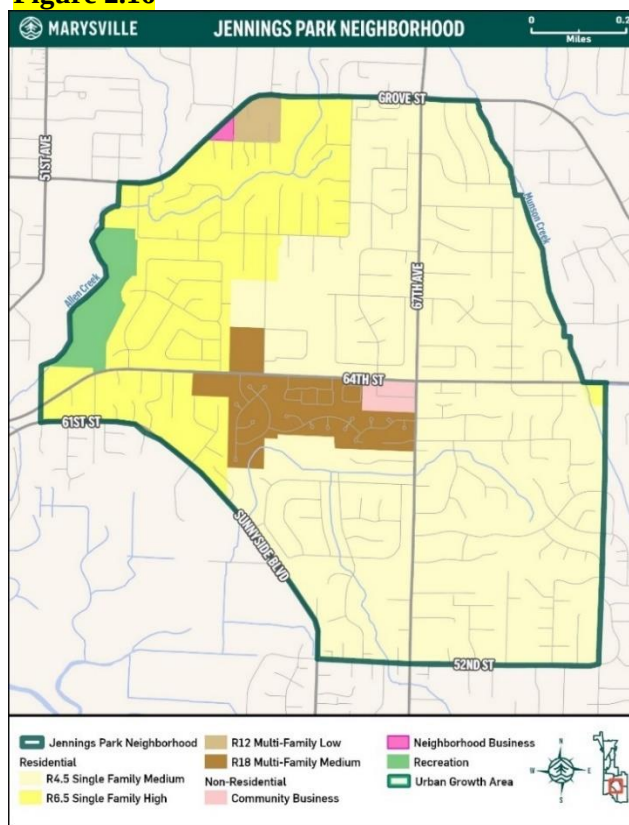
Image 30

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, manufactured 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 is located along Grove Street in the vicinity of 59th Avenue

Figure 2.16



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.



Image 31 The Jennings Park Neighborhood is characterized by single family residences similar to the well-maintained home shown here.

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.



Image 32

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.²⁸ Ebey Slough, various parks, the Ebey Waterfront Trail, and connectivity to Downtown result in this neighborhood

²⁸ Source: [Tulalip Qwuloolt Estuary Restoration Project - Rivers and Tides](#)).

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 2.17

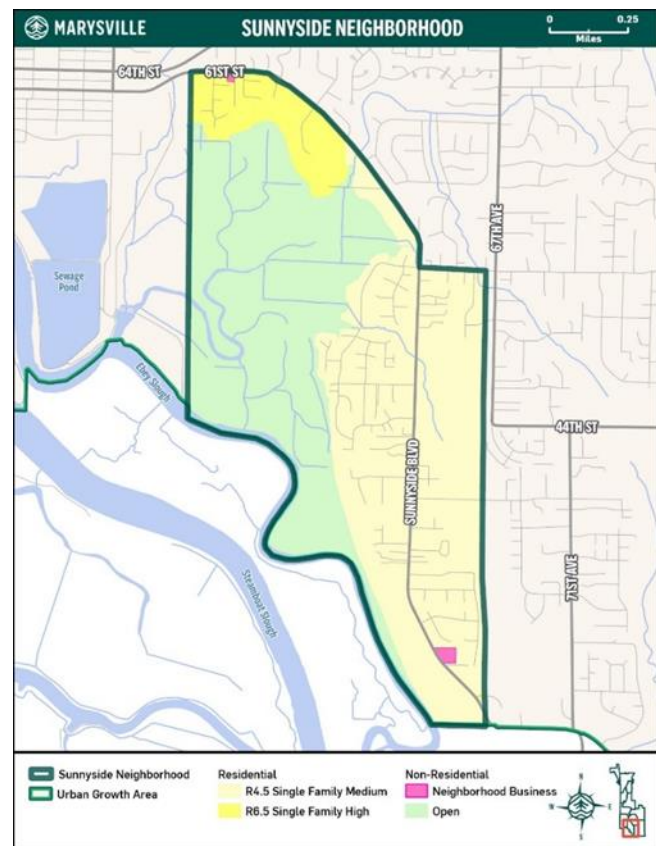


Image 33 New residences in the Sunnyside Neighborhood have typically included traditional gables, with those along Sunnyside Boulevard often taking advantage of the expansive westward views.

East Sunnyside – Whiskey Ridge

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.

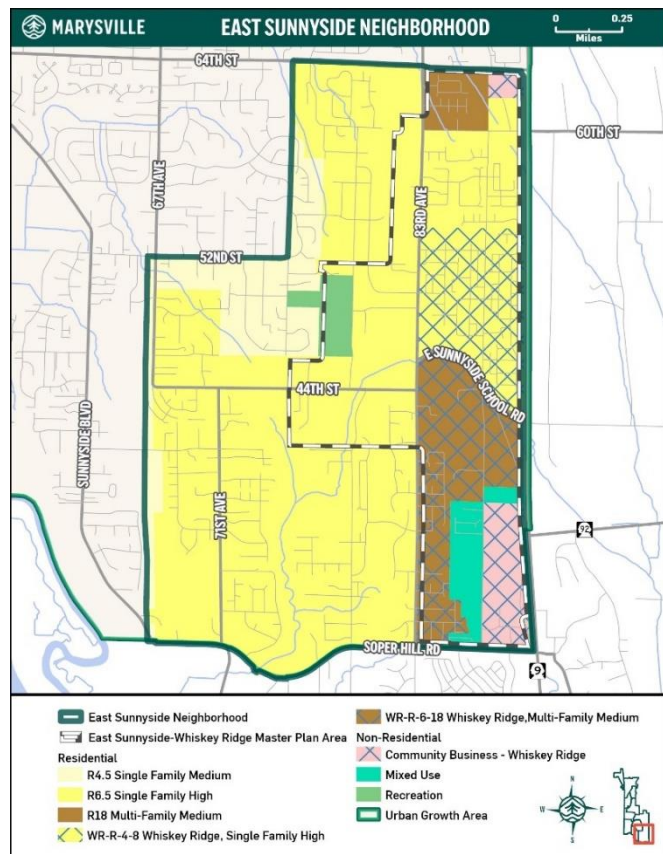
The East Sunnyside – Whiskey Ridge Subarea Plan was adopted in May 2007. The neighborhood provides a gateway to the City; therefore, a primary objective of the Plan is to “create a distinctive urban edge and facilitate the development of enduring and long-term neighborhoods for a growing community” as 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.



Image 34

Figure 2.18



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 stormwater facilities as natural ponds, underground vaults, or with setbacks and landscaping.



Image 35 New residential development in the East Sunnyside-Whiskey Ridge Neighborhood is characterized by an orientation towards the street, along with consistent fencing 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.

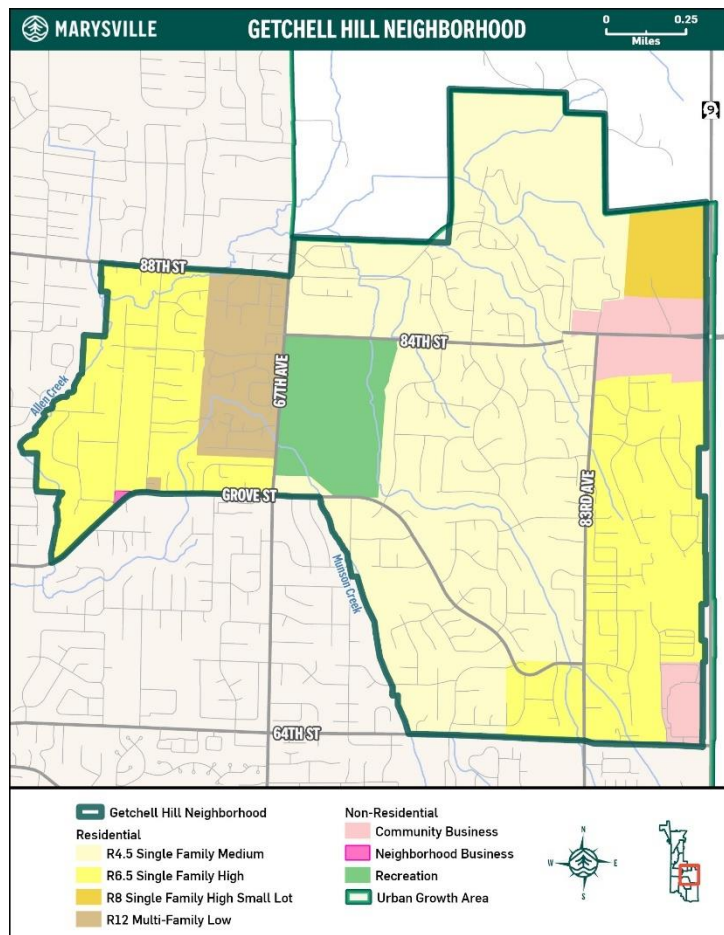
The neighborhood is characterized primarily by medium and high density single family development with some multi-family and townhouse development along the west side of 67th Avenue NE and north side of 84th Street NE. Community Business zoning is relegated to the eastern portions of the neighborhood 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



Image 36

Figure 2.19



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



Image 37 In the Getchell Hill Neighborhood, two-story homes with craftsman details are

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.

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



Image 38

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.

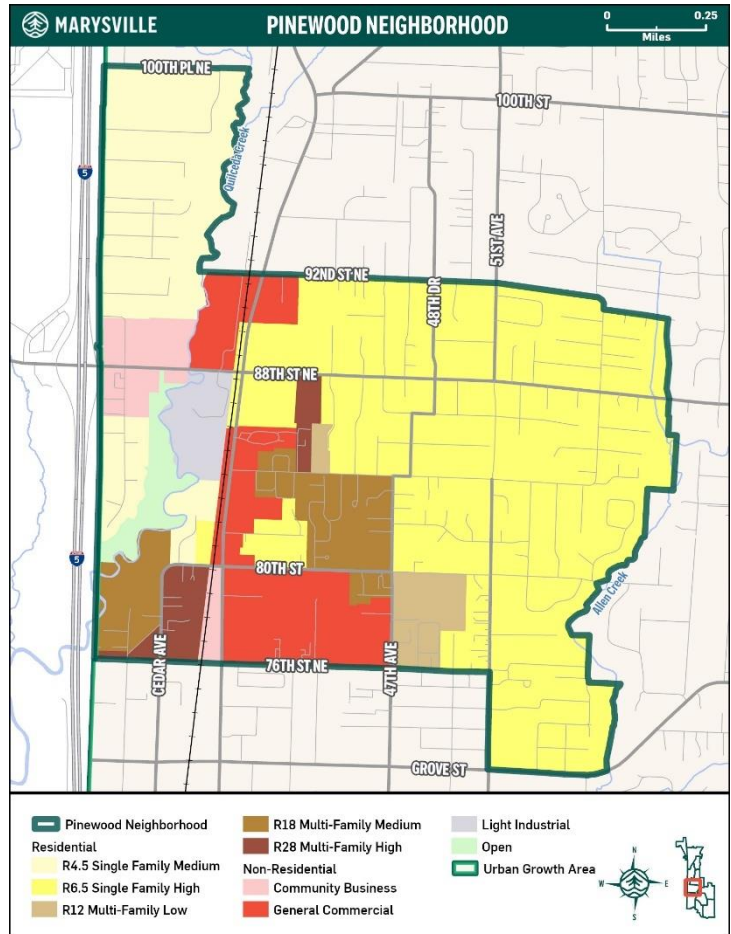
In June 2011, the City adopted its first form based code, the 88th Street Master Plan, for the area located at the southwest corner of 88th Street NE and State Avenue, east of Quil Ceda Creek. The Plan envisioned residential uses above ground floor commercial uses. Significant access constraints for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

Figure 2.20



Multi-family and single family residential areas are also largely developed; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill



Image 39 While most residentially zoned land in the Pinewood Neighborhood is developed, infill development, such as the neighborhood shown here, is expected to occur.

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.²⁹ The road is part of Old Highway 99, which was Washington State's primary north-south highway prior to the construction of Interstate 5.³⁰ 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

²⁹ State Avenue is known as Smokey Point Boulevard north of 136th Street NE.

³⁰ [Washington State Route 99 - Wikipedia](https://en.wikipedia.org/wiki/Washington_State_Route_99)

Point Transit Center via 172nd Street NE. These potential routes are anticipated to cover the full extent of the Downtown and Pinewood Neighborhoods³¹.

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.^{32 33}

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.



Image 40

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

³¹ 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.

³² 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.

³³ Some reasons that the City may desire to pursue zoning changes along State Avenue include:

- **Spark Redevelopment and Leverage Amenities along State Avenue.**³³ 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.

Neighborhood Business zoning is located at the northwest corner of 100th Street NE and 67th Avenue NE.

Future Vision. Commercial uses within this neighborhood are 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.

Figure 2.21

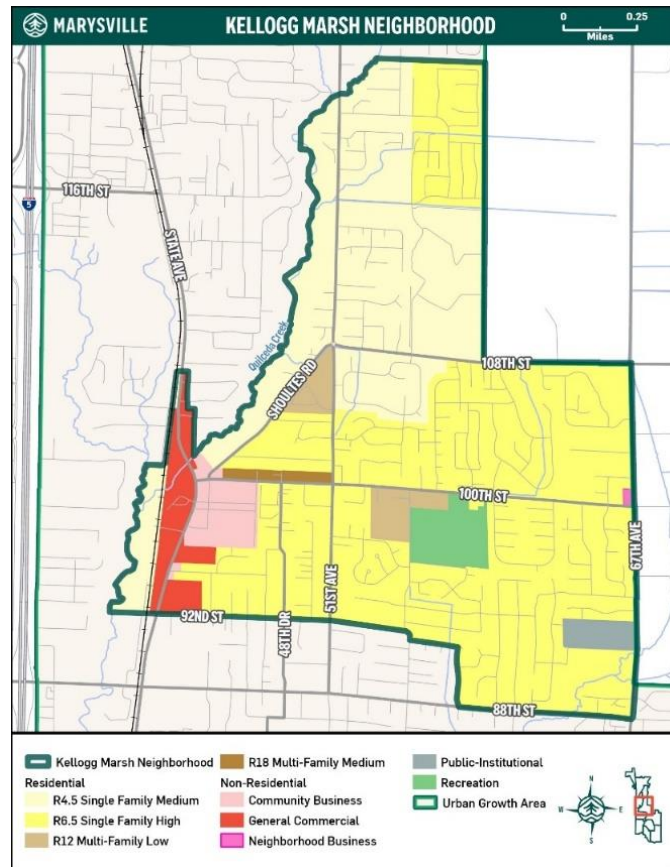


Image 41 Traditional ramblers and two-story homes are prevalent in the Kellogg Marsh

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.

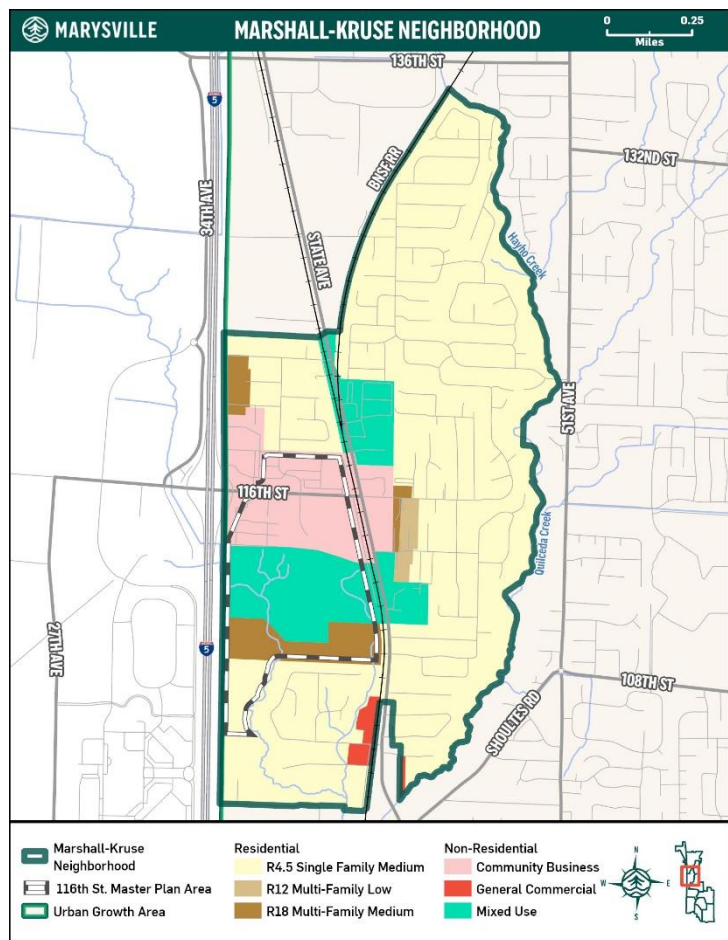


Image 42

Figure 2.22

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).³⁴ 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

Image 43 This hotel is one of many businesses constructed along 116th Street since the adoption of the 116th Street Master Plan.

³⁴ 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.

the northern railroad spur along 41st Drive NE.³⁵ Construction of trails within critical areas buffers and “Management Zones”, between sites, and within the 100 foot buffer proposed between multi-family and single family residential zones is recommended.

· **Site and Architectural Design.** Thoughtful siting of roads, stormwater facilities, and utilities, as well as enhanced screening, to buffer incompatible uses is recommended by the Plan. Consideration of supplementary regulations to guide site design, landscaping, shared parking and access, trails, sidewalks, and signage was also recommended.

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.

Shoultés Neighborhood

History. The historic Shoultés 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



Image 44

³⁵ Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales are also allowed.

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.

Figure 2.23

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.

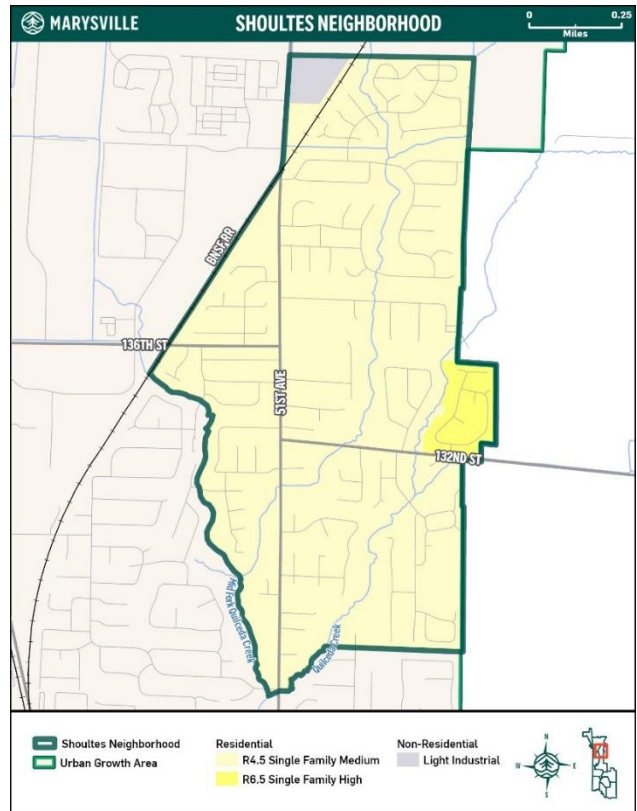


Image 45 The Shoultes Neighborhood is characterized by large lots, traditional homes, and abundant evergreen trees.

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

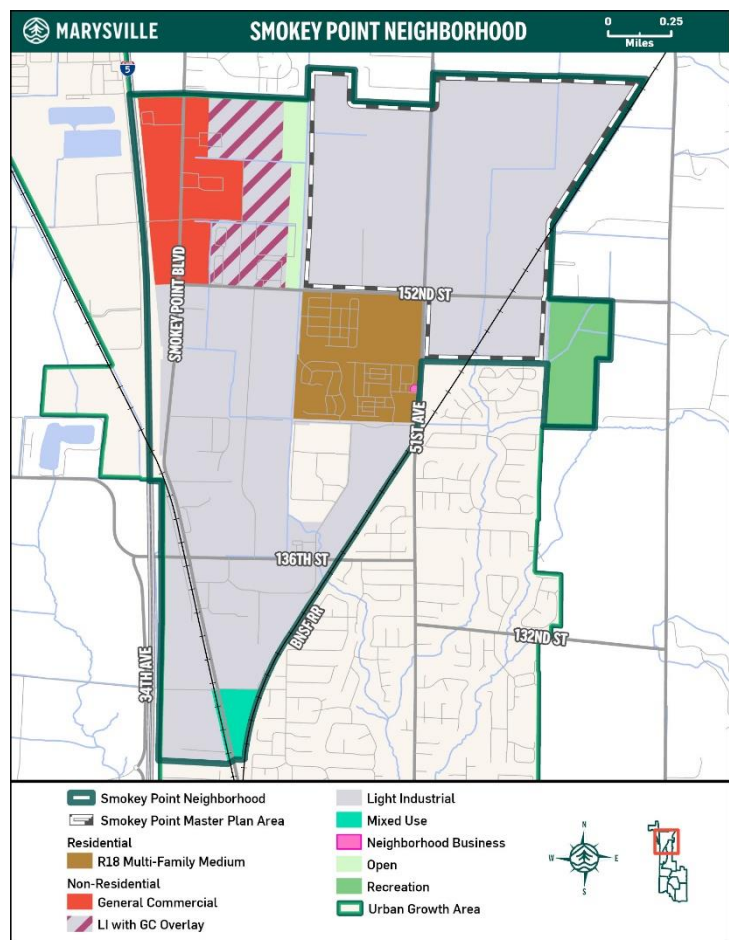
History. Since the early 1980s, the Smokey Point Neighborhood has been slated for urban industrial land uses in both City and Snohomish County land use plans.³⁶ Most of the Smokey Point Neighborhood became part of Marysville's Urban Growth Area following a settlement between the cities of Arlington and 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)³⁷ 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



Image 46

Figure 2.24



³⁶ 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.

³⁷ 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.

(AMMIC) which includes nearly all of the Smokey Point Neighborhood within Marysville and extends into Arlington³⁸. 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 SPMP and CIC 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 is 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. 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.³⁹ Existing residential in the neighborhood primarily consists of two manufactured home parks, and residential developments located at the southwest corner of the intersection of 152nd Street NE and 51st Avenue NE.



Image 47 Honda is part of an auto row that lines Smokey Point Boulevard.

³⁸ 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.

³⁹ Selected retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard.

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.

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 Airport⁴⁰, 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 also 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



*Image 48 Edgecomb Creek was relocated and reestablished as a meandering stream in 2022.
Photo credit: Northpoint Development*

⁴⁰ Arlington Airport Compatibility is discussed in a section below.

are primarily Category III and IV wetlands, and are the responsibility of the property owner to address and mitigate as necessary. Edgecomb Creek was relocated and reestablished as a meandering stream in the fall of 2022 with the Cascade Business Park development. Hayho Creek will remain in its current location; however, its buffers will be enhanced as properties abutting it develop.

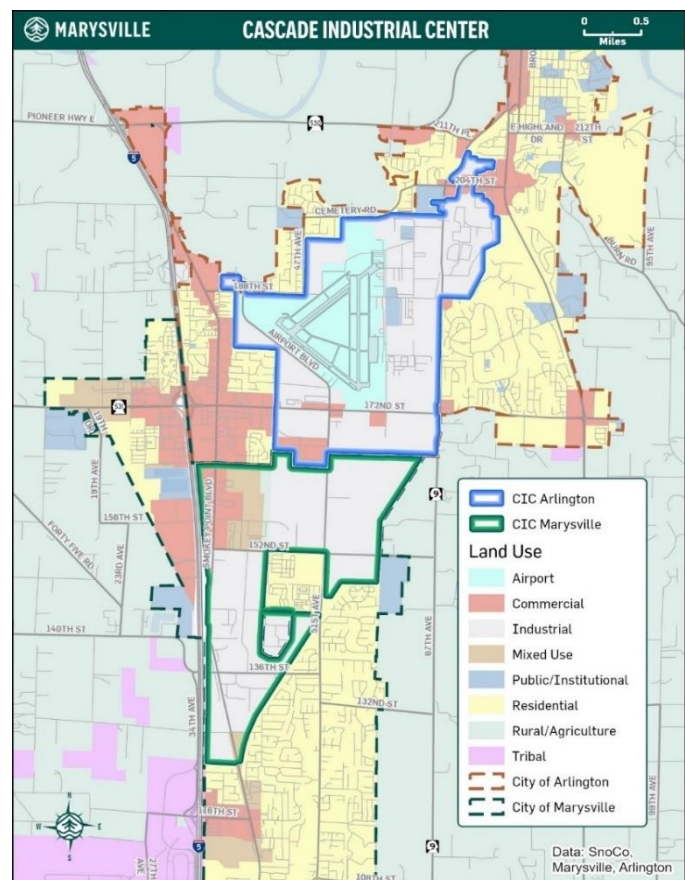
- **Drainage.** Regional stormwater facilities are considered by the SPMP; however, on-site stormwater facilities have largely been pursued. This has primarily entailed the import of structural fill for infiltration facilities and other Low Impact Development (LID) methods.
- **Site and Architectural 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.

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-

Figure 2.25



water seaport. 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 4,605 jobs were located in the Smokey Point Neighborhood. This neighborhood has capacity for over 12,183 additional jobs – potentially resulting in nearly 16,800 jobs within Marysville portion of the alone.



Image 49 A warehouse for Telsa along 51st Avenue NE in the CIC.

the
CIC

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.

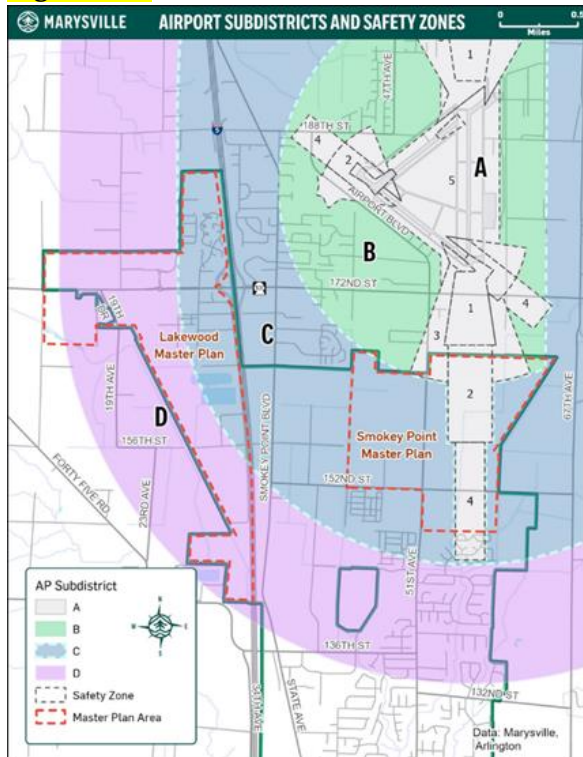
Arlington Airport Compatibility.

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 aviation easements, and ensure that buildings comply with FAR Part 77 surfaces⁴¹, do not penetrate the 100:1 airspace restrictions⁴², 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 2.26⁴³



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.

⁴¹ 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).

⁴² 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).

⁴³ 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 2.27 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 2.27⁴⁴ 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.⁴⁵ 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.

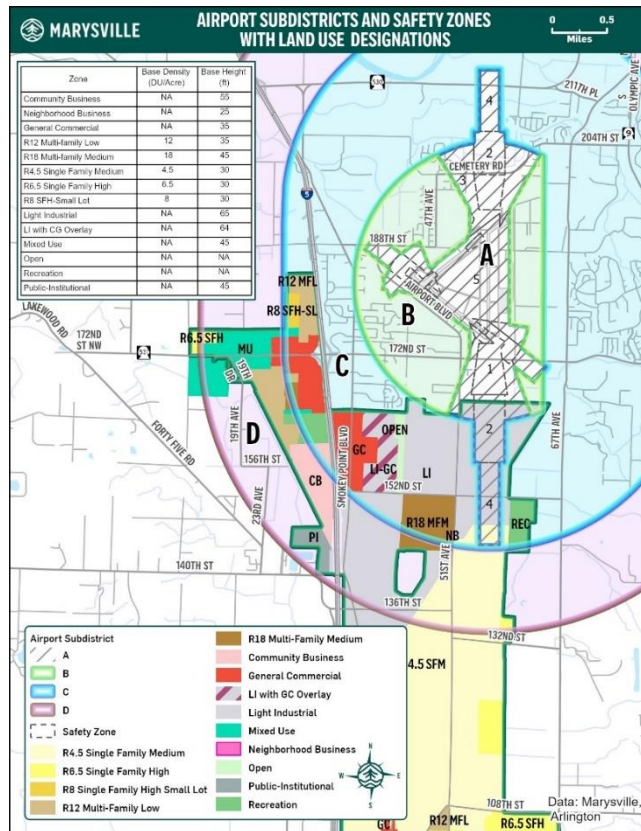
⁴⁴ (a) These development guidelines are not retroactive and will not be construed to require a change or alteration in the use of any property not conforming to these regulations, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein will require any change in the 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).

⁴⁵ 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.

Figure 2.28



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.

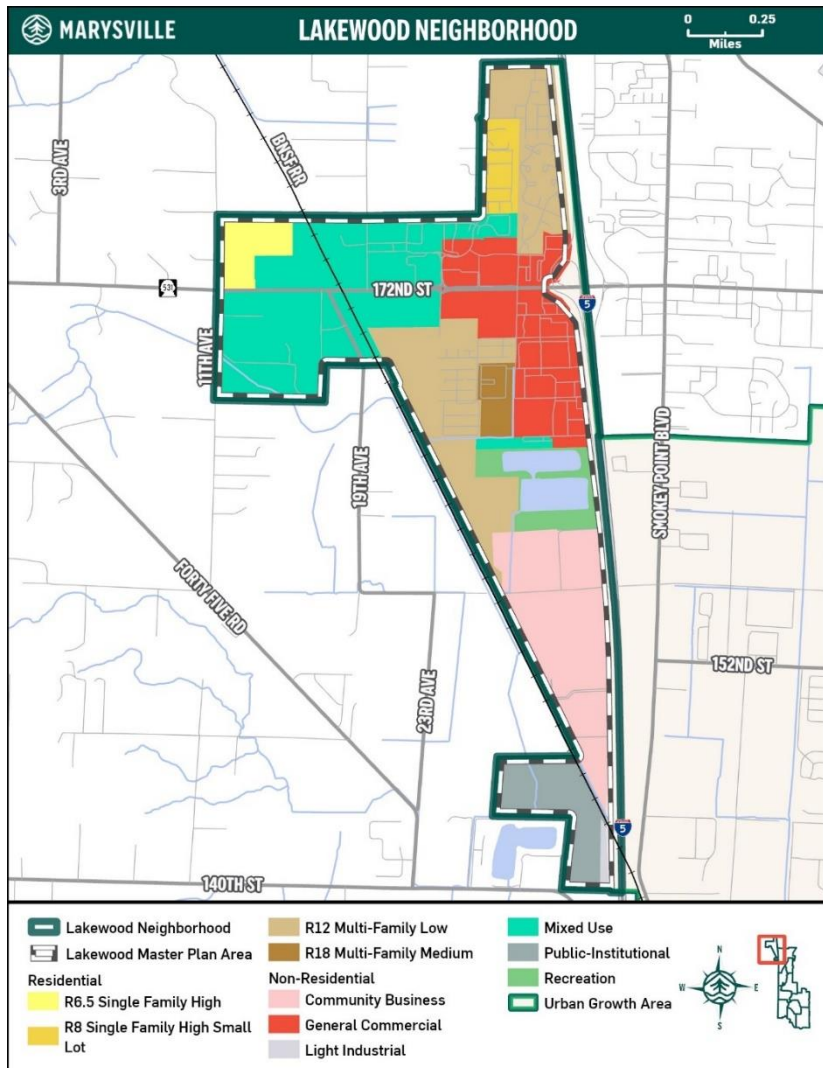


Image 50

This Lakewood Neighborhood was included in Marysville's

Figure 2.29

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, property owners and area residents expressed ambivalence about these changes. Concerns centered on traffic issues and loss of rural to “undesired activities” (e.g. shops that do not serve local needs, and dense multi-family housing). Some hoped to see the growth and change draw desired local amenities (e.g. a grocery store and small local businesses, street improvements, and a walkable and bikable neighborhood center).



Image 51 The historic crossroads of Lakewood west of the railroad.

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 lighting⁴⁶. 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 anticipated to be constructed in the near-term. A trail will be constructed along English Crossing Boulevard, which will provide

⁴⁶ Decorative street lighting is required on arterials as outlined in the City’s Engineering Design and Development Standards.

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 2031.⁴⁷

- **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 destinations⁴⁸; create community gathering places and small parks⁴⁹; 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.

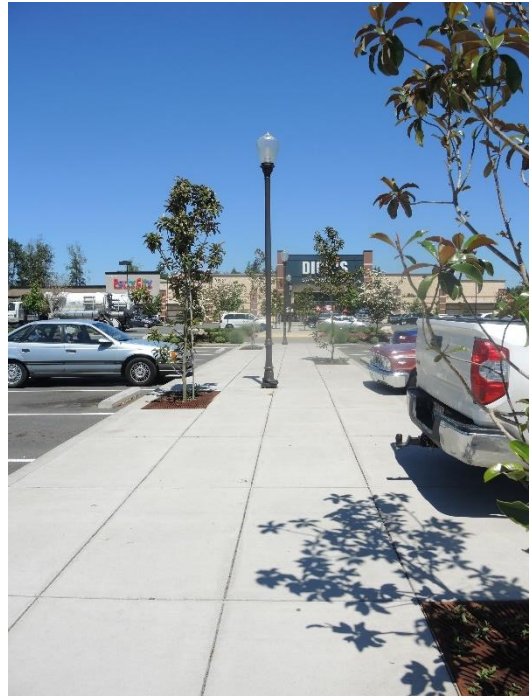


Image 52 The Marketplace, while part of the regional commercial center near Interstate 5, is enhanced with wide sidewalks, decorative lighting, and landscaping.

⁴⁷ Further information on the interchange is provided in the Smokey Point Neighborhood section and Transportation Element.

⁴⁸ Vehicular connectivity at 600 feet and pedestrian connectivity at 200 to 300 feet is required.

⁴⁹ Open space must be provided for commercial and residential areas as prescribed by code.

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.



Images 53 and 54 The 172nd Street corridor includes a mix of commercial, townhouses, and multi-family residence coupled with decorative street lighting.

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 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.⁵⁰ 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

⁵⁰While most Community Business requires residential units to be above a street-level commercial uses, in the Lakewood Neighborhood, a horizontal mixed use project may be proposed through a development agreement approved by City Council.

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).*

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, recreating, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities.
- 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 utilities⁵¹ 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

⁵¹ 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.

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.⁵²
- 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 Consider potential impacts to, and preserve significant historic, visual, cultural, and archaeological resources and sites⁵³; and identify strategies and incentives for their protection for the enrichment of future generations. *(The underlined clause addresses PSRC's MPP- DP-5-7).*
- LU3.11 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).*

⁵² 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.

⁵³ Culturally significant resources include tribal treaty fishing, hunting, and gathering grounds.

- 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.
- LU4.7 Consider the adoption of land use planning tools that reduce and mitigate the risk to lives and property posed by wildfires.

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 sidewalks 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, streets trees, special paving, street furniture, and the location of special land uses, buildings, and structures.
- LU5.9 Encourage day and nighttime 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.⁵⁴
- 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 Downtown Neighborhood and 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 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

⁵⁴ For example, a movie theater whose parking occurs in the evening could joint use parking with a church primarily used on Sunday.

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 homes⁵⁵. 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 manufactured 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.

⁵⁵ 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 manufactured 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.

- 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. Support the update of plans for the MIC to be consistent with PSRC's Center Plan Tools (DP-Action-8).

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	R28 Multi-Family High	R4-5 Single Family Medium	R6-5 Single Family High	R8 Single Family High -	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	0	1,010	
	Buildable Acres	14	0	12	8	18	29	4	0	0	0	11	16	9	4	5	0	0	0	0	1	13	0	4	0	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	0	79	6	0	23	0	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	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	0	79	6	0	23	0	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	0	1	256	0	379	0	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	0	22	280	0	66	0	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	0	23	536	0	445	0	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	0	3	706	0	1,045	0	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	0	55	631	0	65	0	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	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	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	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	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	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	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	0	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	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	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	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	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	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	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	0	26	6	0	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	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	0	18	0	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	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	0	6	25	0	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	0	133	149	0	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	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	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	0	330	365	0	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	0	346	434	0	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	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	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	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	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	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	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	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	0	0	3,422	
	Current Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6</															

	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</
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9. Shoultzes	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

Location Criteria for Siting New Residential Areas and Residential Development		
	Single Family	Multi-family ¹
Implementing zones; for identification of areas see Figure 2.10:	· 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).

Location Criteria for Siting New Commercial Areas and Commercial Development				
	Community Business and Community Business – Whiskey Ridge	General Commercial	Mixed Use ¹	Neighborhood Business
Implementing zones; for identification of areas see Figure 2.11.	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.	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 signage, and/or the location of special land uses, buildings, or structures to create a special district.	Development and design must be compatible with the surrounding neighborhood character. Site layout and building design should be of an appropriate scale with the 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.	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	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.

		Conditional uses include automobile holding yards, mini storage (very limited areas), mobile home/RV dealer, most regional uses, and public schools.	schools, and some regional uses.	
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. Require joint use parking agreements.	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.
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.				

Location Criteria for Siting New Industrial and Institutional Areas and Industrial and Institutional Development					
	General Industrial	Light Industrial	Light Industrial with General Commercial Overlay	Public Institutional	Recreation
Implementing zone; for identification of areas see Figures 2.12 and 2.13.	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:²	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 ³ ; 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	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	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.

² Similar uses are allowed as approved by the Director.

³ 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.

		some manufacturing and regional land uses.	manufacturing and regional 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 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.

VISION Consistency Tool for Local Comprehensive Plans

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit www.psrc.org/our-work/plan-review.

This tool is intended to help cities and counties integrate VISION 2050 into their local comprehensive plans. VISION 2050's multicounty planning policies serve as the adopted regional guidelines and principles required in state law to guide both regional and local planning. The tool also identifies transportation planning requirements of the Growth Management Act (GMA). The tool may be used at various times in the local planning process:

Plan Update Scoping: Use checklist items as guidance for scoping the extent of plan element updates. New or expanded issue areas in VISION 2050 are identified to support this process.

Draft Plan Review: Submit draft plans to PSRC prior to Planning Commission and Council review. Completing and submitting this tool and providing early drafts to PSRC help identify potential consistency issues early in the process.

Certification Review: Along with the adopted plan, the tool will assist in PSRC's review of the plan. Demonstrating inclusion of the necessary information in the checklist helps facilitate certification. *Note: The PSRC Executive Board is the final decision-making body for plan certification.*

Regional Collaboration: The tool provides cities and counties an opportunity to highlight innovative policies and programs. This supports sharing of best practices across the region and benefits jurisdictions as they apply for planning grants and awards.

Updates made in September 2022 integrate the GMA requirements of HB 1220 and countywide housing needs into PSRC's plan review process, including housing for all income levels and addressing racially disparate impacts.

Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [VISION 2040 to VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050
- [Plan Review webpage](#) – access more information about the review and certification process and find [PSRC guidance](#) and other resources by policy area. See previous [certification reports](#) for areas for future work.



Discussion Questions | Innovation, Engagement, and Racial Equity

Questions provide an opportunity to highlight the most noteworthy aspects of the plan and the planning process. Responses help tell PSRC boards how the plan is working to implement VISION 2050 and how the plan meets certification requirements.

- What aspects of the updated plan would you like to highlight? What was especially innovative, challenging, or noteworthy?
- What innovative public engagement strategies were used in the update process? Did you use strategies to reach communities that have not typically been engaged in planning? How were other agencies and governments, such as tribes, ports, and special purpose districts, engaged through this process? (MPP-RC-1, DP-8)
- Racial equity and access to opportunity have been elevated as critical regional issues in VISION 2050. How has your community addressed racial equity in the comprehensive plan update? Do you have lessons learned from your experience about how to advance racial equity? (MPP-RC-3)

Checklist at a Glance

Support regional collaboration	Page/Policy Reference
✓ Include a statement of intent to implement policies, VISION 2050, and planning Indicates new or expanded emphasis in VISION	
⊗ Coordinate with other jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (RCW 36.70A.070(6)(a)(v), MPP-RC-1, RC-4-5)	Indicate where to find the best or most complete example. It is not necessary to list all relevant policies.
⊗ Prioritize services and access to opportunity for people of color, people with low incomes, and hispanic people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2) Provides relevant VISION 2050 policies or	

Regional Collaboration



The plan supports **collaboration for a healthy environment, thriving communities, and opportunities for all**, including coordination with other jurisdictions and agencies, tribes, ports, military installations, and adjacent regions.

Policies and programs should:

Support regional collaboration	Page/Policy Reference
✓ Include a statement about how the plan relates to countywide planning policies, VISION 2050, and planning requirements of the Growth Management Act	LU1.1. Will be addressed in the Introduction which is being prepared.
✎ Coordinate with other jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (RCW 36.70A.070(6)(a)(v), MPP-RC-1, RC-4-5)	Land Use Element p. 3, LU1, LU1.1, LU1.2, LU3.2
✎ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)	See Housing Element HAP Strategies 3 and 4. HS1, HS1.3, HS1.4, HS1.9. Economic Development policy ED4.1.4. Parks Element PK1.19. May consider additional in Land Use Element.
✎ Address land use, transportation, and housing opportunities and challenges related to military installations, when applicable (MPP-RC-6)	LU4.4
✓ Prioritize investments in centers, including regional centers, countywide centers, high-capacity transit areas with a station area plan, and other local centers (MPP-RC-8-9)	LU3.2. Housing Element HAP Action 1.1, HS1.4, Economic Development ED2.5.2 (may amend further to specifically address CIC) and ED4.4. Further work may be pursued.
✓ Explore funding sources, changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools to meet infrastructure and other needs (MPP-RC-10-11, RC-Action-7, RC-Action-9)	Economic Development Element ED2.5.2.

Additional comments on Regional Collaboration or additional documents to share [optional]: _____

Regional Growth Strategy

The plan focuses growth in designated centers and near transit stations to create healthy, equitable, vibrant communities well-served by infrastructure and services. The plan supports rural and resource lands as vital parts of the region that retain important cultural, economic, environmental, and rural lifestyle opportunities over the long term.

The plan should:

Implement the Regional Growth Strategy	Page/Policy Reference
✓ Incorporate housing and employment targets (MPP-RGS-1-2)	See pages 8-9 of LU Element.
✓ Use land use assumptions substantially consistent with countywide growth targets (RCW 36.70A.070, WAC 365-196-430, VISION 2050 Regional Growth Strategy)	Yes, see sections 2.3 and 2.4 of the Land Use Element.
✓ Demonstrate sufficient zoned development capacity to accommodate targets (RCW 36.70A.115)	See sections 2.3 and 2.4 of the Land Use Element.
✓ Use consistent land use assumptions throughout plan (RCW 36.70A.070, WAC 365-196-430) ¹	See full plan

Note: see [Growth Target Guidance](#) for additional information.

Population, Employment, and Housing Growth

(add information from local plan and insert/delete rows as needed, based on regional centers or county regional geographies)

	Adopted Growth Target*	Land Use Assumptions for Travel Demand Modeling (numbers/notes, as applicable)	Zoned Development Capacity (can be greater than target)	Page Reference
County or citywide**				
Population	99,822	104,064	104,064	p. 8-9 of LU Element
Employment	33,683	34,690	34,690	p. 8-9 of LU Element

¹ The Transportation Element must be based on the land use assumptions in the Comprehensive Plan - A problem sometimes encountered in the certification of transportation-related provisions in local comprehensive plans is the use of different planning assumptions in the transportation element from the land use element. Comprehensive plans are to be internally consistent, which means that the same land use assumptions must be used for planning for housing, transportation, and other provisions in the plan.

Housing	39,976	41,721	41,721	p. 8-9 of LU Element
Centers (as applicable)				
Population				
Employment				
Housing				

*Include targets as applicable. Some counties adopt only housing and employment targets, and not population targets. If more explanation would be helpful, provide additional information about land use assumptions for modeling in space provided below.

**Counties: Attach additional tables or add rows to address multiple regional geographies.

Policies and programs should:

Maintain a stable urban growth area with densities and capacity that support the Regional Growth Strategy		Page/Policy Reference
✓	Encourage infill development and increased density in locations consistent with the Regional Growth Strategy (MPP-RGS-6)	LU1.3, LU3.4, see also footnote 33 on page 35 of the Land Use Element.
✗	Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit (MPP-RGS-12)	Plan does not increase development capacity in locations inconsistent with RGS.
✗	Metropolitan Cities: Provide additional housing capacity in response to rapid employment growth, particularly through increased zoning for middle density housing (MPP-RGS-7)	
✓	Counties: Accommodate the region's growth first and foremost in the urban growth area (MPP-RGS-4)	
✓	Counties: Ensure long-term stability and sustainability of the urban growth area (MPP-RGS-5)	
Support growth in designated centers and near high-capacity transit		Page/Policy Reference
✗	Where applicable, focus a significant share of growth in designated regional growth centers, high-capacity transit station areas, manufacturing/industrial centers, and countywide centers (MPP-RGS-8-11) ²	LU1.3, LU3.4, see also footnote 33 on page 35 of the Land Use Element.
✓	Include growth targets for designated regional growth centers and manufacturing/industrial centers (MPP-RGS-2)	See Employment section on p. 9 of the Land Use Element which indicates that 65 percent of new growth or 12,183 jobs are

² The region has a goal to attract 65% of new residential growth and 75% of employment growth to regional growth centers and high-capacity transit station areas.

	anticipated in Marysville's CIC, a manufacturing/ industrial center.
Manage and reduce rural growth and protect resource lands	Page/Policy Reference
✓ Counties: Identify steps to reduce rural growth over time to maintain rural landscapes and lifestyles and protect resource lands and the environment (MPP-DP-40-43)	
✓ Counties: Include a full range of strategies, including zoning and development standards, incentives, infrastructure investments, funding for conservation easements, housing tools, and economic development to reduce rural growth rates and protect natural resource lands over time (MPP-RGS-14-15, RGS-4, RGS-Action-7)	
✓ Counties: Locate commercial, retail, and community services that serve rural residents in neighboring cities and existing activity areas (MPP-RGS-13, DP-37)	
✗ Counties: Avoid growth that cannot be sufficiently served by roads, utilities, and services at rural levels of service (MPP-DP-45)	
✓ Counties: Address vested development that conflicts with regional and local growth management objectives (MPP-DP-36)	

Additional comments on the Regional Growth Strategy or additional documents to share [optional]: _____

Environment

Local plans support the natural environment through policies on **protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants**. The health of all residents and the economy is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development, and transportation on the ecosystem and use the best environmental information available.

Policies and programs should:

Protect and restore the environment	Page/Policy Reference
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✓ Protect critical areas, habitat, and water quality and coordinate planning with adjacent jurisdictions, tribes, countywide planning groups, and watershed groups (MPP-En-1, En-6, En-11-12, En-14, En-16, En-Action-3)	Water: Quality, Wetland and Watershed Protection, Stormwater Runoff and Drainage Goals and Policies Goal 11.
✓ Advance integrated and interdisciplinary approaches for environmental planning and assessments (MPP-En-2)	General Environmental Goals and Policies #8
✓ Promote innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance (MPP-En-5)	General Environmental Goals and Policies #4
🌱 Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected (MPP-En-3-4, En-7-8, En-21)	General Environmental Goals and Policies #6
🌱 Support and incentivize environmental stewardship on private and public lands (MPP-En-10)	General Environmental Goals and Policies #7
🌱 Identify open space, trail, and park resources and needs, and develop programs for protecting and enhancing these areas (MPP-En-11-12, En-15, En-Action-4)	EN-5
✓ Protect and restore native vegetation and tree canopy (MPP-En-9, En-13)	EN 27-e
🌱 Protect and restore hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater (MPP-En-16-20)	EN-13
✓ Ensure all federal and state air quality standards are met and reduce emissions of air toxics and greenhouse gases (WAC 173-420-080, MPP-En-22)	EN 27-b

Additional comments on Environment or additional documents to share [optional]: _____



Climate Change

The plan supports substantially **reducing emissions of greenhouse gases** that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency and **preparing for climate change impacts**.

Policies and programs should:

Reduce greenhouse gas emissions in support of state, regional, and local reduction goals	Page/Policy Reference
- Support achieving regional greenhouse gas emission reduction goals by: - Electrifying the transportation system, - Reducing vehicle miles traveled through increasing alternatives to driving alone and using land use strategies that reduce trips and trip length, and - Expanding the use of conservation, alternative energy sources, and energy management technology (MPP-CC-1, CC-3, CC-5, CC-11-12, CC-Action-3)	- Climate change goals and policies 17-20. - EN 27 – E-32
✓ Reduce building energy use through green building and retrofit of existing buildings (MPP-CC-2, CC-Action-3, DP-46)	EN 28
Protect and restore natural resources that sequester and store carbon (MPP-CC-4)	EN-27 f
Address impacts to vulnerable populations and areas that have been or will be disproportionately affected by climate change (MPP-CC-6, CC-8, CC-Action-3, CC-Action-4)	Climate change goals and policies 20.
Identify and address the impacts of climate change and natural hazards on the region to increase resilience (MPP-CC-7-10, CC-Action-4)	General environmental goals and policies 1 -3
Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain (MPP-CC-10)	EN 33 a-i

Additional comments on Climate Change or additional documents to share [optional]: _____

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)	LU1.5 on p. 43 of the Land Use Element
 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)	LU2.6, LU3.1, LU3.2, LU3.7, LU3.11, LU6.2
 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)	LU1.4
 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)	Will add.
 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)	LU3.10
 Support inclusive engagement to ensure land use decisions do not negatively impact historically marginalized communities (MPP-DP-8)	LU1.5
 Support the design of transportation and infrastructure projects that achieve community development objectives and improve communities (MPP-DP-12-15, DP-17)	LU3.7, LU3.8
Promote healthy communities	Page/Policy Reference
 Reduce health disparities and improve health outcomes (MPP-RC-3, DP-18)	LU3.8
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)	LU3.1, LU6.1, LU6.3
 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)	See footnote 33 on p. 35 of the Land Use Element. See also State Avenue Corridor discussion on p.

³ VISION 2050 calls for transit-oriented development near stations located in or near manufacturing/industrial centers to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.

	34 of the Land Use Element, and the SWIFT discussion on page 34 of the Housing Element.
 Jurisdictions with or planning for light rail stations: Support the adoption of subarea plans for light rail station areas (DP-Action-8)	n/a
✓ Jurisdictions with regional centers: Support the update of regional center subarea plans to be consistent with the revised Center Plan Tools (DP-Action-8)	LU8.4
 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)	See p. 24 of Land Use Element, LU4.3
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)	See section 2.2 of the Land Use Element and LU2.6
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)	LU4.4

Additional comments on Land Use/Development Patterns or additional documents to share [optional]: _____

Housing

The plan guides the **preservation, improvement, and expansion of the housing stock** to provide a range of **affordable, accessible, healthy, and safe housing choices** to every resident. It continues to **promote fair and equal access to housing for all people**.

Policies and programs should:

Assess housing needs	Page/Policy Reference
 Address affordable housing needs by developing a housing needs assessment and evaluating the effectiveness of existing housing policies, and documenting strategies to achieve housing targets and affordability goals. This includes documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations (H-Action-4)	See Section 5.3 Key Housing Strategies
Increase housing supply and choices	Page/Policy Reference
 Increase housing supply and densities to meet the region's current and projected needs at all income levels consistent with the Regional Growth Strategy (MPP-H-1)	See Housing For All Incomes section on page 14, HS.1.3
 Expand the diversity of housing types for all income levels and demographic groups, including low, very low, extremely low, and moderate-income households (MPP-H-2-6, H-9)	HS1.4, HS1.7, HS1.14
 Expand housing capacity for moderate density housing, i.e., "missing middle" (MPP-H-9)	HS1.4 also page 17, Strategy 1 on page 18.
 Promote jobs-housing balance by providing housing choices that are accessible and attainable to workers. Include jobs-housing balance in housing needs assessments to better support job centers with the needed housing supply (MPP-H-1, H-6, H-Action-4)	HS4.4, Strategy 3 on page 21.
 Expand housing choices in centers and near transit (MPP-H-7-8)	HS1.12, HS4.1, HS4.2
 Promote flexible standards and innovative techniques to encourage housing productions that keeps pace with growth and need (MPP-H-10)	HS1.2
Support the development and preservation of affordable housing	Page/Policy Reference
 Use inclusionary and incentive zoning to provide more affordable housing when creating additional housing capacity (H-Action-5)	HS1.6

 Jurisdictions planning for high-capacity transit stations: Create and preserve affordable housing near high-capacity transit ⁴ (MPP-H-8, H-Action-1)	HS1.12
Address inequities in access to housing	Page/Policy Reference
 Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations and work with communities to develop anti-displacement strategies in when planning for growth (MPP-H-12, H-Action-6)	See section entitled Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts on page 12.
 Promote homeownership opportunities while recognizing historic inequities in access to homeownership opportunities for communities of color (MPP-H-5)	HS1.3
 Identify and begin to undo local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability	See section entitled Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts on page 12. See Strategy 2 on page 20 and Policy HS1.14

Additional comments on Housing or additional documents to share [optional]: _____

Economy

The plan includes an **economic development element (Ec-Action-5)** that promotes a **prospering and sustainable economy** by supporting **businesses and job creation and investing in all people**.

Policies and programs should:

Promote a prosperous and sustainable economy for all people	Page/Policy Reference
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⁴ Transit-oriented development near stations located in or near manufacturing/industrial centers need to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.

✓ Identify and enhance industry clusters, including those recognized in the Regional Economic Strategy that provide goods and services for export (MPP-Ec-3, Ec-4)	Section 4.4 Competitive Sectors and Target Industries; ED1, ED1.1
✓ Focus retention and recruitment efforts and activities to foster a positive business climate and diversify employment opportunities by specifically targeting: • Businesses that provide living wage jobs ✎ Locally, women-, and minority-owned small businesses and start-up companies ✎ Established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience (MPP-Ec-1, Ec-3, Ec-4, Ec-7, Ec-9, Ec-16)	ED4.1.2, ED 4.2.1 last bullet, ED4.2.2
✎ Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnected communities (MPP-Ec-13-14)	ED4.1.4
✎ Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure (MPP-Ec-12)	ED4.2.2
✓ Develop a range of employment opportunities to create a closer balance between jobs and housing (MPP-Ec-18)	See Jobs to Housing Ratio discussion on page 5, ED1.2
✎ Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes (MPP-Ec-8, Ec-16)	ED4.2.1 last bullet
✎ Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes (MPP-Ec-15, Ec-17, Ec-20)	ED6.1.2

Additional comments on Economic Development or additional documents to share [optional]: _____

Transportation

The plan promotes a **sustainable, equitable, affordable, safe, and efficient multimodal transportation system**, with specific emphasis on an **integrated regional transit network that supports the Regional Growth Strategy** and promotes vitality of the economy, environment, and health.

Policies and programs should:

Implement the Regional Transportation Plan	Page/Policy Reference
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✓ Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other jurisdictions and agencies (MPP-T-7)	
✓ Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11)	
✓ Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3)	
✓ Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development (MPP-T-12-13, T-15)	
✿ Increase the resilience of the transportation system and support security and emergency management (MPP-T-31)	
✿ Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)	
Support the Regional Growth Strategy	Page/Policy Reference
✓ Focus system improvements to connect centers and support existing and planned development as allocated by the Regional Growth Strategy (MPP-RC-7-9, T-7-8, T-15)	
✿ Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T-12-13, T-19)	
✓ Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T-19-21)	
✓ Support a safe and welcoming environment for walking and bicycling (MPP-DP-15): • Include a pedestrian and bicycle component and collaborative efforts to identify planned improvements for pedestrian and bicycle facilities and corridors (RCW 36.70A.070(6)(a)(vii)) • Improve local street patterns and design to promote walking and biking (MPP-T-16-17)	
✓ Support alternatives to driving alone, including walking, biking, and transit use, through design of local streets, land use development tools, and other practices (MPP-T-16-18)	
✓ Counties: Avoid construction of major roads or capacity expansion on existing facilities in rural and resource areas (MPP-T-22, DP-38)	
Support people	Page/Policy Reference
✿ Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)	

✓ Ensure mobility choices for people with special needs (MPP-T-10)	
Support the economy	Page/Policy Reference
✓ Recognize the critical role of safe, reliable, and efficient movement of people and goods (MPP-Ec-6, T-1, T-23)	
✓ Identify and support key facilities and improvements that connect the region to major transportation hubs such as ports, airports, and designated freight routes (MPP-T-24-25)	
✓ Promote coordination with providers of major regional infrastructure, such as freight rail and commercial aviation (MPP-Ec-4-5, T-27-28)	
Protect the environment	Page/Policy Reference
🌱 Promote clean transportation programs and facilities, including actions to reduce air pollution and greenhouse gas emissions from transportation (MPP-CC-3, CC-12, T-29-30)	
🌱 Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T-32)	
✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (MPP-DP-44, T-4-5, T-29-32)	

The plan should:

Provide facilities inventories and identify service needs	Page/Policy Reference
✓ Include mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries (RCW 36.70A.070, RCW 36.70A.108, MPP-T-7, T-15-17)	
✓ Include state facilities and reflect related (regional/state) level-of-service standards (RCW 36.70A.070, RCW 36.70A.108)	
✓ Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)	
✓ Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5)	
✓ Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4)	
Finance transportation investments	Page/Policy Reference

✓ Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)	
✓ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms (MPP-T-6)	
✓ Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)	
✓ Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6)	
Address land uses adjacent to airports	Page/Policy Reference
✓ Airport-adjacent communities: Identify and address any airports within or adjacent to the jurisdiction (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)	See Arlington Airport Compatibility section beginning on p. 45 of the Land Use Element.
✓ Airport-adjacent communities: Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)	See Arlington Airport Compatibility section beginning on p. 45 of the Land Use Element.
✿ Airport-adjacent communities: Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities (MPP-T-28)	See Arlington Airport Compatibility section beginning on p. 45 of the Land Use Element.

Additional comments on Transportation or additional documents to share [optional]: _____

Public Services

The plan supports development with adequate **public facilities and services** in a **timely, coordinated, efficient, and cost-effective** manner that **supports local and regional growth planning objectives**.

Policies and programs should:

Provide adequate public facilities and services to support growth	Page/Policy Reference
--	------------------------------

✓ Protect and enhance the environment and public health and safety when providing services and facilities (MPP-PS-1)	Utility Element UT2, UT2.1, UT2.10
✓ Promote coordinated planning for services and facilities with counties, cities, tribes, and special purpose districts in a manner that supports the Regional Growth Strategy, including addressing long-term needs, supply, and the use of conservation and demand management (MPP-PS-3-4, PS-8-9, PS-13-14, PS-23-25)	UT3
✓ Protect water quality by replacing failing septic systems and serving new urban development with sanitary sewer systems (MPP-PS-10-12)	UT2.1
⚙ Consider the potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources (MPP-PS-13-15, PS-20-21)	EN-19, EN30-a, and Environmental Element goals 18 and 19.
⚙ Promote affordable and equitable access of public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities (MPP-PS-2, PS-16, PS-22)	PS1, PS2.1, SC1
✓ Encourage planning and coordination of emergency management and public safety programs (MPP-PS-17, T-31)	PS2.7
⚙ Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit, with consideration for climate change, economic, social and health impacts (MPP-PS-18, PS-20, PS-29, DP-11)	SC1.5
⚙ Promote working with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area (MPP-PS-26-28)	Public Services Element policies SC1.1, SC1.3, SC1.5.
✓ Counties: Avoid providing urban services and regional facilities in rural areas. Facilities and utilities in rural areas should be at a size and scale appropriate for rural locations. (MPP-PS-5-7, PS-30)	

Additional comments on Public Services or additional documents to share [optional]: _____



July 26, 2024

Marysville Planning Commission
City of Marysville
501 Delta Ave.
Marysville, WA 98270

RE: 2024 Comprehensive Plan – Land Use Element

Dear Marysville Planning Commission,

The Master Builders Association of King and Snohomish Counties (MBAKS) thanks you for the opportunity to engage with you as you review the Land Use Element of the 2024 Comprehensive Plan Update. With nearly 2,600 members, MBAKS is the largest local homebuilders' association in the United States, providing a range of housing choice and affordability. We aspire to be the most trusted and respected housing experts in the region.

Goal 4 of the GMA (RCW 36.70A.020(4)) states "Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

First, we appreciate consideration of 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. This helps "promote a variety of residential densities and housing types." In addition, it is laudable that the city of Marysville is working to comply with the nuances HB 1110 before the 2025 deadline.

More importantly, however, is the hope that the elimination of this requirement will help facilitate the building of more attainable housing units where they are needed the most. We would urge the city of Marysville to continue to find simple solutions that can help alleviate the current housing crisis and reach its 2044 employment and populations goals.

Next, we wanted to highlight a design review concern contained in the Land Use Element. Under 2.5 Land Use Designations, Residential on page 11 of 48 the following language appears:

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.



We are concerned that the language here could be interpreted to read that design standards will be used to inhibit increased density and infill from multi-family projects. For example, the language, ensure that middle housing infill does not disrupt the “fabric of existing single family neighborhoods” (underline added) could be read to mean that design standards will be used to impose a requirement that is not clear and objective.

As a reminder HB 1293 was implemented to help streamline design review

- [HB 1293](#) establishes standards for local design review for [Growth Management Act](#) (GMA)-planning counties and cities. [Chapter 36.70A RCW](#) is amended to include a definition of “design review” and provides that:
- Only clear and objective development regulations governing the exterior design of a new development are allowed in design review.
- The regulations must have at least one ascertainable guideline, standard, or criterion by which an applicant can determine whether a given design is permissible.
- The design guidelines may not reduce density, height, bulk, or scale beyond the underlying zone.

First, there is no clear definition of “fabric of existing single family neighborhoods” in the Land Use Element. In addition, a cursory review of the Housing Element did not yield a definition either. Curiously, HS3 Respect the character of existing residential neighborhoods does not use the language either. It is difficult to see how this might be a clear and objective development regulation that governs the exterior design for new projects. In addition, in the Land Use Element and the Housing Element there is no ascertainable guideline, standard, or criterion by which our members can determine whether the design they propose is permissible.

We would ask that this policy be evaluated to avoid negatively impacting the cost of housing in the future. At a minimum, the Land Use Element language should roughly align with the Housing Element’s language and tone.

In a letter to the city of Marysville in January we asked that standards such as “fabric of existing single family neighborhoods” be evaluated on a cost benefit type analysis by considering some of the following questions:

- How will the proposed new or revised policy be implemented?
- Could implementation of the new or revised policy require additional applications, fees, or studies for housing projects?
- Could implementation of the policy require additional internal review processes for permit applications? Could this increase the overall time to review permit applications for housing?



- Could the proposed new or revised policy increase the cost to build and provide housing by increasing requirements related to housing projects?

We would ask that the city of Marysville review the Land Use Element and the Housing Element to ensure they include clear and objective standards for new projects whenever appropriate. The current language of the Land Use Element could increase the cost of housing and lengthen the construction time for new projects.

We understand and appreciate the challenges that come from increased growth in our region. MBAKS is committed to working with you and your staff as your Comprehensive Plan update moves forward.

Please let us know if you have any questions or would like to discuss this further.

Sincerely,

Russell Joe

Russell Joe
Snohomish County Government Affairs Manager

Everyone deserves a place to call home.

cc: Haylie Miller, Community Development Director





Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 10, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **OLD BUSINESS**

SUBJECT: DRAFT Housing, Economic Development, Parks and Recreation, and Environment Elements - 2024 Comprehensive Plan Update

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

SUMMARY: See the attached memo for an overview of this item. Note these chapters are combined since they were generally acceptable to Planning Commission when previously presented.

ATTACHMENTS:

[Economic Development, Environmental, Housing, and Parks Elements](#)

MEMORANDUM

DATE: September 10, 2024
TO: Planning Commission
FROM: Angela Gemmer, Principal Planner
SUBJECT: 2024 Comprehensive Plan – Housing, Economic Development, Parks and Recreation, and Environment Elements
ECC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

EXHIBITS

Exhibit 1 Housing, Economic Development, Parks and Recreation, and Environment Elements
Exhibit 2 [November 14, 2023 PC packet](#) (last discussion on Economic Development Element)
Exhibit 3 [January 9, 2024 PC packet](#) (last discussion on Parks Element)
Exhibit 4 [March 26, 2024 PC packet](#) (last discussion on Housing and Environment Elements)

SUMMARY

Attached is the final DRAFT of the Housing, Economic Development, Parks and Recreation, and Environment Elements of the Comprehensive Plan; these chapters were previously presented to the Planning Commission. The most recent PC meeting at which each of these chapters was discussed is linked above. Additional information on what is contained in each of these chapters is outlined in the memos in the linked packets. These chapters are now in their final form as prepared by the graphic design firm retained by the Community Development Department.

Community Development staff respectfully requests that the Planning Commission review the final draft of these chapters, and advise if any further amendments are needed at the September 10th Planning Commission meeting. These chapters will be presented at a Public Hearing in October.

Exhibit 1





Chapter 3

HOUSING

<u>3.1 Introduction</u>	<u>5</u>
<u>3.2 Current Conditions and Future Projections</u>	<u>7</u>
<u>3.3 Key Housing Strategies</u>	<u>20</u>
<u>3.4 Goals and Policies</u>	<u>30</u>

Housing Snapshot



Great Growth

Marysville has experienced a tremendous increase in population and housing over the past 20 years, growing from 60,020 people and 22,363 housing units in 2010 to 73,780 people and 26,923 housing units in 2023. Population is expected to grow at an average annual rate of 1.44 percent approaching nearly 100,000 people by 2044. Housing will need to grow at an average annual rate of 1.72 percent (about 622 units per year) to provide the nearly 40,000 units for the 2044 population.



New State Laws & Housing Types

Robust population growth in Marysville and Washington state have contributed to a significant housing shortage, with an estimated statewide deficit of 80,000 to 140,000 units. The state has adopted a slew of legislation to tackle this shortfall, which translates to new housing requirements at the local level. The legislation with the greatest implications require: planning for housing at all income levels, allowing missing middle housing in residential zones, and easing accessory dwelling unit standards.



Demographics and Household Characteristics

Marysville's demographics are slowly changing. From 2011 to 2021, the median age increased from 34 to 37 years while households with children decreased by 7 percent. The average household size increased slightly from 2010 to 2020, but is expected to decrease to 2.65 people per household by 2044 - partly due to more housing. Marysville also has a mostly White population, but is becoming more diverse with the Hispanic and Asian populations increasing by four and two percent respectively since 2011.



Where Growth is Going and What it Looks Like

Historically, Marysville's housing has primarily consisted of single family residences; however, since 2011 the city has experienced a major shift from this pattern with 41 percent of new housing comprised of multi family residences. Most growth over the past several years has been in the East Sunnyside-Whiskey Ridge and Lakewood neighborhoods. By 2044, these two neighborhoods will have the most and fourth most residences among the City's neighborhoods. As large, vacant lands are developed, a shift towards more varied housing types and infill, especially downtown, is expected.



Housing for All

Washington state's House Bill 1220 requires local governments to "plan for and accommodate housing affordable for all economic segments" including permanent supportive housing. The City has adequate, appropriately zoned land to accommodate this housing, and also has sufficient housing for low and moderate income bands. However, the City needs to provide 4,760 housing units for those with incomes between 0 and 50 percent of area median income (AMI) and 9,493 units for those with incomes at 100 percent or greater AMI. The private sector will supply the higher AMI housing, but federal or state funding, non-profit partners, and strong incentives will be needed to address the lowest AMI housing.



Housing Strategies

In order to address the City's existing and future housing needs, and respond to new state-regulations, the City commissioned a [Housing Action Plan \(HAP\)](#). The HAP outlines three overarching goals: expand housing choice, deliver workforce housing, and stabilize households. Four different strategies, with associated actions, are proposed and may be pursued over the next 20 years to address the community's housing needs.



INTRODUCTION

The City of Marysville's convenient location along the Interstate 5 and Highway 9 corridors and proximity to employment centers, coupled with its small town feel and reasonably priced housing stock, have long made the community an attractive place to call home.

These attributes, along with large tracts of vacant land, sound land use and development standards, and location in the desirable Puget Sound region, have resulted in tremendous housing unit production within Marysville over the past 20 years. Robust population growth within Marysville and throughout the State have contributed to a significant housing shortage in the Puget Sound region with an estimated state-wide housing construction deficit of 80,000 to 140,000 units.¹ In response, Washington State has adopted a slew of legislation to tackle this shortfall. Three of the bills with the greatest implications for housing are:

- [E2SHB 1220](#) requiring Housing Elements to include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low income households;
- [E2SHB 1110](#)² requiring jurisdictions to allow “missing middle” housing in residential zones; and
- [EHB 1337](#) requiring jurisdictions to increase the flexibility of their accessory dwelling unit codes.



Source: Opticos.

The Growth Management Act requires that the Housing Element contain the following features detailed in WAC 365-196-410:

- An inventory and analysis of existing and projected housing needs.
- A statement of the goals, policies, and objectives for the preservation, improvement, and development of housing, including single-family residences.
- Identification of sufficient land for housing including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

1. Washington State Office of Financial Management.

2. It should be noted that E2SHB 1110 and EHB 1337 are not required to be implemented until six months after the 2024 Comprehensive Plan update, and that more land use and housing related legislation is in the pipeline.

In order to address the City's housing needs, and respond to evolving statutory requirements particularly HB 1220, a [Housing Action Plan \(HAP\)](#) and Housing Needs Assessment (HNA) were prepared by ECONorthwest for the City in 2023. The HAP, community surveys on housing needs, and statutory requirements are incorporated into the Housing Element.

The overarching goal of the Housing Element is to honor the vitality and character of established neighborhoods, and provide safe, quality housing options accessible to households of all incomes, while promoting land use standards that reduce housing production costs.



Pride of ownership is evident in this Downtown home.

Voices from the Community



Most citizens (52.9%) would like to see a combination of low to moderate density and high density housing types rather than only low to moderate density or only high density housing.

The community expressed that Marysville is a great place to live due to the friendliness of the community, good access to amenities, smaller size but closeness to larger cities, affordability and safety.

Stabilizing households by providing resources for existing residents to remain in their homes was ranked as the highest housing priority (53%) for the City. Delivering workforce housing for local employees and expanding housing choice by providing a more diverse range of housing options were the next highest priorities (41 percent are dissatisfied with current housing choices).

Community members would prefer to see high density housing near transit to minimize traffic impacts. Addressing blight and helping low income owners with property upkeep, and providing housing for seniors and families were seen as important. Balancing density with open space to preserve quality of life is another important focus.

For middle housing options, the community would prefer to see townhouses, courtyard apartments, and cottage housing over duplexes, triplexes, and more dense housing.



CURRENT CONDITIONS AND FUTURE PROJECTIONS

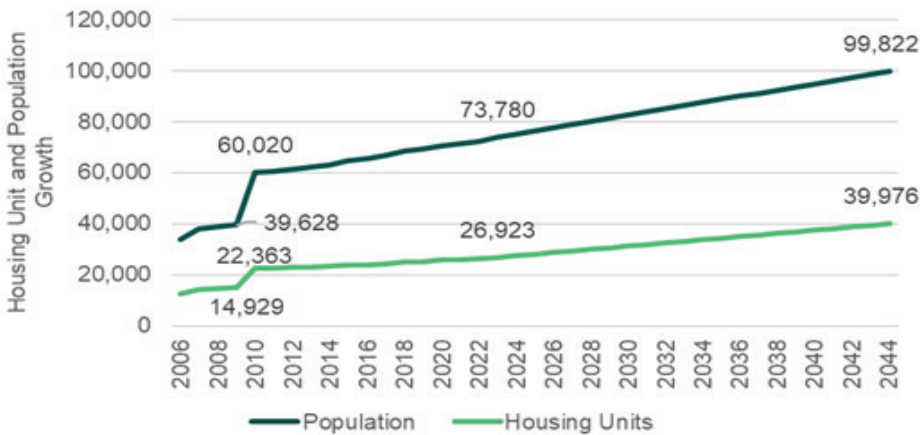
Population

In 2006, the City's population was approximately 33,821 people. With the 2009 Central Marysville Annexation, the City gained just over 20,000 residents leaping from 39,628 people in 2009 to 60,020 people in 2010. Since 2010, the City has experienced 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 continue growing at a 1.44 percent average annual rate approaching nearly 100,000 people by 2044.

Housing

The Central Marysville Annexation resulted in the City's housing stock increasing from 14,929 units in 2009 to 22,363 units in 2010. Since 2010, the 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.

Figure 3.1
Marysville Housing and Population, Existing (2006 – 2023) and Projected (2024 – 2044)



Source: Washington State Office of Financial Management April 1 Population Projections and Snohomish County 2012 and 2021 Buildable Lands Reports



HOUSING SUPPLY GROWTH

Through the Snohomish County Tomorrow (SCT) planning process, Marysville was allocated **8.5 percent** of the County's housing growth through 2044. This means that 14,253 new housing units were allocated between 2020 and 2044. Between 2020 and 2023, 1,200 housing units (8.4 percent) were constructed leaving the City with a **13,053 housing unit** allocation from 2023 to 2044.



Multi-family housing is expected to significantly contribute to the City's housing unit allocation.

Demographic Snapshot

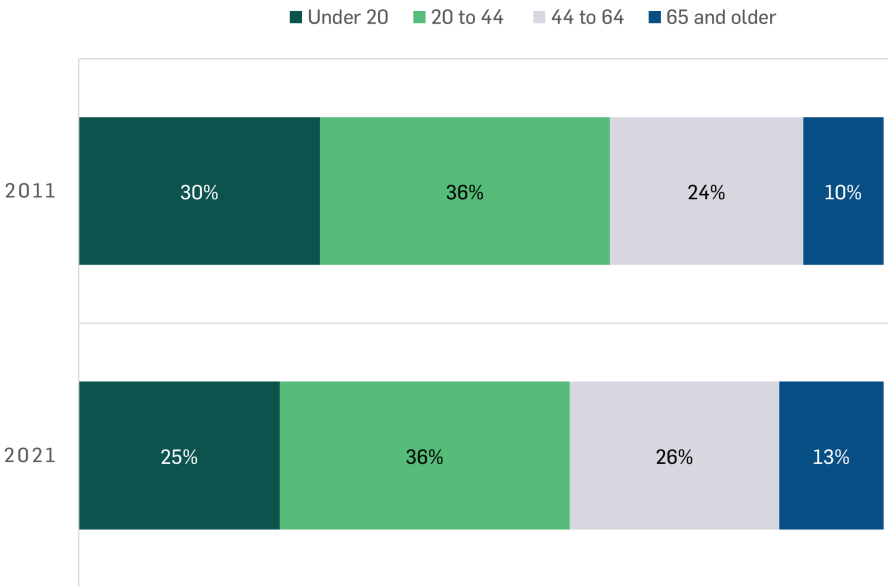
Age

The median age of Marysville residents is increasing. From 2011 to 2021, the median age increased from 34 to 37 years. Marysville's 2021 median age of 37 is slightly higher than that of nearby Everett and Lake Stevens. Fewer homebuying opportunities for young families with children may be driving this change as the proportion of residents under 20 has decreased while the proportion of those 44 and older has increased (see Figure 3.2).

Race and Ethnicity

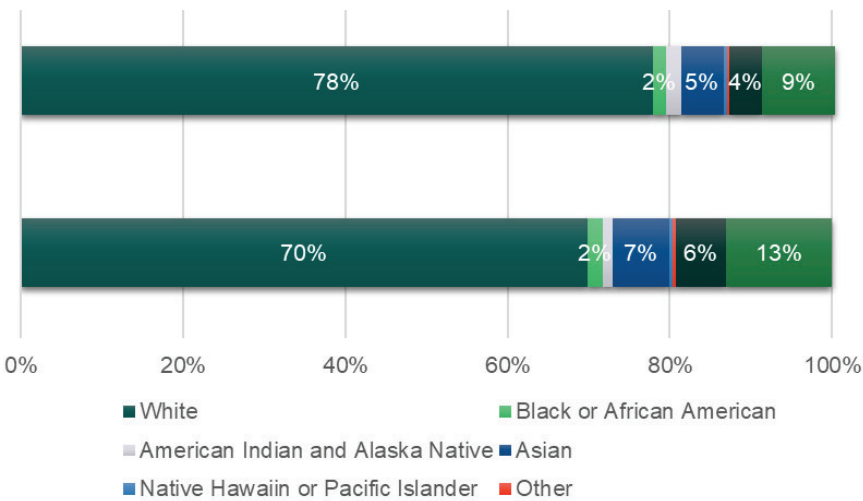
Marysville, like Snohomish County, has a majority White population; however, from 2011 to 2021, the City has become more racially and ethnically diverse, with increases in our Hispanic and Asian populations of four and two percent respectively (see Figure 3.3). Additional analysis on race and racially disparate incomes is in the 'Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts' section below.

Figure 3.2
Age Distribution Marysville 2021



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.3
Race and Ethnicity, Marysville 2011 & 2021



Source: US Census Bureau, On the Map Census



Household Characteristics

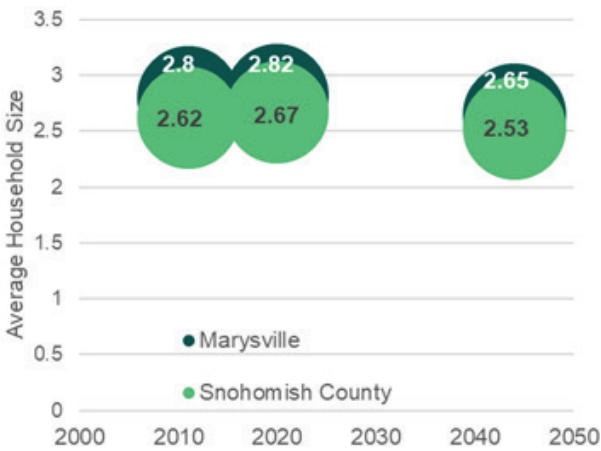
Average Household Size

From 2010 to 2020, household sizes in both Marysville and Snohomish County slightly increased. “The Washington State Department of Commerce attributes this increase.... to the underbuilding of housing, leading to people living in multigenerational housing or with roommates, not by choice but because of the lack of affordable housing.”³ Over the planning period, a significant decline in household size is projected (see Figure 3.4).

Household Size by Tenure

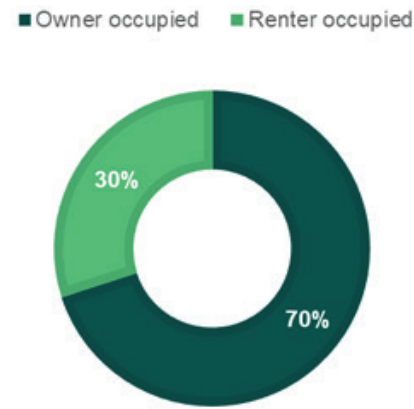
Housing tenure refers to whether a dwelling is owner- or renter-occupied. In 2021, 70 percent of housing in the City was owner-occupied (Figure 3.5) which is on par with Snohomish County where 68 percent of housing was owner-occupied. Owner-occupied units primarily consist of two-person households; the share of these grew by 8 percent from 2011 to 2021. Single person households declined which suggests ownership may be becoming more difficult for single people. Renter households were more evenly distributed, but saw an increase in four person households which could indicate a lack of ownership opportunities for larger households (Figure 3.6).

Figure 3.4
Average Household Size, Snohomish County and Marysville



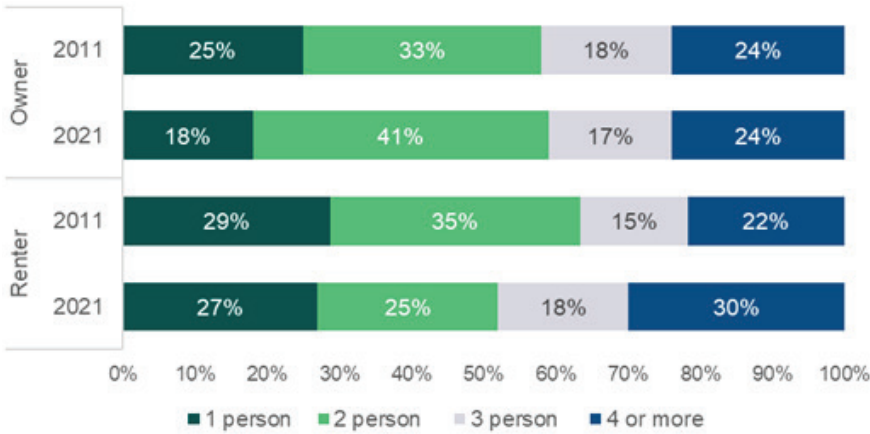
Source: 2023 Snohomish County Buildable Lands Report

Figure 3.5
Housing by Tenure



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.6
Household Size by Tenure, 2011 – 2021



Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021

3. 2023 Snohomish County Housing Characteristic and Needs Report, page 5.

Living Arrangement

Marysville's distribution of household living arrangements is similar to Snohomish County overall; however, Marysville has fewer households with children than Lake Stevens and Snohomish County (see Figure 3.7).

Both Marysville and Snohomish County saw a decrease in households with children since 2011, with a more significant decrease in Marysville (7 percent) than the County overall (3 percent). This may be due to more "empty nester" households in Marysville (see Figure 3.8).

Vacancy Rates

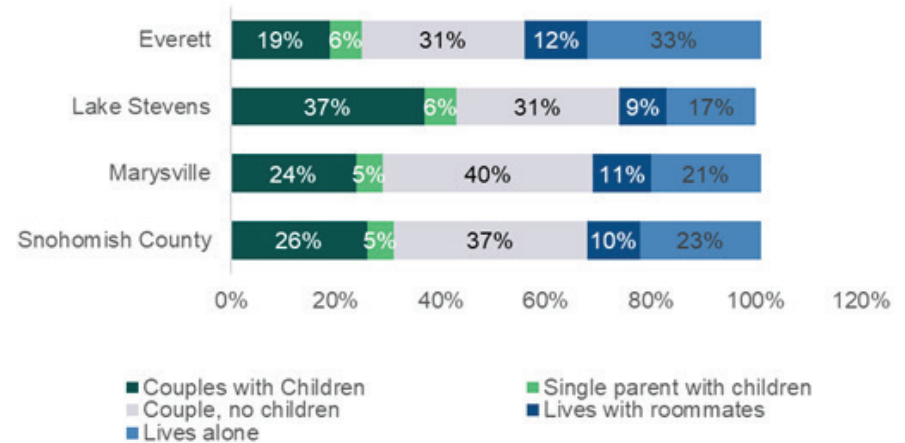
In 2021, approximately three percent of Marysville's housing stock was vacant, meaning that the unit likely could be occupied but was not. Marysville's vacancy rate is less than the Snohomish County average of 4.6 percent. Washington State Department of Commerce's guidance directs counties to assign a six percent vacancy rate for 2044, which translates to a small increase in the number of future housing units that jurisdictions need to plan for.

Income Distribution

Income is an important determinant of housing choice, influencing both the type of housing a household chooses (e.g. single family detached, duplex, or multi-family residence) and household tenure (i.e. rent or own). Marysville's 2021 median household income was approximately \$89,000, slightly lower than Snohomish County overall. From 2011 to 2021, Marysville's household median income increased by 35 percent. This increase is partially driven by wage increases for existing residents as well as in-migration of higher income households. Additional analysis of income distribution, employment and commuting is provided in the [Economic Element](#) and the 2021 Marysville [Housing Action Plan](#).

Figure 3.7

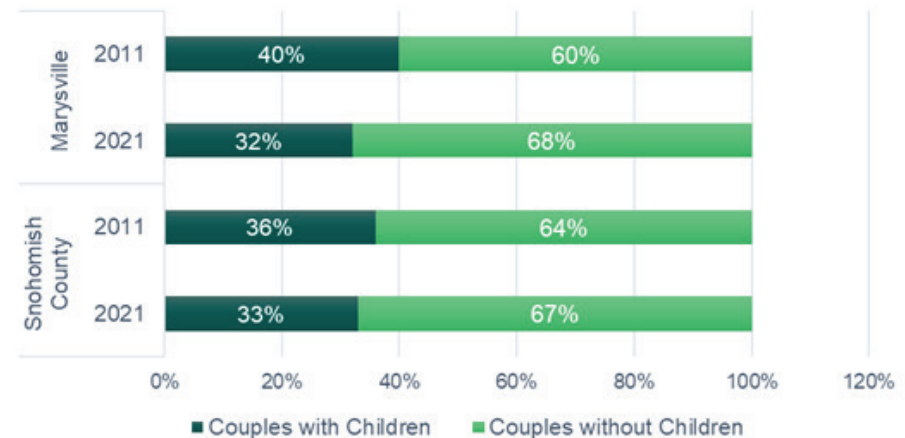
Living Arrangement Distribution, Marysville and Comparison Jurisdictions, 2021



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.8

Households with Children, Marysville and Snohomish County, 2011 – 2021



Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021



Existing Housing Stock

Seventy-three (73) percent of Marysville's 2021 housing stock was detached single family residences. Apartments with at least five units comprised 12 percent of housing with the balance of housing types roughly evenly split among duplexes, triplexes and fourplexes, and mobile homes as shown in Figure 3.9. Marysville has less diverse housing options than Snohomish County and Everett, but more diverse housing options than Lake Stevens.

The majority of Marysville's housing stock is comprised of three bedroom (49 percent) and four bedroom (26 percent) units (Figure 3.10). With the growing number of two-person households, and the trend towards smaller household sizes, incentivizing the production of more one- to two-bedroom units to meet the needs of smaller households should be considered.

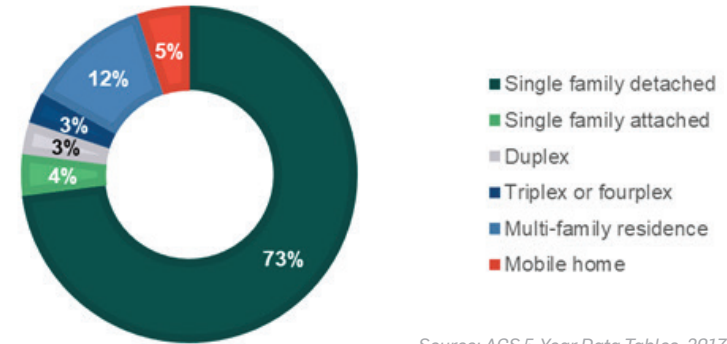


Historically, single family residences have been the dominant housing type in Marysville.

Residential Development Trends

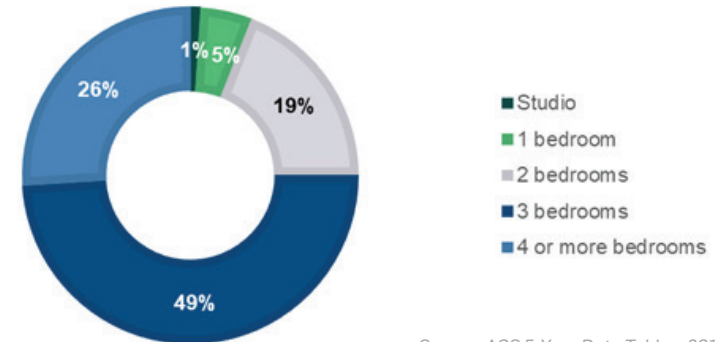
From 2010 to 2023, Marysville's housing stock increased by 4,560 units. Historically, single family residences have been the dominant housing type in Marysville. However, since 2011, the City has experienced a significant shift from this historic pattern with 41 percent of new housing stock comprised of multi-family residences (see Figure 3.11). With large, vacant tracts of land being steadily developed, and new Washington state statutes increasing the flexibility for middle housing types, a shift from single family housing construction to more multi-family and townhouse infill construction is anticipated over the planning period.

Figure 3.9
Marysville Housing Stock, 2021



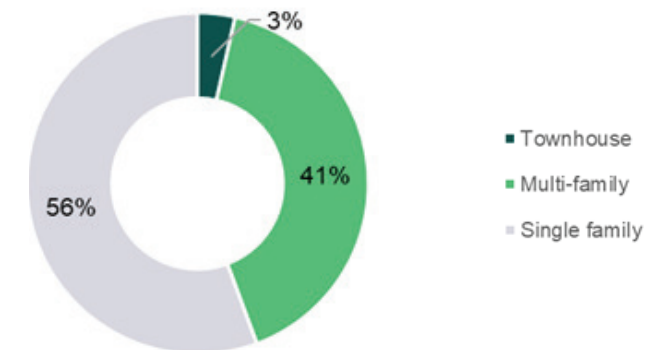
Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.10
Marysville Housing Stock by Bedroom, 2021



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.11
Marysville Housing Production, 2011 - 2023



Source: Marysville TraktIt permit data

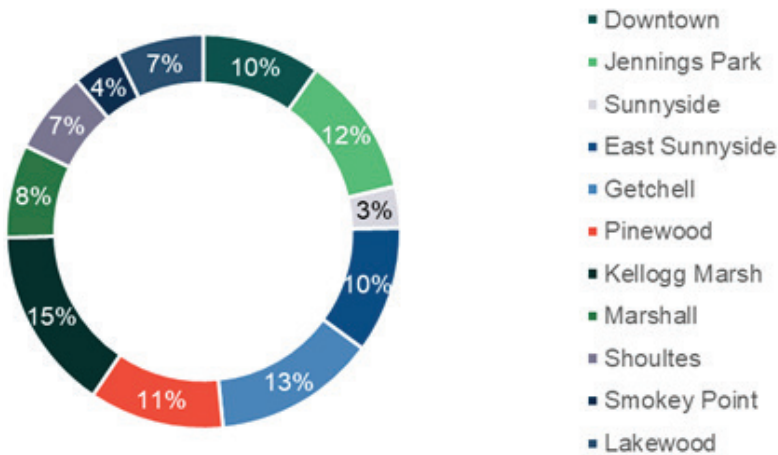
Where is the Growth Occurring?

The City of Marysville is comprised of 11 neighborhoods as detailed in the Land Use Element. In 2019, the well-established neighborhoods of Kellogg Marsh, Getchell, and Jennings Park had the most housing (see Figure 3.12). Over the past several years, the East Sunnyside-Whiskey Ridge and Lakewood neighborhoods have experienced a residential construction boom. Given the substantial and sustained growth in those neighborhoods, it is anticipated that in 2044 East Sunnyside-Whiskey Ridge will have the most housing, followed by the Kellogg Marsh, Downtown and Lakewood neighborhoods as shown in Figure 3.13. Master or subarea plans are in place in the Downtown, Lakewood and East Sunnyside-Whiskey Ridge neighborhoods to help shape their development.



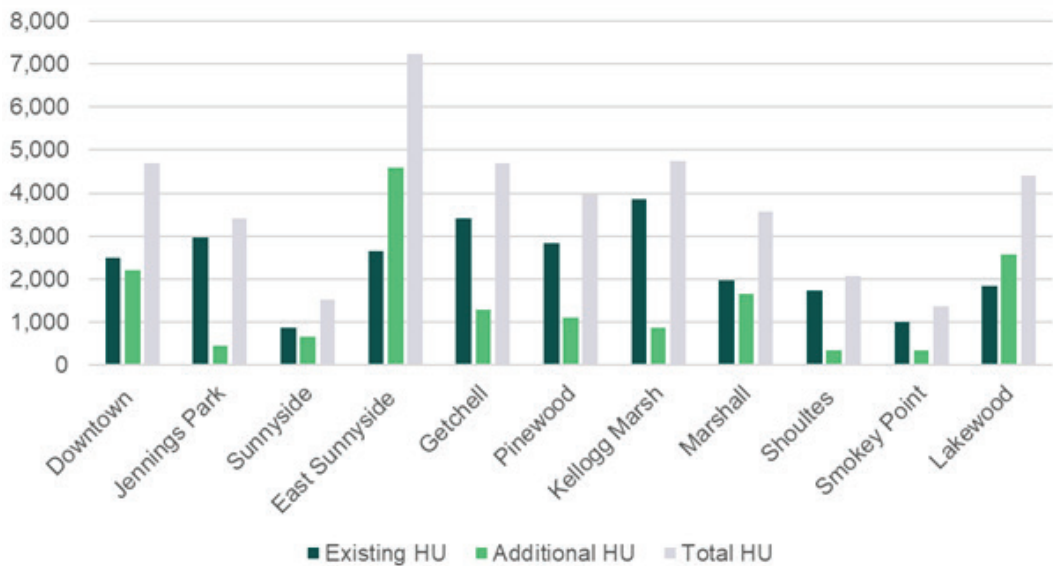
Apartments in the Lakewood Neighborhood, which has experienced a residential construction boom.

Figure 3.12
Marysville Neighborhoods Share of Housing Stock, 2019



Source: 2019 Snohomish County Buildable Lands Report and Marysville GIS data

Figure 3.13
Marysville Neighborhoods Share of Housing Stock - Existing (2019) and Proposed (2044)



Source: 2019 Snohomish County Buildable Lands Report and Marysville GIS data



Housing Market Trends

In the past decade, housing costs in Western Washington have risen dramatically, buoyed by the strong economy, low housing production, and high demand for housing throughout the region. Like other regional jurisdictions, housing costs for both ownership and rental housing in Marysville have increased substantially.

Ownership Housing

Marysville is still relatively affordable compared to Snohomish County overall and Lake Stevens, but has higher home sales prices than Everett as shown in Figure 3.14. The median home sale price in Marysville rose 223 percent from 2012 to 2022, a higher pace than Everett, Lake Stevens and Snohomish County overall. Home sales prices peaked in each of these jurisdictions in 2022; however, Marysville saw the smallest decline at two percent.

Rental Housing

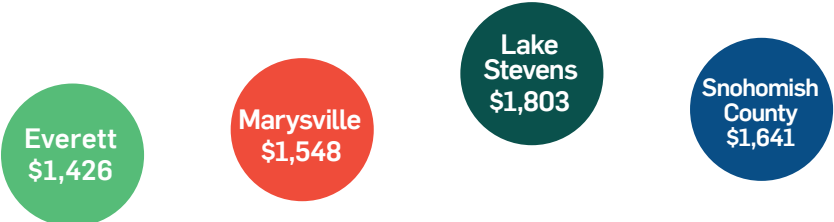
In 2021, Marysville's median rental rate of \$1,548 was lower than nearby Lake Stevens and Snohomish County overall (see Figure 3.15). Marysville has seen a 53 percent increase in rents over the past decade plus with rates rising from \$1,113 per unit in 2012 to \$1,685 per unit in 2023.

Figure 3.14
Median Homes Sales Price, Marysville and Surrounding Jurisdictions 2022



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.15
Median Rent Rates, Marysville and Surrounding Jurisdictions 2021



Source: ACS 5-Year Data Tables, 2017 – 2021



While rents have increased, rental housing is still more affordable in Marysville than many surrounding cities.

Housing Affordability

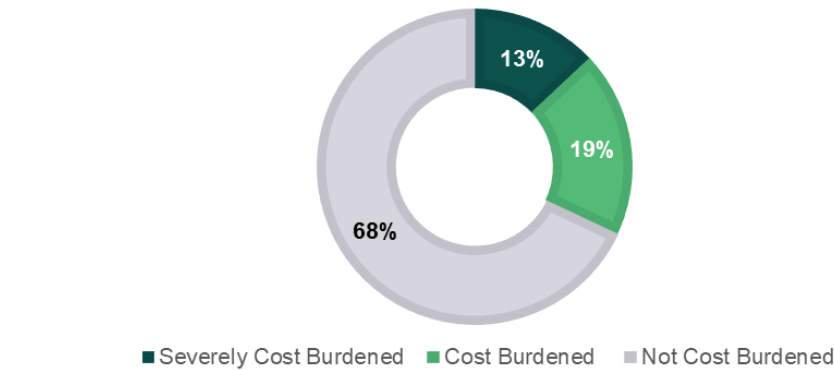
Housing costs are usually the largest portion of a household budget and typically include mortgage or rent payment, utilities, interest, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30 percent of their income on housing experience "cost burden" and households paying more than 50 percent of their income on housing experience "severe cost burden."

Housing cost burden can put low-income households in vulnerable situations and force them to make trade-offs between housing costs and other essentials like food, medicine, or transportation. This unstable condition can also lead to rental evictions, job instability, education instability for children, and homelessness. Cost burdening for owner-occupied households is less common because mortgage lenders typically ensure that a household can pay its debt obligations before signing off on a loan. In addition, mortgage costs generally remain fixed, protecting ownership households from unexpected housing costs (such as rent increases).

Cost Burdened Households

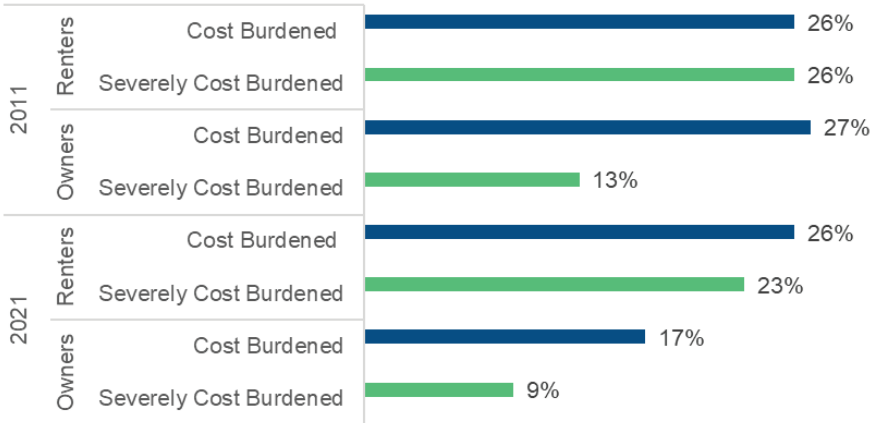
In 2022, 32 percent of Marysville residents were cost burdened (see Figure 3.16). Renters are more likely to be cost burdened than homeowners (see Figure 3.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease and renters seeing a three percent decrease. The level of cost burden in Marysville largely mirrors the cost burden in Snohomish County overall.

Figure 3.16
Overall Cost Burden in Marysville 2021



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.17
Cost Burden by Tenure, Marysville 2011 – 2021



Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021



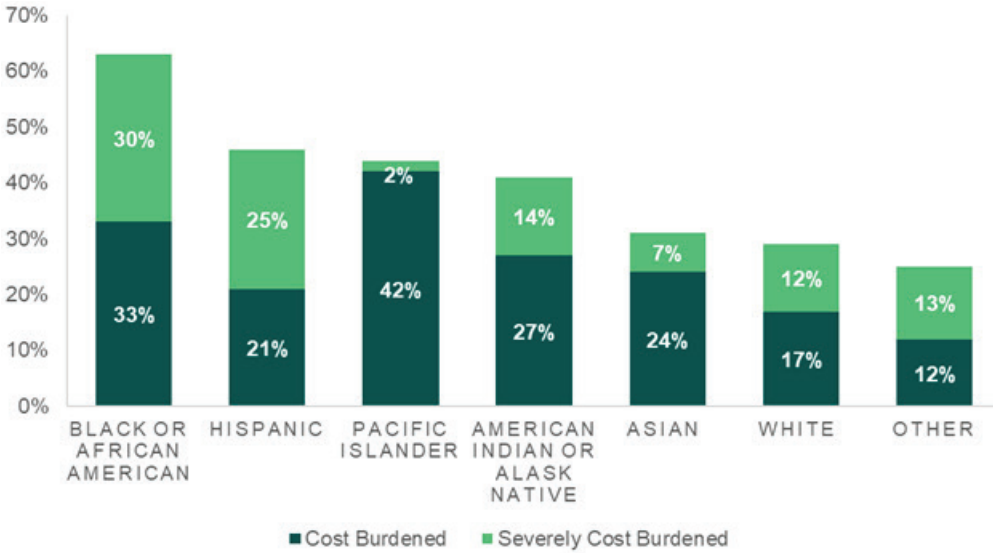
Cost burden varies considerably by race or ethnicity as illustrated in Figure 3.18. Within Marysville, black or African American households experience the greatest cost burden followed by Hispanic, Pacific Islander, and American Indian or Alaska Native which each have comparable levels of cost burden.

Housing Attainability

The Department of Housing and Urban Development (HUD) defines an area's Median Family Income (MFI) for counties and metro areas. Snohomish County is included in HUD's Seattle-Bellevue metro area MFI which is \$134,600; however, Marysville's MFI is substantially lower at \$92,347. Figure 3.19 shows what a family of two could afford to rent or purchase in the Seattle-Bellevue metro area without being cost-burdened. It is important to note that home sales prices may vary with mortgage interest rate fluctuations along with utility and other fees.

With Marysville's 2022 median household price being \$605,000, a household would need to earn roughly \$200,000 or about 149 percent of the area MFI to afford the median house price. Since only 19 percent of households in Marysville had an income greater than \$150,000 per year in 2021, this suggests that less than 19 percent of current Marysville households can afford the current median home sales price.

Figure 3.18
Cost Burden by Race, Marysville 2015 – 2019



Source: CHAS 2015 – 2019

Figure 3.19
Median Family Income (MFI) Needed for a Family of Two to Afford Rental or Ownership Housing in Seattle-Bellevue Metro Area in 2022

IF YOUR HOUSEHOLD EARNS...					
Median Family Income	30% of MFI	50% of MFI	80% of MFI	100% of MFI	120% of MFI
	\$38,800	\$64,700	\$95,300	\$134,600	\$161,500
THEN YOU CAN AFFORD...					
Monthly rent	\$1,100	\$1,800	\$2,600	\$3,700	\$4,500
Homes sales price	\$116,000 – \$136,000	\$194,000 – \$226,000	\$286,000 – \$334,000	\$404,000 – \$471,000	\$485,000 – \$565,000

Source: US Department of Housing and Urban Development, Seattle-Bellevue Metro Area, 2022

Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts

House Bill (HB) 1220 requires local governments to assess displacement risk and establish policies to prevent or reduce displacement and related hardships. It also requires governments to review their policies, programs and zoning to identify and address any that may have racially disparate or exclusionary effects. With the City's [2021 Housing Action Plan \(HAP\)](#), analyses were conducted on Gentrification Risk and Racially Disparate Impacts.⁴ The Gentrification Risk Analysis identifies areas within the City with greater socioeconomic vulnerability and risks of displacement, while the Racially Disparate Impact Analysis shows where ethnic groups are concentrated and provides household income distribution by ethnicity.

4. An in depth analysis of Gentrification Risk and Displacement is provided in Appendix B of the HAP while Racially Disparate Impacts are in the overall HAP.

5. Within the Puget Sound region, racially restrictive covenants were used in the past to restrict access of certain racial or ethnic groups from housing opportunities. This practice appears to have been limited in Marysville as racially restrictive covenants were found for two neighborhoods within the City.

WHAT IS SOCIOECONOMIC VULNERABILITY?

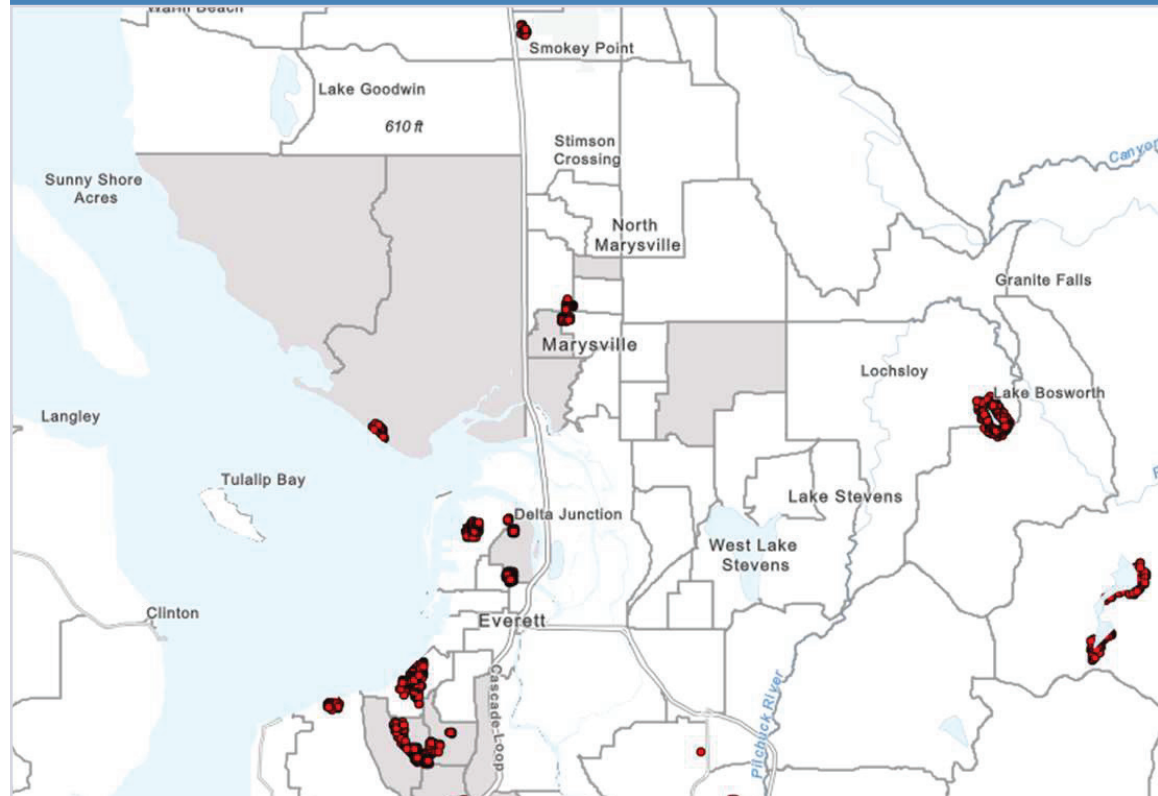
Socioeconomic vulnerability refers to social and economic factors, such as educational attainment, English language proficiency, disabilities, ethnicity, or income, that may leave individuals and household exposed to harm or damage, such as homelessness.

WHAT IS DISPLACEMENT RISK?

Displacement risk describes when pressures in the real estate market force households to relocate due to rising housing costs or increased redevelopment potential.

WHAT ARE RACIALLY DISPARATE IMPACTS?

Racially disparate impacts are disproportionate effects on one or more racial group that occurs due to policies, practices, rules or other systems.



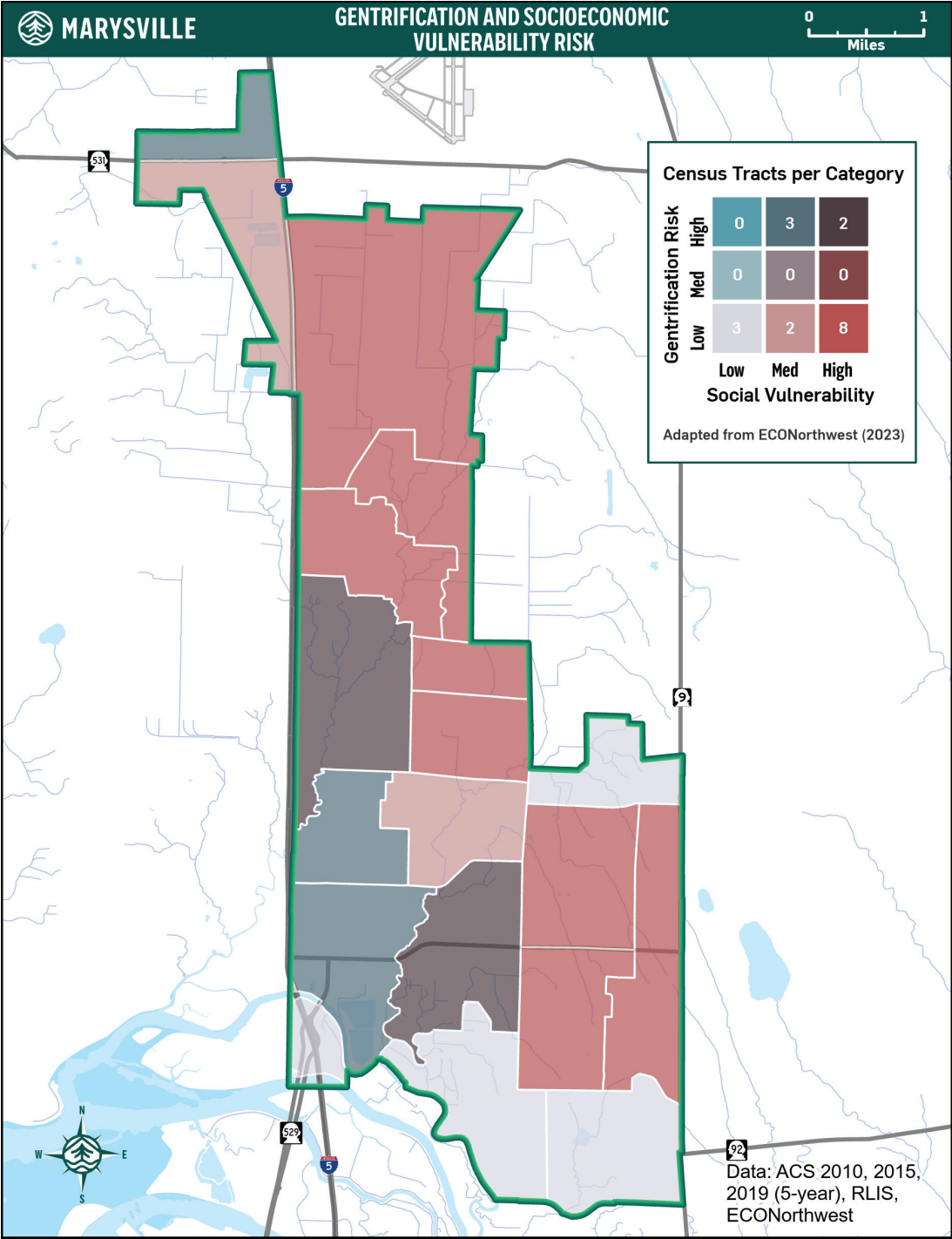
Properties with formally racially restrictive deeds in and around Marysville.⁵

Source: Racial Restrictive Covenants. The Seattle Civil Rights and Labor History Project. <https://depts.washington.edu/civilr/covenants.htm>

Socioeconomic Vulnerability and Displacement Risk

Approximately 44 percent of Marysville households live in Census tracts that are at risk of gentrification while the rest of households are in tracts that are not at risk of gentrification. Socioeconomic vulnerability is not always concentrated in areas at risk of displacement/gentrification. While 37 percent of households live in Census tracts that display high rates of socioeconomic vulnerability, only 18 percent of households are at high risk for gentrification and have high social vulnerability. Figure 3.20 provides a composite map of gentrification susceptibility and socioeconomic vulnerability.

Figure 3.20

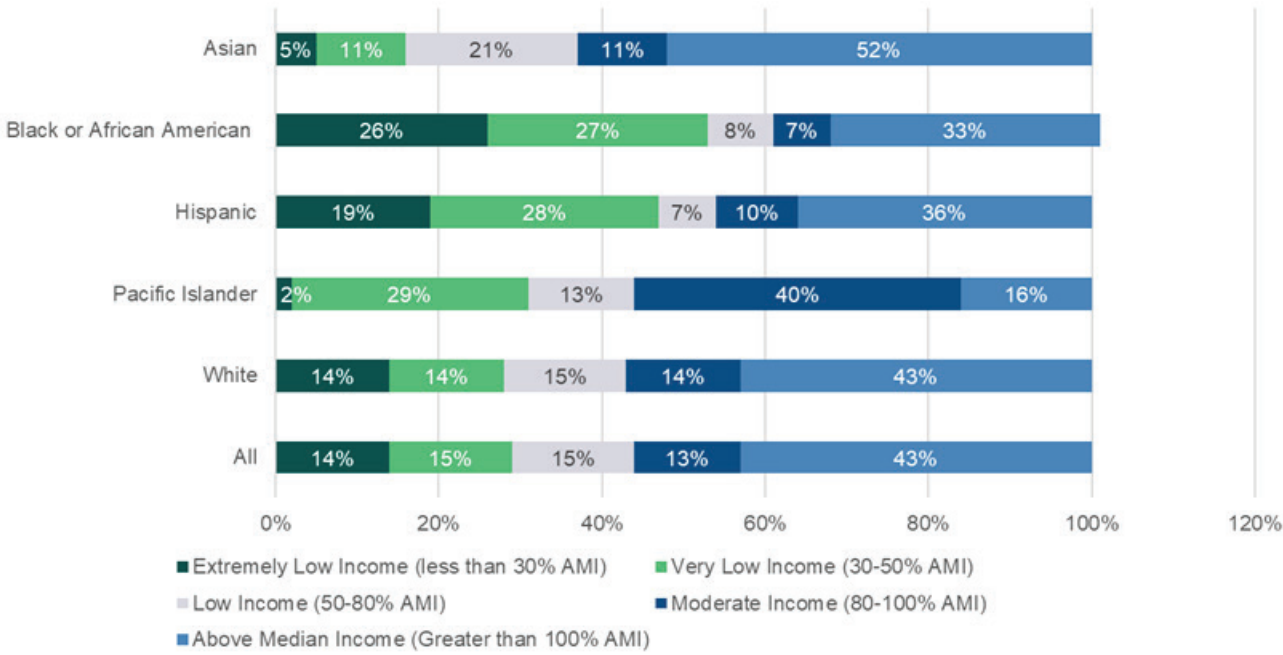


Racially Disparate Impacts⁶

Within the City, homeownership is lowest among Hispanic, Black, Pacific Islander, and Indian or Alaska Native households which all have homeownership rates under 50 percent. About 69 percent of White households and 89 percent of Asian households own their homes. Black households are the demographic with the greatest cost-burdening by race, with about 63 percent being cost-burdened. Households that identify as Black make up the largest group of low-income earners in the City (61 percent), followed by households that identify as Hispanic or Latino (54 percent) (see Figure 3.21).

The City will use this information to inform potential mitigation measures that can be taken to protect vulnerable populations from displacement.

Figure 3.21
Distribution of Households by Income and Race or Ethnicity, 2019



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1); WA Dept. of Commerce



Streets trees, landscaping, and private balconies enhance the quality of life for residents of this multi-family residence.

6. Ibid.



Housing for All Incomes

Washington state has pursued significant legislation to help tackle the regional housing shortage. Planning for adequate housing units to serve moderate, low, very low, and extremely low income households is a new Growth Management Act (GMA) requirement for this update. As detailed in the Land Use Element, the City has adequate, appropriately zoned land available to allow for construction of housing at each of the income levels shown in Figure 3.22.

Historically, Marysville's housing stock has primarily consisted of single family residences that have been largely affordable. As illustrated in Figure 3.22, the City has a good supply of housing for Low and Moderate income households and does not require any additional housing production at these levels during the planning period. However, a significant amount of new housing is needed for Extremely Low to Very Low incomes, as well as High and Very High income levels. The City's [Housing Action Plan](#) indicates that the mismatch between

household income and the housing supply available for the respective income levels may suggest "that lower-income households are cost burdened by paying more than 30 percent of their income on housing or a higher-income household is "down renting" by paying less than they can afford in rental housing."

If the 2021 ratio of owner-occupied to rental units shown earlier in Figure 3.5 continued through 2044, approximately 9,137 new owner-occupied units and 3,916 new rental units would be needed. However, in order to meet housing needs based on income bands, the proportion of rental units will need to be even greater with at least 4,760 units, or 36 percent of new housing, being rental units. In addition to the permanent ownership and rental housing units shown in Figure 3.22, the City will also need to plan for 881 more temporary emergency housing beds. Currently the City only has 61 emergency housing beds.

Figure 3.22
Marysville Existing Housing and 2044 Housing Need by Income Level

INCOME LEVEL (PERCENT OF AREA MEDIAN INCOME OR AMI)	INCOME RANGE	2020 HOUSING UNITS	ADDITIONAL HOUSING UNITS NEEDED (2020 - 2044)	2044 TOTAL HOUSING UNITS NEEDED
Extremely low (0-30% PSH)	\$0 - 38,800	653	2,403	3,056
Extremely low (0-30%)	\$0 - 38,800	73	1,281	1,354
Very low (30-50%)	\$38,800 - 64,700	4,313	1,076	5,389
Low (50-80%)	\$64,700 - 95,300	7,958	0	7,958
Moderate (80-100%)	\$95,300 - 134,600	6,289	0	6,289
High (100-120%)	\$134,600 - 161,500	2,830	2,403	5,233
Very high (120% or more)	\$161,500+	3,607	7,090	10,697
Total	-	25,723	14,253	39,976

Source: 2021 Snohomish County Housing Characteristics and Needs (HO-5) Report Combined Appendices



A detached single family condominium neighborhood

KEY HOUSING STRATEGIES

In order to address the City's existing and future housing needs, and respond to new State regulations, the City prepared a [Housing Action Plan](#) that was adopted as a reference document in late 2023. The Housing Action Plan outlines three overarching goals:

- **Expand housing choice;**
- **Deliver workforce housing; and**
- **Stabilize households.**

Four main strategies were proposed to further these goals as shown in the infographic below. Certain aspects of each of these strategies are proposed to be pursued over the next 20 years as detailed in the following pages.



STRATEGY 1

Increase Housing Diversity

Increasing housing diversity to expand rental and homeownership opportunities for a wider range of households is the first housing strategy. Housing needs differ based on income, household composition, and stage of life. Increasing the variety of housing options at different price points, locations, sizes and preferences for both rental and ownership should be pursued.

The need for greater housing diversity is driven by the following factors:

- The City is currently aging faster than Lake Stevens, Everett and Snohomish County overall, resulting in a need for more housing options for empty nesters, seniors, and aging-in-place;
- The average household size has decreased over the last decade while one and two person households have increased. Homeownership has also declined for one person households. The City's housing stock primarily consists of single family detached homes with three to four bedrooms. More housing options, including more middle housing such as townhouses, may result in more affordable homeownership options – particularly for four person households which are the largest share of renter households; and
- House Bill (HB) 1110, known as the Middle Housing Bill, must be implemented by the end of June 2025. The City will need to allow middle housing as provided in Figure 3.23.

Figure 3.23
House Bill 1110 Unit Requirements

MINIMUM MIDDLE HOUSING UNIT REQUIREMENT			
Tier (Population) ¹	Residential Zones	Within a Quarter Mile of Major Transit Stop	With Affordable Housing
Tier 2 (25,000 – 75,000)	2 units per lot	4 units per lot	4 units per lot (1 unit must be affordable)
Tier 1 (Over 75,000)	4 units per lot	6 units per lot	6 units per lot (2 units must be affordable)

1. Marysville will be a Tier 2 City until 2030 at which time it will become a Tier 1 City.



Seven different actions were proposed in the [Housing Action Plan](#) to address the strategy of increasing housing diversity. The top priority actions, and ones which will be pursued at a future time at the discretion of City Council, are detailed below:

Increase Residential Density along Future Transit Lines



SWIFT's bus rapid transit is anticipated to be extended to Marysville in 2027 – 2029 and may merit future zoning changes along the SWIFT corridor. Photo Credit: Community Transit.

HAP Action 1.1

Increasing density along proposed transit lines to accommodate more multi-family development is a suggested action contemplated by the [Housing Action Plan](#). Community Transit's SWIFT Bus Rapid Transit service, specifically the 'Gold Line', is anticipated to be extended to Marysville and Arlington in 2027 – 2029. Bus Rapid Transit 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. A couple of different SWIFT route alternatives are currently being considered by Community Transit.

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 with this Plan with the exception of where it is required in order to comply with the increased density provisions of HB 1110. However, changing circumstances, which include but are not limited to the following, may serve as a catalyst for zoning changes in the future:

- 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.

Should there be a need or desire to rezone along the SWIFT route or State Avenue/Smokey Point Boulevard in the future, changes that may help facilitate additional residential development include, but are not limited to:

- Modifying setbacks, impervious surface coverage, or parking requirements;
- Allowing stand-alone residential in commercial zones when located behind a commercial use and/or not along an arterial; and
- Increasing the allowed density or residential density incentives.

Create more Flexibility for Townhome Development

HAP Action 1.2

The [Housing Action Plan](#) suggests creating more flexibility for townhome development. Townhomes offer a homeownership opportunity that is typically more affordable than detached single family residences. Currently townhome developments within the City can either be developed with multiple townhomes on an overall site or can be subdivided into fee simple lots using the City's Planned Residential Development (PRD) standards. When developed through the PRD process, townhomes are required to construct a public street



Townhouses provide a more affordable homeownership opportunity.

and meet minimum unit/lot width requirements, which deters some developers. While individual ownership of units can be achieved via condominium, there are significant legal and financial risks that deter developers from pursuing condominiums.

In 2023, Washington state adopted Senate Bill 5258 which allows for unit lot subdivisions that allow divisions of a parent lot into separately owned unit lots. The City will need to amend the code to allow for unit lot subdivisions which is anticipated to result in more individually owned townhomes. Some associated standards may be required to be amended as well to ensure compliance with State law.

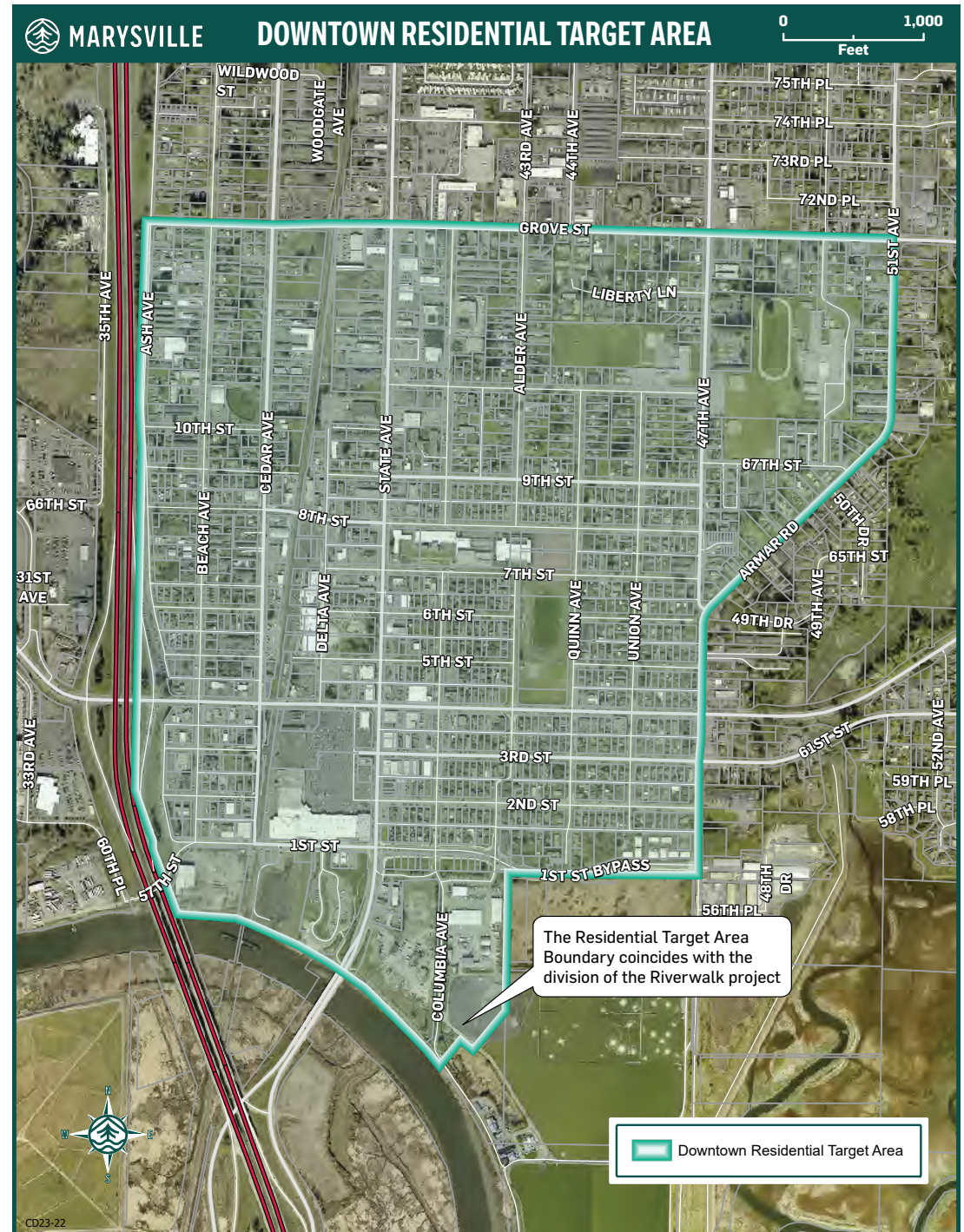
Expand and Calibrate Existing MFTE Program to Stimulate Program Participation

HAP Action 1.3

The City adopted a Multi-family Tax Exemption (MFTE) program in 2009 to encourage increased residential housing, including affordable housing opportunities, and redevelopment within the Downtown. In 2021, the target area for the MFTE program was expanded to coincide with the expanded Downtown Master Plan boundaries (see Figure 3.24); however, the program still has not been utilized to-date. Consideration should be given to potentially:

- Expand the eligible areas;
- Reduce the unit threshold from 10 to 4;
- Reach out to local and regional developers to enhance awareness of the program; and
- Conduct a market assessment of the existing and potential MFTE areas.

Figure 3.24



Consider Middle Housing Best Practices when Complying with HB 1110

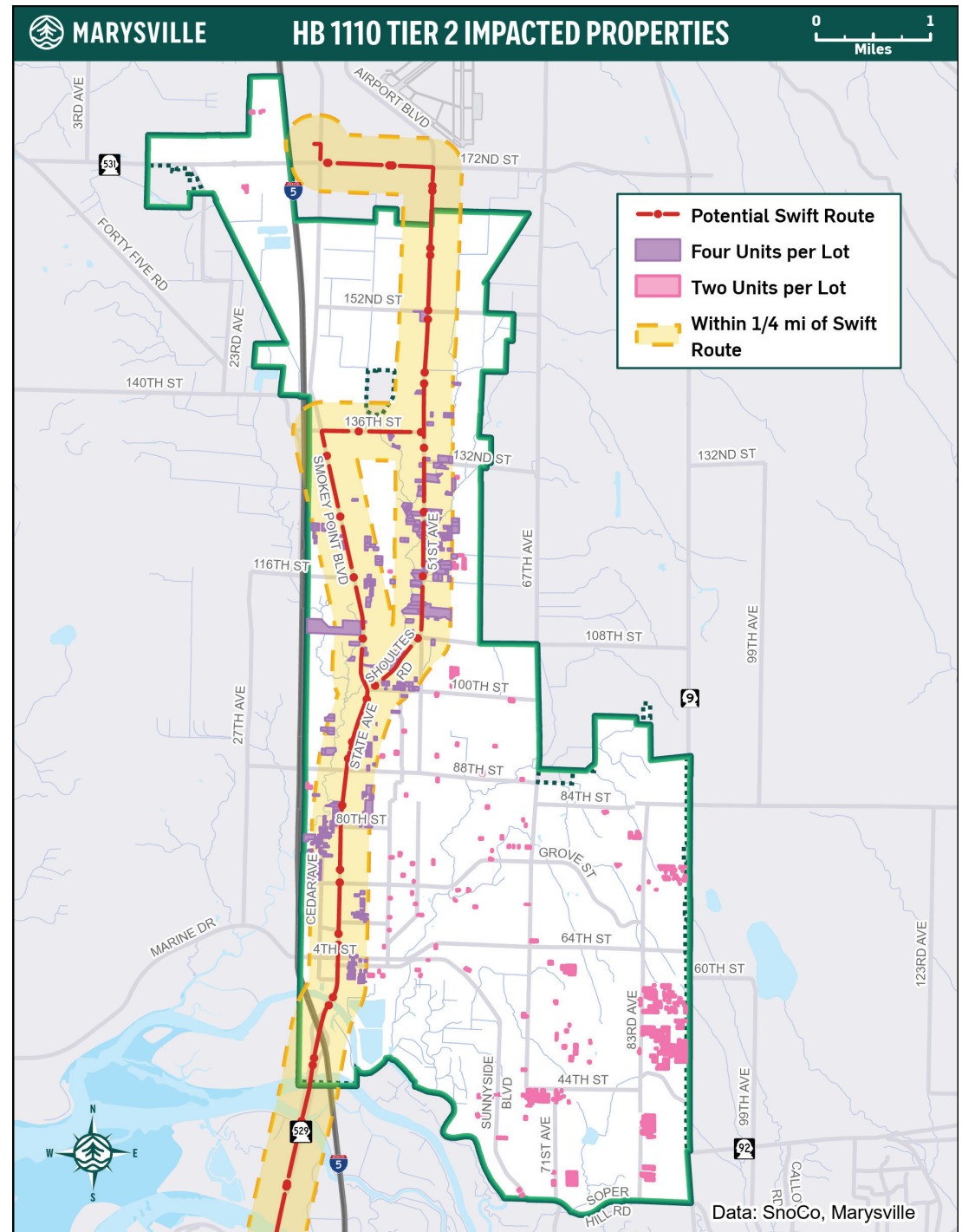
HAP Action 1.4

Considering Middle Housing best practices when complying with HB 1110 is a recommended HAP action item. Middle housing describes housing that is “compatible in scale, form, and character with single family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, townhouses, stacked flats, courtyard apartments and cottage housing.” The City must allow six out of nine of the referenced middle housing types and the units per lot described in Figure 3.23. Residentially zoned properties that are not currently eligible for additional residential units, but may become eligible for more units upon the implementation of HB 1110, are depicted in Figure 3.25. The City will carefully evaluate the best approach to implementing the middle housing provisions of HB 1110 in 2025.



Townhouses, a type of Middle Housing, provide a quality homeownership option that is attractive to a variety of households.

Figure 3.25



Balance Housing Development among School Districts

HAP Action 1.5

The City of Marysville is served by three school districts – Marysville, Lakewood and Lake Stevens. Since 1997, the majority of new residential growth has occurred within the Lakewood and Lake Stevens School Districts largely due to the large tracts of undeveloped land. The Lakewood and Lake Stevens School Districts are both well rated districts which serves as a pull factor for households with children. The bulk of Downtown and central Marysville experienced much of its residential growth in 1996 or prior as shown in Figure 3.26. Household sizes in these areas tend to be smaller implying older residents many of whom no longer have children at home and in Marysville School District schools. Disinvestment in the school district and declining enrollment are significant challenges facing the Marysville School District.

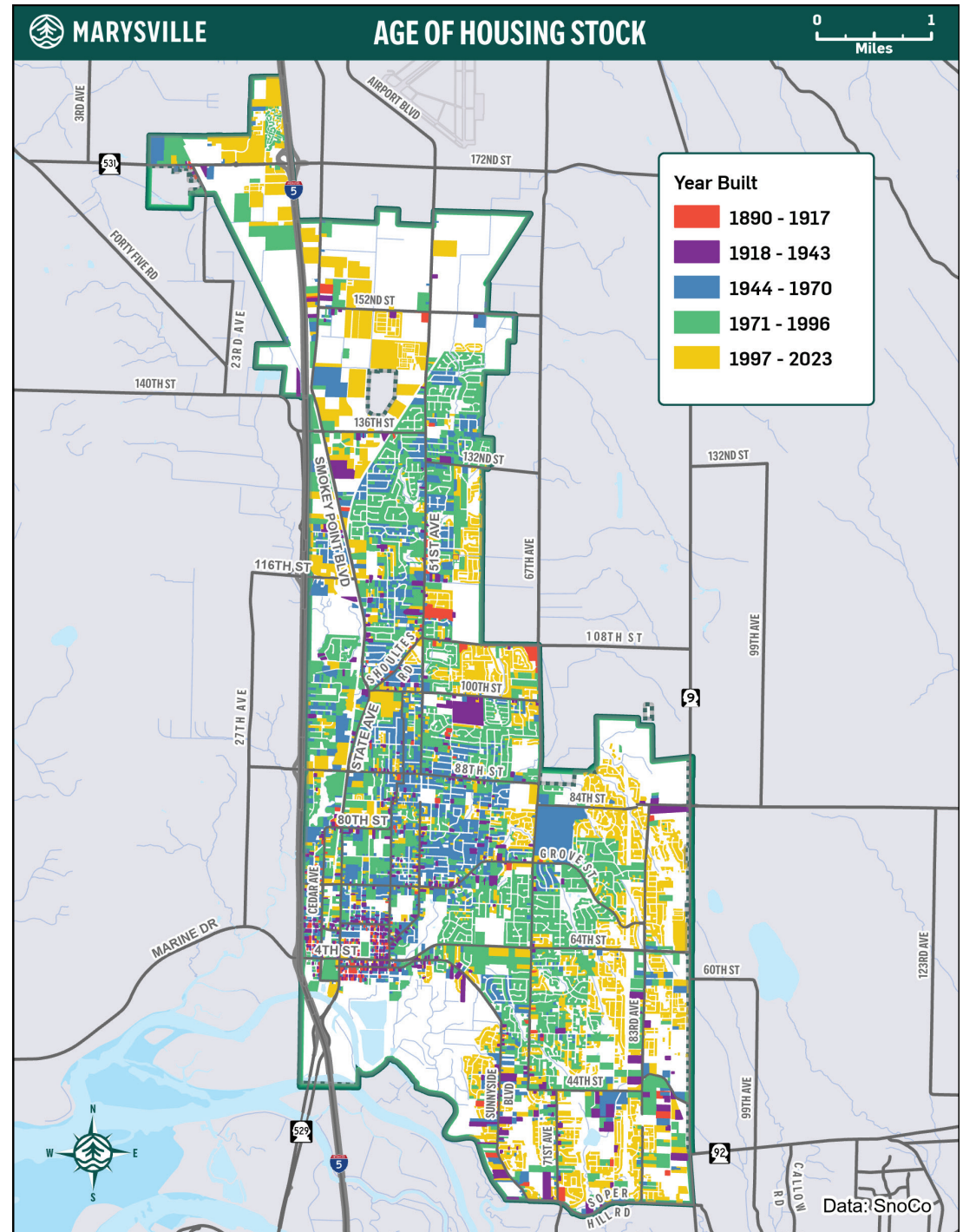
Incentivizing housing developments within the Marysville School District is a policy action that the City of Marysville could consider to help encourage households with children to live in the District which would increase enrollment, foster support for the District, and contribute to greater balance among the districts.

Accessory Dwelling Unit Code Amendments and Incentives

HAP Action 1.6

Accessory dwelling units (ADUs) are an affordable way to contribute to the housing supply while providing options for renters and smaller households. The State of Washington, through House Bill (HB) 1337, requires cities to allow at least two ADUs on all lots within an Urban Growth Area that allow for single family homes. Off-street parking reductions, lower impact fees, increased structure height, and elimination of the owner occupancy condition are also required. The City anticipates adopting these regulations within six months of the Comprehensive Plan update deadline. Incentives such as providing pre-approved house plans may also be considered in order to eliminate the cost of hiring an architect and to streamline permitting.

Figure 3.26



Create More Flexibility for Planned Residential Developments (PRDs)

HAP Action 1.7

Marysville's Planned Residential Development (PRD) code is broadly used for single family residential developments in order to achieve greater density than the underlying residential zone allows. The PRD code also allows duplexes, townhouses and similar housing types to be pursued. Some of the approval criteria are vague or restrictive. Recently adopted Washington state statutes may require that certain provisions be revisited. The PRD code will be audited to ensure that it complies with State law and that standards, such as access, open space, housing types, and density allowances, are furthering City housing goals



Duplexes are a housing option that may be pursued in Planned Residential Developments and various residential zones.

STRATEGY 2

Create More Housing Stability

Creating more housing stability for those at risk of displacement is the second housing strategy. As described in the 'Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts' section of the [Housing Action Plan](#), 44 percent of Marysville households reside in Census tracts with high gentrification/displacement risk; of these, 18 percent are also considered highly socially vulnerable. While Marysville has a lower median income than Snohomish County overall, median income has increased sharply over the last decade. The increase may be a result of a large influx of higher income households, particularly those earning over \$150,000. Mitigating displacement is important for preserving community diversity, preventing forced displacement of low-income individuals, and promoting a dynamic local economy. Maintaining housing options for lower-income households within the community can help prevent homelessness, and reduce commute times, traffic congestion, and associated environmental impacts caused by households being pushed to the outskirts. As the City makes zoning changes and investments that attract new development and increase property values, it is important to evaluate the impacts on susceptible areas, and adopt policies and programs to protect vulnerable populations.



Redevelopment Downtown affords new housing options, but also may result in displacement.

Conduct Targeted Outreach to Better Understand Displacement Risk

HAP Action 2.1

Within Marysville, Census tracts susceptible to displacement are largely concentrated Downtown and in west, central Marysville. A significant expansion of the Downtown Master Plan Area and associated zoning changes occurred in 2021. These rezones and zoning amendments, and others that the City may adopt over the planning period Downtown and elsewhere, may lead to intense redevelopment and displacement of tenants in unregulated affordable housing.⁷

To better understand and proactively address displacement risk as housing market conditions change and development increases, monitoring of these areas should occur. Before pursuing zoning changes in susceptible areas, a risk assessment should be conducted to identify properties that are at risk, such as:

- Unregulated rental properties in areas where private investors are potentially considering buying properties and increasing rents or leases; and
- Properties that have low rents, deferred maintenance, under 20 units, non-institutional owners (i.e. mom-and-pop owners), or locations likely to redevelop.

Community engagement should also occur with residents living in susceptible tracts, where zoning or infrastructure changes are contemplated, and where unregulated affordable housing may leave residents vulnerable to rent increases. After conducting a risk assessment and community engagement, an anti-displacement strategy for the impacted areas could be pursued at the direction of City Council.



Community engagement should occur with residents living in areas susceptible to displacement.



Mobile home parks are a naturally affordable housing option.

Support the Preservation of Manufactured Home Parks

HAP Action 2.2

Mobile home parks provide housing that is naturally affordable; however, they are also vulnerable to redevelopment as evidenced by several mobile home park closures within Washington state over the past couple of years. In 2010, the City adopted a mobile home park preservation ordinance which established a protective overlay on five of the City's thirteen mobile home parks which are all located in stable residential areas. Over the planning period, research on the following mechanisms to preserve mobile home parks is proposed:

- The City can assist housing authorities, non-profits, and resident-owned communities with guidance on acquiring a mobile home park.
- A Tenant Opportunity to Purchase ordinance can be pursued which would require property owners to inform residents of the intent to sell the MHP and provide a timeframe within which residents can organize and offer to purchase the property.
- A Resident-Owned Community (ROC) is an operational structure that functions as a co-op, where a board handles day-to-day issues (instead of a property manager) and households pay rent each month to cover taxes, insurance, trash collection, the ROC's mortgage payments, and co-op membership payment.

⁷ Unregulated affordable housing is privately owned rental housing that is affordable to lower income households but is not subject to rent control or similar restrictions that cap rent.



STRATEGY 3

Support the Development of Housing at All Income Levels

The City's growth targets call for 4,800 housing units for households earning at or below 50% AMI of which 2,400 will need to be permanent supportive housing (see Figure 3.22). The City has adequate land capacity and appropriate zoning for housing affordable to all income levels; however, the private housing market cannot deliver affordable housing at the low and very low income range without public assistance.

With 32 percent of Marysville's households cost burdened, more affordable housing options are needed. There is a particular need for housing for employees, young families, one person households, and seniors with fixed incomes. Some employers, such as service industries and public agencies, benefit from having workers nearby. Employer assisted housing, and partnerships between the City and the employer, can help to furnish workforce housing.



The Vintage at Lakewood, is an apartment that provides affordable housing for seniors.

Develop a Land Bank Strategy and Partnerships to Support Both Income-Restricted and Workforce Housing Development

HAP Action 3.1

Control of land is critical to affordable housing development as land is a substantial portion of development costs and can make the difference between a project being financially feasible or not. Control of land also allows the owner to determine how the land is developed. In order to address the City's low and very low income housing needs, the City may consider participation in land banking as a mechanism to reduce development costs in order to increase affordable housing development feasibility and production. Land banking allows the City to provide a pipeline of land for future development and control the type of development that can occur on the land. There are a few mechanisms through which the City can pursue land banking:

- Designating city-owned land as surplus would allow the City to contribute surplus land to the land bank, then eventually to affordable housing developers or local employers to build housing at an agreed-upon level of affordability.
- Purchasing properties and transferring to affordable housing developers or local employers who then produce housing either at an agreed-upon level of affordability or to meet the income range of their workforce.
- Providing funds to another organization that would facilitate land banking for the purpose of producing affordable housing.

Land banks can support residential development of either rental housing or ownership housing. Partnerships could occur with either non-profits for the purpose of building housing at or below 50% AMI, or with local employers struggling to retain employees due to local housing costs. The City could have multiple roles, which may vary on different projects, for land banking or partnering to ensure housing that maintains long-term affordability.

Coordinate with Regional Affordable Housing Partners

HAP Action 3.2

Providing housing for the City's low and very low income households will require coordination with regional affordable housing partners as private developers do not produce low-income housing, particularly below 80% AMI. Affordable housing projects often experience financing gaps despite use of Federal or State programs since they must charge below market rate rents. Coordinating with the Housing Authority of Snohomish County (HASCO) or other regional affordable housing providers to leverage Low-Income Housing Tax Credits (LIHTC) could help deliver more affordable units as LIHTC are difficult to obtain. City partnerships on LIHTC proposals can make them more competitive as City backing, either through direct financial support or through the donation or discounting of land, lowers the perception of risk and alleviates concerns about the development review process.⁸

Technical support from the City and supportive zoning laws can help further successful partnerships with affordable housing providers.



Housing Hope's Twin Lakes Landing provides safe, quality housing to very low income and formerly homeless individuals.

STRATEGY 4

Take a Proactive Approach to Addressing Homelessness

Each year Snohomish County conducts a Point-in-Time count to better understand homelessness within the County.⁹ In 2023, 1,285 people experiencing homelessness were identified including people in shelters, transitional housing, vehicles, abandoned buildings, and outdoors. Of those that agreed to participate in the Point-in-Time survey, 37 indicated that they had slept in Marysville the previous night and that the City was also their last permanent residence.

Within the community, there is a need to both address existing homelessness and to prevent others from falling into homelessness, especially given the ongoing affordability challenges within the region. Beyond the need to provide care and dignity for all community members, taking a proactive approach to homelessness confers many benefits including:

- Providing stable housing and appropriate support services to those experiencing homelessness, can decrease reliance on emergency shelters, hospitals, and other costly public services.
- Targeting efforts to address the root causes of homelessness, such as lack of affordable housing, unemployment, mental health issues, and substance abuse can help prevent it.
- Proactive approaches often involve implementing sustainable, long-term solutions that can include: developing affordable housing, providing access to mental health and addiction services, and offering job training programs.



Catholic Community Services provides a full continuum of outpatient addiction recovery services from the historic Comeford House in Marysville.

8. RCW 39.33.015 allows public agencies to discount, transfer, lease, or gift public-owned land (otherwise known as surplus property) to public, private, and nongovernmental bodies that can help the agency meet its affordable housing goals. Cities can also partner non-profits under this law.

9. Homelessness is the lack of stable housing which exposes people to harsh weather, health risks, violence, and other safety concerns.



Partner with Nonprofits on Permanent Supportive Housing

HAP Action 4.1

Transitional and supportive housing serves individuals who are vulnerable to homelessness. The City's growth allocation through 2044 includes 2,400 permanent supportive housing units (PSH). Washington State's House Bill 1220 requires communities to "plan for and accommodate housing affordable to all economic segments of the population of the state" and explicitly includes supportive housing with the lowest economic segment.

The City's [Housing Action Plan](#) recommends partnering with local nonprofit and service providers, including HASCO, to develop a plan to deliver PSH units to both prevent and remove people from homelessness and into stable housing. Various steps could be pursued to further this objective including:

- Outreach to housing and service providers and partnering with Snohomish County to understand needs and funding resources;
- Ensuring that fees, zoning and standards enable efficient and cost-effective projects; and
- Allowing PSH to benefit from land banking proposals, if pursued.

Consider Emergency Shelter Needs in Marysville

HAP Action 4.2

Marysville does not currently have a year-round emergency shelter outside of ad hoc cold-weather shelters that open during extreme weather events. Emergency shelters provide a safe and secure environment for those experiencing homelessness.¹⁰ The City may wish to pursue emergency shelters for those experiencing homelessness in Marysville. An initial step would be to better understand shelter needs within the City so that appropriate services are provided. Coordinating with Snohomish County and other service providers on the demographics of those experiencing homelessness would be important in this effort.

10. RCW 36.70A.030(10) defined "emergency shelter" as a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations



Ribbon cutting for Linc NW, a local non-profit that provides a variety of social services and partners with Snohomish County, the City of Marysville and local churches to host the Marysville Cold Weather Shelter.

GOALS AND POLICIES

HS 1 Ensure that all City residents have the opportunity to obtain safe, sanitary and affordable housing.

- HS 1.1** Maintain an adequate supply of appropriately zoned residential land in the City.
- HS 1.2** Provide increased flexibility, encourage creative approaches, and consider best practices for housing development and design.
- HS 1.3** Provide for a wide range of ownership and rental housing opportunities for the various household types and income levels within the community including, but not limited to, families, senior citizens, smaller households, first time buyers, those with special needs, and lower incomes.
- HS 1.4** Recognize historic inequities in access to homeownership opportunities for communities of color.
- HS 1.5** Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to single family residences, Planned Residential Developments, apartments, and moderate density or middle housing types such as cottages, townhouses (e.g. triplexes, fourplexes), and accessory dwelling units.
- HS 1.6** Support the development and preservation of manufactured homes on individual lots, and residentially zoned mobile home parks.
- HS 1.7** Continue to promote and recalibrate existing housing incentives (e.g. Downtown Multi-family Tax Exemption, Residential Density Incentives, etc.) and pursue new ones while giving consideration to inclusionary and incentive zoning to increase housing capacity and affordable housing.
- HS 1.8** The City will coordinate and partner with agencies and nonprofits, such as the Housing Authority of Snohomish County, Housing Hope, Habitat for Humanity, and others to maintain and increase the supply of housing for all income levels.

HS 1.9 Support inter-jurisdictional cooperative efforts to foster the development and preservation of an adequate supply of affordable housing.

HS 1.10 Encourage efficient infill development in the urban growth area.

HS 1.11 Encourage the preservation, renovation, and production of housing within the region that is affordable to all populations including for households earning less than 50% of AMI.

HS 1.12 Ensure that affordable and special needs housing opportunities are dispersed throughout the City, not concentrated.

HS 1.13 Provide affordable housing opportunities and evaluate potential density increases close to places of employment and near future high-capacity transit.

HS 1.14 Use the analysis within the [Housing Action Plan](#) to understand the potential physical, economic, and cultural displacement risks of low-income households and marginalized populations, and work with communities to develop anti-displacement strategies when planning for growth.

HS 2 Create quality places and livable neighborhoods.

HS 2.1 Encourage higher quality developments that create a sense of place and enhance community image and identity.

HS 2.2 Encourage the development of middle and upper middle income housing to ensure a healthier and more diverse mix of housing choices within the community.

HS 2.3 Provide connectivity between housing, public places, places of interest, and commercial areas to create a more interactive community.



- HS 2.4** Encourage and facilitate housing developments that provide quality residential living environments for families and seniors with housing needs.
- HS 2.5** Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a variety of housing types affordable to all economic segments of the population.
- HS 2.6** Promote greater balance in the amount and type of housing development among the school districts that serve Marysville.

HS 3 Respect the character of existing residential neighborhoods.

- HS 3.1** Encourage and facilitate the participation of neighborhood groups in the land use and community development planning process.
- HS 3.2** Distribute affordable and special needs housing equitably among the jurisdictions and planning areas to ensure that no jurisdiction or planning area has more than its fair share of affordable and special needs housing.
- HS 3.3** Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.
- HS 3.4** Encourage the integration of a variety of dwelling types and intensities in residential neighborhoods.
- HS 3.5** Encourage infill development that enhances the existing community character.
- HS 3.6** Preserve and enhance the character of existing neighborhoods.
- HS 3.7** Ensure that mixed use development and middle housing complements and enhances the character of the surrounding residential and commercial areas.
- HS 3.8** Encourage the concept of strong, traditional neighborhood planning to improve neighborhood quality and reduce automobile dependency.

HS 4 Work with the other elements of the Comprehensive Plan to understand and enhance the relationship of housing to them.

- HS 4.1** Consider the location of traffic routes, transit, bike, and pedestrian trails in locating new housing, and maximize the public investment in infrastructure by supporting a compact land use strategy to increase residential density.
- HS 4.2** Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors, and to develop transit connecting dispersed housing and employment centers. Ensure that development standards for priority transit corridors are transit and pedestrian friendly.
- HS 4.3** Prioritize the funding of parks, and other civic improvements that respond to the needs of neighborhoods where over 20 percent of the total housing stock is rental housing, or where housing density exceeds 10 dwelling units per acre.
- HS 4.4** Promote jobs to housing balance by providing housing choices that are accessible and attainable to workers. Include jobs to housing balance in housing and land use needs assessment to better support job centers with the needed housing supply.

HS 5 Encourage land use practices, development standards, and building permit requirements that minimize, or if possible reduce, housing production costs.

- HS 5.1** Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.
- HS 5.2** Consult the City's Housing Needs Assessment and [Housing Action Plan](#) to evaluate the effectiveness and relevance of housing policies and strategies for achieving housing targets and affordability goals.
- HS 5.3** Evaluate the housing cost and supply implications of proposed regulations.
- HS 5.4** Pursue opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.

A graphic with a blue background. In the center, the words "OUR COMMUNITY" are written in large, white, bold, sans-serif capital letters. Behind the text is a dark blue line-art icon depicting a gear and a building. The gear is positioned behind the building. The entire graphic is enclosed within a circular border made of repeating "OUR COMMUNITY" text in a smaller, white, sans-serif font, separated by dots.



Chapter 4

ECONOMIC DEVELOPMENT

4.1 Introduction	5
4.2 Current Conditions and Future Projections	6
4.3 Employment and Wages by Industry	13
4.4 Competitive Sectors and Target Industries	16
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Economic Development Snapshot



Public and Private Investment

The last two decades have been characterized by historic investments by city leadership in planning and infrastructure. These investments have encouraged over \$197 million in private sector commercial and industrial construction from 2011 to 2023. This has attracted numerous businesses and jobs to the city.



Balancing Jobs and Housing

Marysville is transforming from a bedroom community to a city with a health balance of jobs and housing. In 2010, the city's jobs to housing ratio was 0.42. Steady job growth resulted in the jobs to housing ratio improving to 0.60 by 2020. The gap between jobs and housing is expected to close further by 2044 with a projected jobs to housing ratio of 0.82 resulting in 33,000 jobs in the City.



Downtown Revitalization

For several decades, the City of Marysville has been planning for the revitalization of downtown and the waterfront. In 2021, the City updated the Downtown Master Plan and adopted a Strategic Plan to catalyze redevelopment. Construction of the Civic Center, improvements to Comeford Park, the extension of the Ebey Waterfront Trail, and various infrastructure improvements are helping garner renewed interest in the Downtown and Waterfront.



Cascade Industrial Center

The Cascade Industrial Center (CIC) has long been slated for industrial development. In 2019, the CIC received its official designation as a manufacturing and industrial center from the Puget Sound Regional Council. The CIC offers significant advantages for industrial and manufacturing businesses. The CIC has experienced booming growth since 2018 with only 27.8 percent of land in the CIC not yet developed or entitled.



Competitive Sectors and Target Industries

Snohomish County has a strong position relative to Washington state in the manufacturing, construction, and retail sectors. Target industries for the city include aerospace, advanced manufacturing, eco-tourism, food processing, and maritime. The city aims to attract living-wage jobs—particularly those in manufacturing—so that residents can both live and work in the community.



Assets Challenges, and Opportunities

The city has numerous assets, including great access to the port of Everett and regional transportation networks, PSRC's center designation for the CIC, a strong regulatory environment, and a talented workforce. Many challenges and opportunities also face the city including Downtown and Waterfront redevelopment, and improvements to the transportation network, and attracting businesses in desired industry clusters.



INTRODUCTION

For over 130 years, the City of Marysville has prided itself as a place of progress, making critical community investments to advance its strategic initiatives.

Marysville is Snohomish County's second-largest city and is anticipated to grow from its 2023 population of 73,780 to nearly 100,000 by 2044. The last 20 years have been characterized by historic investments by City leadership, and unprecedented business, employment, and population growth within the City. The City's longstanding plans for a manufacturing and industrial center; a revitalized Downtown and Waterfront; living wage jobs; and a greater balance between population and employment are all coming to fruition. The City's robust commercial base and wise financial stewardship have enabled the City to provide quality government services while maintaining low taxes and a good lifestyle.

The overarching goal of the Economic Development Element is to actively promote economic growth and prosperity within the City by advancing initiatives that attract, support, and retain businesses and living wage jobs, and foster a vibrant, healthy, and livable community for all.

The Growth Management Act indicates that the Economic Development Element should establish local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life (WAC 365-196-435).

The Economic Development Element should include:

- A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;



Longstanding plans for a manufacturing and industrial center taking shape in the Cascade Industrial Center.

WHAT IS ECONOMIC DEVELOPMENT?

Economic development is, "The intentional practice of improving a community's economic well-being and quality of life. It includes a broad range of activities to attract, create, and retain jobs, and to foster a resilient, pro-growth tax base and an inclusive economy."

Source: International development council

- A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and
- An identification of policies, programs, and projects to foster economic growth and development and to address future needs.

CURRENT CONDITIONS AND FUTURE PROJECTIONS

Marysville has grown significantly in both population and employment over the past two decades, and is anticipated to grow steadily through 2044 as shown in Figure 4.1.

Voices from the Community

Community members want to see more entertainment (56%) and sit-down dining (54%) options in town.

The community wants to see more jobs in the city in these areas: Arts, culture, entertainment, and recreation (58%); professional, scientific and management (45.5%); healthcare and social services (43.6%); and retail, restaurant, and hospitality (43.6%).

Future economic opportunities in the City were characterized as moderate (42%) or strong (38%), while current job opportunities were characterized as good (25%), adequate (36%), or fair (28%).

The importance of focusing on a strong economy in the city is rated as 4.3 on a scale of 1 to 5.

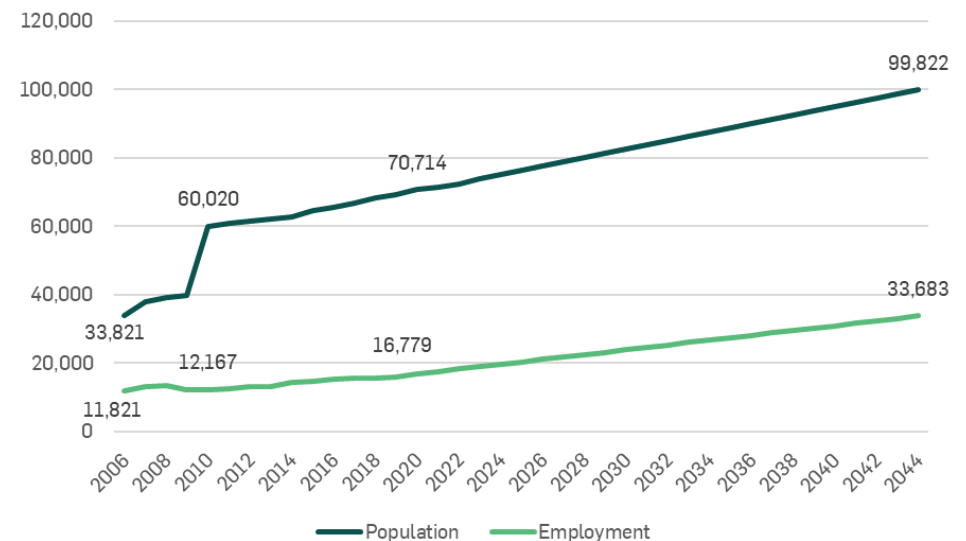
Downtown revitalization (62%), supporting existing business retention and expansion (57%), and access to affordable housing (41%) are the key areas that survey takers want the city to prioritize.

Population

In 2006, the City's population was approximately 33,821 people. With the 2009 Central Marysville Annexation, the City gained just over 20,000 residents leaping from 39,628 people in 2009 to 60,020 people in 2010. 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 continue growing at a 1.44 percent average annual rate approaching 100,000 people by 2044.

Figure 4.1

Marysville Population and Employment – Existing (2006 – 2023) and Projected (2024 – 2044)



Source: Washington State Office of Financial Management April 1 Population Projections and Snohomish County 2012 and 2021 Buildable Lands Reports



Employment

The Marysville Urban Growth Area (UGA)¹ had an estimated 11,821 jobs in 2006. Between 2006 and 2020, employment within the UGA grew at an annual average rate of 2.5 percent or approximately 354 additional jobs each year. The Great Recession (2007 – 2009) resulted in job losses throughout the country; Marysville was no exception, shedding approximately 984 jobs between 2008 and 2011. Employment in the Marysville UGA is anticipated to continue growing between 2020 and 2044 at an average annual growth rate of approximately 2.9 percent representing 704 additional jobs per year. Most of this growth (up to 65 percent) is anticipated to be in the Marysville portion of the Cascade Industrial Center (CIC).²

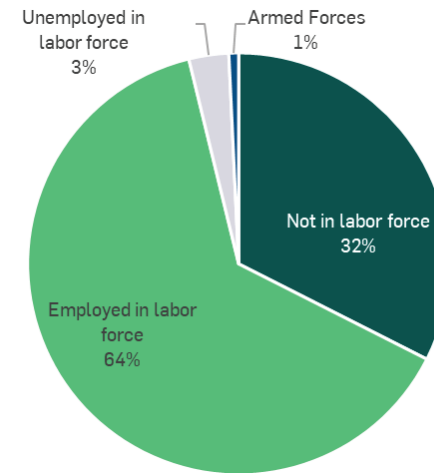
Labor Force and Employment Rate

Within the City in 2021, approximately 55,869 residents are over 16 years old with 37,731 residents, or 68 percent, in the labor force as shown in Figure 4.2. The employment rate of the labor force is approximately 95.4 percent.

Jobs to Housing Ratio

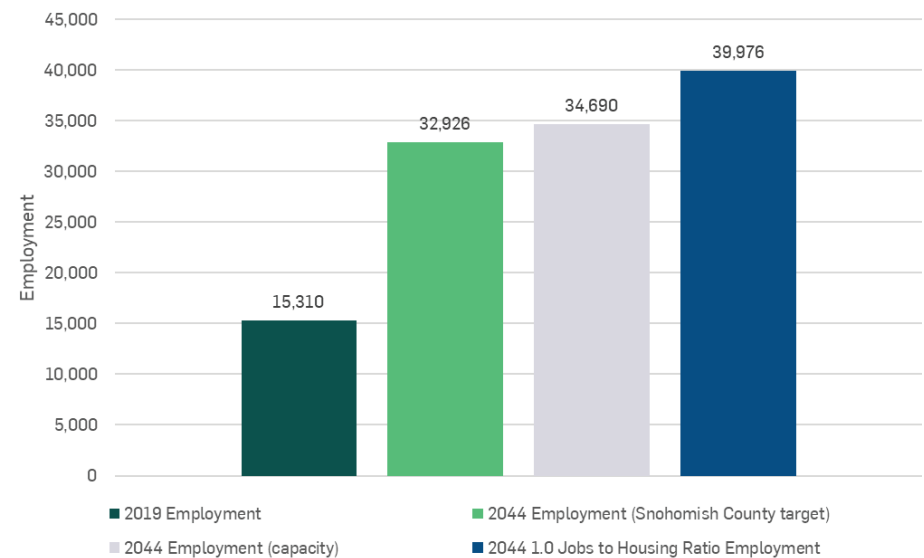
Achieving a greater jobs to housing balance has been a long-standing objective of the City. In 2005 the City established a goal of achieving a jobs to housing ratio of 1.0 by 2035 which represented a significant shift in historic patterns of residential and employment growth. A jobs to housing ratio of 1.0 reflects an equal number of employed residents and jobs in Marysville (i.e. no net exportation of jobs). While a balance of employed residents and jobs (i.e. no net commuting) is improbable and unlikely given Marysville's current ratios, a more balanced mix of housing and employment is necessary. An imbalance in residents and jobs results in fiscal and economic problems for the City which relies on sales and property taxes from commercial and industrial properties to provide necessary services for the community. In addition, the imbalance increases traffic impacts outside of the City due to longer commutes.

Figure 4.2
Marysville Residents in Labor Force, 2021



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 4.3
Marysville Existing Employment and Employment Targets, 2019 and 2044



Source: US Census Bureau, On the Map Census

1. Since various annexations have occurred since 2006, and the Snohomish County Buildable Lands Report largely outlines employment for the overall UGA, not just the City, employment in this section is discussed in terms of the UGA. Figure 4.4, however, provides an employment target of nearly 33,000 jobs and capacity for nearly 35,000 jobs based on the annexed City.

2. The 2018 Arlington-Marysville MIC Subarea Plan contemplated up to 25,000 additional jobs in the CIC in a high job growth scenario. This figure is a combined figure for the entire CIC which is shared by Marysville and Arlington.

In 2010, the City had a jobs to housing ratio of 0.42, reflecting substantial employment leakage to other areas. Due to strong job growth within the City, the jobs to housing ratio increased to 0.60 by 2020. Using the jobs and housing targets allocated by Snohomish County to the City, the jobs to housing ratio is projected to further improve to 0.82 by 2044. To achieve the goal of a jobs to housing ratio of 1.0 by 2044, 7,050 more jobs need to be created in the City than are projected under Snohomish County's 2044 targets as shown in Figure 4.3.³

A comparison of the jobs to housing ratios of both neighboring cities, and cities that are a comparable distance from the Seattle urban center (e.g. Federal Way and Puyallup), is provided in Figure 4.4. While Marysville has a significantly lower jobs to housing ratio than most comparison communities, growth in employment is placing the City on a path similar to Federal Way, with the gap between employment and housing closing – a positive trend that the City will continue to promote.

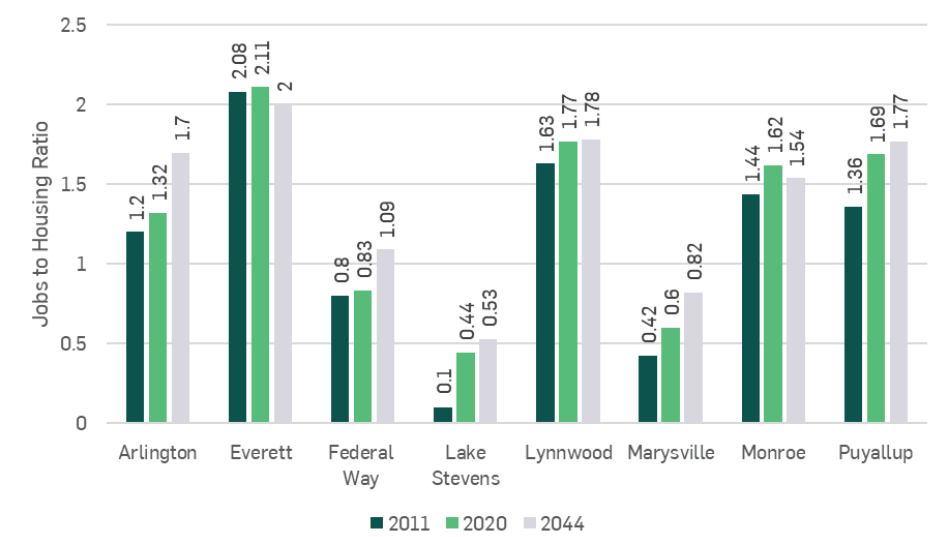
Commuting Patterns

Employment inflow and outflow for Marysville workers is depicted in Figure 4.5. “Outflow” reflects the workers living in the City but employed outside of it, “inflow” reflects the workers that live outside of the City but are employed inside of it, and “interior flow” reflects the workers that both live and work in the City. Approximately 8,725 workers commute in, 24,900 workers commute out, and 2,006 workers both live and work in the City. The primary destinations that Marysville residents commute to for work are Everett, Seattle, Arlington, and Bellevue as shown in Figure 4.6.

A major destination for those commuting to Everett is The Boeing Company (Boeing) and supporting industries, while the Arlington Municipal Airport area hosts significant manufacturing businesses. Those commuting to Seattle and Bellevue may live in Marysville for lower housing costs or may work remotely.

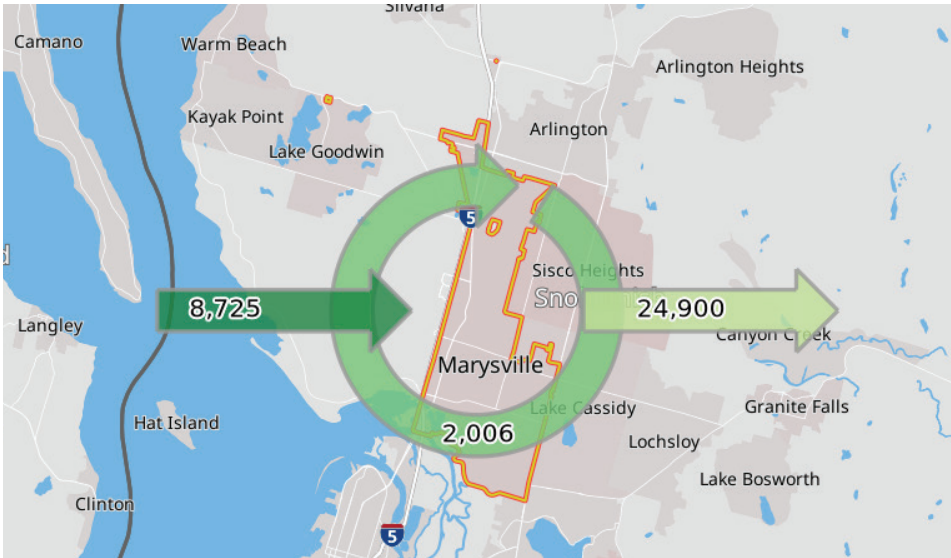
Driving alone is the primary commute mode (77 percent) followed by carpooling/vanpooling (11 percent), and working from home (see Figure 4.7). The meantravel time to work for Marysville residents is 31.4 minutes.

Figure 4.4
Jobs to Housing Ratio, Marysville and Comparable Cities, 2011 to 2044



Source: Office of Financial Management April 1 Population Projections, 2021 Snohomish County Buildable Lands Report, 2021 King County Urban Growth Capacity Capacity Report, and 2022 Pierce County Buildable Lands Report

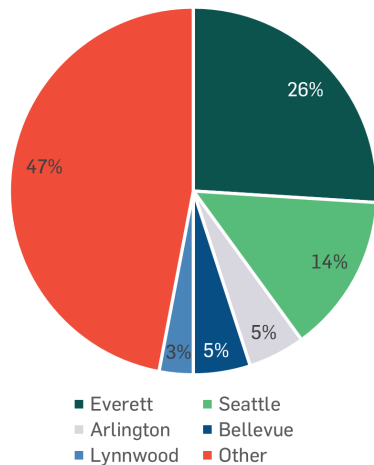
Figure 4.5
Marysville Commuter Flows, 2021



Source: US Census Bureau, On the Map Census

3. While the jobs that are ultimately created within the City are determined by the free market, the Arlington-Marysville MIC Subarea Plan and adopted City codes, policies and incentives, encourage the creation of living wage jobs in sectors including, but not limited to, advanced manufacturing, aerospace, food processing, and mass timber. Jobs in research, health services, and other sectors that have higher incomes and other positive impacts are also encouraged.

Figure 4.6
Outflow Commuter Destinations,
2021



Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 4.7
Commute Modes, 2021

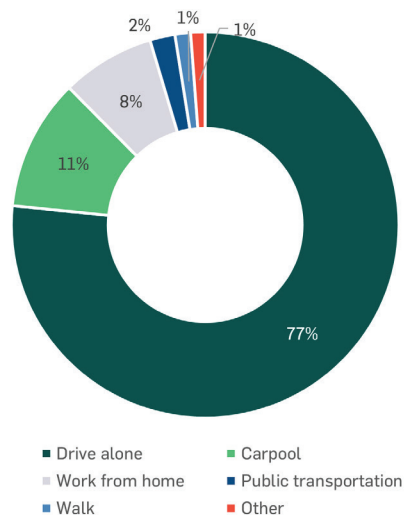
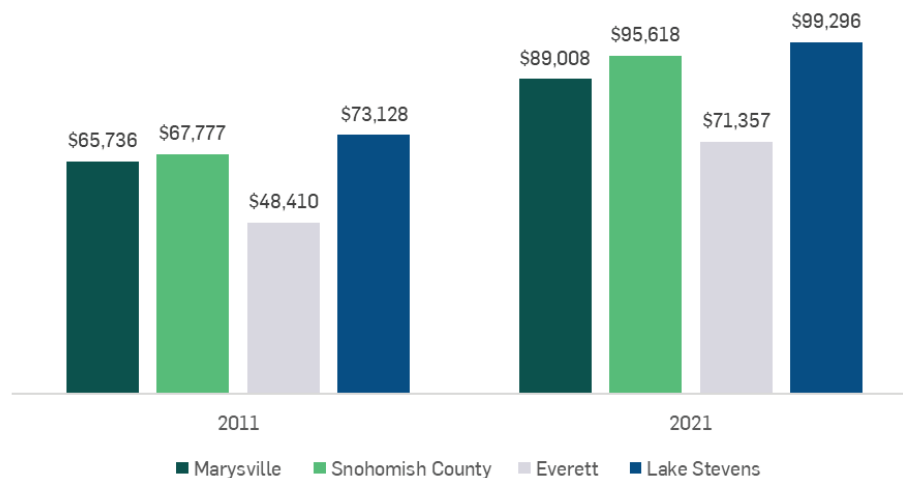


Figure 4.8
Change in Median Household Income, Marysville & Snohomish County, 2011 – 2021



Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021

Median Household Income

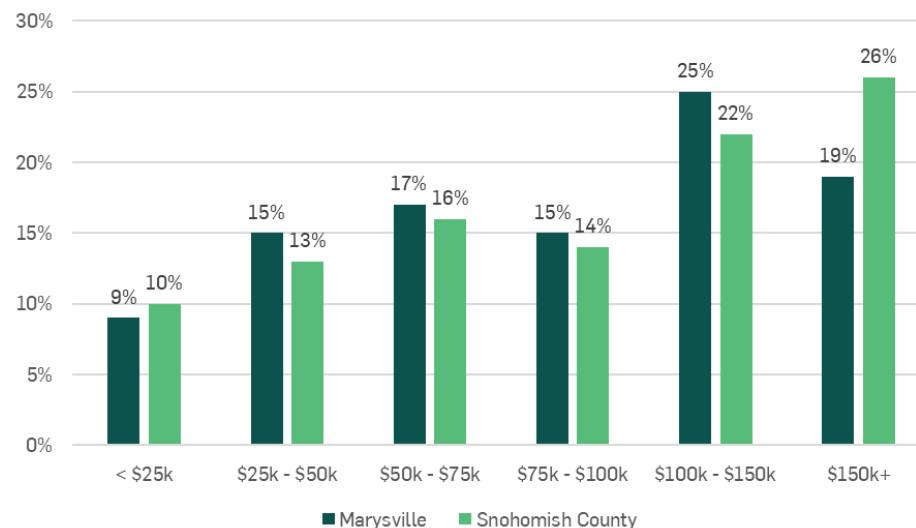
In 2021, Marysville's median household income was about \$89,000 which is an approximately 35 percent increase from the 2011 median income of just under \$66,000 as shown in Figure 4.8. This increase is partially driven by wage increases for existing residents but is also due to in-migration of higher income households.

The median household income within Marysville increased at the same pace as in Lake Stevens (35 percent) which is a slower rate than was experienced in Snohomish County (41 percent) and Everett (47 percent). The 2021 median income in Marysville is lower than in Lake Stevens and Snohomish County overall, but is significantly higher than in Everett.

Median Household Income Distribution

The distribution of household incomes for Marysville and Snohomish County are depicted in Figure 4.9 below. The largest income categories in both jurisdictions are households earning between \$100,000 to \$150,000 annually and greater than \$150,000 annually, while the smallest income category is households earning less than \$25,000 annually.

Figure 4.9
Household Income Distribution, Marysville and Snohomish County, 2021

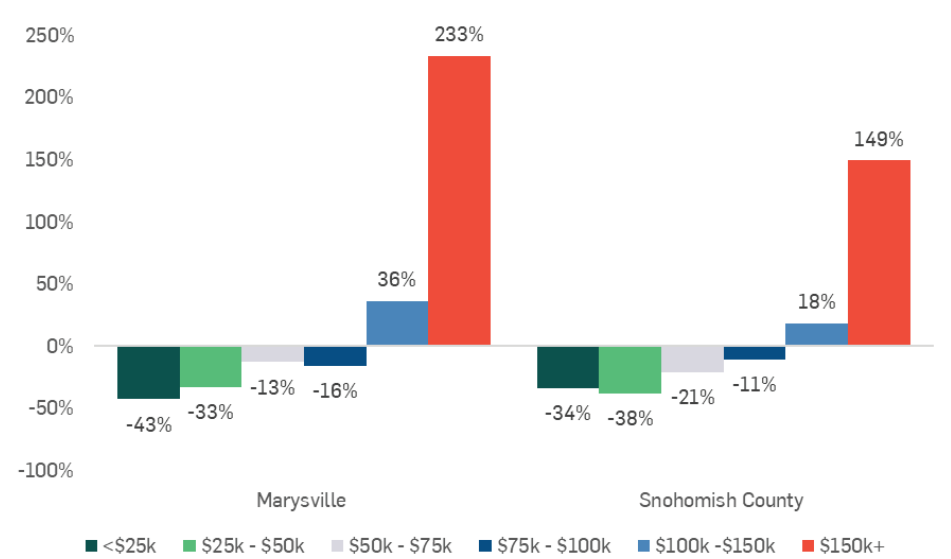


Source: ACS 5-Year Data Tables, 2017 – 2021

The change in the distribution of household incomes in both Marysville and Snohomish County is shown in Figure 4.10. Between 2011 and 2021, there was a 233 percent increase in the number of households earning \$150,000 or more annually. In contrast, Snohomish County saw a 149 percent increase in the number of households earning \$150,000 or more annually. The share of households represented in the lower four income brackets shown in Figure 4.10 saw decreases ranging from 13 to 43 percent in Marysville, and 11 to 38 percent in Snohomish County. These changes are likely driven by an influx of new high earning residents moving from other areas in response to high housing costs and homeownership opportunities, but they can also be attributed in part to inflation effects.

Additional analysis on median household income trends and comparisons to local jurisdictions can be found in the [Housing Element](#) and 2023 Housing Action Plan.

Figure 4.10
Change in Median Household Income Distribution, Marysville and Snohomish County, 2011 – 2021

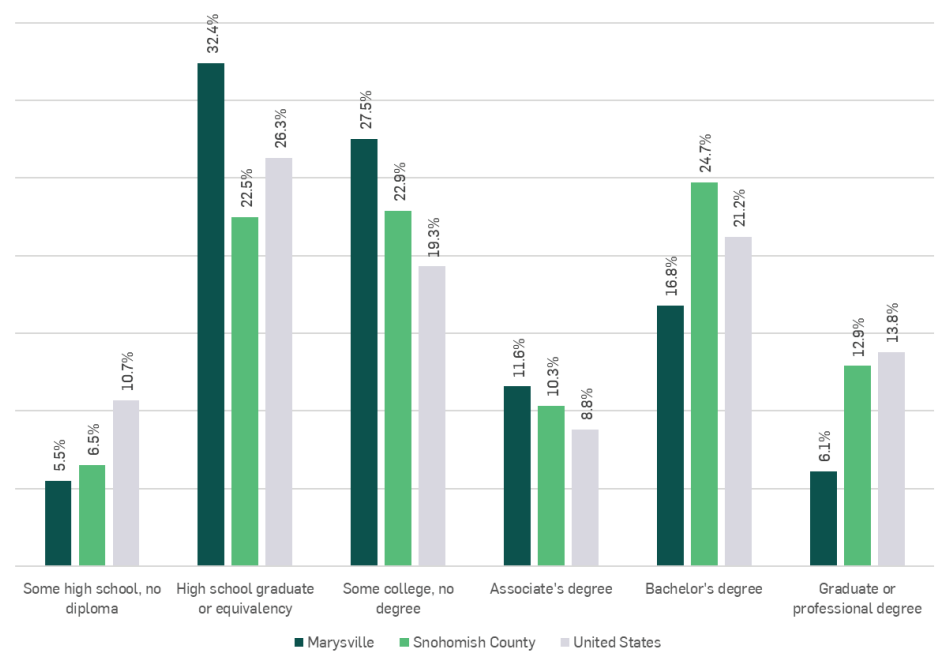


Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021

Educational Attainment

Over 94.5 percent of Marysville residents have a high school diploma or greater educational attainment exceeding national (89.9 percent) and Snohomish County (93.5 percent) levels as shown in Figure 4.11. Over 32 percent of Marysville residents are high school graduates, while 39.1 percent have either some college or an Associates degree. A smaller proportion of Marysville residents have a Bachelor's degree (16.8 percent) or graduate degree (6.1 percent) than in either Snohomish County or nationally. With in-migration of higher income earners from other areas that often have greater educational attainment, this gap is anticipated to decrease in the future.

Figure 4.11
Educational Attainment of Residents, Marysville and Snohomish County, 2021



Source: ACS 1-Year Data Table, 2021

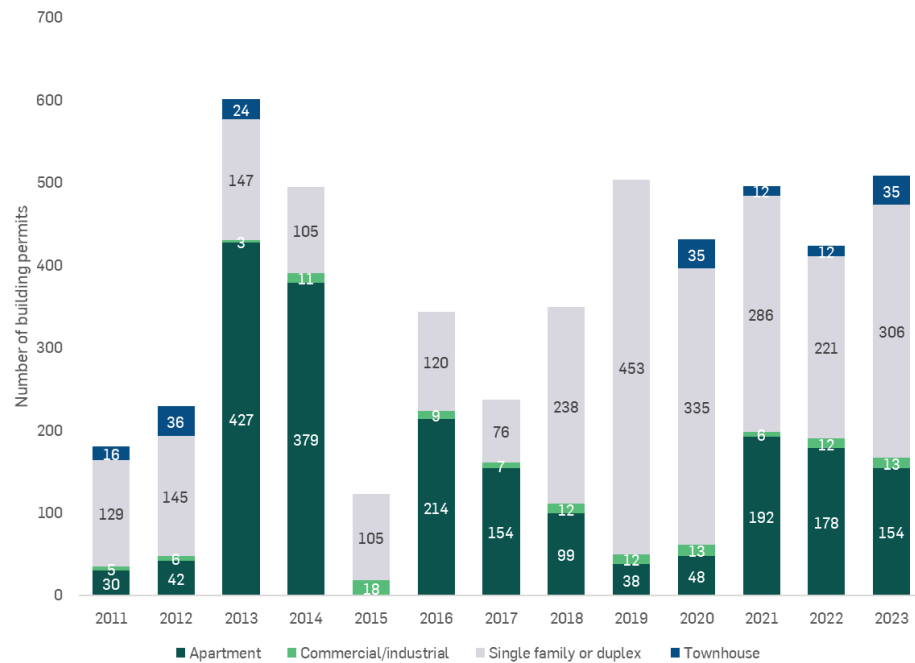


Permits, Licenses, and Sales Tax

Permit and Business License History

The high volume of building permits for commercial/industrial and residential projects (see Figure 4.12), and business licenses received since 2011, underscores the considerable growth that the City has experienced over the past decade plus. Between 2011 and 2023, the City's housing stock increased by 19 percent while 2.2 million square feet of commercial and industrial buildings or additions were constructed, representing over \$197 million in private sector investment in Marysville. From 2011 through 2022, over 10,000 business licenses were issued – an average of 839 business licenses each year. In 2021 and 2022, Marysville received 195 and 361 new home based business licenses respectively.⁴

Figure 4.12
Building Permits for New Commercial, Industrial and Residential Buildings, 2011 - 2023



Source: Marysville Central Square Permitting Software



Northsound Industrial Park, a new 337,000 square foot light industrial warehouse in the Cascade Industrial Center.

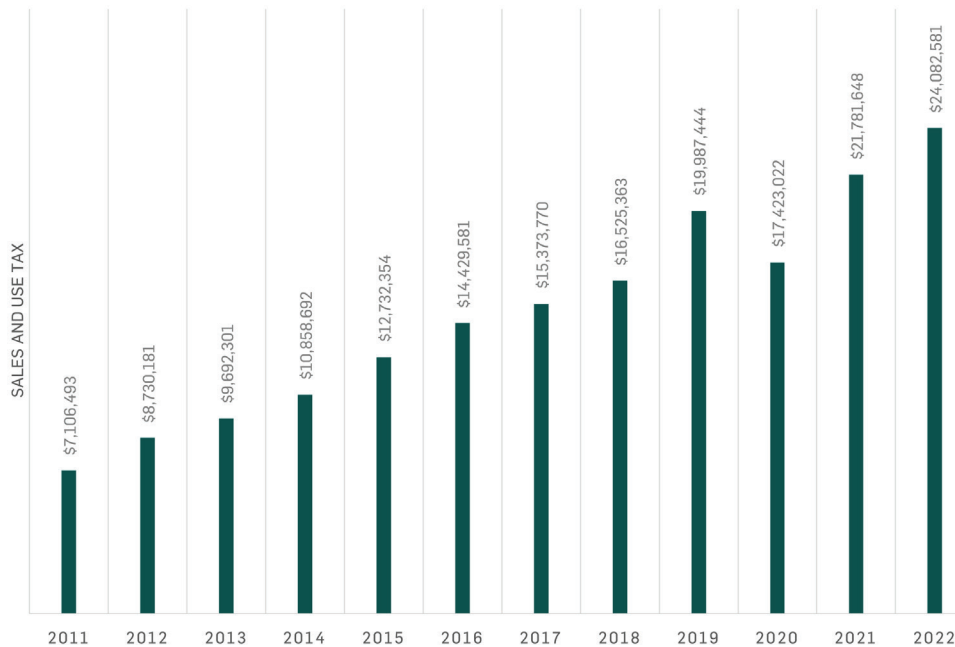
4. The Washington State Department of Revenue's Business Licensing Service appears to have improved their tracking of home-based business licenses in 2021 which is why the data cited above is limited to 2021 - 2023. Due to both the impacts of the pandemic and the growth of ecommerce platforms, home based businesses are surging nationally. In many cases, these businesses represent substantial economic activity even though employees and supply chains are highly decentralized. This is a trend that may require additional future study.

Sales and Use Tax

Marysville's sales and use tax receipts grew steadily from 2011 to 2019. In 2020 the sales and use tax receipts dipped significantly due to the expiration of the Washington state sales tax credit that the City received as a result of the 2009 Central Marysville Annexation (CMA). However, the decline does not appear to have been driven by the pandemic, and growth in sales and use tax receipts has resumed in 2021 as shown in Figure 4.13. The Retail Trade and Other: Criminal Justice (CJ), Transportation Benefit District (TBD), Streamline, Central

Figure 4.13

Total Annual Sales Tax Receipts, 2011 – 2022

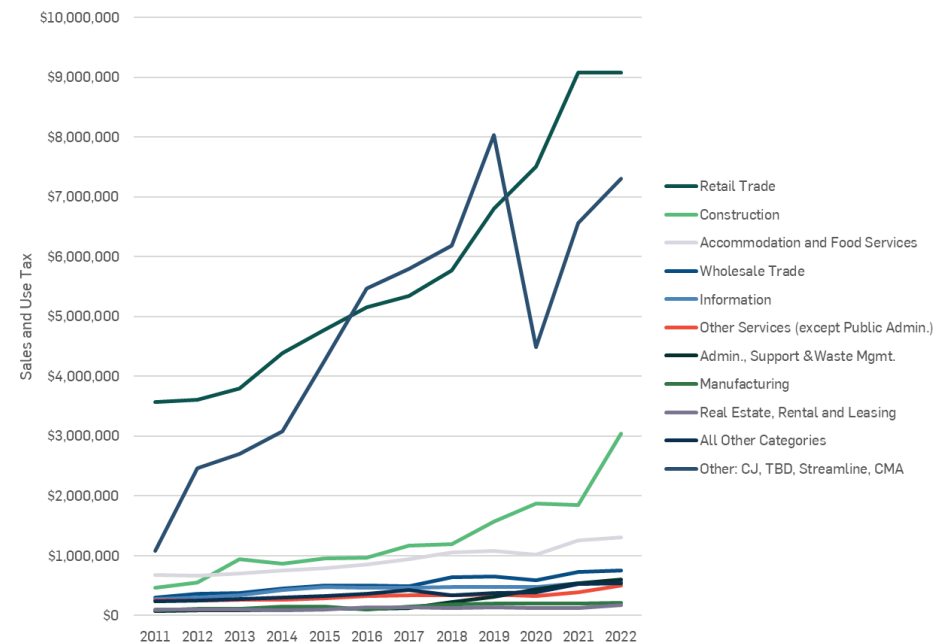


Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021

Marysville Annexation (CMA) categories comprise the greatest share of sales and use tax as depicted in Figure 4.14 below. In 2020, with the expiration of the Washington state sales tax credit, the Other: CJ, TBD, Streamline, CMA sales tax category plummeted as the CMA sales tax credit receipts were included in this category. Then between 2021 and 2022, tax receipts from Retail Trade were stagnant, which deviates from the trend observed over the prior decade. This stagnation in Retail Trade tax receipts is likely attributable to post-pandemic supply change issues and trade disruption.

Figure 4.14

Annual Sales Tax Receipts by Industry, 2011 - 2022⁵



Source: ACS 5-Year Data Tables, 2017 – 2021

5. The CJ, TBD, Streamline, CMA category is comprised of funds for Criminal Justice(CJ), the Transportation Benefit District(CBD), Streamline, and the sales tax credit collected for the Central Marysville Annexation(CMA). Streamline is a sales tax for products purchased online (e.g. Amazon, Costco, etc.)that is sent to a jurisdiction based on the delivery address for the product.

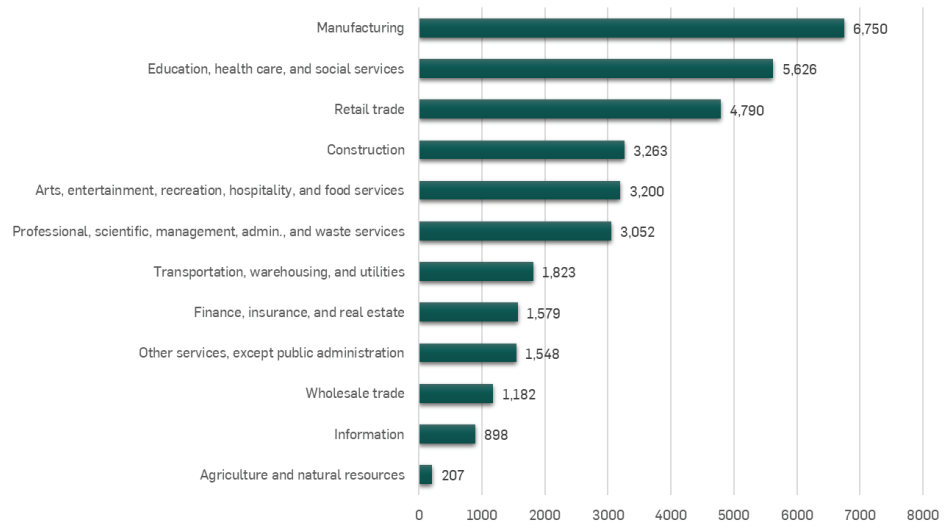


EMPLOYMENT AND WAGES BY INDUSTRY

Marysville Residents – Employment by Industry

Marysville residents are employed in a diverse array of industries. In 2021, the primary industries employing Marysville residents were manufacturing; education, health care, and social services; and retail trade as shown in Figure 4.15. Construction; arts, entertainment, recreation, hospitality, and food services; and professional, scientific, management, and administrative services had roughly the same number of residents employed, rounding out the top six industries.

Figure 4.15
Marysville Residents – Employment by Industry, 2021



Source: ACS 5-Year Data Tables, 2017 – 2021



Construction workers repave 132nd Street NE as part of the City's pavement preservation program.



Children play as construction workers.

Marysville Companies and Employees by Industry

In 2021, the City of Marysville was home to approximately 2,400 companies. The top four industries for Marysville companies by number of people employed are: retail trade; construction; professional, scientific, management, and administrative services; and education, health care, and social services (see Figure 4.16). Two industries which provided significant employment relative to the number of companies in their industry are:

- Arts, entertainment, recreation, hospitality, and food services with 183 companies employing nearly 2,800 people; and
- Manufacturing with 92 companies employing nearly 1,100 people.

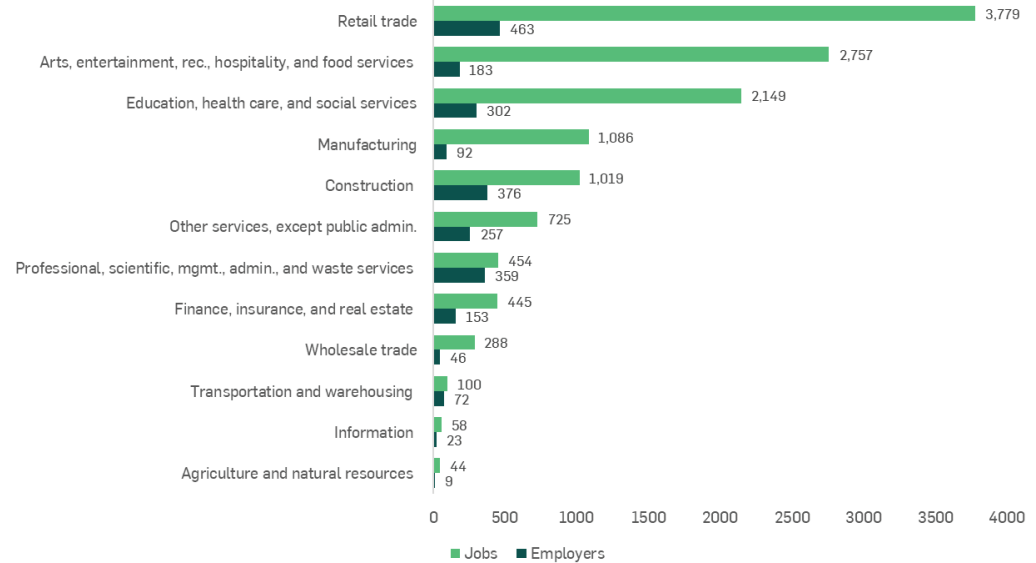
Wages by Industry

Between 2017 and 2021, employee wages increased across most industries within Marysville, Snohomish County, and Washington state (see Figure 4.17 below). The rate of wage increase was generally comparable, although not uniform, at the local, County, and State level for five of the 13 industries. Wage growth in six industries within Marysville lagged behind increases at the County and State level though.

Three notable sectors experiencing wage growth in Marysville include:

- The agricultural and natural resource sector which experienced a 110 percent increase in wages compared to 12 percent in the County and 20 percent in the State;
- The construction industry which saw a 47 percent increase in wages compared with the 15 and 18 percent increases observed in the County and State respectively. This is notable as the construction, mining and logging sector has grown more than other sectors, and is a competitive sector for the City as detailed in the next section (see also Figure 4.18); and
- The manufacturing sector, which is the third best compensated sector in Marysville, has experienced wage growth in the City on par with the growth observed in the County and the State. While there has been a decrease in manufacturing employment within Snohomish County, it remains a competitive sector in the County and a target industry for the State, County and City (see Figure 4.19). The City anticipates growth in both manufacturing and WTU employment in Marysville over the next two decades.

Figure 4.16
Marysville Residents – Employment by Industry, 2021



Source: Marysville business license history January 2023 with NAICS codes



The City is actively pursuing living wage jobs in the CIC, such as the fabrication job shown here.



Figure 4.17

Change in Wages by Industry, 2017 – 2021, Marysville, Snohomish County, and Washington State

	MARYSVILLE			SNOHOMISH COUNTY			WASHINGTON STATE		
Industry	2017	2021	% Change 2017 - 2021	2017	2021	% Change 2017 - 2021	2017	2021	% Change 2017 - 2021
Agriculture and natural resources	\$29,032	\$60,938	110%	\$42,192	\$47,331	12%	\$31,711	\$38,164	20%
Construction	\$53,085	\$77,827	47%	\$60,581	\$69,936	15%	\$55,176	\$64,977	18%
Manufacturing	\$65,717	\$75,239	14%	\$73,309	\$83,134	13%	\$62,091	\$71,769	16%
Wholesale trade	\$50,379	\$52,267	4%	\$51,826	\$59,389	15%	\$51,333	\$58,423	14%
Retail trade	\$39,310	\$45,477	16%	\$41,629	\$50,105	20%	\$40,877	\$48,229	18%
Transportation and warehousing, and utilities	\$60,432	\$62,188	3%	\$60,842	\$65,702	8%	\$56,600	\$64,276	14%
Information	\$65,884	\$70,106	6%	\$73,816	\$88,883	20%	\$76,861	\$104,703	36%
Finance, insurance, and real estates	\$52,413	\$63,663	21%	\$60,920	\$67,436	11%	\$56,814	\$69,749	23%
Professional, scientific, management, administrative, and waste services	\$53,241	\$58,500	10%	\$65,151	\$82,017	26%	\$73,186	\$89,790	23%
Education, health care, and social services	\$42,801	\$46,096	8%	\$50,867	\$58,253	15%	\$50,023	\$58,255	16%
Arts, entertainment, and recreation, and accommodation and food services	\$36,412	\$33,634	-8%	\$34,605	\$39,264	13%	\$31,058	\$38,332	23%
Other services except public administration	\$44,821	\$51,735	15%	\$42,747	\$49,805	17%	\$40,408	\$47,992	19%
Public administration	\$66,978	\$76,071	14%	\$70,919	\$77,221	9%	\$62,448	\$74,447	19%
Total	\$51,118	\$58,271	14%	\$56,958	\$65,879	16%	\$52,448	\$63,384	21%

Source: ACS 5-Year Data Tables, 2017 – 2021

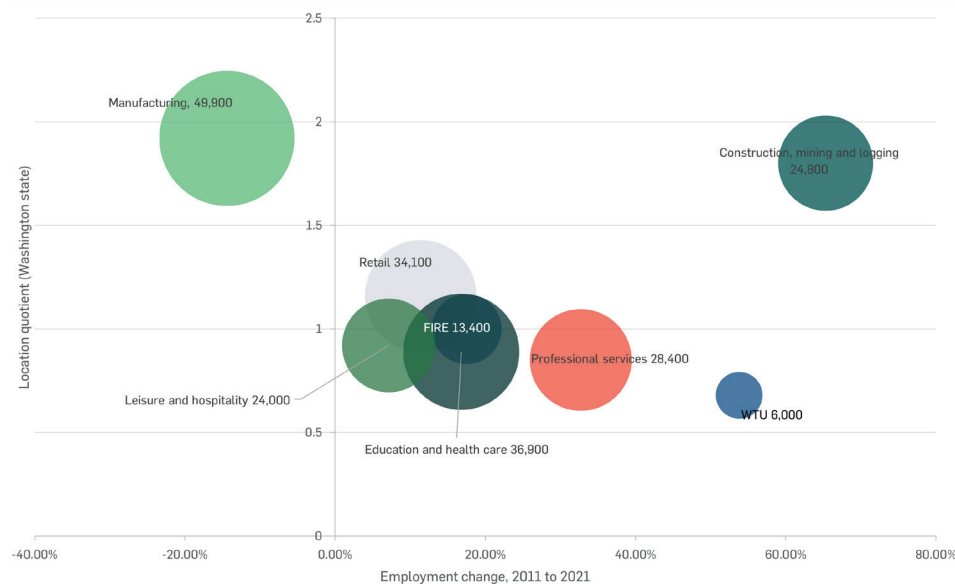
Section 4.4

COMPETITIVE SECTORS AND TARGET INDUSTRIES

Industries in which Snohomish County and the City of Marysville have a strong position relative to Washington State, and key industries that the City would like to target, are discussed in this section.

Figure 4.18

Snohomish County Competitive Sectors, 2021



Source: Employment Security Department, Washington State and Snohomish County employment by industry 2011 and 2021

Snohomish County Competitive Sectors

Snohomish County has a strong position (location quotient)⁶ relative to Washington State overall in the manufacturing, construction, and retail industry sectors. The County has seen significant growth in the construction sector and modest growth in the retail sector, although the manufacturing sector has seen some declining employment since 2011. Snohomish County's position is on par with the State overall in the Finance, Insurance and Real Estate (FIRE) sector, which has seen modest growth in the County since 2011. Snohomish County's position is less strong than the State's overall in the leisure and hospitality; education and health care; professional and business service; and warehousing, trade and utilities sectors (WTU); however, each of these sectors has grown within Snohomish County since 2011, and with the exception of WTU, their location quotient is only modestly below one. In particular, Marysville anticipates growth in clean technology and aerospace related clusters over the next 20 years.



The construction sector, which employs workers in projects that range from buildings to infrastructure, such as the Downtown Stormwater Treatment Facility under construction here, has a strong position in Snohomish County and has seen significant growth.

6. A location quotient (LQ) is an analytical statistic that measures a region's industrial specialization relative to a larger geographic unit (usually the nation). An LQ is computed as an industry's share of a regional total for some economic statistic (earnings, employment, etc.) divided by the industry's share of the national total for the same statistic. For example, an LQ of 1.0 in mining means that the region and the nation are equally specialized in mining; while an LQ of 1.8 means that the region has a higher concentration in mining than the nation. Source: United States Bureau of Economic Analysis. The LQ shown in Figure 4.18 was calculated based on Snohomish County's share of Washington State's employment by industry.



Target Industries

The central Puget Sound Region “is home to an important set of key export focused industries”⁷. Key export focused industries identified by the Puget Sound Regional Council (PSRC), that are also identified by the Economic Alliance for Snohomish County as target industries, include:⁸

- Aerospace.
- Information & Communication Technology;
- Life Sciences & Global Health; and
- Maritime or Blue Economies.

The City has committed significant resources to identify and promote target industries in which the City has a strategic advantage. In 2016, the Arlington-Marysville Manufacturing Industrial Center Market Study was prepared for the Cascade Industrial Center⁹ which was followed by the 2018 Arlington-Marysville MIC Subarea Plan (AMMIC Subarea Plan) and the 2021 Waterfront Strategic Plan. Target industry clusters identified in these Plans, which the City has and will continue to pursue include the following.

Aerospace

“The Boeing Company is one of the leading aerospace companies in the United States. The regional supply chain for the aerospace industry includes 600+ companies, supporting Boeing, as well as Airbus, Bombardier, Comac, Embraer, Sukhoi, and Mitsubishi.” Forty six (46) percent of all aerospace workers in the State of Washington are employed in Snohomish County.¹⁰ Given the proximity of Marysville to “Boeing’s Paine Field, the strength of the aerospace industry in Snohomish County, and growing shortage of land viable for industry, the



Boeing, an aerospace industry leader, manufacturing planes.

DID YOU KNOW?

The Boeing Everett Assembly Plant is the largest building in the world by volume and has delivered the 747, 767, KC-45A Pegasus Tanker, and 777 models to worldwide customers since 1967.

Source: Economic Alliance Snohomish County.

CIC is anticipated to be attractive for advanced aerospace manufacturers and suppliers. The presence of several businesses in the aerospace sector, engaged in materials fabrication, coating, machining, and process engineering, is another benefit.”¹¹ Potential aerospace businesses for Marysville to pursue include those engaged in activities related to commercial/military airplanes, unmanned aerial vehicles/systems, space exploration maintenance, repair and overhaul, aviation biofuel, air travel and cargo. Notable aerospace firms operating within Marysville include SAFRAN (formerly Zodiac) and Gravitics, an aerospace component manufacturing firm that constructs large, next-generation space station modules.

7. Source: Puget Sound Regional Council (PSRC), Regional Economic Strategy, adopted December 2021. PSRC also identifies Military & Defense, Clean Technology, Tourism, Transportation & Logistics, and Business Services as key export industries in the region.

8. Source: Economic Alliance for Snohomish County Target Industries in Snohomish County, WA (economicalliancesc.org)

9. The CIC was called the Arlington-Marysville Manufacturing Industrial Center (AMMIC) at the time that the study was prepared.

10. Source: Economic Alliance Snohomish County.

11. Arlington-Marysville MIC Subarea Plan – Existing Conditions Report.

Advanced Manufacturing and Cleantech

“Advanced manufacturing includes businesses engaged in activities that depend on the use of information, automation, computation, software, sensing, and networking, and/or make use of cutting edge materials and emerging capabilities. It involves both new ways to manufacture existing products, and the manufacture of new products emerging from new advanced technologies”.¹² Clean Technology or Cleantech “is any process, product or service that reduces negative environmental impacts through significant energy efficiency improvements, the sustainable use of resources, or environmental protection activities. Clean technology includes a broad range of technology related to recycling, renewable energy, information technology, green transportation, electric motors, green chemistry, lighting, grey water, and more.”¹³ Several other industry sectors noted in this section employ advanced manufacturing or cleantech techniques. SAFRAN, which is engaged in composites manufacturing, is an example of a Marysville business that uses advanced manufacturing techniques.



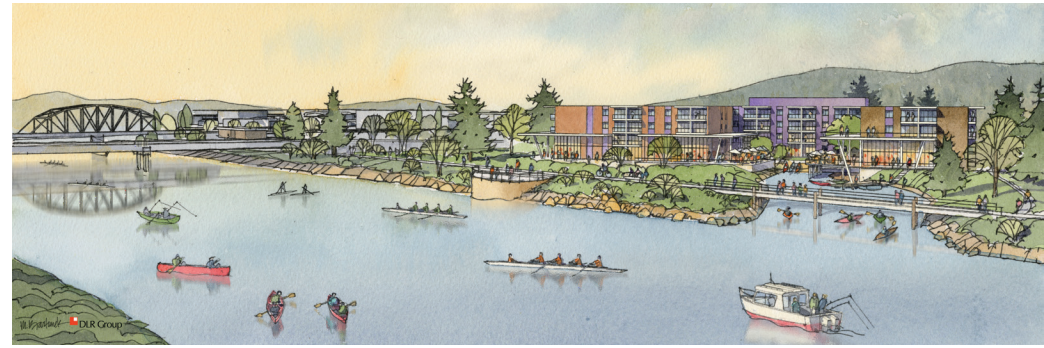
City Council inside Gravities' advanced space station module which is manufactured in Marysville.

12. Arlington-Marysville MIC Subarea Plan - Existing Conditions Report.

13. Clean technology - Wikipedia.

14. Arlington-Marysville MIC Subarea Plan - Existing Conditions Report.

15. Ecotourism is defined by the International Ecotourism Society as “the responsible travel to natural areas that conserves the environment, sustains the well-being of the local people, and involves interpretation and education.”



A conceptual image of the revitalized Waterfront as envisioned in the City's plans for Downtown.

Ecotourism/Tourism

The City's Waterfront Strategic Plan identifies redefining the City as a regional recreation and ecotourism¹⁵ destination as a major objective in revitalizing the City's Downtown and Waterfront. The Marysville Opera House, Ebey Slough, Ebey Waterfront Park and Marina, and Ebey Waterfront Trail are major assets that further this objective – providing recreational programming, miles of inland non-motorized waterfront, a boat launch and fishing opportunities, and miles of trails with scenic viewpoints respectively. Further, the Snohomish County Sports Commission has selected a 30-acre waterfront assemblage in Marysville as the site for an indoor sports complex which, if constructed, will create significant employment in hospitality, facility and property maintenance and management, construction, security, retail, services, and tourism. The prospective sports complex, and the tourism opportunities it affords, are described more fully in [Section 4.5, Assets, Challenges and Opportunities](#).



The Marysville Opera House hosts a variety of cultural programming attracting visitors and citizens to Downtown.

Food Production and Processing

The CIC has great access to many Western Washington food processors; the Port of Everett; fisheries in Alaska, British Columbia and the Pacific Northwest; and the Idaho aquaculture community.¹⁴ Given this access, the CIC is anticipated to be attractive to food processing. Potential businesses in this industry could include indoor farming, hydroponics, post harvest handling, drying/dehydrating,





Soli Organic's cutting-edge indoor, organic herb production facility.

freezing, co-packing, central distribution/storage, poultry and meat processing. Recently Soli Organic, the number one leading national grower of fresh, organic, culinary herbs, relocated to Marysville. Their indoor organic farm is an example of an innovative food business that can flourish in Marysville's CIC.

Maritime or Blue Economies

Growing costs of doing business in Seattle, and close proximity to the ports of Anacortes, Bellingham, and Everett, make Marysville's CIC attractive to the maritime industry. Businesses in this industry potentially could include cargo handling and logistics, commercial fishing and seafood processing, ship and boat building, repair and maintenance, passenger vessel operations, recreational boating and sport fishing, military and federal activities through the U.S. Navy, U.S. Coast Guard, and NOAA, marine technology, aquatics research, and maritime education and training programs. Salacia, a value-added seafood processing plant and cold storage warehouse, is a significant maritime business located within Marysville.

Wood Products and Mass Timber

The strong Canadian raw timber sector coupled with U.S. tariffs on the importation of value-added¹⁶ goods, has resulted in Canadian-owned companies purchasing or leasing land in Washington state for processing and shipping facilities in order to conduct value-added activities without the imposition of U.S. tariffs. Marysville's CIC is ideally situated on rail and interstate corridors and within short-haul trucking distance of Canadian distribution networks and ports of entry. Potential businesses include those engaged in the manufacture of furniture, wood products, paper, packaging and forestry, including high-value niche timber products manufacturing such as cross-laminated timber (CLT) or mass timber manufacturing.^{17,18}

Siting Criteria

The top siting criteria needs for each of the industrial sectors outlined above are shown in Figure 4.19 below. Marysville's portion of the CIC fulfills many of these siting criteria. Where deficiencies are present, for example improved or new interchanges on I-5, the City is proactively working to address them.

Figure 4.19
Top Siting Needs of Target Industrial Uses

Industry	TOP SITE CRITERIA						
	High Skilled, Specialized Workforce	Local And Regional Truck Access	Proximity To Airport	Proximity To Suppliers And/or Markets	Rail Access	Sites Larger Than Five Acres	Water And Power
Aerospace	X	X	X	X			
Advanced Manufacturing	X	X		X	X		
Food Processing		X		X		X	X
Maritime	X	X		X		X	
Wood Products And Mass Timber	X	X		X		X	

16. A value-added product is one that has been enhanced with additional qualities that make it worth a higher price than the raw materials used to make it.

17. Arlington-Marysville MIC Subarea Plan

18. Mass timber manufacturing uses prefabricated solid engineered wood products made from layers of solid-sawn lumber or structural composite lumber.

Section 4.5

ASSETS, CHALLENGES AND OPPORTUNITIES

The City of Marysville has several assets that make it attractive to economic development. The City is also presented with many opportunities to build on these assets and improve economic prospects for businesses and residents of the community.¹⁹ These assets and opportunities are detailed in this section.



Tesla occupies this new warehouse, the first of nine industrial warehouses planned for the Cascade Business Park. Image Credit: Sierra Construction.

Assets

Great Access to Regional Transportation Routes

Regional transportation routes including Interstate 5 (I-5), Highway 9, SR528, SR529, SR531 and Burlington Northern Santa Fe (BNSF) railway serve the City providing easy truck and freight access as well as great access for residents and workers. I-5 currently has four interchanges with two additional interchanges slated for the near future.

Cascade Industrial Center

The Cascade Industrial Center (CIC) received its official designation as a Manufacturing and Industrial Center from the Puget Sound Regional Council in 2019. The CIC's 'Centers' designation results in "funding priority – both for transportation infrastructure and for economic development" consistent with PSRC's VISION 2050.²⁰ The CIC contains many large, flat sites buffered from residential uses that are competitive, affordable, and ideal for modern industry. The CIC is a hub for innovation and supports a wide range of mechanized and technology-driven industries. Significant advantages of the CIC include:

- City and Snohomish County property tax exemptions for eligible manufacturing/industrial businesses;
- No City business and occupation (B&O) tax and reduced State B&O tax for qualifying industries;
- Marysville North Opportunity Zone²¹ that provides tax incentives to investors; and
- Benefits afforded by proximity to the Port of Everett's Foreign Trade Zone (FTZ) #85.



In 2023, the City was awarded the Washington Governor's Smart Communities Award for Smart Planning Legacy for its long-term planning of the CIC.

19. Assets and opportunities outlined build on those outlined in the prior Comprehensive Plan and draw heavily from the Arlington-Marysville MIC Subarea Plan.

20. Policy MPP-RC-7(p.20) of VISION 2050 indicates to, "Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers."

21. Opportunity zones are a community development tool that encourages investment in economically distressed areas in the United States in order to spur economic growth and job creation in low-income communities while providing tax benefits for investors. Opportunity Zones were created under the federal Tax Cuts and Jobs Act of 2017, and are defined by individual census tracts. The Marysville North Opportunity Zone is one of seven opportunity zones in Snohomish County and coincides with US Census Tract 53061052803.



Proactive planning and investment

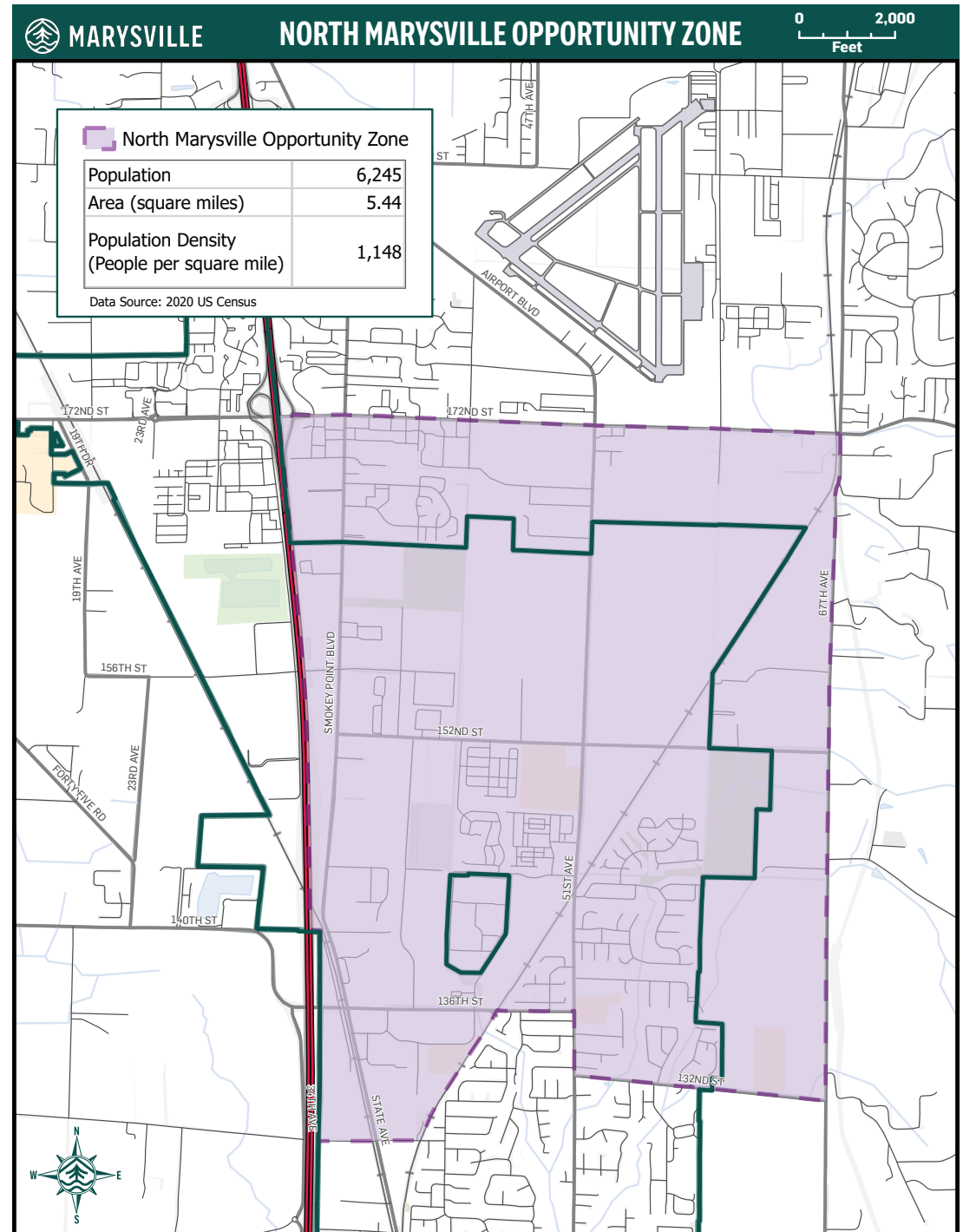
The City has and will continue to proactively plan for commercial, industrial and residential development within the City. Recent efforts include the Waterfront Strategic Plan, Downtown Master Plan update, Arlington-Marysville MIC Subarea Plan and Arlington-Marysville Manufacturing Industrial Center Market Study. Planning and investment has included, but not been limited to, infrastructure (e.g. interchanges, road networks, water and sewer facilities, and regional stormwater facilities), land availability and zoning, and the business and regulatory climate.

Recognized aerospace industry cluster and proximity to airports

Snohomish County's Seattle Paine Field International Airport (Paine Field) and the Arlington Municipal Airport support over 200 aerospace companies of varying sizes and 38,000 workers in Snohomish County. Given its proximity to Paine Field, existing concentration of aerospace businesses, access to skilled labor, and lower costs, the CIC enjoys a comparative advantage in the region for aerospace-related manufacturing and industrial activity. In addition, commercial flights at Paine Field Airport began in March 2019 providing an alternative to Sea-Tac for destinations on the continental west coast as well as Anchorage and Honolulu.²²

22. The Seattle Paine Field Passenger Terminal currently serves the destinations of Anchorage, Las Vegas, Los Angeles, Orange County, Phoenix, San Diego, and San Francisco with seasonal service to Tuscon and Palm Springs. Service to Honolulu anticipated in late 2023. Source: Seattle Paine Field Passenger Terminal Destinations(flypainfield.com)

Figure 4.20





The Port of Everett is well-equipped to handle large cargo. Image credit: Port of Everett

Access to the Port of Everett

The Port of Everett is located in northwest Everett on Port Gardner Bay at the mouth of the Snohomish River next to U.S. Naval Station Everett, roughly seven miles south of the CIC. The seaport “is a natural deep-water, self-operating seaport that supports nearly \$21 billion worth of U.S. exports annually”, and is the second ranked “export customs district in Washington state”²³ and the fifth largest US west coast port for exports. “The Port of Everett is the third largest container port in Washington state and is the region’s premier breakbulk cargo facility, handling high-value, conventional and overdimensional cargoes in support of the aerospace, construction, manufacturing, agriculture, energy, and forest product industries.” The Port creates “economic opportunities and jobs while providing maritime and marine-related services”. This natural, deepwater seaport “supports more than 40,000 jobs in the surrounding community and contributes \$433 million in state and local taxes” and provides a skilled maritime workforce.

Affordable Workforce Housing

Adequate and affordable workforce housing is a key asset and need to further economic growth in the CIC and City generally. The 2018 Arlington-Marysville MIC Subarea Plan indicated that approximately 45 percent of AMMIC (now CIC) employees live less than 10 miles from the CIC, reflecting the appeal of immediate vicinity for employees.

²³. All quotations on the Port of Everett section are attributed to information on the Port of Everett’s website: portofeverett.com.

Strong Regulatory Environment

The City provides a strong regulatory environment with certainty of established regulations, and respected businesses who can attest to the permitting process. The City endeavors to continuously improve services and provide excellent customer service to businesses, residents, and visitors.

Educated and Talented Workforce

Both the City and greater Puget Sound region feature a large, educated and talented workforce. More Marysville residents have a high school diploma or greater educational attainment (94.5 percent) than the national average (89.9 percent). Marysville’s share of college- and trades-educated workers is anticipated to continue increasing given the current trends of in-migration from higher income areas.



The Port of Everett. Image credit: Port of Everett



Challenges and Opportunities

Downtown and Waterfront Redevelopment

From 2017 – 2022, the City has invested \$90 million and will be investing \$200 million in the coming 10 years to revitalize the City's Downtown and transform the Waterfront into a regional recreation and eco-tourism destination. The City has identified 32 projects in its Waterfront Strategic Plan that are "top priority actions...to catalyze improvements in the Downtown and Waterfront areas".²⁴ The City has aggregated more than 45 acres in its Downtown Master Plan Area (DMP Area), and completed several catalyst projects including, but not limited to:

- Construction of the Marysville Civic Center and a new community center;
- 2021 Downtown Master Plan update; and
- Construction of the Downtown Stormwater Treatment Facility.

The City was recently selected by the Snohomish County Sports Commission for their multi-million dollar indoor sports tournament complex which is planned for a 30-acre waterfront assemblage and will anchor the approximately 45 acre, City-aggregated land holding.²⁵ Once funded and completed, this complex is projected to receive up to 185,000 visitors annually and generate enough demand to support a new 130 room hotel and related services. The sports complex is part of a planned development titled Riverwalk that will include expanded park, trail, and river activities. Private development is planned to include the sports facility, hotel, and multi-family residential. A prospective sports complex and hotel will generate significant employment, hotel nights, and millions in consumer spending impacts in the Downtown.

Investments in Infrastructure

As the City and CIC develop further, infrastructure will need to continue to be planned, designed and built to support growth. Infrastructure investments can attract new development, catalyze growth and also increase the success of existing businesses. The City has made significant investments in infrastructure and will continue these efforts.



The Marysville Civic Center – a 'one-stop' shop for government services.



A conceptual illustration of a redeveloped Downtown and Waterfront.

²⁴. Waterfront Strategic Plan 2021 to 2026.

²⁵. The City's land holding is flanked by two major recreation areas – the Ebey Slough with miles of inland non-motorized water craft opportunities, and the Ebey Waterfront Park and Marina, which is being expanded to include additional recreational assets. It is also near the Ebey Waterfront Trail.



Crossing over Ebey Slough – a gateway to Downtown.

Improvements to Transportation Network

The City will continue to improve motor vehicle circulation throughout the City. Freight and truck travel to and from the CIC need to continue to be improved to increase capacity, reduce conflicts with the Burlington Northern Santa Fe railway crossings, and improve connectivity. Improvements to 172nd Street NE, the construction of the SR529/I-5 Interchange, 156th Street/I-5 Interchange, and Grove Street Overcrossing are high priority projects that will improve the City's transportation network and facilitate business attraction and expansion.

Closing the Skills Gap

Access to a highly skilled workforce is a key need for the industrial and manufacturing sectors. While the City is home to a skilled workforce, filling the gaps in the manufacturing pipeline, such as in research and development, through partnerships with community colleges, schools and via other strategies, will ensure the City, and CIC, remains an attractive destination for manufacturing jobs.

Leveraging Benefits of Aerospace Industry Cluster and Proximity to Airports

As noted in the Assets section above, the aerospace industry is an established sector in Snohomish County and the CIC. New technologies, such as cloud computing, artificial intelligence (AI), composites and advanced manufacturing, complement this sector. Building on the CIC's strengths, and investing in infrastructure and workforce training, is an opportunity to maintain and leverage this competitive advantage.

Attract Businesses in Desired Industry Clusters

As noted in Section 7.4, the Arlington-Marysville MIC Subarea Plan identified Aerospace, Advanced Manufacturing, Food Processing, Maritime and Wood Products & Mass Timber as desired industry clusters or target industries. The City has already attracted businesses from several of these industries and will continue to pursue businesses in these industries and other desirable clusters.

Expand Residential Choice

Providing additional middle and upper middle income housing opportunities along with affordable housing to ensure a healthier and more diverse mix of housing choices is both a challenge and opportunity for the City. Generally, quality housing that is available at different income levels, along with more housing/increased density in target areas, is desired. Some housing could directly support new manufacturing businesses while other housing could catalyze and enhance the Downtown and neighborhood livability.

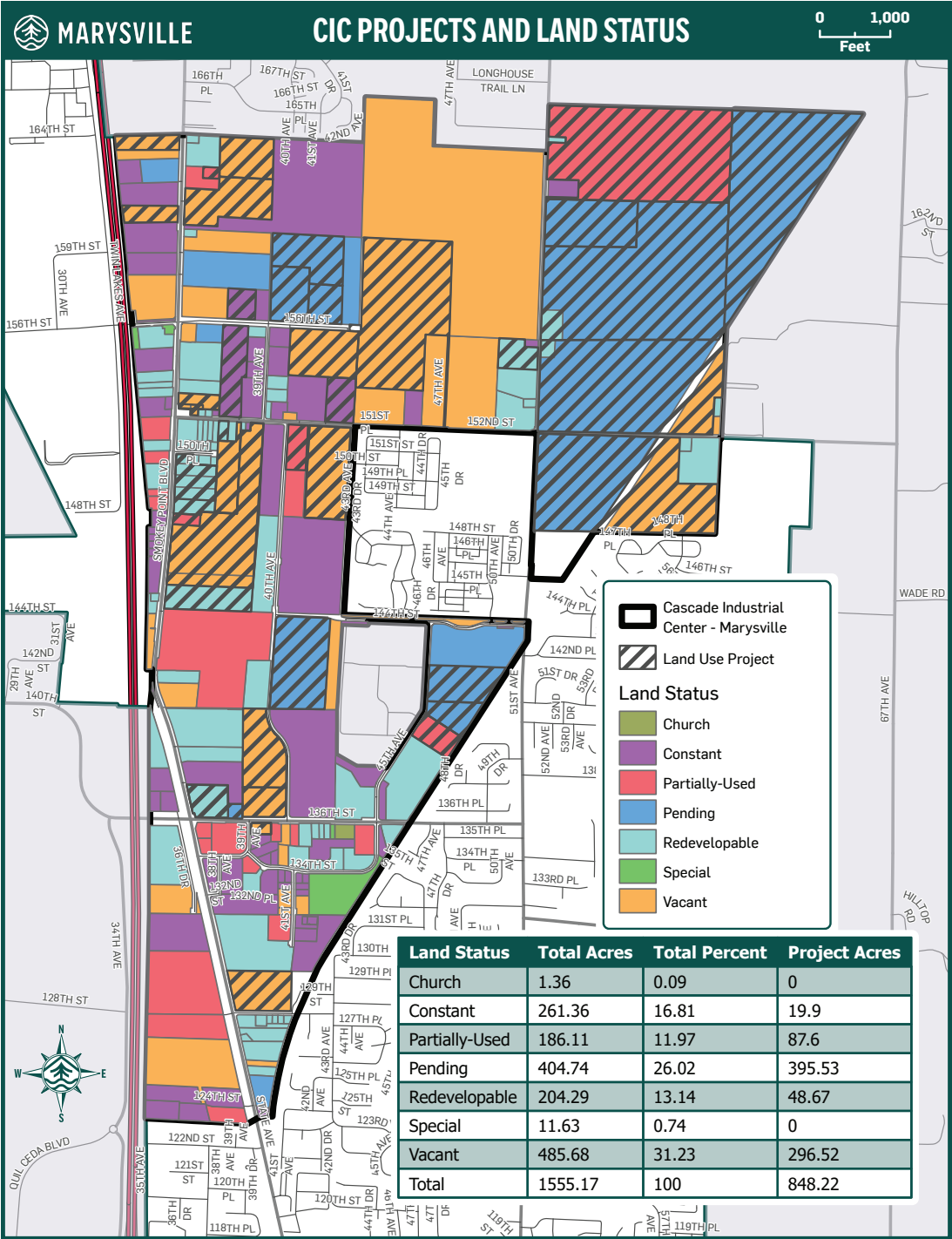


Figure 4.21

Industrial Land Capacity

The Marysville portion of the Cascade Industrial Center (CIC) has experienced significant, sustained development since 2018. Of the 1,555 acres in the CIC, approximately 274 acres (17.6 percent) have existing stable uses with no further development potential, and 848 acres (54.5 percent) have land use entitlements. Only approximately 433 acres (27.8 percent) of the Marysville portion of the CIC is anticipated to have further development or redevelopment potential. Providing an adequate supply of industrial land is vital to ensuring that the City's employment goals are achieved. Given the limited amount of remaining land within Marysville's CIC, encouraging employment-intensive uses moving forward will be important to ensure that the City can achieve it's planned jobs to housing ratio.

The City may need to pursue expanding the UGA to acquire additional industrial land. This would better enable the City to accommodate demand for warehousing and distribution uses as well as manufacturers that tend to be higher employment generating businesses. Given the changing and multifaceted character of businesses, recruitment of a variety of industrial businesses in related cluster groups and representing advanced technologies may be the best way to optimize employment, wage, and business growth as well as the durability of the new employment created. This expanded land area will also need increased infrastructure to support it.



GOALS AND POLICIES

OVERARCHING GOAL

Actively promote economic growth and prosperity within the City of Marysville by advancing initiatives that attract, support, and retain businesses and living wage jobs, and foster a vibrant, healthy and livable community for all.

ED 1 Continue the transformation of Marysville from a residentially-oriented, retail city to a regional employment center with diverse jobs and housing.

- ED 1.1** Actively champion the Cascade Industrial Center (CIC) and the industries in which the City has a competitive advantage.
- ED 1.2** Promote increased employment opportunities in the CIC, and other industrial and commercial areas, to achieve a greater balance between population and employment growth, and improve the jobs to housing ratio.
 - ED 1.2.1** Promote the industrial/manufacturing property tax exemption allowed by MMC Chapter 3.104 to create more family living wage jobs in the City.
 - ED 1.2.2** Develop a capital financing strategy to provide a comprehensive approach to construction of infrastructure to promote equitable and proactive distribution of development costs.
 - ED 1.2.3** Promote innovative workers by leveraging area competencies in manufacturing and engineering sectors, and building resources for and networking among existing companies.
- ED 1.3** Implement recommended policies and strategies identified in the 2023 Housing Action Plan to increase the quality and diversity of housing stock available to own or rent, and ensure an adequate supply of housing for all economic segments including workforce housing.

ED 2 Ensure an adequate supply of industrial and commercial land, and robust supporting infrastructure, to meet the City's business and employment needs.

- ED 2.1** Pursue future Urban Growth Area (UGA) expansions that increase the commercial and industrial land base, and encourage annexation of UGA properties prior to their development.
- ED 2.2** Ensure an adequate supply of, and stimulate availability of vacant and infill commercial and industrial land, especially in the Downtown and CIC.
 - ED 2.2.1** Periodically prepare a report that: inventories and analyzes commercial and industrial land needs based on population growth projections; monitors demand for existing and proposed development; monitors local economic conditions; and proactively consults with business and property owners to determine levels of interest in various types of development.
 - ED 2.2.2** Promote resources to fund redevelopment of existing, functionally obsolete buildings into modern facilities.
- ED 2.3** Recognize the need for continued growth in the City's tax base from industrial and commercial development to provide quality public services and facilities for residents and businesses.
- ED 2.4** Advance the goals, policies, and implementation strategies outlined in the Arlington-Marysville MIC Subarea Plan.
 - ED 2.4.1** Establish and facilitate a stronger working relationship with the City of Arlington to further mutual goals, and promote marketing of the CIC.
 - ED 2.4.2** Pursue and support business and employment growth in desired key competitive sectors and target industries over warehousing and distribution uses to ensure a strong ratio of jobs to acreage.



ED 2.4.3 Promote various tools and strategies outlined in the 'Assets' section to encourage competitive and target industries to location in the City.

ED 2.5 Prioritize public infrastructure and capital facilities funds first for new and improved infrastructure in industrial and commercial areas with vacant land and secondly in areas with redevelopment and infill potential.

ED 2.5.1 Prepare a strategic plan to support infrastructure advancement.

ED 2.5.2 Continue to collect impact and capital improvement fees, and pursue other appropriate capital facilities financing tools and strategies such as LIDs, grants, tax increment financing, residential density incentives, etc. that allow appropriate public-private funding partnerships.

ED 2.6 Improve traffic flow and multi-modal infrastructure and circulation by implementing the recommendations and actions outlined in the Transportation Element.

ED 3 Provide educational opportunities and workforce development to prepare Marysville residents for the jobs of today and tomorrow.

ED 3.1 Prepare Marysville residents for current and future jobs.

ED 3.1.1 Improve communication with, and support the public schools serving Marysville in their efforts to improve existing school systems, facilities, and educational outcomes.

ED 3.1.2 Partner with local school districts, community colleges, universities, and trade and industry groups on opportunities to:

- Improve educational outcomes;
- Engage key business sectors in developing the future workforce through Science Technology Engineering and Math (STEM) programs and working with the Workforce Futures Alliance; and
- Promote the creation and expansion of vocational, trade school, and apprenticeship opportunities.

ED 4 Foster a strong business and regulatory environment.

ED 4.1 Actively pursue new development, businesses, and business expansions.

ED 4.1.1 Leverage the Economic Development Manager role to facilitate a strong business climate and support the needs of existing business, development of companies, and recruitment or relocation of businesses.

ED 4.1.2 Pursue businesses in established and emerging industries, technologies, and services that promote environmental sustainability and resilience, and address climate change.

ED 4.1.3 Provide outreach to assist developers, property owners, and businesses understand and better navigate the development review process.

ED 4.1.4 Expand access to opportunity by proactively connecting with economically disconnected communities and removing barriers (e.g. linguistic, cultural, physical, etc.).

ED 4.2 Develop a Business Retention and Expansion Program that provides support to businesses to promote their success.

ED 4.2.1 Improve communication with businesses by:

- Conducting an annual business survey that focuses on business satisfaction, and identifies service gaps and needs.
- Hosting business workshops to provide learning opportunities, and expand awareness of and access to business support programs.
- Acknowledging outstanding businesses with the Marysville Business Awards, highlighting businesses through the Marysville Business Highlights interviews, and distributing the Best in Business e-newsletter.
- Monitoring, following up, and assisting businesses that had plans for relocation and/or expansion.
- Increasing awareness of, and promoting environmentally and socially responsible business practices that address climate change, resilience, and improved health outcomes.

ED 4.2.2 Maintain areas of the City for small and locally-owned businesses, and take actions to avoid business displacement.

- Provide outreach to, and support and empower, all businesses including locally owned, women, tribally, and minority-owned small businesses and start-up companies to ensure that their unique needs are heard, understood, and addressed.
- Cultivate strategies to address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.

ED 4.3 Continuously review, evaluate and improve zoning, land use regulations and plans, development standards, and review timelines and processes, and consult with development, real estate, and business interests, to ensure that:

ED 4.3.1 Regulations, plans, and standards are consistent, efficient, clear, flexible, predictable, and certain so that confidence is instilled in investors, applicants, and property owners;

ED 4.3.2 Permitting is streamlined, and regulatory barriers are reduced;

ED 4.3.3 Zoning is simplified and permitted uses are flexible so that a variety of uses that are responsive to market forces may be pursued; and

ED 4.3.4 High quality design guidelines, infrastructure requirements, and amenities are required to ensure regional competitiveness.

ED 4.4 Proactively identify and prioritize areas with the best potential for subarea master plans, area-wide environmental impact statements, traffic studies, and capital facilities investments, and opportunities to offset environmental mitigation costs in advance of development so that the private sector will be able to quickly and efficiently ready sites for employment and business activity.

ED 5 Promote the City brand, regional recognition and regional partnerships.

ED 5.1 Incorporate the economic development strategies of local, State and regional partners, and advance shared economic and employment initiatives, to enhance the City's image as well as knowledge and marketing of the City's economic assets.

ED 5.2 Communicate with and collaborate on joint plans, regulations, infrastructure and utilities with local jurisdictions and tribes, public entities, and State and regional partners.

ED 6 Beautify the City, and promote the arts and culture, to foster a greater sense of place and to enhance the City's image and identity.

ED 6.1 Create a Beautification Action Plan to enhance the City's image and reputation.

ED 6.1.1 Pursue the beautification catalyst projects outlined in the City's Waterfront Strategic Plan.

ED 6.1.2 Honor and feature the cultural contributions of the City founders, local Native Tribal communities, and other ethnically diverse communities to the art, history and heritage of our community.

ED 6.1.3 Promote the Community Beautification Grant Program to obtain greater participation in the program.

ED 6.1.4 Establish and promote a Façade or Storefront Improvement Program.

ED 6.1.5 Continuously improve design standards and pursue code enforcement for noncompliant building changes.



- ED 6.1.6** Cultivate a greater sense of place through place-making initiatives that include landscaping, gathering areas, artwork, decorative lighting, gateway and wayfinding signage, and cultural programming (e.g. festivals and events). Enhance and maintain existing historic sites and focal points, and pursue themes or motifs where appropriate.
- ED 6.1.7** Maintain and improve street amenities (e.g. lighting, benches, crosswalks, etc.) and landscaping, and create a mechanism to encourage private property owners to maintain and improve their properties.
- ED 6.1.8** Provide thoughtful transitions from commercial and industrial uses to residential uses to minimize visual, spatial, noise, and odor impacts.

ED 7 Cultivate a vibrant and vital Downtown that is the heart of the community for residents and a recreation and tourism destination for visitors.

- ED 7.1** Pursue the catalyst projects identified in the City's Waterfront Strategic Plan to revitalize and cultivate further tourism, ecotourism, and recreational opportunities in the City's Downtown and Waterfront.
- ED 7.2** Improve tourism marketing
 - ED 7.2.1** Partner, or continue partnership, with the State of Washington Tourism (SWT), Snohomish County Tourism including the Industry Stakeholder Roundtable, The Greater Marysville Tulalip Chamber, and other tourist and business organizations.
 - ED 7.2.2** Pursue, and increase awareness of:
 - The Snohomish County Hotel-Motel Small Fund Grant for public and non-profit organizations' tourism marketing and promotional projects;
 - The Snohomish County Lodging Tax Program; and
 - The Snohomish County Tourism Promotion Area Fund for private, public, and non-profit entities' large multi-day events, activities, and non-capital projects that generate significant sales of hotel room nights.

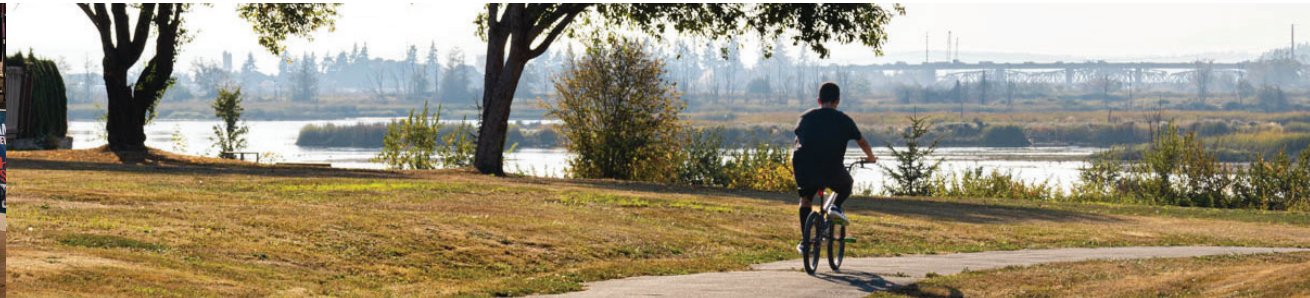
- ED 7.2.3** Expand social media tourism presence while continuously improving conventional tourism marketing efforts.
 - Curate local and regional attractions both large and small and feature on social media and interactive maps.
 - Pursue or enhance presence on websites, brochures (digital and physical), mobile apps, and in The Washington State Visitor's Guide.

- ED 7.3** Expand and enhance recreation and tourism business opportunities
 - ED 7.3.1** Promote local businesses and their entertainment, shopping and dining offerings.
 - ED 7.3.2** Continue the City's robust recreation and entertainment programming.
 - ED 7.3.3** Pursue new, while continuously improving existing, recreation facilities, assets, and community events.



Hilton Pharmacy was established in 1898 and bought by Jeffrey Hilton Sr. in 1919. While the pharmacy was discontinued a few years ago, Mr. Hilton's great-granddaughter still owns the business which is now Hilton Pharmacy & Gifts.

OUR ENVIRONMENT



Chapter 6

PARKS AND RECREATION

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Parks and Recreation Snapshot



Full Service Parks

Marysville's parks and open spaces, and recreational programming, are crucial to the vitality and vibrancy of our community. The City boasts 45 parklands, 24 miles of trails, and 38,000 square feet of facility space which serve both our 73,780 citizens as well as visitors. Over the past 20 years, the City has made several noteworthy park investments. As the City grows to nearly 100,000 citizens by 2044, the City will continue to plan for and invest in parks and recreation facilities, and athletic and cultural programming.



Department Structure and Budget

The Marysville Parks, Culture and Recreation Department (MPCR) is comprised of three divisions that are managed by the Parks, Culture and Recreation Director. The Department's 2023 - 2024 biennial budget is \$4.346 million. Parks maintenance expenditures are part of the Public Works Department's budget as Public Works maintains the City's parks and facilities.



Parklands, Trails and Facilities

The City's 522 acres of parklands are diverse and include large regional and community parks, and small neighborhood and pocket parks. The City offers 24 miles of trail. Most trails are within parks. Only two trails are dedicated trails - Ebey Waterfront and Bayview. The City's four facilities (i.e. buildings) are used for recreational programming and as public rental facilities. The Jennings Park Barn and Marysville Opera House are the most visited facilities. The community also benefits from recreational offerings provided by Snohomish County, public schools, and other private and public partners.



Recreation and Athletics

The Marysville Parks, Culture and Recreation Department manages a broad menu of exceptional recreational programs. Recreational offerings include arts and crafts, dance and music, fitness and wellness, and special interests that cater to both youth and adults. MPCR also hosts a variety of special events that include dances, movies, concerts and more. MPCR athletics offerings focus on fitness programs, recreational leagues, and instructional classes. A variety of athletics are also offered to the community by MPCR and partners such as the Marysville Boys & Girls Club, Marysville Little League, and Pilchuck Soccer Alliance.



Service guidelines

The National Recreation and Parks Association recommends that each city adopt its own service guidelines based on its growth patterns and local needs. An analysis of current and future park, trail and recreational facility needs has been conducted based on the current population of 73,780 and the expected 2044 population of nearly 100,000. In 2044, a variety of different parks, trails and athletic facilities will be needed to provide an appropriate level of service to the community.



Recommendations and Implementation

Several major areas of need were identified through feedback from the public and review of parks standards. These needs include additional neighborhood and community parks, better waterfront access, group picnic areas and restrooms, and more recreational facilities and gymnasiums. A warm water aquatic facility/pool and better baseball fields are special needs. A long-standing need for soccer facilities was addressed in 2023 when drainage and synthetic turf was installed at Strawberry Fields.



INTRODUCTION



Left and Center: Grand opening for the new pump track at Jennings Park.

Girls play soccer on the new turf at Strawberry Fields.

The City of Marysville’s parks and open spaces, and recreation and cultural programming, are crucial to the vitality and vibrancy of our community. Recreation benefits the individual and society physically, socially and economically. The City boasts 45 parklands totaling 522 acres, 24 miles of trails, and 38,000 square feet of facility space which serve both our 73,780 citizens and visitors.¹ Marysville Parks, Culture and Recreation (MPCR) staff manage a diversified menu of exceptional recreational, cultural and athletic programming. Over the past 20 years, the City has made several noteworthy park investments that include:

- Bayview Trail with a Centennial Trail connection;
- Cedar Field artificial turf and new playground;
- Comeford Park upgrades including a water spray park, restroom, new playground with turf surfacing, and turf;
- Ebey Waterfront Park and boat launch;
- Ebey Waterfront Trail;
- Jennings Park pickleball courts and pump track;
- New playgrounds at Harborview Park, Jennings Nature Park and Northpointe East;
- Olympic View Park with playground and trail access; and
- Strawberry Fields additional turf field and new playground.

As the City grows to nearly 100,000 citizens by 2044, the City will continue to plan for and invest in parks and recreation facilities, and athletic and cultural programming, and to coordinate with other partners to serve the needs of the community.

This Parks and Recreation Element is a shortened version of the [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#) that was adopted in November 2020 via [Ordinance 3165](#).² The overarching goal of the City’s Parks and Recreation Element is to “enhance the quality of life of Marysville’s citizens by providing beautiful parks, open spaces and exceptional recreational, cultural, and athletic programs”.

Consistent with the Growth Management Act (WAC 365-196-440), the Parks and Recreation Element:

- Inventories existing parks, trails, facilities, and athletic and recreational programming;
- Estimates park and recreation demand for at least a decade;
- Prioritizes strategies to meet a level of service which fits the needs of residents, and proposes future improvements;
- Provides consistency with the capital facilities element as it relates to park and recreation facilities;
- Evaluates intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand; and
- Outlines goals and policies to guide these efforts.

1. A complete inventory of Marysville’s parklands is available in Appendices B and C of the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#). The inventory includes more detailed information on each park, its location, facilities, management issues, and recommended improvements.

2. The overall vision, standards, policies, and implementation measures in the [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#) have been retained. Updates outlined in the Parks and Recreation Element are generally limited to major changes that have occurred since 2020; updating the horizon year for the Parks Element; and updates to maps and graphics as needed to ensure that the overall Comprehensive Plan is cohesive in appearance and writing style. The full Parks, Recreation and Open Space Comprehensive Plan is required to be updated every six years consistent with State law and to fulfill grant funding eligibility requirements of the Washington State Recreation Conservation Office (RCO).

DEPARTMENT STRUCTURE AND OPERATING BUDGET



MPCR staff perform many functions. The Recreation Division plans and hosts events such as Merryville for the Holidays.



The Parks Division coordinates with Public Works on park maintenance and building new parks such as the Pump Track under construction here.

Department Structure

The Marysville Parks, Culture and Recreation Department is comprised of three divisions that are managed by the Parks, Culture, and Recreation Director: the Administration Division, the Parks Division, and the Recreation Division with guidance from a Parks and Recreation Advisory Board. The Department has 10 full-time employees and approximately 30 part-time seasonal and program attendants. The Department is supported by six full-time employees and five summer seasonal staff in the Public Works Department that focus on parks maintenance.

Operating Budget

For the 2023-2024 biennial budget, the City of Marysville allocated \$4.346 million for Parks, Culture and Recreation Department expenditures. This is approximately 3.4 percent of the City's general fund expenditures which is lower than in 2019-2020 due to parks maintenance staff transferring to Public Works. The average percentage of parks and recreation expenditures from the general fund by other cities in Washington with similar population sizes generally exceed Marysville; however, this is in part due to parks maintenance funding residing with Public Works.



Section 6.3

PARKLANDS

The City of Marysville currently owns 45 parklands totaling 522 acres. Of these parklands, 356.4 acres are developed, 93.6 acres are undeveloped, and close to 72 acres are open space. Marysville parks are regularly used. In 2020 a community survey was conducted in which 60 percent of respondents reported visiting a Marysville park at least two times a month or more, with 36 percent of those reporting visiting once a week or more.³ The most frequently visited City parks are Jennings Memorial and Nature Parks, Ebey Waterfront Park and Comeford Park. Marysville residents also benefit from use of the Snohomish County parks system and recreational amenities offered by other local and regional partners.



Fall brings a burst of color to the Jennings Park demonstration garden.

City Parks

The following is a brief summary of the different types of parklands within Marysville. Each park is mapped on Figure 6.1 on page 11; the corresponding Map ID is shown in Table 6.1.

Community Parks

Community parks are generally around five to 20 acres and serve a three mile radius. Typically, these parks include a variety of active and passive recreation. The City has four community parks – Comeford, Deering Wildflower, Jennings Nature Park and Olympic View Park – which total 74.3 acres. While Comeford is small, it's significant amenities and spray-park means that it attracts visitors from a larger area.



Comeford Park, located Downtown adjacent to the Civic Center, provides significant amenities.

3. The complete 2020 community survey results are in Appendix D of the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#).

Neighborhood Parks

Neighborhood parks are usually smaller open spaces up to five acres that are more for neighborhood use and serve a $\frac{3}{4}$ mile radius. The City has 15 neighborhood parks that total 82 acres.



Doleshel Park offers visitors trails, picnic areas, and benches in a serene setting.

Open Space Parklands

Open space parklands have little or no development and serve to protect natural areas within the City. The City's six open space parklands total almost 72 acres.



The City owns several open natural areas. Some will be permanently preserved as open space while others may offer future recreational opportunities.

Pocket or Mini Parks

Pocket or mini parks are small parcels of land that the parks maintenance crew maintains and are generally less than a quarter acre in size.

Regional Parks

Regional parks are similar to community parks in the variety of active and passive recreation opportunities they offer. The difference is that regional parks serve people up to an hour drive and are usually much larger. Regional parks typically include unique features that draw people to them from outside of the area. The City of Marysville has two such parks, Ebey Waterfront Park and Jennings Memorial Park, that together total close to 25 acres.



Jennings Memorial Park – the City's flagship park.



Special Use Areas

Special Use Areas exist for a specific recreational use; the City's five Special Use Areas total 175 acres and include the facilities listed in Table 6.1.



Strawberry Fields for Rover is a special use area for dogs.

Undeveloped

Undeveloped park properties are currently undeveloped, and were purchased with the intent of developing them into parks as funding becomes available. They currently total nearly 94 acres and include significant properties such as Frontier Fields and Mother Nature's Window.



Ebey Slough as viewed from the Ebey Waterfront Trail.

Table 6.1 City Parks

MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Community Parks			
1	Comeford Park	2.09	-
2	Deering Wildflower Acres	30.32	1.2
3	Jennings Nature Park	34.25	1
4	Olympic View Park	7.64	-
Totals		74.3	2.2
Neighborhood Parks			
9	Cedarcrest Vista Park	1.87	-
10	Dolshel Park	6.27	0.6
11	Foothills Park	12.02	1.25
12	Harborview Park	14.58	-
13	Hickok Park	0.8	-
14	Kiwanis Park	5.05	0.5
15	Northpointe East Park	3.15	-
16	Northpointe Park	28.97	2
17	Parkside Way Park	1.5	-
18	Serenity Park	0.31	-
19	Shasta Ridge Park	1.56	0.5
20	Tuscany Ridge Park	1.2	0.25
21	Verda Ridge Park	1.8	0.5
22	Whiskey Ridge Park	1.5	-
23	Youth Peace Park	1.48	-
Totals		82.06	5.6

MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Open Space			
24	Bayview Trail Open Area	20	-
25	Heather Glen-Timberbrook	6.87	0.75
26	Holman Nature Park	20.84	0.25
27	Quilane Park	20.87	-
28	Sherwood Forest	2.78	-
29	Walter's Manor	0.33	-
30	Munson Creek	-	-
Totals		71.69	1
Pocket Parks			
31	66th Drive and 73rd Street	0.08	-
32	Community Information Site (Caboose)	0.26	-
33	Freeway Park	0.21	-
Total		0.55	-
Regional Parks			
34	Ebey Waterfront Park	5.72	0.5
35	Jennings Memorial Park	18.94	1.5
Totals		24.66	2
Special Use Areas			
36	Cedar Field (Rudy Wright Memorial)	1.2	
37	Cedarcrest Golf Course	99.4	3
38	Marysville Skate Park	0.79	
39	Strawberry Fields Athletic Complex	71.09	2.25
40	Strawberry Fields for Rover	3	5.25
Totals		175.48	10.5

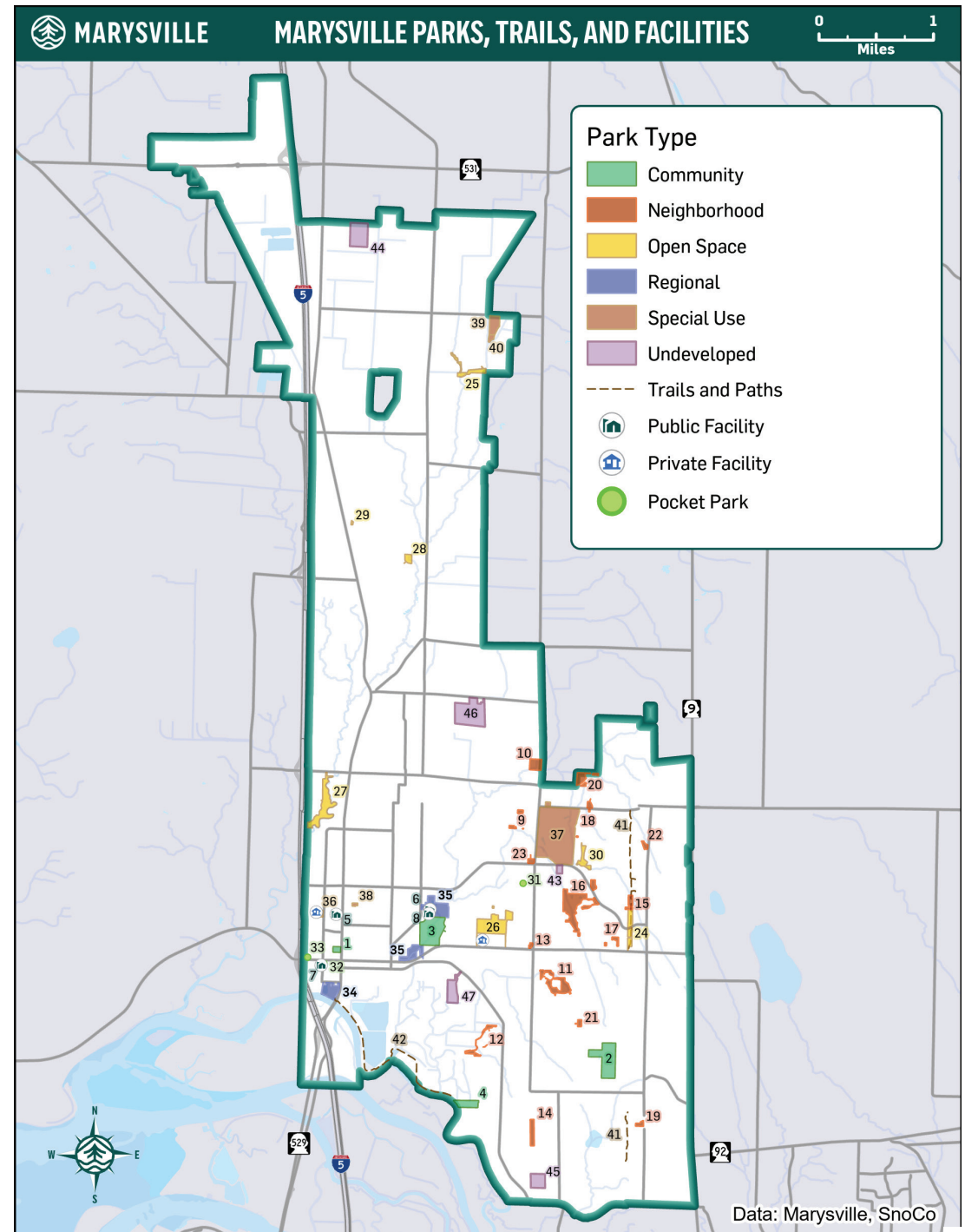


MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Trails—Dedicated¹			
41	Bayview Trail	-	2.75
42	Ebey Waterfront Trail	-	3.5
Totals		-	6.25
Undeveloped Park Properties			
43	Cedarcrest Reservoir	2.26	
44	Frontier Fields	25	
45	King property	9.74	0.5
46	Mother Nature's Window	34.57	1.5
47	Rainier Vista (Crane and Rose)	22.03	
Totals		93.6	2

1. Entries 41 and 42 are described in further detail in Section 6.4 Trails.

The parks referenced on the previous pages and listed in Table 6.1 are depicted in Figure 6.1 adjacent. A complete inventory of the City's parks system is also provided in Appendices B and C of the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#).

Figure 6.1



Other Public Parklands

As noted above, Marysville residents also benefit from parklands owned and managed by other entities. Other public parklands are provided by Snohomish County, the Tulalip Tribes, and both the Marysville and Lakewood school districts.

Federal and State

There are no federal lands in Marysville's service area; however, there are a couple of exceptional State-owned parklands within about an hour's drive of the City that are well-known for their trails. Two of the most notable of these are: Mount Pilchuck State Park, a 1,903 acre mountainous alpine day-use park, and Wallace Falls State Park, a 1,380 acre camping park featuring a river, three lakes, a 265-foot waterfall, and old-growth coniferous forests.

Snohomish County

Snohomish County operates one park within the City of Marysville, and several regional or special use parks that are within a 30-minute drive of the City. The lone park within the City is the 44-acre Gissberg Twin Lakes Park which features two naturally spring fed lakes, sandy beaches and a walking track; as of this writing, discussions are occurring between the County and City regarding the City potentially acquiring ownership of this park.



A father and son enjoy fishing at Gissberg Twin Lakes Park.



Kayak Point, with its vast shoreline, fishing pier, and various amenities, is a popular Snohomish County destination.

While the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#) goes into greater detail on Snohomish County Parks in the vicinity, some notable parks include:

- Flowing Lake Park at Leckie's Beach, a 40-acre park with amphitheater, boat launch, playground, wading area, fishing dock, nature trail and 40 campsites/cabins;
- Kayak Point Regional County Park, a 428-acre saltwater beach park with 3,300 feet of shoreline, a boat launch, 30 campsites, picnic shelters, a 300 foot fishing pier and trails. Significant improvements to this park began in 2023;
- Spencer Island, part of the Snohomish River Estuary, is co-owned by Snohomish County and the Washington Department of Fish and Wildlife and offers passive recreational options, as well as trails with scenic views of wetlands, sloughs and mountains; and
- Wenberg County Park, a 45-acre park with 1,140 feet of shoreline on Lake Goodwin, and a 70-site campground, beach, boat ramps and launch, picnic shelters, and hiking.

Tulalip Tribes of Washington.

Within the City, the Tulalip Tribes manage the Poortinga Property, a 347-acre parcel with extensive frontage along Ebey Slough that is protected by conservation easements. The Tribes worked with State and Federal agencies on the Qwuloolt Estuary Restoration Project which flooded the property in 2015 to restore a tidally influenced estuary. The Tulalip Tribes also operate the 175-acre Battle Creek Golf Course just west of the City which includes a regulation-length 18-hole course, as well as a nine-hole par three course.



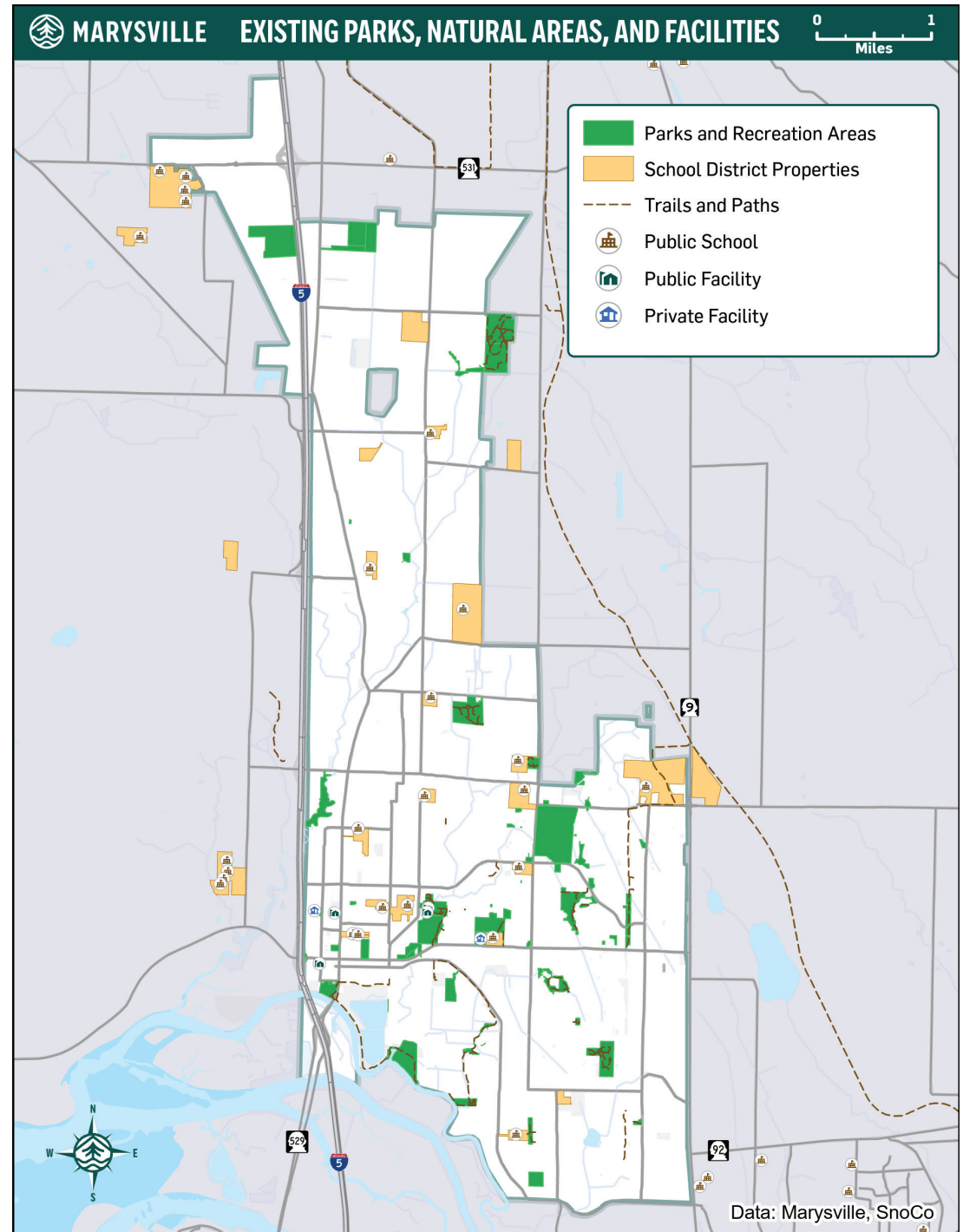
Marysville and Lakewood School Districts

There are three school districts that serve Marysville students; however, only the Marysville and Lakewood School Districts currently own and operate recreation facilities within the City. The Marysville School District owns 16 school sites in the City, and the Lakewood School District owns five school sites, four of which are in the City's Urban Growth Area. These school sites primarily offer athletic fields and playgrounds that provide additional recreational opportunities for Marysville residents.



A new playground at Cedar Field.

Figure 6.2



Section 6.4

TRAILS

Marysville Parks, Culture and Recreation maintains over 24 miles of trails. Eighteen (18) of the trail miles are within 17 City parks. The Bayview Trail and Ebey Waterfront Trail are the only dedicated trail systems, and are described further in the City Trails section below.

Table 6.2 Dedicated Trails

MAP ID (FIGURE 6.1)	TRAIL NAME	TRAIL MILES
41	Bayview Trail	2.75
42	Ebey Waterfront Trail	3.5
Totals		6.25



Walking and jogging trails are important to residents.

The 2020 parks community survey consistently showed the importance of trails to city residents. When asked about desired improvements within walking and driving distance from their home, walking trails was rated the highest for both questions with biking trails close behind. Respondents also rated the following amenities as the most needed facilities and spaces for passive recreation:

- nature trails (60 percent);
- paved walking and jogging trails (58 percent);
- paved bike trails (51 percent);
- unpaved trails for walking and jogging (43 percent); and
- designated bike lanes along streets and roads (41 percent).

Survey takers identified the Centennial Trail Connector and Ebey Waterfront Trail Phase 3 as the most important improvements; the Centennial Trail Connector was constructed in 2021.

City Trails

The City's two designated trail systems are the Bayview Trail and the Ebey Waterfront Trail.

- The Bayview Trail is an asphalt trail located in the Bayview-Whiskey Ridge utility corridor; this trail features soft hills and exceptional views, and is good for walking, cycling and skating. In 2021, the 1.3 mile Centennial Trail Connector was completed which connects the Bayview-Whiskey Ridge Trail with the Centennial Trail and extends the overall trail length to 2.75 miles.
- The Ebey Waterfront Trail takes you along the shore of the Ebey Slough and Qwuloolt Estuary providing beautiful vistas and abundant wildlife. Currently, three trail sections are complete (see Figure 6.3). The west side of the trail is a mile and a half long; the trailhead is at Ebey Waterfront Park and ends at the Qwuloolt Estuary. The east side of the trail is two miles long and starts at the Olympic View Park, travels north to Harborview Park, and then continues west to Rainier Vista Park. When the full trail is complete, it will loop nearly all the way around the Qwuloolt Estuary which is the second largest man-made estuary at 347 acres.





From left to right: Cheerful waste receptacles, painted by local elementary school children, can be found along the scenic Bayview Trail; Ebey Waterfront Trail provides beautiful vistas along the shore of Ebey Slough and the Qwuloolot Estuary.

A full trail inventory is in Appendix B and more detailed information on each trail, including trailhead addresses, inventory, management issues, and recommended improvements are in Appendix C of the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#). The City of Marysville has also developed almost 25 miles of striped bicycle lanes.

Other Public Trails

There are no other trails with public access in the City of Marysville, but there are a number of trails owned and operated by Washington State Parks and Snohomish County that are located in a 30-minute or less drive from Marysville. Of these trails, the trail closest to Marysville is the Centennial Trail which is owned by Snohomish County and spans 30 miles from the City of Snohomish to the Skagit County line. The Centennial Trail features a 10-foot wide, multi-purpose paved trail for walking, bicycling, and hiking that is accessible to persons of all physical abilities. An adjacent 6-foot wide natural surface equestrian trail runs parallel to the paved trail for approximately 19 miles. The trail currently has 12 trailheads and features amenities such as benches, picnic tables, and restroom facilities. It also serves as both a safe bike route, and a conservation corridor protecting sensitive natural and cultural resources. Other notable trails systems in Snohomish County include: the Lime Kiln Trail, Lord Hill Regional Park trails, Mount Pilchuck Trail, and Wallace Falls Trail.

Figure 6.3



Section 6.5

FACILITIES

Marysville Parks, Culture and Recreation has four facilities (i.e. buildings) that are used both for the Department's recreational programming and as public rental facilities. In the 2020 community survey, 28 parks, facilities, and trails were listed. All four of the City's facilities were included within the top twelve most-visited properties with Jennings Park Barn and the Marysville Opera House being visited the most often.

The benefits of public facilities has been well documented over the years. Community centers appear to improve health and well-being through building positive social relationships by an exchange of resources, information, and emotional support.⁴ They may also increase community engagement and participants' sense of citizenship.⁵

Figure 6.4 below shows the prevalence and population per facility for indoor parks and recreation facilities in the United States:

Figure 6.4 Prevalence and Population per Facility for Indoor Parks and Recreation Facilities

TYPE OF FACILITY	PERCENTAGE OF AGENCIES	AVERAGE RESIDENTS PER FACILITY FOR AGENCIES SERVING POPULATIONS OF 50,000 TO 99,999
Recreation Centers	61.0	40,899
Community Centers	59.7	42,491
Senior Centers	40.9	68,701
Performance Amphitheaters	35.0	57,304
Nature Centers	29.3	65,000
Stadiums	17.9	59,074
Ice Rinks	14.8	56,847
Teen Centers	13.8	60,268
Arenas	7.5	61,556

City Facilities

MCPR's facilities are listed in the table below, and their location is depicted in Figure 6.1 on page 11; a brief summary of these facilities follows.⁶

Table 6.3 Park Facilities

MAP ID (FIGURE 6.1)	FACILITY NAME	SQUARE FOOTAGE
5	Community Center	15,965
6	Jennings Park Barn	3,456
7	Marysville Opera House	16,990
8	Rotary Ranch in Jennings Park	1,800
Total		38,211



New pickleball courts at Jennings Park await players.

4. Colistra 2017
5. CDC – Health Equity Guide 2013, Glover 2004.
6. A full inventory spreadsheet is in Appendix B, and detailed information of each facility, including addresses, inventory, management issues, and recommended improvements are in Appendix C of the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#).



Jennings Park Barn

The Jennings Park Barn is used for recreational classes and as a rental space for events with 50 or fewer people. While the barn is 3,456 square feet, the 1,984 square foot main floor receives the most use with its large open room, kitchen, and public restrooms.



The Jennings Parks Barn is used for various events and also offers restrooms for park visitors.

Marysville Community Center

In January 2023, the renovation of the former Marysville Municipal Court was completed and the facility was opened to the public as the new Marysville Community Center. The Marysville Community Center replaced the former Ken Baxter Community Center as the location for community recreation programs. The former courtrooms were renovated into classrooms and meeting rooms that include a new dance room with full-length mirrors and barre bars for dance and fitness classes, and the Baxter room which serves as the home for art and senior programs.



The former municipal court is now home to the Marysville Community Center.

Marysville Opera House

Originally built by the Independent Order of Oddfellows in 1911, the Marysville Opera House has been the site for many memorable events, from world class musicians to New York productions to grade-school talent shows. During the Great Depression and later during World War II, the theatre became a center of support for the community. Thanks to a group of local artisans, the Marysville Opera House was placed on the National Register of Historic places in 1982, citing both its architectural uniqueness and historic significance. The City of Marysville leased the facility in 2016 from a private owner, who had used it as a rental facility, and then acquired it in 2018. The City uses the facility for both private rentals and multiple community events throughout the year.



A quinceañera fashion show brightens the Opera House stage.

The Marysville Opera House has four floors and totals 16,990 square feet. The main floor is 5,000 square feet and includes a large assembly area, lobby, ticket booth, a small room and an office, restroom, concession stand, and stage with green rooms. The 5,000 square foot lower floor consists of an assembly room, kitchen, and large storage area. There is a 1,990 square foot balcony that overlooks the main floor and stage, and also has a seating area and restrooms. The 5,000 square foot top floor has many rooms but is not currently used due to limited accessibility.

Rotary Ranch

The Rotary Ranch in Jennings Park was built in 1987, housed a petting zoo until 2006, and then sat fairly unused until a remodel in 2015. Community Development Block Grant funding, in addition to Marysville Rotary labor and funding, converted the 1,800 square foot facility into a community use building. The facility is mainly used for recreational classes, and some special events or City meetings; it includes a large open room and a restroom.



From top to bottom: Artwork displayed at the Juneteenth celebration hosted at Totem Middle School; Strawberry Lanes Bowling Alley offers bowling Downtown.

Other Recreational Facilities

Other recreational facilities which serve Marysville residents include school district facilities, non-profit facilities, and various privately-owned for-profit facilities. A brief summary of these follows:

School Facilities

As noted in the Parks section above, the Marysville and Lakewood School Districts own 20 schools within the City's UGA. During non-school times, the Districts offer classrooms, meeting facilities, and gym access to the public. Marysville-Pilchuck High School also has a swimming pool providing lessons and public swim times. The City's Parks, Culture and Recreation Department has a strong relationship with both Districts, and interlocal agreements are in place with both Districts to foster cooperative efforts; this allows for City access to school facilities for recreational programming during non-school times at a lower rate.

Private Non-Profit Facilities.

Private, non-profit recreational facilities in Marysville include:

- Marysville – North County Family YMCA which features a full-size gym, indoor running track, fitness studio, weight room, sports courts, swimming pool, child care center, teen recreation and technology center, dry sauna, whirlpool, and meeting rooms;
- Marysville Boys and Girls Club; and
- Several churches that allow for facility rentals.

Private For-Profit Facilities

Privately-owned recreational facilities in Marysville include:

- Altitude Trampoline Park;
- Marysville Performing Arts Centre;
- Marysville Skate Inn;
- Northwest Dance and Acro;
- Regal Marysville 14 Cinemas;
- Rising Star Gymnastics, and several martial arts and self-defense academies; and
- Strawberry Lanes Bowling Alley.



Section 6.6

RECREATION



From left to right, top to bottom: Pups strut their stuff at Poochella; Children in their 4th of July best; Fireworks illuminate the night sky over Ebey Slough at the Marysville 4th of July celebration. Photo credit: Everett Herald; Future scientists and engineers attend the STEM Science Machine Mania Camp.

The Marysville Parks, Culture and Recreation Department employs four full-time Recreation Supervisors that manage a diversified menu of exceptional recreational programs. Many classes are taught by instructors. Administrative costs are paid through the general fund while operating costs are recovered through fees. Any net revenues are directed back to recreational programs.

Recreational activities that were rated as having the greatest need with the 2020 community survey include: walking/hiking, swimming, playgrounds, musical performances, biking, spray parks, cultural performances, aerobics/fitness, art classes and music lessons. Almost half of respondents reported that they were very likely or likely to attend a community event offered by the City in 2021 with outdoor entertainment being rated the highest with 63 percent.

MPCR hosts a variety of recreational opportunities and special events for both youth and adults. Recreational opportunities include arts and crafts, dance and music, fitness and wellness, and special interest classes, camps, and workshops. Special events include cultural events, family focused and holiday events, outdoor entertainment, and specialty events. From the Mother-Son Superhero Dance to Popcorn in the Park Movie Series to Merryville for the Holidays, MPCR aims to offer something for everyone. More information on the various recreational opportunities and special events offered by MPCR can be found on the City's community events page.

Section 6.7

ATHLETICS

Marysville Parks, Culture and Recreation's athletic focus is on fitness programs, recreational leagues and instructional classes. Youth classes and camps focus on the fundamentals, skills, sportsmanship, and fun that prepare young athletes to participate in youth leagues. With a wide array of youth leagues offered throughout the county, the City focuses on the youngest users with recreational leagues for soccer and basketball. Youth baseball, football, fall soccer and select basketball leagues are provided by private groups or associations.

In the 2020 community survey, the need for gymnasiums, athletic fields, and sports courts within a 15 minute walk or drive from respondent's homes was rated low. While the survey shows that the general public does not see the need for more gymnasiums, athletic fields, or sports courts, our local athletic groups continue to report a shortage of space to run their programs. What the Marysville Parks, Culture and Recreation Department observes is that the physical number of fields, courts, and gymnasiums in Marysville may be adequate, however, there is a large deficiency in spaces that can accommodate youth premiere sports and adult athletics. The quality of a number of the gymnasiums, fields and courts is also questionable with many needing upgrades. A summary of current athletic programming and purveyors is detailed in Figure 6.5 on the following page.



Basketball for youth.



Figure 6.5 Athletic Programming Provided by MPCR and Other Entities

	MARYSVILLE PARKS, CULTURE & RECREATION	MARYSVILLE & LAKEWOOD SCHOOLS	MARYSVILLE YMCA	OTHER ORGANIZATIONS
Aerobics	For adults		Yes	
Baseball/ Softball	For adults	Middle and high school		Marysville Little League
				Marysville Little League
Basketball	Recreation league, classes, and youth camps	Middle and high school	Youth league	Marysville Boys and Girls Club
Bowling	Bowling classes			Strawberry Lanes
Cheerleading		High school		All Stars Cheer; Marysville Youth Cheer
Football		Middle and high school		Marysville Youth Football
Golf	Cedarcrest Golf Course public golf and lessons	High school		
Gymnastics				Multiple private organizations
Lacrosse				Snohomish Co Lacrosse Club
Martial Arts	Taekwondo and Kung Fu classes and camps		Yes	Kung Fu for Kids; USTA Martial Arts
Pickleball	Facilities, lessons, leagues		Gym space	Volli
Soccer	Youth league, classes and camps	Middle and high school		Pilchuck Soccer Alliance
Swim and Dive		Middle and high school; public pool	Pool	
Tennis	Youth and adult classes; youth camps/ competitions	High school		
Track, Field & Cross Country	Youth and adult track meets; youth camps	Middle and high school		
Volleyball	Youth camps	Middle and high school		Marysville Boys and Girls Club
Wrestling		Middle and high school		
Yoga	Youth and adult classes		Yes	

Section 6.8

SERVICE GUIDELINES

For years, the nationally accepted standard called for 10 acres of parkland for every 1,000 residents. But by the 1990s, the National Recreation and Parks Association suggested each city establish its own standard based on its growth patterns. Figure 6.6 outlines Marysville's standards per 1,000 people, the existing inventory, and the needs and deficiencies in 2023 and 2044. The 2023 need is estimated using a population of 73,780; for 2044 the estimated population is 99,822.



The east side of Jennings Memorial Park features the Jennings Dinosaur Playground, new pickleball courts, parking, and a trail to Jennings Nature Park.

Use Patterns

Use patterns can be analyzed in a variety of ways. Lack of facility space, a shortage of ball fields, or an overrun trail system may lead the City to easily conclude needs are not being met. In other cases, the analysis may be more ambiguous or complex. For example, the fact that a facility is being used under capacity may lead some to believe that needs are not being sufficiently met. Whereas, the real reason the facility is being underutilized may be due to maintenance, expansion, or upgrade needs of the facility, or some other inadequacy.

Due to the many variables, it becomes necessary to look at each facility and/or program “site specifically” to determine if the needs of the community are in fact being met. MPCR staff oversees facility use, have a current knowledge of the inadequacies and/or deficiencies of these facilities, and are positioned well for making this determination. In addition, there are users in the community that are extremely knowledgeable and focused on various types of recreation.

Attendance

Attendance is used as an indicator if the program or event being offered is meeting the needs of the community. Low attendance can indicate a lack of interest but it can also be an indicator that the program or event is offered at the wrong time.

Feedback

Listening to residents is an important way to find out if MPCR is meeting the public's needs. It was through feedback that MPCR realized there was a need for swings that better accommodated individuals with disabilities. Feedback also prompted MPCR to offer preschool dance classes in the evenings so working parents would be able to sign their child up, and to add dance classes for elementary school aged children.



Figure 6.6 MPCR Existing Parks, Trails and Recreational Facilities and Future Needs

TYPE	STANDARDS (PER 1,000 PEOPLE)	EXISTING INVENTORY			2023		2044	
		CITY	NON-CITY	TOTAL	NEED	DEFICIENCY	NEED	DEFICIENCY
Parks (acres) – Developed								
Neighborhood & Community ¹	3	156	30	186	221	35	299	113
Regional & Special Use ²	3	200	44	244	221	0	299	55
Open Space ³	3	72	87	159	221	62	299	140
Trails (miles)								
Bicycle Lanes	0.5	25	0	25	37	12	50	25
Park Trails	0.5	24	0	24	37	13	50	26
Athletic Fields & Courts (count)								
Baseball/ Softball	0.35	2	20	22	26	4	35	13
Football	0.1	0	5	5	7	2	10	5
Gymnasiums	0.3	0	17	17	22	5	30	13
Pickleball	0.1	8	4	12	7	0	10	0
Soccer	0.35	4	20	24	26	2	35	11
Sports	0.3	8	13	21	22	1	30	9
Tennis	0.1	0	8	8	7	1	10	3
Facilities (count)								
Pool	0.05	0	2	2	4	2	5	3
Recreation Center	0.05	1	2	3	4	1	5	2

1. Non-city neighborhood and community park inventory total is an estimate to capture Marysville School District public play areas and HOA parks.
2. A pump track was constructed in Jennings Memorial Park in 2023.
3. The Tulalip Tribes of Washington manage a 347-acre of protected wetland that is tidally influenced. This land is used as an estuary and the majority of it is not accessible to humans. Therefore, only one-fourth of these acres are listed in the non-city inventory as open land.

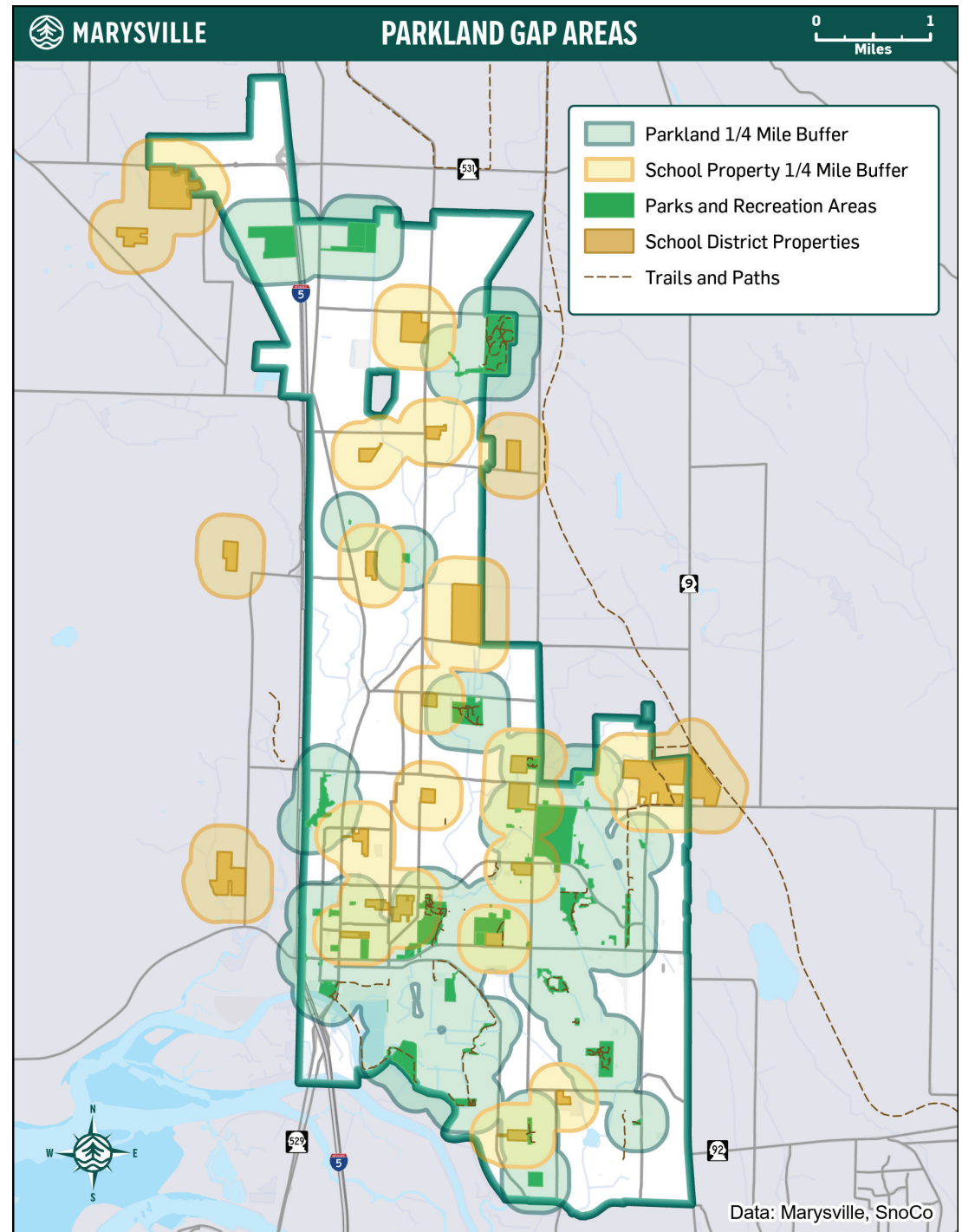
Location

In addition to standards, it is also important to be aware of parkland locations and where there might be parkland gaps. The map (Figure 6.7) shows both city-owned parkland and parkland owned by others. A map showing only city-owned parklands and the resulting gaps is provided in the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#). It is clear from this map that there is less parkland in northern Marysville.



From top to bottom: Children play at the grand opening of the Strawberry Fields playground which addresses a long-standing need in the north end of the City. Adaptive playgrounds are another need MPCR will be addressing soon.

Figure 6.7



RECOMMENDATIONS & IMPLEMENTATION

Voices from the Community



Neighborhood parks are the 5th most popular facility type. The community is interested in playgrounds close to where people live and walking opportunities in parks.

The top three infrastructure types desired by the community in 2020 were: walking trails, restrooms, and biking trails.

In 2020, parks, culture and recreational opportunities in the City were classified by 52 percent of survey takers as “excellent” and “good” across all age groups. Ages 5-12 were viewed as having the most opportunities with 70 percent “excellent” and “good” ratings while ages 13-17 had the least opportunities with only 38 percent “excellent” and “good” ratings.

Major park needs identified by the public include:

- Neighborhood and community parks
- Open natural areas
- Waterfront access
- Group picnic areas
- Restrooms
- Trails and pathways
- Recreational facilities
- Gymnasiums
- Swimming pools
- Baseball/softball fields

When evaluating possible future water access and uses along the Downtown Ebey Slough waterfront, the greatest needs identified by the community were walking trails (62%) shoreline access (52%) and picnic areas (50%). In a separate survey, (45%) of respondents rated a high need for wildlife viewing opportunities.

Major Needs

Several major areas of need were identified through feedback from the public and review of parks standards. These needs are listed in the adjacent graphic and described in depth in this section. Specific improvements to implement the recommendations described in each of the areas below are detailed in Chapter 15 of the full [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#).

Neighborhood and Community Parks

In Marysville, there are 156 acres of developed neighborhood and community parklands owned by the City and approximately 30 acres owned by the Marysville School District and homeowners associations. With a standard of 3 acres per 1,000 people, there is currently a 35 acre deficiency that increases to 133 acres in 2044. The City owns 93.6 acres of undeveloped parklands that, if developed, would correct 70 percent of this deficiency. The City is currently working with Snohomish County on the acquisition of Gissberg-Twin Lakes Park, a 44 acre park. If acquired, this park will address the anticipated remaining 2044 deficiency.

Although Marysville has a good quantity of parks and open space, it is important to continue to acquire more park space as the population grows and sites become denser. Tracts that connect with existing parks, and larger tracts should be prioritized over smaller tracts.

Open Natural Spaces

The City of Marysville owns six open natural spaces totaling 71.69 acres. Some of these are accessible to the public but a number have not been developed with clear parking, access points or restrooms.

Waterfront Access

Public shoreline in Marysville is located on the shores of the Ebey Slough, which is part of the Snohomish River Estuary system that feeds into Port Gardner Bay. The enjoyment of Ebey Slough is highly valued by our residents. Public access is available at Ebey Waterfront Park and boat launch facility; however, this access is limited to 900 feet of the shoreline. The opening of the Ebey Waterfront Trail from Ebey Waterfront Park to the east side of the Qwuloolt Wetland Reserve allowed an additional mile and a half of viewing access to the Ebey Slough. Pressure on these facilities is expected to increase as redevelopment continues Downtown. The City's Waterfront Strategic Plan identifies the Ebey Waterfront Park Expansion as a future catalyst project that would expand the Ebey Waterfront Park onto the former Geddes Marina site and former Welco property, which have both been acquired by the City. When constructed, the expansion is proposed to include additional water features to encourage kayaking, boating, and water-oriented recreation.



Waterfront access including a boat launch is provided at Ebey Waterfront Park.

Group Picnic Areas

Group picnic areas are needed throughout our community. Marysville has added covered picnic shelters at Jennings Park, Strawberry Fields Athletic Complex, and Comeford Park. One unimproved shelter exists at Harborview Park. Overall condition of group picnic areas is fair. The public has stressed a need for covered facilities with cooking amenities. A simple shelter would improve most parks.

Restrooms

Additional public restrooms are a high priority within the City, and should be considered for the following parks:

- Harborview Park
- Jennings Memorial Park near BBQ shelter
- Mother Nature's Window
- Rainier Vista



Restrooms at the Ebey Waterfront Park.

Trails and Pathways

Currently, Marysville has 24.3 miles of walking trails, most of which are within existing parks. Dedicated trails are limited to the Ebey Waterfront and Bayview Trails. Recent residential developments within the City are creating a growing need for connectivity of trails, sidewalks and pathways. While the City has developed almost 25 miles of striped bicycle lanes, there is a need for more. Walking and biking trails continue to be a high priority for residents.

Connections of existing trails and sidewalks are the single most requested improvement to trails in Marysville. Citizens continue to ask for trails that connect to other trails, the waterfront, other parks, and areas of importance like shopping, Downtown, and schools. Connections and access to Ebey Slough has also been requested. Loop trails, such as the Jennings Park Loop, that serve as amenities to neighborhoods were seen as highly desirable. A long-standing community desire to connect the Bayview Trail to the Centennial Trail came to fruition in 2021 with the construction of a trail connector. The City of Marysville is also working with the City of Lake Stevens regarding an extension of the Bayview Trail to connect to the Lake Stevens trail system.



More connections to the waterfront are desired by the community.





Rotary Ranch, in Jennings Memorial Park, is used for recreational services.

Recreational Facilities

MPCR facilitates the delivery of recreational services using the Marysville Opera House, Community Center, Rotary Ranch and Jennings Park Barn. Additional programs are coordinated at school district facilities, as well as private businesses. There is a shortage of facilities which limits the number recreational programs offered to the public.

Gymnasiums

MPCR lacks an indoor gymnasium facility. Currently, all gym use is coordinated through the school districts. While there is a great relationship between the City and both school districts, gym usage is contingent on availability. In general, the City is viewed as having enough gymnasiums, but they are not as available as needed primarily due to school district use policies, field conditions, and weather-related impacts.

Swimming Pools

Marysville is deficient in pools for its residents. There are currently two pools in the City:

- The Marysville-Pilchuck High School pool is for students with public access limited to evenings and weekends during most of the year; and
- The Marysville YMCA pool requires a Y membership to use.

The public has expressed a need for a pool to accommodate Marysville residents. A warm water aquatic facility or recreational pool is also seen as a need.

Baseball/Softball Fields.

In Marysville, there are four baseball fields for adult play located at the Marysville-Pilchuck High School. MPCR hosts tournaments at these fields, as well as adult softball leagues. The City has invested in the school district's fields providing an irrigation system, facility dugout improvements, and annually

re-conditions the infields to provide for safe play. In general, the fields are considered sub-standard and contribute to a loss of participation.

The City owns only one regulation youth field at Rudy Wright Memorial Field/ Cedar Field and leases it to the Marysville Little League organization. The facility is not generally available for pickup games due to the lease, and the need to keep the park in excellent condition for league play.

Marysville has no dedicated softball facilities that would cater to both senior, adult, or girls fast pitch softball programs. Both staff and the community support the development of a tournament quality softball facility.

Soccer Fields

Currently, there are sufficient infrastructure /facilities to meet the demand in Marysville. The majority of soccer fields are owned by the Marysville School District. MPCR owns the Strawberry Fields Athletic Complex. A long-standing challenge to Marysville leagues and tournament was a lack of all-weather turf facilities and related costs associated with managing grass fields during extremely wet seasons. This concern was largely addressed with the installation of drainage and synthetic turf at Strawberry Fields in the spring of 2023. This investment will yield benefits from field rental, tournaments, and associated economic activities, and will also significantly reduce maintenance costs.



From left to right: Recent Cedar Field improvements include synthetic turf and lighting; New drainage and synthetic turf allow for year-round soccer at the Strawberry Fields Athletic Complex.

GOALS AND POLICIES

The goals and policies of the City of Marysville's parks and recreation system are statements of attitude, outlook, and orientation. They reflect the importance of parks and recreation facilities, services, and programs to the overall quality of life in the community.

OVERARCHING GOAL

PK 1 To enhance the quality of life of Marysville's citizens by providing beautiful parks, open spaces and exceptional recreational, cultural, and athletic programs.

THIS OVERARCHING GOAL IS SUPPORTED BY THE FOLLOWING RELATED GOALS:

PK 2 To acquire and develop a system of park, open space, and recreation facilities, both active and passive, that is attractive, safe, functional, and available to all segments of the population.

PK 3 To enhance the quality of life in the community by providing recreation programs that are creative, productive, and responsive to the needs of the public.

PK 4 To promote preservation of the natural environment; protect fish and wildlife habitat corridors; preserve and conserve open space; provide appropriate public access; and offer environmental education opportunities within the parks system.

The following policies support the overarching goal.

- PK 1.1** Acquire, preserve, and develop land, water, and waterfront areas for public recreation (i.e. trails and parks) based on area demand, public support, and use potential.
- PK 1.2** Maximize utilization of existing school district facilities, organizational, or other public facilities whenever possible to supplement new and existing programming.
- PK 1.3** Encourage citizen participation in the design and development of facilities and/or recreational areas.
- PK 1.4** Encourage future development of school grounds to complement the facilities planned in future park developments and maintain support of a recently revised interlocal agreement with the district to facilitate this goal.
- PK 1.5** Encourage and promote cultural facilities and social services, compatible with recreational use to be developed on or contiguous to park areas and designated buffer zones.
- PK 1.6** Develop an approach to project planning and increase standards of park planning and design by developing support with surrounding jurisdictions such as Tulalip Tribes, City of Everett, City of Arlington, and Snohomish County for a regional planning effort.
- PK 1.7** Maintain interlocal agreements with Snohomish County to address parks and recreation deficiencies in unincorporated areas of the City's Urban Growth Area and to ensure that park impact fees collected for developments within the Urban Growth Area are used to address needs/impacts to the City's park and recreation system.
- PK 1.8** Pursue the acquisition of new parklands and proceed with the planning and development of new and existing parklands and facilities. Acquire environmentally sensitive areas to include streams, wetlands, creek,



and river corridors, as well as highly sensitive natural archaeological areas. Ensure that publicly owned land suitable for recreation purposes is set aside for that purpose.

- PK 1.9** Accommodate new residential, commercial, and industrial development only when required parks, recreation, and open space are available prior to or concurrent with development.
- PK 1.10** Encourage development in areas where parks, recreation, and open space are already available before developing areas where new parks, recreation, and open space would be required. Provide urban level parks, recreation, and open space only in Urban Growth Area.
- PK 1.11** Reduce per unit cost of public parks, recreation, and open space by encouraging urban density development within Urban Growth Area, and rural densities outside the Urban Growth Area.
- PK 1.12** Provide park and recreation facilities within or adjacent to residential developments, and adjacent to or in conjunction with school district properties.
- PK 1.13** Developers should have primary fiscal responsibility to satisfy park, recreation, and open space needs/impacts created by their developments either by actual provision of these improvements or by a fee in-lieu alternate at the City's option.
- PK 1.14** As an integral part of neighborhoods and the larger community, establish and enhance healthy, safe, abundant and varied recreation resources (both public and private) to serve present and future population needs.
- PK 1.15** Develop recreational facilities to provide accommodations for users of the area's recreational amenities.
- PK 1.16** Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.
- PK 1.17** New or expanded residential developments 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 residential 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.
- PK 1.18** Buy, lease, or otherwise obtain additional lands and facilities for parks, recreation, and open space throughout the City/ Urban Growth Area and specifically in those areas of the City/ Urban Growth Area facing intense population growth and/or commercial development.
- PK 1.19** Equitably distribute park and recreation opportunities by type throughout the City, Urban Growth Area, and Planning Areas.
- PK 1.20** Coordinate park planning acquisition and development with other City projects and programs that implement the Comprehensive Plan.
- PK 1.21** Develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long-term efficiency.
- PK 1.22** Develop a neighborhood and community park system that provides a variety of active and passive facilities.
- PK 1.23** Incorporate utility, storm drainage, and public lands into the open space and linkage system through cooperative use agreements.
- PK 1.24** Permit parks to be located in any part of the City by way of the conditional use process.
- PK 1.25** Provide for an open space system within and between neighborhoods.
- PK 1.26** An open space network should be developed to connect parks, environmental sensitive areas, preserved areas of trees and native vegetation suitable for wildlife use and habitat.
- PK 1.27** Restore or enhance the natural environment on developed and undeveloped City park sites where appropriate.

- PK 1.28** Jointly develop habitat stewardship plans, acquisition/restoration projects for Endangered Species Act (ESA) benefit, and demonstration management projects with the Surface Water Division of the Public Works Department.
- PK 1.29** Develop habitat management plans for specific properties where habitat and public access issues require detailed review.
- PK 1.30** Assign and map stewardship and management designations for selected City- owned parklands to outline appropriate uses and identify management limitations.
- PK 1.31** Explore techniques to manage and protect forest lands in City ownership.
- PK 1.32** Provide appropriate public access to natural resource areas in order to promote understanding and support of natural areas.
- PK 1.33** Provide interpretive facilities that make it possible for visitors to learn about natural resources through self-guided exploration.
- PK 1.34** Provide outdoor classrooms and gathering places where appropriate in City parks to facilitate environmental learning programs.
- PK 1.35** Explore the possibility of providing an environmental education summer camp through the existing summer recreation program.
- PK 1.36** Acquire, preserve and responsibly steward natural areas on City parklands as a key component of the City's habitat preservation strategy.
- PK 1.37** Coordinate public and private efforts to identify and acquire key habitat parcels that preserve critical corridors.

- PK 1.38** Partner with public and private organizations to assist in habitat improvement implementation, monitoring and research on sensitive City park lands.
- PK 1.39** Partner with local environmental education providers to provide environmental programs.
- PK 1.40** Provide opportunities for Park staff to conduct environmental education activities and programs.



Young Marysville residents enjoy day camp.





Dancers at the Hispanic Heritage Event captivate the audience at the Opera House.

OUR ENVIRONMENT



Photo Credit: Mark J. Photography.

Chapter 7

ENVIRONMENT

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Environment Snapshot



Climate Change

The City first adopted climate change goals and policies in 2010 via resolution 2286. These goals and policies focused on managing and reducing energy use, fuel consumption, and greenhouse gasses (ghg). In 2023, a Climate Change Vulnerability and Risk Assessment Study (CVA) was conducted. The CVA was adopted as a reference document via resolution 2529 to inform updates to the Environmental Element. New goals and policies which address the social and physical impacts of climate change are incorporated into this plan. By 2029, the City will need to pursue actions to address climate change and to track, measure and reduce ghg emissions.



Water Resources

Water resources comprise surface water, ground water, aquifers, shorelines, floodplains, wetlands and stormwater. Surface water, groundwater and aquifers require protection and proper management for both water quality and supply. Development is required to construct stormwater management facilities to protect these resources from pollutants and prevent flooding. Federal and state regulations govern development near shorelines and floodplains, such as Ebey Slough and Quilceda Creek, to afford additional protections. Lastly, wetlands require protection to preserve their natural water quality functions, wildlife habitat, and stream flow.



Air Quality

Air quality within the Puget Sound Airshed is regulated at both the national and regional level via the clean air act. Vehicles, wildfire, industry and some home heating are the main contributors to air pollution in our region. The United States Environmental Protection Agency (EPA) has established a system to categorize and report air quality based on pollutant concentrations called the Air Quality Index (AQI). The Washington State Department of Ecology (DOE) and Puget Sound Clean Air Agency (PSCAA) jointly regulate and monitor air quality in western Washington. State climate action regulations have also recently been adopted to reduce emissions.



Earth Resources

Earth resources cover geology, soils, and geologically hazardous areas. Geology determines landforms, stream features, and soil types; it also provides insight into how the land was formed. Soils impact: how land can be developed including what structures and foundations are needed, whether the land has agricultural capacity, and what drainage system will work best. Geologically hazardous areas are lands that are prone to landslides and susceptible to earthquakes. Development of these areas must either be avoided or additional reports and measures implemented to mitigate the additional development risks.



Fish and Wildlife Habitat

Quil Ceda Creek, Allen Creek, Ebey Slough and the Qwuloolt Estuary, Twin Lakes, and associated wetlands, streams, and buffers provide crucial fish and wildlife habitat within the City. Quil Ceda and Allen Creek supply important spawning and rearing habitat for Salmonids. A variety of other wildlife use critical areas and buffers. The buffers along these habitats are required to be placed in Native Growth Protection Area (NGPA) tracts for permanent protection, and degraded buffers are required to be replanted with native trees and shrubs with development.



Environmental Stewardship

The City of Marysville endeavors to be a good steward of the environment. Protecting the natural environment entails preserving the ecological balance, improving air and water quality, retaining critical areas in their natural state, and protecting wildlife habitat. The Environmental Element, and the City's Critical Areas Management Ordinance, set forth goals, policies and standards that ensure that our natural resources are protected, and mitigation occurs when impacts cannot be avoided.



INTRODUCTION

Protecting the natural environment in Marysville requires: preserving the ecological balance, environmentally sensitive areas, and wildlife habitat; improving air and water quality; and providing for public access to natural areas.

Marysville's varied topography and natural features create opportunities, as well as limitations, for development. The geography, geology, soils, hydrology, vegetation, and climate of the City have all contributed to settlement and development patterns. In turn, these natural features have a strong influence on future land use and the image of the community.

Human activity has had a major impact on our vegetation, wildlife, and water resources. City land use policies seek to protect the environment, conserve our resources, and permit future development only in areas that can support it without adverse impact. Natural resources are an important inheritance not only for recreation and aesthetic purposes, but also for their roles in the ecosystem and natural processes. The critical areas regulations, urban growth boundary, land use designations, capital facilities plan, and development regulations provide mechanisms for implementing environmental and resource management goals.



Bird roosting on suet. Photo Credit: Mark J. Photography.

Voices from the Community



Environmental impacts were identified as the third greatest concern regarding increased density in the City with 40% of community members identifying this as a concern.

Promoting environmentally sustainable business practices is a way that 16% of survey participants believe that the City should support businesses.

Four out of five (80%) of those polled are concerned about extreme weather events and a majority of them (70%) feel that climate change is a problem now or will be soon.

Marysville residents feel most prepared for extreme heat, with a majority (72%) who indicated that they are concerned feeling at least somewhat prepared for it; however, many do not feel as prepared for drought, flooding, and poor air quality due to smog and wildfire smoke.

Two-thirds of community members are concerned about extreme heat (65%) and poor air quality (63%). A lower number, approximately one third, are concerned about drought (37%) and flooding (37%).

Section 7.2

EARTH RESOURCES

There are a variety of earth related variables that influence potential land use, environmental quality and issues for land development. These include area geology, soils and topography.



Mount Pilchuck towers over the Puget Sound lowland which was formed by glacial events. Photo Credit: Mark J. Photography.

Geology

Geology is important in determining landforms, stream characteristics, and soil types. Runoff processes are characterized by the permeability, depth, and porosity of soil and bedrock. Soils and rock types affect erosion processes and the sediment delivery rate. Geologic features control stream gradient and channel morphology.

The soils and landforms of the Puget Sound area are the result of erosion and deposition of materials associated with the advance and withdrawal of glaciers. Surface geology is shown in Figure 7.1. The Quilceda/Allen Watershed lies in the Puget Sound Lowland Physiographic Province. The province contains the Puget Sound Basin and all areas west of the Snohomish County foothills.

The Puget Sound lowland was formed by several glacial events that occurred during the last million years. Current surface features, landforms, and subsurface layers are related to the most recent of these glacial advances –the Fraser Glaciation. During this glacial period, there were two glacial advances and an intervening glacial retreat. This final advance, locally referred to as the Vashon Stade of the Fraser Glaciation, began approximately 20,000 years ago.

During the Vashon Stade, a large tongue of ice called the Puget Lobe advanced through the Puget Sound lowland. The meltwaters from the advancing glacier deposited sand and gravel, called Vashon advance outwash, directly on top of older glacial and nonglacial soils (transitional beds and tertiary sedimentary rocks). In the watershed advance, outwash material occurs on the Tulalip and Getchell plateaus in thicknesses of up to 350 feet.

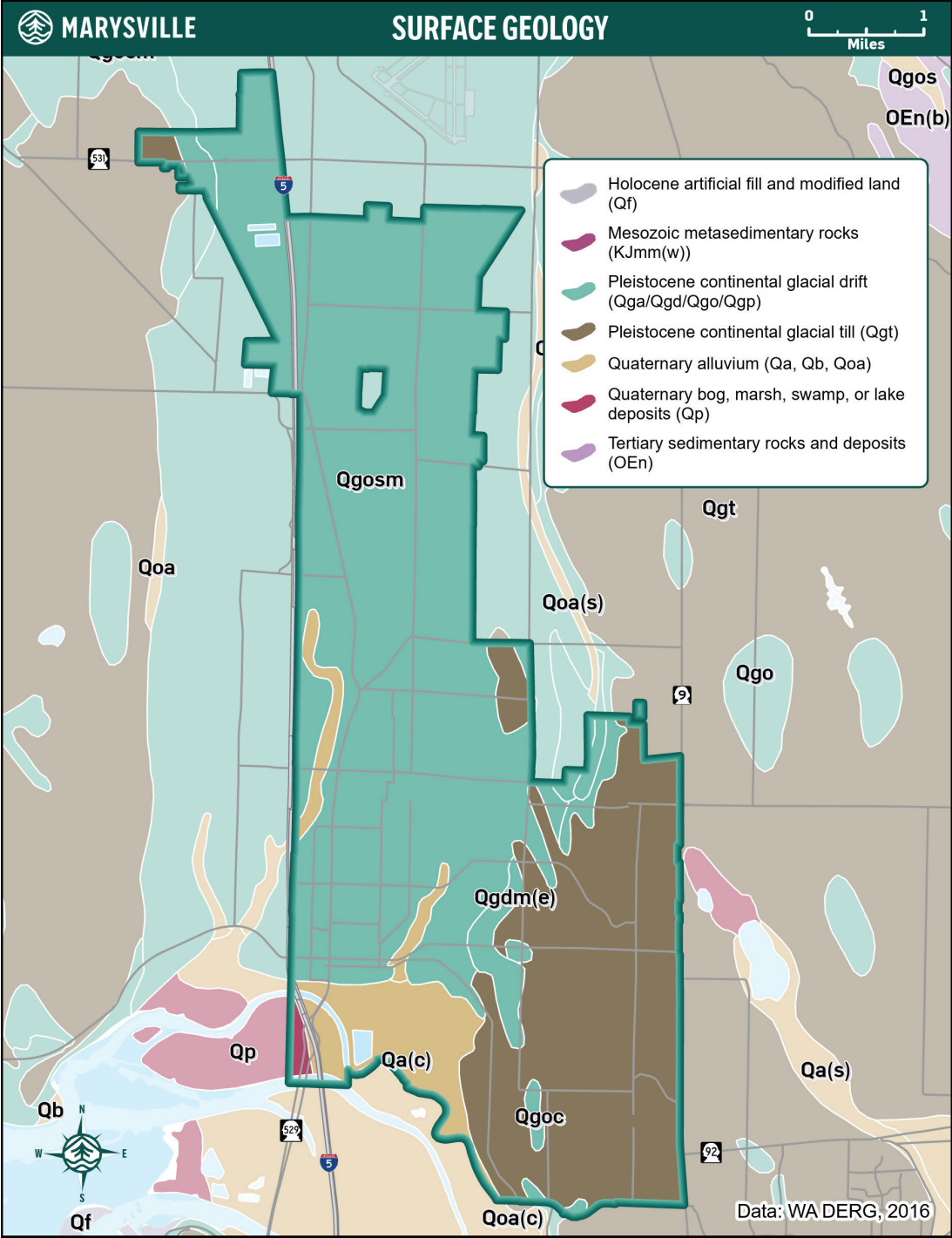
As the ice sheet passed over the area, the sand and gravel materials consolidated with other materials that were directly deposited and overridden by the glacier. This consolidated material is referred to as Vashon Till. The Vashon Till was deposited on top of the advance outwash on hills and plateaus on both sides of the watershed. It also formed an underlying layer in the Marysville Trough.



At some time during this glacial event, the Puget Lobe dammed the Stillaguamish River valley and glacial flow was deflected southward, eroding the Marysville Trough Valley. As the Puget Lobe receded out of the area, extensive deposits of recessional materials were laid down on the Vashon Till. This recessional outwash, termed the Marysville sand member, became very thick and extensive throughout the Marysville Trough.

Alluvial deposits are the most recent geologic deposits in the watershed. They are found at the eastern and western edges of the Marysville Trough. These materials consist of sand and gravel carried by streams down the hillside and deposited in the valley.

Figure 7.1



Soils

The Natural Resource Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA) mapped and evaluated each soil type within the City in terms of its suitability for septic systems, capability for agricultural production, and structural integrity for siting buildings, and other structures.

Three major soil types can be found within the City. The Marysville Trough contains primarily the Indianola-Hale-Custer and the Indianola-Everett-Ragnar soil series as shown in Figure 7.2.

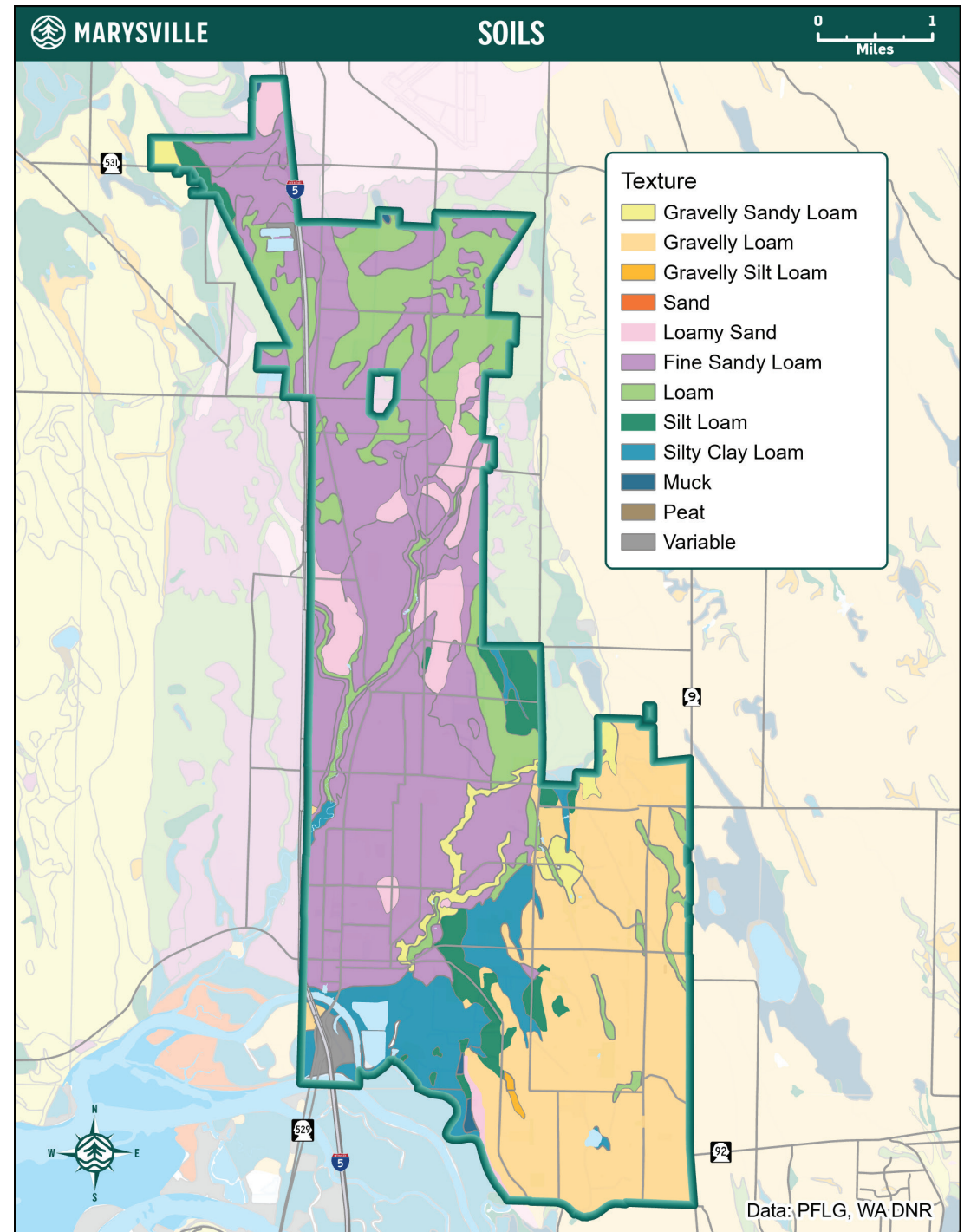
The Indianola-Hale-Custer soil series consists of poorly and somewhat excessively drained soils underlain by sand. The majority of well drained soils in this series have been previously developed while the preponderance of poorly drained soils has remained in agricultural use.

The Indianola-Everett-Ragnar soils series are generally well and somewhat excessively drained soils also underlain by porous sand and gravel and are generally well suited for septic tank and drain fields. The majority of this area is, however, currently developed and sewers are generally available for the remaining area.

All of the Getchell Hill Plateau is covered with moderately well and somewhat excessively drained soils of the Alderwood-Everett series underlain by compact glacial till or glacial outwash.

The capacity of the land to support buildings and other structures is a function of soil texture, density, plasticity, shrink-swell behavior, wetness, and slope. The NRCS has evaluated soils within the City in terms of their capacity to support foundations, settle evenly, and their resistance to slump and landslide. Mapping of the soil limitations for dwellings reveals “no” limitations for dwellings within most of the built-up areas in and around Marysville; “moderate” limitations in the upland areas of the Sisco Heights/ Getchell Hill plateau; and “severe” limitations generally for those soils that are also agricultural soils.

Figure 7.2



Geologically Hazardous Areas

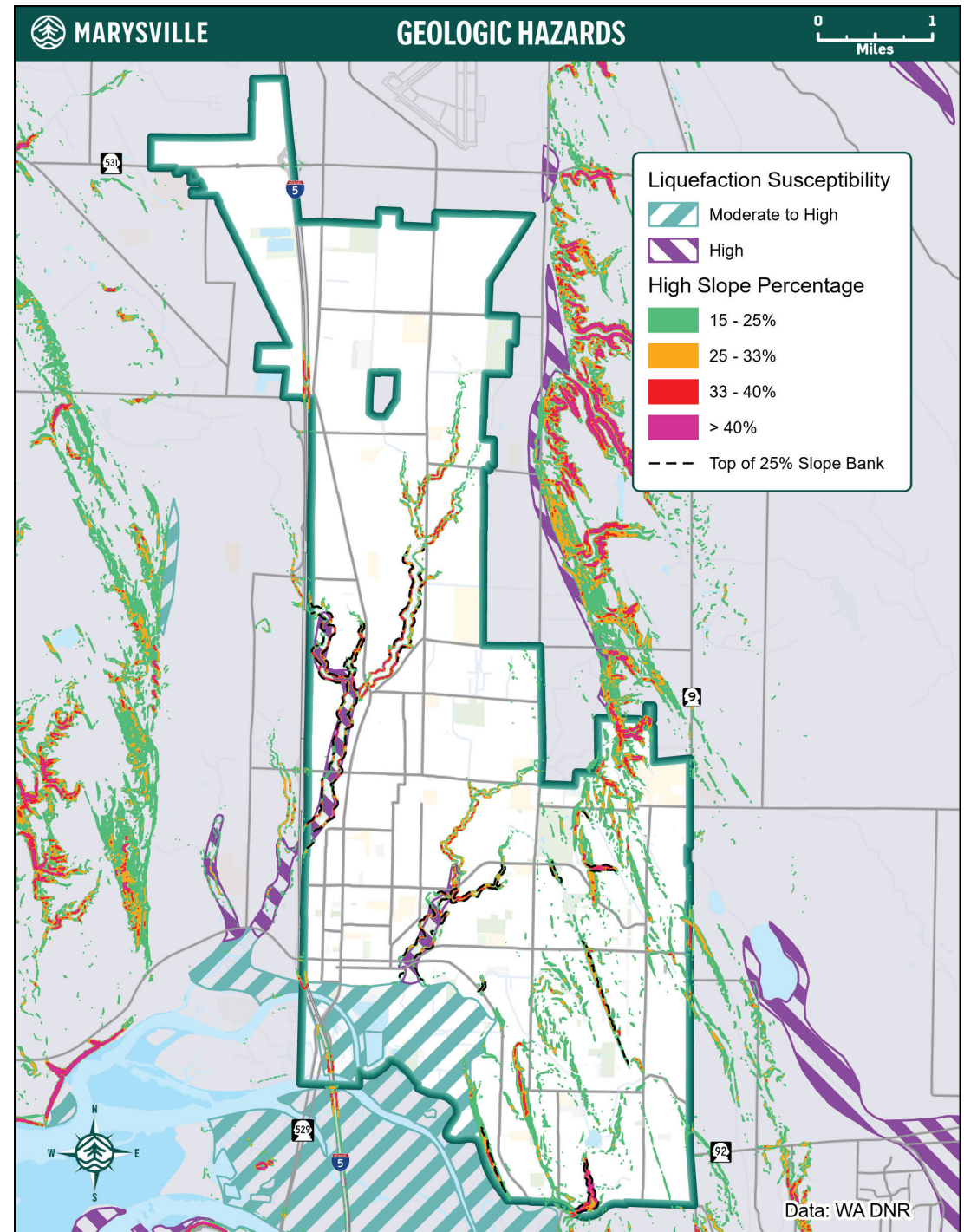
Geologic hazard areas have been defined through the City's critical areas ordinance by mapping created by the City's Geographic Information Systems (GIS) information. Geologic hazard areas include areas prone to landslides and earthquakes as shown in Figure 7.3. Landslide hazard areas are found along the slope of the Getchell plateau and along the banks of Quilceda, Allen and Munson creeks. Steep slopes (ranging from 25 to 75% slopes), soft soils, and ground water seepage make these areas prone to landslides.

Areas susceptible to earthquakes – where soft or loose soils form valley floors and locally in upland areas – have been identified by the City's Geographic Information Systems (GIS) information. Moderate to high seismic (liquefaction) areas have been identified along Quilceda and Allen creeks and in the 100 year floodplain along Ebey Slough. Soil liquefaction may occur during an earthquake in areas where fine to medium grain soil materials (silt and sand) are saturated. When subject to shaking, these soils become like quicksand and lose their capacity to support structures. When development is proposed on a seismic hazard area, the applicant must submit a study which demonstrates that:

1. Evaluation of site-specific subsurface conditions show that the site is not located in a seismic hazard area; or
2. Mitigation is implemented that renders the proposed development as safe as if it were not a seismic hazard area.

Geologic processes and human activities are responsible for slope instability and erosion prone areas. In the Quilceda/Allen watershed, steep, unstable slopes occur along the streams and in ravines. Erosion from increased stream flows and human activity is observable along several reaches in both stream systems.

Figure 7.3



Section 7.3

AIR QUALITY

Air quality within the Puget Sound Airshed is regulated at both the national level and regional level through the Clean Air Act. Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare.

The main sources of air pollution in the Puget Sound region are wood smoke from home heating, vehicles, wildfires and industry. According to the Puget Sound Clean Air Agency, fine particles and smog (ozone) are the greatest concern for the Puget Sound region. Wildfire smoke has contributed to the highest fine particle levels since being initially monitored in 1980.

The United States Environmental Protection Agency (EPA) has established a system to categorize and report air quality based on pollutant concentrations. This system is called the Air Quality Index (AQI) and utilizes a numerical scale

divided into six categories. The air quality index scale is shown in Figure 7.4. For each pollutant, an AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level EPA has set to protect public health.

Within the Puget Sound region, the Washington State Department of Ecology (DOE) and Puget Sound Clean Air Agency (PSCAA) jointly regulate and monitor air quality. Widespread climate action regulations have been recently adopted by Washington State to reduce emissions at State, regional and local levels.

Figure 7.4
Air Quality Index for Air Pollutants

DAILY AQI COLOR	LEVELS OF CONCERN	VALUES OF INDEX	DESCRIPTION OF AIR QUALITY
Green	Good	0 to 50	Air quality is satisfactory, an air pollution poses little to no risk.
Yellow	Moderate	51 to 100	Air quality is acceptable. However, there may be a risk for some people, particularly those who are usually sensitive to air pollution.
Orange	Unhealthy for Sensitive Groups	101 to 150	Members of sensitive groups may experience health effects. The general public is less likely to be effected.
Red	Unhealthy	151 to 200	Some members of the general public may experience health effects; members of sensitive groups may experience more sensitive health
Purple	Very Unhealthy	201 to 300	Health alert: The risk of health effects is increased for everyone.
Maroon	Hazardous	301 and higher	Health warning of emergency conditions: everyone is more likely to be affected.



Air quality is vital to environmental and public health.

Source: Air Quality Index - Washington State Department of Ecology



WATER RESOURCES

Surface Water

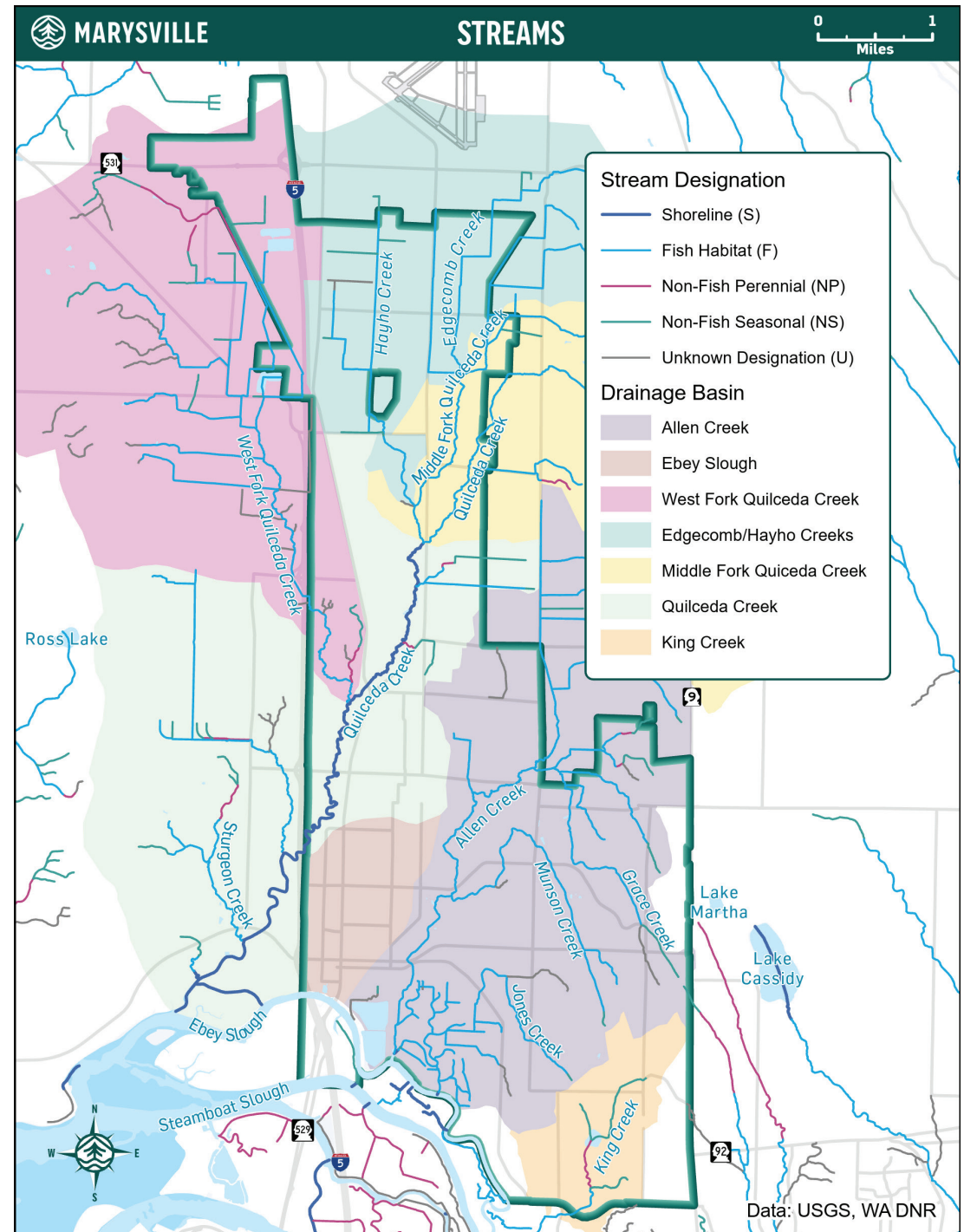
Surface water resources within the City are primarily located within the Quilceda/Allen creek watershed, which covers an area of about 49 square miles. The watershed has two stream systems: Quilceda and Allen Creeks. Quilceda Creek drains approximately 38 square miles and Allen Creek drains approximately 11 square miles; both drain into Ebey Slough and the lower Snohomish River Delta as illustrated in Figure 7.5.

Both drainage basin surface waters flow generally in a northwesterly direction in the upper reaches of the tributaries, and a southwesterly flow in the lower reaches. The watershed is highly susceptible to a variety of environmental problems. Water pollution is increasing from non-point sources such as agricultural and urban development. Generally, pollutants that flow into the tributary systems consist of pesticides, chemical fertilizers, animal waste, oil, gasoline, heavy metals, and sediments.

Also, although much of Quilceda and Allen Creeks have a protective vegetative buffer, agriculture and timber harvesting in the mid-to-upper reaches have resulted in soil erosion and subsequent loss of spawning areas and reduction of fish rearing habitat throughout much of the system.

The Quilceda-Allen system is within the Tulalip Tribes' usual and accustomed fishing areas; therefore, land use within the watershed is governed by a variety of tribal, state, county and city governments, and ranges from agricultural and timber production to commercial development.

Figure 7.5



Ground Water

Ground water is a limited and variable resource that plays an important role in the watershed. Ground water discharge to streams supports year-round flow, and ground water provides drinking water to watershed residents. The infiltration, movement and storage of ground water are controlled by the soils and geologic materials present below ground surface.

Aquifers are subsurface zones of earth, gravel, or porous stone yielding usable amounts of water. The Marysville UGA encompasses two of three of the aquifers within the Quilceda/Allen Watershed. These are the Marysville Trough Aquifer, and the Getchell-Snohomish Aquifer as shown in Figure 7.6. The Marysville Trough Aquifer is a shallow aquifer; the Getchell-Snohomish Aquifer is an intermediate aquifer.

The Marysville Trough Aquifer is a large unconfined or water table aquifer. It extends from Arlington and the Stillaguamish River in the north and to Marysville and the Snohomish River in the south. The aquifer is contained within the Marysville sand recessional outwash, extending from the surface to 150 feet below the surface. The ground water generally flows in a south to southwest direction, perpendicular to the water table contours.

Figure 7.6

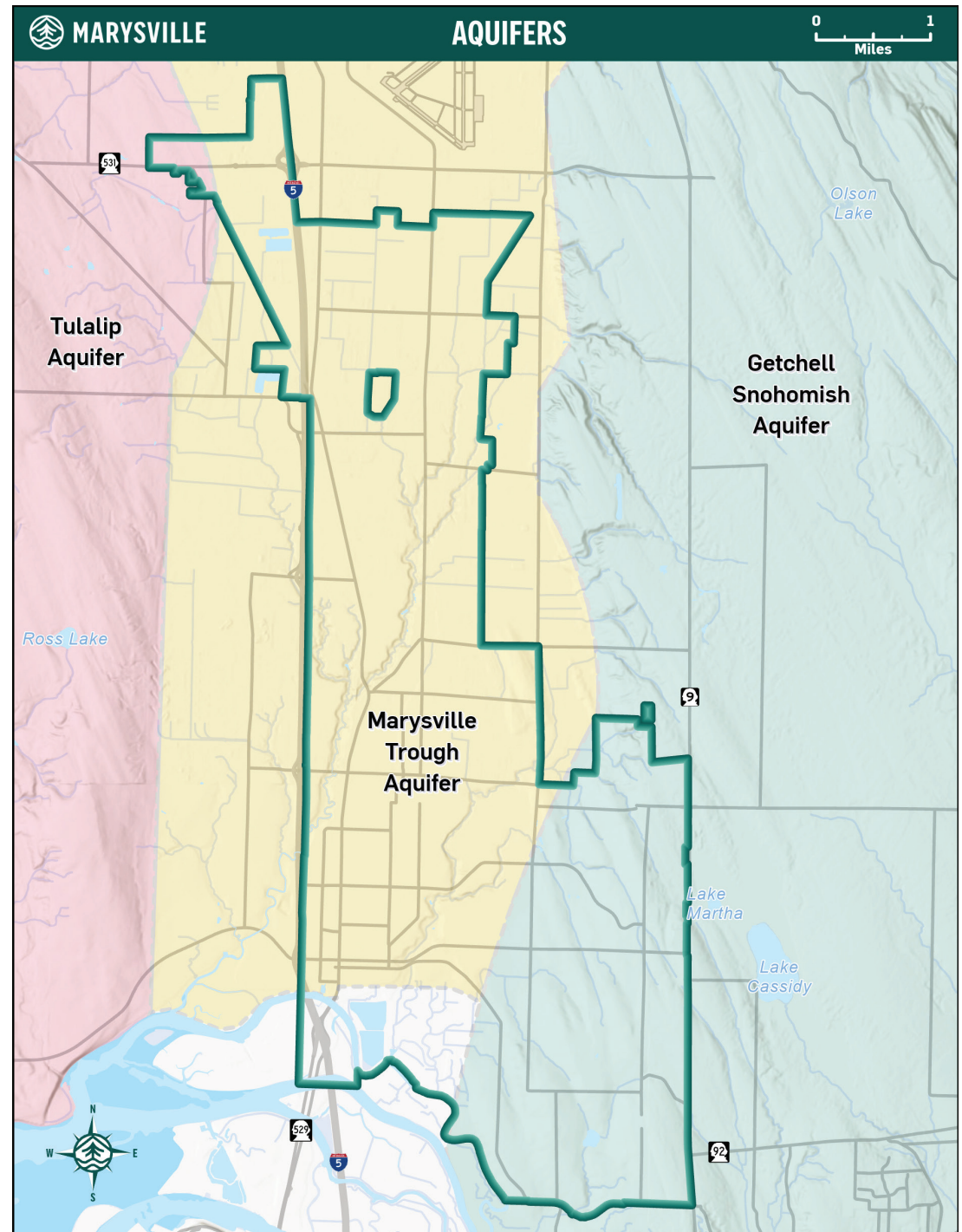
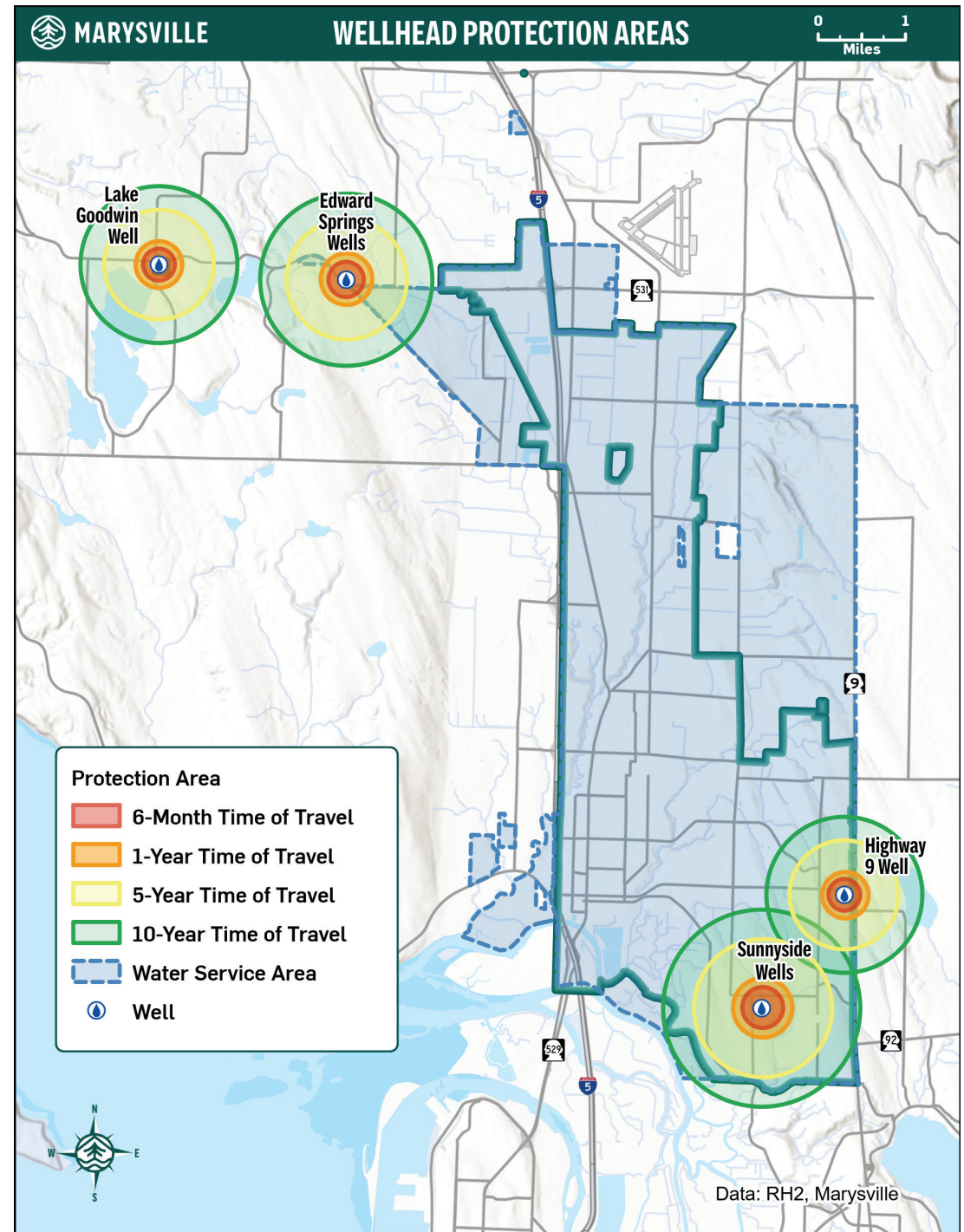


Figure 7.7

The Getchell-Snohomish Aquifer occurs in advance outwash deposits extending from Arlington to Snohomish just east of the Marysville Trough Aquifer. The aquifer is from 50 to several hundred feet deep. Ground water flow from the Getchell-Snohomish Aquifer is generally to the west in the watershed. This aquifer is considered confined even though ground water emerges where the Vashon advance outwash meets transitional beds, forming hillside springs and seeps and discharging into hillside headwater streams.

Sunnyside Wells 1R and 2 currently draw groundwater from the Getchell-Snohomish Aquifer, for potable use. The City began to utilize these wells for potable water, after the Sunnyside Water Treatment Facility was constructed in 2017. The Highway 9 Well is currently designated as an emergency backup, however, the City intends to maximize the water right to this source at a future date. Sunnyside and the Highway 9 Wells (shown in Figure 7.7) are classified as Critical Aquifer Recharge Areas (CARAs)^{1,2}. The City is required to classify, designate and regulate CARAs according the State regulations.



1. Note: the City expects to eventually serve the properties on private wells with a public water system.
2. Critical Aquifer Recharge Areas (CARA) are defined under the GMA as "areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge."

Shoreline and Floodplain Management

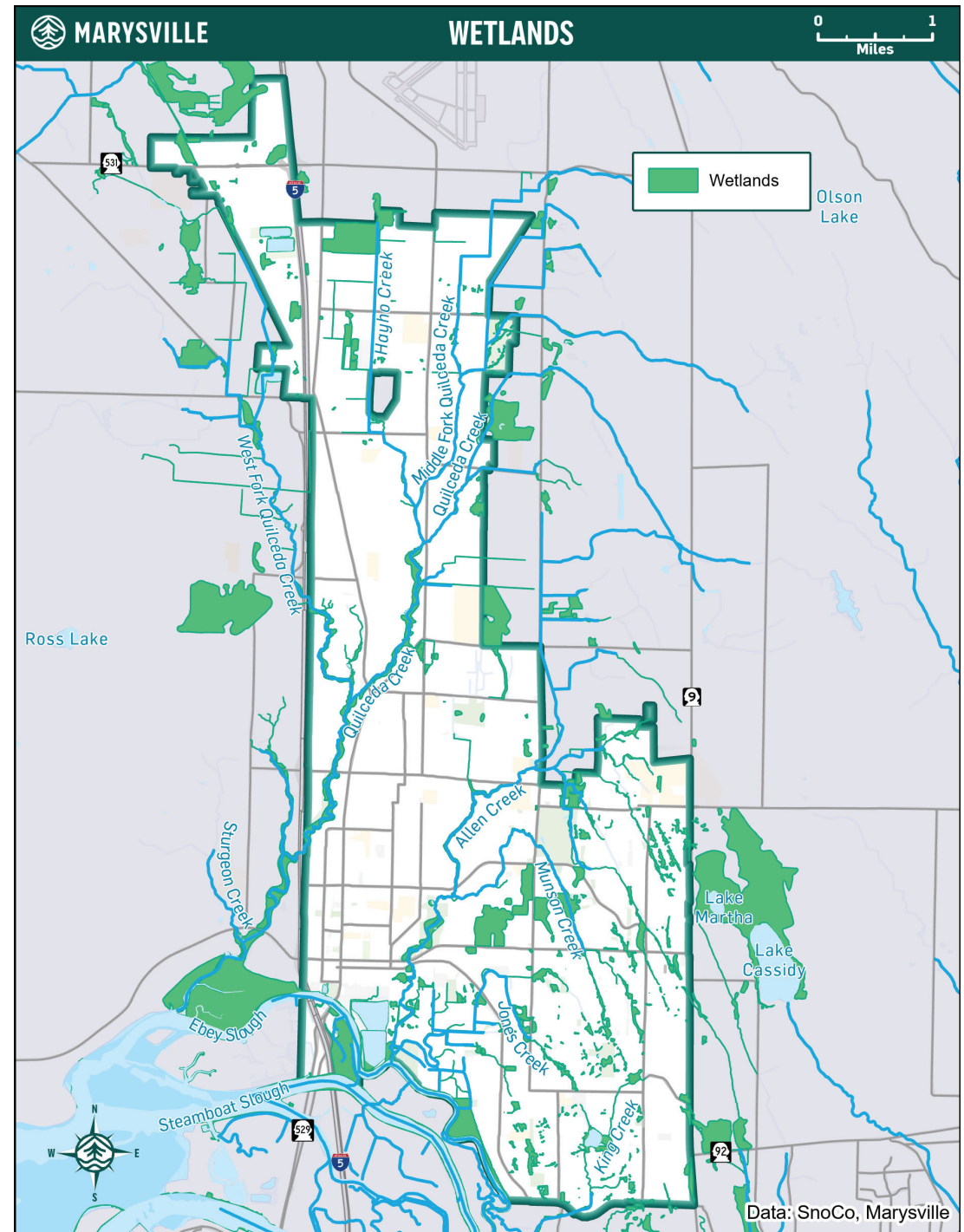
Streams and water bodies that fall within shoreline jurisdiction include Ebey Slough, Quilceda Creek, which flows from its confluence with the Middle Fork downstream to the mouth of Ebey Slough, and the West Fork Quilceda Creek along the eastern boundary of Interstate 5 to its confluence with the Mainstem Quilceda. Land use activities within these boundaries must obtain shoreline permits or shoreline substantial development permits regulated by the City and State Department of Ecology. Ebey Slough provides the single point of shoreline access (as opposed to creeks) within city limits.

The Federal Emergency Management Agency (FEMA) designated the reaches of Quilceda Creek downstream from 101st Place NE; Allen Creek downstream from 76th Place NE together with an upland bog immediately west of SR 9 and north of 108th Street NE; and the limits of the 100-year flood area associated with Ebey Slough as flood hazard zones. Any structures proposed to be constructed in any area designated as a flood hazard zone are required to be flood-proofed to assure that the City may continue to qualify for participation in the National Flood Insurance Program.

Wetlands

Wetlands provide many functions within the watershed. These include fish and wildlife habitat; water quality protection; groundwater recharge/discharge; and flood water storage and attenuation or desynchronization. There have been a number of surveys by Snohomish County, Marysville, and private surveys completed within the Marysville UGA to identify and classify wetlands. These inventories, however, represent only a portion of area wetlands. Of those identified, the majority of Category I, II and III wetland habitats are located within existing stream corridors. Most wetlands in the watershed are hydrologically connected either by ditch or as part of the stream as shown in Figure 7.8. Consequently, a high percentage of the wetlands in the watershed are significant for providing base flow to streams.

Figure 7.8



Stormwater

Residential, commercial and industrial development have both short-term and long-term effects upon the quality of surface and ground water resources. Increased storm water runoff results from removal of natural vegetation, draining and filling wetlands, disturbing soil structures by grading and compacting, and by covering land with impervious surfaces such as streets, parking lots, and structures. The unmitigated increased volume and rate of subsequent storm water runoff carries greater quantities of silt, debris, and chemical pollutants into the Quilceda and Allen Creek drainage system.

In 2022 the City of Marysville completed the Marysville Watershed Planning Basin Assessment and Prioritization which describes stream conditions inside city boundaries, and ranks areas for stormwater retrofits to improve stream water quality. This plan subsequently developed the Stormwater Management Action Plan (SMAP) describing the stormwater retrofits. These retrofits will be incorporated into subsequent Comprehensive Surface Water Plan updates.

The City of Marysville adopted its Comprehensive Surface Water Management Plan and adopted a rate structure in 2003 to address capital facility needs. The Comprehensive Surface Water Plan was updated in 2009 and 2017, with a future update scheduled to begin in 2024.

Coordination between Arlington, Marysville, Snohomish County and the Tulalip Tribes should occur to prevent further degradation of the natural system and property damage due to flooding and erosion.



Wetlands perform many important functions including enhancing water quality. Photo Credit: Mark J. Photography.

Section 7.5

VEGETATION

Certain areas within the City remain forested. No area has old growth timber since it was logged in the late 1800s and early 1900s; therefore, these areas are of second growth forest. They are found on undeveloped tracks, along creeks, ravines, and some wetlands, and as significant buffers along Interstate 5 and Highway 9. They have important functions as visual buffers, erosion prevention and maintaining topsoil, help with the conversion of carbon dioxide to oxygen, and provide habitat for wildlife. Most of the wildlife habitats coincide with the forested areas or areas with heavy vegetation. However, a significant stand of older trees, known as Mother Nature's Window, is situated at 55th Avenue NE and 100th Street NE.



Mature cedar trees and native understory along Quil Ceda Creek.



Section 7.6

FISH AND WILDLIFE HABITAT

The condition of fish habitat in watershed streams is variable. Coho spawning and good rearing habitat are found toward the headwaters (Figure 7.9); the heavily altered middle sections have significantly reduced habitat value; and the lower sections with their large ravines generally have good habitat value for an urban stream system. There is one lake within the Marysville UGA. Largemouth bass, pumpkinseed and rainbow trout are planted in Twin Lakes by the Washington Department of Fish & Wildlife and other parties.

The majority of the City's wildlife habitat is found in areas with dense vegetation or second growth forests. This covers the habitat that is suitable for salmonid spawning and rearing at the headwaters of numerous tributaries of Allen Creek and Quilceda Creek. Along with resident cutthroat trout habitat in the Edgecomb Creek headwaters, numerous areas of the Quilceda Creek system provide healthy habitat for spawning and rearing Coho and Chum salmon. Due to the rarity of buffers in agricultural fields, fish habitat in agricultural areas has decreased. Erosion has reduced the amount of spawning habitat in the Allen Creek system, resulting in stream beds becoming filled with mud and silt, canary reed grass growing in streambeds and channelized areas of the system, and the elimination of wetlands. Though not as much as the aforementioned species, chinook salmon, steelhead, and rainbow trout also make use of the streams in the Quilceda and Allen Creek watersheds.

Quil Ceda Creek System

Quilceda Creek and its tributaries provide good spawning and rearing habitat for salmonids, as well as supplying resident fish habitat. The mainstem Quilceda Creek provides about one and a half miles of spawning habitat towards the headwaters. Very good salmon rearing habitat and resident fish habitat are found throughout the stream. A riparian buffer of from 100 to 200 feet in width, and adjacent wetlands, protect the creek along most of the length except as it passes through agricultural land.

The West Fork Quilceda Creek has patchy spawning and good rearing habitat in the lower and middle sections. Coho and chum spawning habitat occurs east of I-5. Coho and chum also spawn in some of the tributaries and channeled streams. Most of the stream sections that flow through agricultural lands have been highly modified, significantly reducing habitat values.



Streams provide important fish and wildlife habitat.



Salmon rely on streams for spawning and rearing.

Fish spawning habitat occurs throughout the Middle Fork Quilceda Creek in both long reaches and isolated spots. Chum spawning occurs north of the confluence of the Middle Fork with Quilceda Creek. A 75 to 100 foot riparian buffer exists along the creek through portions of residential development, but has been removed where the creek flows through farm fields.

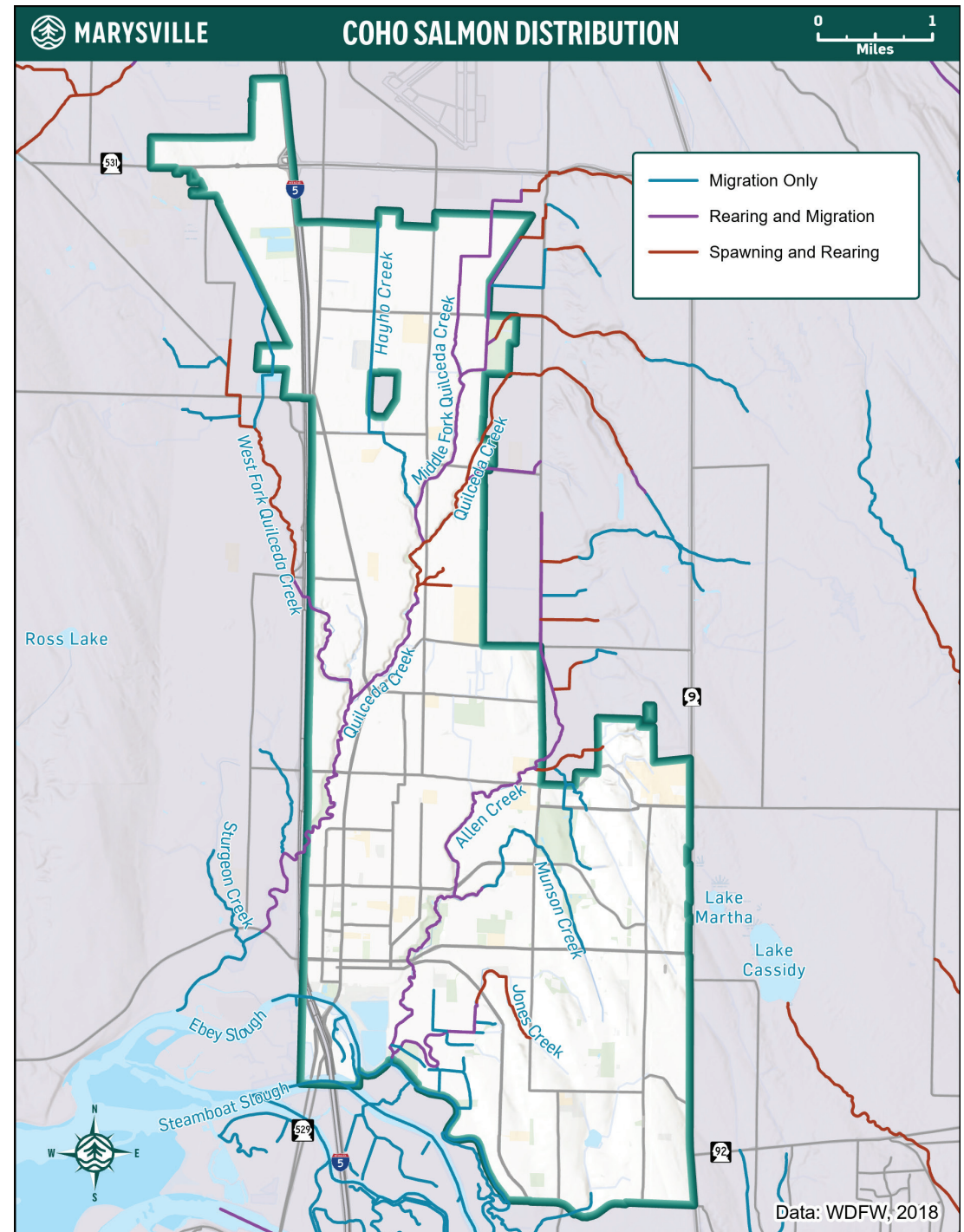
The headwaters of Edgecomb Creek, a tributary to the Middle Fork, contains spawning habitat for coho salmon and resident cutthroat. The spawning habitat extends south of 172nd Street NE, for over two miles through a newly relocated and enhanced stream and wetland mitigation corridor. This stream flows through Arlington and Marysville, west of 67th Avenue NE following the west side of the BNSF railroad tracks. Additional spawning habitat for chum salmon has been identified from the confluence with the Middle Fork Quilceda Creek for about a half mile of stream.

Olaf Strad Creek, another Middle Fork tributary, is spring fed and provides good spawning habitat at its headwaters. Steelhead redds have been observed in this stream. The headwaters are protected with forested vegetation, but there is little overstory vegetation where the stream enters farmland.

Allen Creek System

Salmon spawning habitat occurs toward the headwaters of Allen Creek east of 67th Avenue NE and along the stream south of 108th to 88th Streets NE. The creek has good rearing habitat in many sections including some of the east bank tributaries. Below its confluence with Munson Creek, the stream bottom is mud and silt, and spawning habitat is lacking. A small wooded buffer and wetland system protect the creek from Jennings Park south to Sunnyside Boulevard. North of Jennings Park, the buffer is 100 to 200 feet, but shrinks as it nears agricultural land and 67th Avenue NE, where little vegetation has been retained. Below Sunnyside Boulevard, Allen Creek flows through floodplain farmland where much of the channel is choked with sediment and reed canarygrass.

Figure 7.9



Rearing habitat is available in the unnamed east bank tributary to Allen Creek (WRIA 07-0079) that has been channeled along 112th Street NE. There is some spawning habitat, but much of the stream has filled in with reed canarygrass. Habitat projects built in the stream channel no longer function properly.

Munson Creek has spawning and rearing habitat throughout, but construction activities and urban impact has severely degraded the stream and eliminated wetlands.

Wetlands play a critical role in protection of fish and wildlife habitat. Wetlands provide a steady water source and reduce stream degradation from uncontrolled stormwater runoff. A significant portion of wildlife species occurring in western Washington, use wetlands or riparian habitat during their life cycle. Many wildlife species occur only in wetlands, while many more spend a portion of their life cycle in wetlands. They improve water quality through biofiltration of surface water, nutrient uptake by vegetation, binding by soils particles, and/or by providing a settling basin for suspended solid deposition. Wetland soils can extend stream flow and recharge over long time periods, and they can act as recharge areas for stream channels during dry periods. Wetlands also assist in reducing runoff quantity and velocity during storms. Wetland flood storage plays a critical role in tempering downstream flooding impacts within the watershed and can also be important in preventing scouring of salmonid spawning beds in stream gravels.



Critical areas and buffers provided important habitat for both fish and wildlife.
Photo Credit: Mark J. Photography.

Qwuloolt Estuary Restoration Project

The Qwuloolt Estuary Restoration Project is a combined effort among the Tulalip Tribes, Army Corp of Engineers, Department of Ecology, National Oceanic and Atmospheric Administration (NOAA), Washington Department of Fish and Wildlife (WDFW) and the City of Marysville to restore approximately 400 acres of tidally influenced estuary. This restored ecosystem includes both wetland and riverine habitats in the Allen creek basin. This area is located at the southern edge of Marysville, at the confluence of Allen Creek and Ebey Slough. The area was diked for farming in the 1800s, dramatically changing the floodplains' vegetation and wildlife regimes. Restoration of the site began in 2012, with the creation of tidal channels, mowing and tilling of existing invasive vegetation, and planting of native species to form plant communities. The Army Corp of Engineers began construction in 2014 of a new levee system to protect the Industrial Park at 56th Place NE and 48th Drive NE and the historic levee was breached August 28, 2015. The city continues collaborating with Tulalip tribes to monitor and control invasive species within the wetlands. The Department of Ecology and the Army Corps of Engineers monitor the site periodically. The next monitoring date is 2025.



The Qwuloolt Estuary Restoration restored over 400 acres of tidally influenced estuary.

CLIMATE CHANGE

Marysville Climate Change Initiatives – History and Background

In May of 2010, the Marysville City Council formally adopted Resolution 2286 establishing a strategy to manage and reduce energy, fuel consumption and greenhouse gasses (GHG). During the review process, the Council expressed some concern regarding the uncertainty of climate change, but recognized that although there is not clear consensus about exactly what will occur, some changes are likely inevitable. Components from Resolution 2286 were incorporated into the 2015 Comprehensive Plan update.

The existing climate change section is now expanded to: address Puget Sound Regional Council (PSRC) Vision 2050 requirements; plan for approaching mandatory State regulations; and address Marysville-specific climate change issues. The Growth Management Act regulations require Marysville to adopt a formal (and more elaborate) Climate Change and Resiliency Element by 2029 including providing measureable actions to reduce greenhouse gas (GHG) emissions.

In May of 2023, the Marysville City Council approved Resolution 2529, to utilize the Climate Change and Vulnerability and Risk Assessment Study (CVA) prepared by Cascadia Consulting as a resource to further inform the City's Comprehensive Plan in order to address issues surrounding the environment and climate change.

Extreme weather events such as droughts, flooding, and extreme heat pose risks to health, infrastructure, natural areas, and the economy in Marysville. Planning is necessary to address future impacts that could occur as a result of these events. The following sections will summarize the findings of the CVA.



Trees and parks provide a reprieve from extreme heat.

Climate Vulnerability Assessment (CVA) Summary

The CVA was prepared to analyze Marysville's communities, economy, natural areas and infrastructure and the potential climate change effects to these areas. The study assessed four areas including; the physical vulnerability of infrastructure and natural areas, as well as the social vulnerability of neighborhoods (or communities) and economy. Impacts to these four areas anticipated are, increasing winter storms and flooding, higher temperatures and extreme heat, changing stream flows, rising sea levels, and more frequent and intense wildfires and smoke events.



CVA Key Findings

The CVA's key findings identified areas of vulnerability within Marysville as it relates to the social and physical realms.

The social impacts identified are summarized below.

The CVA found that certain areas and communities (located in the northeastern and central census tracts of Marysville) are more vulnerable to climate change because of:

- Higher rates of respiratory illness and mortality related to poor air quality for longer periods of times;
- Food access and security due to proximity to grocery stores; and
- Fewer areas with open spaces and tree canopy coverage.

Areas in the southern part of Marysville are exposed more to flooding impacts which are anticipated to occur more often and more intense within the 100-year and 500-year floodplain (floodplain).

Disruptions (short term and long term) will occur to businesses and the workforce as a result of sea level rise, flooding and extreme heat events. Businesses and workers located in the floodplain are most at risk for flood damage. Outdoor occupations (such as construction) will see reduced labor during extreme heat events. The ability to adapt to climate change related monetary impacts will be more difficult for small businesses, and for residents who are unemployed, elderly, low income and/or disabled.

The physical impacts identified are summarized below.

- Ebey Slough and the associated critical areas and habitat areas face more risk of erosion and flooding. The City received grant funding to increase levee heights to address: 2023 sea level rise projections, flood mitigation, and estuary restoration.



The City received grant funding to increase levee heights to address sea level rise projections, flood mitigation, and estuary restoration.

- Increasing temperatures and more intense rainfall patterns cause risks for forested areas and salmon. Elevated stream temperatures and insufficient flows in streams can harm salmon migration and spawning. Mortality of trees can occur in the floodplain, near the shoreline or land hazard areas when there is an extreme weather event.
- Marysville's transportation systems, roads, wastewater treatment plant, stormwater conveyance infrastructure and sewer facilities, within the floodplain or near the shoreline area, are subject to risk due to flooding and sea level rise.
- Very hot summers or heat events (occurring more often and more extreme) will cause a surge in energy usage (from air-conditioning) causing strains on the electricity systems resulting in potential power outages. Residents with low income have a higher chance of occupying housing with poor insulation or limited weatherproofing and will be overburdened by higher power bills.
- The majority of the electricity supply in Marysville is from hydropower. Increasing temperatures and extreme rainfall can cause damage to dams due to overtopping. Diversifying the City's energy options is included in the policy section below.
- Portions of the British Petroleum (BP) Pipeline are within the floodplain which poses a risk of pipe damage due to flooding.

Existing and Proposed CVA Policies

Marysville previously adopted several climate change adaption policies within the 2015 Comprehensive Plan. Additional policies are included to address the CVA results, PSRC requirements and to plan for approaching climate change State mandates. By 2029, the City will be required to modify the climate change section within its Comprehensive Plan and municipal codes to further elaborate on these policies, create action items to address climate change, and to track, measure, and reduce GHG emissions.



Infrastructure and structures near the shoreline or floodplain are subject to risk of flooding and sea level rise. Photo Credit: Mark J. Photography.

GOALS AND POLICIES

Environmental Goals and Policies Format

Please note, in other chapters, the goals and policies format includes one goal followed by the related policies for that goal. In this chapter, the goals and policies format includes one category (such as General Environmental Goals and Policies, Environmentally Sensitive Lands Goals and Policies, etc.) followed by a group of goals and a group of policies that relate to the overarching category. Goals are numbered at EN X and policies as EN O.X.

General Environment

GOALS

EN 1 Pursue effective policies, regulations, management practices, and capital projects that result in improvements, preservation and/or enhancement of the natural environment.

EN 2 Protect life and property from floods, landslides, erosion, uneven settlement, and other disruptions that may be associated with natural hazard areas.

EN 3 Design and build developments in a manner that respects and retains ecosystem services, natural elements, vegetation and critical areas, with emphasis on streams, creeks and other bodies of water; and on wetlands, and steep slopes.

EN 4 Promote innovative and environmentally sensitive development practices informed by Best Available Science in siting, design, materials selection, construction, and maintenance.

EN 5 Recognize the benefits provided by ecosystem services and incorporate these functions into developments by using applicable green infrastructure tactics.

EN 6 Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected.

EN 7 Support and incentivize environmental stewardship on private and public lands.

EN 8 Advance integrated and interdisciplinary approaches for environmental planning and assessments



POLICIES

- EN 0.1** Recognize the natural environment as an integrated unit composed of interacting land, water, and air resources. Make every effort to ensure that the health and stability of this resource system is protected and maintained.
- EN 0.2** Recognize the interrelationship of habitat corridors with parks and open space and prioritize the connection and enhancement of these valuable linkages in order to promote no net loss of ecological function while enhancing recreational opportunities.
- EN 0.3** Educate the public concerning the importance of maintaining and conserving environmentally sensitive lands, natural resources, climate change impacts on health and safety, flood risk, practices that maintain or improve air quality, and the cultural environment.
- EN 0.4** Encourage property owners to utilize the Open Space Current Use Assessment Program to preserve significant areas of environmental concern, particularly wetlands.
- EN 0.5** Identify open space, trails (including pedestrian and bicycle trails), and park resources and needs, and develop programs for protecting and enhancing these areas.
- EN 0.6** Regulatory programs developed for the protection of the natural environment shall provide certainty, clarity, flexibility, efficiency, public outreach, and education so that: people understand the requirements, permits are processed quickly, and alternative approaches that provide equal or greater protection to the environment may be considered.
- EN 0.7** Create programs and/or development regulations that allow for flexible site design for innovative solutions for critical area protection, and consideration of site constraints and characteristics.
- EN 0.8** Encourage all future development to occur in a manner that will first avoid critical areas impacts where such avoidance is feasible and reasonable. In appropriate circumstances, impacts to critical areas resulting from regulated activities may be minimized, rectified, reduced or compensated for, consistent with the requirements of the City's Critical Areas Ordinance.



Kildeer eggs.

Environmentally Sensitive Lands

GOALS

- EN 9** Ensure no net loss of ecological function of natural features in areas potentially sensitive to development. This includes areas that have features such as steep slopes, severe erosion, foundation instability, seasonally wet soils, or any other critical areas.
- EN 10** Areas of significantly forested and vegetated areas should be maintained. These areas provide shade over impervious surfaces – reduce heat island effects, increase filtration of harmful road-related runoff, provide habitat for avian and terrestrial wildlife species, contribute to aesthetic value, assist in noise buffering, and more.

POLICIES

- EN 0.9** Utilize natural features to provide visual variety, community identity, and open space areas.
- EN 0.10** Encourage development to consider the inherent characteristics of the predominant soil type(s).

Earth

GOAL

- EN 11** Restrict clearing and grading on steep slopes, near streams, or high-predisposition Tokul soils. The City and County should collaborate to identify areas unsuitable for urban development and future UGA expansions due to soils, topography, ecosystem service value, and watershed impact.

POLICIES

- EN 0.11** Utilize natural features to provide visual variety, community identity, and open space areas.
- EN 0.12** Encourage development to consider the inherent characteristics of the predominant soil type(s).





Sunrise paints the sky over the Qwuloolt Estuary and Cascade Mountain range. Photo Credit: Mark J. Photography.

Water Quality, Wetland and Watershed Protection, Stormwater Runoff and Drainage

GOALS

EN 12 Coordinate with adjacent jurisdictions, tribes, countywide planning groups and watershed groups to protect critical areas, habitat, and water quality.

EN 13 Promote the preservation and improvement of water quality by recognizing the importance of land within and adjacent to streams, shorelines, and watercourses to provide and sustain water resources for humans, natural processes, and wildlife use.

EN 14 Continue to deliver on the goals and actions outlined in the Marysville Watershed Planning Basin Assessment and Prioritization report and the Marysville Watershed Planning Stormwater Action Plan, prioritizing areas with a high level of environmental importance that have also been impacted by development.

POLICIES

- EN 0.13** Protect, restore and/or enhance natural systems, critical areas, hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater.
- EN 0.14** Density credits should be given when vegetation is retained and open space or buffer areas provided, above and beyond what code requires.
- EN 0.15** Utilize the natural drainage system where it is possible to do so without significantly altering the natural drainage ways or upgrading a public storm drainage system.
- EN 0.16** Recognize the inter-jurisdictional characteristics of storm drainage management problems and work with Snohomish County, other jurisdictions, and area-wide residents to improve storm drainage.
- EN 0.17** Promote advanced planning and subsequent monitoring to mitigate development impacts through area wide wetland surveys, wetland banking and mitigation projects.
- EN 0.18** Review and update development codes and design standards to comply with State stormwater requirements, pursue nature-based solutions and low-impact development, and minimize impervious surface areas in private development and city capital improvements.
- EN 0.19** Account for climate change impacts in planning, designing, and operating stormwater management approaches, including infrastructure and best management practices.
- EN 0.20** Improve real-time forecasting of water delivery and basin yields to improve management of stored water.
- EN 0.21** Improve provision of technical assistance and incentives to increase storage capacity and to improve conservation, reuse, and water use efficiency among all consumptive water uses.

Wildlife

GOAL

EN 15 Encourage the preservation of wildlife, their habitats and refuges.

POLICY

- EN 0.22** EN-22 Preserve fish and wildlife habitats conservation areas by requiring adequate setbacks of development from creeks and tributaries and by limiting alterations to natural vegetative cover through development restrictions. Also coordinate with other agencies to manage or improve conditions for wildlife and habitat in streams, drainage ways, wetlands, and other watercourses.



Cultural Resources

GOAL

EN 16 Protect and enhance Marysville’s cultural heritage.

POLICIES

- EN 0.23** Encourage coordination between public and private entities to identify, preserve and restore buildings, structures, objects, and sites having historical and cultural significance or interest.

EN 0.24 Protect scenic views and sites so present and future generations may enjoy them.
- EN 0.25** Archeological and historic resources should be surveyed as part of the development review process.

EN 0.26 Work with the Washington State Department of Archaeology and Historic Preservation (DAHP) and local tribes to help identify cultural resources and coordinate when cultural resources are identified.

Climate Change

GOALS

- EN 17** Work with public and private partners to develop strategies and programs, that can be used by both the public and private sectors, to prepare for and mitigate the potential impacts of climate change.

EN 18 Account for climate change impacts when planning, siting, designing, and operating capital facility, utility, and infrastructure projects.
- EN 19** Develop programs and strategies that will encourage the retrofitting of existing development and infrastructure to mitigate and adapt to the effects of climate change.

EN 20 Develop policies, programs, and projects that equitably reduce climate change impacts on vulnerable communities and increase resilience.



POLICIES

Air Quality

- EN 0.27** To protect local and regional air quality, the City shall coordinate with county, regional, state, and federal agencies with air quality responsibilities, and seek to ensure that the City's programs and transportation projects are designed and implemented to conform to the provisions of the state and federal Clean Air Act.
- EN 0.28** Ensure all federal and state air quality standards are met to reduce emissions of air toxics and greenhouse gases.
- EN 0.29** Develop policies and strategies to reduce greenhouse gas emissions.
- EN 0.30** Continue cooperative education efforts with the Marysville Fire District regarding burn bans and outdoor burning to promote air quality improvements.
- EN 0.31** Protect, restore and manage native vegetation, tree canopy and forests (including parks, greenbelts and urban forests).
- EN 0.32** Protect and restore natural resources that sequester and store carbon.

Energy Efficiency

- EN 0.33** Promote the use of conservation, alternative energy sources, and energy management technology where feasible.
- EN 0.34** Prioritize EPA Energy Star-certified and high-efficiency devices to reduce electricity consumption.
- EN 0.35** Promote sustainable building practices such as Leader in Energy and Environmental Design (LEED), Evergreen Sustainable Development Standard (ESDS) or a similar system.
- EN 0.36** Staff shall recycle, and reduce paper consumption and plastic bottle use.
- EN 0.37** The City will continue to participate in the Commute Trip Reduction (CTR) program.

Planning and Risk Assessment

- EN 0.38** Develop a comprehensive approach to manage low flow conditions and drought response, taking into consideration the needs of the environment, agriculture, and vulnerable communities.
- EN 0.39** Support enhanced data collection for hazard events to provide a fuller understanding of the community's hazard characteristics—including identifying demographic groups/community members most vulnerable to hazard events.

Natural Emergency Preparedness

- EN 0.40** Improve capability to rapidly assess and repair damaged transportation infrastructure, in order to ensure rapid reopening of transportation corridors.
- EN 0.41** Integrate local climate impacts risk assessment, as applicable, into hazard mitigation planning.
- EN 0.42** Implement an urban heat resilience plan, incorporating heat mitigation and management actions, informed by heat island mapping, and involving cooling centers, early warning systems, and energy grid resilience.
- EN 0.43** Revise land use codes to promote passive cooling, energy-efficient technologies, and green spaces to mitigate urban heat island effects.
- EN 0.44** Prioritize equitable access to emergency preparedness resources for vulnerable populations and areas. Develop and distribute tools and resources for the community to stay safe during extreme heat events.



Wildfire Risk

- EN 0.45** Develop short- and medium-term adaptation strategies for urban forests and other fire-prone habitats, and improve development standards.
- EN 0.46** Collaborate with community partners to establish resilience hubs as clean air centers for public use during wildfire smoke events, especially in areas with poor air quality and limited air filtration access.
- EN 0.47** Provide community education and outreach on wildfire smoke mitigation practices.
- EN 0.48** Develop community wildfire preparedness, response, and recovery plans.

Prioritize Green Spaces and Shade Coverage

- EN 0.49** Review, update, and implement tree protection codes to increase tree retention. Encourage the protection, maintenance, and expansion of tree canopy throughout the community, prioritizing residential and mixed-use areas with the least current tree canopy to equitably distribute benefits.
- EN 0.50** Actively manage municipal forests (e.g., parks and greenbelts) to protect residents, and improve ecosystem health and habitat.

Shorelines and Flood areas

- EN 0.51** Collaborate with scientific community, agencies, and jurisdictions to develop science-based estimates of coastal flooding impacts, incorporating future climate conditions in land use, Flood Hazard Management, and comprehensive planning.
- EN 0.52** Prioritize coastal restoration to promote ecosystem resilience, considering sea level rise impacts.
- EN 0.53** Increase resilience to flooding, and protect, restore, and enhance existing flood storage, conveyance, and the ecological functions and values of floodplains, wetlands, and riparian corridors.

- EN 0.54** Maintain existing water levels of perennial water bodies and update local land use codes to reduce the risks of sea level rise for shoreline development.
- EN 0.55** Preserve and develop direct and visual public access to water, including public docks, aquatic recreation, marine facilities, and scenic vistas, where consistent with the Shoreline Management Act.
- EN 0.56** Discourage construction in designated flood hazard areas, and prohibit it in floodway areas. Developments in designated flood hazards areas shall be adequately flood-proofed.
- EN 0.57** Provide continued maintenance of established flood control facilities along rivers and creeks that protect existing populations and developments.
- EN 0.58** Identify and reduce flooding through improvements to drainage systems and reductions in impervious surfaces and runoff.
- EN 0.59** Conserve and utilize shoreline and flood plain areas within the City consistent with the City's Shoreline Management Master Program.



Native plants contribute to a healthy environment. Photo Credit: Mark J. Photography.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 10, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **NEW BUSINESS**

SUBJECT: DRAFT Public Services Element - 2024 Comprehensive Plan Update

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

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

ATTACHMENTS:
[DRAFT Public Services Element](#)

MEMORANDUM

DATE: September 10, 2024
TO: Planning Commission
FROM: Angela Gemmer, Principal Planner
SUBJECT: 2024 Comprehensive Plan – Public Services Element DRAFT
ECC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

EXHIBITS

Exhibit 1 DRAFT Public Services Element
Exhibit 2 2015 [Public Facilities and Services Element](#) (reference)

SUMMARY

The DRAFT Public Services Element (**Exhibit 1**) provides an overview of public services, such as police protection, fire prevention and suppression, emergency medical services, education, library services, and human services provided to City of Marysville residents. The Public Services Element endeavors to:

- Provide a vision for Public Services in the City and its UGA that is concurrent with anticipated growth;
- Identify strategic plans and actions to maintain or improve services consistent with the vision; and
- Provide a framework for guiding the necessary budgetary and operational plans.

The following is a summary of each of the sections in the Public Services Element:

- **Section 5.0** – a ‘snapshot’ providing an overview of key takeaways is provided.
- **Section 5.1** – The introduction discusses the various public services provided to City of Marysville residents.
- **Section 5.2** – Provides an overview of police protection and crime prevention services currently provided to Marysville residents. This overview is derived from the Marysville Police Department’s first Functional Plan, which is a companion to the 2024 Comprehensive Plan. The Functional Plan sets forth the Marysville Police Department’s vision, mission, strategies for delivering safety services, goals for successfully implementing these strategies, recent major accomplishments, performance metrics, public safety service and level of service needs, capital facility needs¹, a three year action plan (2024 – 2027), and a long-term strategy (2024 – 2044).

¹ Capital facility needs, which primarily include building needs, are outlined in the Capital Facilities Element of the Comprehensive Plan.

- **Section 5.3** – The Fire section provides an overview of the Marysville Fire District’s fire prevention and suppression services, emergency medical services, special operations, and other preparedness/emergency management services. This section is largely adapted from the Marysville Fire District’s 2020 – 2025 Strategic Plan.
- **Section 5.4** – The City of Marysville is served by four school districts; however, Marysville, Arlington, and Lake Stevens are the main ones as the Arlington School District boundaries coincide with industrial zoned land in Marysville. This section provides a summary of each district’s current school capacity, enrollment projections, capacity surpluses or shortfalls, and major future needs, which is adapted from the pending 2024 – 2029 School Capital Facilities Plans (CFPs). Please note: the Marysville School District’s information has not been furnished yet; the CFPs will be presented to the Planning Commission this fall.
- **Section 5.5** – The library section provides a history of library services within the City along with a description of the full range of library services offered to the Marysville community.
- **Section 5.6** – Human Services were not previously covered in the City’s Comprehensive Plan; however, over the past decade, the City has started to offer different human services. These include, but are not limited to, Community Development Block Grants, Micro Extended Shelter Housing, the Embedded Social Worker Program, and a Human Services Grant Program.
- **Section 5.7** – The primary goal and policy changes are to consolidate the goals and policies to eliminate redundancies. One policy is amended to address Puget Sound Regional Council requirements.

Community Development staff respectfully requests that the Planning Commission review the DRAFT Public Services Element, and ask questions and provide any direction at the work session on September 10th. The direction provided by Planning Commission will be considered and incorporated into the final version of the Public Services Element.

5.0 PUBLIC & HUMAN SERVICES ELEMENT



[PLEASE NOTE: ALL HIGHLIGHTED INFORMATION IN THIS CHAPTER IS A PLACEHOLDER PENDING RECEIPT OF UPDATED INFORMATION].

5.1 INTRODUCTION

Public services, such as police protection, fire prevention and suppression, emergency medical services, education, library services, and human services, are vital to the safety and well-being of Marysville residents.¹ While police and some human services are provided by the City, other public services are provided by partner entities: the Marysville Fire Authority, public school districts serving Marysville, and the Sno-Isle Regional Library. Some public services discussed in this chapter are provided only within the City while others are offered beyond the UGA.

As Marysville grows, the demand for public services will steadily increase. Low density development in unincorporated areas near Marysville can create challenges in delivering services. Careful, coordinated management of public services is essential to provide these services in an orderly fashion and to minimize public costs, increasing long-term economic stability by ensuring the provision of these services



to the community and the ability of industry to locate within the City. By investing in these services and associated facilities, and scheduling their provision, Marysville residents play a key role in implementing the policies of this chapter.

¹ Public services are defined in RCW 36.70A.030 as fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other government services. As noted in the introduction, this chapter covers law enforcement, fire protection and suppression, emergency medical services, education, and human services. Public health is a topic touched on in multiple chapters while recreation is covered in the Parks and Recreation Element [\(add link\)](#), and the Environment is covered in the Environmental Element [\(add link\)](#).

The Public Services Element endeavors to:

- Provide a future vision of Public Services in the City and its UGA that is concurrent with anticipated growth;
- Identify strategic plans and actions to maintain or improve services consistent with the vision; and
- Provide a framework for guiding the necessary budgetary and operational plans.

5.2 POLICE

The City of Marysville Police Department provides law enforcement, policing, crime prevention, public safety, and corrections services within the City of Marysville. In 2024, the Police Department prepared its first Functional Plan, which is a companion to the 2024 Comprehensive Plan and outlines the Department's vision, mission, strategies for delivering safety services, goals for successfully implementing these strategies, recent major accomplishments, performance metrics, public safety service and level of service needs, capital facility needs², a three year action plan (2024 – 2027), and a long term strategy (2024 – 2044). This section provides an overview of the Marysville Police Department and key elements of the Functional Plan.

Mission, Vision and Strategies. The Police Department's vision statement is "service with honor" which is intended to support the six pillars of 21st century policing.³ The Department's mission is "to provide outstanding service in partnership with our community to enhance our City's safety, growth and livability" and both reflects the culture of the Department and aligns with the City's Mission, Vision, and Values.⁴ Six strategies provide the foundation for the Functional Plan and align closely with the aforementioned pillars. These strategies include:

- Community engagement, crime prevention, and program expansion;
- Expanding and improving staff safety, wellness and training;
- Leadership development;
- State accreditation from the Washington Association of Sheriffs & Police Chiefs;
- Recruitment and retention; and
- Technology advancement.

Goals and Recent Major Accomplishments. The strategies outlined above are supported by six overarching goals. These goals, and recent major accomplishments that further each of these goals, are detailed below:

² Capital facility needs, which primarily include building needs, are outlined in the Capital Facilities Element ([add link](#)) of the Comprehensive Plan.

³ These pillars include building trust and legitimacy, policy and oversight, technology and social media, community policing and crime reduction, training and education, and officer wellness and safety.

⁴ The City's mission is: A leader in cultivating a welcoming and engaging community, the City of Marysville provides opportunities while protecting and enhancing the quality of life for those served. The City's values are that we: provide excellence in service; work with integrity recognizing the impact of our actions; practice responsible stewardship of all City resources; encourage innovation to meet our community's needs; and embrace inclusion, recognizing that diversity enhances ideas and outcomes.

- ***Goal 1: Standards of Service. To provide excellent police services that meet or exceed state-wide recognized standards.*** This goal was furthered through the development of a Wellness Program administered by a Wellness Coordinator, additional staff to support an expanded mental health program, and promotion of four new Commanders and seven new Sergeants.
- ***Goal 2: Performance Measures. To achieve outcome-based performance measures that ensure Marysville remains a place that is safe to live, work, learn and play.*** This goal was furthered through the reduction of crime by 8.67 percent from 2020 – 2023; maintaining an average response time of less than five minutes for emergency calls; having a low citizen complaint rate; and achieving an average of 90 percent customer satisfaction for professionalism.
- ***Goal 3: Develop Professional Relationships. To build active and positive relationships with internal and external partners to achieve the City's vision and organizational performance measures.*** This goal was furthered through:
 - Establishment of a new Police Department building at the Marysville Civic Center that provides a state-of-the-art Jail with medical facility and staff, and a consolidated location for police and municipal services;
 - Partnered with local community groups to bring Active Bystandership for Law Enforcement (ABLE) Training to the Department;
 - Partnered with the Marysville School District to retain officers in schools serving as school resource officers; and
 - Led or participated in community outreach including the Special Olympics Torch Run and Polar Plunge, Shop with a Cop, and Coat Drive to provide coats and warm clothers to the Marysville Food Bank Holiday Store.
- ***Goal 4: Training and Equipment. To have an organization that is well trained and properly equipped to effectively and efficiently deliver public safety services.*** This goal was furthered through the ABLE training referenced in Goal 3 above, use of body-worn cameras since January 2022, incorporation of new de-escalation tools, and provision of Crisis Intervention Training.
- ***Goal 5. Public Engagement. To develop and create a welcoming community and foster partnerships with residents. We provide opportunities for the community to take an active role to prevent harm and solve problems by addressing community concerns for the benefit of all members of the community.*** This goal was furthered through the establishment of the Marysville Police Foundation a non-profit assisting the Department and community, and the Marysville Police Cadets which allows youth 14 to 20 to vounter and work with officers building relationships. The Marysville Volunteer Patrol program was also expanded.

Goal 6. Leveraging Technology. *To keep pace with the professional best practices in the use of technology and to provide efficient and effective public safety services to community members.* This goal was furthered through acquiring the following software or technology: Lexipol which was used to update and modernize the Department's policy manual; SPIDR Tech which provides 911 callers with the result of the police response and conducts a survey of the service provided⁵; FLOCK License Plate Reader (LPR) cameras that assist in criminal investigations to identify and capture suspects; Mobile Data Computers (MDCs) that allow staff to bring computers into crime scenes to more efficiently and effectively take statements and begin reports; and AxonEvidence.com which provides cloud-based digital evidence storage and allows citizens to directly upload digital evidence to the platform.

Performance Metrics. The Marysville Police Department's organizational efforts focus on Key Performance Indicators (KPIs). The goal in ongoing evaluation of these metrics is to ensure that the organization best serves the Marysville community. To that end, Command staff educates each Department member and confirms their understanding of their role in achieving the desired outcomes in support of the City's Mission. The KPIs used to evaluate overall organizational performance include:

- City-wide National Incident-Based Reporting System (NIBRS)⁶ Crime Rates;
- Case clearance rates greater than or equal to 30 percent;
- 90 percent average customer satisfaction for professionalism of Police Officers;
- An average response rate of less than five minutes for priority calls; and
- Citizen complaints per 1,000 police contacts expressed as a ratio

Outcomes for each of these areas for the last five years are shown in **Figure 5.1** below.

Figure 5.1

Description	2019	2020	2021	2022	2023
City-wide NIBRS Crime Rates (lower score is better)*	56.9	49.5	47.8	52.2	-
Case clearance rates $\geq$ 30 percent	50.7%	51%	42.5%	41.1%	-
90 percent average customer satisfaction for professionalism	N/A	N/A	91%**	94.3%	90.3%
Citizen complaints per 1,000 police contacts	N/A	N/A	0.28	0.18	
* NIBRS crime rates are based on a per 1,000 population. **Equals partial year data August – December 2021.					

⁵ In addition to the SPIDR Tech metrics that is evaluated monthly, the recent National Citizen Survey conducted for the City helped to inform the Police Department's Functional Plan.

⁶ The National Incident-Based Reporting System (NIBRS) is an incident-based reporting system used by law enforcement agencies in the United States for collecting and reporting data on crimes. Local, state, and federal agencies generate NIBRS data from their records management systems. Data is collected on every incident and arrest in the Group A offense category. These Group A offenses are 52 offenses grouped in 23 crime categories. Specific facts about these offenses are gathered and reported to NIBRS. In addition to the Group A offenses, 10 Group B offenses are reported with only the arrest information. Source: [National Incident-Based Reporting System - Wikipedia](#)

Additional metrics that are tracked to improve public safety performance include traffic enforcement (e.g citations, DUI arrests, and collision investigations), embedded social worker engagements⁷, and municipal jail bookings and other activities.

The Department intends to pursue a data-informed approach to improving its performance metrics in the next several years. These efforts will be critical in informing the Department's requests and decision-making regarding growth and the corresponding increased needs related to Department staffing. These needs include commissioned officers, custody officers, and support staff as further detailed in the Functional Plan. Policing deployment strategies and crime rates will continue to drive citizens' perceptions of safety.

Public Safety Service Delivery and Level of Service. As the City continues to grow, the Marysville Police Department will need to maintain its standing as a full-service professional police agency providing patrol services, follow-up investigation, traffic enforcement, collision investigation, records management, diverse and pro-active crime intervention efforts, robust community engagement, code enforcement, a growing embedded social worker program, and municipal jail services. An important aspect of responding to growth is partnering with and leveraging both Federal and regional partnerships.⁸

Over the next 20 years, the City of Marysville's population is expected to increase to 99,822 residents and employment may reach ----- jobs. In 2023, the Police Department had 131 full-time employees or 1.08 officers per 1,000 residents. In order to sustain Department staffing at the current levels relative to the projected 2044 population, it is anticipated that the Department will need to grow to 191 full-time employees by 2044 as shown in **Figure 5.2.**



⁷ The Embedded Social Worker Program is discussed more fully in Section 5.6, Human Services below.

⁸ Partners include the Tulalip Tribal Police, Snohomish County Sheriff's Office, Police Departments for the cities of Arlington, Everett, and Lake Stevens, the Federal Bureau of Investigations (FBI), United States Marshals Office, and regional task forces. Regional task forces and teams include the Snohomish Regional Drug & Gang Task Force, Snohomish County Auto Theft Task Force (SNOCAT), Region 1 SWAT Team, Snohomish County Violent Offender Task Force, and the North County Property Crimes Task Force.

According to industry data, the ratio of full-time officers per 1,000 residents nationally ranges from 1.8 to 2.6 officers per 1,000 residents; however, evaluation based on the City's KPI (e.g. crime rate, case clearances, collision, and citizen satisfaction) demonstrates that the above hiring projection is irrelevant to the City of Marysville. The Department's workload demand evaluation is the Department's preferred method for evaluating staffing and is based on a call per officer standard. If calls for service increase at the same rate as population growth, the Department projects that 61 additional commissioned officers will be needed in 2044 to maintain the current level of service as shown in **Figure 5.2**. In order to retain the current ratio of support staff to commissioned officers, 20 additional support staff will be needed in 2044. Additionally, to adequately staff the jail population of 96 residents, 20 more custody staff are anticipated to be needed. Anticipated future facility needs are detailed in the Capital Facilities Element ([add link](#)).

Figure 5.2

	Commissioned Officers	Custody Officers	Support Staff	Total Staff
2024	80	25	26	131
2044 Maintenance Alternative*	110	45	36	191
2044 Preferred Alternative**	141	45	46	232
*The Maintenance Alternative figures are the projected staffing levels needed to maintain current staffing levels relative to the population. **The Preferred Alternative Figures are staffing levels based on a call per officer standard. <u>It is important to note that the future allocation of staff will ultimately be determined by budgetary considerations and the policy direction selected by City Council.</u>				

The Police Department's three year action plan (2024 – 2027) and long term strategy (2024 – 2044) are set forth in full in the adopted Police Department Functional Plan ([add link](#)) and contain greater detail on the Department's strategic initiatives.

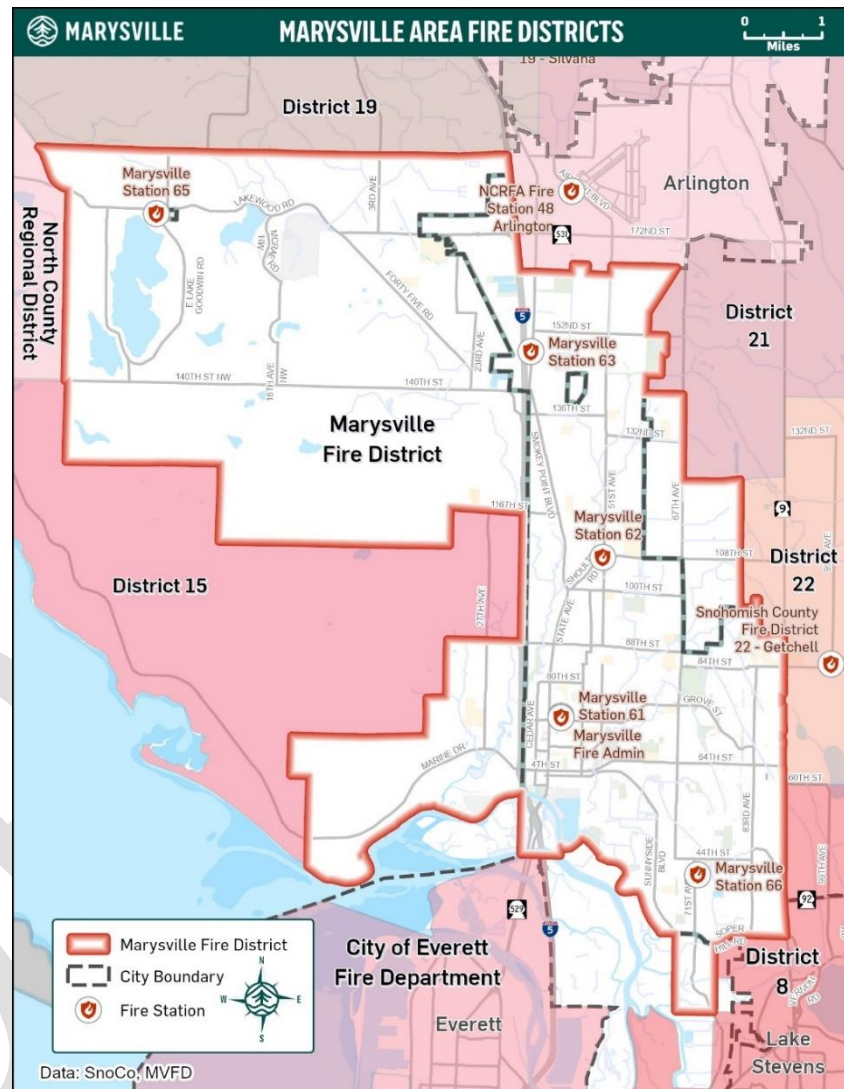
5.3 FIRE

Figure 5.3

The Marysville Fire District provides fire prevention and suppression services, emergency medical services, special operations, and other preparedness/emergency management services for an approximately 55 square mile area. The District encompasses the City's entire UGA and some adjacent areas to the east and south of the UGA that are located in unincorporated Snohomish County together with the Seven Lakes area, and a portion of the Tulalip Indian Reservation⁹.

In April 2019, the Marysville Fire District became a Regional Fire Authority (RFA) which is a special purpose district similar to a school district.¹⁰ Creation of the RFA resulted in the official merger of fire services in the City of Marysville and Snohomish County Fire District 12. The District is governed by a Board of Directors consisting of four members of the Marysville City Council and three Fire District 12 Commissioners (one voting, one non-voting, and one non-appointed).

Mission, Values, and Strategic Initiatives. The Marysville Fire District's Mission is to be "a team of passionately dedicated professionals striving for excellence in all aspects of public safety and community services." Compassion, integrity, diversity and teamwork are the values



⁹ In 2024, the Tulalip Tribes elected to not renew the contract for protection of Quil Ceda Village and instead signed a new contract with Snohomish County Fire District No. 15.

¹⁰ The Marysville Fire District was the result of a merger between the City of Marysville's Fire Department and Snohomish County Fire District No. 12 that became effective in 1992. In 1998, the Marysville Fire District expanded to include the consolidation of Snohomish County Fire District 20 into Fire District 12. In 2002, Snohomish County Fire District 20 formally merged into Fire District 12.

that guide the District. The District's three core strategic initiatives focus on district partnerships, community messaging, and foundational identity. Further discussion on the District's values and strategic initiatives are set forth in the District's 2020 – 2025 Strategic Plan.

Fire Prevention and Suppression. The Marysville Fire District provides a variety of fire prevention and fire suppression services. Fire prevention services include, but are not limited to, a variety of public outreach events, public safety education and communication including social media, fire safety inspections of businesses, limitations on outdoor burning and enforcing burn bans, and fire/smoke alarm inspections and installation.



The District's firefighters staff five strategically located fire stations 24 hours each day, 365 days per year to provide prompt emergency fire response. The District's 83 firefighters¹¹ are trained to respond to residential, commercial, brush, vehicle, hazardous material and all other types of fires.

The Marysville Fire District has a commitment to training and requires firefighters to complete at least 144 to 180 hours of training each year depending on rank. The District also participates in the Washington State Joint Apprenticeship Training (JATC) program, which is a three-year apprenticeship program which earns participants Journey Firefighter status in Washington State. The District also participates in block training with other first responders throughout Snohomish County which ensures that different organizations receive consistent training enabling better coordination during emergency incidents. This is particularly important as Fire Districts 8, 21, 22, and the City of Everett have signed an interlocal county-wide mutual aid agreement to provide a coordinated emergency response to the area.

The Marysville Fire District is among less than 10 percent of fire suppression agencies in Washington State with a Protection Class 3 rating or better, as determined by the Washington Surveying and Rating Bureau (WSRB). WSRB ratings range from Class 1 to 10, with 1 being the

¹¹ In 2024, the Marysville Fire District had 131 staff that consist of 8 administrative staff, 28 emergency medical services (EMS), five fire prevention, 83 firefighters (fire suppression), five special operations, and two staff that are currently in training.

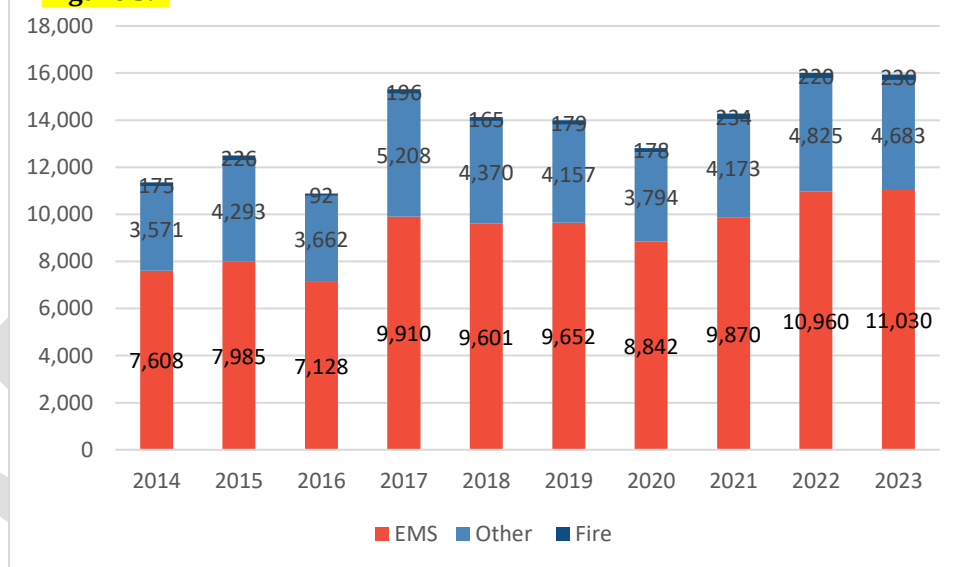
best rating. Protection Class Ratings are used by insurance companies to help determine fire insurance premiums for properties. A lower rating may allow insurance companies to offer lower rates based on the fire department's ability to extinguish fires more quickly and effectively.

Emergency Medical Services. Providing prompt, high quality Emergency Medical Services to our community is one of the District's highest priorities. All Marysville Fire District firefighters are certified as either Emergency Medical Technicians (EMT) to provide basic life support or Paramedics to provide advanced life support. In 2023, the Marysville Fire District responded to 15,953 calls for service. Most of these calls (69 percent or 11,030 calls) were for emergency medical incidents as shown in **Figure 5.4**. The District responded to 230 fire-related calls of which 60 were building fires. In 2023, the average response time for emergent priority calls was 6 minutes, 53 seconds.

Special Operations. The Marysville Fire District operates three special operations teams including Hazardous Materials, Technical Rescue, and Rescue Swimmer to ensure the ability to respond to all types of hazards and emergencies in our community.

- The Hazardous Materials Response Team is trained to deal with hazardous materials incidents that are beyond the capabilities of a normal response; the HazMat Unit is equipped with protective suits, a chemical ID kit, decontamination equipment, air monitoring supplies, radiological equipment and other tools used to address incidents involving hazardous vapors or liquids.
- The Technical Rescue Team is trained in rope, confined space, and trench rescues as well as urban search and rescue, and assists with emergency rescues throughout Snohomish County. Technical rescues are often complex, requiring specially trained technicians and equipment to respond to these low frequency, high risk incidents.
- The Rapid Entry Rescue Swimmer Team is trained and qualified to conduct surface and subsurface search and rescue in waters moving at 1 knot (1.15 mph) or less. This program is both mentally and physically challenging, with rescue swimmers training to perform free dives down to 40 feet.

Figure 5.4



Other Services. In addition to the services noted above, the Marysville Fire District reviews building and fire sprinkler permits, special event permits, and conducts fire safety inspections of local businesses prior to their opening and typically annually after opening.

Growth. Continued growth in the Marysville Fire District will place additional demand on the ability to provide an acceptable response time and adequate fire flow. It also imposes additional stress on first responders; the District's 2020 – 2025 Strategic Plan recognizes this and proposes different strategies to foster the well-being of staff. In time, growth will also require the addition of personnel; upgrading of existing fire stations and/or the replacement of stations; continued



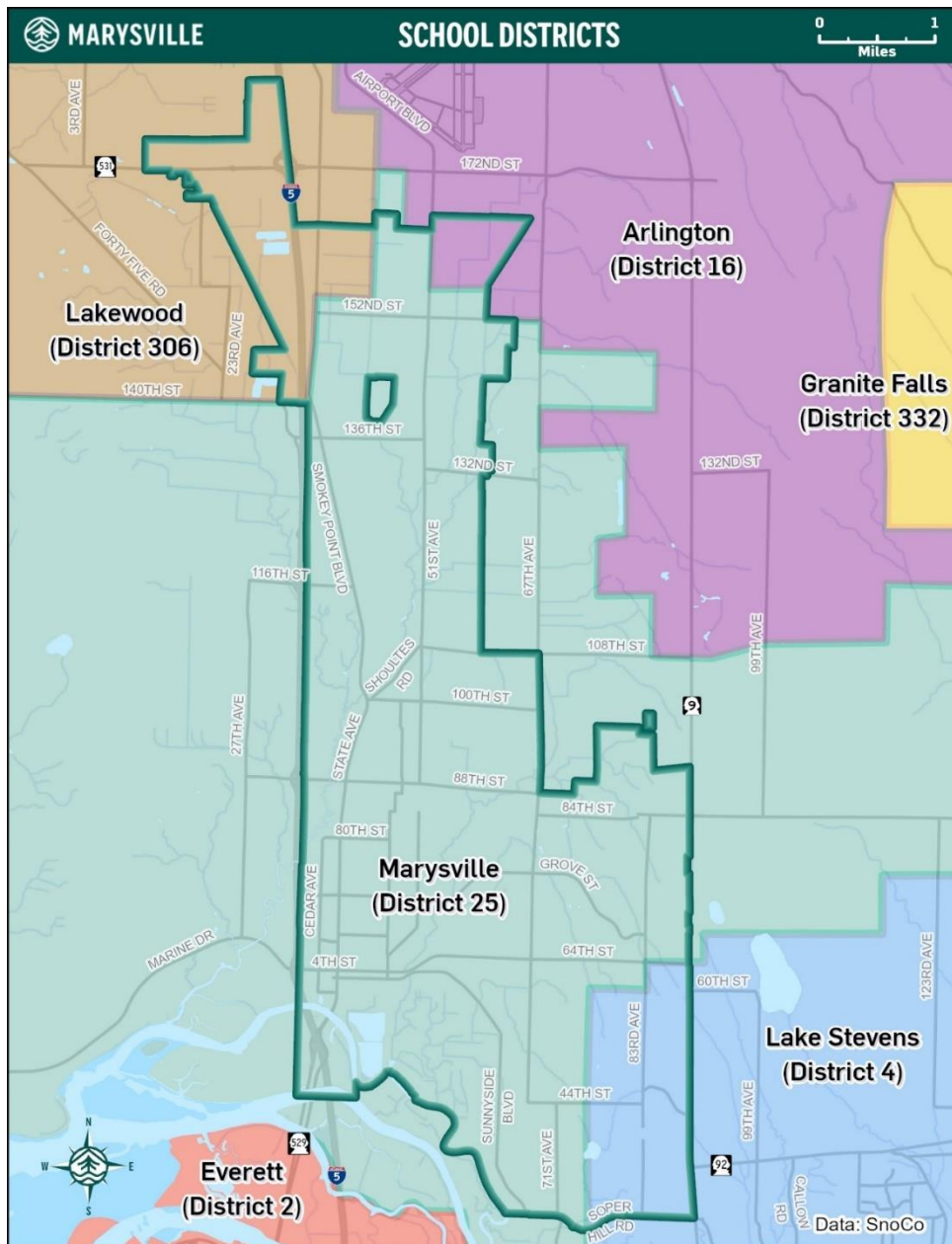
improvements to the water system as defined in the City's Water Comprehensive Plan; and ongoing fire prevention programs to prevent fires and fire loss. As call volumes increase, it is imperative that the Marysville Fire District's Strategic Plan continue to look at the growth and needs of the City. When the Strategic Plan is updated in 2026, it is recommended that consideration be given to these areas.

It is important to highlight that low- and high-density developments demand different capabilities from the Fire District. Low density development increases average response times to a fire due to greater travel distances and the possibility of increased traffic congestion. High density development increases the fire flow requirements and firefighters needed to extinguish a fire. For example, although a fire in a Downtown multi-story building has a quick response time, more firefighters are needed to extinguish the fire due to the multiple stories and surrounding high density development. Multi-family housing and businesses also generate a greater number of false alarms than single family housing.

5.4 SCHOOLS

The City of Marysville is served by four school districts: Marysville, Arlington, Lake Stevens, and Lakewood; however, the portion of the Arlington School District within the City is very limited and coincides with industrial-zoned lands within the City. Coordination with the Marysville, Lake Stevens, and Lakewood School Districts is vital as large student populations in Marysville are served by each District. As shown in **Figure 5.5** below, Marysville School District No. 25 serves the majority of the City while Lake Stevens School District No. 4 and Lakewood School District No. 306 serve the southeast and northwest corners of the City respectively.

Figure 5.5



MARYSVILLE SCHOOL DISTRICT

The Marysville School District currently serves approximately --- students with 10 elementary schools, four middle schools, and four high schools with two being comprehensive high schools. Elementary schools serve students in kindergarten through fifth grade, middle schools serve sixth through eighth grade, and high schools serve ninth through twelfth grade. The current total capacity of the elementary

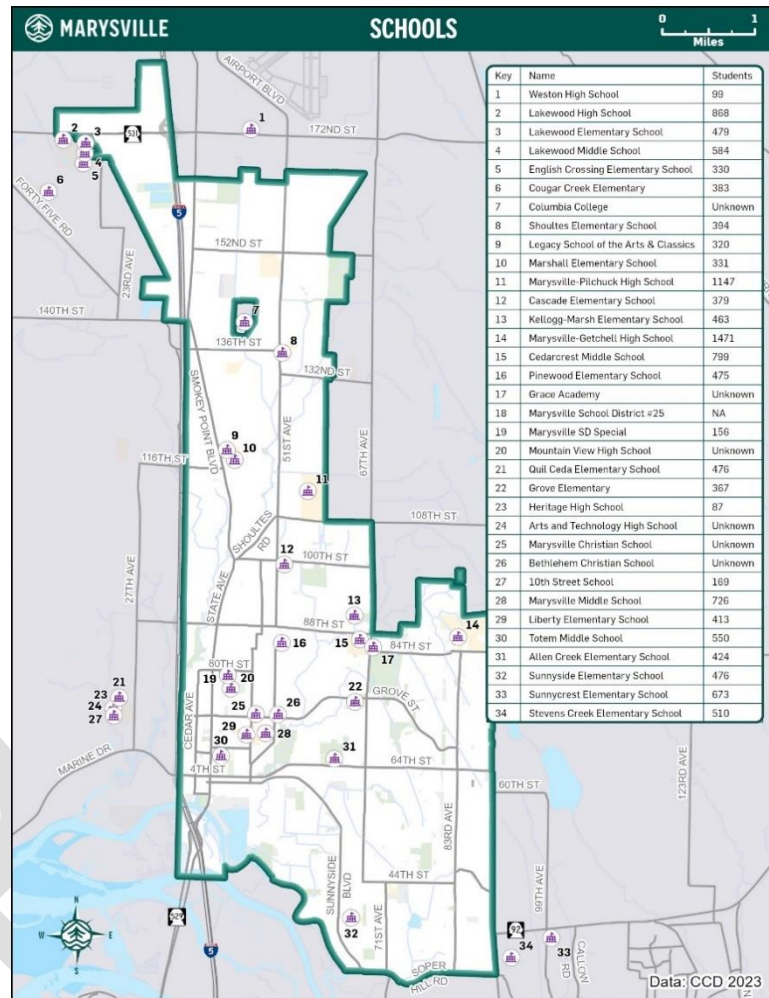
schools, middle schools, and high schools is shown in **Figure 5.6**.

[FIGURE TO BE PROVIDED UPON RECEIPT OF CFP]

Figure 5.7

By 2029, the Marysville School District projects student enrollment to **in/decrease or remain stable** from **x** students in 2023 to **x** in 2029, a **x** percent **in/decrease** as shown in **Figure -**. By 2044, the District anticipates serving **x** students consisting of **x** elementary school, **x** middle school, and **x** high school students.

Based on the projected growth/decrease in the student population, facility capacity shortfalls are expected to be greatest at the elementary school level as shown in **Figure ---**. Given current enrollment projections, the following facilities will be needed by 2029:

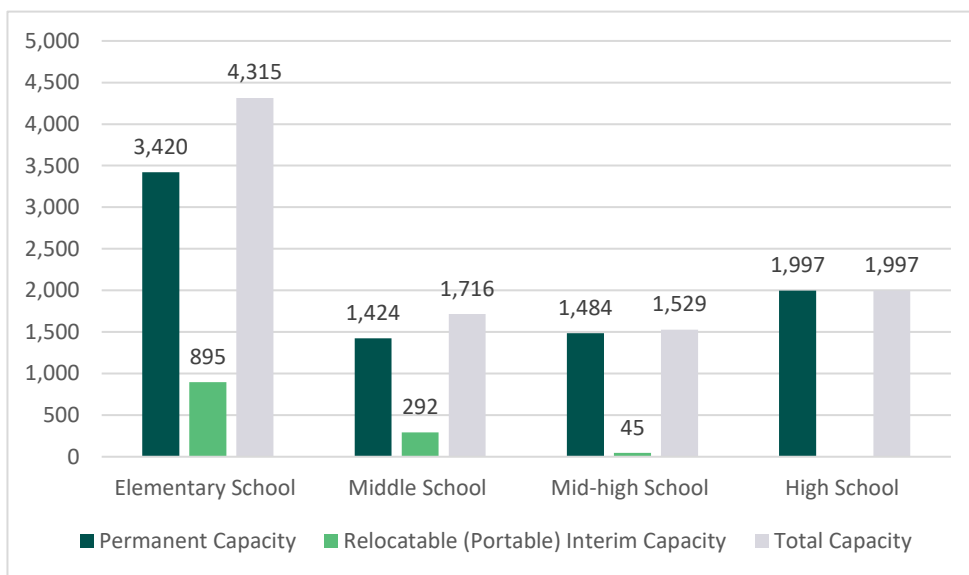


[FIGURE TO BE PROVIDED UPON RECEIPT OF CFP]

LAKE STEVENS SCHOOL DISTRICT.

Figure 5.8

The Lake Stevens School District currently serves approximately 9,423 students with seven elementary schools, two middle schools, one mid-high school, one high school, and one homeschool partnership program. Elementary schools serve students in kindergarten through fifth grade, middle schools serve sixth and seventh grade, mid-high serves eighth and ninth



grade, and the high school serves tenth through twelfth. HomeLink provides services to students from kindergarten through eighth grade. The current total capacity of the elementary schools, middle schools, mid-high school, and high school is shown in **Figure 5.8**.

By 2029, the Lake Stevens School District projects student enrollment to increase from 9,446 students in 2023 to 9,933 in 2029, a 5.2 percent increase as shown in **Figure 5.9**.¹² By 2044, the District anticipates serving 11,716 students consisting of 5,467 elementary school, 1,883 middle school, 1,878 mid-high school, and 2,488 high school students.

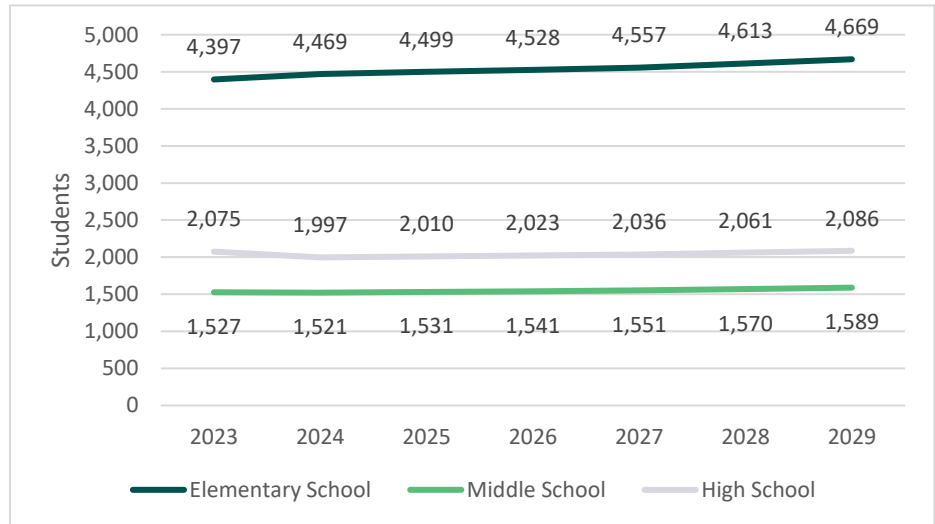
Based on the projected growth in the student population, facility capacity shortfalls are expected to be greatest at the elementary school level as shown in **Figure 5.10**.¹³ Given current enrollment projections, the following facilities will be needed by 2029:

¹² The projected enrollment at the middle school and mid-high school grade levels is identical from 2024 – 2029; therefore, only the middle school level is shown in Figure --- as the graphed line overlapped with exception of the year 2023 in which the October 2023 headcount for middle school was 1,527 while the head count for mid-high school was 1,447.

¹³ The projected additional capacity needs at the middle school and mid-high school levels are very comparable. When capacity for both grade levels is mapped, it is difficult to discern the differences; therefore, only the middle school level is depicted in this chart. Specific projected capacity needs for the mid-high school level can be found in Table 6-1 of the adopted 2024 – 2029 *Lake Stevens School District Capital Facilities Plan* (add link).

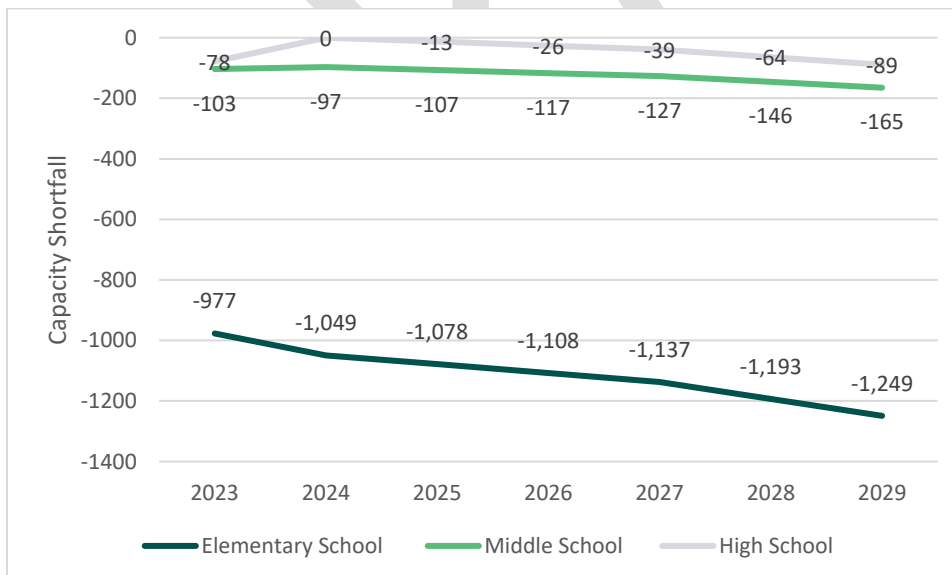
- Acquisition of land for two additional elementary school sites, construction of one new elementary school, and expansion of two existing elementary schools in 2026 – 2027; however, the exact timing is unknown at this time.

Figure 5.9



- An expansion of a middle school (planned for in 2027);
- Additional portables; and
- The District has added a satellite pupil transportation lot at Cavalero Mid-High to support the growth of the District; however, this is a temporary measure until a site can be acquired and a new, larger pupil transportation center can be built.

Figure 5.10



LAKEWOOD SCHOOL DISTRICT

The Lakewood School District currently serves a population of 2,614 headcount students with an enrollment of 2,534 students. The District has three elementary schools, one middle school, and one high school. Elementary schools serve students in kindergarten through fifth grade, middle schools serve

sixth and seventh grade, mid-high serves eighth and ninth grades, and the high school serves tenth through twelfth grade. The current total capacity of the elementary schools, middle school, and high school is shown in

Figure 5.11.

By 2029, the Lakewood School District projects student enrollment to increase from 2,534 students in 2023 to 2,743 in 2029, an 8.25 percent increase as shown in **Figure 5.12.**¹⁴ By 2044, the District anticipates serving 3,517 student consisting of 1,590 elementary school, 829 middle school, and 1,098 high school students.

Figure 5.11

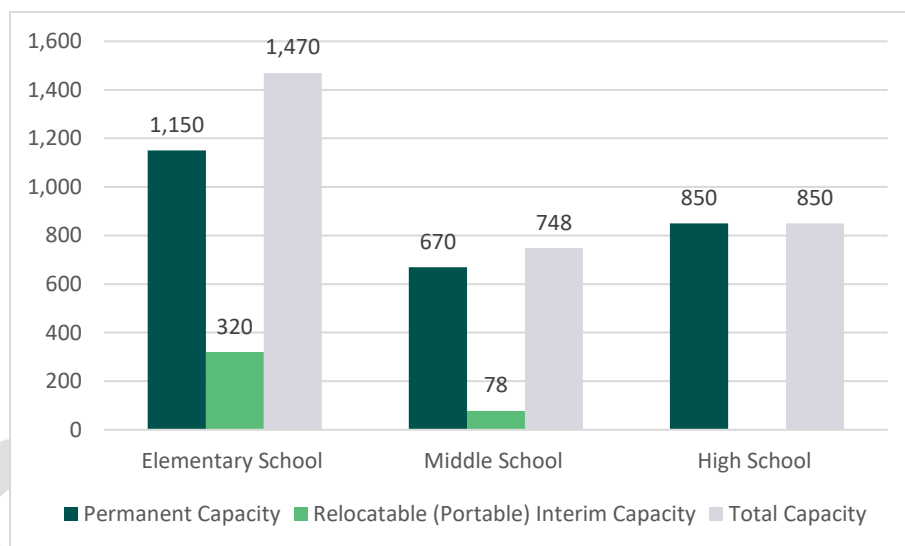
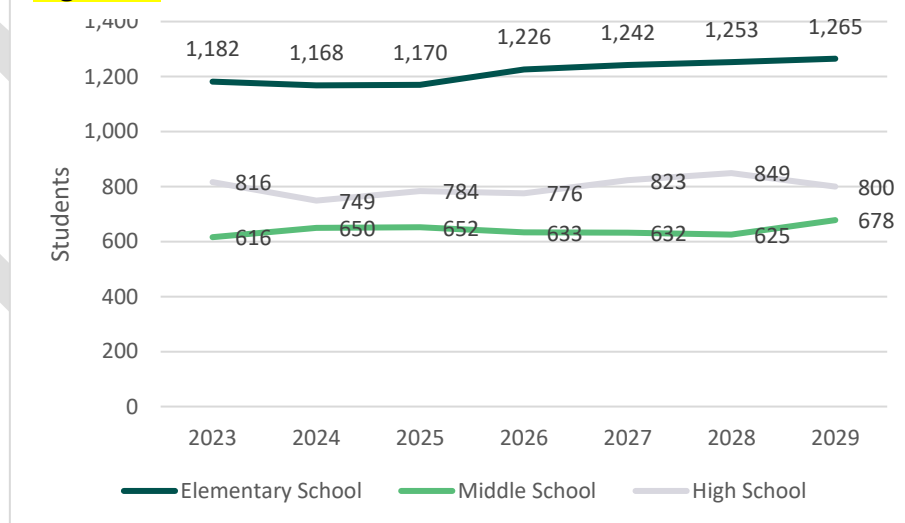


Figure 5.12

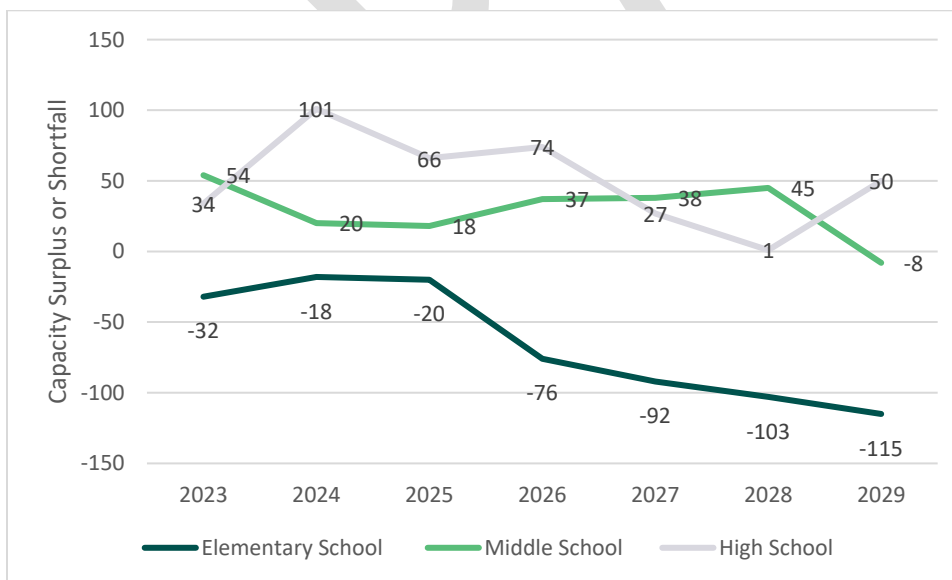


¹⁴ The 2024 – 2029 Lakewood School District Capital Facilities Plan (LSD CFP) includes projected student enrollment that aggregates the projections for elementary, middle and high school grade levels. Three different entities provided projected future student enrollment: the Office of Financial Management (OFM)/Snohomish County, the Office of the Superintendent of Public Instruction (OSPI), and the Lakewood School District (District). The District's projections were based on the work of professional demographer, FLO Analytics. The 2023 student enrollment of 2,534 students and the projected 2029 enrollment of 2,743 cited above are based on the District's/FLO Analytics' projections as shown in Table 4 of the 2024 – 2029 LSD CFP; however, growth projections by grade level shown in Figure 5.12 are derived from Table 7 of the LSD CFP. It is important to note that Table 7 of the LSD CFP appears to use the OFM/County and OSPI figures for 2023 only. In addition, there is a one student discrepancy in 2025 and 2026 between Tables 4 and 7.

The Lakewood School District has successfully passed bonds over the past twenty-four years that have enabled the District to construct schools and acquire land. These tax-payer investments have resulted in a new elementary school, a middle school addition, a major capacity addition at Lakewood High School in 2017, and the addition of a STEM lab and two classrooms at Lakewood Middle School in 2020.

Currently the District is assessing future capacity needs and, at the present time, anticipates adding interim (portable) capacity to address short-term capacity needs. Capacity surpluses and shortfalls are shown in **Figure 5.13** which illustrates the need for additional elementary school capacity.¹⁵ In the summer of 2024, portables will be added to the land between Lakewood Elementary School and Lakewood Middle School; this will provide additional interim capacity for Lakewood Elementary School. The District is not planning for permanent capacity improvements with the 2024 – 2029 LSD CFP update; however, the District is considering a new middle school in the future. When the future middle school is constructed, the existing Lakewood Middle School will be converted to Lakewood Elementary School, which will provide additional growth capacity for both schools. The District is in early planning for the middle school; future updates to the CFP, including a potential interim update, will provide further plans.

Figure 5.13



¹⁵ The additional elementary school capacity needs are shown as positive numbers in **Figure 5.13**. There is surplus capacity at the middle and high school levels indicates that there is a surplus of capacity. Expressed differently, there is a negative capacity need.

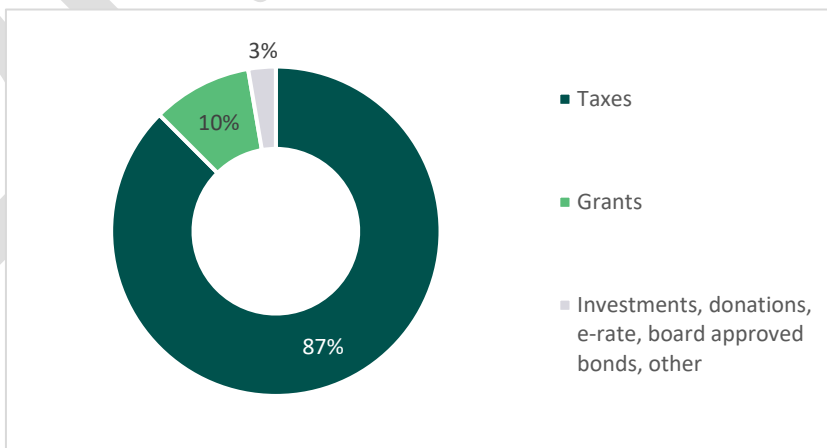
5.5 LIBRARY

The City of Marysville has provided library services to its citizens in several different buildings since 1907. From 1907 to 1925, the library consisted of a couple shelves in a drug store. A group of local, civic-minded women started a library committee in 1924 to found and support a more extensive local library. As a result of their efforts, the library relocated to larger quarters in the City's Old Fire Hall on Third Street on July 25, 1925. The library was relocated in 1949 to the "new and spacious" City Hall then at Fifth and Delta where it occupied a 1,000 square foot room.¹⁶ A growing collection and increased citizen use soon resulted in another relocation in April 1978 when a new 7,436 square foot building was completed at 4822 Grove Street.

In 1991, City residents voted to annex to the library district. The current 24,300 square foot building opened in 1995 at 6120 Grove Street. In 2015, ownership of the Marysville Library transferred to Sno-Isle Libraries which now owns and operates the library. The Sno-Isle Libraries is a suburban-rural public library system serving Snohomish and Island Counties.¹⁷

Sno-Isle's vision is that "everyone in our community is connected to their library" and mission is to "engage and inspire our communities through equitable access to knowledge and resources". Values that guide the library system are community, equity, inclusion, being welcoming, learning, and respect. Snohomish County invested \$1.5 million in Sno-Isle Libraries' digital equity initiative which helps further the library system's mission, vision and values. The digital equity initiative will add 750 loanable computers with hot spots and expand the library's Digital Navigator Program. Each of the Sno-Isle Libraries also provide free Wi-Fi access to enable the community to browse the internet.

Figure 5.14



In 2023, Sno-Isle Libraries had \$77 million in expenditures and \$75.4 million in revenue, with 87.5 percent of their funding from taxes and the balance provided from grants and other sources as shown in **Figure 5.14**.

The Marysville Library's employees manage the library's resources and offer a full range of library services. The library houses books along with Ebooks, CD audiobooks, digital audiobooks, DVDs, magazines,

¹⁶ Until when it was demolished, the former City Hall was repurposed as the Ken Baxter Community Center.

¹⁷ Sno-Isle's 23 branches and bookmobile services serve every incorporated city in the two counties with the exception of Everett, which has a municipal library, and Woodway.

physical and digital newspapers, and other materials representing x percent of the Sno-Isle Libraries total collection of x items. The library also offers public computers, print services, classes, a bookmobile, book delivery to childcare centers, and books in Spanish, Russian, Japanese and Korean. Many other lesser-known services are also offered including, but not limited to, online skill building courses, customized reading lists, online tutors, and Creativebug digital crafts. Circulation for 2023 included over ---- items with x patrons coming into the library at a rate of x patrons per hour. The Marysville Library is open 64 hours each week and is open each day of the week.

5.6 HUMAN SERVICES

The City of Marysville offers human services to Marysville residents through the Community Development Block Grant (CDBG) program, Micro Extended Shelter House (MESH) housing, and its new Human Services Grant.

Community Development Block Grant Program. In 2012, the City of Marysville became a new federal Community Development Block Grant (CDBG) Program entitlement city, with 2012 also being the City's first program year. The CDBG Program is one of the longest running U. S. Department of Housing and Urban Development (HUD) Programs.¹⁸ The CDBG Program provides annual grants on a formula basis to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

HUD determines the amount of each entitlement grant¹⁹ by a statutory dual formula which uses several objective measures of community needs, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas. The City of Marysville then accepts applications for the entitlement grant funds from eligible applicants and awards funds to activities which meet a national objective, meet a CDBG objective, is an eligible activity according to CDBG entitlement program guidelines, and is consistent with the priorities and objectives of the Consolidated Plan²⁰. Eligible applicants include: private non-profit organizations that have received 501(c)(3) federal tax-exempt status from the U.S. Internal Revenue Service (IRS) and are registered as non-profit corporations in the State of Washington; faith-based organizations pursuant to 24 CFR 570.200(j); public agencies and city departments; and for-profit entities authorized under 24 CFR 570.201(o).

Since 2012, over \$4.7 million has been allocated to the City's CDBG program, with an average of \$350,000 received annually.²¹ Seven different organizations have received CDBG funds from the City since the beginning of the program. Annually six to seven programs receive funding.

¹⁸ The CDBG Program is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended.

¹⁹ Received by participating jurisdictions.

²⁰ Applications must meet all four criteria.

²¹ Approximately 20 percent of the annual allocation is for program administration.

Funding is directed to both public services and capital projects. Public services include: Meals on Wheels, low-income supportive services, food bank programs, domestic violence services, and chore services for low-income residents. Capital projects have included: park improvements, minor home repair for low-income residents, installation of sidewalks and crosswalk improvements, and public facility improvements.

Micro Extended Shelter House. Since 2016, the City of Marysville has partnered with the Everett Gospel Mission and local churches to provide housing, known as Micro Extended Shelter House (MESH), for graduates of recovery programs. MESH housing provides supportive housing for clean and sober graduates of the Mission's recovery program. Residents of the MESH housing typically work or volunteer, pay a program fee, and participate in activities in the community and at their church. People transitioning out of homelessness are able to build relationships with friends and mentors in the community and at their local church. Isolation is often the greatest danger for people in recovery; MESH ensures that does not happen by providing strong relationships for residents as well as vocational and life-skills training.²²

Embedded Social Worker Program. In 2021, the City of Marysville established a Law Enforcement Embedded Social Worker Program. The program serves those in the homeless community who are battling addictions and mental health issues by providing assistance navigating the complex social service system and removing the barriers between addiction and homelessness, and sobriety and housing. The program provides resources and alternatives to clients' current situation with the goal of helping them enter, engage, and successfully complete the necessary steps to have a secure residence and return to being stable, productive, and healthy individuals. The program team makes contact with clients on the street via officer referrals, the Snohomish County and Marysville jails, and in camps. While no two encounters are the same, the Embedded Social Worker teams adhere to an established protocol when engaging with their clients.²³ Since the program began, the team has engaged with --- people in the community resulting in --- clients. Many clients now have jobs, housing, and renewed family relationships.

Humans Services Grant Program. In 2024, the City of Marysville established a Human Services Grant Program, which is a competitive grant with applications reviewed by a grant committee. The program offers grants to non-profit organizations who provide human services to residents of Marysville. The program seeks to partner with agencies who provide health and human services primarily for low- and moderate-income residents. Human services eligible for the grant are those that allow individuals and families to meet basic human needs for:

- Survival;

²² Source: [MESH: The right way to shelter more people! : Everett Gospel Mission \(egmission.org\)](https://egmission.org)

²³ The protocol consists of: multiple contacts with homeless individuals with addiction and/or mental health issues, building trust and developing a game plan for a pathway to sobriety, improved mental health and overall well-being, ensure essentials are in place (i.e. ID, EBT, insurance), complete a chemical dependency and mental health assessments if needed, complete detox if needed, complete inpatient treatment, and secure housing and outpatient treatment and ongoing support.

- Finding and retaining gainful employment;
- Support in times of personal or family crisis;
- Assistance in overcoming family or individual problems; and
- Help in gaining access to available, appropriate services.

5.7 GOALS & POLICIES

SC1 Provide equitable distribution and maximum utilization of school district resources in the delivery of educational services.

- SC1.1 Encourage the location of schools and their facilities within the UGA. Schools may locate anywhere within the City through the Conditional Use Permit process.
- SC1.2 Accommodate new development only when required school space is available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.
- SC1.3 Maintain open communication and cooperation between the City and school districts to ensure:
- Adequate facilities to handle growth;
 - Knowledge of each other's plans and recommendations regarding the future location of schools and school-related facilities, as well as closures, changes, and expansions of schools, streets, and other facilities; and
 - Opportunities for community utilization of school facilities.
- SC1.4 Promote schools as focal points for neighborhoods and encourage them to locate close to existing or proposed residential areas.
- SC1.5 The location, design, and construction of school facilities should be compatible with existing land use and should prioritize street and trail improvements to provide safe site access by pedestrians, bicyclists, vehicles, and transit users.

PS1 Provide equitable distribution and maximum utilization of public resources in the delivery of police, fire, library, and human services.

- PS2.1 Provide urban level services and associated facilities only in the UGA where services can be delivered more efficiently and cost-effectively. Facilities for public may locate in any part of the City through the Conditional Use Permit process.
- PS2.2 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.
- PS2.3 Encourage development in areas where services are already available before developing areas where new services would be required.
- PS2.4 Development, residents, businesses, and industries should contribute their fair share toward mitigating identified impacts on public facilities.

- PS2.5 Siting of public buildings and other facilities must conform with land use policies and regulations. Local government agencies are subject to their own requirements.
- PS2.6 Public facilities should be located as focal points within the City, and should be compatible with existing and proposed land uses and the environment. Community facilities and services, including civic place such as schools, fire stations, libraries, and other public places, should be located with consideration for climate change, economic, social and health impacts (addresses PSRC's MPP-PS-18, PS-20, PS-29, DP-11).
- PS2.7 Protect life, health, property, and the public welfare from the hazards of fire and crime by:
- Encouraging planning and coordination of emergency management and public safety programs;
 - the International Building Code (IBC), International Residential Code (IRC), National Fire Protection Association (NFPA) code, and related codes – particularly built-in fire protection for structures in order to reduce the fire protection burden on the City;²⁴
 - Proactively policing;
 - Governing the maintenance of buildings and premises;
 - Regulating the storage, use and handling of dangerous and hazardous materials, substances, and processes;
 - Maintaining adequate egress facilities; and
 - Investigating all life and fire losses.

²⁴ Implementation includes building that are older as well as expanded and remodeled buildings with updated fire protection systems, as applicable.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: September 10, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **NEW BUSINESS**

SUBJECT: Downtown Master Plan Flex zone permitted use and block frontage designation amendments

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

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

ATTACHMENTS:
[DMP Flex and block frontage amendments](#)

MEMORANDUM

DATE: September 10, 2024

TO: Planning Commission

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

SUBJECT: Downtown Master Plan Flex zone permitted use and block frontage designation amendments

ECC: Chris Holland, Planning Manager

EXHIBITS

- Exhibit 1 Proposed elevations for 220 Ash Avenue
- Exhibit 2 DRAFT DMP amendments for the Flex zone
- Exhibit 3 DRAFT MMC amendments for the Flex zone
- Exhibit 4 Current DMP block frontage designation map
- Exhibit 5 Proposed DMP block frontage designation map amendment

SUMMARY

In 2021, a major update of Marysville's [Downtown Master Plan \(DMP\)](#) was adopted. With the adoption of the updated DMP, new zones were established. One of the new zones, the Flex (F) zone, rezoned areas formerly designated either Downtown Commercial or General Commercial. The current intent of the Flex zone is "to encourage a mix of uses, including artisan, workshops, small light manufacturing, and commercial. New residential, schools, daycares, and other sensitive uses are not allowed due to air quality, noise, and odor impacts from I-5 and the BNSF railroad corridor".

Recently Community Development Department staff were approached with a development proposal for the former Village Restaurant site at 220 Ash Avenue, which has been vacant since the building was destroyed by fire in February 2017. The proposal is for a mixed-use building with ground floor commercial and parking (in-building), and residential above the ground floor uses (see **Exhibit 1**). Currently this use is not allowed as residential is prohibited in the Flex zone.

Researching the establishment of the Flex zone, the primary reason that residential was not allowed was due to air quality, noise, and odor impacts from I-5 and the BNSF railroad corridor. However, limiting residential in the Flex zone is undermined by the following:

- 1) There is a significant amount of existing residential zoning and residential uses (e.g. single family, apartments, etc.) located along either I-5, BNSF, or both transportation corridors; and
- 2) The Flex Residential (FR) zone, which allows for residential, is adjacent to the Flex zone in many instances; is also near I-5 in many places (some areas are within 500

feet of I-5); and is located along the BNSF corridor in places. The locational differences between the F and FR zones are not likely to result in significant enough differences in air quality, noise, and odor impacts to justify exclusion of residential in the F zone.

Allowing residential above a ground floor commercial use in the Flex zone would enable the proposed mixed-use project to proceed and would likely serve as a catalyst for other similar projects. It would further Downtown goals of providing mixed-use development, and a balance of day and nighttime activities, helping to make Downtown a more vibrant place. Residential was previously allowed above ground floor commercial uses in the areas currently designated as Flex when the properties were previously designated Downtown Commercial and General Commercial. Since the Flex zone coincides with key commercial areas, or areas that have a significant amount of existing commercial, preserving ground floor commercial use is recommended.

If the Flex zone is amended to allow residential above a ground floor commercial use, the proposed density would be the same as the Flex Residential zone with a minimum of 20 dwelling units required per acre and no upper limit on density (i.e. other standards and dimensional requirements such as height and parking would determine the amount of density that is possible). The DMP and Marysville Municipal Code (MMC) would also be amended to allow for commercial daycares (i.e. daycares with 12 or children or adults requiring care within a 24-hour period) to be consistent with other commercial zones within the Downtown and the decision to allow residential in the Flex zone (see **Exhibits 2 and 3**).

Concurrent with the proposed DMP and MMC amendments to allow residential above a ground floor commercial use in the Flex zone, staff proposes applying a 'pedestrian-friendly' block frontage standard to the portion of Beach Avenue that is located south of Fourth Street. A pedestrian-friendly block frontage designation is proposed for this portion of Beach Avenue due to its key location Downtown, the redevelopment potential along this street, and its proximity to destinations such as the Opera House and Waterfront¹ (see **Exhibit 4** for existing block frontage designations and **Exhibit 5** for the application of a pedestrian-friendly block designation on Beach Avenue south of Fourth Street).

Block frontage designations apply to many Downtown streets and provide supplemental standards that guide sidewalk width; building and parking location; and requirements for windows (i.e. transparency), weather protection, and landscaping. The proposed code amendment would also allow the Community Development Director the flexibility to potentially reduce the ground floor commercial requirement (for residential uses above a ground floor commercial use) to 20 percent of the ground floor square footage to enable first floor parking structures; however, would require that commercial uses be along the designated block frontage(s), or the highest priority roadway, as determined by the Community Development Director based on existing and proposed land uses and structure orientations.

Community Development staff respectfully requests that Planning Commission review the proposed amendment to allow residential above a ground floor commercial use in the Flex zone, and to apply a pedestrian-friendly block frontage for the portion of Beach Avenue located south of Fourth Street. Staff welcomes questions and direction at the September 10th Planning Commission meeting.

¹ The 'pedestrian-friendly' block frontage standards allow the flexibility to integrate either a storefront or a landscaped block frontage in a pedestrian-friendly configuration. Applicable standards are set forth in MMC [**22C.080.340 Pedestrian-friendly block frontage standards.**](#)

Flex

This zone encourages a mix of uses, including artisan, workshops, small light manufacturing, ~~and commercial, and residential above a ground floor commercial use. New residential, schools, daycares, and other sensitive uses are not allowed due to air quality, noise, and odor impacts from I-5 and the BNSF railroad corridor.~~

~~Current-Prior~~ zoning: General Commercial, Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
Workshops	Maximum height 45 feet	Standard parking code
Single-story flexible buildings	Minimum residential density:	
Small footprint retail/services	20 dwelling units/acre except as allowed with director waiver	
	No maximum density	

Land Use

Allowed Uses	Prohibited Uses
Light industrial/manufacturing (indoors)	Residential with limited exceptions
Retail	Outdoor storage and sales
Office	Industrial
Commercial	Drive-throughs
Artisan manufacturing/small work shops	
Residential above a ground floor commercial use	

Development Examples



L-R: flexible building in Bozeman, MT; small retail/office building in Seattle, WA; retail shop in converted industrial building in Bozeman, MT

22C.080.105 Marysville downtown subarea zoning classifications.

The downtown Marysville subarea regulations in this chapter comprise zoning classifications and regulations which are unique to the subarea, except where other regulations in this title are adopted by reference.

Name of Downtown Marysville Zoning Districts	Symbol
Downtown Core	DC
Main Street	MS
Flex	F
Flex Residential	FR
Midrise Multifamily	MMF
Middle Housing 1	MH1
Middle Housing 2	MH2

(1) Downtown Core (DC). The downtown core zone encourages high density residential mixed use and office mixed use. Other commercial uses and multifamily residential are allowed. No active ground floor required except on designated streets.

(2) Main Street (MS). The Main Street zone protects and enhances the character of Marysville's historic retail core. This zone encourages high-activity uses 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.

(3) Flex (F). This zone encourages a mix of uses, including artisan, workshops, small light industrial/manufacturing (indoors), ~~and commercial, and residential above a ground floor commercial use. New residential, schools, daycares, and other sensitive uses are not allowed due to air quality, noise, and odor impacts from I-5 and the BNSF railroad corridor.~~

(4) Flex Residential (FR). This zone encourages a mix of uses including artisan, workshops, small light industrial/manufacturing (indoors), commercial, and allows "missing middle" housing and low-rise apartments.

(5) Midrise Multifamily (MMF). This zone encourages dense multifamily housing. Small commercial uses are allowed for properties abutting Third and Fourth Streets, but are limited to a ground floor element of a mixed use building for other properties within this zone.

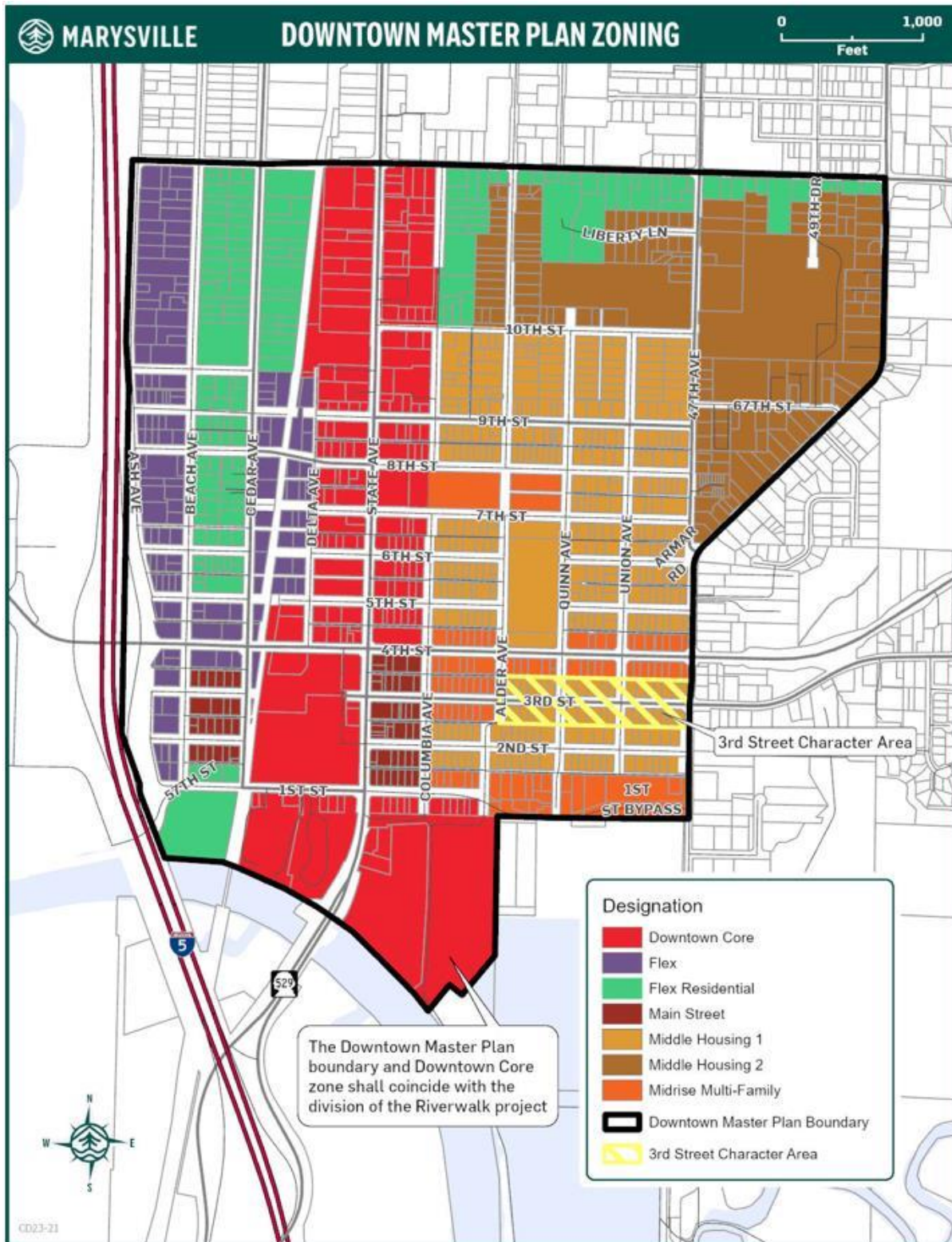
(6) Middle Housing 1 (MH1). This zone encourages small infill housing, especially “missing middle” housing. The zone protects the fine-grained, residential character of historic neighborhoods.

(7) Middle Housing 2 (MH2). This 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 along an arterial street, and is limited to uses that serve the immediate needs of the neighborhood.

22C.080.110 Districts map.

Figure 22C.080.110 illustrates the location and boundaries of downtown’s zones for reference.

Figure 22C.080.110



22C.080.120 Uses permitted in downtown Marysville zones.

(1) Interpretation of Permitted Use Table. The permitted use table in this section determines whether a use is allowed in a zone. The name of the zone is located on the vertical column and the use is located on the horizontal row of these tables.

(a) Permitted Use (P). If the letter “P” appears in the box at the intersection of the column and the row, the use is permitted in the zone. These uses are allowed if they comply with the development standards and other standards of this chapter.

(b) Conditional Use (C). If the letter “C” appears in the box at the intersection of the column and the row, the use is allowed subject to the conditional use review process and approval criteria as stated in Chapter [22G.010](#) MMC, conditional use approval criteria for that use, the development standards and other standards of this chapter.

(c) Use Not Permitted (). Where no symbol appears in the box at the intersection of the column and the row, the use is not permitted in that zone, except for certain temporary uses.

(d) For uses containing a superscript letter (X), refer to the applicable condition in the “Additional Provisions” column to the right.

(e) Additional Provisions. The references, notes, and/or standards in the “Additional Provisions” column apply to all such permitted uses, except for those that apply to particular zones as noted in subsection (1)(d) of this section.

(f) For uses containing a superscript letter (Y) or (Z), refer to the “Notes” that are at the top of the “Nonresidential Uses” section.

(g) Unclassified Uses. See MMC [22A.010.070](#).

(2) Permitted Use Table. Table 22C.080.120 provides the list of permitted uses in downtown Marysville zones.

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
Residential Uses								

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
Dwelling Units, Types								
<i>Note: Residential uses are not allowed on the ground floor facing a designated active ground floor block frontage (see MMC 22C.080.320). Lobbies for multifamily uses and live-work dwelling units are an exception, provided the units meet the standards in MMC 22C.080.320.</i>								
Single detached								Single detached dwellings are limited to those established on or prior to September 27, 2021, and are subject to the provisions of Chapter 22C.100 MMC, Nonconforming Situations.
Duplex				P	P	P	P	
Townhouse	P	P		P	P	P	P	
Multifamily	P	P ^x	P ^x	P	P		P	^x Multifamily must be above a ground floor commercial use in the MS <u>and F zones</u> . <u>In the F zone, the director may reduce the ground floor commercial requirement to 20 percent of the ground floor square footage to enable first floor parking structures; provided that, commercial uses shall be along the designated block frontage or frontages, or on the highest priority roadway, as determined by the director based on a review of existing and proposed land uses and structure orientations.</u>
Senior citizen assisted	P			C	P	C	C	
Group Residences								
Adult family home	P	P	P	P	P	P	P	Permitted within a single detached dwelling in existence as of September 27, 2021 Use is subject to obtaining a state license in accordance with Chapter 70.128 RCW
Home, rest, convalescent, or for the aged	P				P			
Residential care facilities	P	P	P	P	P	P	P	

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
Enhanced services facilities	P		P	P				Enhanced services facilities are limited to the areas depicted in MMC 22C.280.050 , Figure 1 In the DC zone, enhanced services facilities shall be located above a permitted ground floor commercial use See Chapter 22C.280 MMC for enhanced services facility regulations
Transitional housing facilities	P	P	P	P	P	P	P	Provide an operations plan as outlined in MMC 22C.010.070 (53) and 22C.020.070 (79)
Permanent supportive housing	P	P	P	P	P	P	P	Provide an operations plan as outlined in MMC 22C.010.070 (53) and 22C.020.070 (79)
Emergency housing	P, C	P, C	P, C	P, C				All facilities are subject to the regulations set forth in Chapter 22C.290 MMC, Emergency Housing and Shelters. Facilities with 30 or more residents require a conditional use permit
Emergency shelters – indoor	P, C	P, C	P, C	P, C				All facilities are subject to the regulations set forth in Chapter 22C.290 MMC, Emergency Housing and Shelters. Facilities with 30 or more residents require a conditional use permit
Residential Accessory Uses								
Dwelling units, accessory						P	P	MMC 22C.180.030
Home occupations	P	P	P	P	P	P	P	Chapter 22C.190 MMC No signage is permitted in townhouse or multifamily buildings
Other residential accessory uses	P	P	P	P	P	P	P	Uses accessory to permitted principal uses may be pursued as authorized by the director
Nonresidential Uses								
Notes: ^y In the midrise multifamily (MMF) zone, 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.								

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
^z In the middle housing 2 (MH2) zone, commercial is not allowed except as a ground floor element of a mixed use building located along an arterial street, and is limited to uses that serve the immediate needs of the neighborhood.								
Amusement and entertainment	P	P ^x	P	P				Operations shall be conducted entirely indoors ^x Excludes shooting ranges
Cultural, as listed below based on gross floor area (GFA):								
<10,000 sf GFA	P	P	P	P	C	C	C	
10,000 – 20,000 sf GFA	P	C	P	P	C		C	
>20,000 sf GFA	P		P	P	C			
Dancing, music and art center	P	C ^x	P	P				^x Use conditionally permitted with 10,000 – 20,000 sf GFA and prohibited over 20,000 sf GFA
Day care, as listed below:								Day cares are defined in MMC 22A.020.050 and are subject to all state licensing requirements.
Day care I	P ^x	P ^x	P ^x	P ^x	P ^x	P ^x	P ^x	^x Only as an accessory to residential use and subject to the criteria set forth in Chapter 22C.200 MMC
Day care II	P	P	P	C	C		C	
Drive-through, principal or accessory								Drive-through is defined in MMC 22A.020.050
Education services	P	P	P	P	C	C	C	
Electric vehicular charging station	P	P	P	P	P	P	P	
Electric vehicular battery exchange			P	P				
Essential public facilities	C	C	C	C	C	C	C	See Chapter 22G.070 MMC for the siting process for essential public facilities
General service uses, except those listed below:	P	P	P	P				Operations shall be conducted entirely indoors

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
Small boat sales, rental and repair, equipment rentals, vehicle repair, commercial vehicle repair, car wash, self-storage								
Government services, except as listed below:	P	P	P	P	P	P	P	
Public safety facilities, including police and fire	C	C	C	C	C	C	C	All buildings shall maintain a 20-foot setback from adjoining residential zones Any buildings from which firefighting equipment emerges onto a street shall maintain a distance of 35 feet from such street
Health services, except as listed below:	P	P	P	P	P			
Hospital	C		C	C				Pick-up and drop-off areas are permitted if determined by the director to be needed for safe and efficient hospital operations and may be subject to a screening plan.
Heavy service uses, except those listed below:			C					
Commercial vehicle storage, automotive rental and leasing								
Light industrial/manufacturing	P		P					Operations shall be conducted entirely indoors
Artisan manufacturing	P	P	P	P				Operations shall be conducted entirely indoors
Nursery	P ^x		P	P				^x Retail only
Park, community center	P	P	P	P	P	P	P	
Parking lot	P		P					Stand-alone parking lots are only allowed in the listed zones. Parking lots accessory to a

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
								residential or nonresidential use are permitted in all zones.
Personal services use	P	P	P	P				Operations shall be conducted entirely indoors
Professional office	P	P	P	P	P			
Marina, dock and boathouse – private and noncommercial, boat launch	P		P	P				
Retail uses, as listed below and based on gross floor area (GFA)/individual use:								Excludes retail uses with exterior sales and/or storage areas. Drive-throughs are prohibited
<2,500 sf GFA	P	P	P	P	P		C	
2,500 – 20,000 sf GFA	P	P	P	P				
20,001 – 50,000 sf GFA	P	C	P	P				
>50,000 sf GFA	P	C	P	P				
Special retail sales uses:								
Eating and drinking places	P	P	P	P	C			Drive-throughs are prohibited
Gas station	P		P	P				
Heavy retail, except as listed below			C					
Motor vehicle and boat dealer, and heavy equipment sales								
State-licensed marijuana facilities								
Temporary lodging	P	P	P	P				
Temporary uses	See Chapter 22C.110 MMC							
Regional Uses								

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: P = Permitted use C = Conditional use No letter = Use not permitted								
Use Categories	DC	MS	F	FR	MMF^y	MH1	MH2^z	Additional Provisions
Regional uses, except as listed below:								
College	P		P	P	C		C	
Transit park and pool lot	P		P	P	P		P	
Opiate substitution treatment program facilities	P		P	P				MMC 22C.080.150
Jail	C		C	C				
Regional storm water facility	C		C	C	C	C	C	
Public agency training facility	C		C	C				Except weapons armories and outdoor shooting ranges
Nonhydroelectric generation facility	C		C	C	C	C	C	
Wireless communication facility	P, C	P, C	P, C	P, C	P, C	P, C	P, C	Subject to Chapter 22C.250 MMC and the small cell wireless design district provisions in MMC 22C.250.120 .
Nonresidential Accessory Uses								
Nonresidential accessory uses	P	P	P	P	P	P	P	Uses accessory to permitted principal uses may be pursued as authorized by the director.

22C.080.130 Opiate substitution treatment program facilities.

(1) Opiate substitution treatment program facilities permitted within commercial zones are subject to Chapter [22G.070](#) MMC, Siting Process for Essential Public Facilities.

(2) Opiate substitution treatment program facilities, as defined in MMC [22A.020.160](#), are subject to the standards set forth below:

(a) Shall not be established within 300 feet of an existing school, public playground, public park, residential housing area, child care facility, or actual place of regular worship established prior to the proposed treatment facility.

(b) Hours of operation shall be restricted to no earlier than 6:00 a.m. and no later than 7:00 p.m. daily.

(c) The owners and operators of the facility shall be required to take positive ongoing measures to preclude loitering in the vicinity of the facility.

22C.080.140 Dimensional regulations for downtown Marysville zones.

(1) Purpose. To promote forms of development that reinforce and/or enhance the desired character of the downtown Marysville zones.

(2) Dimensional Regulations Table. The table below addresses the form and intensity of development specific to individual downtown Marysville zones. The zone is located on the vertical columns and the form/intensity measure being addressed is located on the horizontal rows.

Table 22C.080.140

Dimensional Regulations for Downtown Marysville Zones								
Measure	DC	MS	F	FR	MMF	MH1	MH2	Additional Provisions
DEVELOPMENT INTENSITY AND HEIGHT								
Base height (feet)	85 ^x	45 ^x	45 ^{x,y}	45 ^{x,y}	65	35	45	^x Height may be increased by 1' for each 1' of street and interior setback beyond minimum requirement ^y Max height is 75' for the SW waterfront parcel, as depicted in Map 3 of the Downtown Master Plan
Minimum density (du/acre)	20		20	20	20	10	10	The director may waive the minimum density requirement for: (a) mixed use projects that provide a wide variety of desirable nonresidential uses; or (b) for sites with unique size,

Table 22C.080.140

Dimensional Regulations for Downtown Marysville Zones

Measure	DC	MS	F	FR	MMF	MH1	MH2	Additional Provisions
								shape, topography, location, critical areas encumbrance, or other feature that precludes the minimum density being achieved. A written justification must be provided by the applicant and is subject to director approval.
Maximum density (du/acre)	None	None	None	None	None	None	None	
Minimum lot area (square feet)	There is no minimum lot area regulation; however, lot dimensions will be influenced by permitted uses, market conditions, and other development regulations herein.							
Maximum impervious surface (%)	There is no maximum percentage standard for impervious surfaces; however, the impervious surfaces will be limited by setbacks, required landscaping and open space, compliance with stormwater management provisions (see City of Marysville Storm Water Design Manual), critical areas provisions (see Chapter 22E.010 MMC), and market conditions, and compliance with other zoning and site design regulations in this chapter.							
SETBACKS (minimum)								
Street setback (feet)	0 – 10 ^x	0 – 10 ^x	0 – 10 ^x	0 – 10 ^x	20 ^y	20 ^y	20 ^y	^x See Article IV of this chapter for applicable block frontage standards ^y The minimum street setback shall be 20' or the average street setback for adjacent lots (when less than 20') which shall apply to the primary block frontage. For corner lots, the secondary street setback may be reduced to 10' along nonarterials and to 15' along arterials.
Side yard setback (feet)	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x	5 – 15 ^x	5 – 15 ^x	^x See MMC 22C.080.150 for applicable side and rear yard setbacks

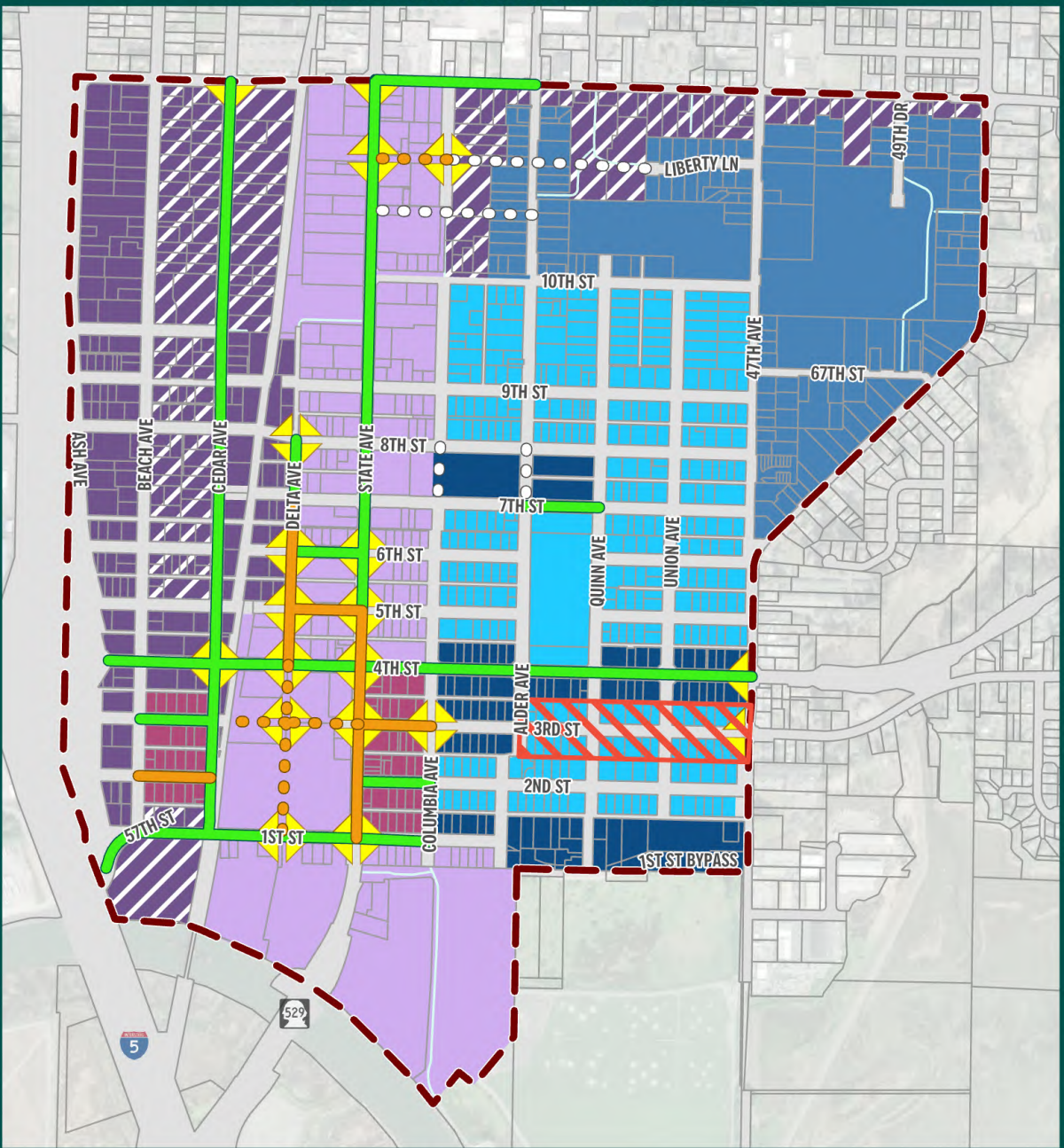
Table 22C.080.140

Dimensional Regulations for Downtown Marysville Zones

Measure	DC	MS	F	FR	MMF	MH1	MH2	Additional Provisions
Rear yard setback (feet)	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x	0 – 15 ^x ^y	0 – 15 ^x ^y	^x See MMC 22C.080.150 for applicable side and rear yard setbacks ^y Where no alley is present, the minimum rear yard setback is 5'



DOWNTOWN MASTER PLAN ZONES AND BLOCK FRONTAGE DESIGNATIONS



Downtown Master Plan Boundary

Zones and Character Designation



- Downtown Core
- Flex
- Flex Residential
- Main Street
- Midrise Multi-Family
- Middle Housing 1
- Middle Housing 2
- 3rd Street Character Area

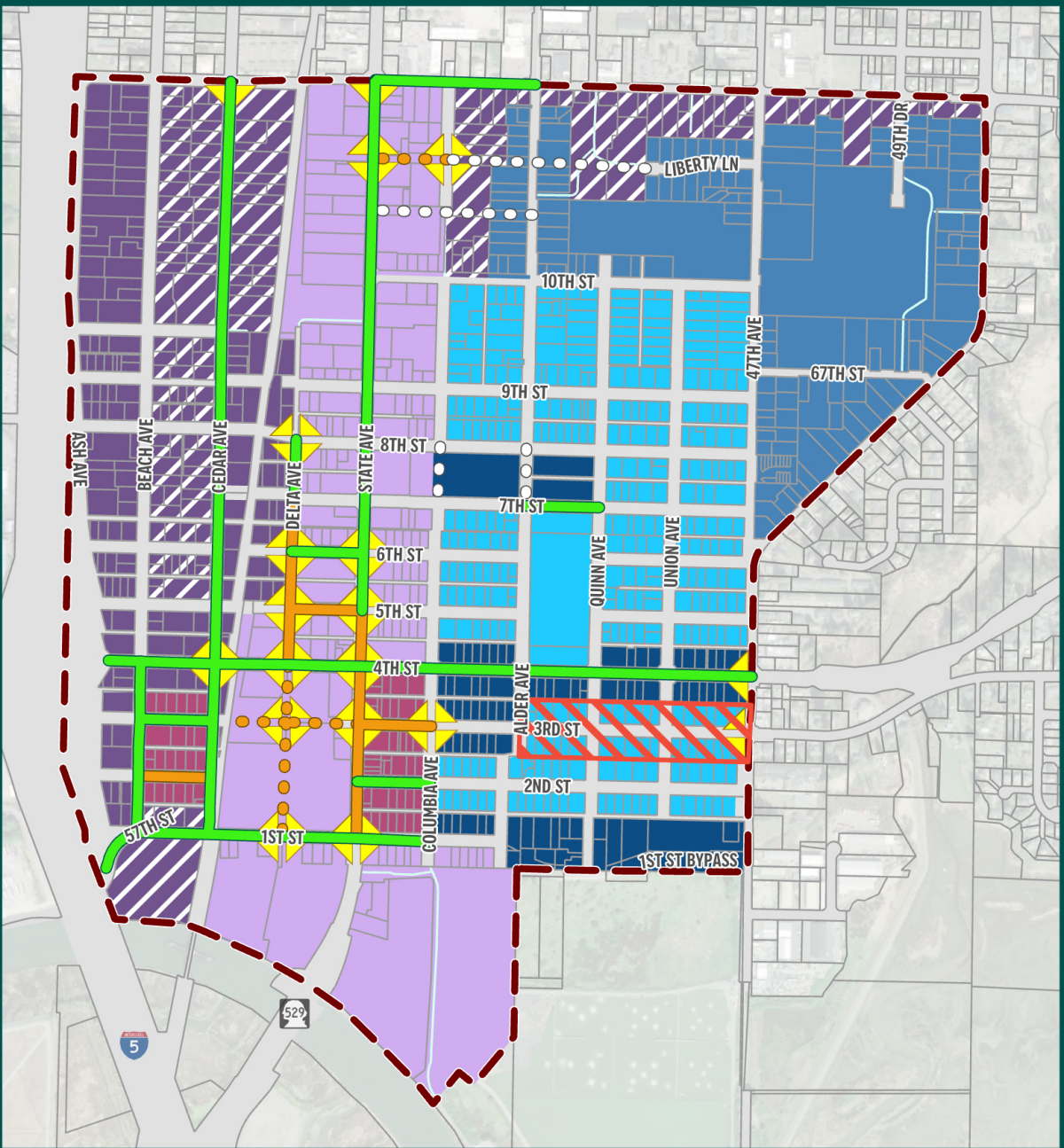
Block Frontage

- Pedestrian friendly
- Active ground floor
- High Visibility Street Corner
- Through-block connection (with redevelopment)
- Through-block connection with active ground floor

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DOWNTOWN MASTER PLAN ZONES AND BLOCK FRONTAGE DESIGNATIONS



Downtown Master Plan Boundary

Zones and Character Designation



- Downtown Core
- Flex
- Flex Residential
- Main Street

- Midrise Multi-Family
- Middle Housing 1
- Middle Housing 2
- 3rd Street Character Area

Block Frontage

- Pedestrian friendly
- Active ground floor
- High Visibility Street Corner
- Through-block connection (with redevelopment)
- Through-block with active ground floor

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