



**PLANNING COMMISSION MEETING
TUESDAY, NOVEMBER 12, 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

2.1 October 22, 2024 Planning Commission meeting minutes

Suggested motion: I move to approve the October 22, 2024 Planning Commission meeting minutes.

[October 22, 2024 draft minutes.pdf](#)

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

4. PUBLIC HEARING

4.1 2024 Comprehensive Plan Update and Associated Code Amendments

Suggested motion: I move to recommend approval of the 2024 Comprehensive Plan Update and associated code amendments to City Council for adoption by Ordinance.

[2024 Comprehensive Plan update - memo, Plan, and associated exhibits](#)

[Appendix 1 Reasonable Measures - FINAL](#)

[Appendix 1 Reasonable Measures - REDLINES](#)

[Appendix 2 - Land and Housing Capacity Analysis](#)

[Appendix 3 -Locational criteria](#)

- 4.2 SB 5290 Project Review Timeframes Code Amendment
Suggested motion: I move to recommend approval of the SB 5290 Project Review Timeframes Code Amendments to City Council for adoption by Ordinance.
[E007 - Planning Commission Memo - CA24-003.pdf](#)
- 4.3 RCW 58.17.280 Subdivision Addressing Code Amendment
Suggested motion: I move to recommend approval of the RCW 58.17.280 Subdivision Addressing Code Amendments to City Council for adoption by Ordinance.
[Summary Memo with Proposed Amendments](#)

5. NEW BUSINESS

- 5.1 Development Project Update
Discussion item only.
- 5.2 Hearing Examiner Updates
Suggested motion: I move to set a public hearing for consideration of the Hearing Examiner code amendments at the December 10, 2024 Planning Commission meeting.

[1 Ordinance - Hearing Examiner 11-1-24.pdf](#)
[2 Ordinance - Board of Appeals - HEX 10-26-24.pdf](#)

6. DIRECTOR'S COMMENTS

7. ADJOURNMENT

8. NEXT MEETING - NOVEMBER 12, 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: November 12, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Minutes

AGENDA SECTION: **APPROVAL OF MINUTES**

SUBJECT: October 22, 2024 Planning Commission meeting minutes

SUGGESTED ACTION: Suggested motion: I move to approve the October 22, 2024 Planning Commission meeting minutes.

SUMMARY: See attached meeting minutes for review and approval.

ATTACHMENTS:
[October 22, 2024 draft minutes.pdf](#)

Community
Development



501 Delta Ave
Marysville, WA 98270

**Planning Commission
October 22, 2024**

CALL TO ORDER

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

1) ROLL CALL

Present:

Commission: Chair Stephen Leifer, Commissioner Gary Kemp, Commissioner Jerry Andes, Commissioner Shanon Jordan, Commissioner Zebo Zhu (online), Vice Chair Brandon Whitaker, Commissioner Raymond Miller

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

Absent: None

2) APPROVAL OF MINUTES

2.1 October 8, 2024 Planning Commission meeting minutes

October 8, 2024 PC meeting minutes

Motion to approve the October 8, 2024 Planning Commission meeting minutes moved by Commissioner Raymond Miller seconded by Commissioner Jerry Andes.

AYES: ALL

3) AUDIENCE PARTICIPATION

None

4) OLD BUSINESS

4.1 2024 - 2029 School District Capital Facilities Plans for Lake Stevens and Lakewood School Districts

Memo and 2024 School District CFPs

Principal Planner summarized the school districts' Capital Facilities Plans (CFPs) noting that the Lake Stevens and Lakewood School Districts have submitted CFPs; however, only Lake Stevens is requesting school impact fees for 2025 – 2026. Due to declining enrollment, the Marysville School District has not submitted a CFP and will also not be requesting impact fees; however, the district furnished an Enrollment Forecast Memo. The plans for Lake Stevens and Lakewood have been reviewed for consistency with the Growth Management Act and impact fee calculations. They have also been reviewed by each of the respective district's board of directors. She reviewed proposed impact fees for the Lake Stevens School District. Alex VanDuine from the Lakewood School District was present to answer any questions. There were none. Commissioners stated their questions had been answered satisfactorily at the previous meeting.

Public Hearing:

The public hearing was opened and comments were solicited. Seeing none, the hearing was closed.

Motion to recommend approval of the 2024 - 2029 School District Capital Facilities Plans for the Lake Stevens and Lakewood School Districts to City Council for adoption by Ordinance moved by Commissioner Gary Kemp seconded by Commissioner Raymond Miller.

AYES: ALL

5) NEW BUSINESS

5.1 SB 5290 Project Review Timeframes Code Amendment

Summary Memo

Proposed Amendments

SB 5290

Master Builders Assoc. Letter

Senior Planner Emily Morgan introduced SB 5290 regarding project review timeframes and reviewed proposed changes to the timeframes. Clarification questions and answers followed.

Motion to set a public hearing date for November 12, 2024 to consider the SB 5290 Project Review Timeframes Code Amendments moved by Commissioner Zebo Zhu seconded by Commissioner Shanon Jordan.

AYES: ALL

5.2 RCW 58.17.280 Subdivision Addressing Code Amendment

Summary Memo

E002 - Code Revision - CA24-004.pdf

E003 - Correspondence - CA24-004.pdf

Senior Planner Emily Morgan reviewed this code amendment which would add the requirement that house addressing be included and clearly shown on the face of the final plat or short plat.

Motion to set a public hearing date for November 12, 2024 to consider the RCW 58.17.280 Subdivision Addressing Code Amendments moved by Vice Chair Brandon Whitaker seconded by Commissioner Raymond Miller.

AYES: ALL

5.3 Code Amendments to Promote Consistency with 2024 Comprehensive Plan Update

Principal Planner Gemmer presented code amendments to promote consistency with the 2024 Comprehensive Plan Update.

- Eliminate the Conditional Use Permit (CUP) requirement for duplexes in the R-4.5 zone
- Eliminate the requirement that new mobile/manufactured homes parks in the R-4.5, R-6.5, and R-8 zones be approved through the Planned Residential Development process to streamline regulations and bring parity to how single-family residences are treated as required by state law
- Light Industrial – General Commercial Overlay - several amendments to clarify how this zone should be administered with regard to dimensional standard and uses that are allowed.

Clarification questions followed.

Code amendments for the 2024 Comprehensive Plan Update

Motion to consider the proposed code amendments promoting consistency between the Unified Development Code and 2024 Comprehensive Plan Update at the Public Hearing on November 12, 2024 moved by Commissioner Raymond Miller seconded by Commissioner Jerry Andes.

AYES: ALL

6) DIRECTOR'S COMMENTS

Director Miller stated she would share a presentation on development updates with the Planning Commission if there is time at the next meeting.

7) ADJOURNMENT

Motion to adjourn the meeting at 7:06 p.m. moved by Commissioner Raymond Miller seconded by Commissioner Gary Kemp.

AYES: ALL

8) NEXT MEETING - November 12, 2024



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: November 12, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Public Hearing

AGENDA SECTION: PUBLIC HEARING

SUBJECT: 2024 Comprehensive Plan Update and Associated Code Amendments

SUGGESTED ACTION: Suggested motion: I move to recommend approval of the 2024 Comprehensive Plan Update and associated code amendments to City Council for adoption by Ordinance.

SUMMARY: See attached memo for a summary of the 2024 Comprehensive Plan Update and associated code amendments. **Please note that the image and map resolution in this updated draft of the Comprehensive Plan is poor due to image and map links breaking. Some links have also broken likely due to the same issue. We are working to resolve this issue to restore the quality and clarity of these images and maps. Please also note that some minor figure adjustments have been made to the population, housing and employment summaries, and new appendices have been added. Thank you again for your patience.**

ATTACHMENTS:

[2024 Comprehensive Plan update - memo, Plan, and associated exhibits](#)
[Appendix 1 Reasonable Measures - FINAL](#)
[Appendix 1 Reasonable Measures - REDLINES](#)
[Appendix 2 - Land and Housing Capacity Analysis](#)
[Appendix 3 -Locational criteria](#)

MEMORANDUM

DATE: November 12, 2024

TO: Planning Commission

FROM: Angela Gemmer, Principal Planner

SUBJECT: 2024 Comprehensive Plan – Our Community and Our Environment Sections

ECC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

EXHIBITS

- Exhibit 1 2024 – 2044 Comprehensive Plan
- Exhibit 2 City-wide Residential Code Amendments
- Exhibit 3 City-wide Commercial Code Amendments
- Exhibit 4 DRAFT Downtown Master Plan and Marysville Municipal Code amendments supporting Comprehensive Plan update
- Exhibit 5 [2015 Comprehensive Plan](#) (for reference)
- Exhibit 6 [DRAFT Supplemental Environmental Impact Statement](#)
- Exhibit 7 RH2 Technical Memo on Water and Sewer
- Exhibit 8 Puget Sound Regional Council preliminary comments, VISION 2050 Consistency Requirements Checklist, and City goals and policies addressing PSRC checklist
- Exhibit 9 Washington State Department of Commerce review comments/checklist and responses
- Exhibit 10 Master Builders' Association comments
- Exhibit 11 Other public comments
- Exhibit 12 Full Transportation Element

Overview

The City of Marysville's (City) Growth Management Act (GMA) Comprehensive Plan has been updated to address the 20-year planning period 2024 through 2044 as required by RCW [36.70A.130](#)(5)(a). The Plan was originally adopted in 2005 and amended in 2015. The proposed 2024 Comprehensive Plan continues the community vision set forth in the prior versions of the Comprehensive Plan, with land use designations and goals and policies that are substantially similar to those established in 2005 and updated in 2015. Revitalization of the Downtown and Waterfront as a civic and commercial hub; promoting mixed-use development in appropriate locations; preserving the scale and form of existing residential

areas while accommodating new growth; and advancing business and living wage job growth – particularly in the Cascade Industrial Center – continue to be key City initiatives.

Since 2015, significant changes have occurred at the State, regional, and City levels. The proposed Comprehensive Plan has also been amended to address new State, Puget Sound Regional Council, Snohomish County, and other partner entity laws, policies, and initiatives including, but not limited to:

- Planning for housing at all income levels including emergency and permanent supportive housing, and analyzing State requirements pertaining to racially disparate impacts and equity (see [House Bill 1220](#));
- Allowing for “Missing Middle” Housing (e.g. duplexes, townhouses, cottages, etc.) and multiple dwelling units per lot in zones primarily designated for residential (see [House Bill 1110](#));¹
- Providing greater flexibility for accessory dwelling units;²
- Adopting growth targets, and goal and policy amendments that are consistent with Puget Sound Regional Council’s [VISION 2050](#), Snohomish County’s [County-wide Planning Policies](#), and Marysville’s designation as a [High-Capacity Transit Community](#); and
- Addressing the various statutes and plans pertaining to transportation and streets, which pertain to Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT).

Plan Organization

Beyond addressing the key changes cited above, a major goal of the Comprehensive Plan update was to significantly shorten and enhance the user-friendliness and visual appeal of the Plan, while retaining the overall intent and community vision. To that end, the following actions were taken:

- The Plan was audited, and an effort was made to eliminate any redundancies; consolidate goals, policies, and initiatives; and reorganize the Plan to be more efficient while retaining all key substantive elements;
- The Plan was thematically structured so that similar topics were grouped together and to promote a better flow between topics (see Table of Contents excerpt to right);
- Chapters were generally reorganized to provide have a consistent organization comprised of: an overview or key takeaways from the chapter; an introduction; a summary of public feedback, background

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¹ 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 (i.e. June 2025), the groundwork for these impending changes are proposed to be reflected in the Land Use and Housing Elements. Companion code amendments will be presented to Planning Commission and City Council in 2025.

² Ibid.

information, charts, maps, and discussion of each topic; and goals, policies, and initiatives; and

- Some of the periodic update grant funds provided by the Washington State Department of Commerce were used for graphic design services that resulted in:
 - A graphically appealing layout including incorporating various images and figures provided by staff;
 - A document that has a linked table of contents, internal links to key references, and hyperlinks to key reference materials to make navigating the plan easier; and
 - Icons and color scheme to emphasize key themes.

Environmental Review

Environmental review for the updated 2024 Comprehensive Plan consisted of preparation of a [Supplemental Environmental Impact Statement \(SEIS\)](#), which builds on the [2021 SEIS for the Downtown](#), the 2009 SEIS for the Downtown, and the 2005 Marysville Comprehensive Plan Environmental Impact Statement (EIS). The DRAFT SIS is subject to a 30-day comment period, which runs from October 18 through November 18, 2024. After the comment period expires, any comments will be reviewed and addressed, and a FINAL SEIS will be issued.

The SEIS outlines three growth alternatives: No Action, Action (Preferred) Alternative, and a SWIFT Alternative. Based on the collective feedback provided by City Council and Planning Commission, the 2024 Comprehensive Plan is drafted based on the Action Alternative, which proposes updating the Plan to reflect new growth allocations, updated State regulations and PSRC policy directives, and key changes that have occurred within the City since the 2015 update, as detailed below. The No Action Alternative serves as a baseline and the SWIFT Alternative was studied only; however, the SWIFT Alternative is not proposed for implementation due to Community Transit's SWIFT Bus Rapid Transit (BRT) route still pending.

What was the vetting process for the chapters presented at this work session?

A brief overview of the vetting of these chapters presented at this work session is detailed in the table below. A more in depth Project History for the Comprehensive Plan update is available [here](#). Planning Commission minutes can be accessed [here](#) under the 'Planning Commission' tab.

Date/Timeframe	Description of Review
City Council	
December 5, 2022	Discussion on general approach for accommodating growth
May 18, 2023	Resolution 2529 was adopted in support of utilizing the Climate Change Vulnerability Assessment prepared by Cascadia Consulting as a resource for the Comprehensive plan.
December 11, 2023	Resolution 2545 was adopted in support of using the Housing Action Plan prepared by ECONorthwest as a resource for the Comprehensive Plan.
City Council Committees – Economic Development (EDC) and Public Works (PWC)	
June 26, 2023	Introduction to the Draft Housing Action Plan discussed with EDC.

April 3 and November 6, 2023, and July 1, 2024	DRAFT Economic Development Element discussed with EDC
November 3, 2023, and January 5 and September 6, 2024	DRAFT Transportation Element discussed with PWC
Planning Commission	
February 22, 2022	Introduction
October 25, 2022	Initial discussion on general approach for accommodating growth
November 29, 2022	Second discussion on general approach for accommodating growth
July 11, 2023	Discussion on updated growth scenarios
July 25, 2023	Second discussion on updated growth scenarios
October 24, 2023	Transportation Element discussed
November 14, 2023	DRAFT Economic Development Element discussed
January 9, 2024	DRAFT Environmental and Parks Elements discussed
February 13, 2024	DRAFT Utilities Element discussed
March 12 and 26, 2024	DRAFT Environmental and Housing Elements discussed
April 9, 2024	Transportation Element discussed
May 14, 2024	DRAFT Utilities Element discussed
July 23, 2024	DRAFT Land Use Element discussed
September 10, 2024	DRAFT Economic Development, Environmental, Housing, Land Use, Parks and Recreation, Public Services, and Utilities Elements discussed
September 24, 2024	DRAFT Transportation Element and School District Capital Facilities Plans
October 8, 2024	DRAFT Transportation Element and Capital Facilities Plan
October 22, 2024	School District Capital Facilities Plans Public Hearing and DRAFT Code Amendments associated with 2024 Comprehensive Plan
Joint City Council – Planning Commission	
September 25, 2023	Discussion on Growth Scenarios
Public Surveys and Public Review	
January 2022 – present	Various public surveys and opportunities to comment were provided. Please see the Project History available here .
Other Review	

- The DRAFT Plan was reviewed by Puget Sound Regional Council and the Department of Commerce. Their comments are provided in **Exhibits 8 and 9** respectively. Responses to Commerce’s comments are in **Exhibit 9** Responses to PSRC’s comments are pending.
- A representative of the Marysville Historical Society provided comments on the History in the Introduction, which were incorporated along with many of the photos that were graciously provided.
- The Tulalip Tribes provided comments on the History section which will be incorporated into the final draft of the Introduction.
- Various City staff have reviewed each chapter for accuracy as well as readability, grammar, and punctuation.

Overview of Various Elements/Chapters

This section provides an overview of the Introduction, Our Community (i.e. Land Use, Housing, and Economic Development), and Our Environment (i.e. Parks and Environment) sections of the Comprehensive Plan, except for the Public Services Element which will be presented on December 2nd. For each element, a summary is provided on what is covered in the chapter, and what the key changes are.

Introduction

What does this chapter cover?

The introduction provides an overview of what the Comprehensive Plan is, references related documents, provides an overview of the Growth Management Act (GMA) and the regional planning framework, provides a summary of how to use the plan, summarizes public participation, provides a brief history of Marysville, and outlines the six community priorities that were established in 2005 and reaffirmed with this update.

What are the key changes?

The key changes to this section are:

- Making it more concise, and updating information to reflect current conditions and requirements;
- Providing an overview on Plan organization;
- Presenting history in a timeline fashion with key historical points emphasized; and
- Updating the Native American and Marysville Today aspects of the History section.

Land Use

What does this chapter cover?

The City’s pattern of growth, quality of development, and desired character is largely shaped by the Land Use Element and companion land use regulations which determine what may be built and where. 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.

What are the key changes?

The following is a brief summary of the key changes to the Land Use Element, which are organized by section.

- **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 to determine whether there is adequate land capacity to accommodate the City's population and growth targets. **Some updates to figures have been made since this chapter was last presented to Planning Commission to ensure internal consistency.**
- **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 as discussed further in the Housing Element.
- **Section 2.5** – 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 are covered in this section:
 - The Future Land Use depicts the various land use designations within the City, Neighborhoods, and Master Plans/Subareas;

- Major land use designation categories (i.e. residential, commercial, industrial, and public-institutional/recreation/open) are summarized;
- 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. The DMP and MMC are proposed to be concurrently amended (see **Exhibit 4**).
 - ❖ A description for the ‘Open’ land use designation has been added. Lands designated Open coincide with critical areas or floodplains and are not developable.
 - ❖ 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 requirement typically has not resulted in any mitigating conditions, but does increase expense and process. This also furthers compliance with 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 for consideration by the June 2025 statutory deadline.
 - ❖ 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. See **Exhibit 3** for code amendment.
 - ❖ 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. See **Exhibit 3** for code amendment.
 - ❖ 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,” which will align better with the MMC.
- **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 and foster civic pride;
 - 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; and
 - Language has been added to indicate that horizontal mixed use development may be pursued in the Lakewood Neighborhood Community Business zone if a developer agreement is approved by City Council to align with the MMC.
- **Section 2.7** – The goals and policies for the Land Use Element are covered in this section, and have been significantly consolidated and reorganized. Certain goals and policies have been amended to address PSRC requirements.
 - **Appendices – Four appendices are now attached:**
 - **Appendix 1** – Detail Reasonable Measures for accommodating growth. These are steps the City does or should potentially take in the future to meet growth needs within the current UGA boundaries. Prior to expanding the UGA, jurisdictions are to evaluate what measures can be taken to increase density within the existing UGA.
 - **Appendix 2** – This is the Land and Housing Capacity Analysis which details where housing, population, and employment growth will be accommodated including housing by income band.
 - **Appendix 3** – This appendix provides supplementary guidance on locating different zoning designations, and what standards should apply in different zones (i.e. allowed uses, dimensional requirements, etc.).
 - **Appendix 4** – This will be the FINAL SEIS (see Exhibit 6 for draft). Any changes to the SEIS will be incorporated after November 18th when the comment period expires.

Housing

What does this chapter cover?

The DRAFT Housing Element provides a profile of housing within the City of Marysville and assesses housing needs for the next 20 years. Washington Administrative Code (WAC) 365-196-410 requires the Housing Element to include:

- 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; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community. [House Bill \(HB\) 1220](#) requires Housing Elements to also include the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low income households.

During most of 2023, Community Development staff worked with ECONorthwest on a [Housing Action Plan and Housing Needs Assessment](#) (HAP) which were adopted by City Council as a reference document on December 11, 2023 via [Resolution 2545](#). The HAP included several of the necessary components for the Housing Element so provided much of the foundation for the Housing Element, which was largely rewritten. Over the past couple of years, Washington State has also adopted or amended various state laws pertaining to housing. While some of these laws are not required to be implemented until June 2025, the groundwork for these impending changes are reflected in the Housing Element.

What are the key changes?

The following is a brief summary of the various sections within the Housing Element:

- **Section 3.1** – Provides an introduction to the Housing Element, details required components, and summarizes some of the major changes in State law.
- **Section 3.2** – Provides an overview of existing housing conditions and future housing projections (which is largely adapted from the Housing Needs Assessment) including:
 - Demographics,
 - Household characteristics,
 - Income distribution,
 - Existing housing stock,
 - Residential development trends,
 - Where growth is occurring,
 - Housing market trends,
 - Housing affordability and attainability,
 - Socioeconomic vulnerability, displacement risk and racially disparate impacts, and
 - Providing housing for all incomes.
- **Section 3.3** – Covers the four key housing strategies proposed in the Housing Action Plan including the various actions associated with these strategies. The four key housing strategies and associated actions are outlined below. These strategies are generally discussed in a conservative and flexible manner. Several actions will require further future coordination and direction from Planning Commission and City Council, as appropriate.
- **Section 3.4** – The goals and policies have been reorganized and consolidated. New and amended policies are proposed to reflect new State and PSRC requirements and/or recommendations.

Economic Development

What does this chapter cover?

The Economic Element is an important, but optional, requirement of the Comprehensive Plan. The proposed overarching goal of the City's Economic Development Element is to actively promote economic development and prosperity within the City by advancing economic 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 also include:

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

What are the key changes?

Key changes to the Economic Development Element are summarized below by section:

- **Section 4.2** – This section was updated to include new demographic, employment, business license, building permit, and sales tax information.
- **Section 4.3** – Provides current employment and wage information.
- **Section 4.4** – This section extracts key information from both the Arlington-Marysville MIC Subarea Plan and the Arlington-Marysville Manufacturing Industrial Center Market Study to provide an executive summary of competitive sectors and target industries.
- **Section 4.5** – Discusses the City’s assets, challenges, and opportunities. While this section covers the entire City, the greatest emphasis is on the Cascade Industrial Center (CIC), Downtown, and the Waterfront.
- **Section 4.6** – The Economic Development Element was previously structured with goals, policies, initiatives, and implementation actions in various parts of the chapter including in an economic study. Each of these aspects were reviewed to eliminate redundancies while retaining all essential information. Goals and policies were also either added or amended to address new State and PSRC requirements and/or recommendations.

Public Services Element

What does this chapter cover?

The Public Services Element 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.

What are the key changes?

- **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 needs³, a three year action plan (2024 – 2027), and a long-term strategy (2024 – 2044).
- **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 districts 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).
- **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.

Parks

What does this chapter cover?

The 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](#). The primary goal with the Parks and Recreation Element update is to ensure that the information is current, and to provide a more concise element, consistent with the goal of having a shorter, more user-friendly Comprehensive Plan. The overall vision, standards, recommendations, goals and policies in the *Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025* have been retained in the DRAFT Parks Element. The full *Parks, Recreation*

³ Capital facility needs, which primarily include building needs, are outlined in the Capital Facilities Element of the Comprehensive Plan.

and Open Space Comprehensive Plan 2020 – 2025 will be retained as a separate, stand-alone document; an update to the full document is proposed in 2025.

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.

What are the key changes?

The main changes to the Parks and Recreation Element are summarized below by section:

- **Section 6.1** – A new introduction is provided that highlights anticipated growth and major park improvements that have occurred over the past 20 years;
- **Section 6.2** – The department structure and operating budget information was updated to reflect current information;
- **Sections 6.3 – 6.5** – The summaries of park, trail and recreational facilities offered by the City and others were shortened. Tables for each park, trail and facility type were provided with a reference to their Map ID in Figure 6.1. The inventory of parks and Qwuloolt Estuary park maps were also updated to provide a consistent look with the maps in the overall Comprehensive Plan.
- **Sections 6.6 – 6.7** – The recreation and athletics section were shortened, and the different recreation, special event and athletic offerings were consolidated into charts.
- **Section 6.8** – The service guidelines were updated to reflect the City’s 2023 population and projected 2044 population. Figure 6.6 was updated to calculate the revised current and future parks, trails, and facilities needs and deficiencies. The parkland gap areas map from the full Parks Plan was updated. In the full Parks Plan, there are two versions of this map; however, only the version that shows both City parks and school facilities was included in the Parks Element.
- **Section 6.9** - The community recommendations and survey summary from the full Parks Plan were shortened, and sections were updated to address improvements that are contemplated (e.g. the Ebey Waterfront Park Expansion) or have been made (e.g. installation of synthetic turf at Strawberry Fields soccer fields). The reader is directed to the full Parks Plan for implementation measures. The Capital Facilities Plan was updated and incorporated in Chapter 10 Capital Facilities Element which will be presented at the December 2nd work session.
- **Section 6.10** – The introductory summary was amended, and the numbering style for the goals and policies was updated to match the rest of the Comprehensive Plan.

Environmental Element

What does this chapter cover?

The Environmental Element sets the foundation for protecting the natural environment. This includes protection within developed areas to preserve the ecological balance, improving air and water quality, retaining some open space in its natural state, protecting groundwater from pollution, providing public access to and setbacks from environmentally sensitive lands, and protecting wildlife habitat.

In addition to updating the Environmental Element, the City is also required to update its Critical Areas Ordinance (CAO) in Marysville Municipal Code [Chapter 22E.010](#). The CAO is based on the overarching Environmental Element goals and policies and provides specific requirements related to the protection, enhancement, maintenance, and mitigation of critical areas, such as wetlands and streams as well as development near them. An environmental firm, FACET NW, is currently conducting a review of the City's Critical Areas Ordinance to ensure that it complies with current State law; this review is nearing completion and revisions will occur, as necessary, in 2025 to ensure compliance with State law and Department of Ecology guidance.

What are the key changes?

Key changes to the Environmental Element are detailed below:

- **General** – The following changes were made throughout this chapter:
 - The environmental resource strategy sections (for earth resources, air quality, water resources, vegetation and fish and wildlife habitat) were removed as it vastly overlapped with other areas in the element including the summary sections for each resource and the policies and goals listed for each resource; and
 - All figures were updated to provide current data related to surface geology, geologic hazards, soils, streams, aquifer boundaries, wetlands, and salmonid habitat.
- **Sections 7.1 and 7.2** – Minor updates were made to the Introduction and the Earth Resources section;
- **Section 7.3** – The air quality section was updated with current data for the Puget Sound region;
- **Section 7.4** – Information on Critical Aquifer Recharge Areas was added to the groundwater section;
- **Section 7.5 and 7.6** – Minor updates were made to the Water Resources, and Fish and Wildlife Habitat sections to reflect current information;
- **Section 7.7** – The existing climate change section (formerly under Environmental Resource Strategies) was removed and located to its own designated category within the Environmental Element. Outdated references within the climate change section were removed. A new summary within the climate change section was added to outline the findings of the Climate Change and Vulnerability Study prepared by Cascadia Consulting with assistance from the City of Marysville. A summary of climate change impacts, and social and physical vulnerabilities were added in addition to several policies and goals to reduce the impacts of climate change on the community. Many of the goals overlap with existing City prerogatives including protecting and enhancing the natural environment; retrofitting capital and development projects for environmental impacts; and improving air quality and reducing greenhouse gases. New policies and goals relate to the social and physical vulnerabilities from extreme weather events, wildfire smoke, extreme heat, sea level rise, food access, energy storage, grid reliability and more.

- **Section 7.8** –The environmental goals and policies sections were revised to: include mandatory Federal, State and Puget Sound Regional Council (PSRC) requirements; reduce redundancies; update outdated terms; and address new State and PSRC requirements.

Transportation Element

What does this chapter cover?

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multimodal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to ensure that improvements can meet future needs, or be efficiently phased over time. The abridged Transportation Element is part of the overall Comprehensive Plan (**Exhibit 5**). The full Transportation Plan is **Exhibit 12**.

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

What are the key changes?

Key changes to the Transportation Element are detailed below:

- **General** – The following changes were made throughout this chapter:
 - All figures were updated to reflect current conditions.
 - Traffic modeling was updated to reflect the tremendous growth which has occurred city-wide, particularly in the East Sunnyside – Whiskey Ridge, Smokey Point, and Lakewood Neighborhoods.
 - The Plan was updated to address the various State and regional statutory and policy changes.
- **Sections 8.2 and 8.3**– These sections were updated to provide an updated inventory of existing transportation facilities, and existing transportation conditions and safety.
- **Section 8.4** – This section provides an overview of current land use forecasts for employment, housing, and population along with a discussion of key growth areas. The discussion on growth areas provides support for why transportation improvements are being prioritized in certain areas.
- **Section 8.5** – This section discusses the 2044 baseline model that was developed based on capacity improvements identified in prior plans and project lists prepared by the City and other agencies. It includes a discussion of transportation needs and vehicle level of services (LOS) standards.
- **Section 8.6**– This section discusses the non-motorized (i.e. bicycle and pedestrian) system plan and establishes level of service (LOS) standards for bicycle and pedestrian facilities, which is a new requirement with this update. Bicycle and pedestrian LOS is based on the presence or absence of facilities on designated routes.
- **Section 8.7** – This section covers transit, transportation demand management (TDM), and technology considerations. A summary of Community Transit’s Long Range Plan, Transit Development Plan, and the SWIFT Bus Rapid Transit (BRT) Gold Line is

provided. New technology advancements – Transportation System Management and Operations (TSMO), electric vehicles (EVs), and e-bikes (electricity-assisted bikes) are discussed.

- **Section 8.8** – The Transportation Improvement Projects list has been updated and includes a greater focus on multi-modal transportation (e.g. pedestrians, bicycles, transit, etc.). The list has been updated to reflect amended timeframes or prioritization of project completion, adjusted improvement costs, and modified projects.
- **Section 8.9** – The transportation goals and policies sections were revised to address new Federal, State and Puget Sound Regional Council (PSRC) requirements.

Utilities Element

What does this chapter cover?

The Utilities Element 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”.⁴ 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.

What are the key changes?

- **Section 9.1** – The introduction includes a discussion on the various utilities that are captured in this chapter.
- **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 7**) 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 and will also be updated in 2025 – 2026.

⁴ 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 9.5** – 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.
- **Sections 9.6 and 9.7** – This section provides an overview of the Public Utility District’s electrical utility and Puget Sound Energy’s gas utility and proposed PUD capital improvement projects.
- **Section 9.8** – The Olympic Pipeline section has limited changes.
- **Section 9.9** – The telecommunications section is updated to reflect the various new telecommunications technologies available to Marysville customers.
- **Section 9.10** – This section covers Essential Public Facilities (EPFs), which 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 so that all utilities are covered. 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.

Capital Facilities Plan

What does this chapter cover?

The Capital Facilities Plan (CFP) is the document that communicates the City’s plan for capital construction and purchases for a six-year period as required by the Growth Management Act. The CFP is based on the growth assumptions set forth in the Land Use Element (page 23). This CFP contains the following components, consistent with WAC 365-195-415: an inventory (including location and capacities) of existing or planned publicly owned capital facilities (also referred to as public facilities); a forecast outlining future needs of capital facilities, consistent with the Land Use Element; and a six-year plan to finance capital facilities. Capital facilities are designed, built, and operated for the public. Goals and policies associated with Capital Facilities are located within Section 5.7 of the Public & Human Services Element (page 168) and Section 9.11 of the Utilities Element (page 283).

What are the key changes?

The Capital Facilities Plan is completely updated and rewritten to address various items (i.e. discussion of funding sources, an inventory of existing facilities, etc.) which were not addressed in the prior Capital Facilities Plan

- **Sections 10.2 and 10.3** – Section 10.2 provides a summary of the general government and enterprise funds which support capital facilities projects. A summary of expense and revenue projections from 2024 – 2030 is provided. Section 10.3 indicates which capital projects are included in the Capital Facilities Plan.

- **Section 10.4 – 10.6** – These sections cover water, sewer, and stormwater including existing facilities, level of service (LOS) standards, existing system capacity, future demand/needs, and capital improvement plans.
- **Section 10.7** – This section covers the transportation system. The reader is directed to the Transportation Element for the inventory and capacity of the existing transportation system. Revenue and expense projections, and a transportation capital improvement plan are provided in the CFP.
- **Section 10.8** – A brief overview of the City’s solid waste services is provided in this section.
- **Section 10.9** – This section provides a summary of existing park and trail facilities, parks revenue and expense projections, and includes a capital improvement plan.
- **Section 10.10** – City facilities including the Civic Center, the Public Works facility, and other City facilities are covered in this section along with a capital improvement plan.
- **Section 10.11** – An inventory of Police facilities and a reference to the level of service (LOS) standards set forth in the Public and Human Services Element and in the Marysville Police Department Functional Plan 2024 – 2044 is provided.
- **Section 10.12** – This section provide an inventory of Fire capital facilities and provides a capital facilities plan.
- **Section 10.13** – The reader is directed to the Public and Human Services Element for a discussion of the capital facilities needs of the school districts serving Marysville.

Code Amendments Supporting Comprehensive Plan Update

As part of the 2024 Comprehensive Plan update, limited minor code amendments and Downtown Master Plan amendments are concurrently proposed to ensure consistency between the Comprehensive Plan and Title 22C, *Unified Development Code* or the Downtown Master Plan or to provide greater flexibility or clarity. Major code amendments pertaining to Middle Housing will be presented to the Planning Commission and City Council separately in early 2025 for adoption by June 2025.

City-wide Code Amendments

The following code amendments are proposed city-wide:

- **Duplexes in R-4.5 Zone.** Amend MMC [22C.010.060, Permitted uses](#), and [22C.010.070, Permitted uses – Development conditions](#), to eliminate the Conditional Use Permit (CUP) requirement for duplexes in the R-4.5 Single Family, Medium Density zone (see **Exhibit 2**). This change promotes consistency with the Middle Housing Bill (HB 1110) and is the one change involving HB 1110 that is proposed for adoption prior to the overall package of code amendments. The reason this change is proposed now is to streamline and reduce the cost for pursuing a duplex in the R-4.5 zone. While duplexes are already allowed in the R-4.5 zone, additional paperwork and fees are required for building them in this zone; however, ultimately the same product is built, and there are seldom, if ever, additional conditions that mitigate the impact of the duplex on surrounding properties.
- **PRD Requirement for Mobile/Manufactured Home Parks.** Amend [MMC 22C.010.060, Permitted uses](#), to eliminate the requirement that new mobile/manufactured homes parks in the R-4.5, R-6.5, and R-8 zones use the Planned Residential Development process set forth in [MMC 22G.080, Planned Residential Developments](#) (see **Exhibit 2**). This

requirement appears to be inconsistent with State law which requires that manufactured homes⁵ be treated in the same manner as conventionally built single family residences. This amendment would ensure consistent treatment while allowing an applicant to determine whether to pursue a Planned Residential Development, which allows for reduced lot sizes and dimensional standards, but requires the provision of open space and alternate access (e.g. auto courts, shared driveways, etc.).

- **East Sunnyside – Whiskey Ridge District Map.** The Comprehensive Plan and zoning maps will be updated with the overall Comprehensive Plan update. The map showing the boundaries of the East Sunnyside – Whiskey Ridge Area in MMC [22C.070.050, District map, Figure 2-1](#) includes zoning colors which are proposed to be updated to match the new colors shown on the Comprehensive Plan map (see **Exhibit 2**).
- **Light Industrial – General Commercial Overlay.** The intent of the Light Industrial with General Commercial Overlay zone is to allow the various commercial uses allowed in both the LI and GC zones to be pursued, while retaining the site and architectural design, and density and dimensional standards for the LI zone. The following amendments (see **Exhibit 3**) are proposed in code to clarify that:
 - Amend MMC 22C.020.020 [List of the commercial, industrial, recreation and public institutional zones](#), and 22C.020.030 [Characteristics of commercial, industrial, recreation and public-institutional zones](#) to provide a description of the Light Industrial with General Commercial Overlay zone;
 - Amend [MMC 22C.020.060, Permitted uses](#), and MMC 22C.020.070, [Permitted uses – Development conditions](#), to provide a separate column for the LI with GC Overlay zone to ensure that it is clear which standards apply. Where both the GC and LI zones allow a use, the less restrictive standard generally has been applied. For example, if a Conditional Use Permit (CUP) is required in the GC zone, but the use is permitted outright in the LI zone, the use will generally be permitted outright. Another example is that certain uses in the LI zone are limited to properties abutting State Avenue/Smokey Point Boulevard; however, generally this limitation has not been applied in the GC with LI zone with limited exceptions. A couple uses that are allowed in the GC zone which were not intended to be allowed in the LI with GC Overlay have been excluded as permitted uses. These include:
 - ❖ Multiple-family
 - ❖ Adult family homes
 - ❖ Master planned senior communities
 - Amend [22C.020.080, Densities and dimensions](#), and [22C.020.090, Densities and dimensions – Development conditions](#), to indicate that the Light Industrial with General Commercial Overlay zone uses the Light Industrial density and dimensional standards.
 - Amend Map 2 in MMC 22C.020.250, [Commercial, industrial, recreation and public institutional zones design requirements – Applicability and](#)

⁵ Pursuant to MMC 22A.120.140 “M” definitions, Manufactured Home, Designated means “a manufactured home constructed after June 15, 1976, in accordance with state and federal requirements for manufactured homes, which: (1) Is comprised of at least two fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long; (2) Was originally constructed with and now has a composition of wood shake or shingle, coated metal or similar roof of nominal 3:12 pitch; and (3) Has exterior siding similar in appearance to siding materials commonly used on conventional site-built International Building Code single-family residences.

interpretations, to reflect the modified Comprehensive Plan and zoning map colors adopted with the Comprehensive Plan update.

- **Mixed Use zone – Eating and Drinking Places.** Currently, restaurants are limited to 4,000 square feet in the Mixed Use (MU) zone; however, a variety of other commercial uses are allowed in the MU zone but are not similarly size restricted. To encourage restaurants in the MU zone, and treat them more consistently with other uses, the size restriction is proposed to be removed (see **Exhibit 3**).
- **Motorcycle dealers.** In the Community Business (CB) and Community Business – Whiskey Ridge (CB-WR) zones, motor vehicle and boat dealers are permitted outright; however, motorcycle dealers require a Conditional Use Permit (CUP). Typically motorcycle dealers are a less intensive use than motor vehicle and boat dealers, so the code is proposed to be amended to permit motorcycle dealers outright (see **Exhibit 3**).

Downtown Master Plan Code and Plan Amendments

The following amendments are proposed to the Downtown Master Plan and/or the Downtown Master Plan code provisions:

Downtown Master Plan

- **Map Amendments.** Amend Maps 3 and 4 in the Downtown Master Plan to:
 - Show the landscape block designations;
 - Show the high visibility street corner designations;
 - and provide the pedestrian-friendly designation on Beach Avenue south of 4th Street.
- **Flex (F) Zone.** Amend the Flex zone to allow residential above a street level commercial use, and to increase the height allowance from 45 to 55 feet.
- **All Zones.** Amend the language for each of the zones to reference the Prior Zoning rather than Current Zoning when referring to the zones that were in effect prior to the adoption of the 2021 Downtown Master Plan.

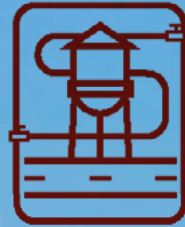
MMC Chapter 22C.080, Downtown Master Plan Areas – Design Requirements

- **Zone Classification Description.** Amend MMC 22C.080.105, Marysville downtown subarea zoning classifications, to modify the description of the Flex zone to indicate that residential is allowed above a ground floor commercial use.
- **Districts Map.** Amend MMC 22C.080.110, Districts map, to show the updated land use/zoning designation colors which will be adopted with the 2024 Comprehensive Plan update.
- **Permitted uses.** Amend MMC 22C.080.120, Uses permitted in downtown Marysville zones, to allow residential above a ground floor commercial use in the Flex zone, and to permit Day care IIs (i.e. commercial day cares or those serving more than 12 children or adults requiring care) outright.
- **Dimensional standards.** Amend MMC 22C.080.140, Dimensional regulations for downtown Marysville zones, to increase the height allowance in the Flex zone from 45 to 55 feet, and to provide a density allowance.

- **Block Frontage Map.** Amend MMC [22C.080.305, Block frontage designation map](#), to show a pedestrian friendly block frontage designation for the portion of Beach Avenue located south of 4th Street.

Summary

Community Development staff respectfully request that the Planning Commission consider the 2024 Comprehensive Plan Update and associated code amendments at the November 12th Public Hearing and recommend approval of the update and amendments to City Council for adoption by Ordinance.



CITY OF MARYSVILLE 2024–2044 Comprehensive Plan

Adopted December 9, 2024 via Ordinance ----
501 Delta Avenue, Marysville, WA 98270



MARYSVILLE
WASHINGTON

CITY OF MARYSVILLE 2024–2044 Comprehensive Plan

Adopted December 9, 2024 via Ordinance ----
501 Delta Avenue, Marysville, WA 98270



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ACKNOWLEDGEMENTS

A sincere **thank you** to all of those who contributed to the 2024 Comprehensive Plan update. We appreciate the **citizens** that took the time to attend meetings, provide public comments, and share photos, as well as the **various City departments** that contributed content, provided suggestions, and edited this Plan.

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* ECONorthwest prepared much of the source material for the Housing Element. Cascadia Consulting Group prepared the source material for the Climate Change work in the Environmental Element. Transpo Group prepared the overall Transportation Element from which the abridged version found in the Plan is adapted.

LAND ACKNOWLEDGEMENT

The City of Marysville acknowledges that the land that is Marysville is part of the traditional land of the Coast Salish People, specifically the Tulalip Tribes, successors in interest to the Snohomish, Snoqualmie, Skykomish, and other allied bands signatory to the 1855 Treaty of Point Elliott, who lived upon and stewarded these lands from time immemorial.

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INTRODUCTION

The City of Marysville's Comprehensive Plan is a long-term planning document that provides guidance for the City's future growth and development for a 20-year planning period, with updates every 10 years or annually as needed.^{1, 2} The City's Comprehensive Plan translates the community's values and vision into policies and regulations that direct the quality of growth and community character, intensity and diversity of land use, housing production, economic development, public services, park and recreational opportunities, environmental health and preservation, transportation and multi-modal networks, public facilities, utilities, and capital facilities. Our Plan is the reflection of how our citizens want Marysville to look and function in the future and provides the foundation for achieving that vision.³

Photo Credit: Mark J. Photography.

1. As noted, a major or 'periodic' update of the Comprehensive Plan occurs every 10 years. Amendments can be processed once a year, unless there is an emergency. The Unified Development Code provides procedures for review of amendment requests.
2. The Comprehensive Plan study area coincides with the Marysville Urban Growth Area (UGA); however, certain related functional plans, such as the Sewer and Water Comprehensive Plan and the Transportation Plan, assess areas beyond the UGA due to differing service area boundaries or the need to understand the interrelationship of transportation systems, for example.
3. The City's first Comprehensive Plan was adopted in 1996, with subsequent updates in 2005 and 2015.



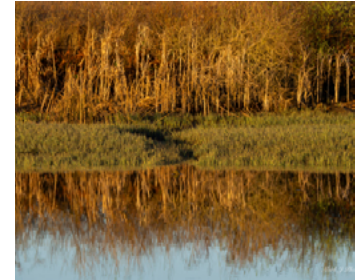


Related Plans

Several City plans and documents support the implementation of the Comprehensive Plan:



Unified Development Code



**Surface Water
Comprehensive Plan**



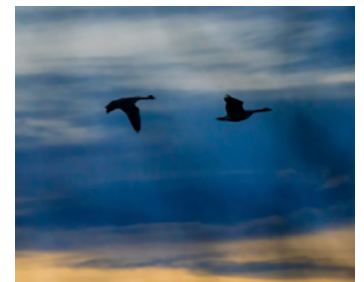
Sewer Comprehensive Plan



Water Comprehensive Plan



**Engineering Design and
Development Standards**

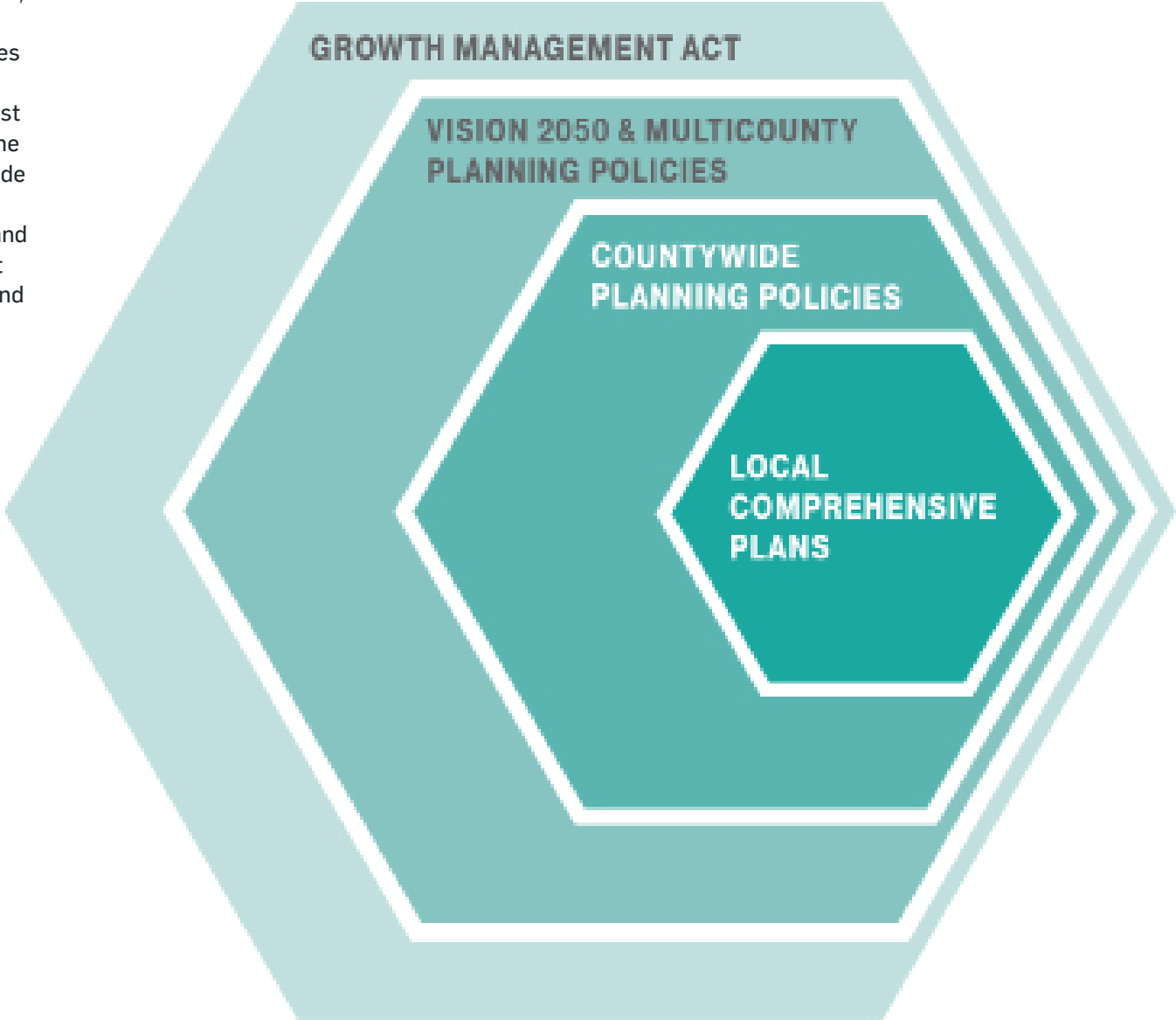


Shoreline Master Program

Growth Management Act

The City’s Comprehensive Plan is adopted pursuant to the State Growth Management Act (GMA), RCW 36.70A, which was adopted in 1990 and has been amended numerous times since its initial adoption. Most counties and the cities within them are required to fully plan under GMA.⁴ For a community’s plan to be valid, it must be consistent with the GMA. Consistency mean that the Plan aligns with the GMA’s statutory goals, county-wide policies, and the plans of adjacent jurisdictions. The overall context under which this Plan was prepared, and consistency with the requirements of the State, Puget Sound Regional Council (PSRC), Snohomish County, and neighboring jurisdictions, is set forth in this section.

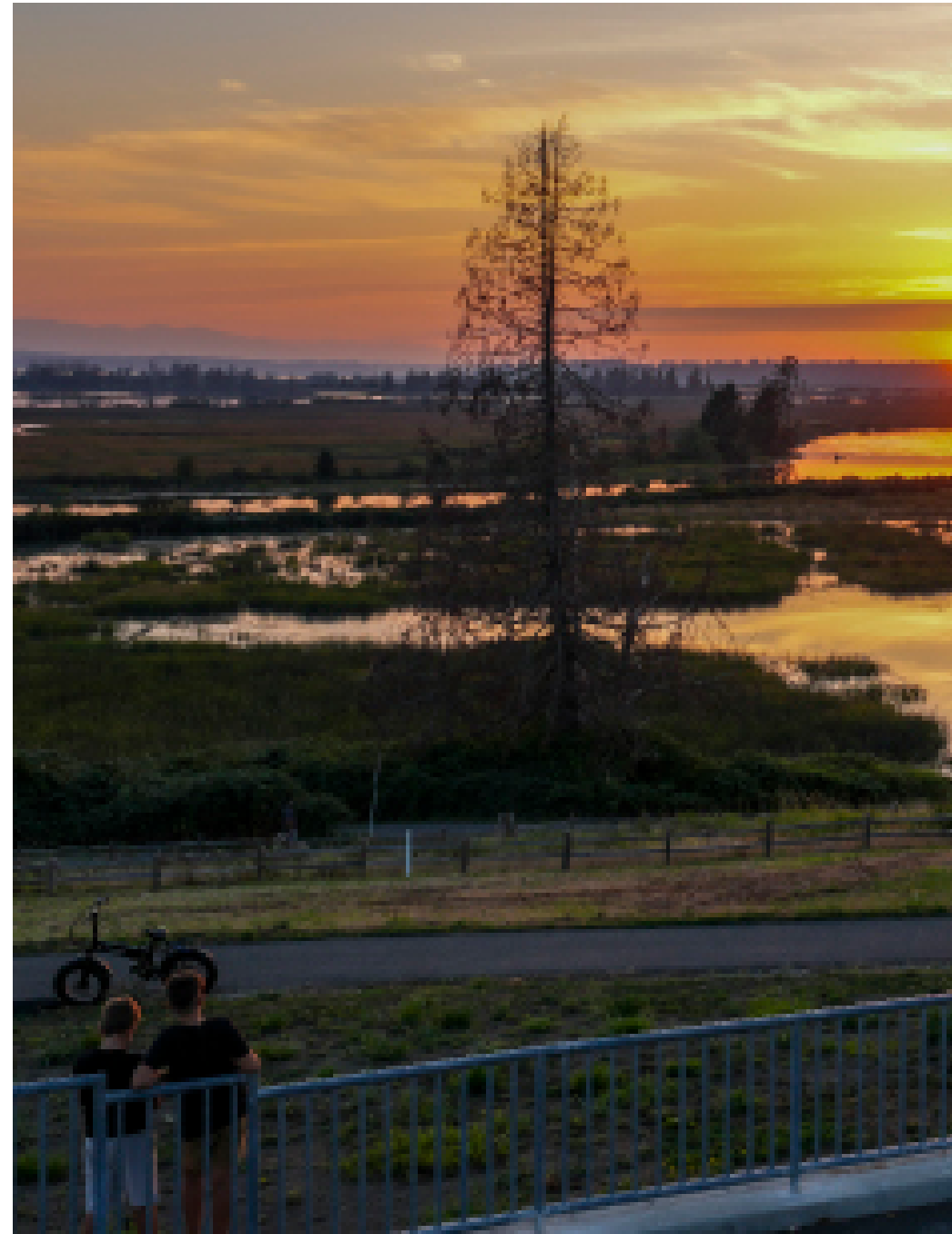
REGIONAL COLLABORATION



4. Under [RCW 36.70A.040](#), 18 counties and the cities and towns within them, must “fully plan” under the GMA, while 10 other counties opted in to fully plan. Fully-planning counties comprise about 95 percent of the State’s population.

The GMA sets forth fifteen planning goals which guide the preparation of the Comprehensive Plan and are paraphrased below:

1. Encourage development in urban areas where public facilities and services can be efficiently provided.
2. Reduce urban sprawl.
3. Encourage efficient, multi-modal transportation systems that are coordinated with the county and neighboring jurisdictions, which reduce greenhouse gas emissions and vehicle miles traveled.
4. Plan for and accommodate a variety of housing options affordable to all economic segments.
5. Encourage economic development throughout and for all citizens of the State.
6. Ensure that private property is not taken for public use without just compensation.
7. Pursue predictable, timely, and fair permit processing.
8. Maintain and enhance natural resource-based industries and encourage the conservation of productive lands.
9. Retain open space and green space, and enhance recreational opportunities.
10. Protect and enhance the environment and the state's high quality of life.
11. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities.
12. Ensure adequate public facilities and services necessary to support development.
13. Identify and preserve lands and structures with historical or archaeological significance.
14. Ensure that plans adapt to and mitigate the effects of a changing climate; reduce greenhouse gas emissions and vehicle miles traveled; foster resilience; protect and enhance safety; and advance environmental justice.
15. The goals and policies of the Shoreline Management Act, [RCW 90.58.020](#) shall be considered an element of Comprehensive Plan.



The Qwuloolt Estuary Restoration and Ebey Waterfront Trail projects, both captured here, further GMA goals of enhancing recreational opportunities, the environment, and the State's quality of life. Photo Credit: Mark J. Photography.

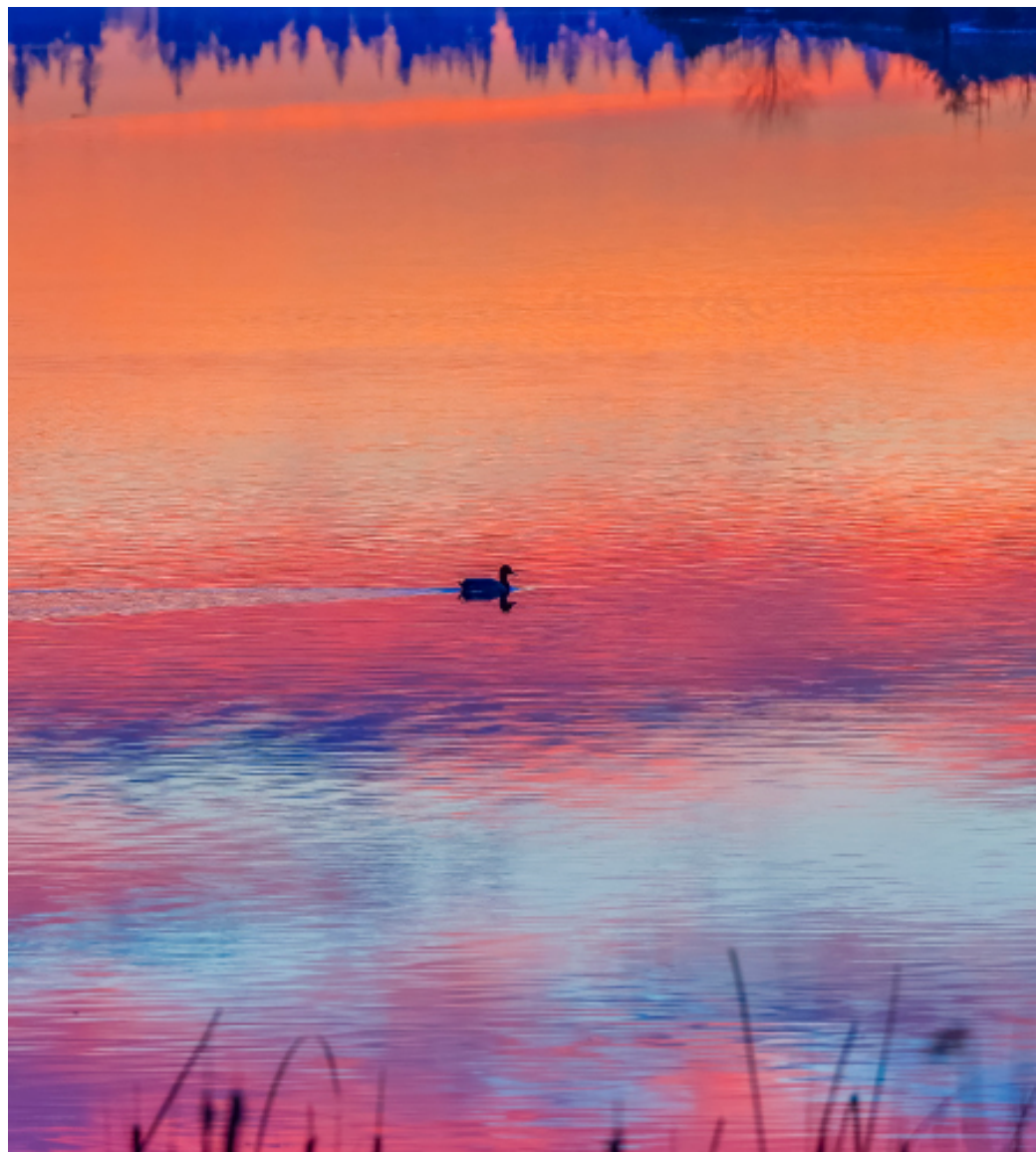
GROWTH ALLOCATIONS AND REGIONAL FRAMEWORK

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC), a metropolitan planning organization (MPO), serves the central Puget Sound region comprised of King, Kitsap, Pierce, and Snohomish counties.⁵ PSRC's VISION 2050 is the four-county region's plan for growth and establishes multi-county planning policies, actions, and a regional growth strategy to direct regional growth through 2050. PSRC collaborates with local and tribal governments, businesses, and citizens in developing this regional plan and the region's vision for 2050 of "providing exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy." This common vision is comprised of three interconnected initiatives: VISION 2050, the Regional Transportation Plan, and the Regional Economic Strategy. These initiatives serve as a foundation for county-wide planning policies and local comprehensive plan updates furthering the consistency required by the GMA.

VISION 2050'S Regional Growth Strategy (RGS) assumes that 65 percent of the region's population growth and 75 percent of the region's job growth will locate in regional growth centers and near high-capacity transit; however, the distribution of growth within individual jurisdictions will differ. The City's growth targets of 99,822 people, 39,976 housing units, and 33,683 jobs are consistent with the RGS and PSRC'S growth targets.

While the City anticipates that residential growth will be distributed throughout the City, with the greatest growth in the East Sunnyside – Whiskey Ridge, Lakewood, and Downtown Neighborhoods, the City is designated by PSRC as a high-capacity transit community. This is due to Community Transit's (CT) SWIFT bus rapid transit service being planned for the City. Zoning changes may be pursued along the City's future high-capacity transit route, when CT's SWIFT bus rapid transit plans are finalized. This would further consistency with PSRC's RGS. Also, substantially consistent with the RGS, the City has capacity for 65 percent of its job growth within the Marysville portion of the PSRC designated Cascade Industrial Center.



*A "spectacular natural environment" is one aspect of PSRC's regional vision for 2050.
Photo Credit: Mark J. Photography.*

5. The Puget Sound Regional Council, formerly the Puget Sound Regional Planning Conference (1956) and subsequently the Puget Sound Government Conference (1958), achieved its current form in 1991 via interlocal agreement which designated the entity as a Metropolitan Planning Organization. This change was in response to the federal Intermodal Surface Transportation Efficiency Act (ISTEA), "which allowed for a larger regional role in planning." Source: [Puget Sound Regional Council - Wikipedia](#)

The City's Comprehensive Plan is consistent with VISION 2050 and its overarching goals of:

- Ensuring that all people have the resources and opportunities to improve their quality of life, and that past inequities are addressed;
- Expanding housing options and creating greater housing affordability;
- Sustaining a strong economy and promoting widespread prosperity and living-wage jobs;
- Coordinating on reducing emissions in the region and preparing for climate impacts;
- Pursuing regional transportation investments, and investing in connections to regional growth centers and manufacturing industrial centers;
- Restoring the health of Puget Sound;
- Protecting and enhancing natural areas and a healthy natural environment;
- Promoting jobs and housing in more compact, walkable, transit-served centers to support vibrant, attractive neighborhoods with access to jobs, schools, and services; and
- Coordinating planning among cities, counties, agencies, Tribes, and military installations.



PSRC's VISION 2050 calls for expanding housing options and creating greater housing affordability.

Office of Financial Management

Under the GMA, the Washington State Office of Financial Management (OFM) prepares population projections for the State and each county. Fully planning counties are then required to determine, in consultation with the cities, where growth should occur. The adopted growth projections are then used by the county and the cities in their comprehensive plan updates to ensure that the plans can accommodate the projected growth.

Buildable Lands Report

As required by RCW 36.70A.215, Snohomish County must complete a review and evaluation of buildable lands at least a year before the periodic comprehensive plan update. This evaluation is set forth in the [Buildable Lands Report \(BLR\)](#). The BLR evaluates development densities to determine if there is adequate remaining land within the UGAs to accommodate projected residential, commercial, and industrial growth.

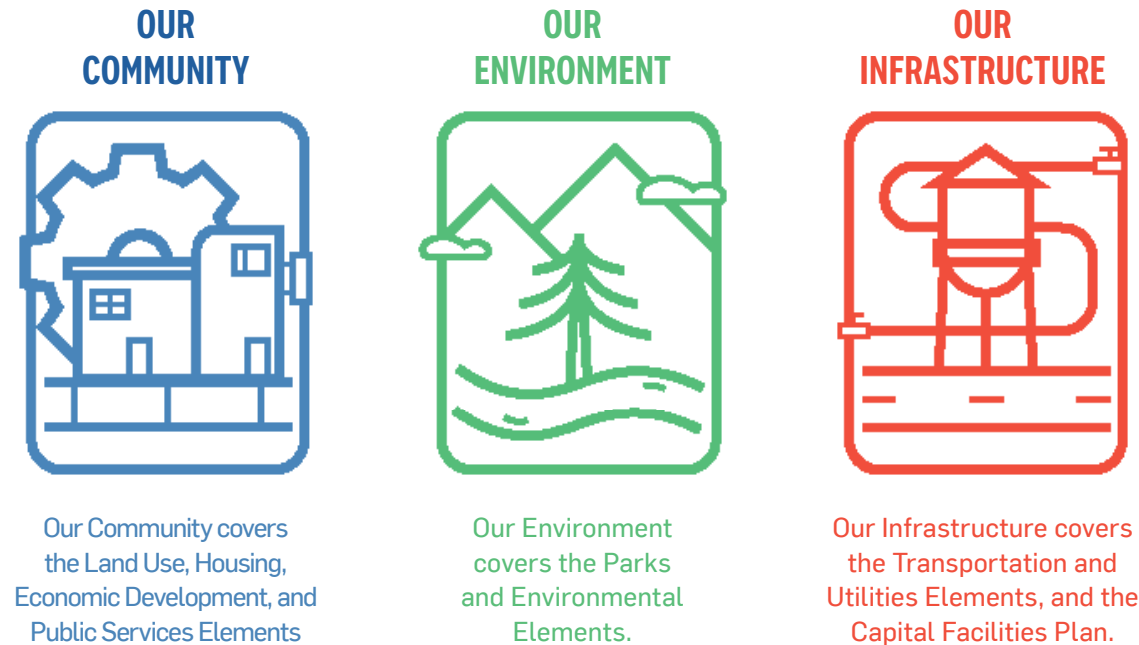
Snohomish County Tomorrow

Snohomish County Tomorrow (SCT) allocates the population, employment, and housing projections from OFM to the cities and unincorporated areas within Snohomish County.⁶ The growth allocations are a result of collaboration between Snohomish County, its cities, and the Tulalip Tribes, and are consistent with the framework of both the VISION 2050 RGS and Snohomish County's County-wide Planning Policies. The City of Marysville was allocated 9.4 percent of the population, 8.5 percent of the housing, and 10.3 percent of the employment growth projected in Snohomish County through 2044. The City's Comprehensive Plan aligns with the [Countywide Planning Policies](#), which are incorporated by reference.

6. Snohomish County Tomorrow is a "cooperative and collaborative public inter-jurisdictional forum consisting of representatives from" Snohomish County, nineteen of its cities, and the Tulalip Tribes". SCT's goal is for Snohomish County, the cities, and tribes in the County "to partner and work together for the betterment of all citizens in Snohomish County and the region. SCT's primary function is to oversee the Countywide Planning Policies (CPP) which are written policies used solely for the purpose of establishing a countywide framework which the county and cities' comprehensive plans are developed." Source: [Snohomish County Tomorrow | Snohomish County, WA - Official Website \(snohomishcountywa.gov\)](#)

Plan Organization

The City's Comprehensive Plan is grouped thematically in three sections as follows:



Each chapter or 'element' begins with an introduction and an infographic outlining key takeaways of the element. The body of the element provides a discussion of key issues pertaining to each topic together with supporting figures (i.e. maps, graphs, etc.). The element concludes with goals and policies relevant to each topic.

Implementation

The Growth Management Act "places a strong emphasis" on plan implementation. Achieving the Plan's goals and policies requires implementing measures including development regulations, master plans, standards, and other programs.⁷ The City's development regulations and capital budget decisions must align with its comprehensive plan ([RCW 36.70A.120](#)). In 2022, [RCW 36.70A.130](#) was amended to require that larger cities, such as Marysville, submit progress reports every five years showing the progress that has been made implementing their plans.

⁷ [MRSC-Comprehensive Planning](#)



HOW ARE GOALS, POLICIES, AND INITIATIVES ORGANIZED?

The goals, policies, and initiative (goals and policies) can be found in one of three formats depending on the element. These formats are:

- Multiple goals with corresponding policies and initiatives per goal;
- A singular overarching goal with associated policies; and
- No goal but multiple focus areas with corresponding policies.

All goals, policies, and initiatives follow a consistent numbering format as shown below.

This prefix indicates the element and goal number.

PS 1 Goal text is largest.

This prefix indicates the element, associated goal number, and policy number.

PS 1.1 Policy text follows the goal.

This prefix indicates the element, associated goal number, and associated policy number, and initiative number.

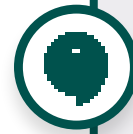
PS 1.1.1 Initiatives are nested under policies when present.

PUBLIC PARTICIPATION

Public participation is an essential aspect in the preparation of the Comprehensive Plan. The GMA requires that jurisdictions “establish and broadly disseminate...a public participation program identifying procedures providing for early and continuing public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans” (see [RCW 36.70A.140](#)). With Comprehensive Plan and development regulation updates, the City of Marysville abides by the public participation notice provisions set forth in [RCW 36.70A.035](#).

The 2024 Comprehensive Plan update largely relies on the policy direction, framework, and land use pattern established with the 2005 Comprehensive Plan, which included an extensive visioning and public participation process.⁸ The 2024 update endeavors to more concisely present the Plan, while also addressing various new and emerging issues in Washington state, the PSRC region, Snohomish County, and locally. The overall policy direction set forth in the Future Vision section at the end of this chapter were reaffirmed by the Mayor’s Growth Management Task Force in the spring of 2020, a public survey in the spring of 2022, and discussion with the Marysville Planning Commission.

For the 2024 Comprehensive Plan update, the City Council adopted a [Public Participation Plan](#) via [Resolution 2520](#), which outlined how the City would engage the community throughout the update process. Throughout the update, an annual work plan was posted on the [2024 Comprehensive Plan Update webpage](#) to ensure that the public was apprised of upcoming meetings and events as well as opportunities to comment on draft work product. Outreach during the update is captured in the infographic on this page. The Comprehensive Plan update culminated in a Public Hearing before the Planning Commission on November 12, 2024 and adoption by City Council on December 9, 2024 via Ordinance ----.



5 surveys, 7 focus groups on housing, and 17 newsletters



3 open houses and 5 public outreach events



Email notifications to a 438 person list serve



15 Planning Commission meetings and 1 public hearing



1 joint City Council-Planning Commission meeting



6 City Council work sessions and 2 public meetings

8. As detailed in [Section III Public Participation](#) of the 2015 Comprehensive Plan.

HISTORY AND VISION



NATIVE AMERICAN ORIGINS

For centuries, Native Americans occupied the lands surrounding the Salish Sea.⁹ The Native Americans “sustained a flourishing economy...rooted in fish harvest, shellfish harvests, hunting, gathering, and trading of resources within the Salish Sea” region.¹⁰ The first encounter in the vicinity between Europeans and Native Americans occurred in 1792 during Captain George Vancouver’s exploration of Puget Sound. An influx of Europeans into the region began a half-century later, with a sawmill at Tulalip being the first European settlement in Snohomish County. In 1855, the Treaty of Point Elliott was signed resulting in the “ceding of millions of acres of land in western Washington,” by Native American tribes in exchange for “promises of governmental protection, goods, and services”, and “reserving certain fundamental rights and four reservations” – one of which became the Tulalip Reservation.

The Tulalip Reservation area was the focal point of activity in the area for another 20 years. During this time, a mission, church, and school for Native Americans were established at Tulalip. Located at several points along the coast, including the mouth of Quil Ceda Creek, Priest’s Point, and Mission Bay, the mission grew to be quite extensive. From 1857 to 1932, Tulalip children attended the Tulalip Boarding School on the Tulalip Reservation, which removed children from their families and culture for most of the year resulting in permanent impacts to their community.¹¹



Tulalip Chief William Shelton carving a totem pole in 1910. Photo Credit: University of Washington Special Collections (NA859).

Tulalip children attended the Tulalip Boarding School from 1857 to 1932, which resulted in lasting impacts to the community. Photo Credit: Hibel Cultural Center.



9. The Salish Sea is a marginal sea of the Pacific Ocean that is located in Washington state and British Columbia, and includes the Puget Sound and other waterways.

10. Credit: 2009 Tulalip Tribes Comprehensive Plan.

11. [Credit: The Tulalip Tribes | Who We Are - History \(tulaliptribes-nsn.gov\)](https://www.tulaliptribes-nsn.gov/history)



FOUNDING FATHER

In 1872, James Comeford accepted a government appointment to work at the Tulalip trading post. During the 1870s, various logging operations and camps were located along the mouth of the Snohomish River. In 1874, Comeford purchased 1,280 acres of land east of the trading post from four men for \$450. By 1878, Comeford had built a store on Front (now First) Street and a school district was established to cover the area from Sunnyside to Florence. In 1879, the Comefords set up a post office named Marysville which, like the town, was likely named after his wife Maria.

During the late 1870s through the early 1890s, many settlements were established in the greater Marysville area: Kellogg Marsh, Getchell Hill, Sunnyside, Shoultes, Sisco, and Edgecomb. In 1887, Marysville established a school district, and in 1888, the City's first school, the Lyceum, was built on Front [First] Street between Beach and Cedar. Notably Maria Comeford was Marysville's first teacher.

The 1880s were a relatively quiet time in Marysville. In the early 1880s, the City was only three blocks with skid roads running to the slough. In 1885, James Comeford sold his store and began to plat the town, beginning with nine blocks east of the reservation to Liberty Street, which was followed by platting of adjacent areas. In the late 1880s, the first Marysville sawmill opened. Despite these efforts, in 1889 the town only had a few residents, two general stores, an empty hotel, and 20 houses.



Marysville's first City Hall, a wood structure, was constructed on Front Street in 1901. Photo Credit; Marysville Historical Society.

In the 1890s, Marysville had limited residents and structures as shown in this view of the town looking west from Front and Cedar.



RAILROAD BOOM

A boom hit the region in 1889 with the construction of the railroads; however, the railroad did not come through Marysville until 1892. The combination of railroad and timber increased the region's vigor. Within one year, Marysville had two hotels, 14 businesses, 47 houses, 200 people, and Sunset Telephone and Telegraph opened its Snohomish exchange. By 1891, the town was incorporated as a fourth-class city with 350 inhabitants, a mayor, City Council, treasurer, and clerk; its first City Hall on Front Street; and the second bank in Snohomish County opened at First and Beach. In February 1892, the Marysville Globe newspaper began after the City's original newspaper, The Leader, went out of business.



A man stands beside a flatbed railroad car, labeled with Marysville and Northern, bearing an enormous Douglas fir tree. Photo credit: Washington State Historical Society.

The Great Northern Railroad depot at Marysville, circa 1913. Photo credit: University of Washington Libraries, Special Collections.



STOCK MARKET PANIC

Although the stock market Panic of 1893 slowed the growth of many communities, it minimally impacted Marysville. In 1894, the City's second school opened with 159 students. Tugboats and stern-wheelers plied the river and sound, and mills were being constructed along Allen Creek. When the Great Northern Railroad tracks opened in 1895, they became the only direct connection to Everett. Throughout the 1890s, steamers connected Everett and Marysville, but the only land route was via Sunnyside Road and Cavelero's Corner.



The City's wharf on Ebey Slough at the end of Beach Avenue in the 1890s. Photo Credit: Marysville Historical Society.

A NEW CENTURY AND ANOTHER BOOM

With the new century, Marysville experienced more growth. By 1904, the town had expanded north and east to 8th Street and Allen Creek respectively, and by 1905 the population was 1,250, more than tripling since incorporation 14 years earlier. The town had 450 students, four churches, a public electric light system, six miles of graded streets, two logging camps, six shingle mills, three sawmills, and mail delivered by horse and buggy. The entire Northwest experienced a phenomenal boom after the 1906 San Francisco earthquake as mills furnished the timber for rebuilding. In 1907, the first high school was built on 10th Street between Beach and Cedar. First Street was paved in 1914, and in 1916, the first Highway 99 was created from the existing Sunnyside Boulevard route by paving it from Everett to Marysville via Cavelero's Corner.

Following the 1923 Japan earthquake, the Northwest experienced another boom sparked again by the demand for building materials. Then in 1926 the second Highway 99 was constructed across the flats to Everett. The new roadway reoriented the town toward it, with many businesses and public structures relocating along State Avenue, which shifted the center of town to Third Street and State Avenue.



A Labor Day celebration on Front (First) Street in 1912. Photo credit: Marysville Historical Society.

DEPRESSION ERA AND WORLD WAR II

The Stock Market Crash of 1929 and Great Depression did not affect Marysville significantly. As a farming community, the area was self-sufficient; Marysville's agricultural products consisted primarily of berry crops, dairy, poultry, and oats. During the 1930s, the town welcomed bigger businesses and more residents. In 1932, Marysville held its first Strawberry Festival, which has since been an annual affair except for three years during World War II.

During World War II, the main activity in the immediate Marysville area was the ammunitions storage depot on the Tulalip Reservation. After the war, this site would become a Boeing test site. A new kind of manufacturing, aerospace parts, would join traditional industries as part of the Marysville economy.



A Marysville streetscape from the 1920s. Photo credit: Marysville Historical Society.

During the 1930s, the town welcomed bigger businesses. Photo credit: Marysville Historical Society.



POST-WAR CHANGES

Most of the post-war changes that occurred contributed to the City's current form. In 1951, Marysville constructed a new brick city hall, which replaced the original wooden structure built in 1901. In the mid-1960s, the Marysville portion of the third Highway 99 (now Interstate 5) was completed, which introduced a new orientation to the City replacing State Avenue as the primary regional thoroughfare. Following the construction of Interstate 5, State Avenue's role changed as highway-oriented businesses moved to Fourth Street. The first annexation in City history took place in 1952. By 1954, the population of Marysville was approximately 2,500, having doubled its size over 50 years.



A new City Hall was constructed in Marysville in 1951, which replaced the original 1901 structure. Photo Credit: Marysville Historical Society.

LAND USE PLANNING BEGINS

Comprehensive land use planning began in the Marysville area in 1956 when the Snohomish County Council adopted its first plan. This plan consisted of a land use map showing a range of residential, commercial, and industrial uses; however, it lacked explanatory text to guide implementation. The City's first plan was adopted in 1968 and amended in 1978 and included explanatory text to guide implementation.

In March 1982, the County Council adopted the revised County Sub-Area Plan for Marysville, to pursue growth management. The County's plan was also intended to complement the City's 1978 plan and supported strengthening the vitality of Marysville's business areas by prohibiting retail or service businesses from locating outside of the urban core (i.e. along State Avenue). In 1995, five years after the adoption of the Growth Management Act (GMA), the County established Marysville's first Urban Growth Area, which was followed by the City's first Comprehensive Plan in 1996.¹²



Kuhnle's Tavern, Hilton Drugs, Marysville Café and other businesses along State Avenue in the 1970s. Photo Credit: J. Boyd Ellis Post Card Co. courtesy of the Washington State Historical Society.

GROWING PAINS

In the late 1980s, many significant projects were built, most notably the Downtown shopping mall. While the mall replaced many rundown buildings, it also turned its back on the waterfront. Another significant shopping center was built at State Avenue and 100th Street, serving the residential neighborhoods that began in the vicinity in the 1950s. The major connection and widening of Fourth Street/64th Street NE (SR528) also took place, connecting Downtown and Interstate 5 to Highway 9.

During the 1980s and early 2000s, Marysville's population grew substantially placing significant growth pressures on the City. Much of the growth was residential resulting in an imbalance between residential and commercial, which renewed the City's interest in economic development. Many housing developments lacked individuality and quality design, while the commercial buildings along State Avenue aged. There was a sentiment that the community was losing its small town feel and charm, while not yet achieving the urban amenities and presence of larger cities.

12. In 1997, Arlington and Marysville settled a long-standing dispute over urban growth boundaries, setting the north and south boundaries respectively of Marysville and Arlington in the Smokey Point area.

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 partially overlapping a building with a chimney. The entire graphic is framed by a circular border containing the words "OUR COMMUNITY" repeated multiple times in a smaller, white, sans-serif font.



Chapter 2

LAND USE

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<u>2.3 Land Use Inventory</u>	<u>29</u>
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<u>2.7 Goals and Policies</u>	<u>81</u>

Land Use Snapshot



Adequate Land to Accommodate Growth

Over the past twenty years, the City of Marysville has grown tremendously 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 11,663 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 9.4 percent of population, 8.5 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 32,926 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).



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.

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.



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

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; 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.¹⁴

¹⁴. Ground water quality and quantity, and drainage, flooding, and stormwater runoff, are addressed in the Environmental Element ([page 201](#)), Public and Human Services Element ([page 147](#)), Capital Facilities Element ([page 287](#)), 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](#).



Voices from the Community

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%).

Frequent desires expressed by the community include:

- A walkable Downtown with restaurants and open spaces where people can gather.
- Improved traffic flow through the City.
- Safety, security, and addressing homelessness.
- Improved schools.

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%).

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 between new and existing development (e.g. reducing the height of apartments next to single family residences) (41.6%), and improved architectural design (24%) were also identified as ways to make growth more welcome.

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.



URBAN GROWTH AREAS, ANNEXATION AND AREAS OF FUTURE INFLUENCE

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.¹⁵ 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.

15. 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.
16. 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.
17. 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.

The map displays the Marysville Urban Growth Area (UGA) in Snohomish County, Washington. The UGA is outlined in a thick green line, while the city boundary is indicated by a dashed green line. Major roads shown include Interstate 5 (I-5), State Route 520, and various local streets such as Airport Blvd, 172nd St, 152nd St, 136th St, 132nd St, 108th St, 100th St, 88th St, 84th St, 80th St, 64th St, 60th St, 44th St, 4th St, 27th Ave, 23rd Ave, 116th St, 51st Ave, 67th Ave, 99th Ave, 123rd Ave, 83rd Ave, 71st Ave, Soper Hill Rd, Grove St, Shoultes Rd, State Ave, Cedar Ave, Marine Dr, and Forty-Five Rd. The map also shows the Snohomish River and surrounding water bodies. A legend in the top right corner identifies the UGA and City Boundary. A scale bar in the top right corner shows 0 to 1 mile. A north arrow is located in the bottom left corner. The data source is cited as SnoCo in the bottom right corner.

Annexation

Cities are ultimately expected to annex areas within their respective UGAs and, therefore, must plan for effective service delivery for transitioning these areas into the city limits. Marysville has actively sought annexation of its UGA, negotiated interlocal agreements with Snohomish County for annexation of and urban development within its UGA, and adopted policies to encourage transition of unincorporated areas into the City limits. These policies and agreements ensure a smooth transition from County to City jurisdiction when annexation occurs and have helped facilitate annexation of virtually all of the City's UGA.¹⁸

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.

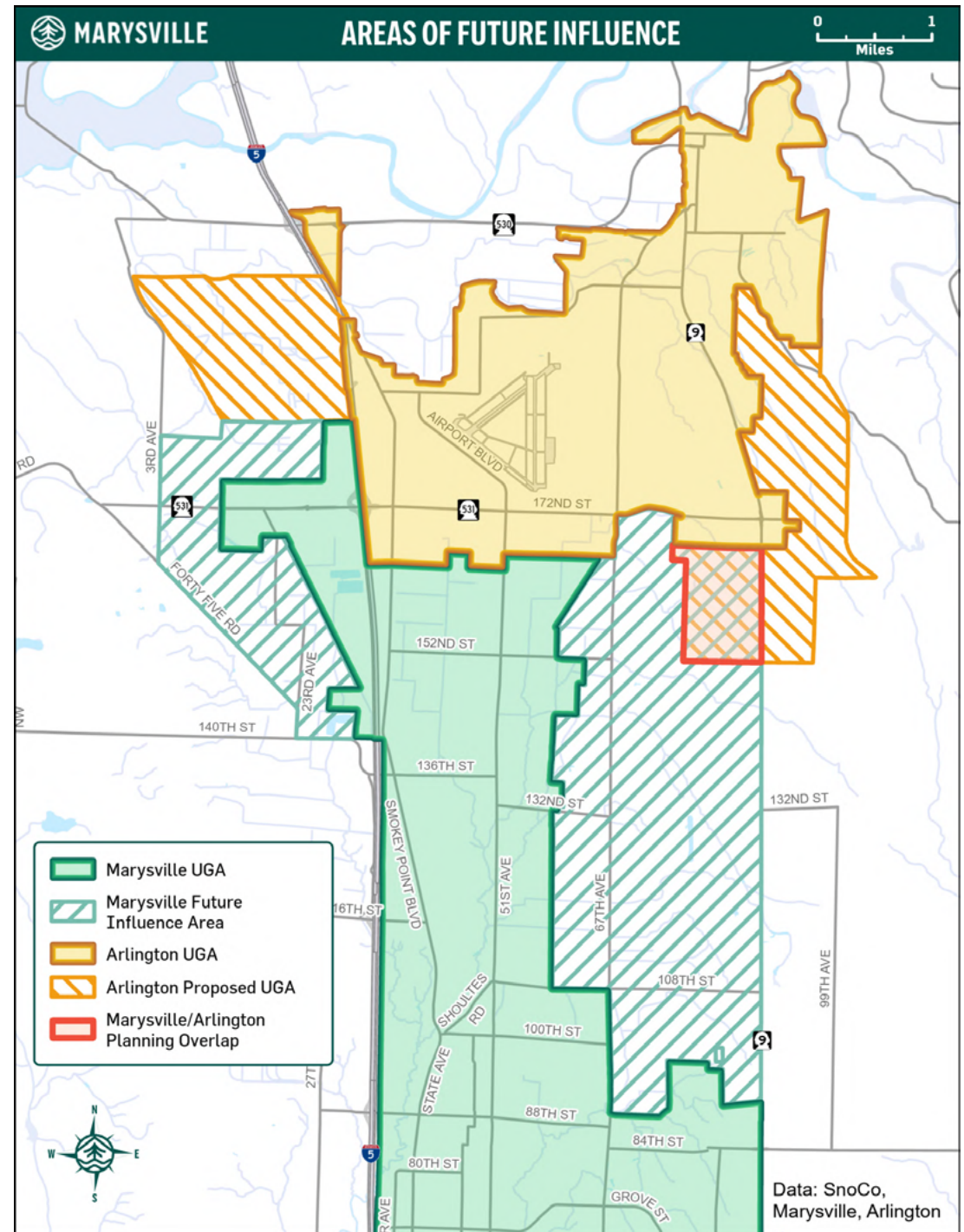
Areas of Future Influence

Washington State's GMA and Puget Sound Regional Council (PSRC) require planning efforts that increase density within UGAs, and consideration of reasonable measures (see Appendix 1), prior to pursuing UGA expansions.¹⁹ While the City anticipates meeting the 2044 population, housing and employment targets allocated by Snohomish County within its current UGA, it is anticipated that over time future UGA expansions will be needed. Figure 2.2 depicts Areas of Future Influence that are likely future expansion areas. One area to the east of the City is designated as a potential expansion area in the Comprehensive Plans of both Marysville and Arlington, which will require ongoing coordination with Arlington and Snohomish County to finalize where each jurisdiction may expand in the future.

18. 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.

19. Reasonable measures are strategies that jurisdictions can implement to meet growth management goals without expanding Urban Growth Areas (UGAs).

Figure 2.2



Section 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.

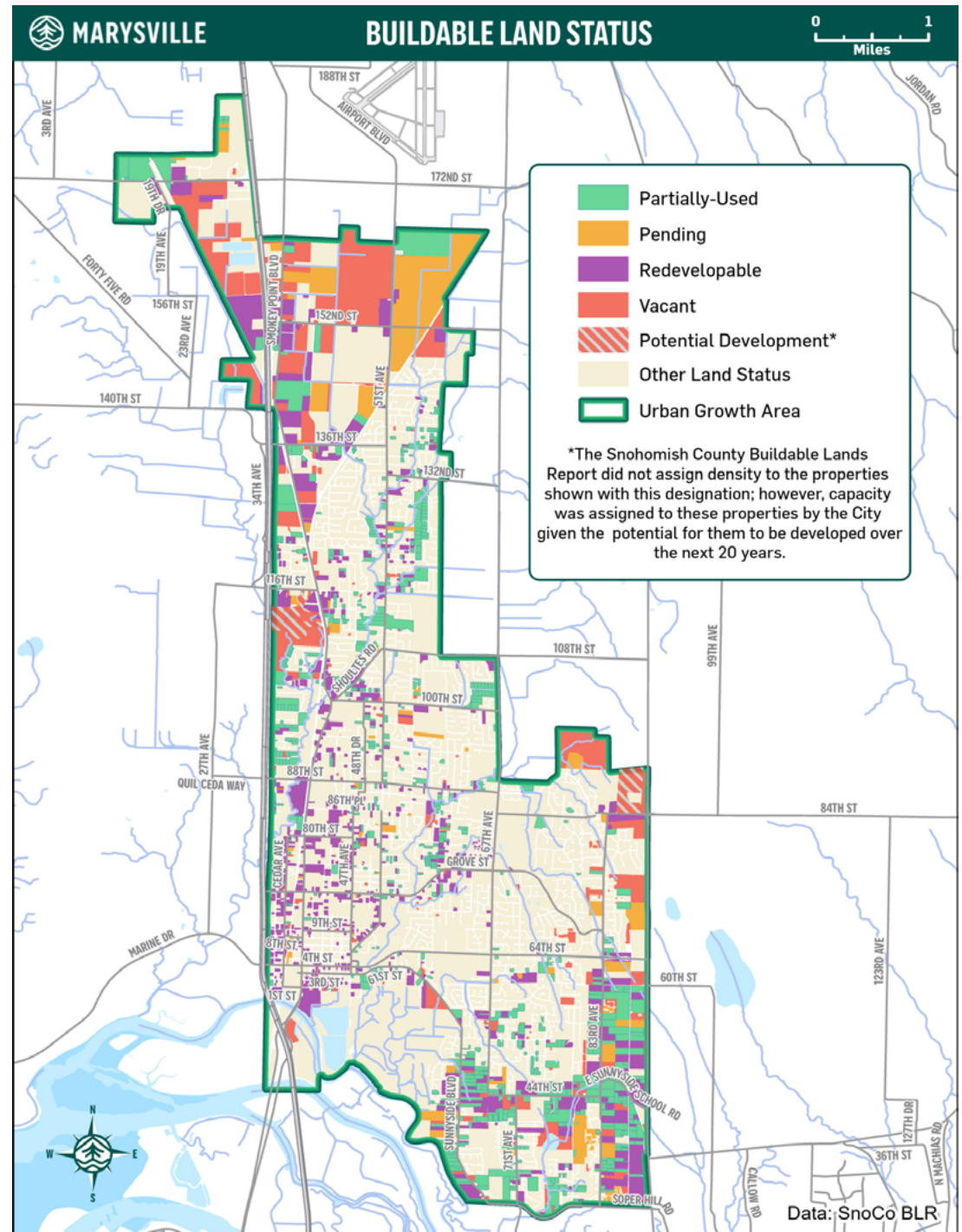
Developable Land Analysis

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.²⁰ 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.

20. 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.).

Figure 2.3



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, 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.²¹

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.²² 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.²³ 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 Figure 2.5 and Figure 2.6. 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 Category²⁴

ACREAGE	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

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

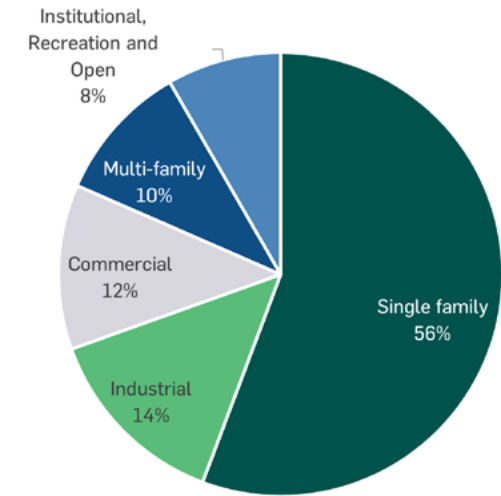
21. Unbuildable lands include critical areas and buffers (i.e. steep slopes, wetlands, streams, lakes, and floodplains); major utility easements; future arterial rights-of-way; and land needed for other capital facilities (i.e. schools, parks, water/sewer/storm, etc.).

22. 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. Due to the rapid pace of development in various neighborhoods throughout the City, particularly the East Sunnyside-Whiskey Ridge, Smokey Point, and Lakewood Neighborhoods, and to ensure adequate capacity, the market availability reduction factor was removed from properties where projects were constructed, obtained land use approval, or had a formal land use application filed between April 2019 and October 2024.

23. A complete land capacity analysis and table are provided in Appendix 2 of the Land Use Element.

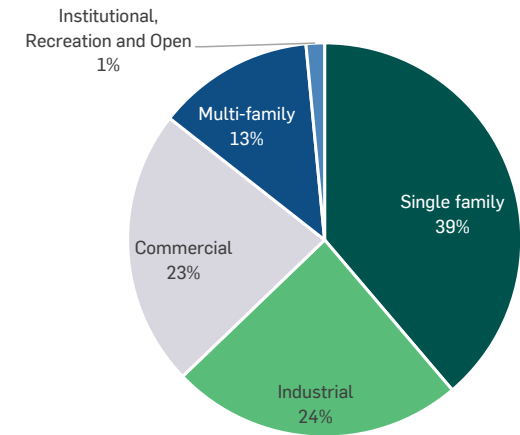
24. The City of Marysville has 27 different land use designations. These designations are consolidated into the five general categories shown above for ease of interpreting the data. Most land use designations fall neatly into a category with the exception of the following three which are included in 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

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. 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 Figure 2.7 and Figure 2.8.

Figure 2.7
2044 Growth Targets and Capacity within the Marysville UGA

	EMPLOYMENT	HOUSING	POPULATION
Existing ²⁶	15,310	25,723 ²⁶	70,714
2024 - 2024 Increase	17,616	14,253	29,108
2044 Target ²⁷	32,926	39,976	99,822
2044 Total Capacity	34,331	40,557	101,158

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

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 1.65 percent which equates to 1,069 additional residents each year. The City's 2020 population was 70,714 and is expected to grow at a 1.45 percent average annual rate approaching 100,000 people by 2044. The City has capacity for approximately 101,000 people, so is able to accommodate an additional 30,500 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 1.41 percent arriving at 25,723 units by 2020. By 2044, it is projected that the City's housing stock will need to increase by 14,253 units to 39,976 total housing units to serve the projected 2044 population. This means that about 594 new housing units will need to be built each year, representing a 1.85 percent average annual growth rate. The City has capacity for approximately 40,557 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.²⁸ In addition, 881 more temporary emergency housing beds are needed. Together, 5,641 affordable rental and emergency housing units are needed. Between the commercial zones that have been assigned residential density, and the multi-family zones, there is projected capacity for approximately 8,100 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.

25. The GIS files provided by Snohomish County show 25,629 existing housing units. In order for the math in the Land Capacity Analysis to be accurate, the 25,629 figure is used in that document. .

26. 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(93 jobs)increases 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 the GIS files and detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly in high growth areas such as the CIC and Lakewood.

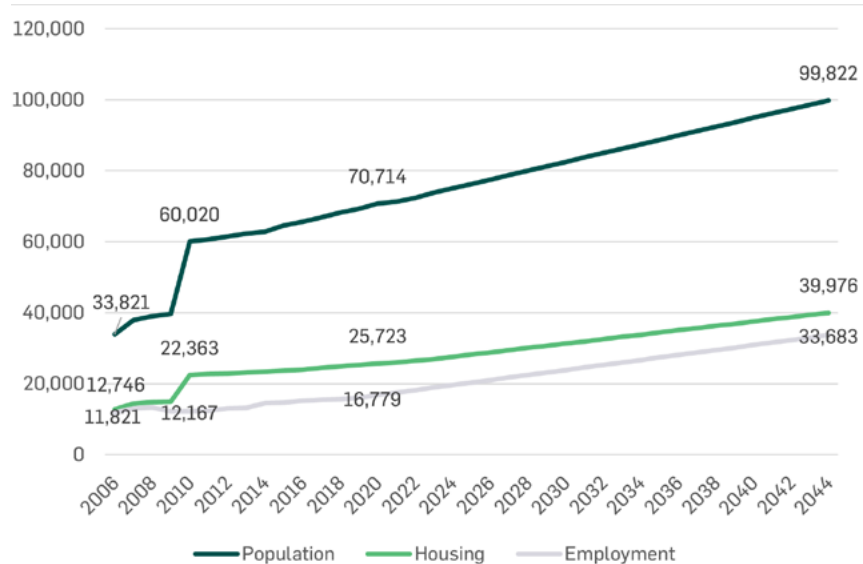
27. The targets noted in the chart are from the Snohomish County Tomorrow(SCT)planning process and are the City's growth targets. Based on additional analysis of the City's density assumptions, there is greater population and employment capacity as noted in the chart; therefore, both the target and capacity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

28. Housing allocation by income band or level is further discussed in the 'Housing for All Incomes' section of the Housing Element (page 18) and shown in Figure 3.22 of that chapter.

Employment

In 2006, the Marysville UGA had an estimated 11,821 jobs.²⁹ Between 2006 and 2019, employment within the UGA grew at an annual average rate of 2.34 percent or approximately 319 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 will need to grow at an average annual growth rate of approximately 3.03 percent to reach the 2044 target of 33,683 jobs for the UGA which represents 708 additional jobs per year. Most of this growth (up to 76 percent or 13,459 jobs with capacity for 15,100) is anticipated to be in north Marysville, particularly the Cascade Industrial Center (CIC). The UGA has capacity for approximately 34,690 jobs, so can accommodate the 33,683 jobs assigned to the UGA by Snohomish County.³⁰

Figure 2.8
2044 Growth Targets and Capacity within the Marysville UGA



Source: Snohomish County Countywide Planning Policies, Appendix B



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

29. 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.

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



Section 2.5

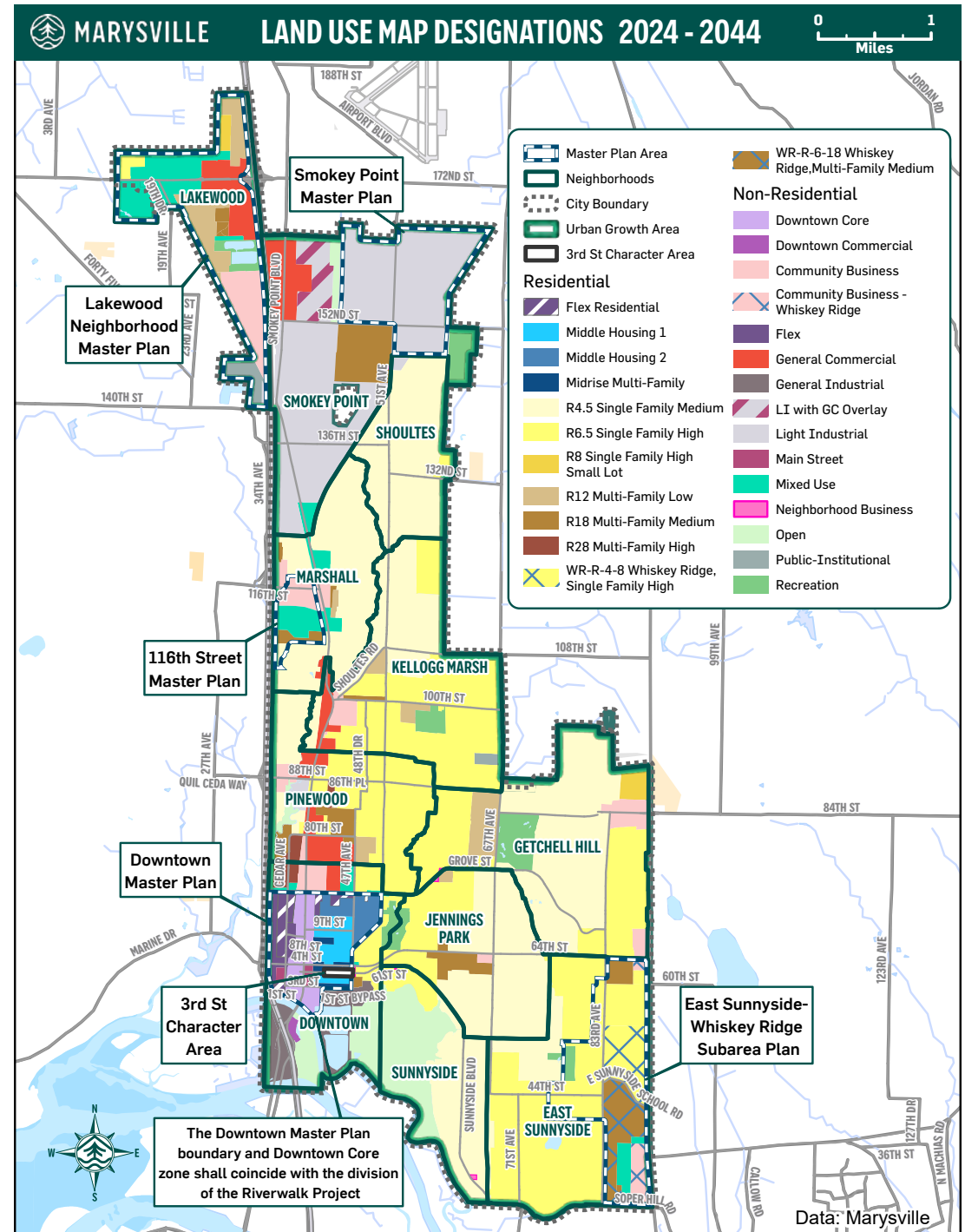
LAND USE DESIGNATIONS

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.

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 (see also Appendix 3). Most land use designations and zones apply throughout the City; however, the Downtown Master Plan Area and parts 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

31. 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.

Figure 2.9



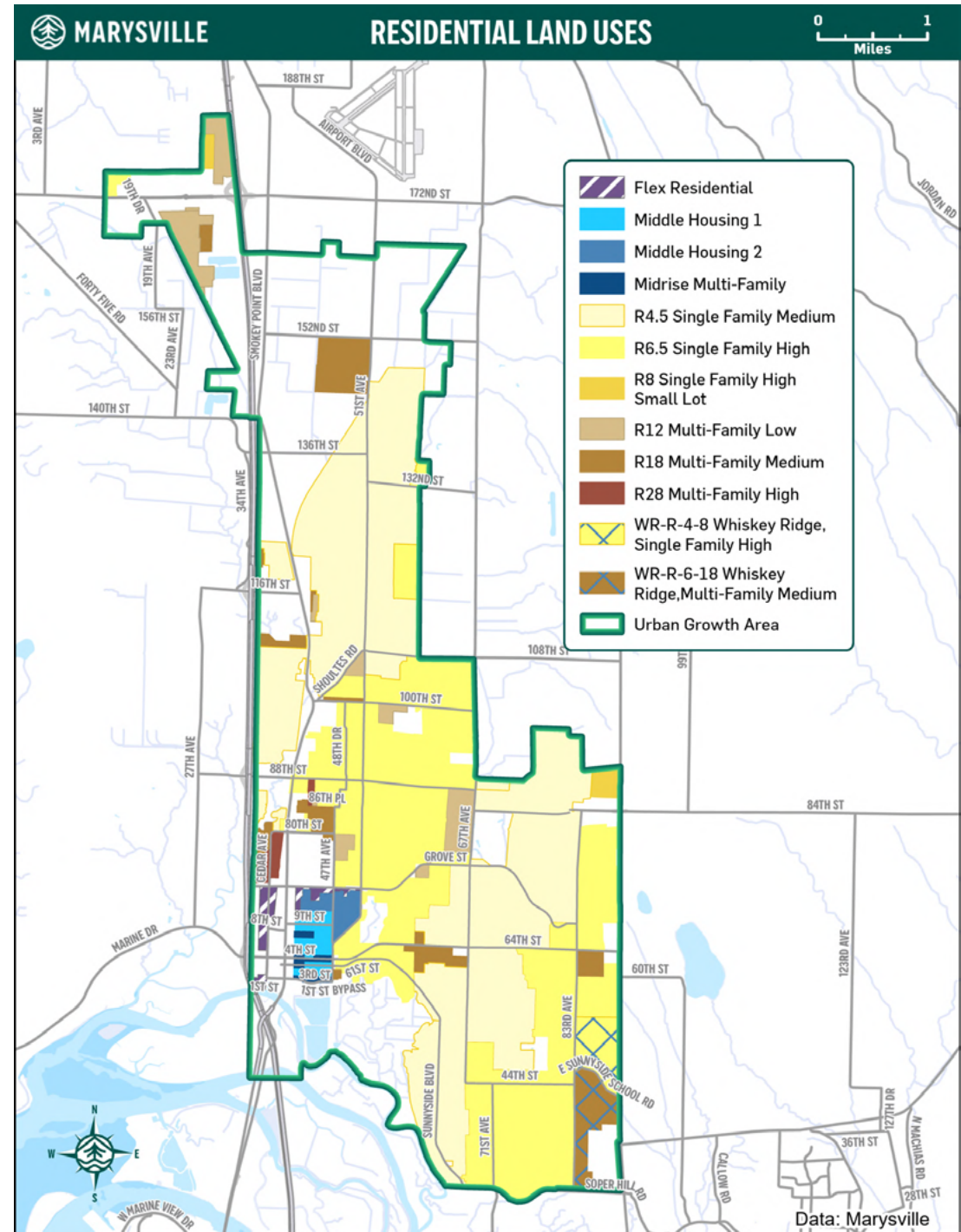
Residential

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.³² Land with a residential land use designation is shown in Figure 2.10.

32. 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.

Figure 2.10



Residential—Downtown Land Use Designations

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.



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.



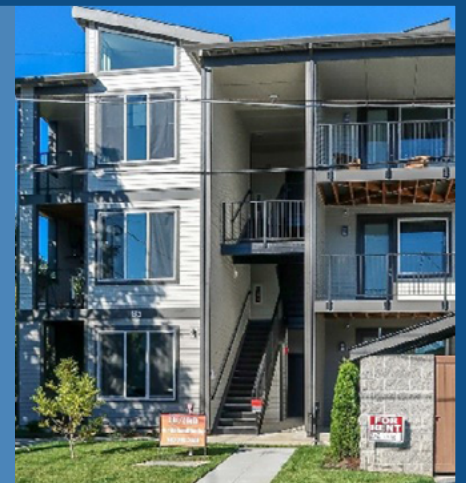
Midrise Multi-family

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 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.



Residential—City-wide Land Use Designations

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.



Residential—City-wide Land Use Designations

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

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



Whiskey Ridge – 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.



Whiskey Ridge – Medium Density Multi-family

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



Small Farms Overlay

The Small Farms Overlay is an overlay for agricultural uses in residential zones.³³ 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.

Photo Credit: Shane Monta.



³³. 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.



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.



Commercial—Downtown Land Use Designations

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.



Flex

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



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.



Commercial—City-wide Land Use Designations

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.



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.



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.



Mixed Use³⁴

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.

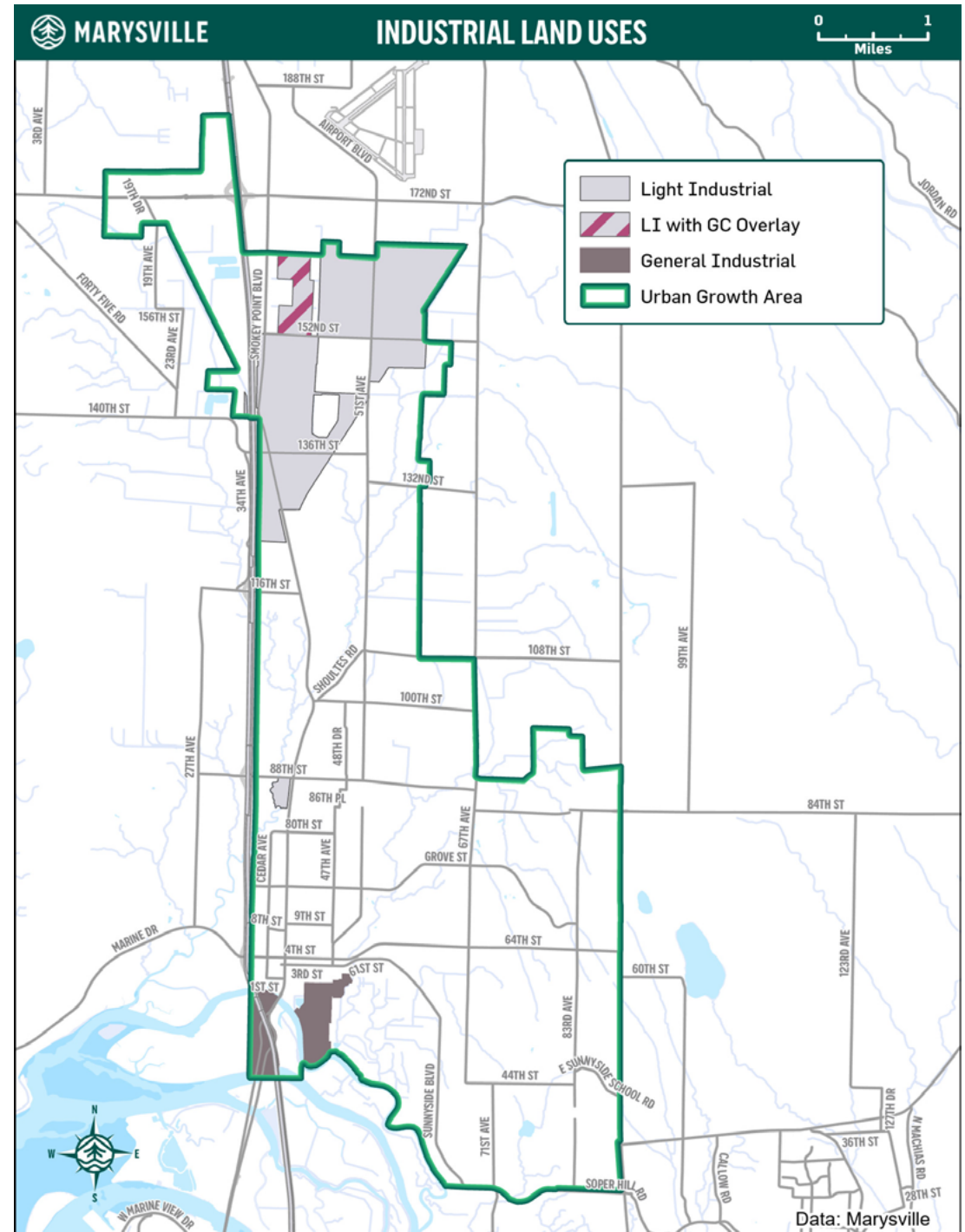


³⁴. The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan.

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



Industrial—Land Use Designations

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.



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.



Light Industrial with General Commercial Overlay

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

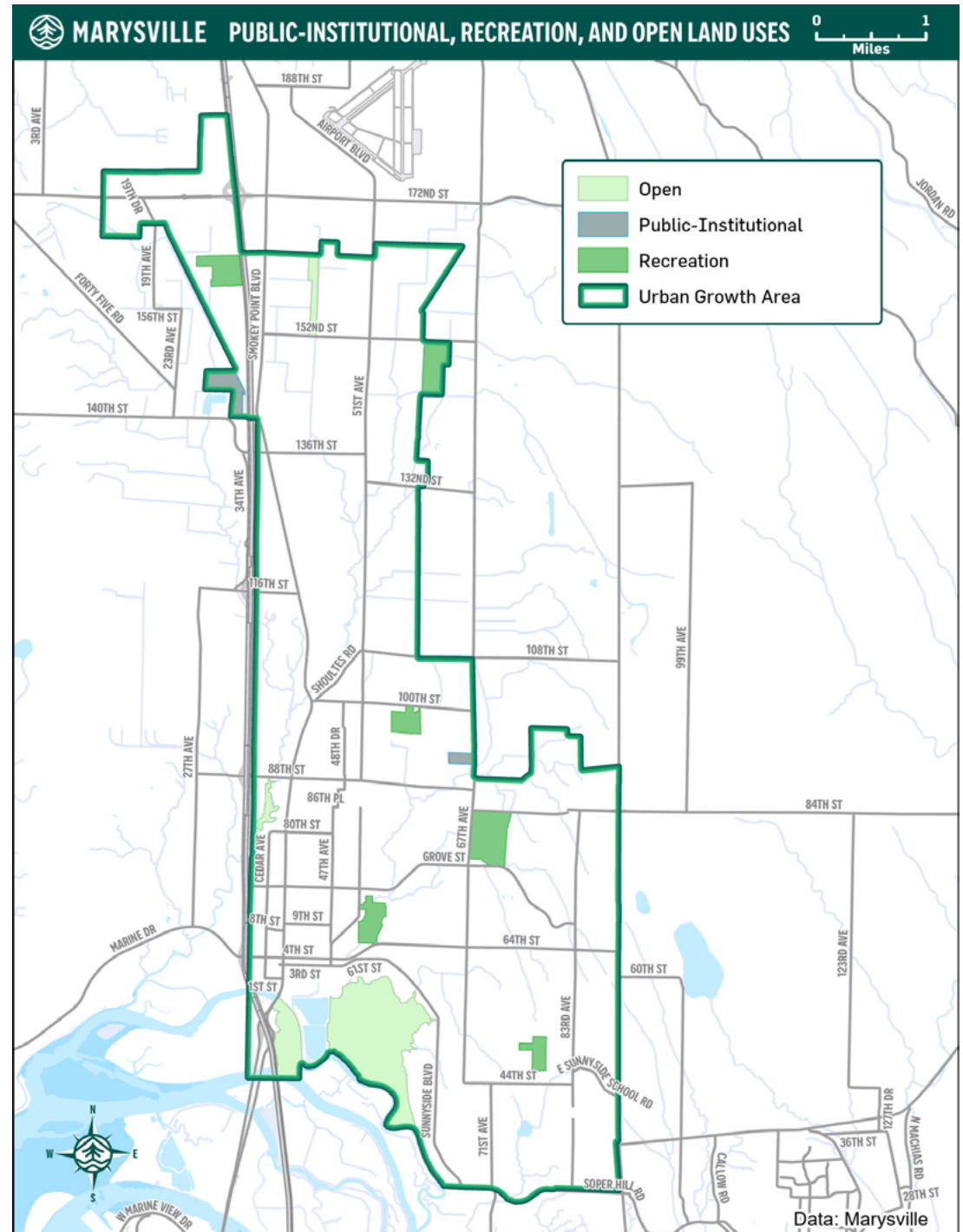


Public-Institutional/ Recreation/Open

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.³⁵ 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.

35. Figure 2.13 shows lands with the Public-Institutional, Recreation, and Open designations; however, this figure is neither intended to capture all lands useful for public purposes nor limit public uses to these land use designations. Lands designated for the public purposes cited in [WAC 365-196-340](#) are located in the following chapters of the Plan: 5.0 Public and Human Services Element ([page 147](#)) covers schools and certain other public uses; 6.0 Parks and Recreation Element ([page 171](#)) covers recreation; 8.0 Transportation Element covers transportation corridors ([page 229](#)); 9.0 Utilities Element ([page 265](#)) covers utility corridors, sewage treatment facilities, stormwater treatment facilities, and waste management; and 10.0 Capital Facilities Plan ([page 287](#)) addresses land and facility needs for each public use identified in the statute.

Figure 2.13



Public-Institutional/Recreation/Open—Land Use Designations

Public-Institutional

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



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.



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.



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.



Autumn leaves brighten an entrance to a residential neighborhood.

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 bicycle 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 Plans have been established to provide further vision and standards to direct growth.³⁶ 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 Neighborhood.³⁷

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 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 2.25.³⁸ 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.



Historic Third Street features retail, restaurants, and services.

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

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

38. 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.

DOWNTOWN NEIGHBORHOOD

History

The Downtown Neighborhood was the site of the original founding of the City. Downtown also presents the effects of three of the most important growth periods in Marysville's history. First was the founding and original platting of the City, beginning on the waterfront and moving east to Allen Creek and north to 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.

In 2020 the City obtained a grant from the Washington State Department of Commerce to update the Downtown Master Plan with an aim of modernizing and streamlining standards, increasing residential capacity, and attracting private investment.³⁹ 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.

39. 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.



Predominant Land Use

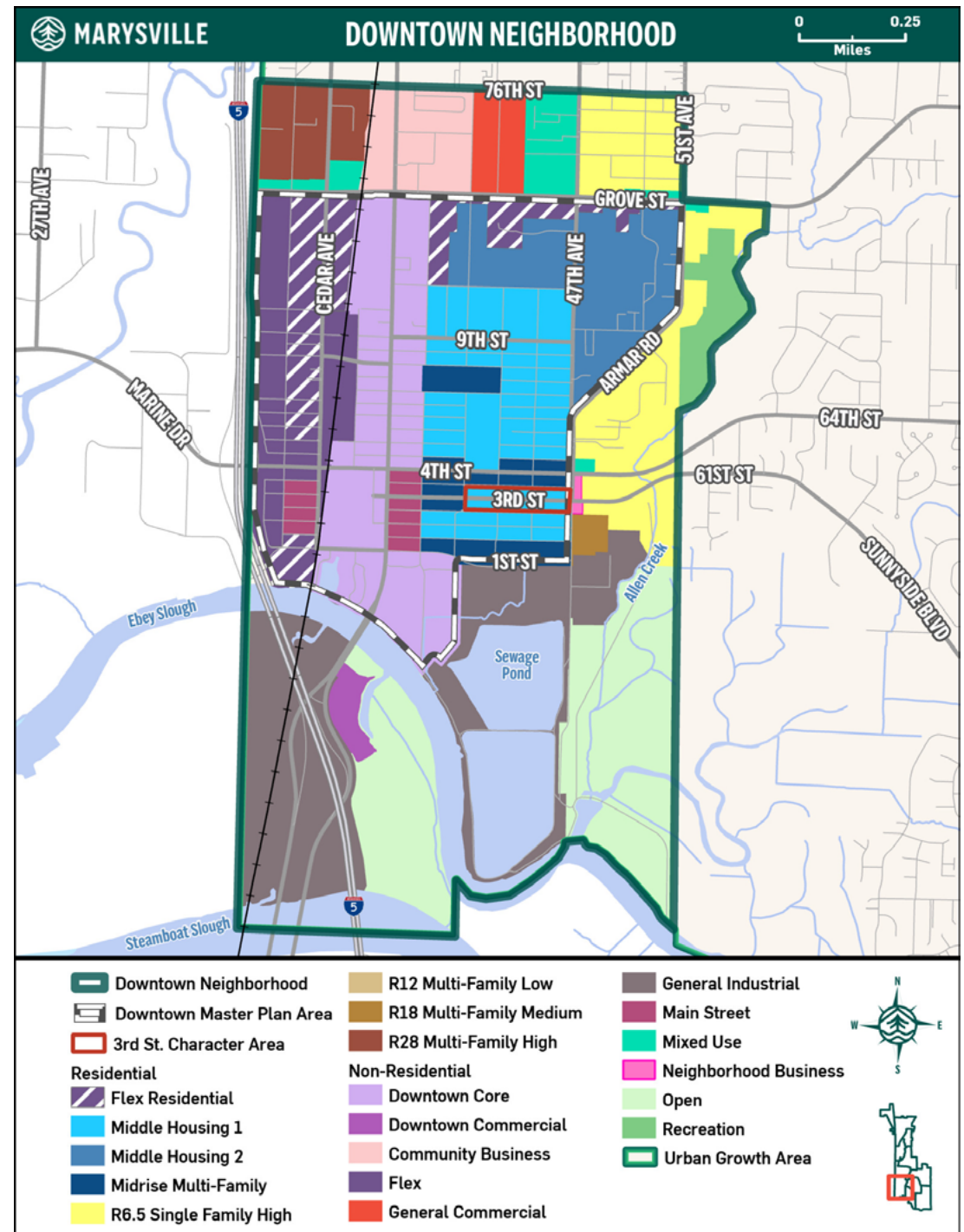
The Downtown Neighborhood features the most variation in zones and land uses among the City's eleven Neighborhoods. The core of Downtown features many original buildings along 3rd Street east of State Avenue and west of Cedar Avenue. These original buildings are separated by the Marysville Town Center 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.

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.

Figure 2.14



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 code was adopted to direct development to meet public and private objectives and provide graceful transitions between higher and lower intensities.⁴⁰ Parking standards were recalibrated to balance development feasibility with future parking trends, impacts of parking on the public realm, and the provision of sufficient parking to meet business and resident needs.⁴¹ Identifying catalyst projects to spur private investment Downtown is recommended by the DMP; the [2021 Waterfront Strategic Plan](#) furthers this initiative by identifying several catalyst projects that either have been constructed or are proposed for construction in the future.

Within the DMP, the key properties or areas that 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.



From left to right: A redeveloped corner in the Downtown Neighborhood; The new Civic Center and improvements to Comeford Park have renewed a Downtown gathering space.

⁴⁰. 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.

⁴¹. Future parking trends include increased use of transit including Bus Rapid Transit, bicycling, shared and autonomous vehicles, etc.



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.
- **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.



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

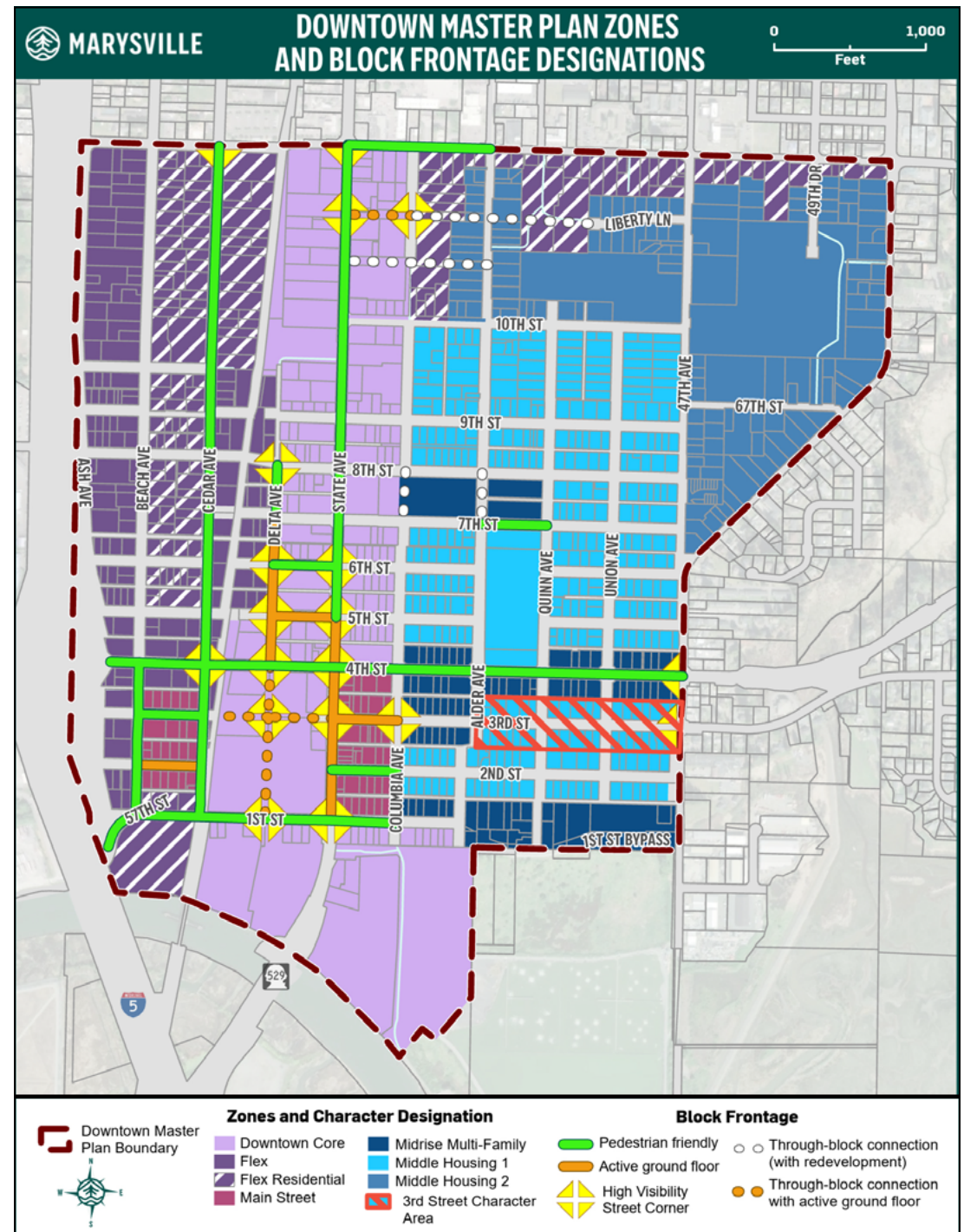
Future Vision

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

Streets within the DMP area have 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.

Figure 2.15



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

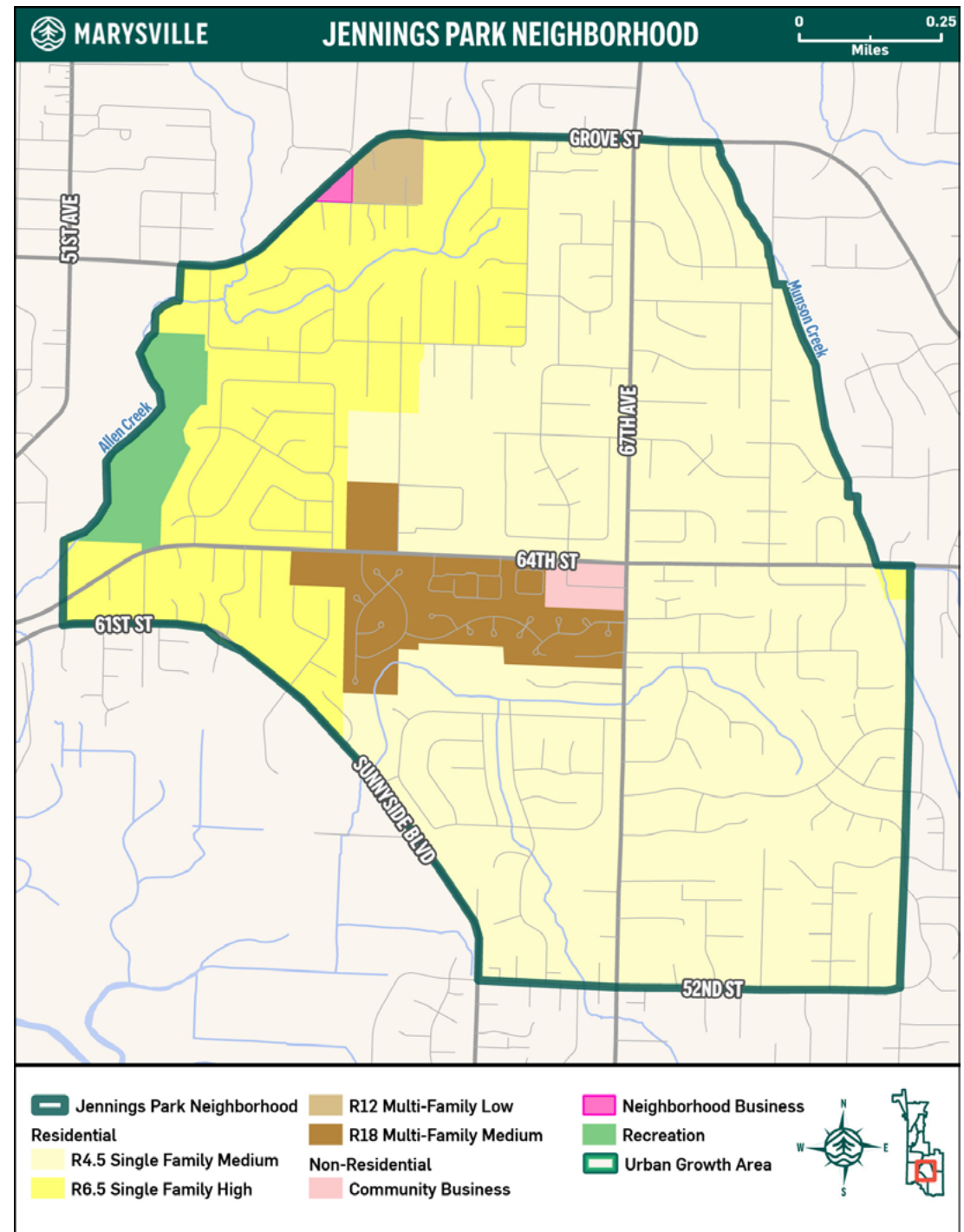


The Jennings Park Neighborhood is characterized by single family residences similar to the well-maintained home shown here.

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.

Figure 2.16



SUNNYSIDE NEIGHBORHOOD

History

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

The Tulalip Tribes purchased the floodplain portion of the Sunnyside Neighborhood in order to pursue the Qwuloolt Estuary Restoration Project which reestablished a significant estuarine wetland. Ebey Slough and this wetland have “returned natural hydrologic processes to the ecosystem” and provide valuable habitat for salmon, wildlife and plants.⁴² Ebey Slough, various parks, the Ebey Waterfront Trail, and connectivity to Downtown result in this neighborhood being a significant destination for Marysville residents, and the potential to be a regional destination for visitors including bicyclists, pedestrians, and kayakers.

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



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

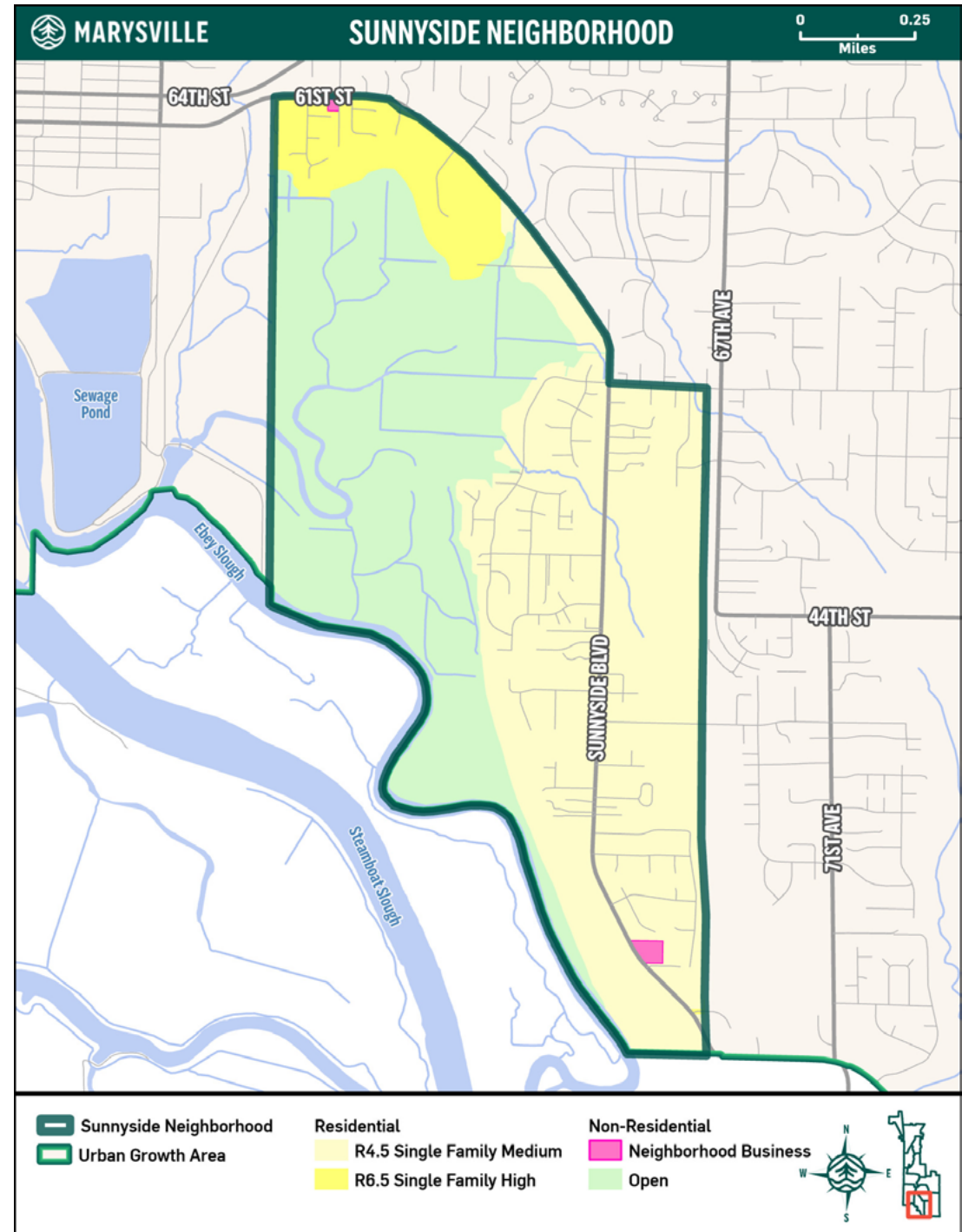
Predominant Land Use

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 northwestern 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





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.



Wide sidewalks, landscaping, and decorative street lighting encourage walking in the East Sunnyside – Whiskey Ridge Neighborhood.

East Sunnyside – Whiskey Ridge Subarea Plan.

The East Sunnyside – Whiskey Ridge Subarea Plan was adopted in May 2007. The neighborhood provides a gateway to the City; therefore, a primary objective of the Plan is to “create a distinctive urban edge and facilitate the development of enduring and long-term neighborhoods for a growing community” as well as to “balance the largely single family residential growth” with other uses. The Plan also envisions commercial and job opportunities in close proximity to residential uses; the provision of parks, open space, and robust public facilities; and enhanced design of streets and architecture. Key objectives of the East Sunnyside – Whiskey Ridge Subarea Plan are summarized below.

Commercial and Mixed Uses

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

Residential

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

Transportation Connectivity and Street Presence

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

Design Standards

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

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

Public Facilities

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



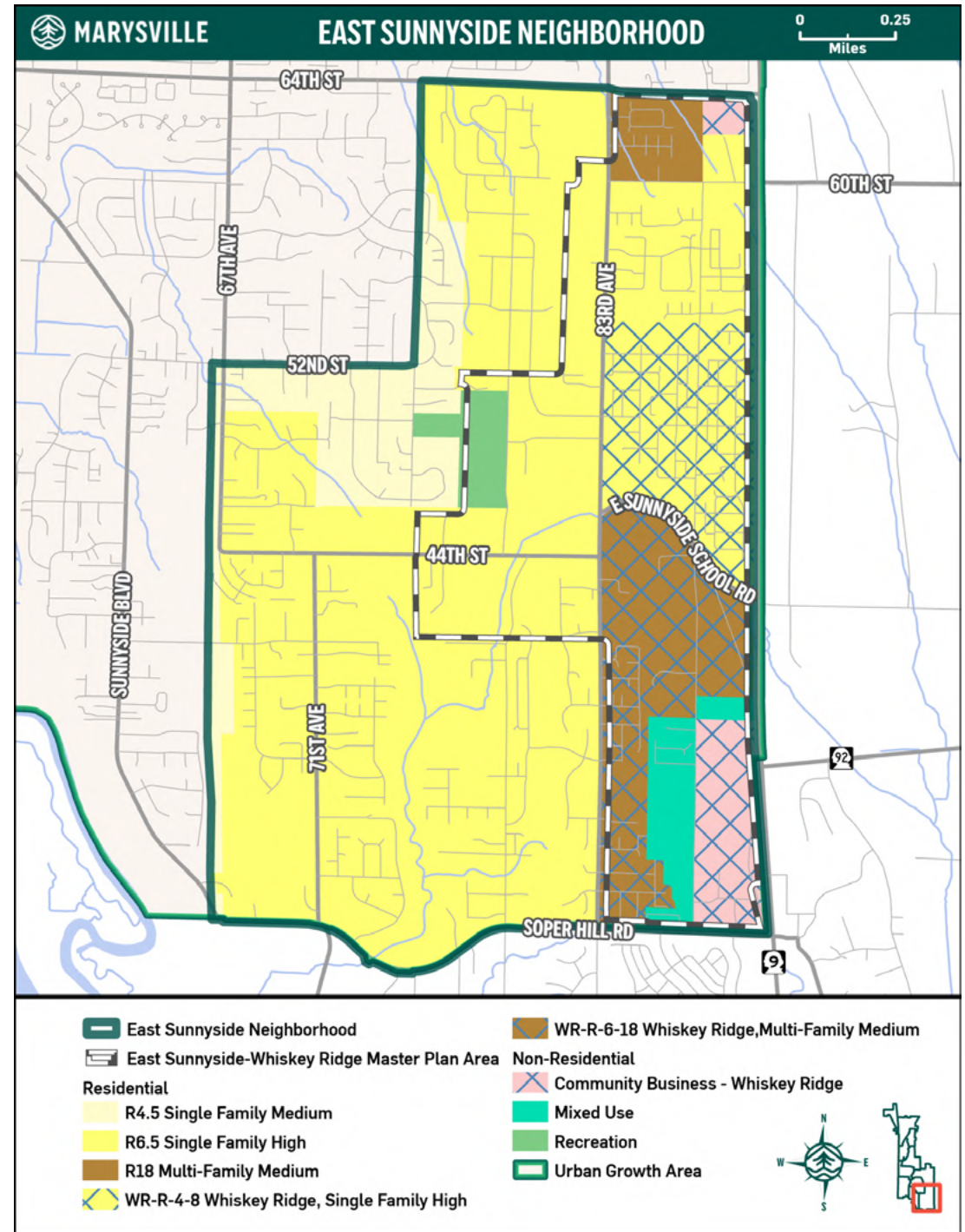
New residential development in the East Sunnyside-Whiskey Ridge Neighborhood is characterized by an orientation towards the street, along with consistent fencing and landscaping.



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.

Figure 2.18



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.

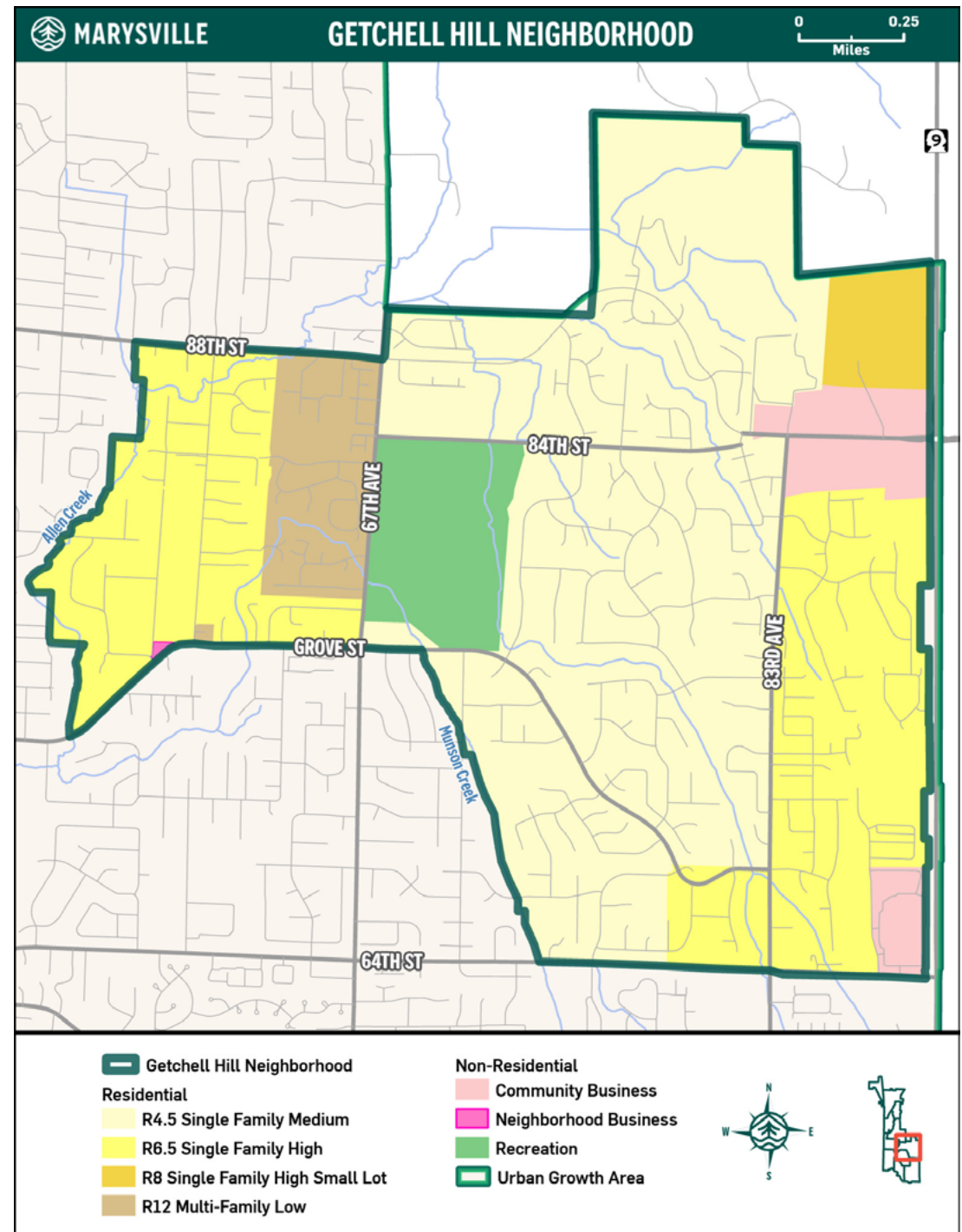


In the Getchell Hill Neighborhood, two-story homes with craftsman details are typical.

Future Vision

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

Figure 2.19





History

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

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



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



Predominant Land Use

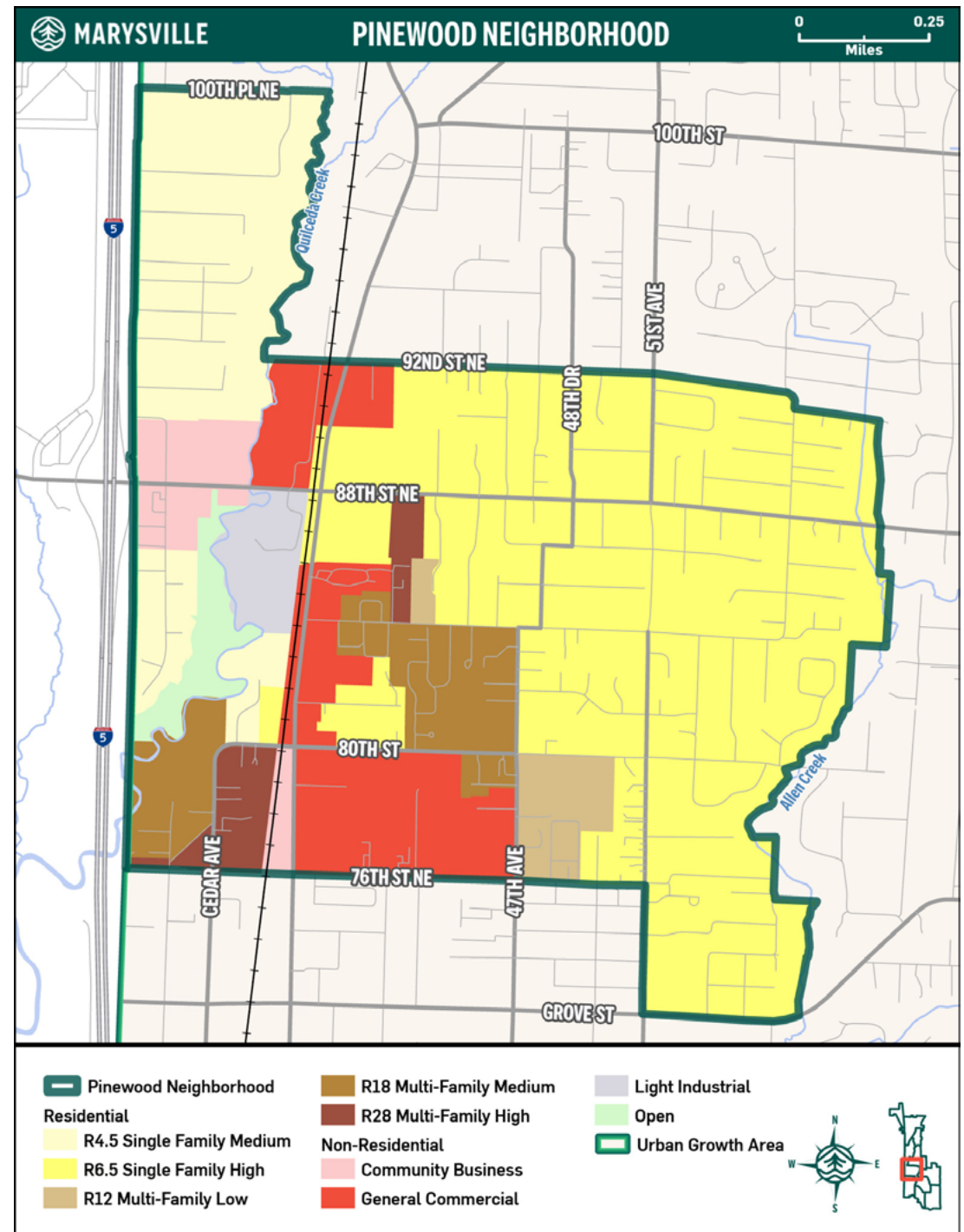
The western portion of the Pinewood Neighborhood is characterized by a mix of commercial and multi-family zoning and land uses, while the northern and eastern portions are primarily medium and high density single family zoning and uses. Much of the Community Business development along 88th Street NE 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.

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 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.

Figure 2.20



State Avenue Corridor

State Avenue/Smokey Point Boulevard is the longest north-south corridor within the city limits.⁴³ The road is part of Old Highway 99, which was Washington State's primary north-south highway prior to the construction of Interstate 5.⁴⁴ Businesses catering to Old Highway 99 motorists developed alongside the road; this is particularly evident in the numerous small, older businesses located south of 80th Street NE.

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

The potential SWIFT routes that are currently under the greatest consideration enter the City via SR529 and continue north on State Avenue until 100th Street NE. At 100th Street, the potential routes diverge with one continuing along State Avenue until 136th Street NE where it then turns east to 51st Avenue NE, and the other heading northeast on Shoultes Road to 51st Avenue NE. The potential routes would both use 51st Avenue north of 136th Street continuing on to the Smokey Point Transit Center via 172nd Street NE. These potential routes are anticipated to cover the full extent of the Downtown and Pinewood Neighborhoods.⁴⁵

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.^{46, 47}

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

44. [Washington State Route 99 - Wikipedia](#)

45. 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.

46. 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.

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

- Spark Redevelopment and Leverage Amenities along State Avenue. 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.



KELLOGG MARSH NEIGHBORHOOD

History

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

Predominant Land Use

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

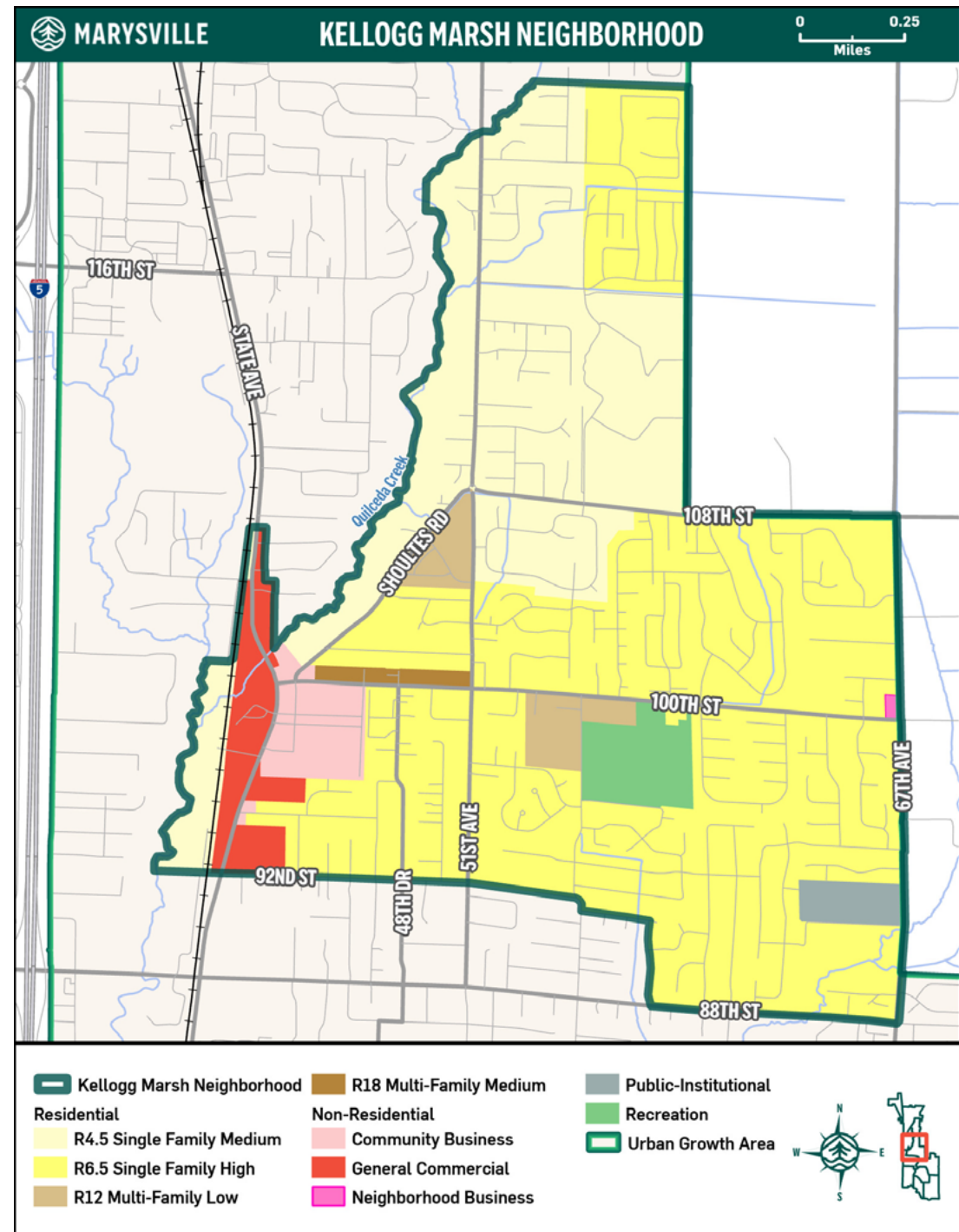


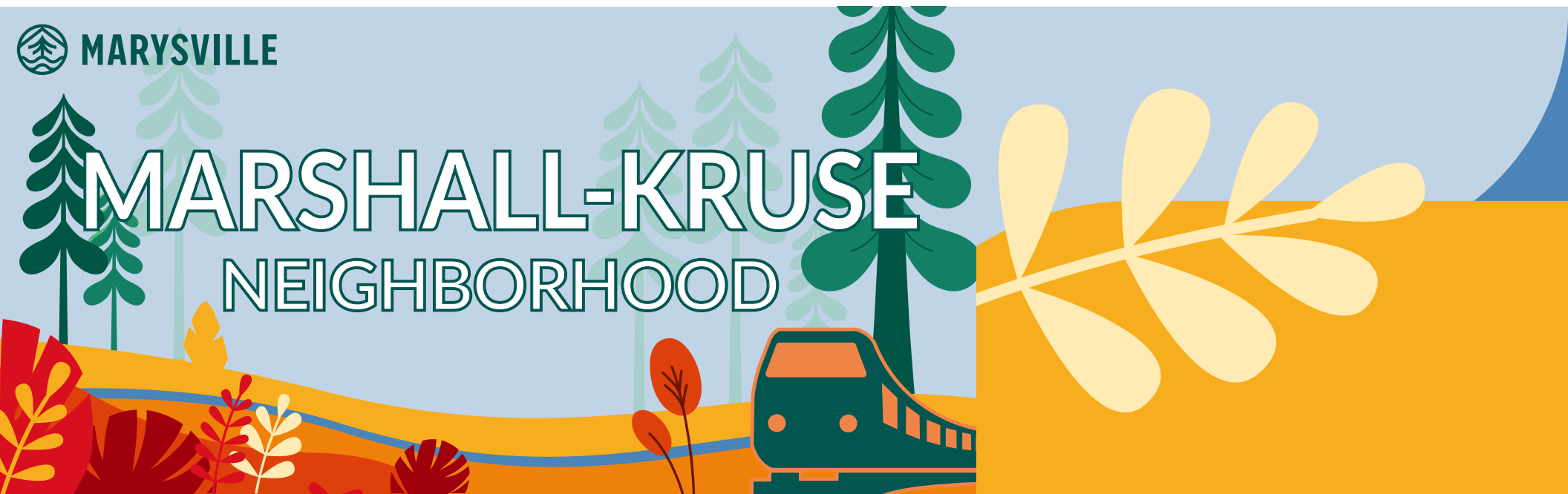
Traditional ramblers and two-story homes are prevalent in the Kellogg Marsh

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





History

The Marshall – Kruse Neighborhood is primarily defined by branches of the Quilceda Creek and the Burlington Northern Santa Fe railroad. The railroad helped create this area, as Kruse was a railroad stop since at least the beginning of the 20th century. Today access to, and visibility from, Interstate 5 has largely supplanted the railroad in defining this neighborhood; however, frequent train traffic still heavily influences this neighborhood.

In May 2001, the City adopted the 116th Street Master Plan for a portion of the neighborhood generally located immediately east of Interstate 5, south of 118th Place NE, west of State Avenue, and north of 108th Street NE. The 116th Street Master Plan is discussed further in the '116th Street Master Plan' section below.

Predominant Land Use

Commercial uses in the Marshall – Kruse Neighborhood are concentrated along State Avenue and 116th Street NE. Between 2006 and 2009, extensive commercial development occurred along the north side of 116th Street NE, west of State Avenue. The south side of 116th Street NE, west of State Avenue, began developing in 2017, with most of the properties immediately abutting 116th Street NE developed by 2024. Considerable undeveloped Mixed Use zoned land, primarily owned by the Tulalip Tribes, is located south of the existing commercial uses along 116th Street NE. There is also significant Mixed Use zoning along State Avenue. The Mixed Use zone allows for the development of commercial, multi-family or a combination of the two. Multi-family zoning abuts the commercial areas with medium density single family zoning and uses in the rest of the neighborhood.

116th Street Master Plan

At the time of adoption, the current 116th Street Master Plan Area was characterized by single family residences on large lots, manufactured home parks, and large vacant tracts – some in pasture and some forested. 116th Street NE was a two lane road with a basic interchange. As noted in the History section above, the 116th Street Master Plan was adopted to guide the development of the commercial and multi-family land located immediately adjacent to Interstate 5. The Plan included several recommendations which are summarized below:

- **Access.** Considerable transportation planning occurred most notably the widening of 116th Street and the north-south Central Boulevard (today 38th Drive NE).⁴⁸ In 2007, 116th Street was widened from Interstate 5 to State Avenue from a two-lane road with a basic interchange to a five lane road; the northern 38th Drive NE; and portions of the southern 38th Drive NE were constructed. More of the southern portion of 38th Drive NE was constructed in 2020 – 21 and the remainder will be constructed as development occurs along the road's frontage alignment; an easement has been secured by the Tulalip Tribes to enable the extension of 38th Drive NE south in the future. Finally, in 2019, the interchange was converted to a Single Point Urban Interchange (SPUI), which dramatically improved traffic flow and the function of the interchange.
- **Critical Areas, Stormwater and Open Space.** Critical areas, stormwater and open space considerations were also contemplated. A 75-foot "Management Zone" or expanded buffer along streams and associated wetlands, in addition to standard critical area buffers, is discussed in the Plan; however, it does not appear that provisions for the Management Zone were ever adopted. Construction of a regional stormwater detention facility was proposed and ultimately constructed south of the northern railroad spur along 41st Drive NE.⁴⁹ Construction of trails within critical areas buffers and "Management Zones", between sites, and within the 100 foot buffer proposed between multi-family and single family residential zones is recommended.
- **Site and Architectural Design.** Thoughtful siting of roads, stormwater facilities, and utilities, as well as enhanced screening, to buffer incompatible uses is recommended by the Plan. Consideration of supplementary regulations to guide site design, landscaping, shared parking and access, trails, sidewalks, and signage was also recommended.



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

⁴⁸ 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.

⁴⁹ Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales are also allowed.

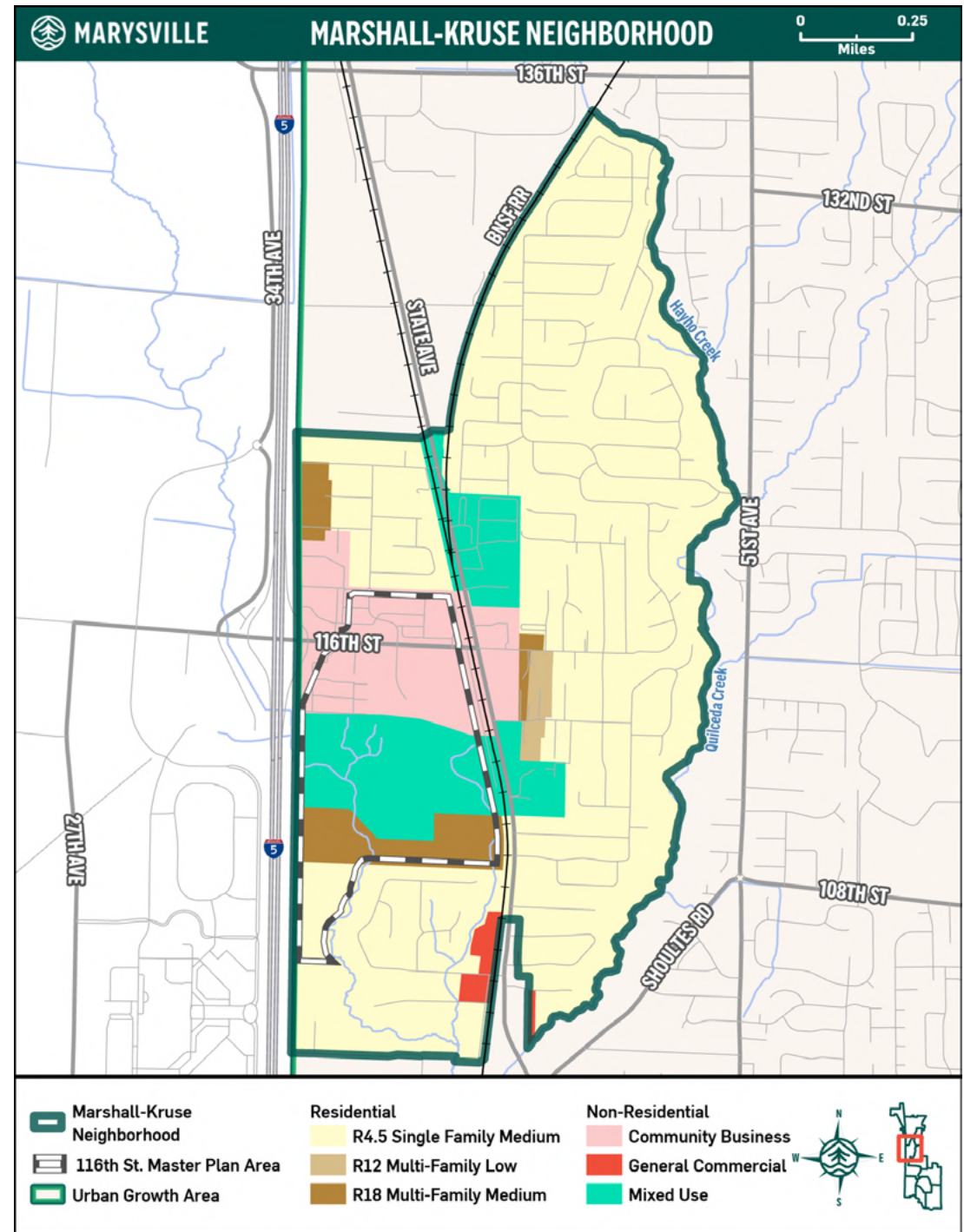


Future Vision

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

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

Figure 2.22



SHOULTES NEIGHBORHOOD

History

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

Predominant Land Use

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

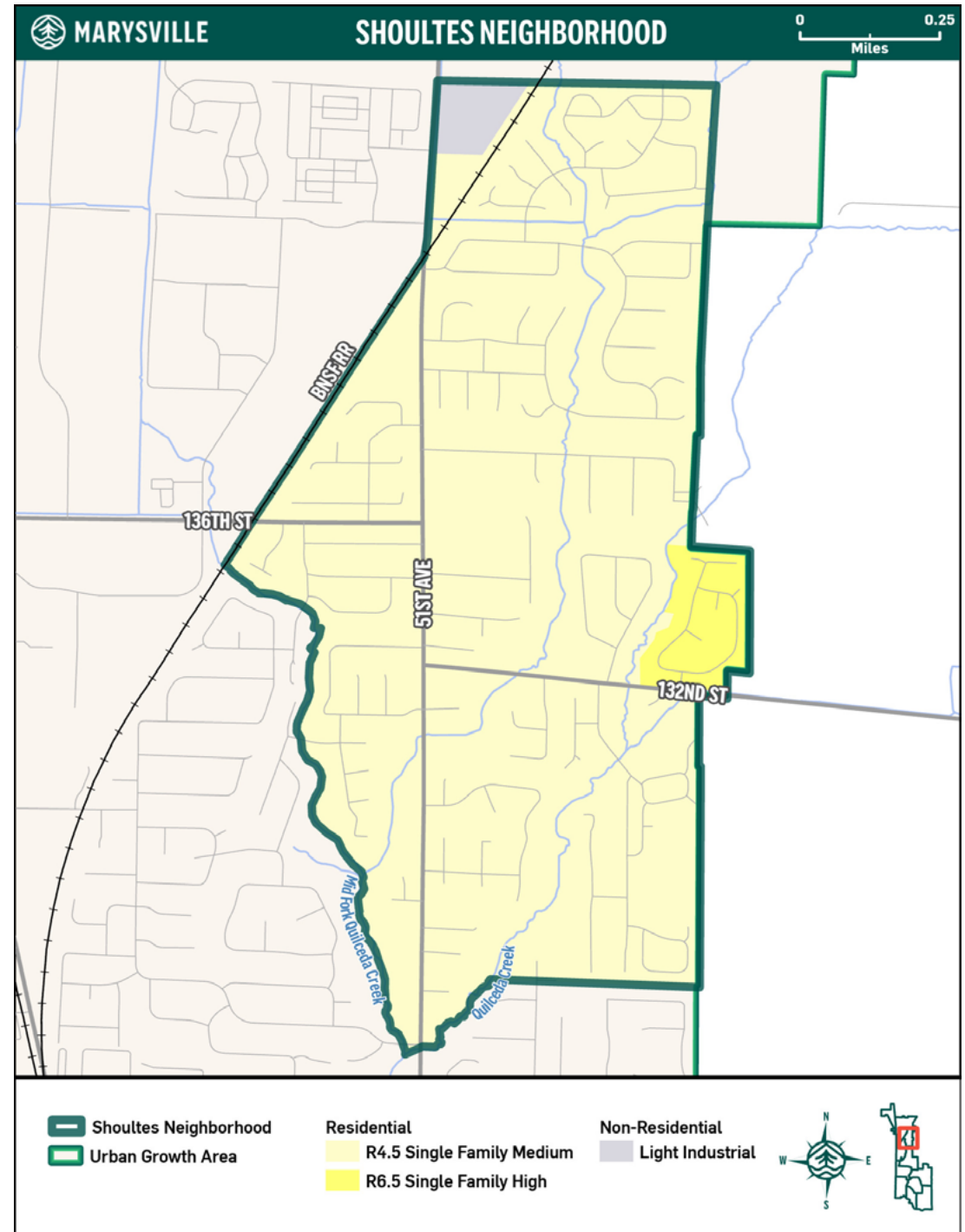


The Shoultes Neighborhood is characterized by large lots, traditional homes, and abundant evergreen trees.

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.

Figure 2.23





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.⁵⁰ 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)⁵¹ 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-



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

50. 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 NE and 152nd Street NE.

51. 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.



Marysville Manufacturing Industrial Center (AMMIC) which includes nearly all of the Smokey Point Neighborhood within Marysville and extends into Arlington.⁵² 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.

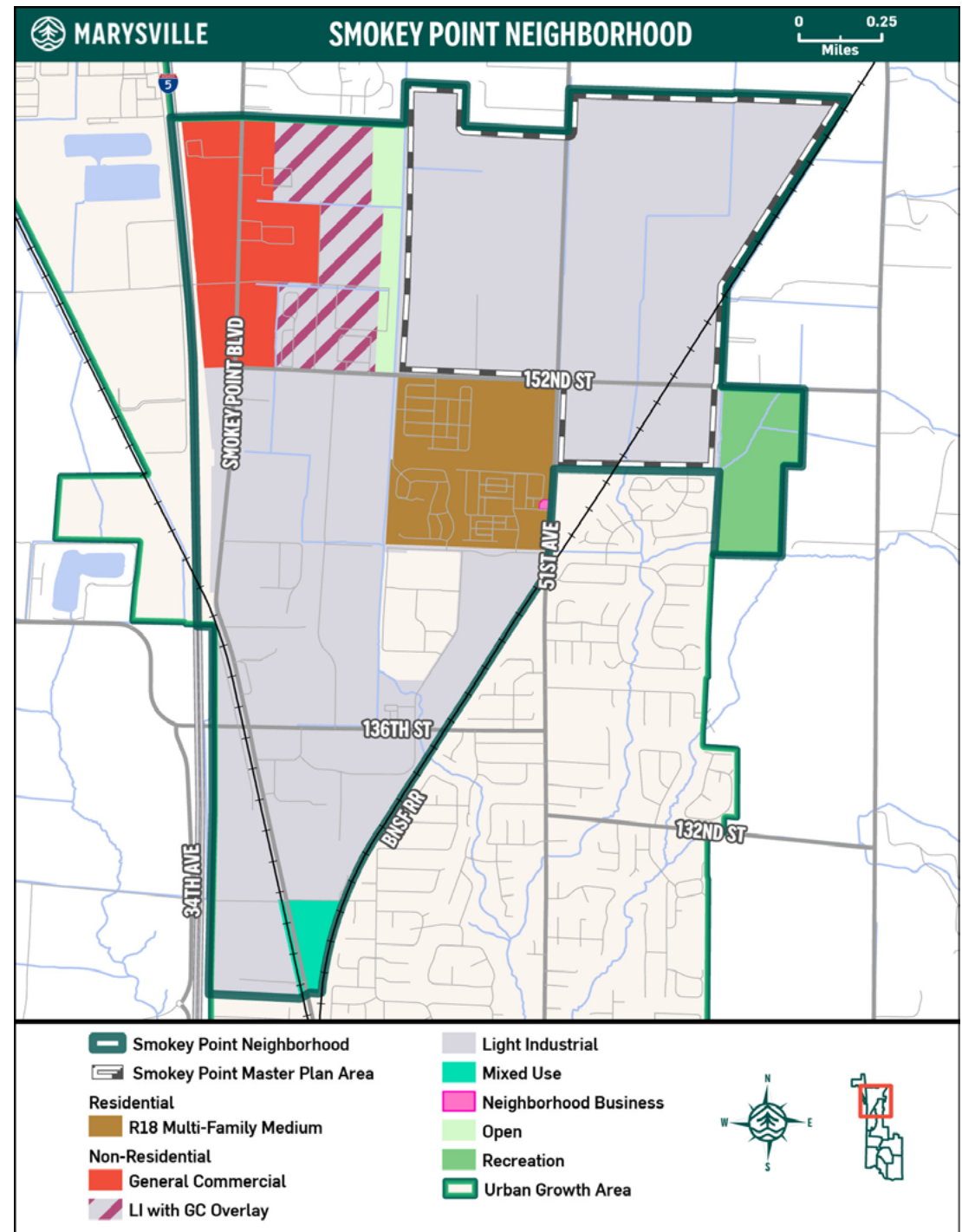
Predominant Land Use

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.⁵³ 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.

52. 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 NE and 152nd Street NE.

53. 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.

Figure 2.24



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 Airport, Washington State Department of Transportation (WSDOT) airport guidelines, and Federal Aviation Administration (FAA) safety zone restrictions.⁵⁴ 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 ([page 229](#)). 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 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.



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

⁵⁴. Arlington Airport Compatibility is discussed in a section below.



Cascade Industrial Center

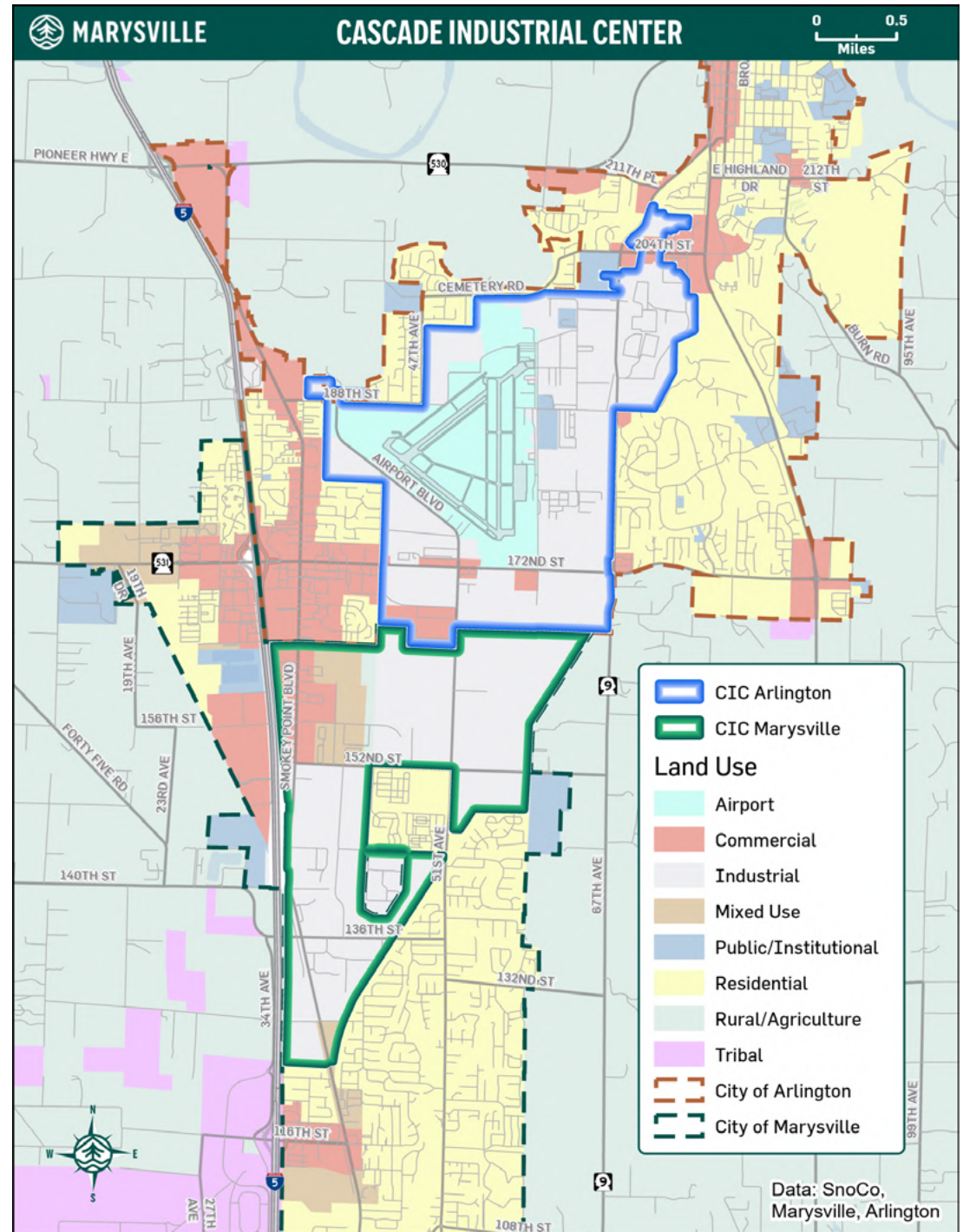
The Cascade Industrial Center (CIC) is one of only ten PSRC designated manufacturing industrial centers in the Puget Sound region, and one of only two in Snohomish County. Designation as a PSRC regional center affords the CIC “funding priority – both for transportation infrastructure and economic development.”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

The CIC is a hub for innovation and supports a wide range of mechanized and technology-driven industries as well as high-intensity manufacturing and business park uses. These uses are supported by a highly qualified advanced manufacturing workforce, smart manufacturing practices, and access to emerging platform technologies. Companies locating in the CIC enjoy competitive advantages provided by generous manufacturing tax incentives, a predictable and efficient permitting process, an industry-friendly climate, and convenient access to multi-modal transportation options including the Burlington Northern Santa Fe railroad mainline, Arlington Municipal Airport, and the Port of Everett, an international deep-water seaport. These competitive advantages are further described in Section 4.5 Assets, Challenges and Opportunities of the Economic Development Element ([page 136](#)).



A warehouse for Tesla along 51st Avenue NE in the CIC.

Figure 2.25



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 the Marysville portion of the CIC alone.

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

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

Arlington Airport Compatibility

Existing Conditions

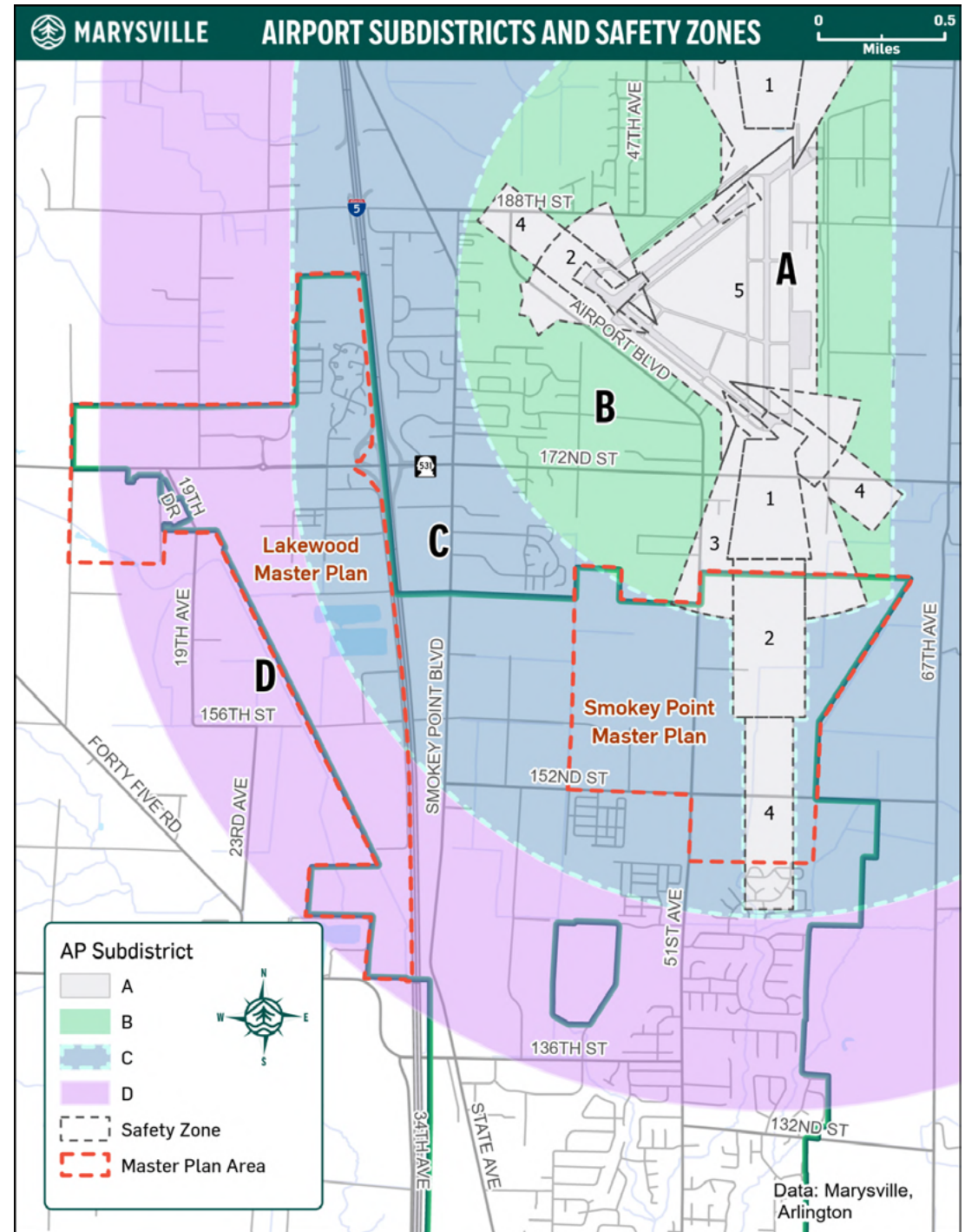
The Arlington Municipal Airport is located north of the Smokey Point Neighborhood in the City of Arlington. The airport is classified as a General Aviation Airport, encompasses approximately 1,189 acres, and consists of two paved runways and five taxiways. A large area of industrial zoning is located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

Airport Compatibility

The City of Arlington adopted an updated Airport Master Plan in 2012 which documents the importance of land use compatibility within the airport influence area and the additional planning requirements necessary to promote compatibility of the Airport with surrounding uses. The City of Marysville reviews projects within its jurisdiction; however, circulates projects to Arlington to ensure compatibility with the Airport Master Plan

55. 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.

Figure 2.26



and the Marysville/Arlington Inter-local Agreement, which limits residential development south of the airport. This also provides the Airport with the opportunity to: purchase or negotiate avigation easements, and ensure that buildings comply with FAR Part 77 surfaces, do not penetrate the 100:1 airspace restrictions, and receive approval of an FAA airspace form (Form 7460-1).^{56, 57} 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.

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.

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 2.27below). 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 2.27
Allowed Land Uses within the Arlington Airport APD Zones⁵⁸

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

56. 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).

57. 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).

58. (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).

Noise Contours

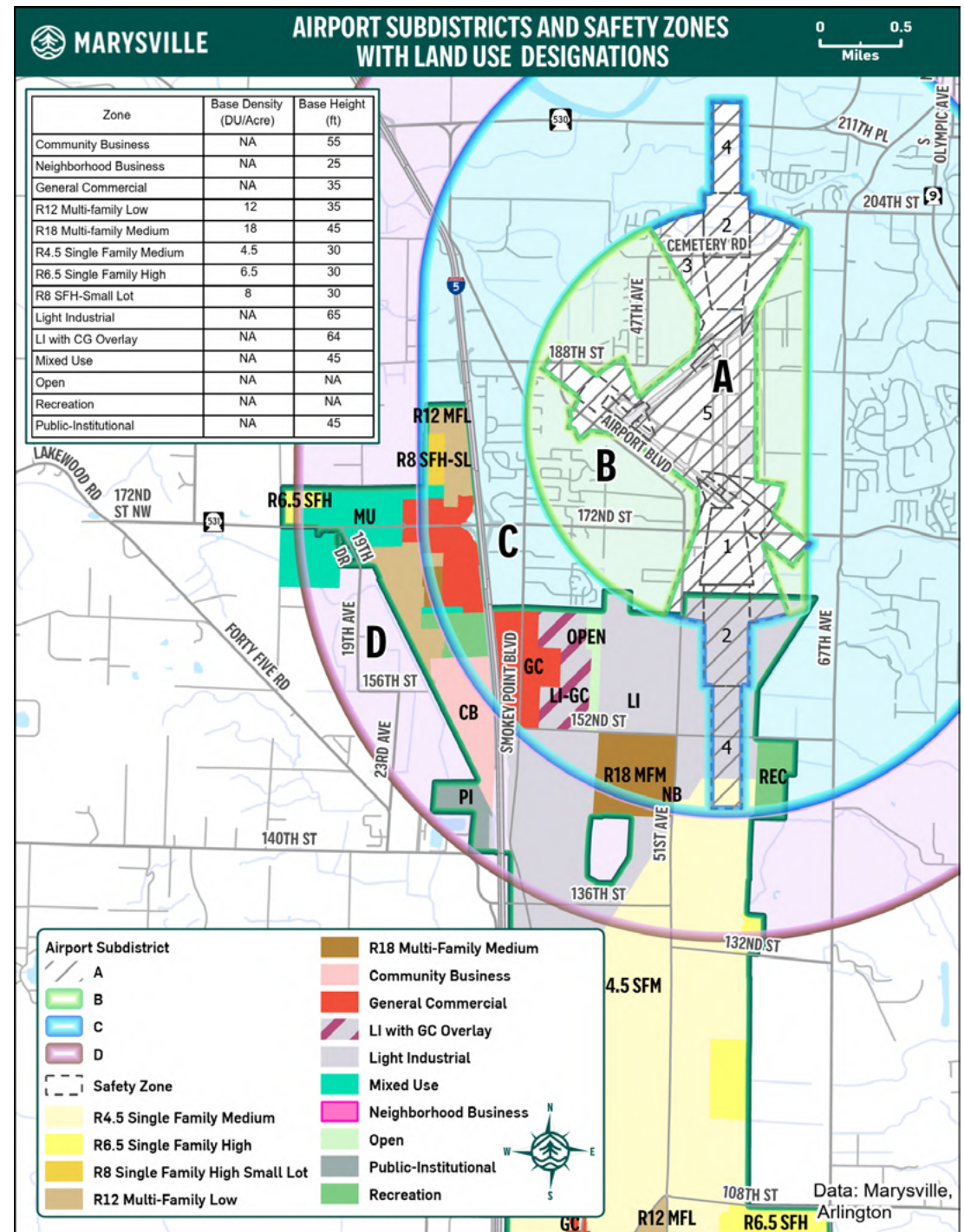
Noise levels around airports are generally broken down into three categories.⁵⁹ The Arlington Airport Master Plan shows that the range of noise contours are contained within the existing airport boundary with a portion of the 60 DNL noise contour extending off the airport property into the Smokey Point Neighborhood. As the Smokey Point neighborhood is only impacted by the 60 DNL noise contour, no additional land use restrictions are required other than those listed in the Arlington Airport Master Plan.

Future Vision

Over the next 20 years, numerous industrial buildings, along with a robust supporting road network, are anticipated to be constructed transforming the Smokey Point Master Plan Area into an 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.

59. 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.

Figure 2.28





History

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

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

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

Predominant Land Use

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

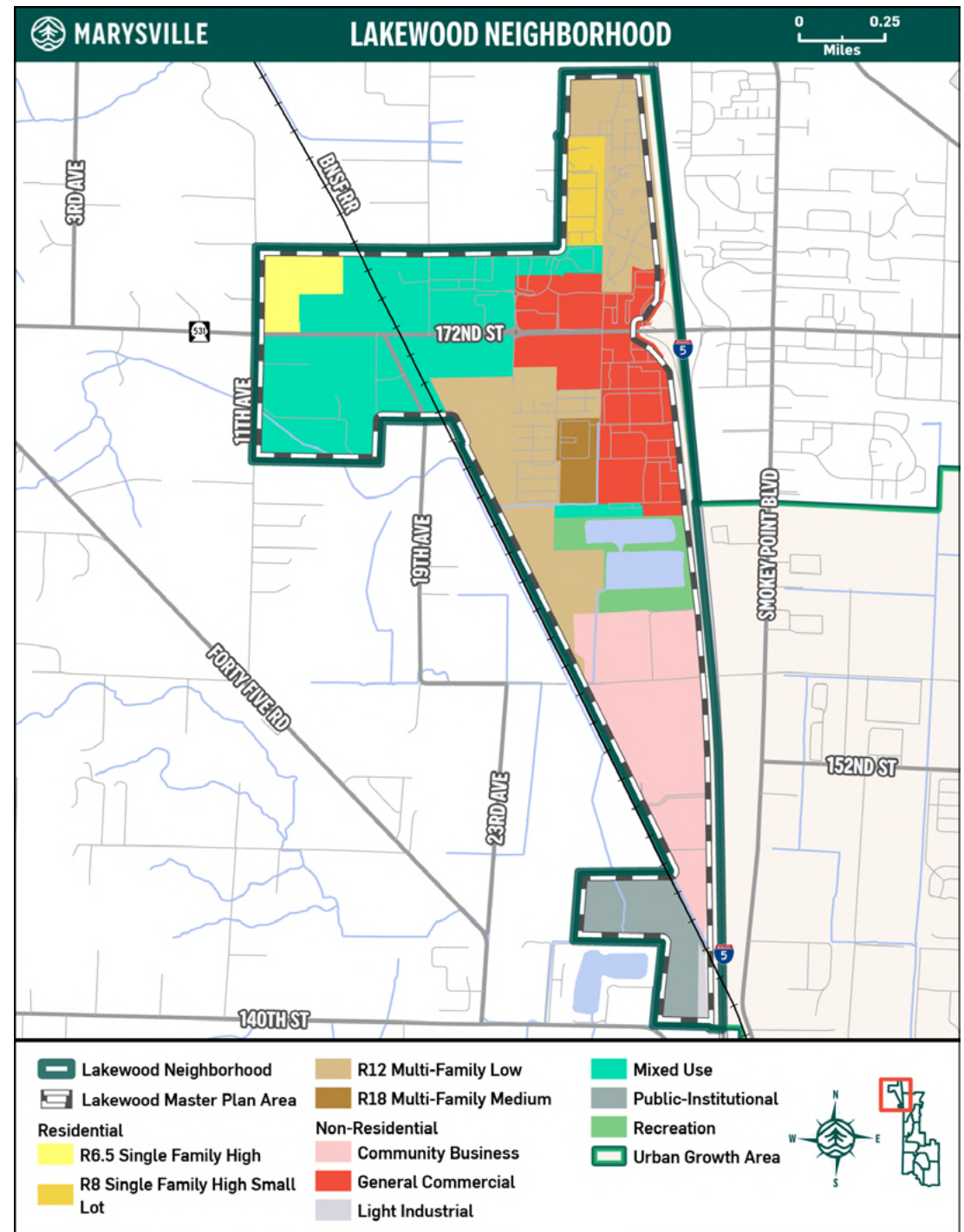
Lakewood Neighborhood Master Plan

The Lakewood Neighborhood Master Plan (LNMP) encompasses the entire Lakewood Neighborhood. Over the past nearly two decades, the neighborhood has been transitioning from a rural to urban. Since its annexation, the neighborhood has seen robust growth beginning with commercial development in the area immediately abutting the Interstate 5 corridor, followed by multi-family development along the 172nd Street corridor. This development has resulted in increased vehicular traffic, stormwater considerations, and changing architectural character. During the public outreach for the LNMP, 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 bikeable neighborhood center).



The historic crossroads of Lakewood west of the railroad.

Figure 2.29



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 lighting.⁶⁰ 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 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 2031.⁶¹
- **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 destinations; create community gathering places and small parks; and strengthen the identity of Lakewood as a neighborhood.⁶²
⁶³ 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.



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

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

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

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

63. 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.

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.⁶⁴ A significant share of the multi-family and single family zoned land in the neighborhood has also either been developed or is entitled for a development. Multi-family, townhouses and single family have been pursued in the residential zones, and similar development are anticipated to continue. A strong orientation of buildings towards the street or open space, as appropriate, shall continue to be required. Landscaping shall be provided along streets where orientation of the building is infeasible. Some infill middle housing may occur over the planning period as allowed by HB 1110; however, this is anticipated to be more limited given that most land in the Lakewood Neighborhood is previously undeveloped.



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

⁶⁴. While 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.



GOALS AND POLICIES

Growth Management

LU 1 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.

- LU 1.1** 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.
- LU 1.2** All Comprehensive Plan elements shall be internally consistent, including capital budget decisions outlined in the Capital Facilities Plan ([page 287](#)). Should probable funding fall short of meeting existing needs, the Land Use Element shall be reassessed.
- LU 1.3** 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.
- LU 1.4** Ensure the involvement of citizens in the planning process, including the participation of vulnerable population and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
- LU 1.5** 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.
- LU 1.6** 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.

LU 1.7 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.

LU 1.8 Periodically review goals and policies to monitor progress towards implementation and ensure that development regulations further goals and policies. Every five years, conduct an implementation progress report detailing the progress that has been achieved in implementing the Comprehensive Plan.

LU 1.9 To ensure the preservation of property rights, staff will evaluate proposed regulatory or administrative actions to ensure that such actions do not result in an unconstitutional taking of private property.⁶⁵

Areas of Future Influence, UGAs and Annexations

LU 2 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.

LU 2.1 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.

65. The Office of the Attorney General's [Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property](#), dated September 2018 or as subsequently amended, should be used as a resource in evaluating whether an action may constitute a taking.

- LU 2.2** 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.
- LU 2.3** Residential zones outside the UGA should be limited to rural, low-density residential (i.e. 5 to 10 acre tracts).
- LU 2.4** 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.
- LU 2.5** Proactively assess future land use and expansion needs by monitoring land utilization, and coordinating with Snohomish County, neighboring jurisdictions, and tribes on future expansion plans.
- LU 2.6** 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.

Land Use Pattern

LU 3 Provide a well-defined and compelling vision for growth and development.

- LU 3.1** Locate commercial, industrial, and employment in compact, well-defined centers with a pattern and scale appropriate to the location and population served.
- LU 3.2** 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.
- LU 3.3** 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.
- LU 3.4** 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.
- LU 3.5** Require urban level facilities, services, and utilities to be provided prior to, or concurrent with, development to ensure adequate level of service and to mitigate the subsequent impacts on residents.⁶⁶ 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.
- LU 3.6** Cultivate an image and identity of Downtown and the Waterfront as special districts with synergistic links to each other, and a commercial, residential, entertainment, and recreational focal point by advancing the vision of, and initiatives in, the [Downtown Master Plan](#) and the [Waterfront Strategic Plan](#). Water-oriented uses are encouraged to locate along the Waterfront.
- LU 3.7** 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.⁶⁷
- LU 3.8** Use land use, multi-modal transportation, and other initiatives to promote healthy communities and health outcomes, reduce health disparities, and promote environmental justice.
- LU 3.9** Encourage convenience and commercial services at or near transit stations, park and rides, and major transit stops to foster a more pleasant transit experience, encourage the use of transit as an alternative to private automobile use, and reduce vehicle miles traveled (VMT).
- LU 3.10** Consider potential impacts to, and preserve significant historic, visual, cultural, and archaeological resources and sites ; and identify strategies and incentives for their protection for the enrichment of future generations.⁶⁸

66. 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. Concurrence is generally defined as a financial commitment or strategies to complete improvements within six years of development.

67. 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.

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



- LU 3.11** 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

LU 4 Promote harmony and compatibility of diverse land uses through proper location and design of uses, and appropriate mitigation measures.

- LU 4.1** 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.
- LU 4.2** 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.
- LU 4.3** Evaluate planning in areas for potential residential and commercial displacement, and use a range of strategies to mitigate displacement impacts.
- LU 4.4** Limit incompatible uses adjacent to the Cascade Industrial Center (CIC), Arlington Airport, military lands, and the Tulalip Tribal Reservation.
- LU 4.5** 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.

- LU 4.6** 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.

- LU 4.7** Consider the adoption of land use planning tools that reduce and mitigate the risk to lives and property posed by wildfires.

Image and Design

LU 5 Encourage high-quality architecture and site design that cultivates a sense of place, enhances the City's unique character, and improves the built environment.

- LU 5.1** 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.
- LU 5.2** 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.
- LU 5.3** Encourage the use of high-quality, durable materials, with urban materials encouraged Downtown and industrial materials encouraged for industrial uses.
- LU 5.4** Require the installation of street trees, landscaping, and mitigation plantings for degraded critical area buffers, and encourage the retention of significant trees.
- LU 5.5** Orient uses towards the higher volume roadway with a particular importance placed on uses along State Avenue/Smokey Point Boulevard.
- LU 5.6** 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.

LU 5.7 Encourage signs that are attractive and pedestrian-oriented as appropriate.

LU 5.8 Create gateways at key City, Neighborhood, or District entrances. Gateways for the Downtown, Waterfront and other special areas should be achieved through enhanced plantings, street trees, special paving, street furniture, and the location of special land uses, buildings, and structures.

LU 5.9 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.

LU 5.10 Encourage the consolidation of access points in commercial and industrial areas, and the joint use of parking.⁶⁹

LU 5.11 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.

LU 5.12 Provide urban parks, recreation opportunities, open space, trails, critical areas, and associated corridors throughout the City with a particular emphasis on the Downtown, Waterfront, and Mixed Use zone.⁷⁰ Public access is paramount to the Waterfront, and redevelopment of significant waterfront parcels must provide public access.

LU 5.13 Provide pedestrian and bike paths as appropriate through commercial, industrial and residential areas that connect the various Neighborhoods and destinations.

LU 5.14 Restrict drive-through facilities in the Downtown Neighborhood, and Mixed Use and Neighborhood Business zones.

Commercial

LU 6 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.

LU 6.1 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.

LU 6.2 New commercial centers should be compact, and should be based on land use, geographic context, and transportation facilities and trip generation.

LU 6.3 Strengthen existing commercial centers, and promote a diversified employment.

LU 6.4 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.

⁶⁹. For example, a movie theater whose parking occurs in the evening could joint use parking with a church primarily used on Sunday.

⁷⁰. Key corridors that extend through the City and connect to neighboring jurisdictions include, but are not limited to, those formed by various critical areas (i.e. Ebey Slough and the Qwuloolt Estuary; Allen, Edgecomb, Hayho, Jones, King, and Quil Ceda Creeks; and associated wetlands), and key trails (i.e. Bayview, Centennial, Centennial Connector, and Ebey Waterfront). Trail corridors are discussed in Section 6.4 Trails of the Parks and Recreation Element, and stream and wetland corridors are depicted in Figure 7.5 and Figure 7.8 of the Environmental Element (page 201).



Residential

LU 7 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.

- LU 7.1** 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.
- LU 7.2** Preserve the character of existing single family areas while encouraging a range of housing types and increased densities that enable more people to own homes.⁷¹ 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.
- LU 7.3** 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.
- LU 7.4** 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.
- LU 7.5** 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.
- LU 7.6** Permit factory-built and manufactured housing in residential zones subject to the same zoning and development standards as single family residential uses.

- LU 7.7** 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.

- LU 7.8** Promote land use standards and lot sizes that reduce housing production costs.

- LU 7.9** Allow home occupations in residential areas with appropriate limitations.

Industrial

LU 8 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.

- LU 8.1** 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.
- LU 8.2** Retain industrial zoned land in large parcels to ensure viability for industrial uses.
- LU 8.3** 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.
- LU 8.4** Advance the goals, policies and implementation strategies in the [Arlington-Marysville MIC Subarea Plan](#) 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.

71. 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.





Chapter 1

HOUSING

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<u>3.3 Key Housing Strategies</u>	<u>19</u>
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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.⁷² 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](#)⁷³ 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, multi-family 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

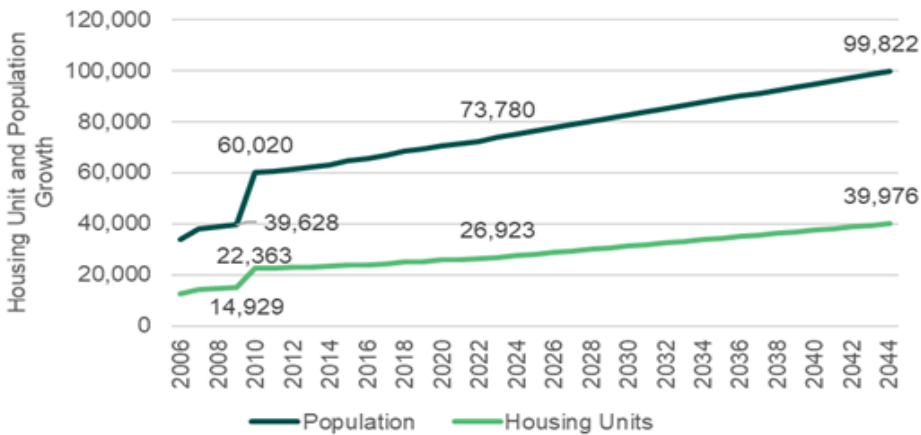
Population

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 1.1
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

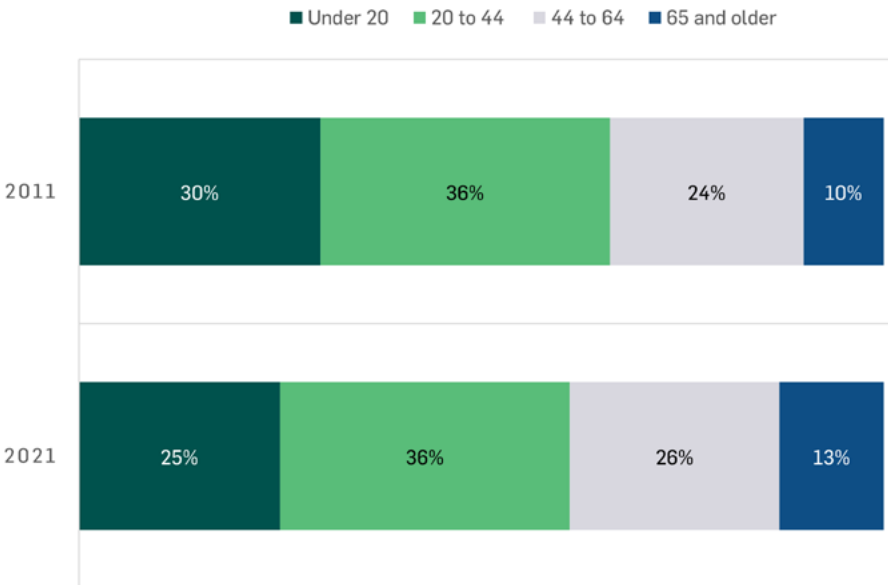
Age

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

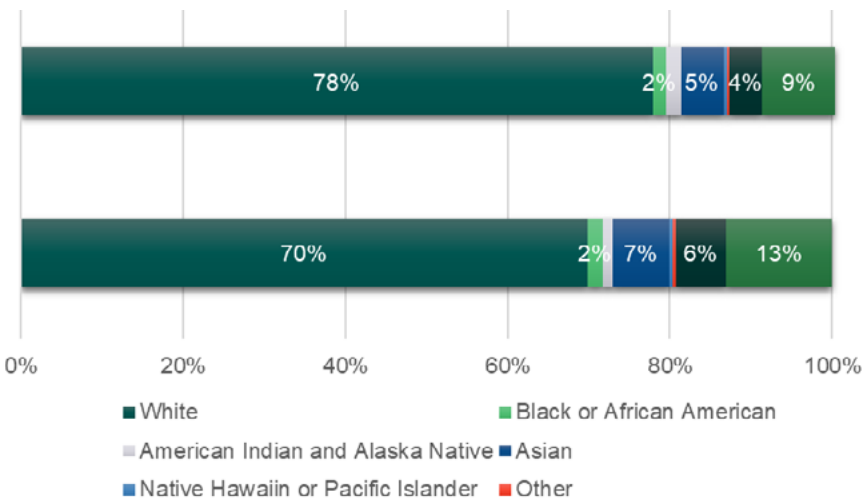
Marysville, like Snohomish County, has a majority White population; however, from 2011 to 2021, the City has become more racially and ethnically diverse, with increases in our Hispanic and Asian populations of four and two percent respectively (see Figure 3.3). Additional analysis on race and racially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

Figure 1.2
Age Distribution Marysville 2021



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

Figure 1.3
Race and Ethnicity, Marysville 2011 & 2021



Source: US Census Bureau, On the Map Census



Household Characteristics

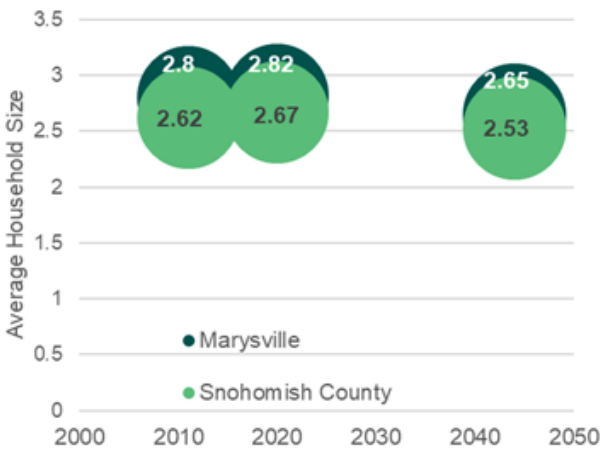
Average Household Size

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.”⁷⁴ 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).

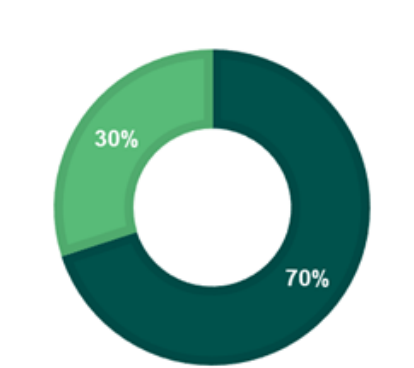
Figure 1.4
Average Household Size, Snohomish County and Marysville



Source: 2023 Snohomish County Buildable Lands Report

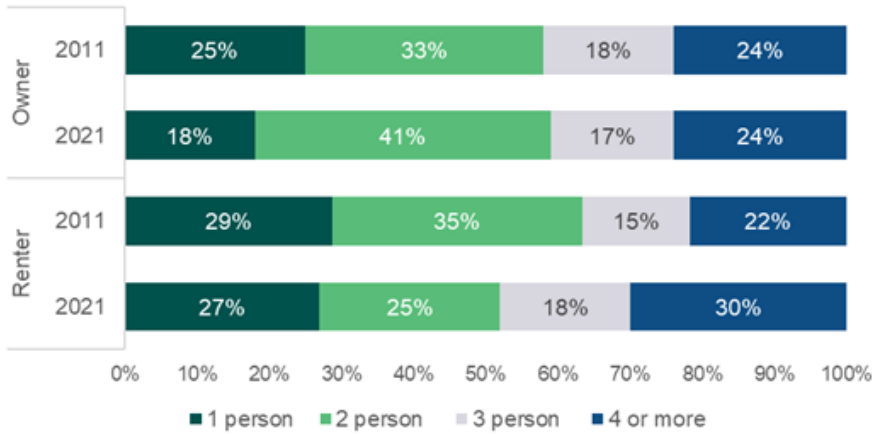
Figure 1.5
Housing by Tenure

■ Owner occupied ■ Renter occupied



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

Figure 1.6
Household Size by Tenure, 2011 – 2021



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

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

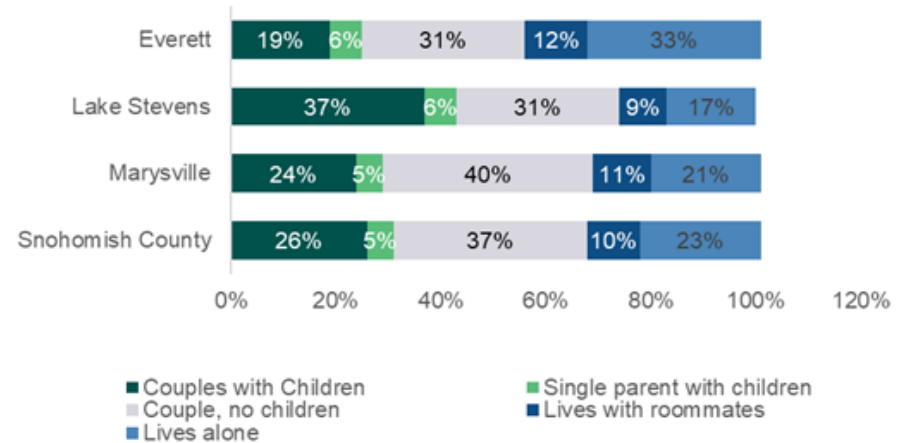
In 2021, approximately three percent of Marysville's housing stock was vacant, meaning that the unit likely could be occupied but was not. Marysville's vacancy rate is less than the Snohomish County average of 4.6 percent. Washington State Department of Commerce's guidance directs counties to assign 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 1.7

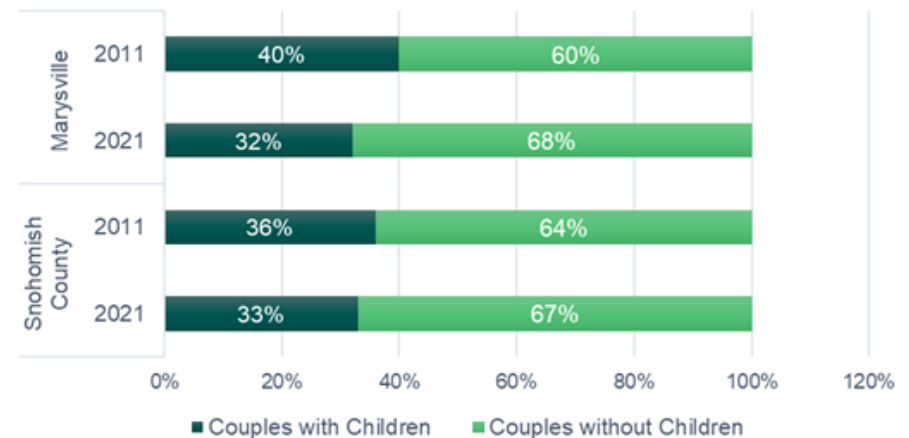
Living Arrangement Distribution, Marysville and Comparison Jurisdictions, 2021



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

Figure 1.8

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.

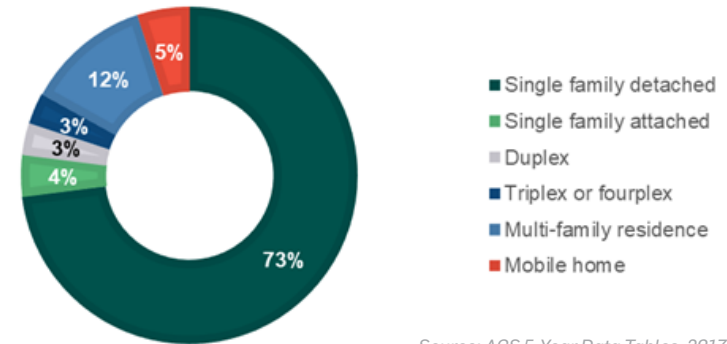


Historically, single family residences have been the dominant housing type in Marysville.

Residential Development Trends

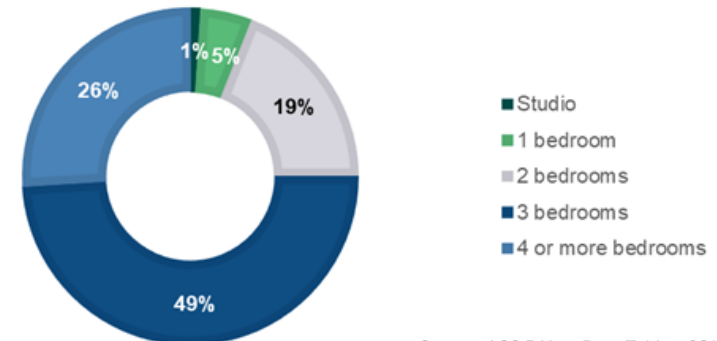
From 2010 to 2023, Marysville's housing stock increased by 4,560 units. Historically, single family residences have been the dominant housing type in Marysville. However, since 2011, the City has experienced a significant shift from this historic pattern with 41 percent of new housing stock comprised 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 1.9
Marysville Housing Stock, 2021



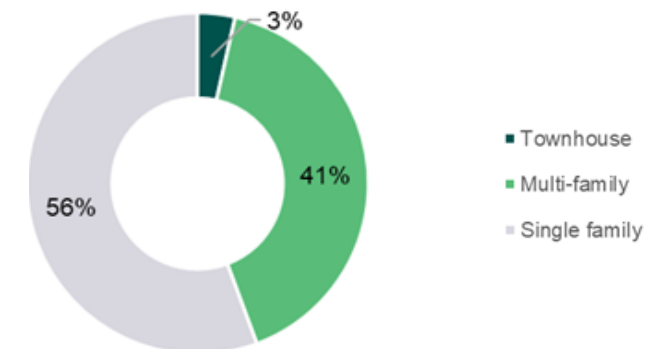
Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 1.10
Marysville Housing Stock by Bedroom, 2021



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

Figure 1.11
Marysville Housing Production, 2011 - 2023



Source: Marysville TrakIt permit data

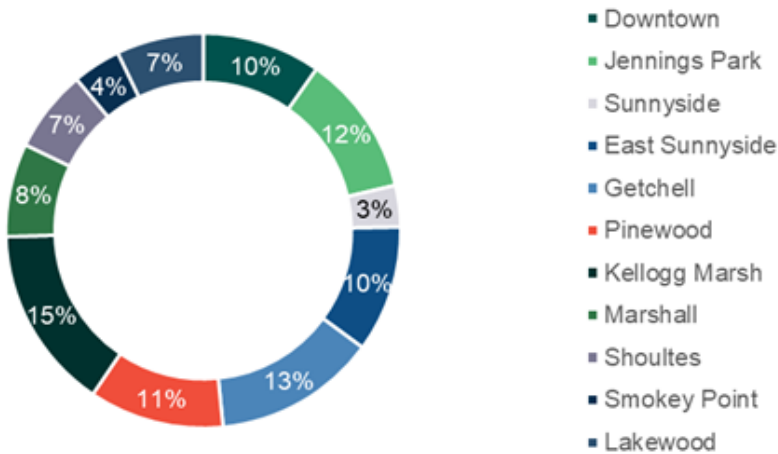
Where is the Growth Occurring?

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.



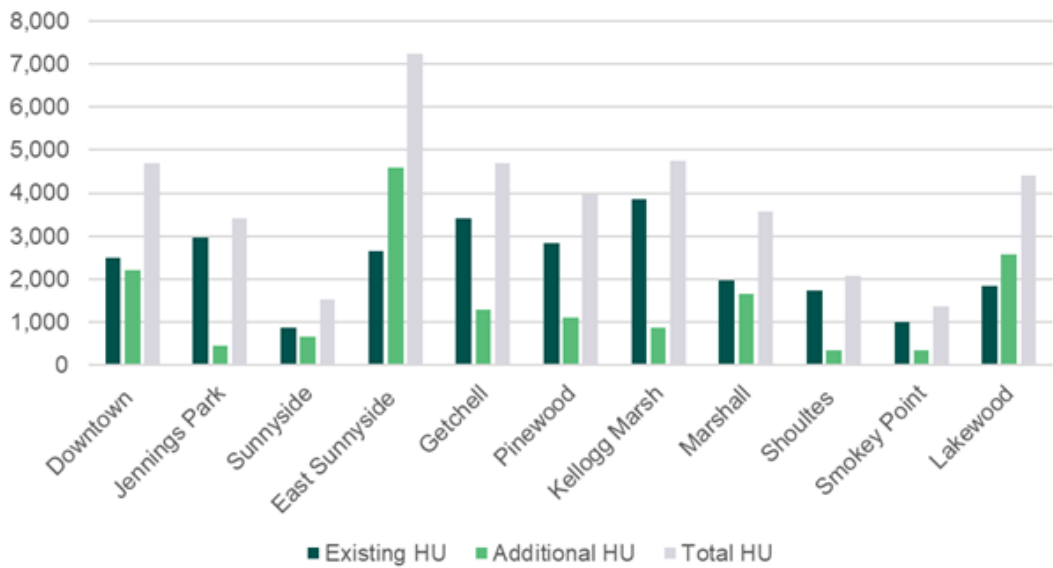
Apartments in the Lakewood Neighborhood, which has experienced a residential construction boom.

Figure 1.12
Marysville Neighborhoods Share of Housing Stock, 2019



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

Figure 1.13
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 1.14
Median Homes Sales Price, Marysville and Surrounding Jurisdictions 2022



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

Figure 1.15
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

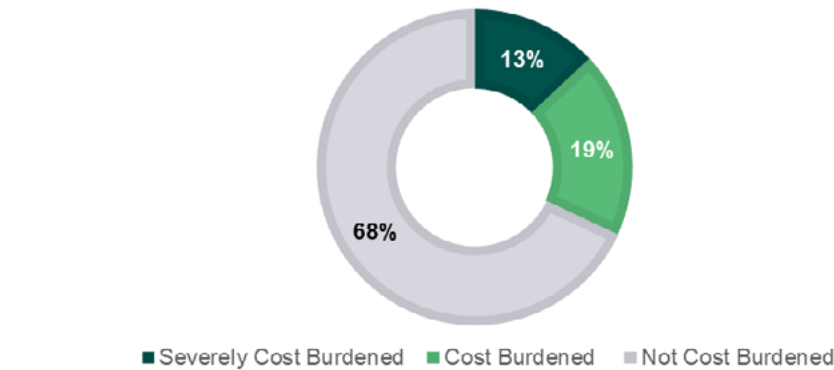
Housing costs are usually the largest portion of a household budget and typically include mortgage or rent payment, utilities, interest, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30 percent of their income on housing experience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

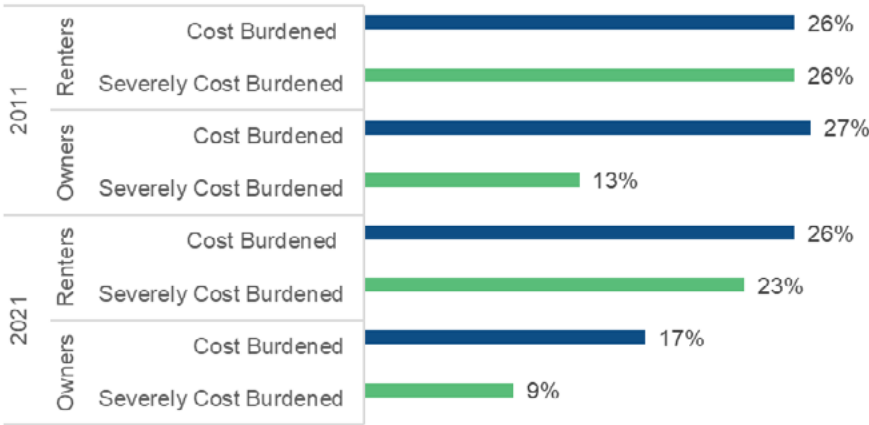
In 2022, 32 percent of Marysville residents were cost burdened (see Figure 3.16). Renters are more likely to be cost burdened than homeowners (see Figure 3.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease and renters seeing a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

Figure 1.16
Overall Cost Burden in Marysville 2021



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

Figure 1.17
Cost Burden by Tenure, Marysville 2011 – 2021



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



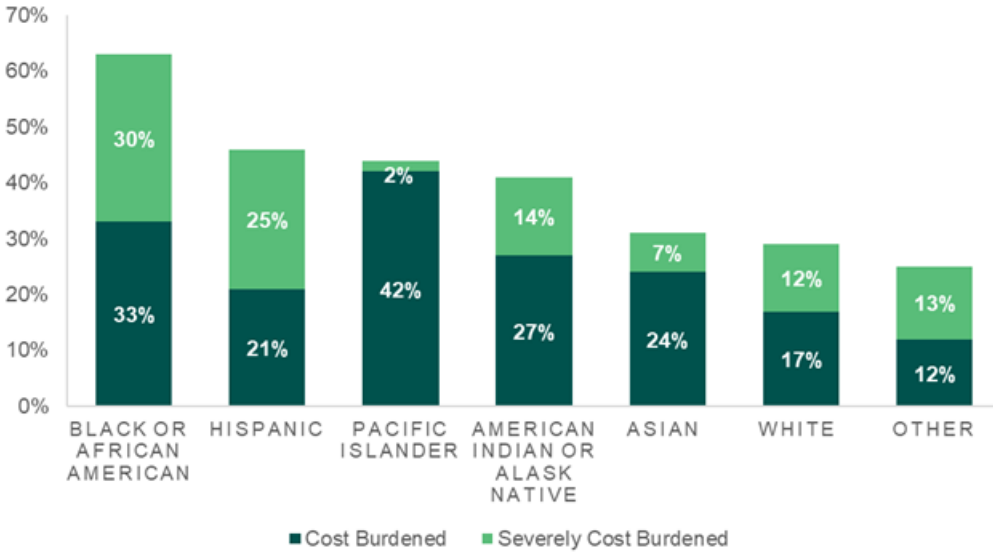
Cost burden varies considerably by race or ethnicity as illustrated in Figure 3.18. Within Marysville, black or African American households experience the greatest cost burden followed by Hispanic, Pacific Islander, and American Indian or Alaska Native which each have comparable levels of cost burden.

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 1.18
Cost Burden by Race, Marysville 2015 – 2019



Source: CHAS 2015 – 2019

Figure 1.19
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 [2023 Housing Action Plan \(HAP\)](#), analyses were conducted on Gentrification Risk and Racially Disparate Impacts.⁷⁵ 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?

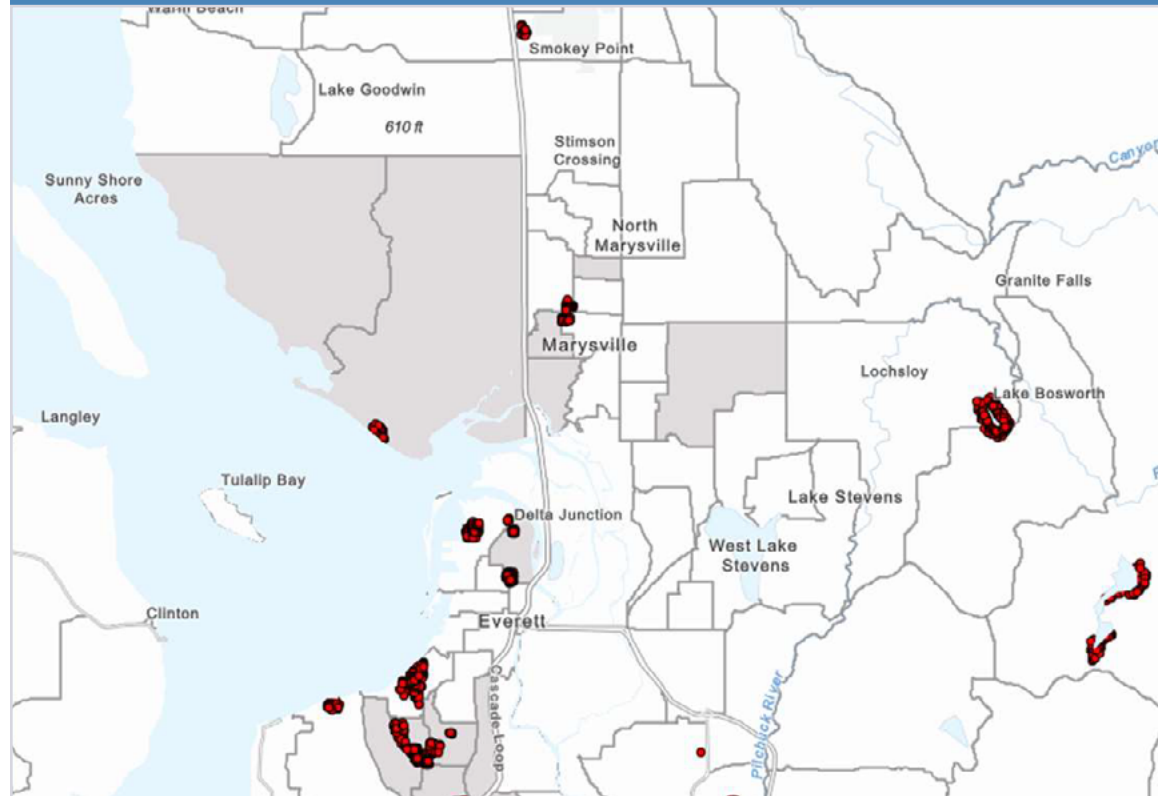
Socioeconomic vulnerability refers to social and economic factors, such as educational attainment, English language proficiency, disabilities, ethnicity, or income, that may leave individuals and household exposed to harm or damage, such as homelessness.

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.



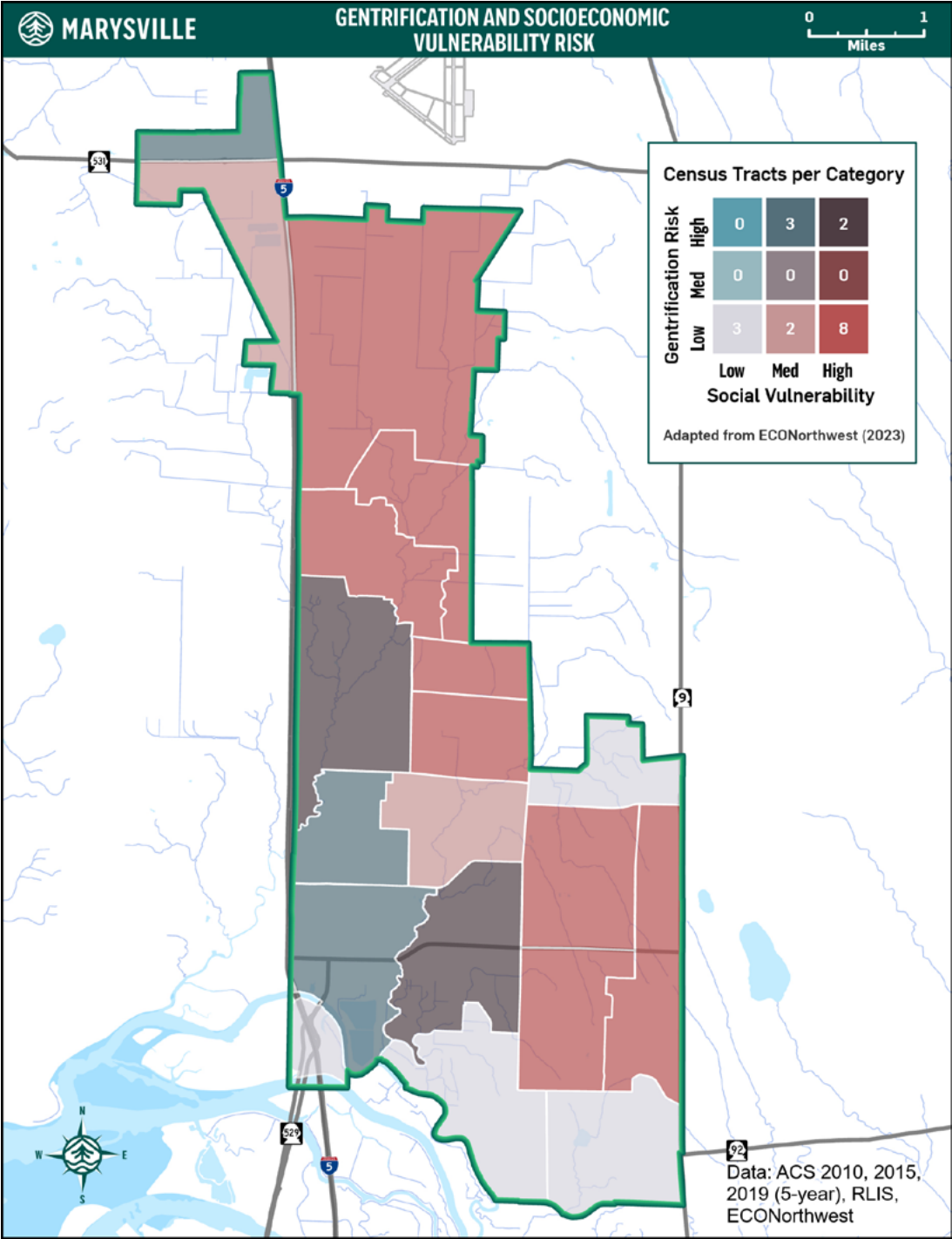
Properties with formally racially restrictive deeds in and around Marysville.⁷⁶

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 1.20

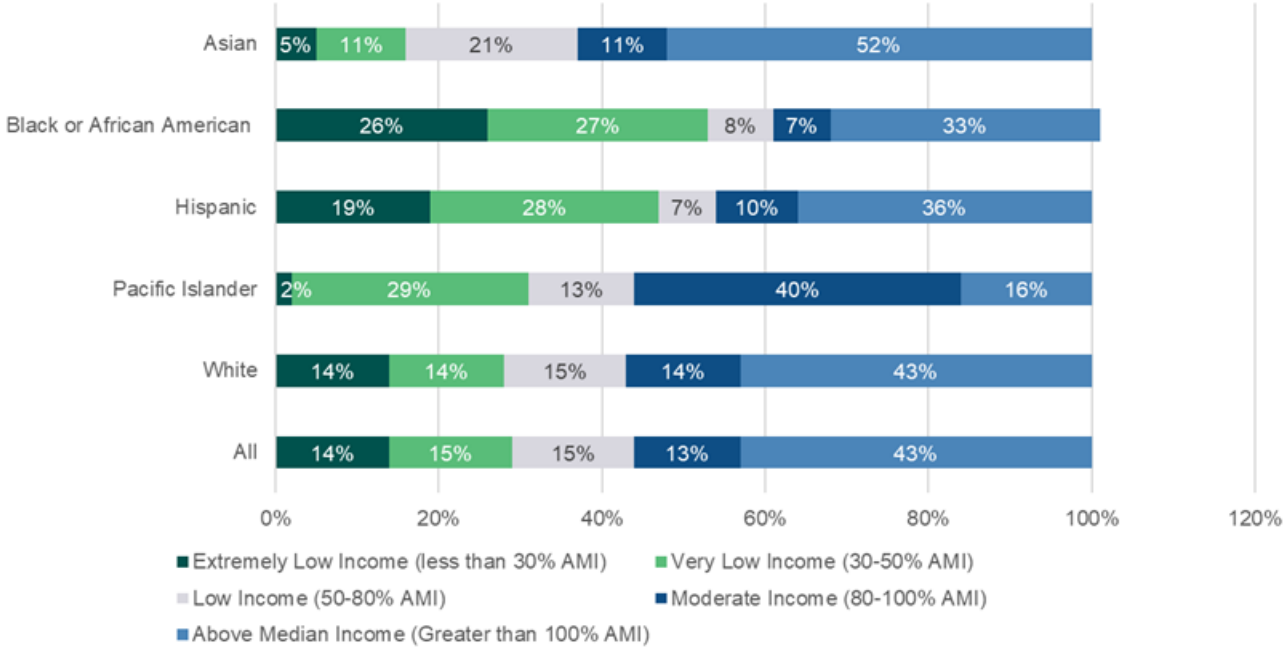


Racially Disparate Impacts⁷⁷

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 1.21
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 (page 23), 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 1.22
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 (HAP) that was adopted as a reference document in late 2023. The HAP outlines barriers to providing affordable housing, outlines goals for providing more housing choices and opportunities across the household income spectrum and proposes strategies to further these housing goals.

Housing Barriers

Various barriers exist to the provision of affordable housing within Washington state and within the City. These include both private and public sector barriers as detailed in Figure 3.23. This list is not exhaustive; however, it identifies key barriers. A variety of potential strategies to address public sector barriers to affordable housing is detailed in the Housing Goals and Strategies section below. It is important to note that the City is only able to control factors within its authority. Also, some City requirements, though contributing to the cost of housing, are nevertheless important to ensuring the public health, safety, and welfare, and should not be modified.



Housing choices and opportunities are needed across the household income spectrum.



Figure 1.23
Private and Public Sector Barriers to the Provision of Affordable Housing

PRIVATE SECTOR BARRIERS	PUBLIC SECTOR BARRIERS (HAP ACTION NUMBERS THAT PROVIDE POTENTIAL SOLUTIONS ARE IN ITALICS)
Inflation and supply chain challenges (i.e. shortages and increased cost of labor and materials).	Density and dimensional standards (i.e. setbacks, height, and maximum lot coverage), access, and parking requirements) See HAP Actions 1.1, 1.7
Preference to build certain housing types (i.e. single family or multi-family) over others due to a variety of factors.	Pre-HB 1110, limiting middle housing in single family zones to Planned Residential Developments and accessory dwelling unit restrictions. See HAP Actions 1.4, 1.6, 1.7.
Lending and interest rates.	Requiring vertical mixed use to construct residential in most commercial zones. See HAP Actions 1.1
Public sector requirements (i.e. land and building code requirements) increasing the cost to construct.	Impact, capital improvement fees, and exactions (e.g. frontage improvements). See HAP Action 1.6.
Land availability (i.e. fewer undeveloped parcels and need to infill increases land cost).	Minimum townhouse unit width requirements when fee simple subdivision is proposed. See HAP Actions 1.2
Institutional investors acquiring single family, outcompeting first-time homebuyers.	Mandates to provide affordable housing without adequate funding (i.e. constructing homes at lowest AMIs does not “pencil” for private sector). Improperly calculated incentives. See HAP Actions 1.3, 3.1, 3.2, 4.1, 4.2.



Various private and public sector barriers present challenges to the production of affordable housing.

Housing Goals and Strategies

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 3.24.

Figure 1.24
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.

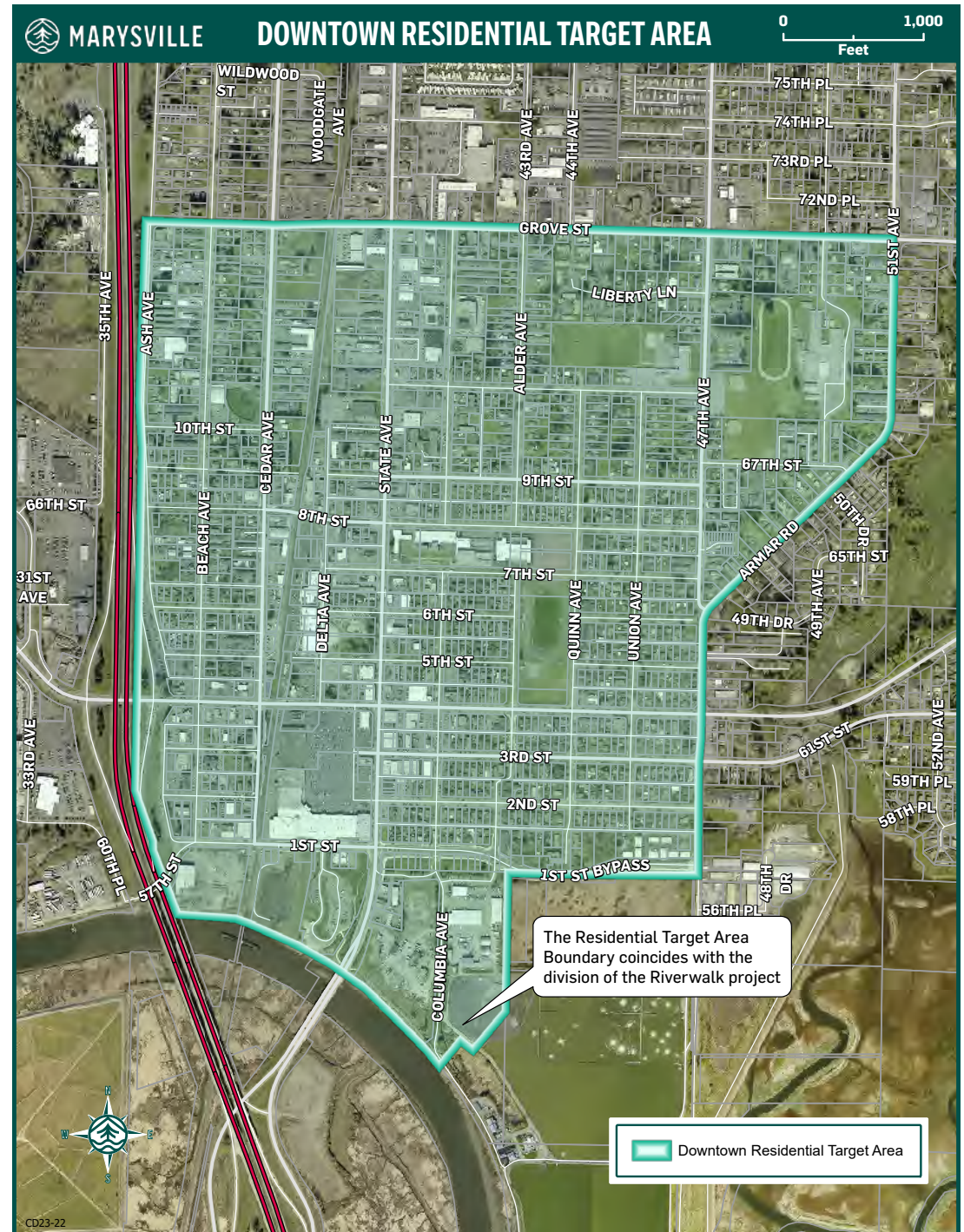
Expand and Calibrate Existing MFTE Program to Stimulate Program Participation

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 3.25); 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 1.25



Consider Middle Housing Best Practices when Complying with HB 1110

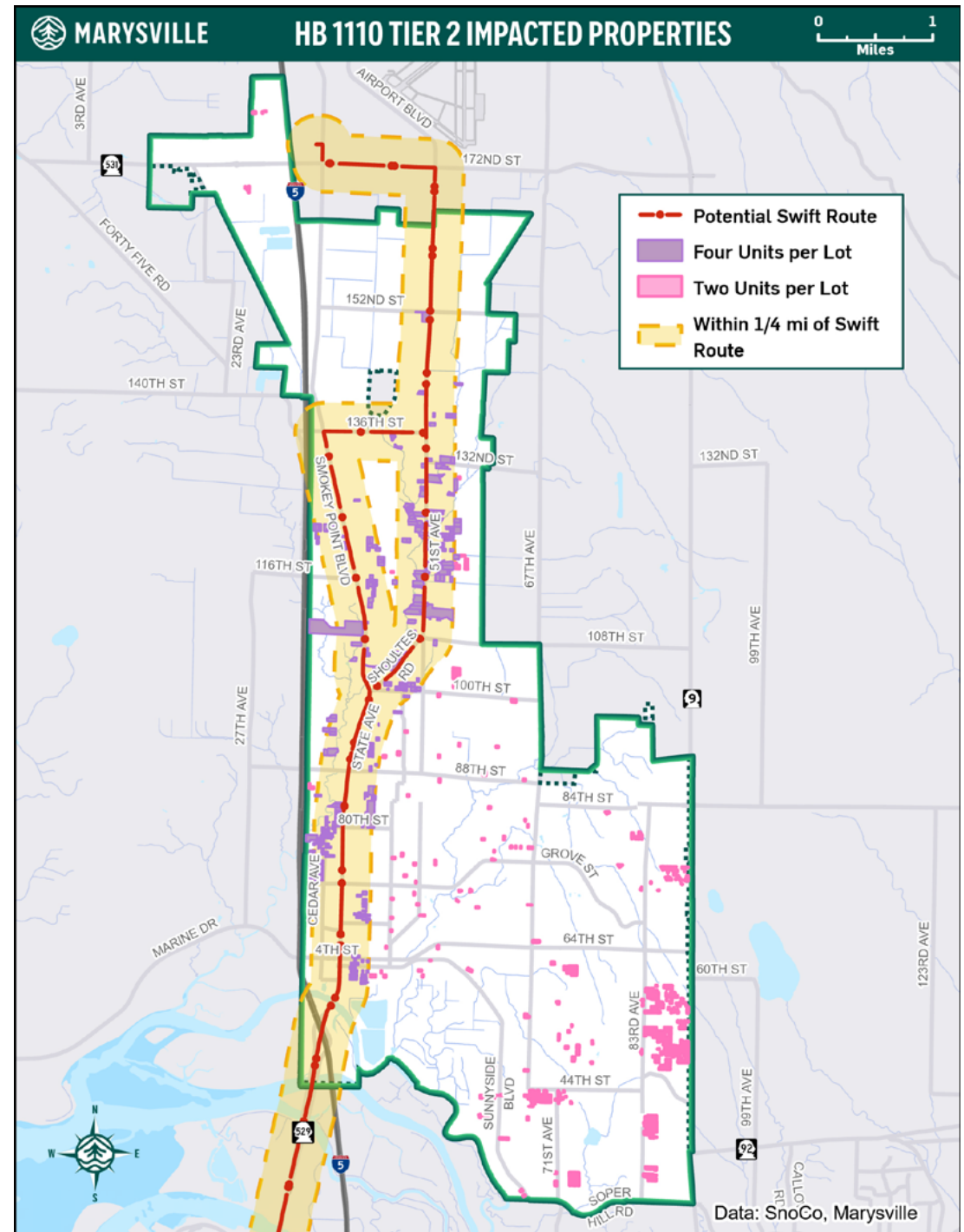
HAP Action 1.4

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 3.24. 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 3.26. 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 1.26



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 3.27. 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.

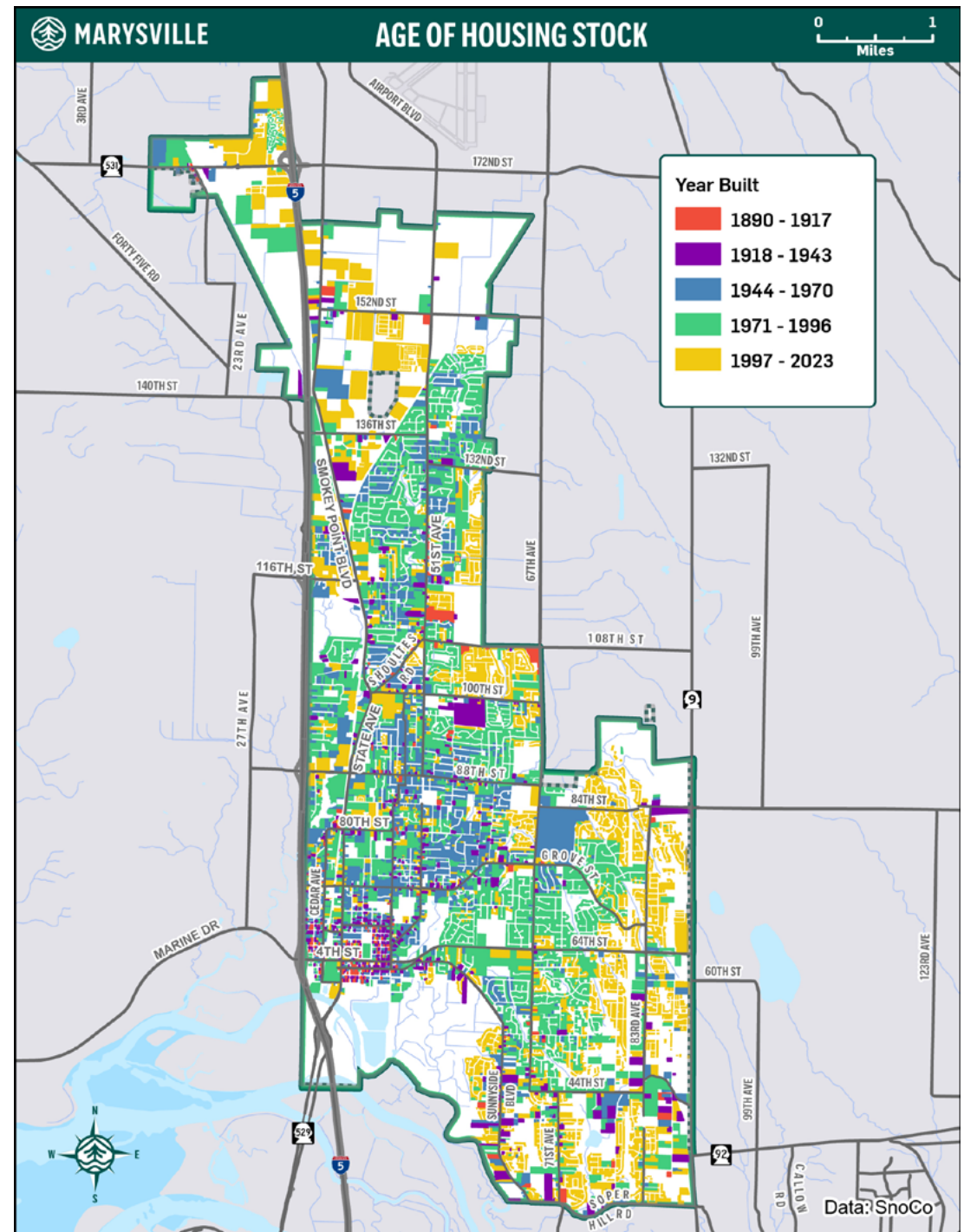
Incentivizing housing developments within the Marysville School District is a policy action that the City of Marysville could consider to help encourage households with children to live in the District which would increase enrollment, foster support for the District, and contribute to greater balance 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 1.27



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.⁷⁸

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.

⁷⁸ 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.⁷⁹

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.⁸⁰ 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.⁸¹ 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 for all residents.

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 scale and form of established 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 Ensure that mixed use development, infill, and middle housing complements and enhances the scale and form of the surrounding built environment.

HS 3.6 Encourage the concept of strong 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 solid blue background. In the center, the words "OUR COMMUNITY" are written in a large, bold, white, sans-serif font. Behind this text is a dark blue line-art icon of a city skyline with a gear in the background, all enclosed within a rounded square frame. Surrounding the central text and icon is a circular border composed of the words "OUR COMMUNITY" repeated multiple times in a smaller, white, sans-serif font, separated by small white dots.



Chapter 4

ECONOMIC DEVELOPMENT

<u>4.1 Introduction</u>	<u>121</u>
<u>4.2 Current Conditions and Future Projections</u>	<u>122</u>
<u>4.3 Employment and Wages by Industry</u>	<u>129</u>
<u>4.4 Competitive Sectors and Target Industries</u>	<u>132</u>
<u>4.5 Assets, Challenges and Opportunities</u>	<u>136</u>
<u>4.6 Goals and Policies</u>	<u>142</u>

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 healthy 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%).

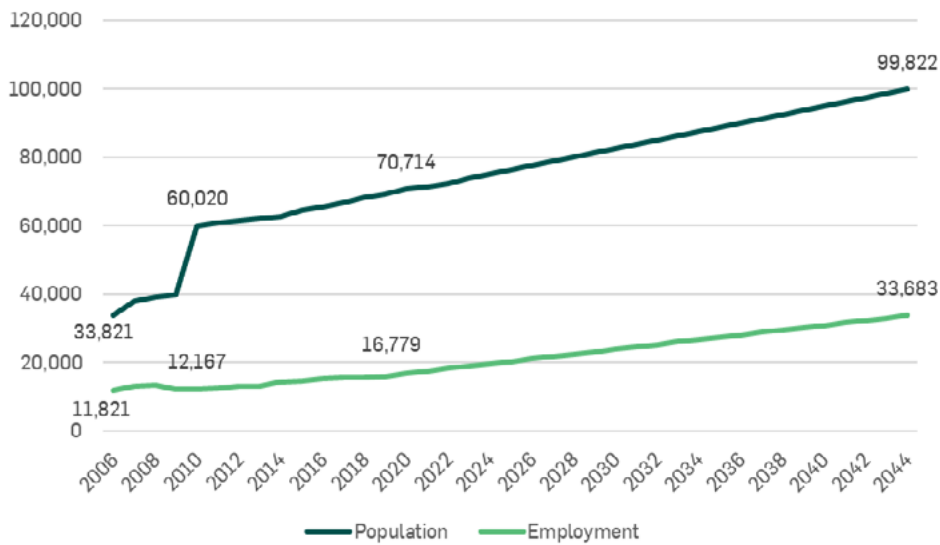
The importance of focusing on a strong economy in the city is rated as 4.3 on a scale of 1 to 5.

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)⁸² had an estimated 11,821 jobs in 2006. Between 2006 and 2019, employment within the UGA grew at an annual average rate of 2.34 percent or approximately 319 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 3.03 percent representing 708 additional jobs per year. Most of this growth (up to 76 percent) is anticipated to be in the Marysville portion of the Cascade Industrial Center (CIC).⁸³

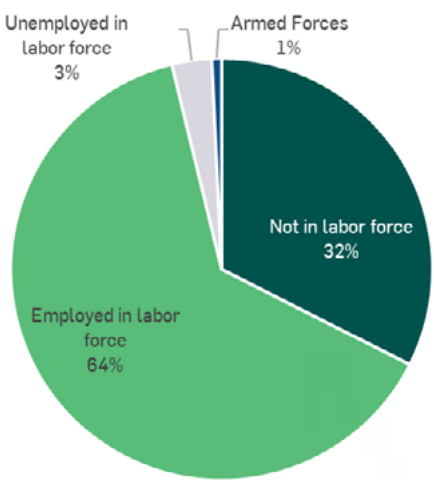
Labor Force and Employment Rate

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

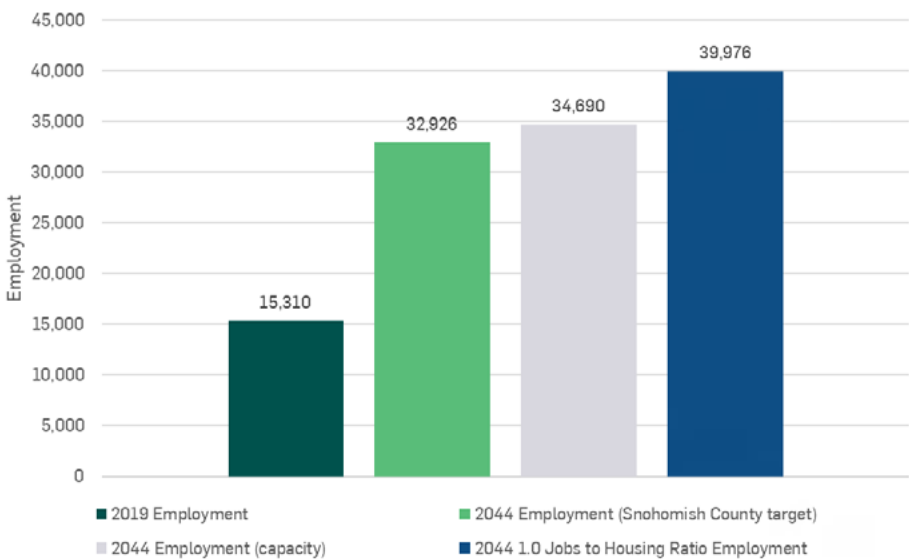
Achieving a greater jobs to housing balance has been a long-standing objective of the City. In 2005 the City established a goal of achieving a jobs to housing ratio of 1.0 by 2035 which represented a significant shift in historic patterns of residential and employment growth. A jobs to housing ratio 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

82. 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.

83. 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 4.3.⁸⁴

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.

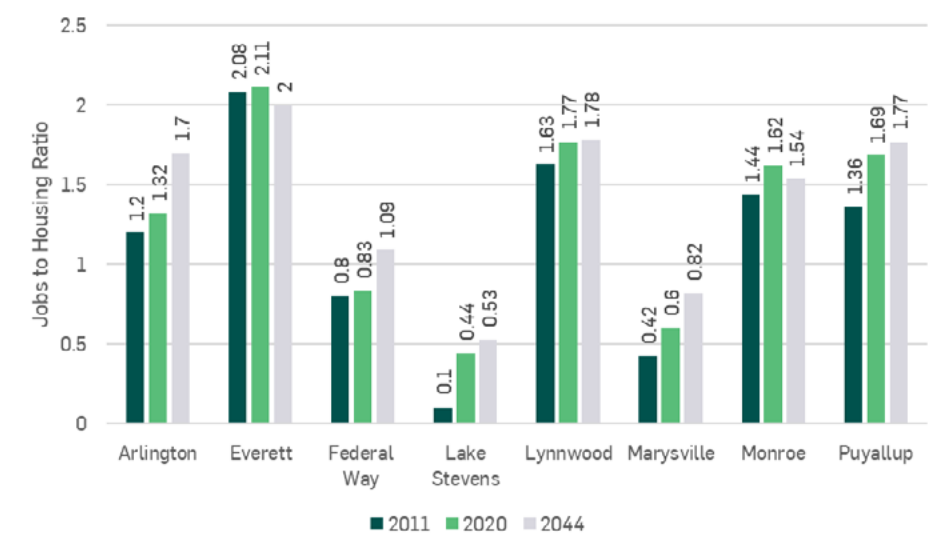
Commuting Patterns

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.

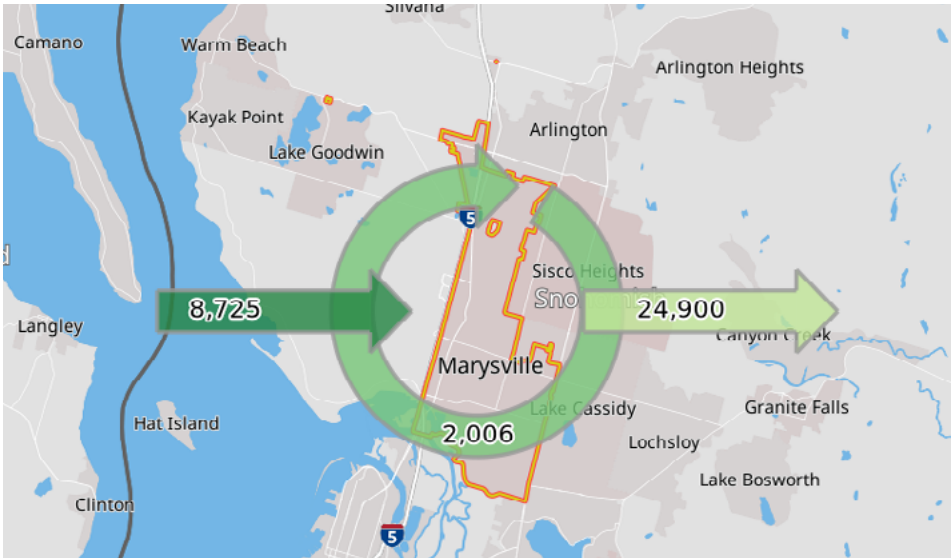
Driving alone is the primary commute mode (77 percent) followed by carpooling/vanpooling (11 percent), and working from home (see Figure 4.7). The mean travel time to work for Marysville residents is 31.4 minutes.

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 Report, and 2022 Pierce County Buildable Lands Report

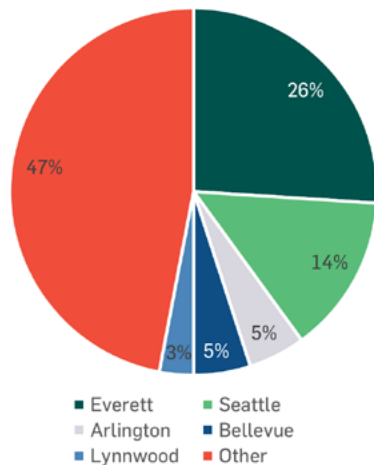
Figure 4.5
Marysville Commuter Flows, 2021



Source: US Census Bureau, On the Map Census

84. 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

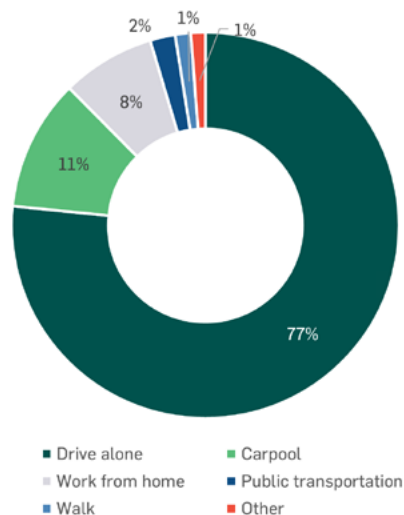
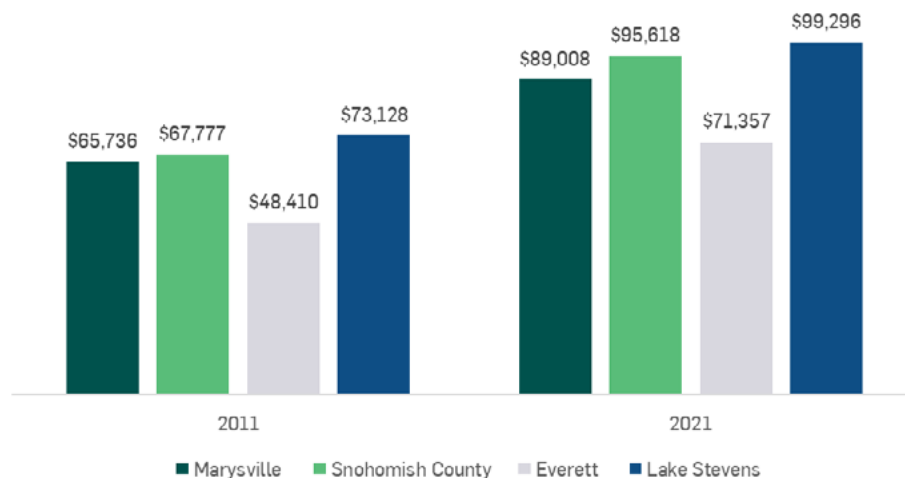


Figure 4.8
Change in Median Household Income, Marysville & Snohomish County, 2011 – 2021



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

Median Household Income

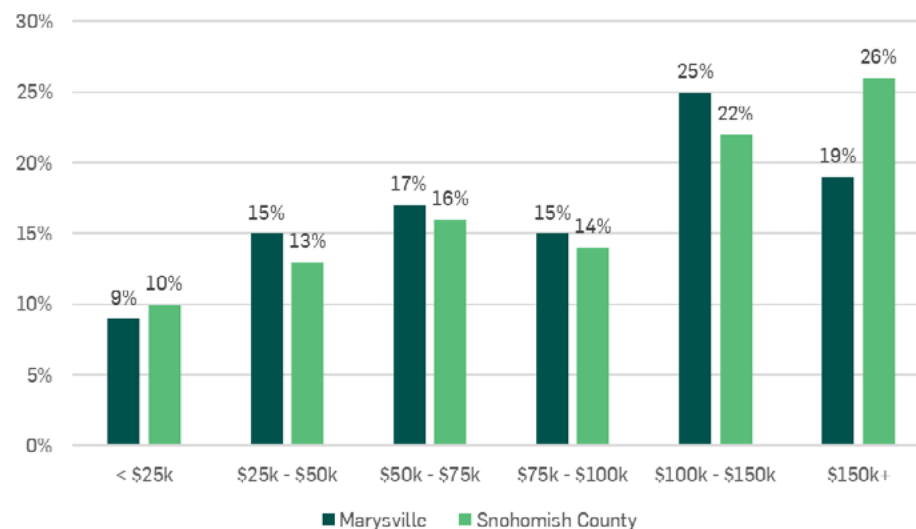
In 2021, Marysville's median household income was about \$89,000 which is an approximately 35 percent increase from the 2011 median income of just under \$66,000 as shown in Figure 4.8. This increase is partially driven by wage increases for existing residents but is also due to in-migration of higher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

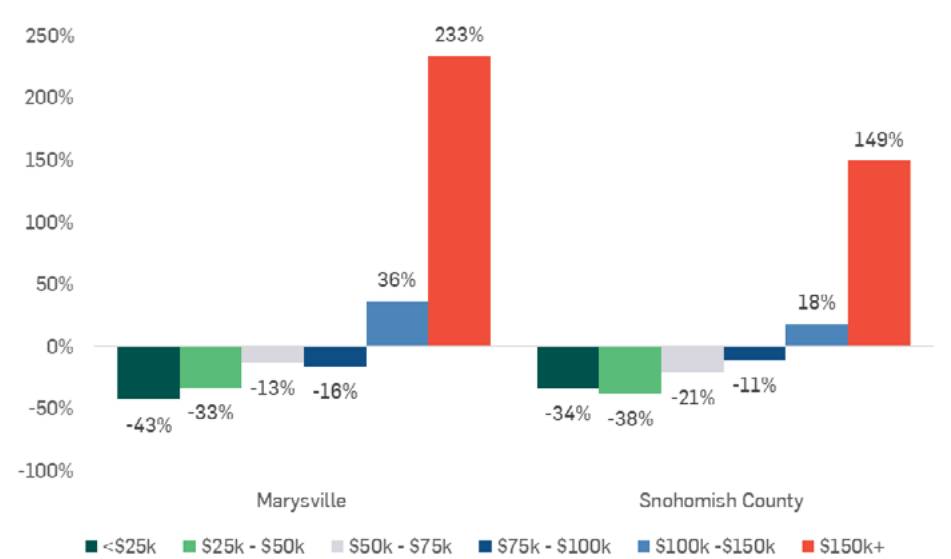


Source: ACS 5-Year Data Tables, 2017 – 2021

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 ([page 2](#)) and [2023 Housing Action Plan](#).

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

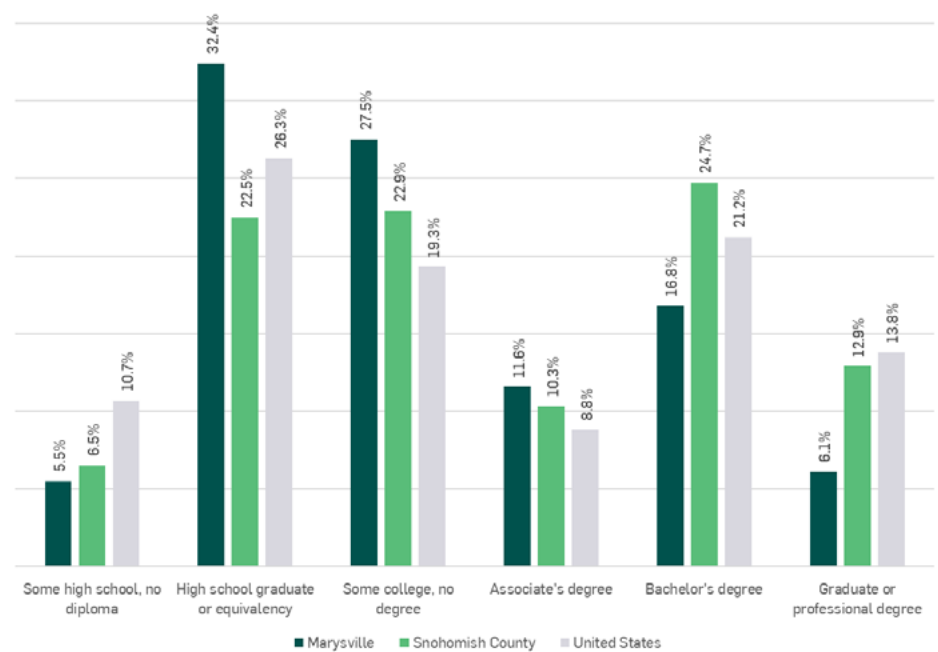


Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021

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



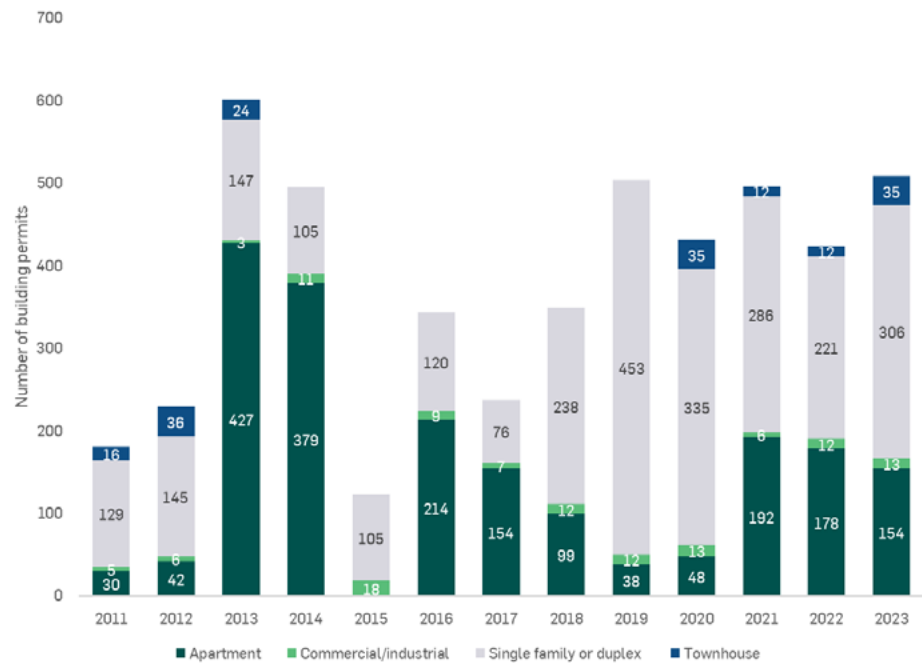
Source: ACS 1-Year Data Table, 2021

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.⁸⁵

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.

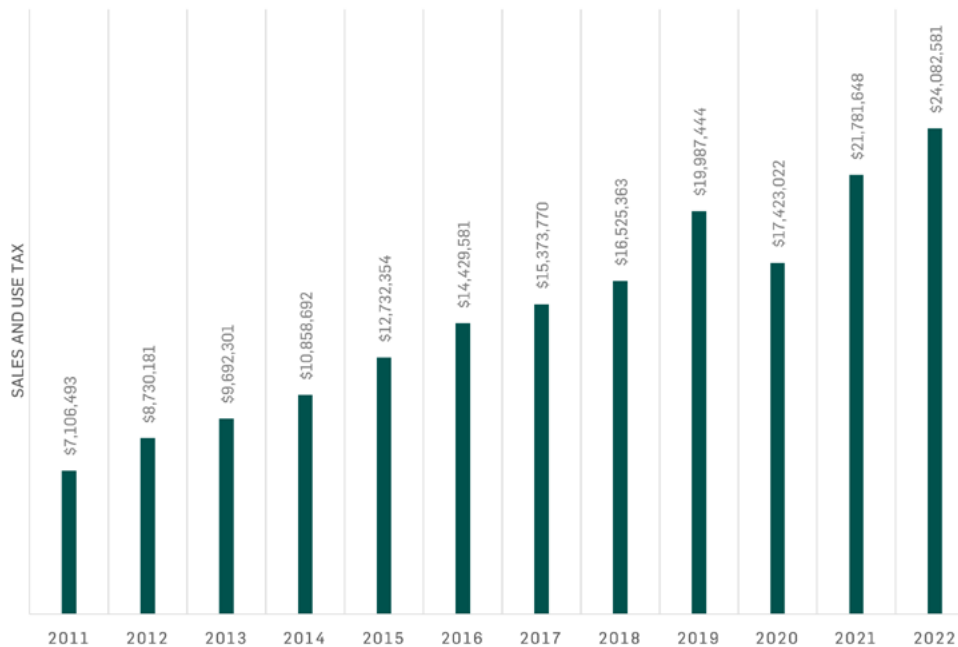
85. The Washington State Department of Revenue's Business Licensing Service appears to have improved their tracking of home-based business licenses in 2021 which is why the data cited above is limited to 2021–2023. Due to both the impacts of the pandemic and the growth of ecommerce platforms, home based 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

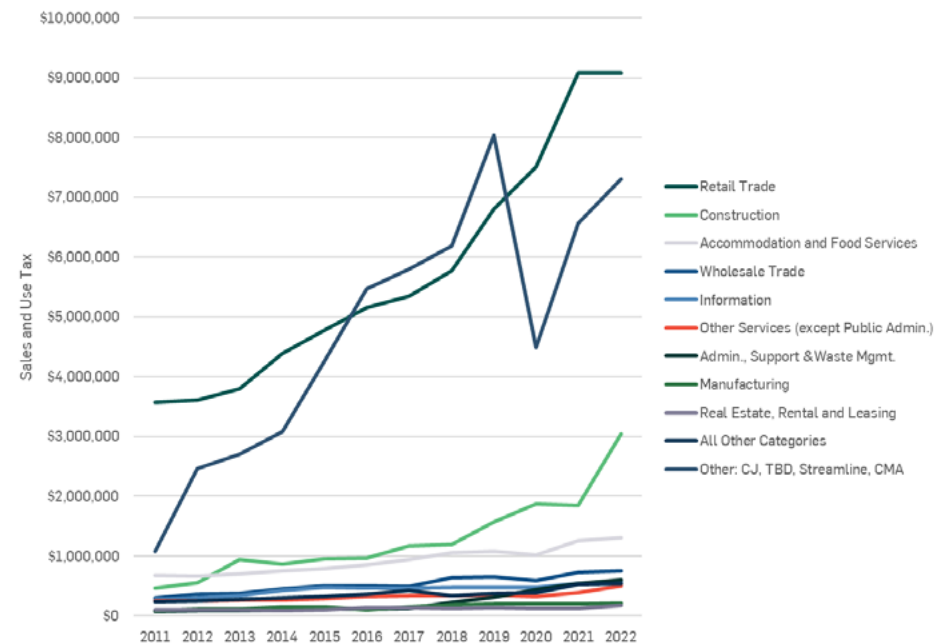


Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021

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 - 2022⁸⁶



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

86. 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.

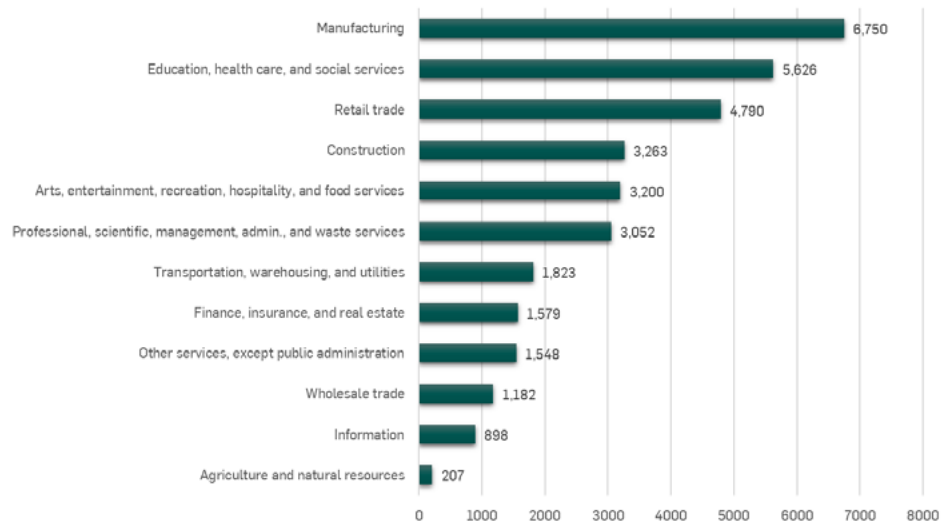


EMPLOYMENT AND WAGES BY INDUSTRY

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

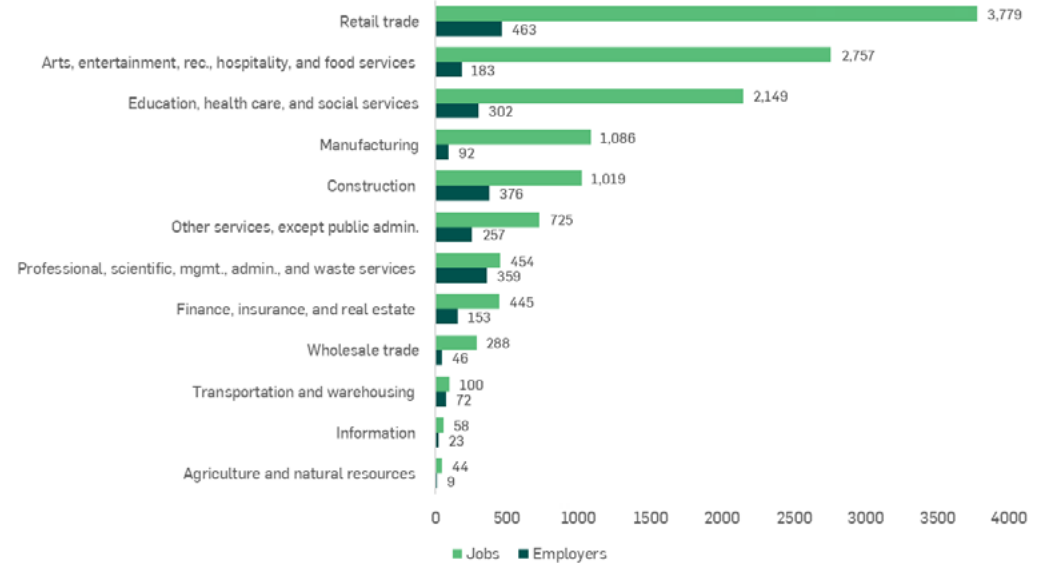
Between 2017 and 2021, employee wages increased across most industries within Marysville, Snohomish County, and Washington state (see Figure 4.17 below). The rate of wage increase was generally comparable, although not uniform, at the local, County, and State level for five of the 13 industries. Wage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

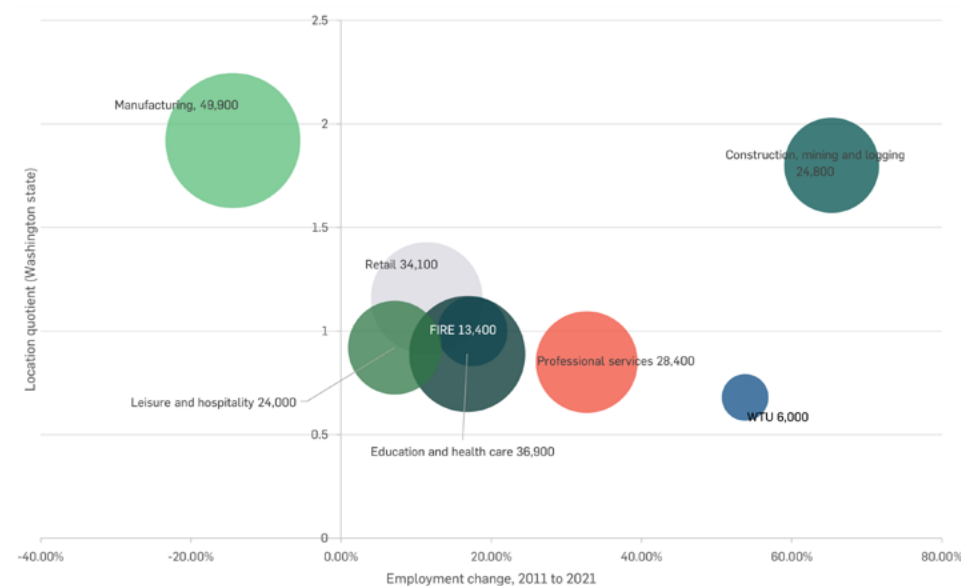
Section 4.4

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)⁸⁷ 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.

87. 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”⁸⁸. 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:⁸⁹

- 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 Center⁹⁰ 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.⁹¹ 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.⁹² 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.

88. 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.

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

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

91. Source: Economic Alliance Snohomish County.

92. 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”.⁹³ 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.”⁹⁴ 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 Gravitics' advanced space station module which is manufactured in Marysville.

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

94. Clean technology - Wikipedia.

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

96. 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 ecotourism⁹⁶ 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 ([page 136](#)).



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.⁹⁵ 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-added⁹⁷ 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.^{98,99}

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	

97. 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.

98. Arlington-Marysville MIC Subarea Plan

99. 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.¹⁰⁰ 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 2050.¹⁰¹ 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 Zone¹⁰² 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.

¹⁰⁰. Assets and opportunities outlined build on those outlined in the prior Comprehensive Plan and draw heavily from the Arlington-Marysville MIC Subarea Plan.

¹⁰¹. 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."

¹⁰². 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

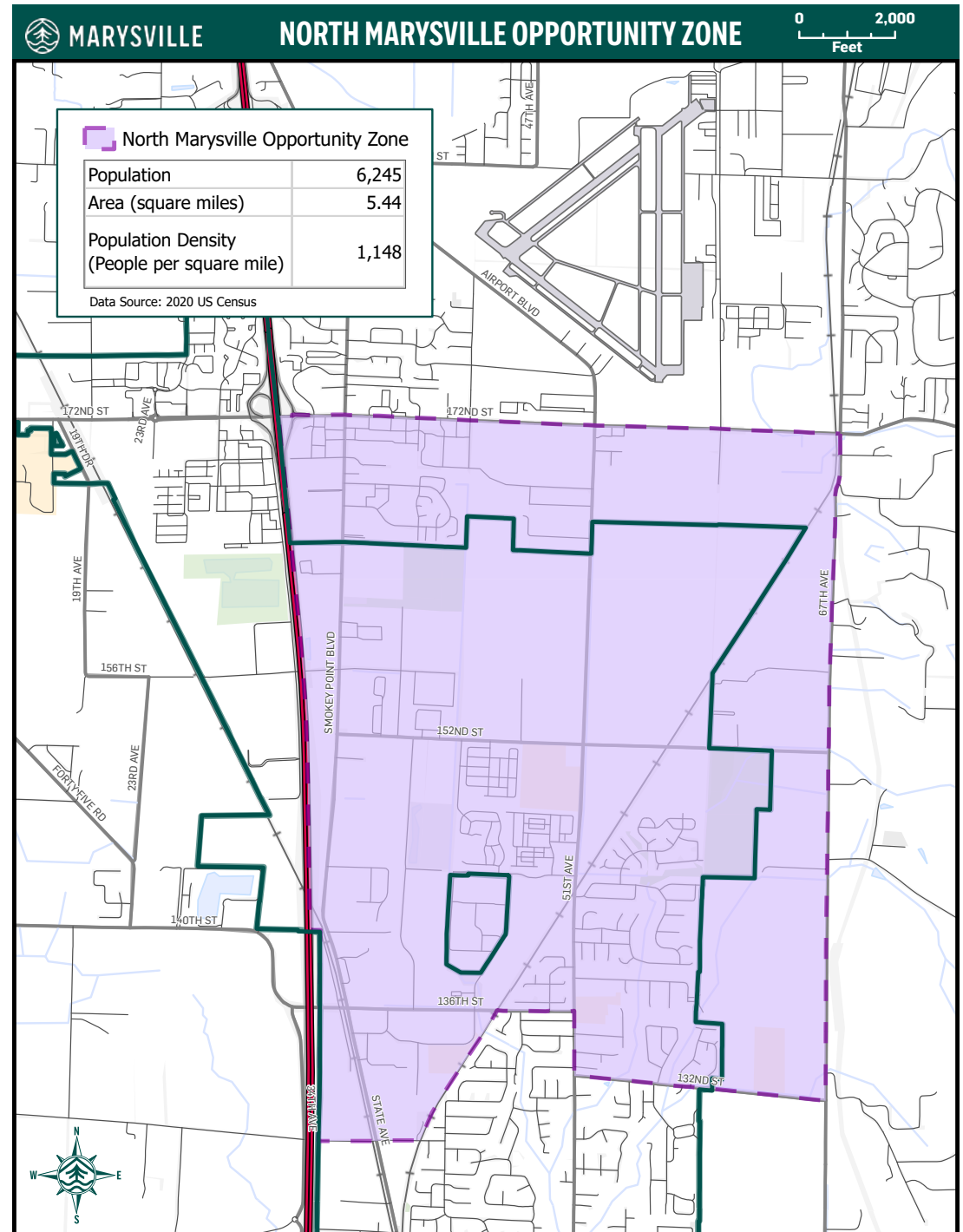
The City has and will continue to proactively plan for commercial, industrial and residential development within the City. Recent efforts include the Waterfront Strategic Plan, Downtown Master Plan update, Arlington-Marysville MIC Subarea Plan and Arlington-Marysville Manufacturing Industrial Center 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.¹⁰³

103. 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(flypaineairport.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”¹⁰⁴ 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.

¹⁰⁴. 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".¹⁰⁵ 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.¹⁰⁶ 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.

¹⁰⁵. Waterfront Strategic Plan 2021 to 2026.

¹⁰⁶. 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, and 156th Street/I-5 Interchange, 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.

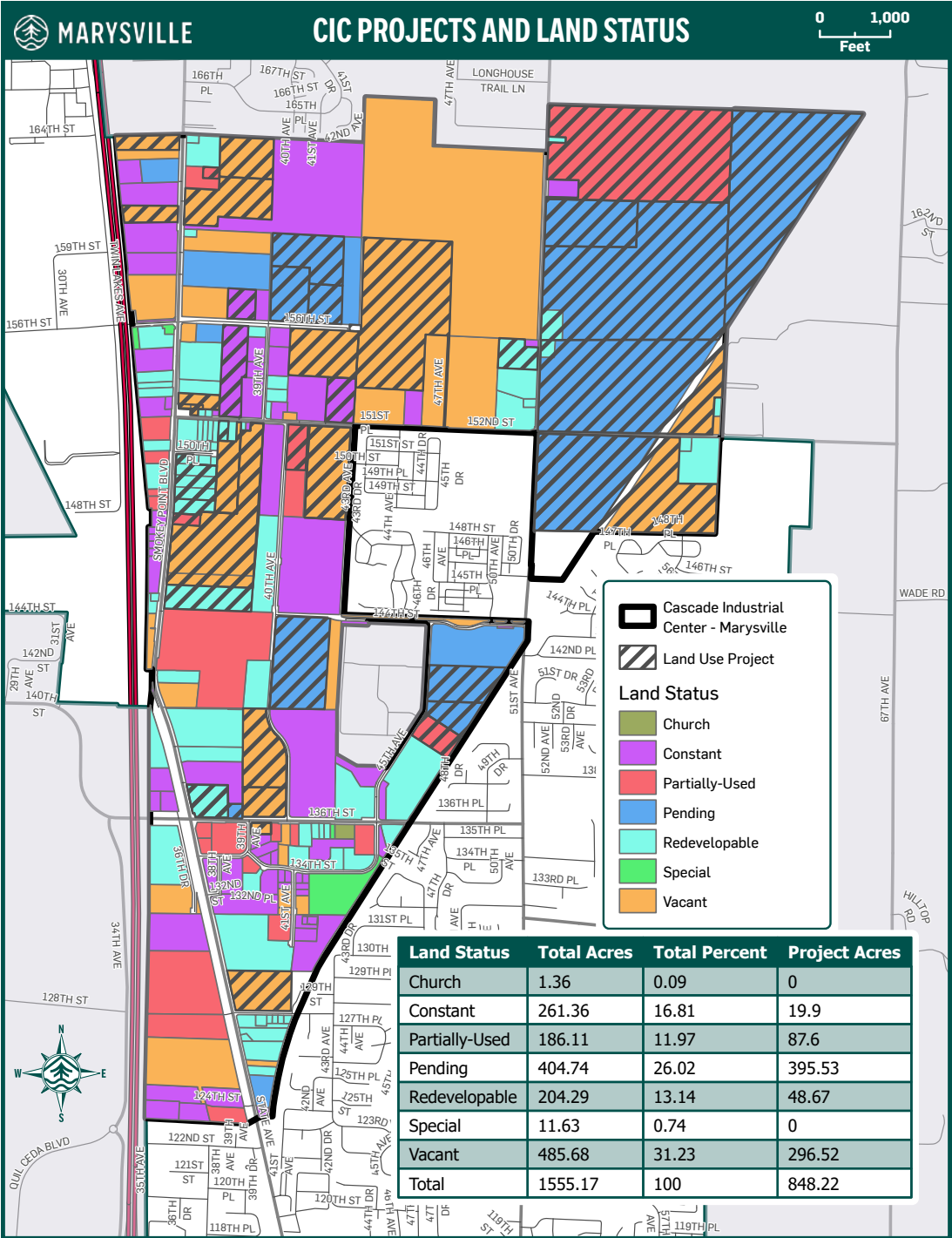


Figure 4.21

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 its 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 ([page 229](#)).

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 Continue to communicate 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.





Chapter 5

PUBLIC AND

HUMAN SERVICES

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Public and Human Services Snapshot



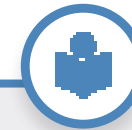
Public and Human Services

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. 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. As Marysville grows, the demand for public services will steadily increase.



Police

The City of Marysville Police Department (MPD) provides law enforcement, policing, crime prevention, public safety, and corrections services within the City of Marysville. MPD's vision is "service with honor" and mission is "to provide outstanding service in partnership with our community to enhance our City's safety, growth and livability." The MPD's organizational efforts focus on Key Performance Indicators (KPIs) to ensure that the organization best serves the community. The recently developed MPD Functional Plan contemplates the potential staff increases that may be needed in the future to deliver public safety services to the City in 2044.



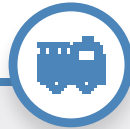
Library

The City of Marysville has provided library services to its citizens since 1907. In 2015, the Marysville Library transferred to Sno-Isle Libraries which now owns and operates the library. 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." 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. The Marysville Library's 40 employees manage the library's resources and offer a full range of library services.



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, coinciding with industrial-zoned lands. Coordination with the Marysville, Lake Stevens, and Lakewood School Districts is vital as large student populations in Marysville are served by each District. The Marysville School District serves the majority of the City while the Lake Stevens and Lakewood School Districts serve the southeast and northwest corners of the City respectively. The Lake Stevens and Lakewood School Districts' student populations have grown over the past several years, while the Marysville School District's has not.



Fire

The Marysville Fire District (MFD) 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. In April 2019, the MFD became a Regional Fire Authority (RFA), a special purpose district. The MFD has five strategically located fire stations staffed by 83 firefighters. In 2023, the MFD responded to 15,953 calls for service. Most of these calls (69% or 11,030 calls) were for emergency medical incidents. The MFD also has three special operations teams that tackle hazardous materials, technical rescue, and rescue swimming.



Human Services

The City offers human services to Marysville residents through the Community Development Block Grant (CDBG) program, Micro Extended Shelter House (MESH) housing, the Embedded Social Worker Program, and Human Services Grants. Over \$4.7 million has been allocated to the City's CDBG Program since it began in 2012, aiding seven non-profits which support those in need. Since 2016, the City has partnered with the Everett Gospel Mission and local churches to provide MESH housing for graduates of recovery programs. In 2021, the City established a law enforcement Embedded Social Worker Program that serves the homeless community by connecting them to social services. In 2024 the City established a Human Services Grant Program to help non-profits deliver human services.



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.¹⁰⁷ 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.



Firefighters educating young children on public safety.

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.

107. 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 ([page 171](#)), and the Environment is covered in the Environmental Element ([page 201](#)).

Section 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 needs, 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.¹⁰⁸



The MPD's vision is to provide "service with honor".

108. Capital facility needs, which primarily include building needs, are outlined in the Capital Facilities Element (page 287) of the Comprehensive Plan.

109. 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.

110. 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.

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.¹⁰⁹ The Department's mission is "to provide outstanding service in partnership with our community to enhance our City's safety, growth, and livability", which reflects the Department's culture and aligns with the City's Mission, Vision, and Values.¹¹⁰ Six strategies provide the foundation for the Functional Plan and align closely with the pillars noted above. 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:

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 the 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.



Participants in the 2023 Law Enforcement Torch Run pause for a moment in front of the new police station.

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 with a 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 events, Shop with a Cop, and Coat Drive to provide coats and warm clothes 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 volunteer 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 provided; 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.¹¹¹



Body-worn cameras and computers in patrol vehicles are among the many innovations used by the MPD.

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) Crime Rates;¹¹²
- 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

Marysville Police Department Key Performance Indicators

DESCRIPTION	2019	2020	2021	2022	2023
City-wide NIBRS Crime Rates (lower score is better)*	56.9	49.5	47.8	52.2	58.1
Case clearance rates > 30 percent	50.7%	51%	42.5%	41.1%	45.7%
90 percent average customer satisfaction for professionalism	N/A	N/A	91%**	94.3%	90.66%
Citizen complaints per 1,000 police contacts	N/A	N/A	0.28	0.18	0.24

* NIBRS crime rates are based on a per 1,000 population.
**Equals partial year data August – December 2021.

Source: Marysville Police Department Functional Plan, 2024

111. 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.

112. 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 engagements, municipal jail bookings, and other activities.¹¹³

The Department intends to use a data-informed approach to improve its performance metrics in the next several years. These efforts will be critical in

Public Safety Service Delivery and Level of Service



The Marysville Police Department proactively recruits new hires

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 Federal and regional partnerships.¹¹⁴

Over the next 20 years, the City of Marysville's population is expected to increase to 99,822 residents, and the employment target is 33,683 jobs. In 2023, the Police Department had 131 full-time employees or 1.08 officers per 1,000 residents. 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.

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

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.

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 between 30 and 61 additional commissioned officers will be needed in 2044 to maintain or increase the current level of service as shown in Figure 5.2. 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 beds, 20 more custody staff are anticipated to be needed. Anticipated future facility needs are detailed in the Capital Facilities Element ([page 287](#)).

Figure 5.2
Marysville Police Department 2024 Staff and Projected 2044 Staff Needs

	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 minimum staffing levels relative to the call volume and not reduce call load on officers. **The Preferred Alternative Figures are staffing levels based on the call-per-officer standard reducing calls to be more in line with regional averages for call load. It is important to note that the future staff allocation will ultimately be determined by budgetary considerations and the policy direction selected by City Council.

Source: Marysville Police Department Functional Plan, 2024

113. The Embedded Social Worker Program is discussed more fully in Section 5.6, Human Services below.

114. 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.

Section 5.3

FIRE

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 Reservation.¹¹⁵

In April 2019, the Marysville Fire District became a Regional Fire Authority (RFA) which is a special purpose district similar to a school district.¹¹⁶ 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).

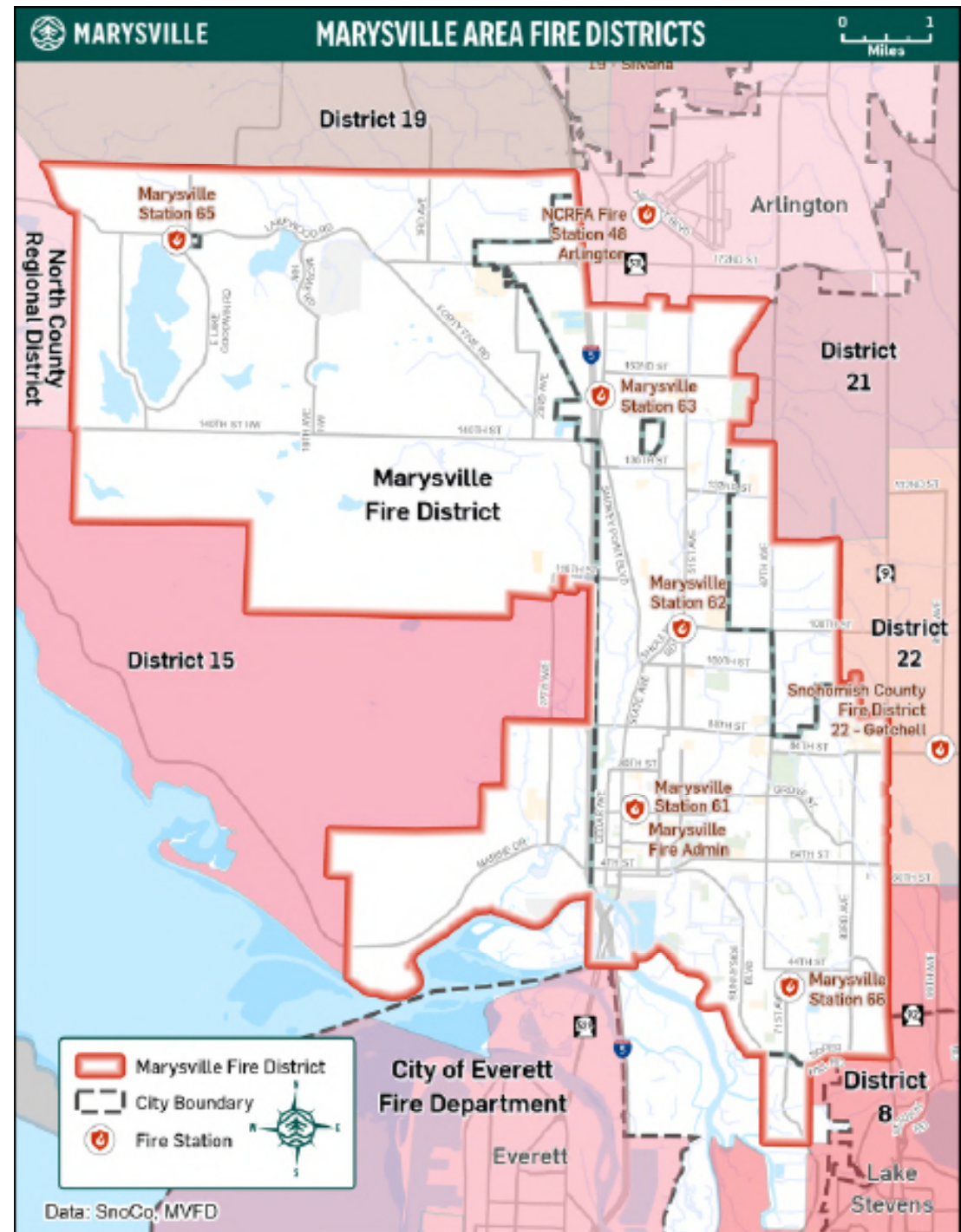
Mission, Values, and Strategic Initiatives

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 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.

^{115.} 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.

^{116.} 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.

Figure 5.3



Fire Prevention and Suppression



From left to right: Firefighters participate in a training exercise; Emergency Medical Services account for the vast majority of MFD service calls.

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 a day, 365 days per year, to provide prompt emergency fire response. The District's 83 firefighters are trained to respond to residential, commercial, brush, vehicle, hazardous material, and all other types of fires.¹¹⁷

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 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.

117. 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.

Emergency Medical Services

Providing prompt, high quality Emergency Medical Services to the Marysville 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.

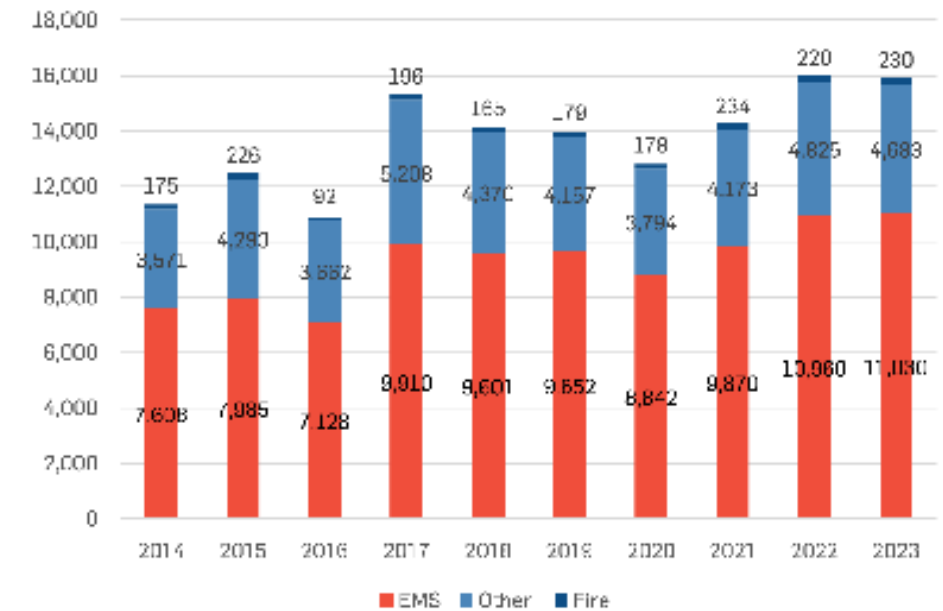
Special Operations

To ensure the ability to respond to all types of hazards and emergencies in the community, the Marysville Fire District operates three special operations teams: Hazardous Materials, Technical Rescue, and a Rapid Entry Rescue Swimmer.

- 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

Marysville Fire District Calls for Service by Service Type



Source: Marysville Fire District

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 continues 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 the 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.



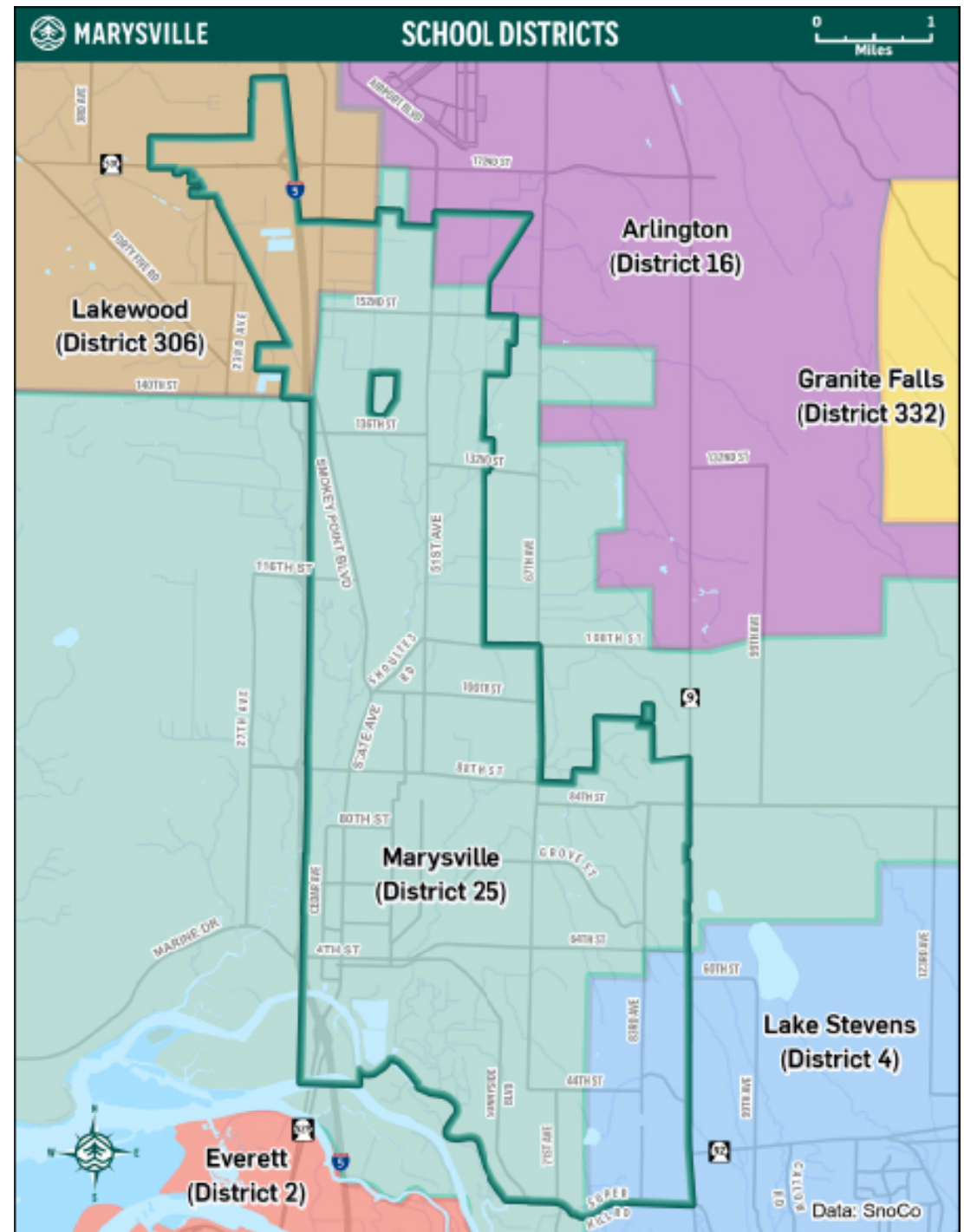
MFD personnel continuously train as illustrated by this firefighter engaged in aerial training.

Section 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. 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, 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



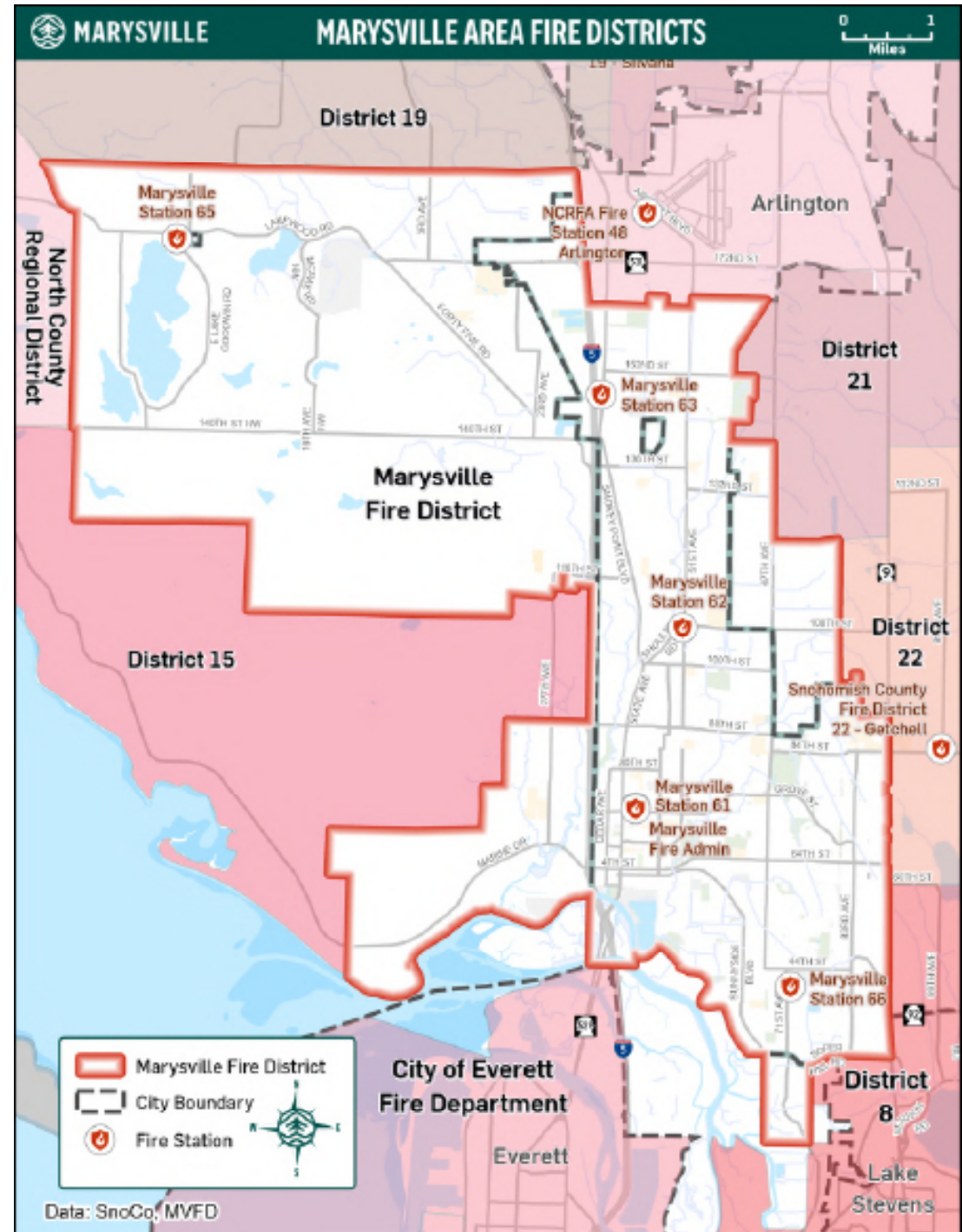
Marysville School District

The Marysville School District currently serves approximately 9,368 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. These schools, along with a few in the Lake Stevens and Lakewood School Districts, are shown in Figure 5.6. The current total capacity of the elementary schools, middle schools, and high schools is shown in Figure 5.7.

By 2029, the Marysville School District projects student enrollment to decrease from 9,368 students in 2023 to 8,312 in 2029, an 11.3 percent decrease as shown in Figure 5.8. By 2033, the District anticipates serving 8,099 students consisting of 4,158 elementary school, 1,799 middle school, and 2,142 high school students.¹¹⁸

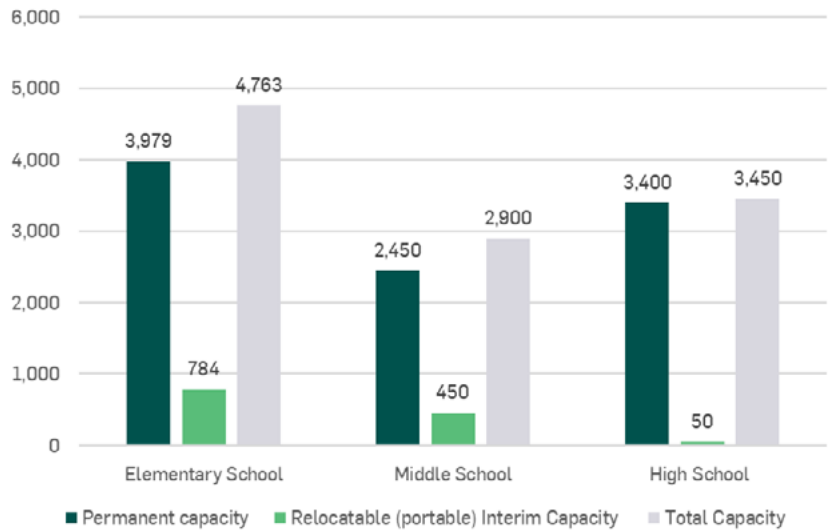
Based on the projected decrease in the student population, existing facility capacity shortfalls at the elementary school level would decrease if facilities remain the same as shown in Figure 5.9; however, due to the Marysville School District having a significant budget deficit, three schools are being considered for closure, which may impact future school capacity figures.

Figure 5.6



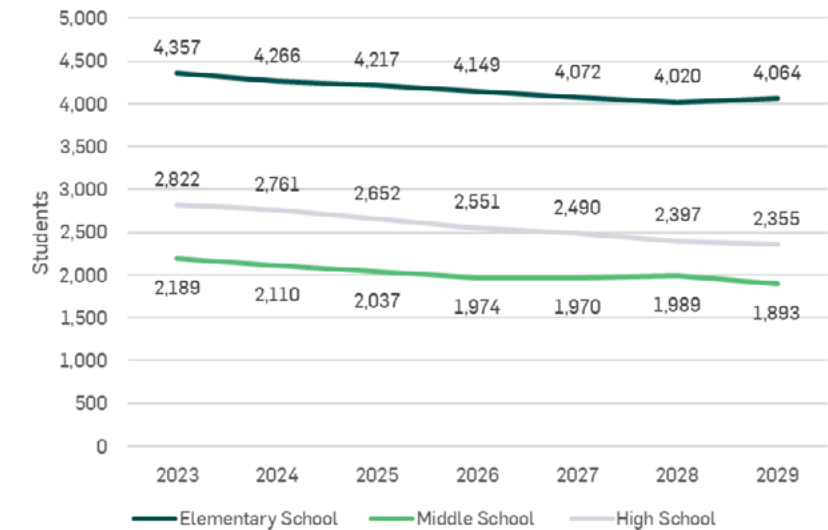
118. The Marysville School District's demographic information is projected through 2033, which is a shorter time horizon than is provided in the Lake Stevens and Lakewood School Districts' Capital Facilities Plans.

Figure 5.7
Marysville School District 2023 Capacity by School Type



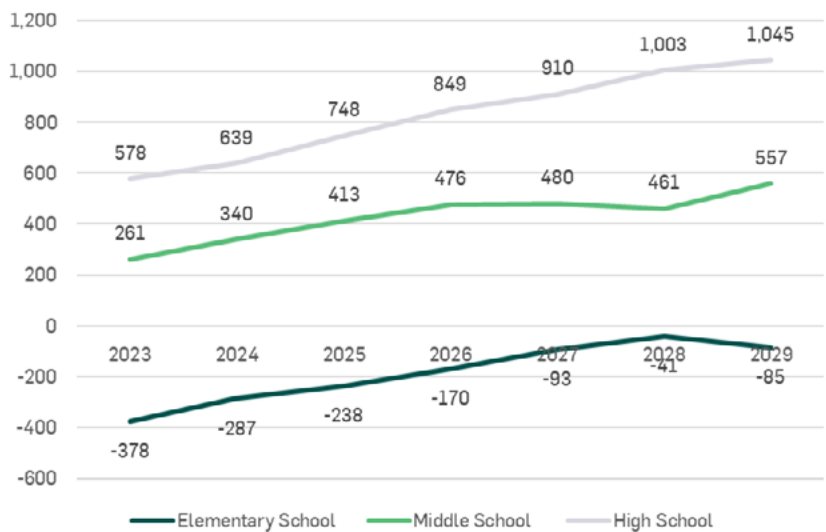
Source: Memo from FLO Analytics on 2024 – 25 to 2033 – 34 Enrollment Forecasts – Marysville School District

Figure 5.8
Marysville School District Student Enrollment, Existing and Projected through 2029



Source: Memo from FLO Analytics on 2024 – 25 to 2033 – 34 Enrollment Forecasts – Marysville School District

Figure 5.9
Marysville School District Capacity Shortfalls, Existing and Projected through 2029



Source: Memo from FLO Analytics on 2024 – 25 to 2033 – 34 Enrollment Forecasts – Marysville School District



Grove Elementary serves Kindergarten through fifth grades students in the Marysville School District.



Lake Stevens Schools District

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 ninth grade.¹¹⁹ The current total capacity of the elementary schools, middle schools, mid-high school, and high school is shown in Figure 5.10.

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 5.11.¹²⁰ 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.



The Lake Stevens Early Learning Center serves the needs of the Lake Stevens School District's youngest students.

119. HomeLink Parent Partnership is a public school option for Kindergarten through 9th-grade students. We serve families providing home-based instruction to their students and are dedicated to taking an active role in the education of their children. Students may attend for as little as two courses per week. HomeLink operates under the Alternative Learning Experience rules and guidelines through OSPI. Source: <https://hlk.lkstevens.wednet.edu/>

120. 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 5.11 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.

Figure 5.10
Marysville School District 2023 Capacity by School Type

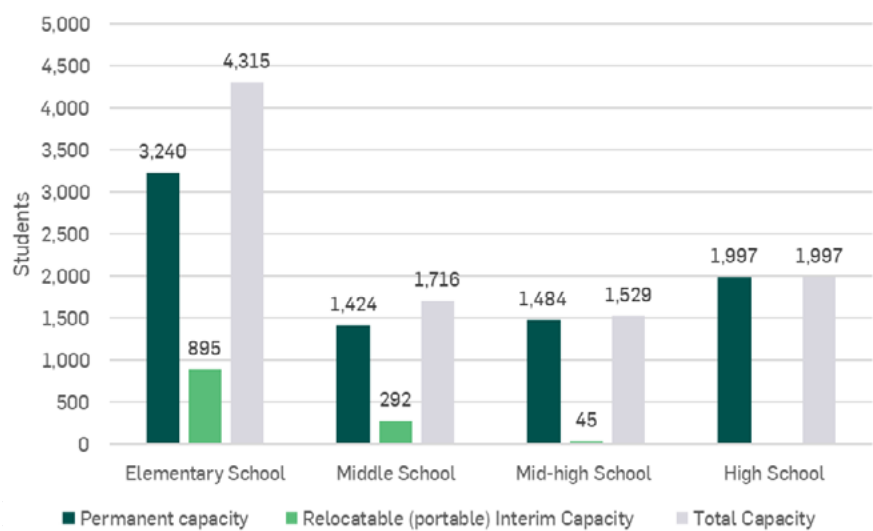
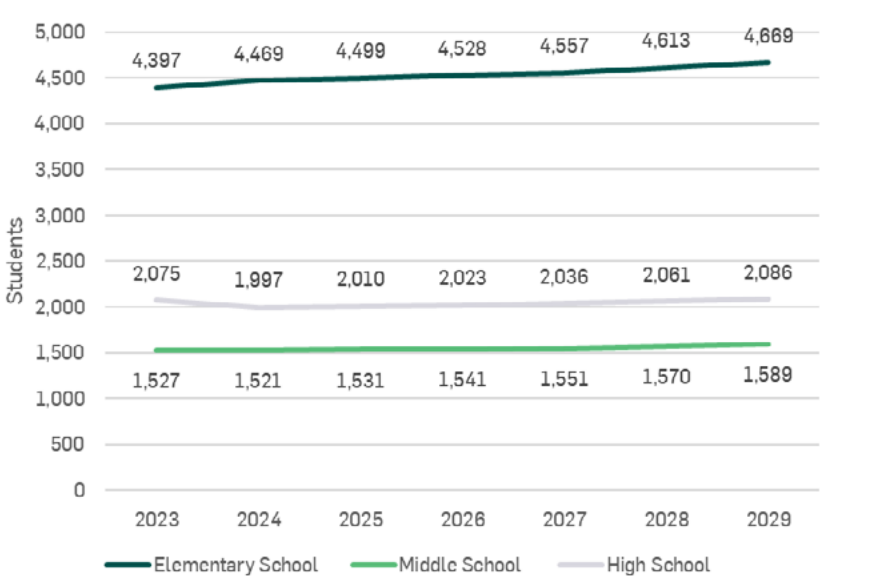


Figure 5.11
Marysville School District 2023 Capacity by School Type



Source: Memo from FLO Analytics on 2024 - 25 to 2033 - 34 Enrollment Forecasts - Marysville School District

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 5.12.¹²¹ Given current enrollment projections, the following facilities will be needed by 2029:

- 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.
- 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.

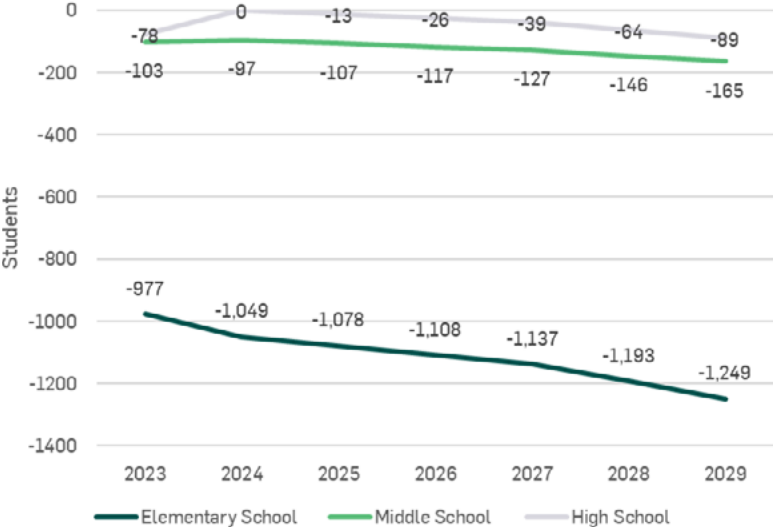
Lakewood School District

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 through eighth grade, and the high school serves ninth through twelfth grade. The current total capacity of the elementary schools, middle school, and high school is shown in Figure 5.13.

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 5.14.¹²² By 2044, the District anticipates serving 3,517 student consisting of 1,590 elementary school, 829 middle school, and 1,098 high school students.

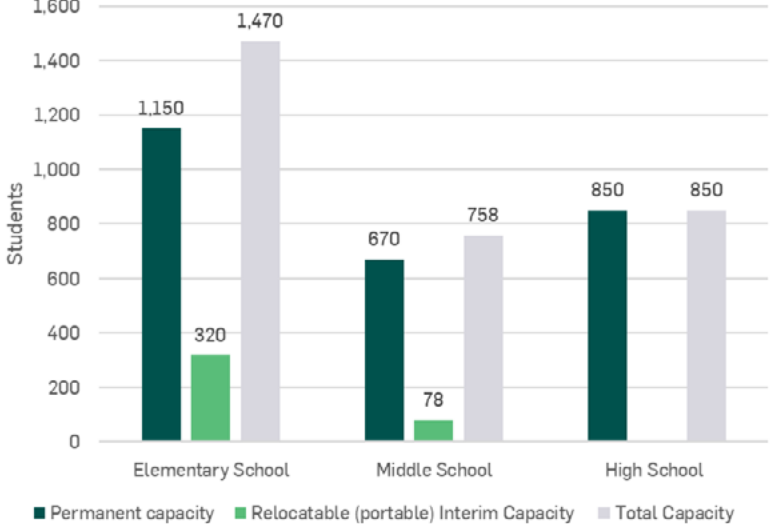
The Lakewood School District has successfully passed bonds over the past twenty-four years that have enabled the District to construct schools and acquire land. These tax-payer investments have resulted in a new elementary school, a middle school addition, a major capacity addition at Lakewood High School in 2017, and the addition of a STEM lab and two classrooms at Lakewood Middle School in 2020.

Figure 5.12
Lake Stevens School District Capacity Shortfalls, Existing and Projected through 2029



Source: Lake Stevens School District 2024 – 2029 Capital Facilities Plan

Figure 5.13
Marysville School District 2023 Capacity by School Type



Source: Lakewood School District 2024 – 2029 Capital Facilities Plan

121. 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 (page 287).

122. 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.



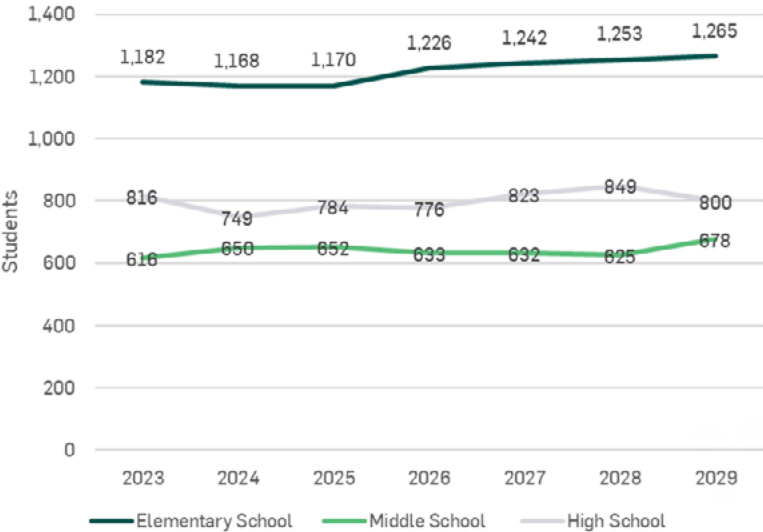
Currently the District is assessing future capacity needs and, at the present time, anticipates adding interim (portable) capacity to address short-term capacity needs. Capacity surpluses and shortfalls are shown in Figure 5.15, which illustrates the need for additional elementary school capacity.¹²³ 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.



Lakewood High School, constructed in 2017, represents a significant investment in the Lakewood School District.

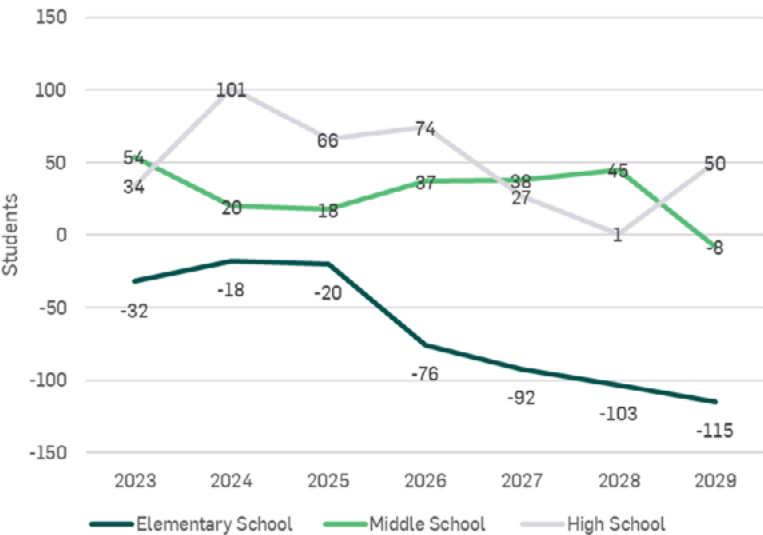
123. The additional elementary school capacity needs are shown as positive numbers in Figure 5.15. There is surplus capacity at the middle and high school levels indicates that there is a surplus of capacity. Expressed differently, there is a negative capacity need.

Figure 5.14
Lakewood School District Student Enrollment, Existing and Projected through 2029



Source: Lakewood School District 2024 – 2029 Capital Facilities Plan

Figure 5.15
Lakewood School District Capacity Shortfalls, Existing and Projected through 2029



Source: Lakewood School District 2024 – 2029 Capital Facilities Plan

Section 5.5

LIBRARY

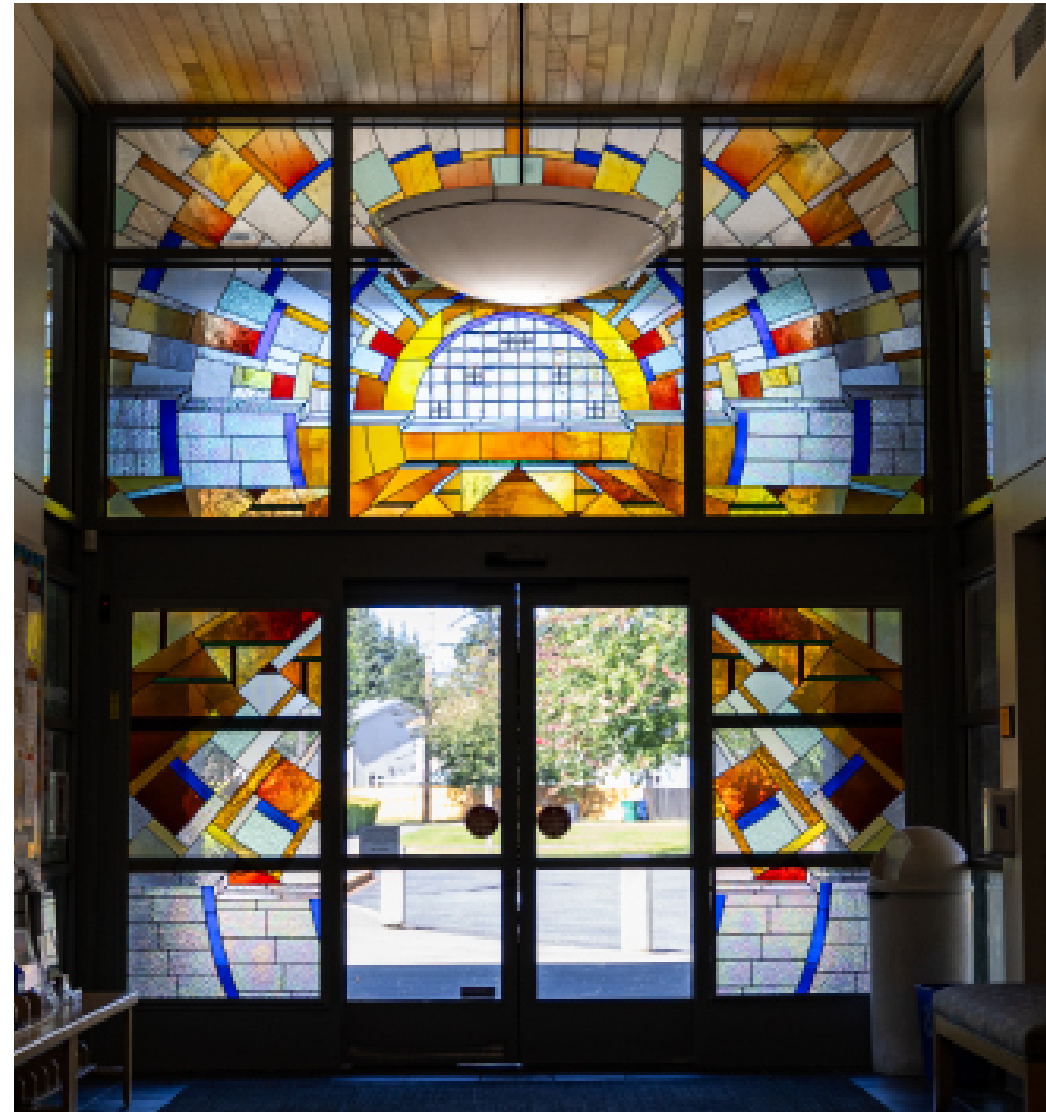
In 1907, the City of Marysville started providing library services to its citizens. From 1907 to 1925, the library consisted of a couple shelves in a drug store. A group of local, civic-minded women started a library committee in 1924 to found and support a more extensive local library. As a result of 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. 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 into the Sno-Isle 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. Sno-Isle Libraries is an intercounty-rural library district serving Snohomish and Island Counties.

In 2024, Sno-Isle Libraries had a \$76.9 million operating budget with 86.7 percent of their funding from property taxes and the balance provided from grants and other sources.

The Marysville Library's 40 employees provide a full range of library services and resources to our community. Library staff work to establish and grow community partnerships to further the library district's vision, mission and values.

Marysville customers have access to 1.6 million physical and digital items. The library also offers public computers, community meeting spaces, print services, laptops and hotspot device checkout, children Storytimes and other programming. The Marysville Library is open 64 hours each week and is open every day.



Stained glass windows greet patrons of the Marysville Library.



Section 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, the Embedded Social Worker Program, 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.¹²⁴ 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 grant 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.¹²⁵ 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 Plan.¹²⁶ 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).

124. The CDBG Program is authorized under Title I of the Housing and Community Development Act of 1974, Public Law 93-383, as amended.

125. Received by participating jurisdictions.

126. Applications must meet all four criteria.



The CDBG Program funds both social services and capital projects such as this gazebo at Comeford Park. For capital projects, funds are directed to areas where there are lower income census tracts.

Since 2012, over \$4.7 million has been allocated to the City's CDBG program, with an average of \$350,000 received annually.¹²⁷ Seven different organizations have received CDBG funds from the City since the beginning of the program. Annually six to seven programs receive funding. 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.¹²⁸

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 in 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 situations to help them enter, engage, and complete the necessary steps to have a secure residence and return to being stable, productive, and healthy individuals. The program team contacts clients on the street via officer referrals, the Snohomish County

¹²⁷. Approximately 20 percent of the annual allocation is for program administration.

¹²⁸. Source: [MESH: The right way to shelter more people! : Everett Gospel Mission\(egmission.org\)](https://www.egmission.org/)



The MPD's Embedded Social Worker Program pairs a police officer with a social worker to connect the homeless community with resources to improve their lives.



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.¹²⁹

Recent trends in workforce availability for mental health professionals have led to a shift in the approach of our co-responder program, and the Police Department has partnered a case manager with a police officer to help work with and refer clients to services. Additionally, the team proactively contacts those incarcerated in the Marysville Jail to offer services. This has led to increases in clients accepting services, increased positive outcomes, and decreases in clients who leave treatment options or decline services.

Since the program began, the team has engaged in nearly 3,000 contacts with potential clients. Since its inception, the program has evolved deliberately, to meet the specific needs and demands of our community. A 2023 year-by-year comparison revealed that Marysville clients have benefited from increased access and delivery to drug and alcohol assessments (97%), in-patient treatment services (76%), and housing (14%). Hundreds of clients have successfully navigated into sustainable 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;
- 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.



Hundreds of people in our community have benefited from the embedded social worker program.

129. 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.

GOALS AND POLICIES

PS 1 Provide equitable distribution and maximum utilization of school district resources in the delivery of educational services.

- PS 1.1** Encourage the location of schools and their facilities within the UGA. Schools may locate anywhere within the City through the Conditional Use Permit process.
- PS 1.2** 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.
- PS 1.3** 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.
- PS 1.4** Promote schools as focal points for neighborhoods and encourage them to locate close to existing or proposed residential areas.
- PS 1.5** 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.

PS 2 Provide equitable distribution and maximum utilization of public resources in the delivery of police, fire, library, and human services.

- PS 2.1** Provide urban level services and associated facilities only in the UGA where services can be delivered more efficiently and cost-effectively. Facilities for public resources may locate in any part of the City through the Conditional Use Permit process.
- PS 2.2** 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.
- PS 2.3** Encourage development in areas where services are already available before developing areas where new services would be required.
- PS 2.4** Development, residents, businesses, and industries should contribute their fair share toward mitigating identified impacts on public facilities.
- PS 2.5** Siting of public buildings and other facilities must conform with land use policies and regulations. Local government agencies are subject to their own requirements.
- PS 2.6** 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).



PS 2.7 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;¹³⁰
- 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.

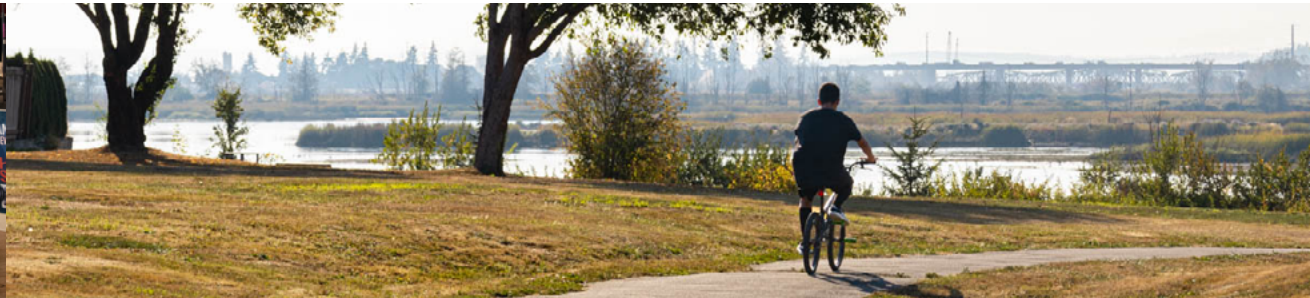


Shop with a Cop is one of the many ways that the MPD serves the community.



¹³⁰. Implementation includes building that are older as well as expanded and remodeled buildings with updated fire protection systems, as applicable.

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.¹³¹ 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](#).¹³² 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 ([page 287](#)) 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.

¹³¹. 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.

¹³². 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.¹³³ 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 179; 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.

133. 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

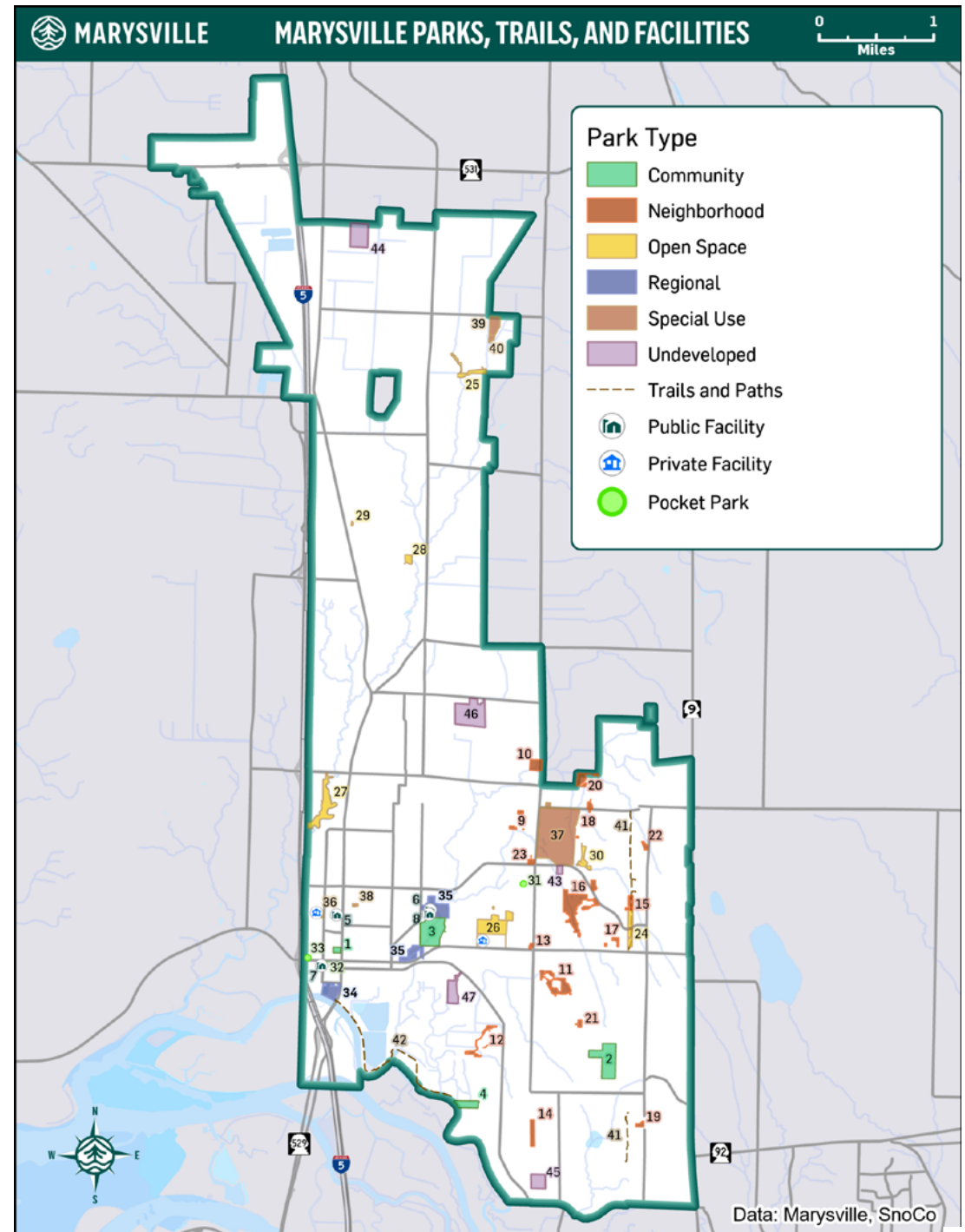


MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Trails—Dedicated¹			
41	Bayview Trail	-	2.75
42	Ebey Waterfront Trail	-	3.5
Totals		-	6.25
Undeveloped Park Properties			
43	Cedarcrest Reservoir	2.26	
44	Frontier Fields	25	
45	King property	9.74	0.5
46	Mother Nature's Window	34.57	1.5
47	Rainier Vista (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.



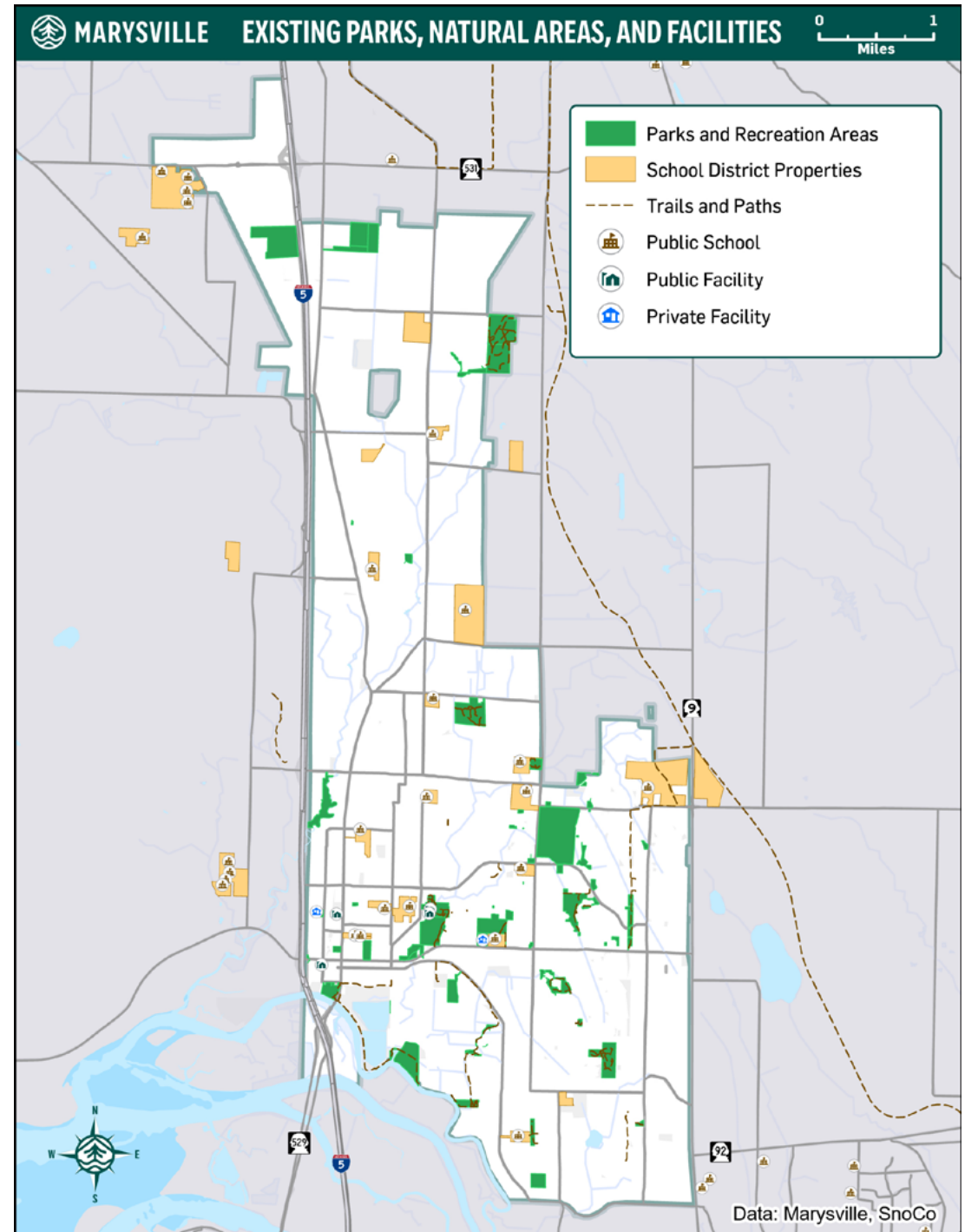
Marysville and Lakewood School Districts

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.



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.¹³⁴ They may also increase community engagement and participants' sense of citizenship.¹³⁵

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 179; a brief summary of these facilities follows.¹³⁶

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.

134. Colistra 2017

135. CDC – Health Equity Guide 2013, Glover 2004.

136. 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.

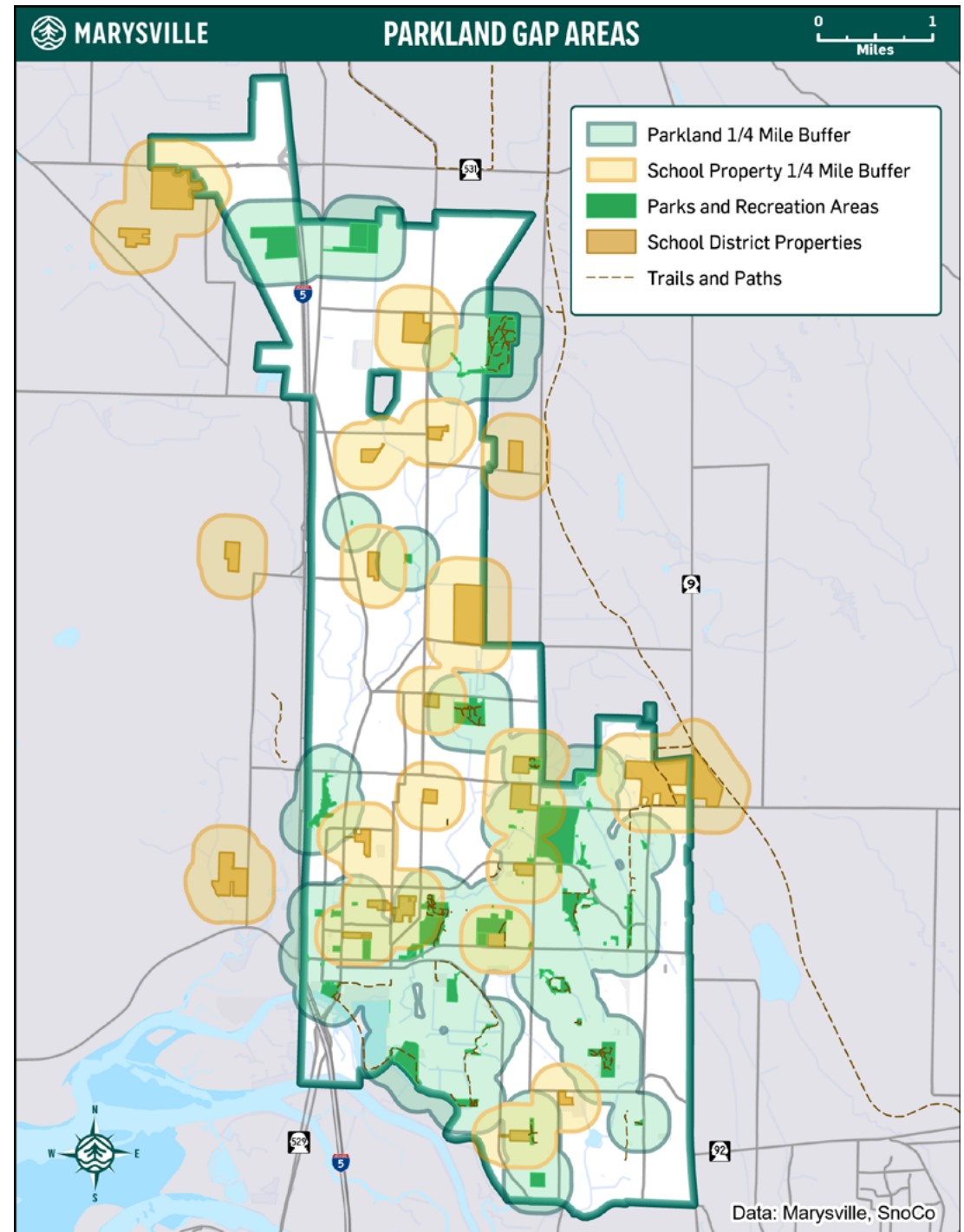
Location

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.

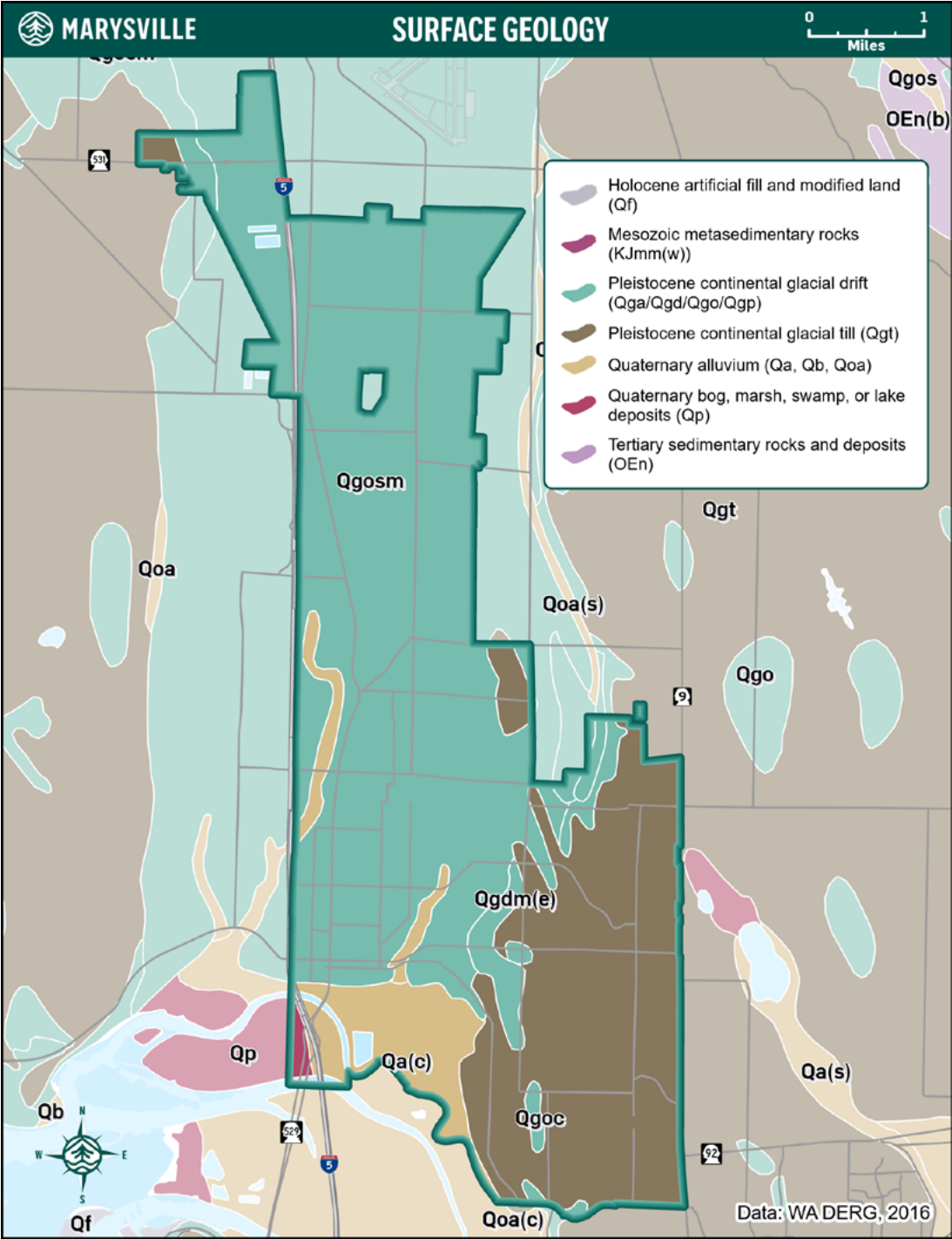
As the ice sheet passed over the area, the sand and gravel materials consolidated with other materials that were directly deposited and overridden by the glacier. This consolidated material is referred to as Vashon Till. The Vashon Till was deposited on top of the advance outwash on hills and plateaus 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.

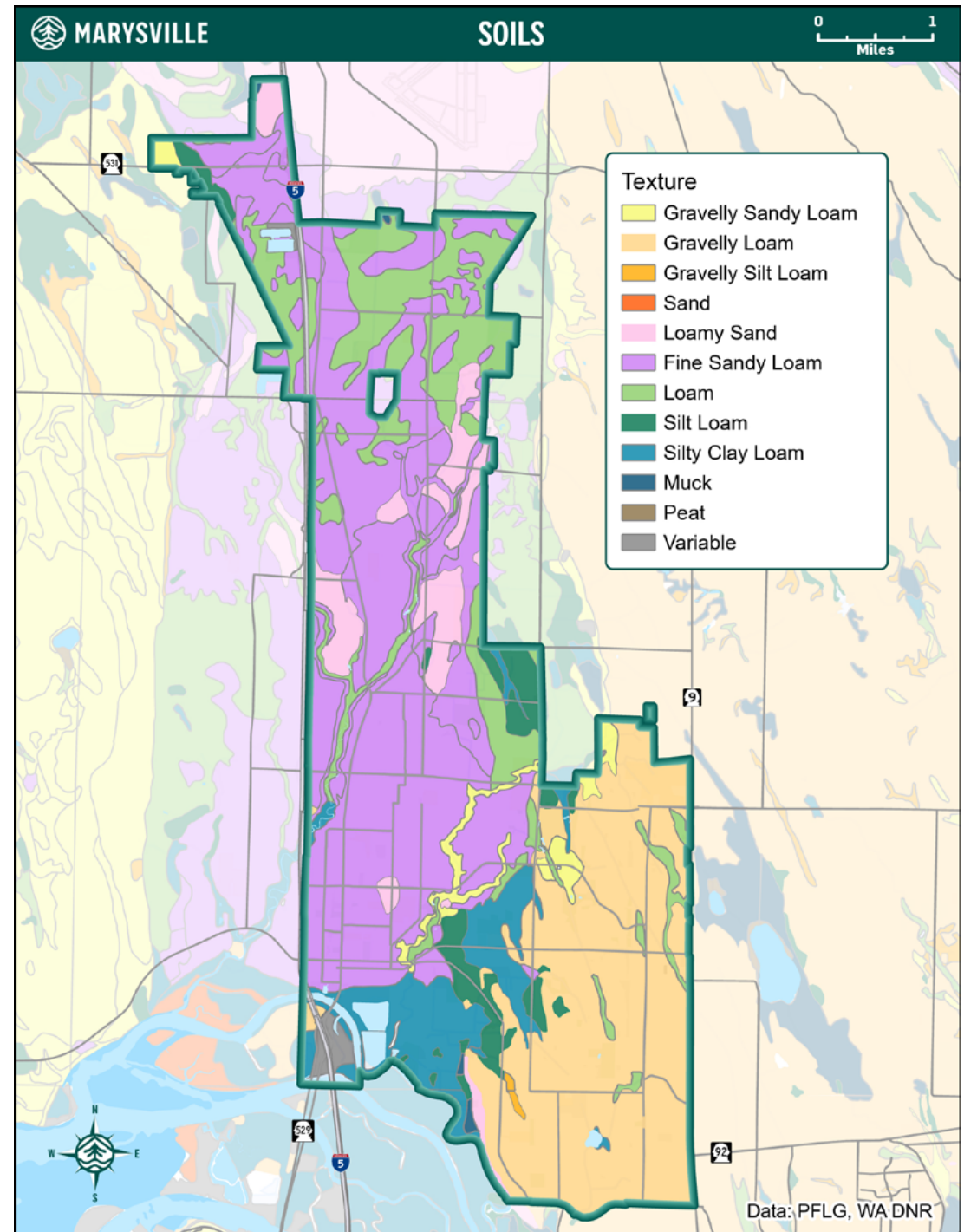
The Indianola-Hale-Custer soil series consists of poorly and somewhat excessively drained soils underlain by sand. The majority of well drained soils in this series have been previously developed while the preponderance of poorly drained soils has remained in agricultural use.

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

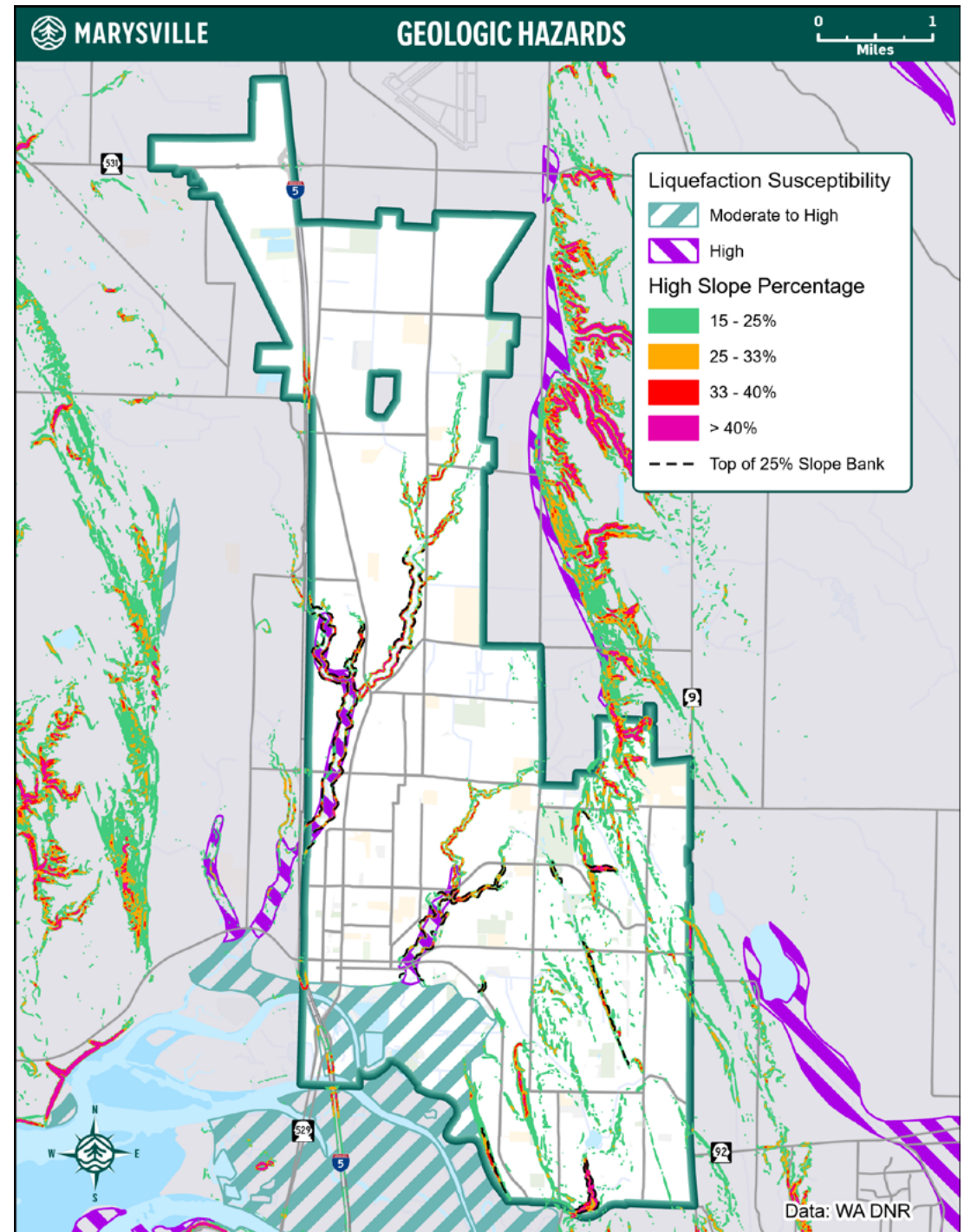
Geologic hazard areas have been defined through the City's critical areas ordinance by mapping created by the City's Geographic Information Systems (GIS) information. Geologic hazard areas include areas prone to landslides and earthquakes as shown in Figure 7.3. Landslide hazard areas are found along 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.

Source: Air Quality Index - Washington State Department of Ecology



Air quality is vital to environmental and public health.



WATER RESOURCES

Surface Water

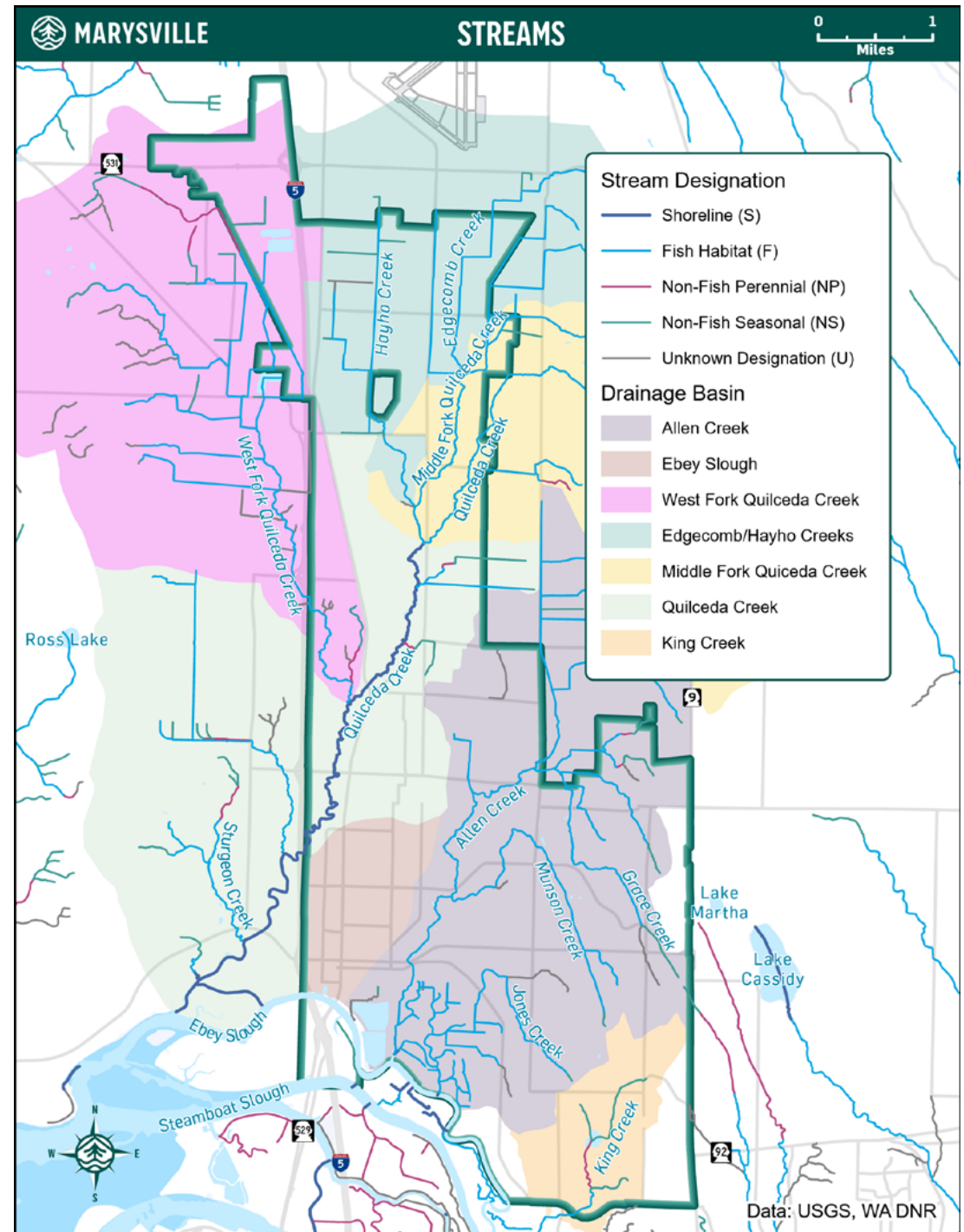
Surface water resources within the City are primarily located within the Quilceda/Allen creek watershed, which covers an area of about 49 square miles. The watershed has two stream systems: Quilceda and Allen Creeks. Quilceda Creek drains approximately 38 square miles and Allen Creek drains approximately 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

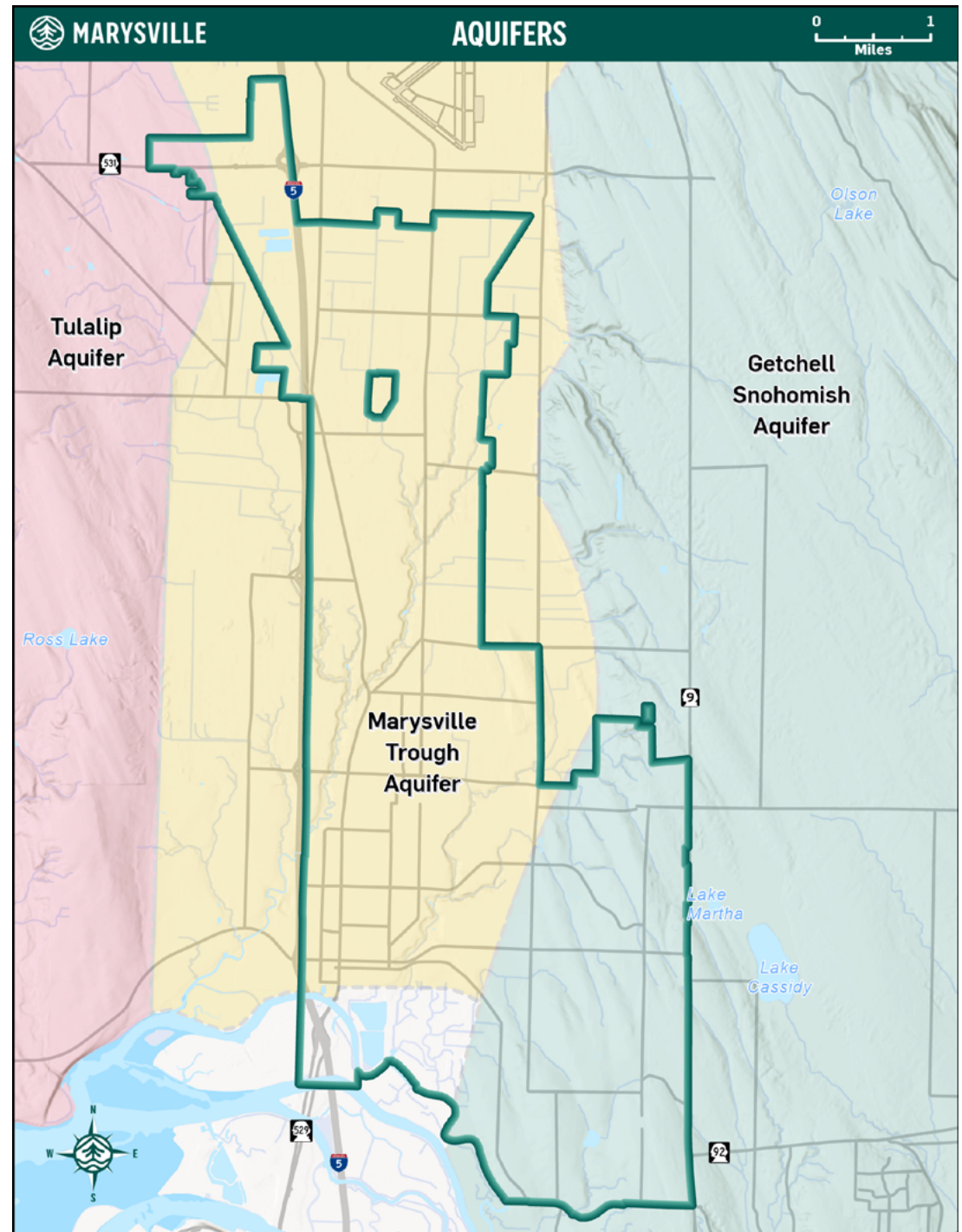
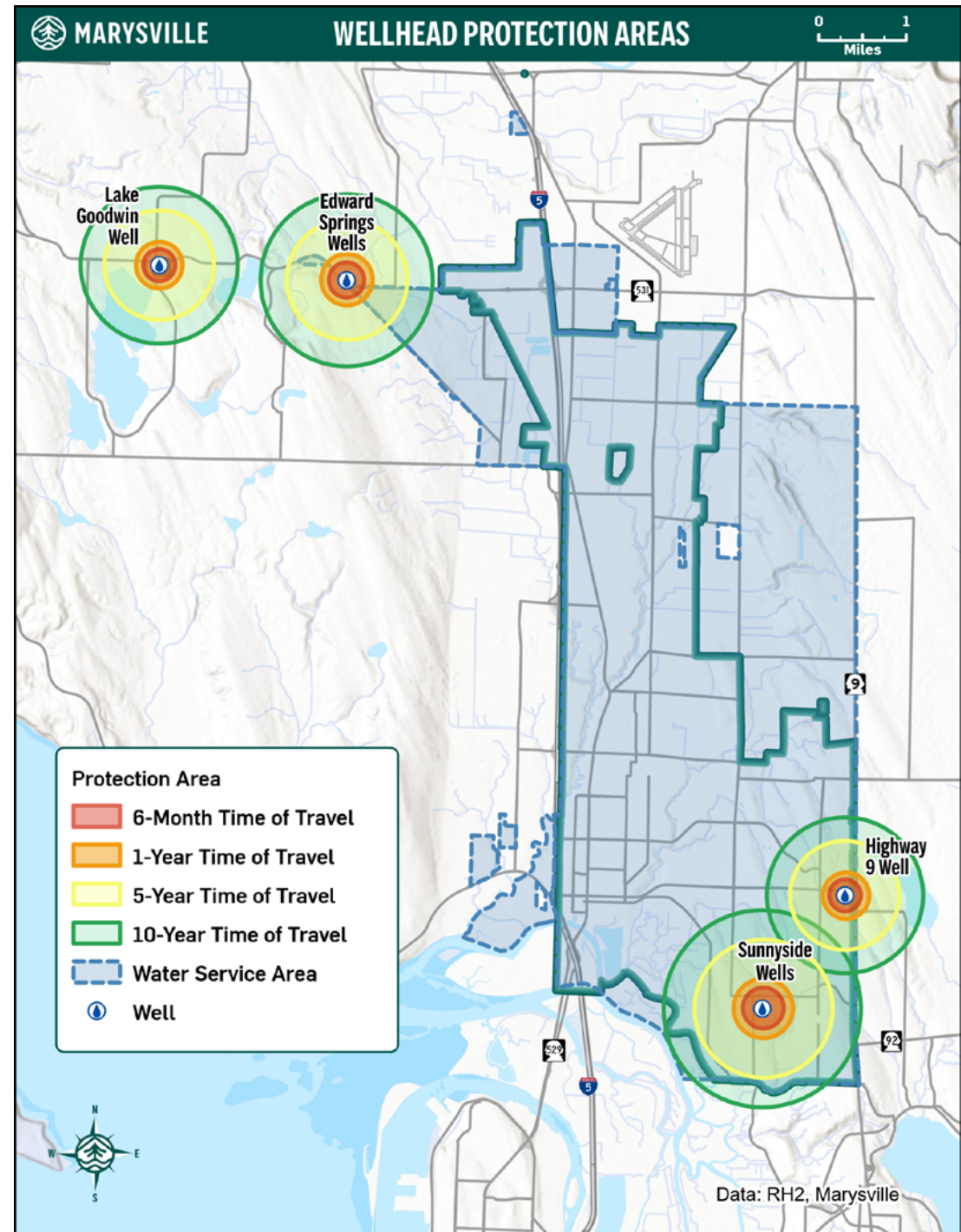


Figure 7.7

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)^{137,138}. The City is required to classify, designate and regulate CARAs according to the State regulations.



137. Note: the City expects to eventually serve the properties on private wells with a public water system.

138. 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

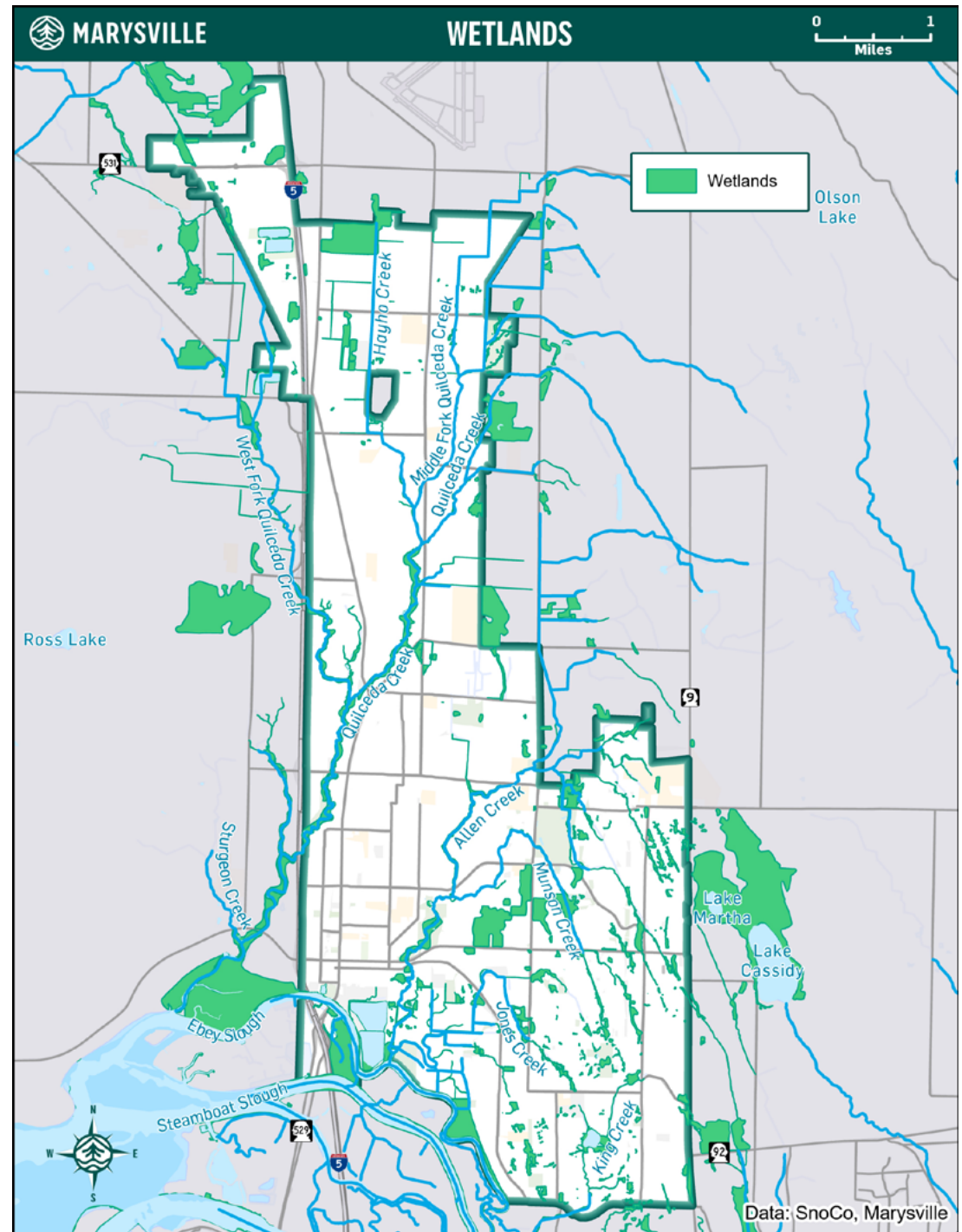
Streams and water bodies that fall within shoreline jurisdiction include Ebey Slough, Quilceda Creek, which flows from its confluence with the Middle Fork downstream to the mouth of Ebey Slough, and the West Fork Quilceda Creek along the eastern boundary of Interstate 5 to its confluence with the Mainstem 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.

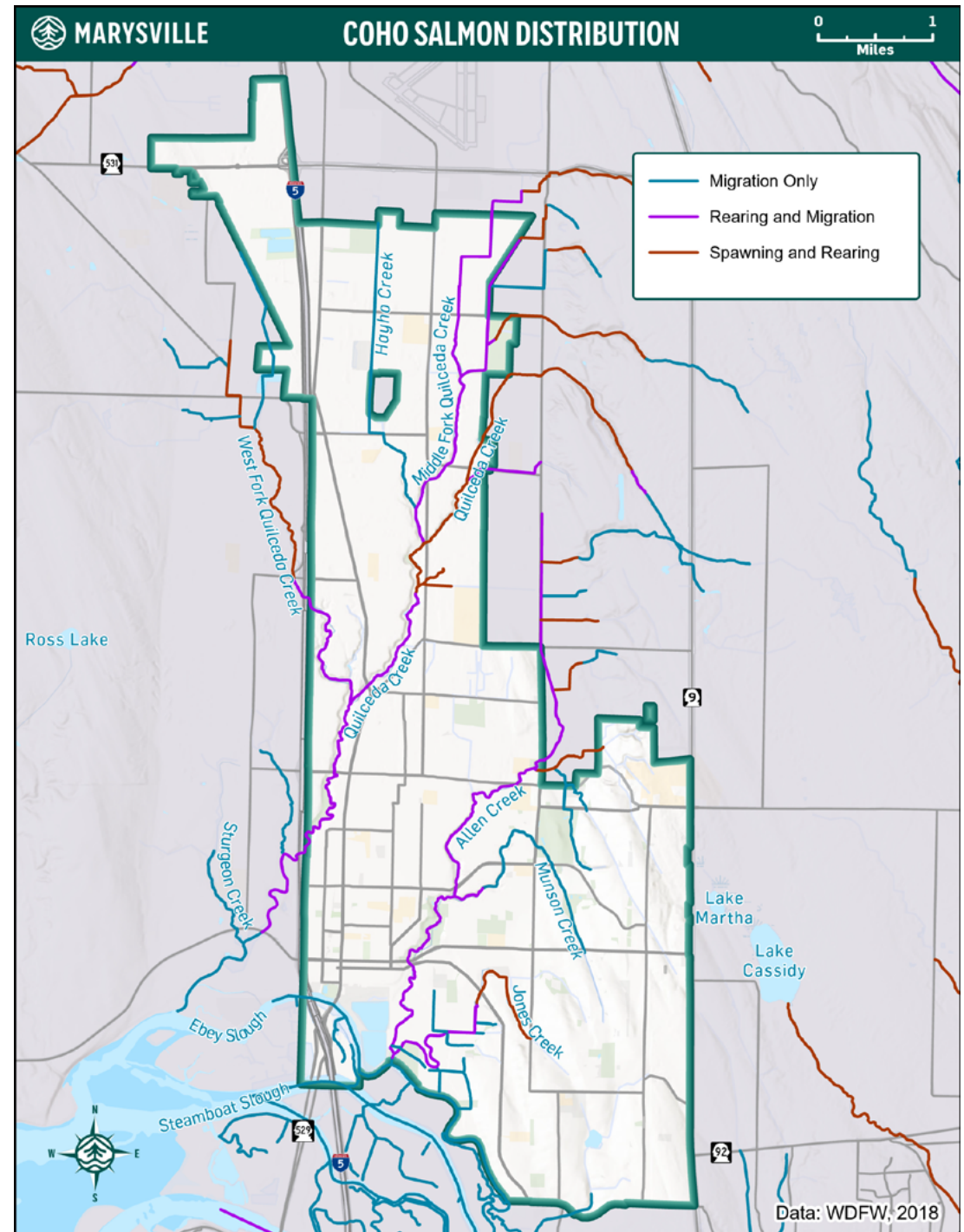
The headwaters of Edgecomb Creek, a tributary to the Middle Fork, contains spawning habitat for coho salmon and resident cutthroat. The spawning habitat extends south of 172nd Street NE, for over two miles through a newly relocated and enhanced stream and wetland mitigation corridor. This stream flows 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 measurable 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 as 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, water quality, and Critical Aquifer Recharge Areas (CARAs).

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** 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, anadromous fisheries, 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 including solar energy, 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.

OUR INFRASTRUCTURE



Chapter 8

TRANSPORTATION

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Transportation Snapshot



Transportation Element Overview

The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet existing and future transportation demands. The City of Marysville has grown significantly over the past decade. Recent and forecast growth will continue to pressure the transportation system. Since the 2015 update, the City has completed several major planning efforts and transportation infrastructure projects.



Existing Transportation Network

The City's existing transportation system is comprised of six state highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit. North-south arterials provide connectivity through the City; however, most east-west arterials do not extend through the City but rather provide connectivity to north-south arterials. The City's pedestrian and bicycle facilities are most complete within Downtown; however, improvements occur with development and in key locations through capital improvement projects. A variety of public transit is provided by Community Transit. Rail lines also traverse the City impacting other travel modes.



Existing Transportation Conditions and Safety

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Washington State Department of Transportation (WSDOT) facilities have the highest daily traffic volumes, while State Avenue/ Smokey Point Boulevard has the next highest daily traffic volume. Currently all City intersections operate at an acceptable level of service (LOS) except one intersection, which will be improved in the near term. A safety analysis was conducted with the Transportation Element, which looks at safety for motorists, pedestrians, and bicyclists.



Land Use Forecasts and Key Growth Areas

The GMA requires transportation planning for at least 10 years into the future; however, the City is planning for the next 20 years (through 2044). The City's travel forecasting model supports the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. For traffic modeling purposes, Marysville was divided into three functional areas: North, Central, and Southeast Marysville. The most significant employment growth is expected to occur in North Marysville, while the most residential growth will occur in the Southeast followed by Central and North Marysville.



Motorized, Non-Motorized, and Transit System Plans

Transpo conducted a baseline analysis of the motorized and non-motorized (i.e. pedestrian and bicycle) transportation networks. With the anticipated 2044 land use growth and baseline improvement projects, motorized and non-motorized future transportation network plans were prepared. Level of service (LOS) standards were updated for motorized networks and, consistent with new State requirements, LOS standards for non-motorized networks were devised to adequately serve future growth. Coordination with Community Transit is ongoing to address transit needs including plans for SWIFT's Bus Rapid Transit service, which is expected to be deployed by 2029.



Transportation Improvement Projects and Financing Program

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs necessary for the proper functioning of the transportation network. A financing program to support implementation of the transportation systems improvement projects and programs is presented in the full 2024 Transportation Plan. A variety of funding sources are part of the financing program.



Section 8.1

INTRODUCTION

The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet existing and future transportation demands. The City of Marysville has grown significantly over the past decade. Recent and forecasted growth will continue to pressure the transportation system.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated, multimodal transportation system. The Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities in preserving needed rights-of-way and ensuring that improvements can meet future needs and be efficiently phased over time

The Transportation Element is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) (RCW 36.70A). It is also consistent and compatible with State, regional, Snohomish County, and adjacent municipal transportation plans.



Interstate 5 and SR529 are state highways providing vital regional connections.

Major Plan Updates

Since the 2015 Transportation Element update, several major planning efforts and transportation projects have been completed.

Notable planning efforts include, but are not limited to: adoption of the Lakewood Neighborhood Master Plan, Downtown Master Plan, and the

Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan¹³⁹; preliminary planning for Community Transit's SWIFT Gold Line¹⁴⁰; and designation of the Cascade Industrial Center as a Regional Center by the Puget Sound Regional Council (PSRC) along with transportation network changes within the Smokey Point Master Plan Area.

¹³⁹. Approved in December 2020, the ADA SETP details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes.

¹⁴⁰. The SWIFT Gold Line, offered through Community Transit, is anticipated to arrive in Marysville in 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between.

Notable infrastructure projects include, but are not limited to, State Avenue Corridor Widening, construction of the First Street Bypass, Cedar Avenue and Second Street Low Impact Design (LID) and Roadway Improvement projects, rebuilding streets and city-wide pavement preservation, installation of traffic signals and a pedestrian HAWK signal, ADA upgrades, and other transportation and safety improvements.^{141, 142}

From 2011 to 2023, Washington has passed several other legislative amendments that require a focus on Complete Streets and multi-modal transportation as detailed in the full [2024 Transportation Plan](#).¹⁴³

^{141.} The Annual Pavement Preservation Program improves pedestrian facilities to meet ADA requirements, repairs existing pavement, resurfaces streets, and restripes existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

^{142.} Other transportation and safety improvement projects include Transportation Benefit District (TBD) Projects and the 2019 Highway Safety Improvement Program (HSIP). The TBD involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. Projects involved with the HSIP 2019 were completed in 2021 and involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

^{143.} Complete streets is a design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel access for users of all ages and abilities regardless of their mode of transportation (Source: Wikipedia). Multi-modal transportation is a transportation system that accommodates motor vehicles, pedestrians, transit, and bicycles (Source: Puget Sound Regional Council (PSRC)).



Voices from the Community

The top four project improvements most desired by the community are:

1. Road improvements (e.g. road widening, roundabouts, signals, etc.)
2. Pedestrian facility improvements (e.g. crosswalks, sidewalks, trails, etc.)
3. Neighborhood traffic improvements
4. Improve roadway maintenance

The public's top four priorities for the Transportation Element are:

1. Making walking in the community safer and easier
2. Reducing traffic congestion
3. Increasing traffic safety
4. Improving connections among Marysville destinations and to the region

When traveling by transit, the following factors are the most important:

1. Overall safety
2. Reliability of bus service
3. Shelters, lighting, and benches at bus stops
4. Frequency of bus service
5. Travel time

For pedestrians, the four most important priorities for walking within the City are:

1. Well-connected sidewalks
2. Safe street crossing facilities (e.g. marked crosswalks, ped signals, etc.)
3. Sidewalk condition and maintenance
4. Street lighting

For bicyclists, the five most important priorities are:

1. Separation from traffic
2. Street pavement condition
3. Connectivity of bike facilities
4. Providing dedicated on-street space for bicycles
5. Bike lane markings through intersections



INVENTORY OF EXISTING TRANSPORTATION FACILITIES

The City's existing transportation system is comprised of state highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit. Rail lines also traverse the City impacting other travel modes. The existing roadway network is shown in Figure 8.1.

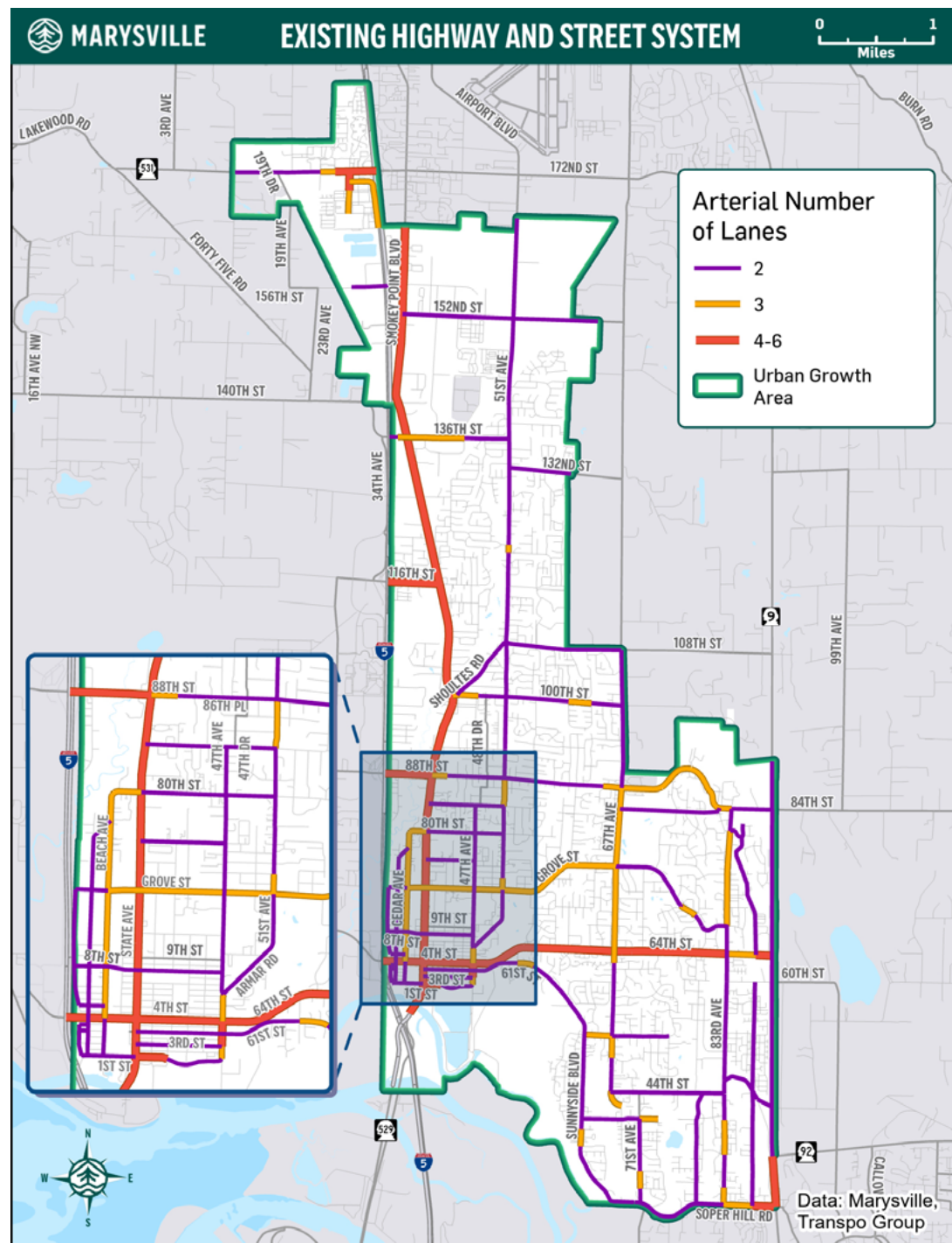
State Highways

Six state highways serve the City. North-south highways are Interstate 5 (I-5), State Route 529 (SR529), and State Route 9 (SR 9). East-west state highways are State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

North-South City Arterials

Several City arterials also provide north-south connectivity, serving as the primary connectors for travel within the City and to surrounding communities. These include State Avenue/Smokey Point Boulevard, 51st Avenue NE/Amar Road/47th Avenue NE, and Sunnyside Boulevard.

Figure 8.1



East-West City Arterials

Few east-west City arterials provide direct connectivity through the City, but instead provide connectivity with major north-south arterials. Besides SR 528 and SR 531, only 88th Street NE/ Ingraham Boulevard/84th Street NE directly links I-5 with SR 9. The other main east-west arterials are 1st Street/ 1st Street Bypass/61st Street NE, 116th Street NE, 136th Street NE, and 156th Street NE.

Truck or Freight Routes

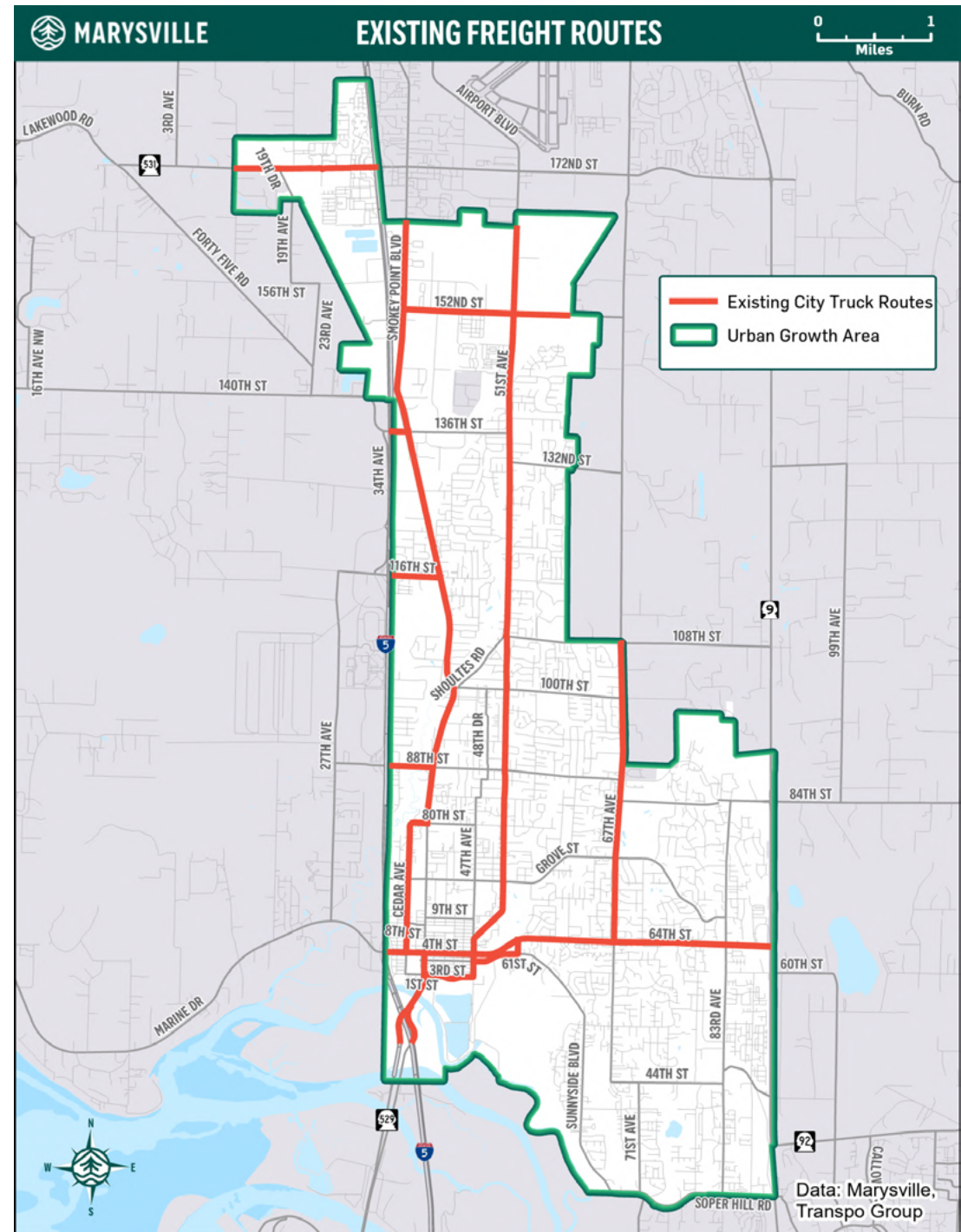
The Washington State Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021.¹⁴⁴ FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for funding. There is one T-1 roadway (Interstate 5) in the Marysville area, and several T2 roadways.¹⁴⁵

The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and shown in Figure 8.2. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not a designated truck route; instead, Cedar Avenue/80th Street NE serves as the bypass truck route.

¹⁴⁴. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

¹⁴⁵. T2 truck routes include: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5).

Figure 8.2



Rail Crossings

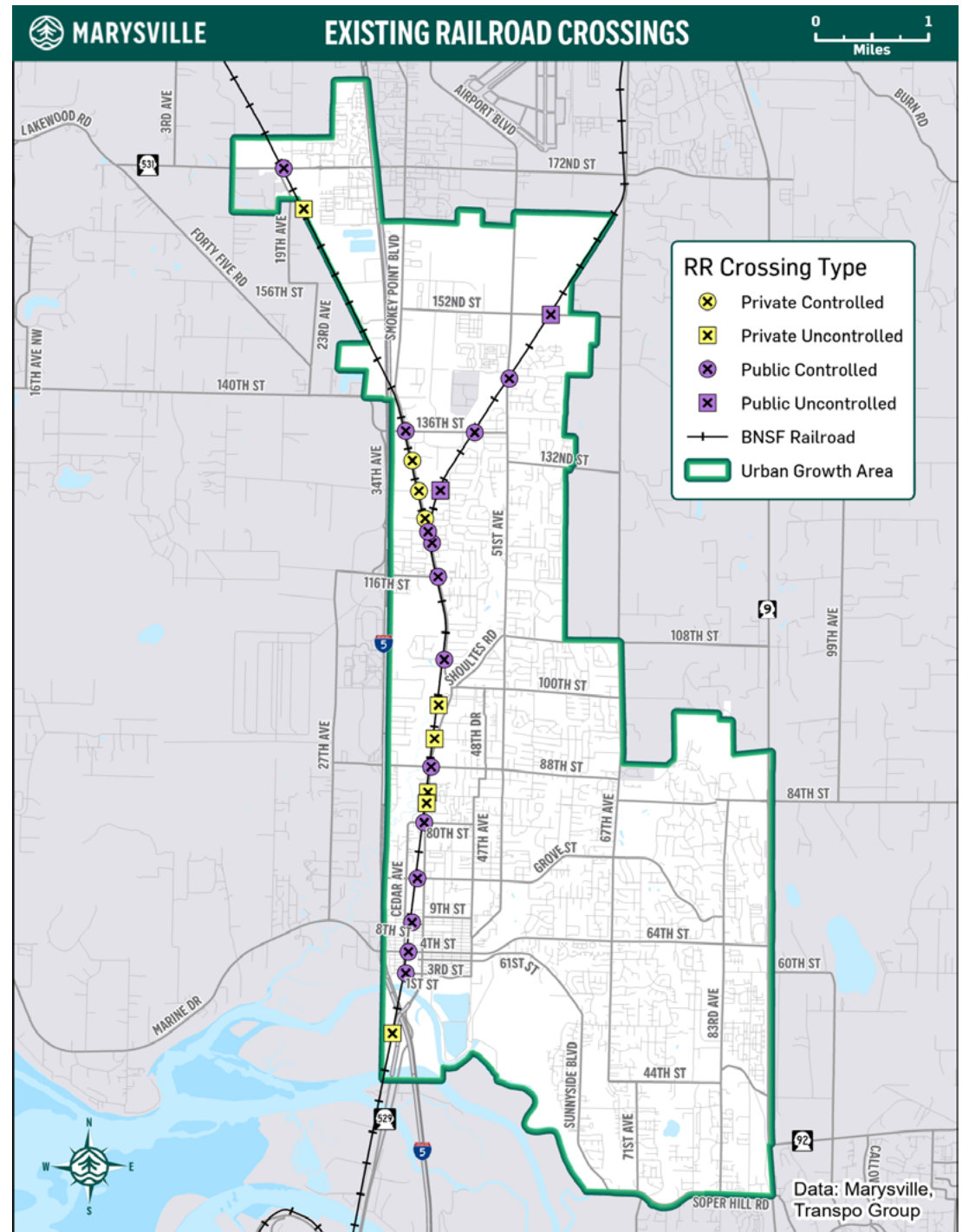
Burlington Northern Santa Fe (BNSF) Railway operates the main rail line through the City of Marysville and a spur that branches off from the main line north of 116th Street NE terminating in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. Within the City, the BNSF main line has 21 rail crossings while the spur to Arlington has five crossings. The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with a daily average of four AMTRAK passenger trains Figure 8.3 depicts the location of the rail crossings, whether the crossing is public or private, and whether the crossing is signalized or simply signed.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one collision resulting in a fatality. The Federal Railroad Administration incident reports show that the collisions at the public at-grade crossings were due to motorists ignoring the gates and flashing beacons or stopping on the railroad tracks. Rail crossings also impact pedestrian and bicycle travel in the City due to the oblique angles of some rail crossings, as well as pedestrians and bicyclists feeling unsafe particularly at uncontrolled crossings.



The railway presents challenges and opportunities for the community.

Figure 8.3





Bicycle police officers attend the grand opening of the Ebey Waterfront Trail, a multi-use trail.

Bicycle Facilities

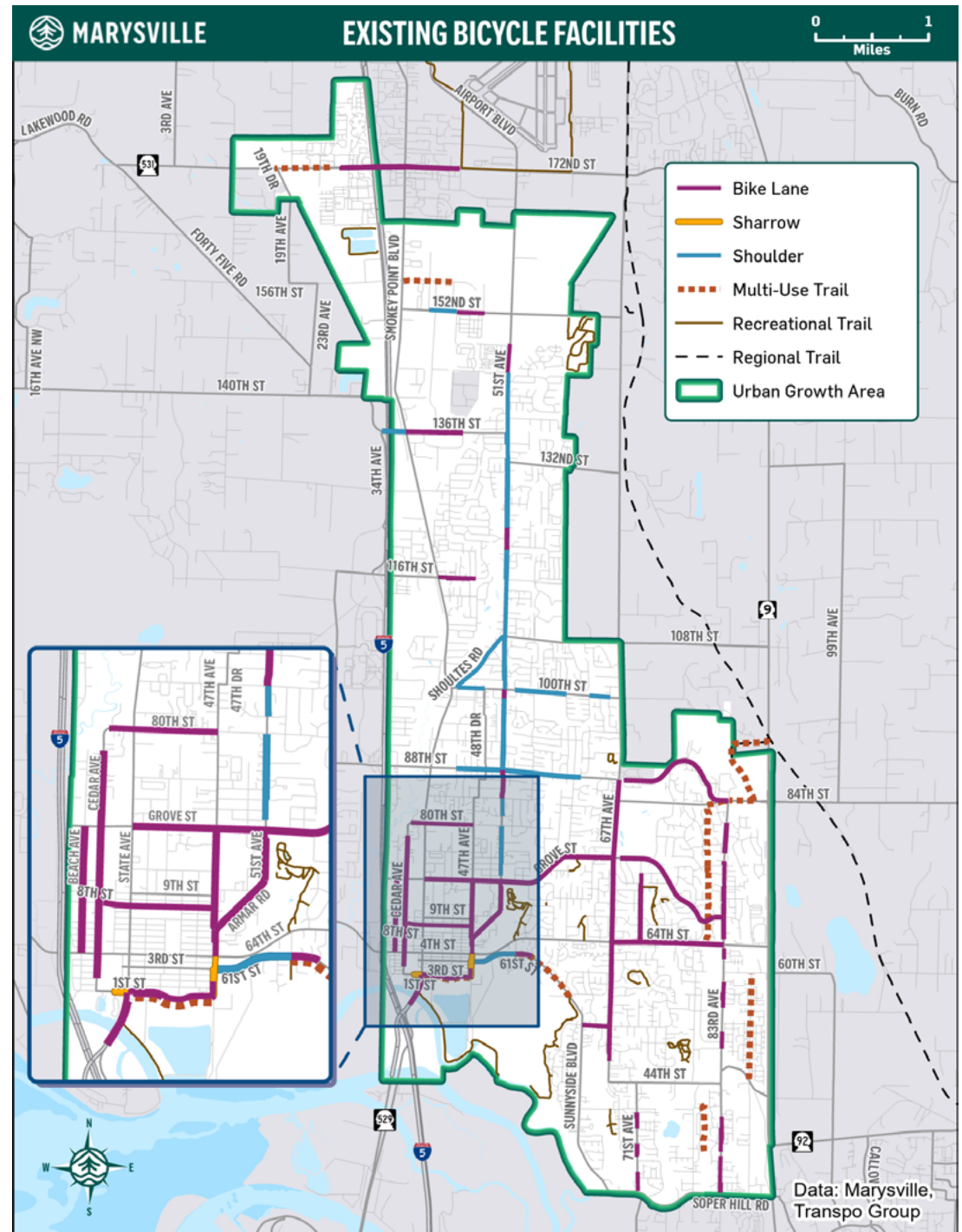
There are several existing bike lanes within Marysville and the surrounding communities as shown in Figure 8.5. Existing bicycle facilities are concentrated along a few select corridors: Beach Avenue, Cedar Avenue and Grove Street. Bike lanes are also found along some other roads although significant gaps still exist. The Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility improvements include sharrows along some roadways in the Downtown and an off-street shared-use path along the 1st Street Bypass.¹⁴⁷

Transit and Transportation Demand Management

Transit is another important component of the City's transportation system. Community Transit (CT) provides both fixed-route local and commuter bus service as well as paratransit services within the City.

147. A sharrow or a shared lane is a lane with marking indicating that both motor vehicle and bicycles may use the lane.

Figure 8.5



Fixed Route Service

Five local routes and five commuter routes serve Marysville. Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other major arterials are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides and connects riders to Downtown Seattle, the Northgate Light Rail Transit Station, and Mukilteo. The City currently is served by four park & ride lots, most of which are located near I-5. Figure 6 shows the 2023 fixed routes, bus stops, and existing park and ride facilities within the City.

DART Paratransit Service

Dial-A-Ride Transportation (DART) serves those with disabilities and/or the elderly who are unable to access fixed-route services.¹⁴⁸ The Americans with Disabilities Act (ADA) requires that CT offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Vanpool Program and Rideshare Services

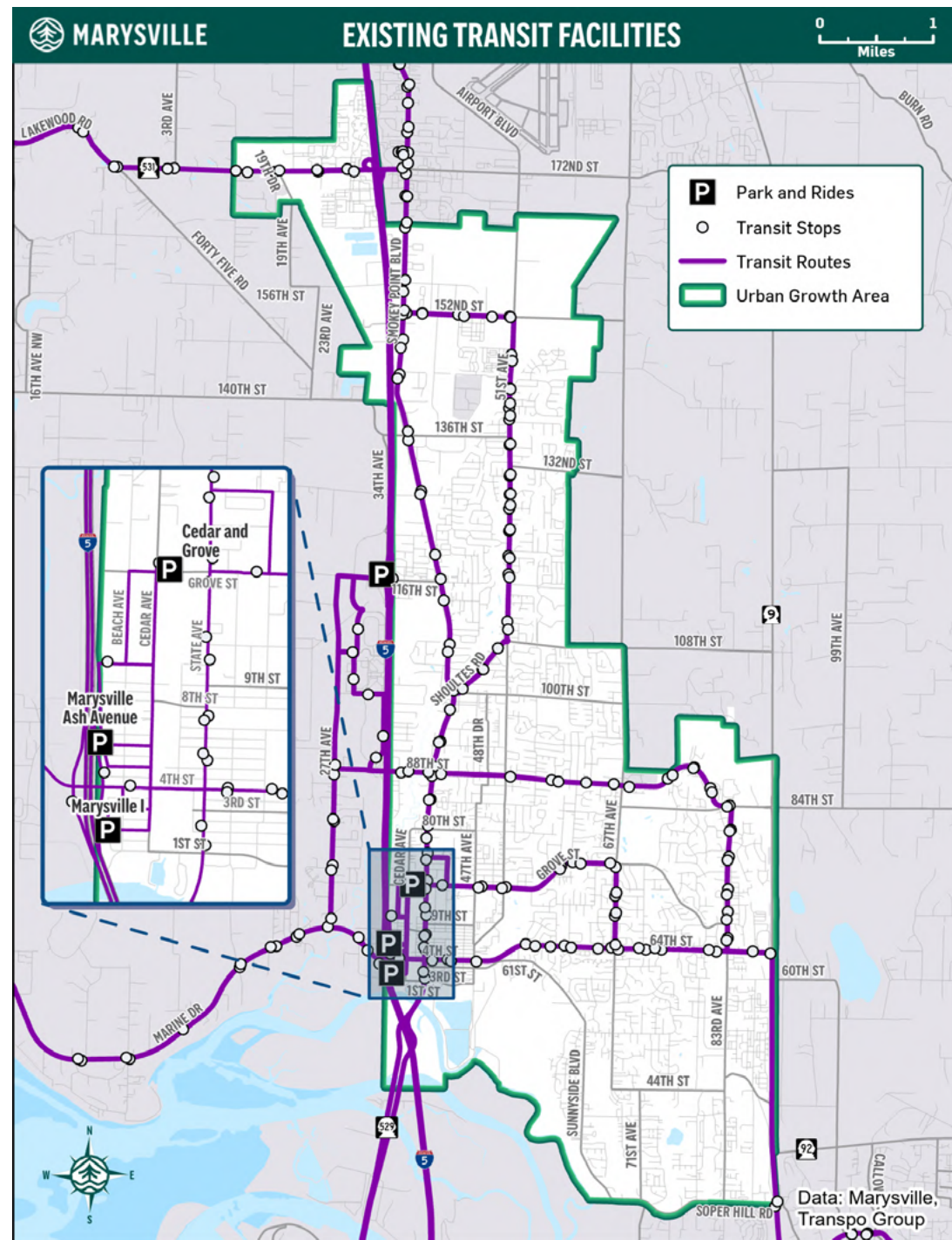
CT's vanpool program is one of the nation's largest and includes mobility device lift-equipped vans for those with disabilities. In 2023, vanpool represented five percent of all CT passenger trips, serving commuter groups with an origin or destination in Snohomish County. CT also offers ride-matching services for those interested in carpooling and vanpooling.

Commute Trip Reduction (CTR) Plan

The City's Commute Trip Reduction (CTR) Plan was adopted in 1997 and updated in 2015 (Ord. 3047) to comply with State requirements. The CTR Plan's goal is to reduce single occupancy vehicle (SOV) trips and vehicle-miles-traveled by 10 percent for major employers, which are defined as companies with 100 or more employees arriving between 6 and 9 a.m.

¹⁴⁸. DART is operated under contract with Senior Services of Snohomish County.

Figure 8.6



EXISTING TRANSPORTATION CONDITIONS AND SAFETY

Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City.

Washington State Department of Transportation (WSDOT) facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531), have the highest average daily trip (ADT) volumes with between 12,000 and 37,000 daily trips. Of the City's roadways, Smokey Point Boulevard/State Avenue has the highest existing daily volumes with between 17,000 and 22,000 daily trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000, while collector roadways have ADT volumes of approximately 5,000 vehicles. Since 2014, the roadways with the largest ADT growth are in areas that have had the most development, which are primarily in the southeastern part of the City. Volumes along SR 528 have decreased due to the completion of the 1st Street Bypass.



Traffic volumes on SR 528 decreased after the construction of the First Street Bypass pictured here.
Photo Credit: Mark J. Photography.

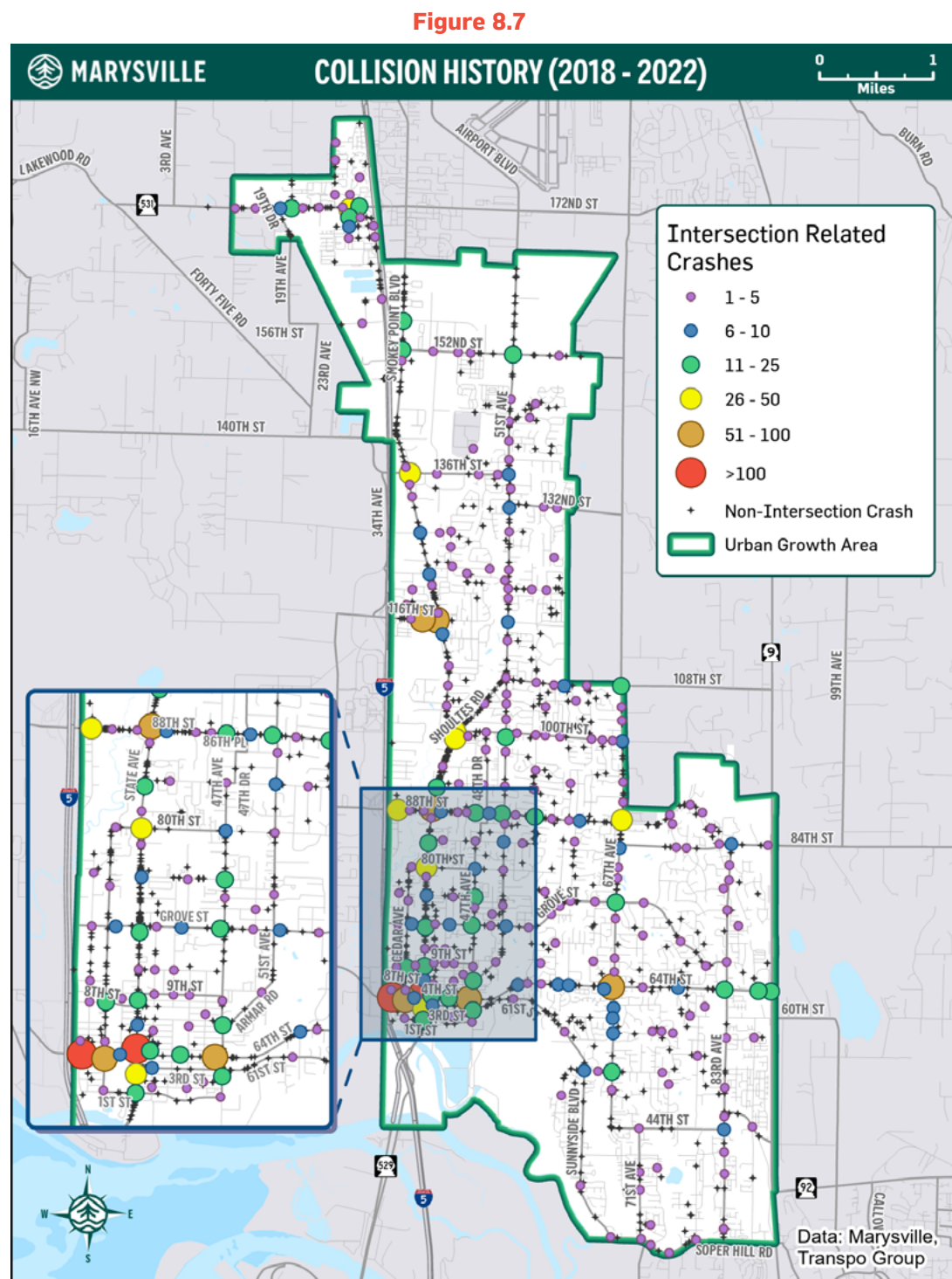
Roadway Traffic Operations

Traffic operations analyses provide a quantitative method to evaluate the transportation system's existing and forecast performance to assist in identifying problems and improvement options.

Levels of Service (LOS) are typically evaluated based on methodologies documented in the Highway Capacity Manual (HCM), Transportation Research Board, 6th Edition.¹⁴⁹ LOS ranges from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay. The City, and other agencies with transportation systems impacting Marysville, have adopted LOS standards to evaluate how their intersections or roads function, which are discussed further in Section 8.5. Currently, City intersections operate within the established LOS standards except for the intersection of 53rd Avenue NE/61st Street NE which operates at LOS F. A signalization project for this intersection is currently out to bid with construction forthcoming.

Roadway Traffic Safety

A traffic safety analysis was conducted at intersections within the City. WSDOT data from 2018 to 2022 shows a total of 3,740 collisions occurred on roads in the City. As shown in Figure 8.7, high-collision corridors are typically those with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). The most prevalent types of collision are rear-end (27.8%), angle (22.8%), and approach turn (12.3%).¹⁵⁰ Incidents involving pedestrians and bicyclists constitute 3.26% of the total crashes. Most (73.0%) crashes result in property damage only, while 26.8% cause injuries and only 0.2% result in fatalities.



149. The HCM is a nationally recognized and locally accepted method of measuring traffic operations.

150. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself.

Intersection Safety Analysis

Typically, intersections with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if safety improvements are needed. Between 2018 and 2022, five state highway intersections in the City, and 10 Marysville intersections had a collision rate of more than one collision per MEV. The state highway intersections with the most collisions per year are the I-5 Northbound ramps/4th Street with 23.8 and the I-5 ramps/116th Street NE with 17. Among the Marysville intersections, the ones with the most collisions per year are State Avenue/88th Street NE with 20.4 and State Avenue/4th Street with 18.4.

Pedestrian/Bicycle Safety

As pedestrians and bicyclists have fewer protections from impacts during collisions, they are often the party injured or killed in collisions. Therefore, identifying and evaluating the cause of pedestrian and bicycle collisions is key to ensuring the transportation network is safe for all users. Between 2018 and 2022, there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville. The largest concentration (34) of these types of collisions occurred along the State Avenue corridor.



The HAWK signal or high-intensity activated crosswalk beacon on 4th Street enhances safety for pedestrians and bicyclists crossing this busy roadway.

Section 8.4

LAND USE FORECASTS AND KEY GROWTH AREAS

The GMA requires that the transportation planning horizon be at least ten years in the future; however, the City is planning for the next 20 years with a horizon year of 2044. The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model also evaluates transportation system alternatives.

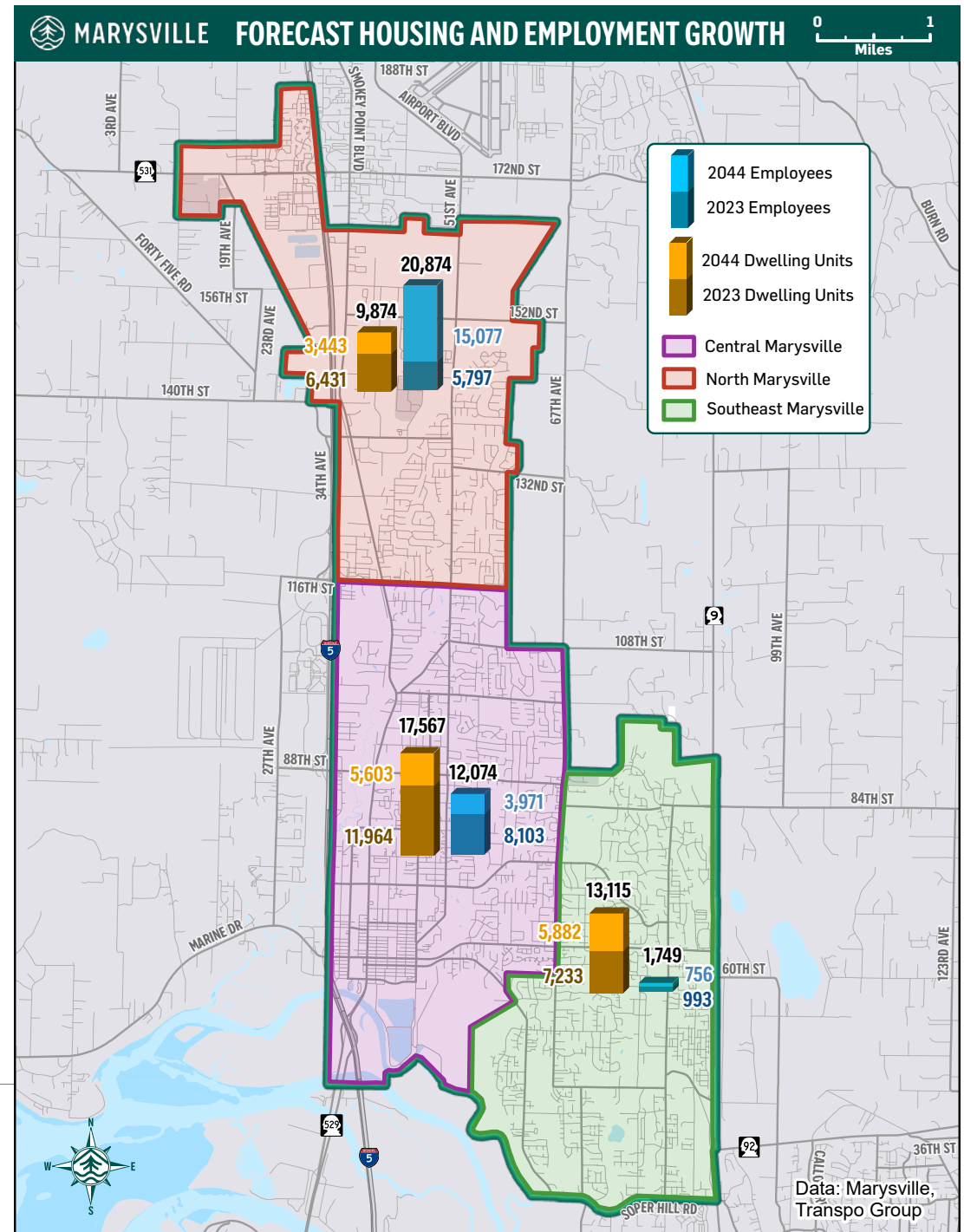
Land Use Forecasts

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

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands, which is shown in Figure 8.8. Key growth areas are also summarized.

151. Figure 8.8 shows capacity figures which are slightly higher than the City's targets; however, the travel demand forecast is based on the City's growth targets. The City's housing target is 14,253 units, but there is projected housing capacity for 14,928 units. The additional housing capacity, however, is expected to accommodate the 861 emergency housing beds needed by 2044. Other capacity for emergency housing beds may be met in the various commercial zones which allow for emergency housing. The City's employment target is 32,926 (33,683 in UGA); however, the employment capacity is 34,323 jobs (34,690 in UGA) due to substantial commercial and industrial development occurring in the Cascade Industrial Center.

Figure 8.8



Residential Growth

Within the City, the number of housing units is projected to grow by about 14,253, representing a 55 percent increase between 2020 and 2044 which is a 1.85 percent annual growth rate. The southeast part of Marysville, which includes the East Sunnyside-Whiskey Ridge Subarea, is projected to grow the most, with the capacity to accommodate nearly 39.5 percent of the housing growth or about 5,882 dwelling units by 2044. The central area of Marysville has capacity to add about 5,603 units or 37.5 percent of City growth. The northern area of the City has capacity to add about 3,443 new units or 23 percent of City growth.

Employment Growth

Employment in the UGA is projected to grow by about 17,709 jobs, representing a 111 percent increase over 2019 which is a 3.03 percent annual growth rate. Employment in the northern part of Marysville, which includes the Cascade Industrial Center (CIC), is projected to grow the most, accommodating 76.1 percent of commercial growth or about 15,100 employees by 2044. The central area of Marysville is expected to add about 4,000 employees or 20.1 percent of City growth. The southeast area of the City is expected to add about 750 new employees (3.8 percent of new City growth).

Lakewood Neighborhood

The Lakewood Neighborhood has grown significantly over the past 20 years. The 172nd Street NE corridor has primarily served this growth; however, the City is proactively building alternate access to the south with a network of planned roadways and a connection to the 156th Street NE overpass, which will ultimately be an I-5 interchange. In addition, Marysville and Snohomish County plan to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing.

Cascade Industrial Center (CIC)

The CIC is a major focus area of the cities of Marysville and Arlington and has been experiencing significant industrial and commercial development during the past several years. The proposed 156th Street NE – I-5 Interchange will be a crucial access for the CIC. The 156th Street NE corridor will be built and expanded to funnel new regional traffic to I-5, while internal circulation roads will support traffic within the CIC. North-south road improvements that connect new jobs to City residents to the south are also needed.



Within the CIC, a robust road network is planned to support industrial traffic and freight.

88th Street Corridor

The 88th Street corridor is a major east-west arterial for the City and Snohomish County to the east. The 88th Street – I-5 Interchange will be upgraded in coordination with the Tulalip Tribe and WSDOT. The 88th Street NE/ State Avenue intersection is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, the BNSF railroad, and two cemeteries. Between State Avenue and 51st Avenue NE, the corridor has over a mile of residential frontages with driveways, which—coupled with the cemeteries—make road widening very difficult. The City is evaluating creative solutions to maximize capacity in this limited space.

Downtown

The Downtown has had new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to the Downtown. The City envisions more commercial and residential redevelopment activity Downtown, increasing the need for multi-modal infrastructure that promotes overall safety and mobility.

Sunnyside Boulevard

Sunnyside Boulevard is one of the few connections between Downtown and southeast Marysville. Sunnyside Boulevard is expected to be widened to two lanes in each direction to accommodate additional traffic; however, south of 52nd Street NE, traffic levels should be low enough to remain one lane each direction. The full corridor needs upgrades to meet urban standards that include sidewalks or trails.

Southeast City/Whiskey Ridge Area

The entire southeast area of the City is experiencing rapid growth. Various proposed road and trail connections will address connectivity and circulation. The 83rd Avenue NE and 87th Avenue corridors are being upgraded to urban standards. A new east-west corridor at 40th Street NE will provide a key connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Major trail facilities are also proposed for the area.



The Third Street Retrofit project enhanced pedestrian safety and water quality while beautifying the Downtown.



Section 8.5

MOTORIZED ROADWAY SYSTEM: 2044 BASELINE, ALTERNATIVES ANALYSIS, AND SYSTEM PLAN

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 forecast model was used to forecast traffic volumes and travel patterns. The 2044 model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044, which provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the motorized Transportation Systems Plan also discussed in this section.

2044 Baseline Evaluation

The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. Projects assumed in the City's 2044 baseline scenario include¹⁵¹:

- Three interchange projects (i.e. I-5 and 4th Street (SR528), I-5 and 88th Street, and I-5 and 156th Street)
- Eight intersection projects
- Three major widening projects (i.e. 172nd Street NE from 19th Avenue NE to 27th Avenue NE, the 156th Street NE Extension, and 87th Avenue NE from 35th Street NE to 40th Street NE).
- Six reconstruction/minor widening projects
- New roadways to serve as access roads to new development
- Improvements to SR 531 from 43rd Avenue NE to Highway 9



The 156th Street Overpass will be converted into a full I-5 Interchange in the future.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. Based on this analysis, only six intersections do not operate within acceptable LOS standards as shown in Figure 8.11.

¹⁵². The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

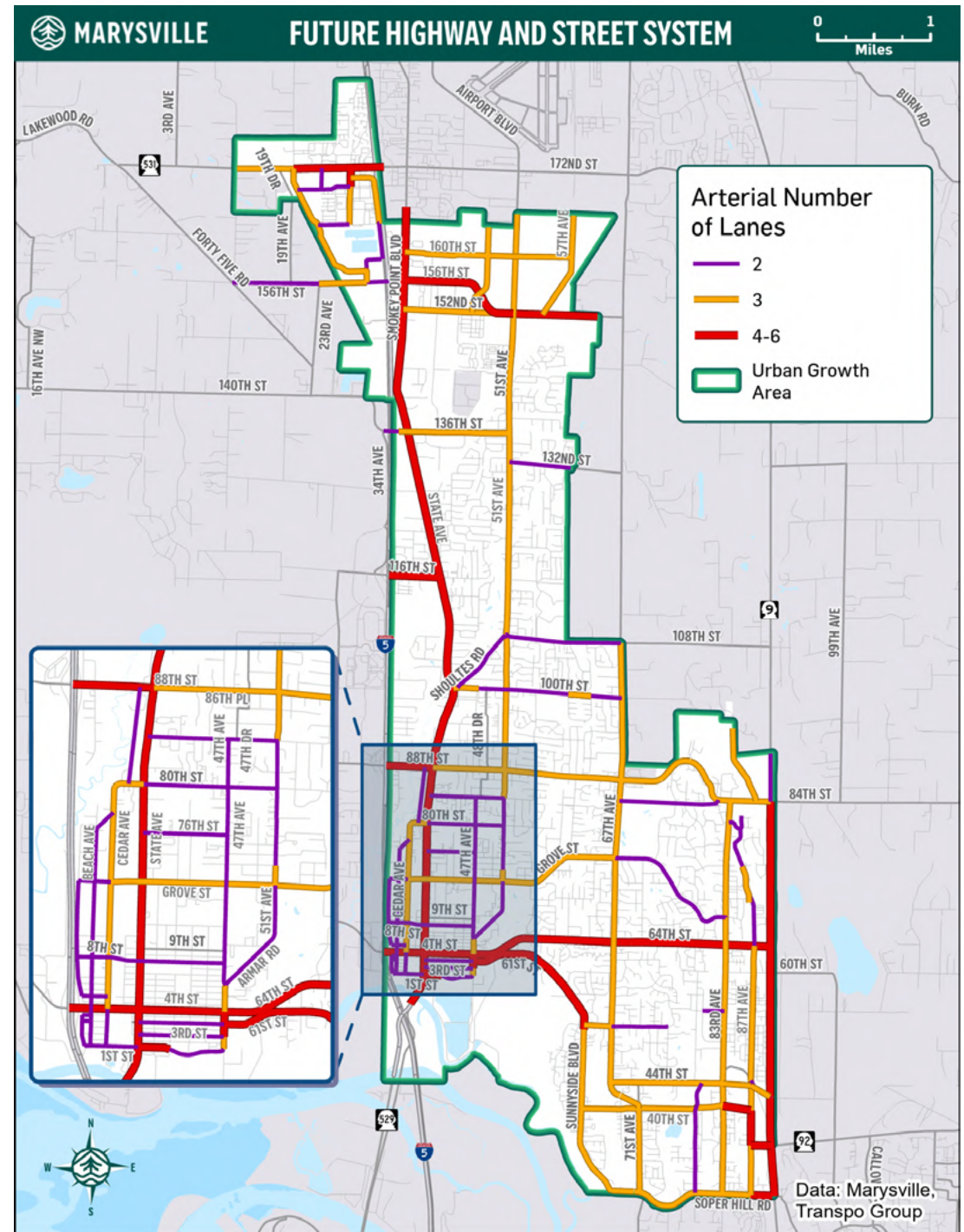
Need Evaluation and Project Identification

While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes may also reduce the traffic demands on the problematic corridors. With the proposed Transportation System Plan improvement projects described in this section, all roadways are expected to meet LOS standards.

Streets and Highways

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system. Figure 8.9 highlights the highway and street system envisioned for the City based on the size (number of lanes) and connectivity of arterials.

Figure 8.9



Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. Figure 8.10 shows the functional classification for streets within the City and its UGA. The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and mobility and access.¹⁵² For example, commercial developments generally prefer to locate along arterials or collectors due to the great mobility and visibility. Likewise, parks, schools, and residential homes are preferred along collector or local streets due to lower traffic volumes and good access.

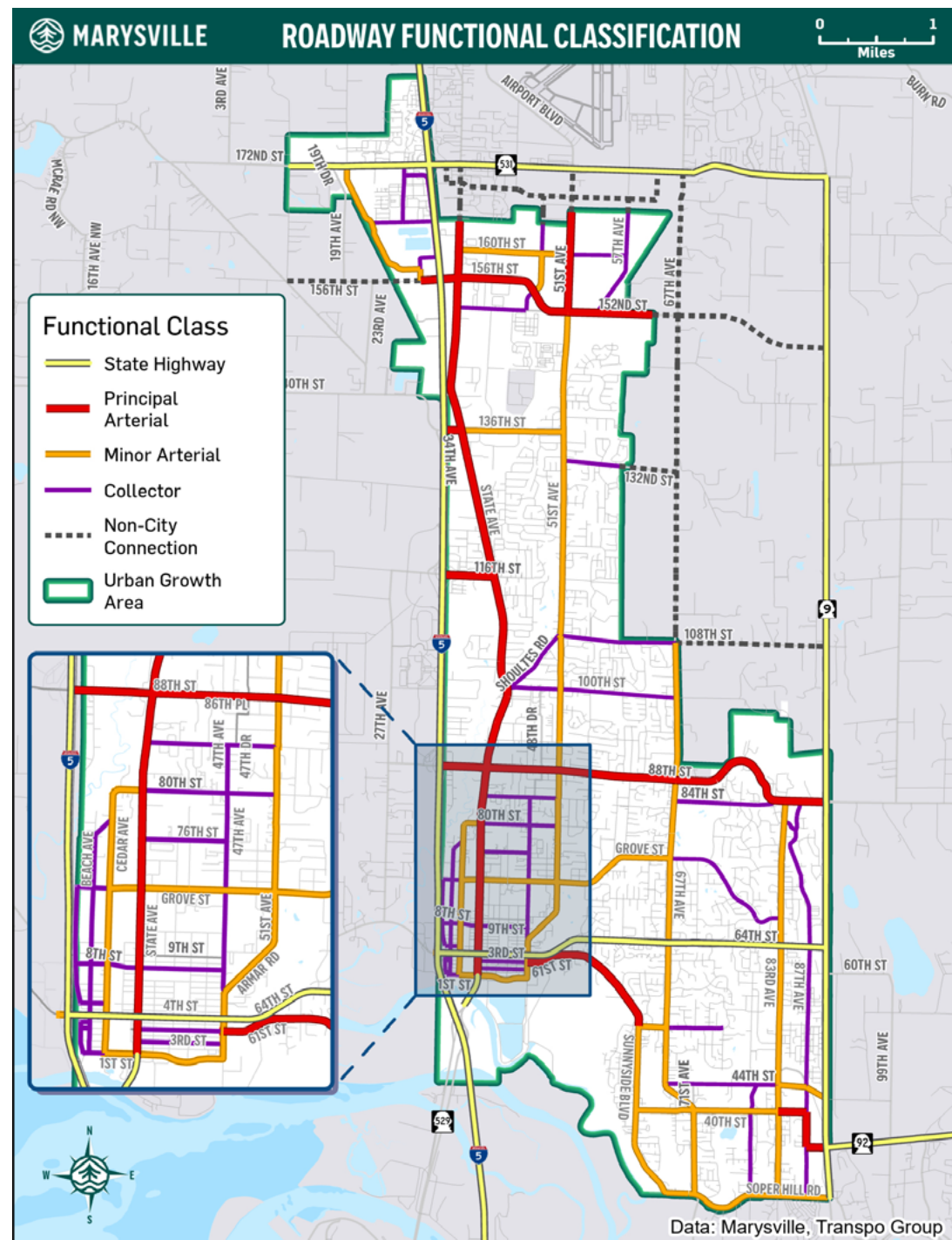
National Highway System

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

153. Roadways within this plan fall under five functional classifications: freeways, principal arterials, minor arterials, collectors, and local streets.

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

Figure 8.10



Washington State Department of Transportation (WSDOT) designates interstate highways, such as I-5 and SR9 and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roads are typically used for corridor movements with significant statewide and interstate travel characteristics.

The Federal Functional Classification (FFC) system provides a hierarchy of roadways as defined by the Federal Highway Administration (FHWA). This system defines the role of travel through a network of roads, rather than focusing on individual roads. Consequently, the FFC differs in several ways from the City's Functional Classification. Changes to the FFC are submitted through WSDOT.

MARYSVILLE FUTURE BASELINE INTERSECTION LOS - PM PEAK

0 1 Miles

Control Type

- ▽ Roundabout
- Signal
- Stop

Level of Service

- A - C
- D
- E
- F

Urban Growth Area

Future Road Network

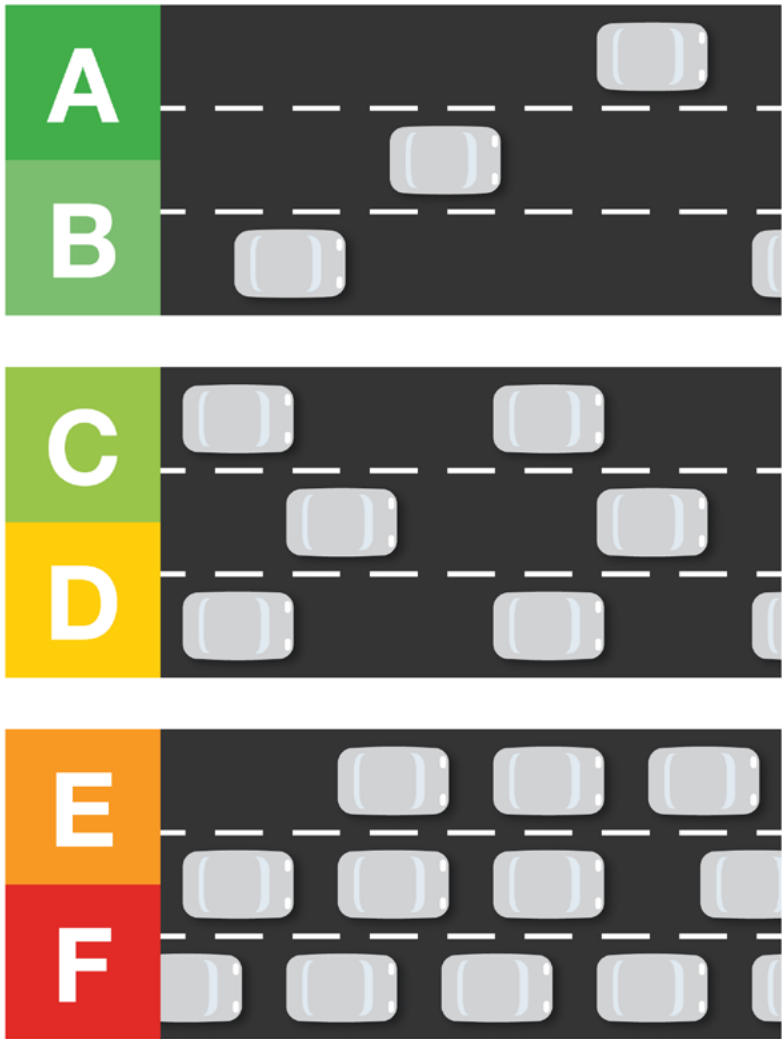
Map showing Marysville Future Baseline Intersection LOS - PM Peak. The map displays a network of roads with color-coded circles indicating the Level of Service (LOS) for various intersections. The legend defines the Control Type (Roundabout, Signal, Stop) and the Level of Service (A-C, D, E, F). The Urban Growth Area is outlined in green. Major roads shown include I-5, SR 520, SR 92, and SR 99. The map also includes a scale bar (0 to 1 mile) and a north arrow. Data is attributed to Marysville Transpo Group.

Vehicle LOS Standard

Vehicle level of service (LOS) is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an “A” to “F” scale to define the operation of roadways and intersections depicted in Figure 12.^{153, 154} For the City of Marysville, the vehicle LOS standard is set for signalized intersections and roundabouts as follows:

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

Figure 8.12



¹⁵⁴. The following is a summary of the different LOS levels:

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

¹⁵⁵. State highways and Snohomish County roads have different LOS standards:

- State Highway. Two of the six highways serving Marysville, I-5 and SR 9, are Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are Highways of Regional Significance (HRS). LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E “Mitigated” meaning that mitigation must be provided during the PM peak hour if the level of service is under LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D.
- Snohomish County. Snohomish County’s LOS standards are based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds, with LOS E being acceptable.

Section 8.6

NON-MOTORIZED SYSTEM: 2044 BASELINE, ALTERNATIVES ANALYSIS, AND SYSTEM PLAN

The Marysville non-motorized transportation system facilitates mobility without the aid of motorized vehicles. The pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

Pedestrian System Evaluation

The pedestrian system meets LOS standards are depicted in Figure 8.15. As development occurs, construction of these roads will improve pedestrian LOS. The 51st Avenue NE corridor will be a key part of the City's overall pedestrian system; however, gaps remain on this road. The long-term project list identifies projects to improve the pedestrian network LOS and ensure the City's standard of green or orange LOS is met.



Pedestrians stroll in Downtown, a highly walkable area.



Pedestrian System Plan

The future pedestrian system plan shown in Figure 8.13 aims to create a comprehensive network of sidewalks, walkways, and multi-use trails. The pedestrian system plan reduces vehicle demand, promotes health, and enhances safety. It is designed to facilitate travel to residential areas, recreational facilities, schools, and employment.

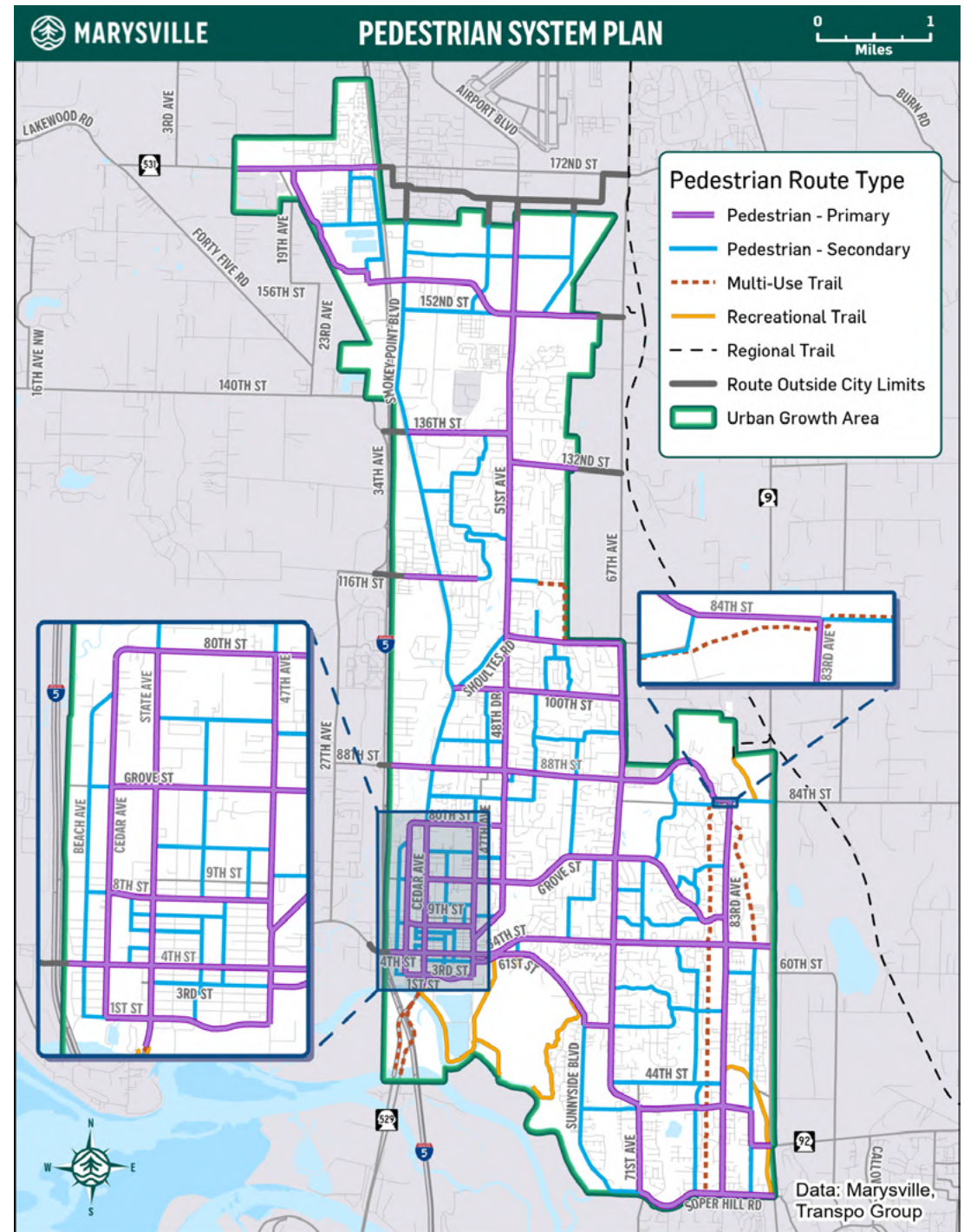
The City requires sidewalks on both sides of roads, unless it's physically or financially prohibitive. Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects, which may be constructed as part of developer frontage requirements or a capital project by the City or another agency. New developments build sidewalks on internal roads and along their frontages

The pedestrian system plan contains a series of primary or secondary sidewalk routes.¹⁵⁵ Corridors that extend completely through the community are designated as primary, while those that make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop are secondary. These networks are shown in Figure 8.13.

In December 2020, Marysville developed an ADA Transition Plan to prioritize improvements in pedestrian facilities, aiming to create a more accessible environment for all roadway users. The plan will guide infrastructure projects, with the City working with neighboring property owners for sidewalk construction and maintenance. Sidewalk funding programs help the City maintain the sidewalks.

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

Figure 8.13



Pedestrian LOS Standards

Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The pedestrian LOS standards are described in Figure 8.15 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

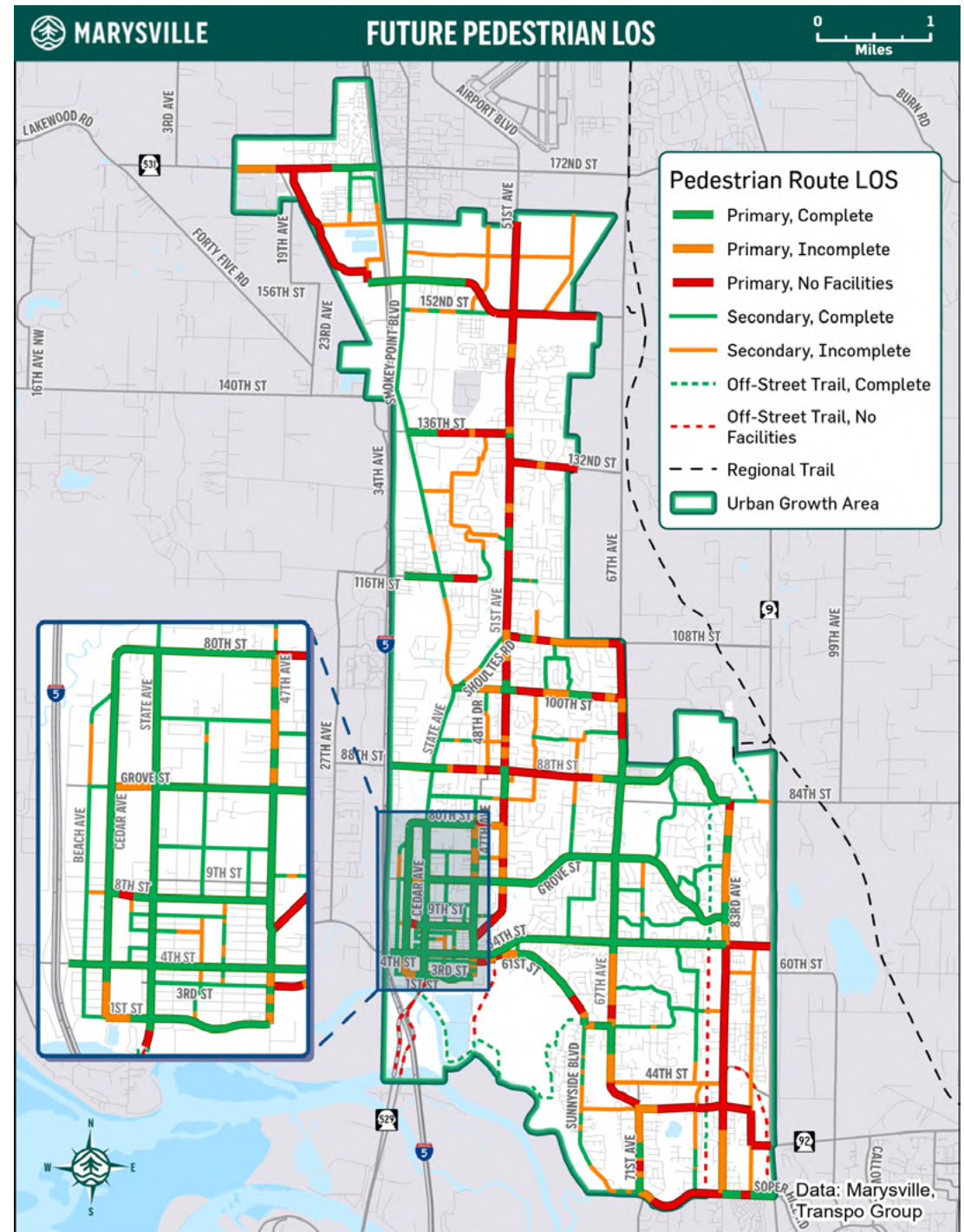
Figure 8.14

Pedestrian LOS Overview

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

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed. The long-term project list identified in the Transportation Element would implement a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in Figure 14.

Figure 8.15



The bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways as shown in Figure 8.16. Many of the gaps are on roadways yet to be constructed.

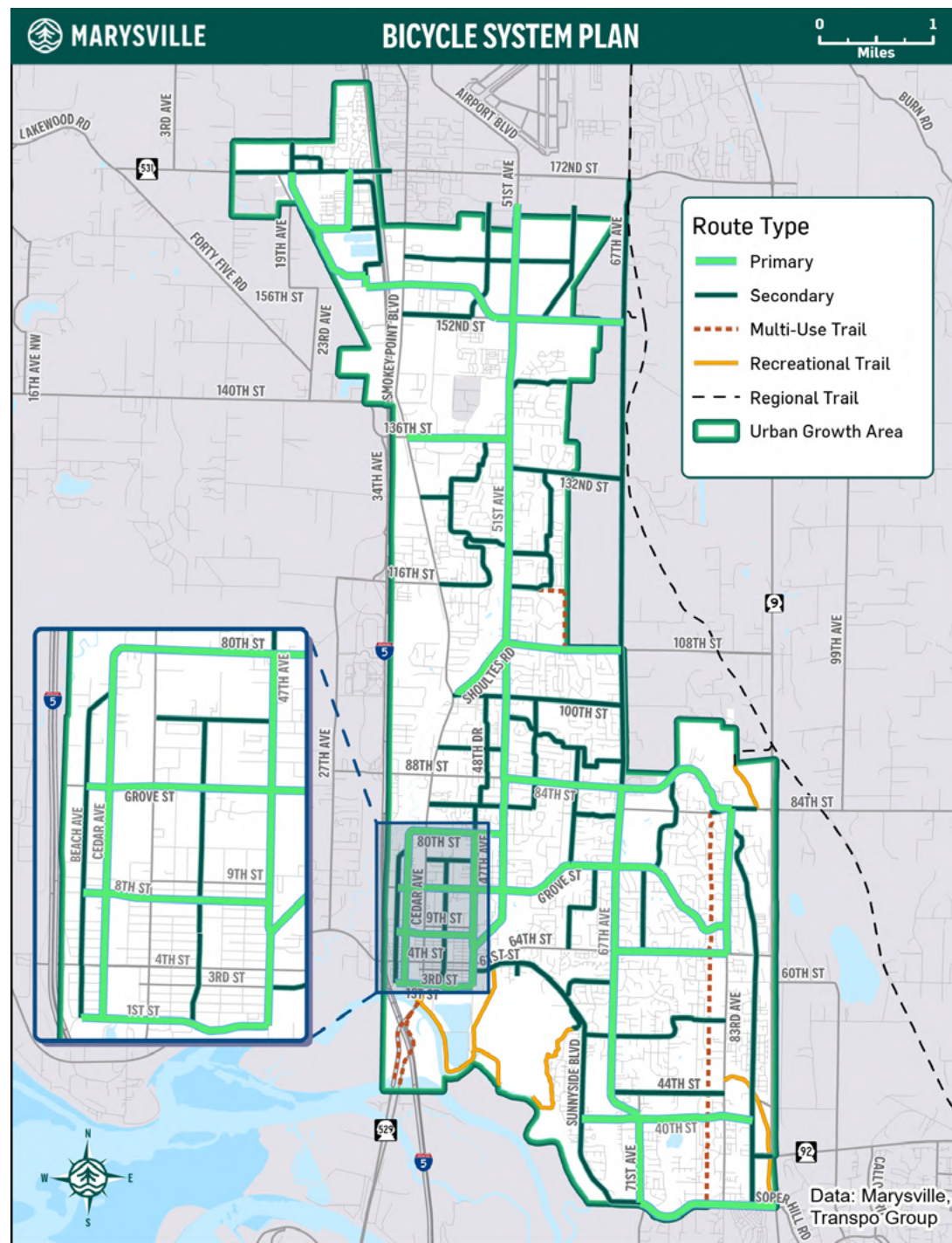
Bicycle System Plan

The City's bicycle system plan is comprised of facilities that promote bicycle mobility, containing a series of primary or secondary bicycle facilities.¹⁵⁶ Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional and those that serve the second leg of the journey, respectively.

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, trails, multi-use paths, and recreational trails). Figure 8.16 shows the planned bicycle system plan for Marysville and the surrounding areas. The completed bicycle system will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.

157. The primary network is located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway. The secondary network provides connectivity through neighborhoods and connects to the primary network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.

Figure 8.16



Bicycle LOS Standard

Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. The LOS standards are described in Figure 8.5, and shown in Figure 8.18 in green, orange, and red. They provide flexibility for the types of facilities along each roadway. The City utilizes these standards to prioritize investments in the bicycle transportation network and identify where significant gaps must be addressed. The long-term project list identified in this plan would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes.

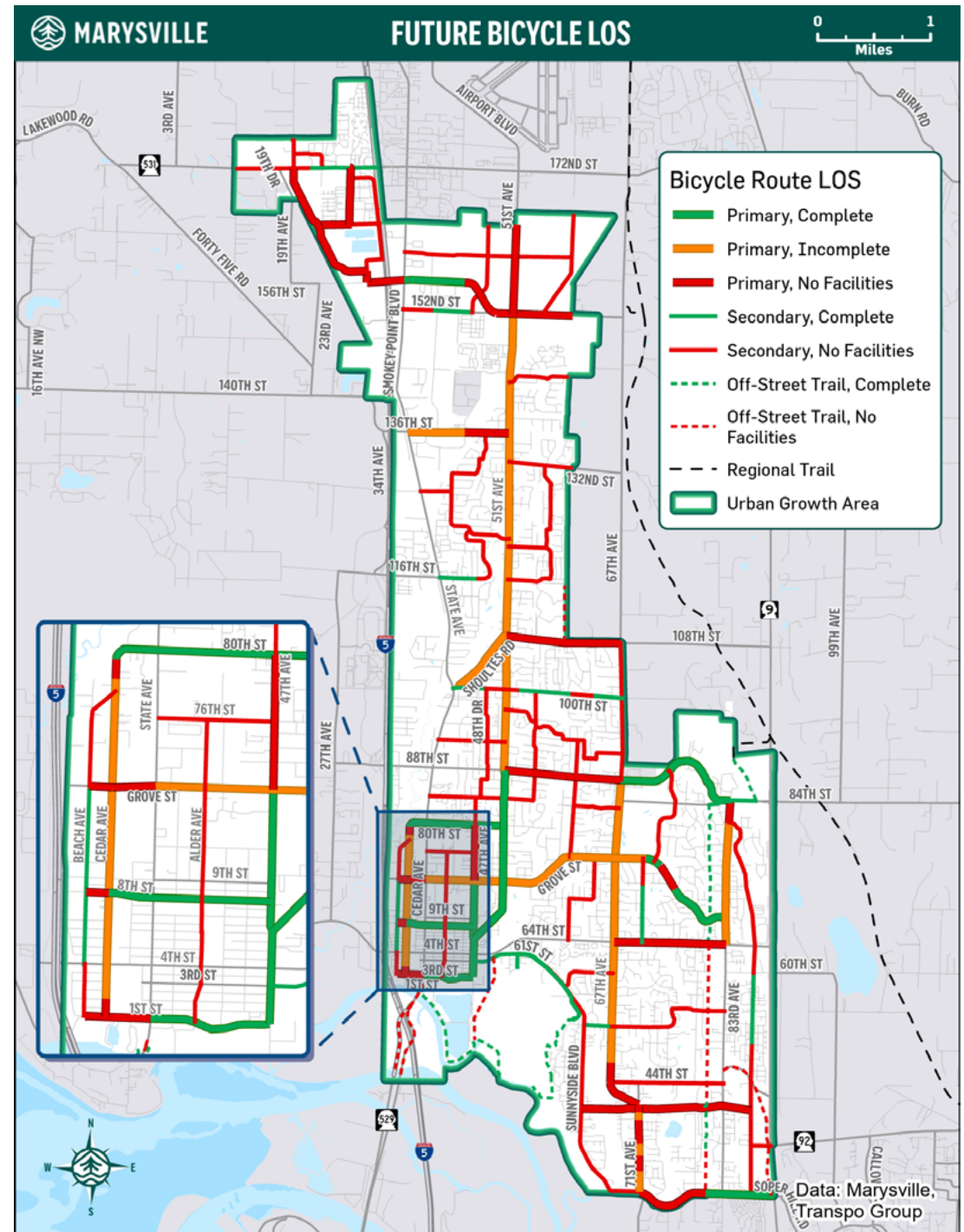
Figure 8.17
Pedestrian LOS Overview

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



Bike lanes are an integral part of the City's current and future bicycle network.

Figure 8.18



Section 8.7

TRANSIT SYSTEM PLANS

Transit and transportation demand management (TDM) programs are an important part of a comprehensive traffic system. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.



SWIFT Bus Rapid Transit service is expected to begin serving Marysville in 2029.
Photo Credit: Community Transit.

Community Transit Long Range Plan

Journey 2050 is the long-range plan for Community Transit (CT). Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. CT envisions expanding bus service by 2050, providing riders with more convenient and quicker transit options. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-range 2050 network.

Transit Development Plan

The Transportation Element has been coordinated with CT's 2024-2029 Transit Development Plan (TDP). Within the City, currently transit service is provided along several key corridors: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. The TDP identifies several changes to local bus service in the City, including a new route between Marysville and the Tulalip Tribe's Quil Ceda Village.

A key initiative in the TDP implementing the SWIFT Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center in Arlington. This line will also serve the Cascade Industrial Center and the Cedar & Grove Park and Ride. Planned alignments and station locations within Marysville are being identified. Potential roads for this line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. CT plans to redistribute routes within the City with the opening of the SWIFT Gold Line.

Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle and the future SWIFT Gold Line. Future route changes should align with Journey 2050 and the City's needs.

Carpooling and Vanpooling

CT should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with CT to increase awareness of carpooling and vanpooling programs and resources.

Transit Accessibility

The City and CT will continue to collaborate on public transportation accessibility, prioritizing sidewalk and active transportation projects to connect to key arterials used by transit buses.

Transportation Demand Management Program

Expansion of Transportation Demand Management (TDM) programs is recommended to reduce single-occupancy vehicle (SOV) trips. TDM programs are coordinated with agencies such as Snohomish County, CT, and PSRC. The City's Commute Trip Reduction (CTR) Plan establishes goals consistent with RCW 70.94.521 and aims to decrease major employers' SOV trips by promoting transit, ridesharing, telecommuting, and flexible work schedules.

Technology Considerations

Technology advancements are affecting transportation systems and users in Marysville and the region. Three emerging technologies are Transportation System Management and Operations (TSMO), electric vehicles (EVs), and e-bikes (electricity-assisted bikes). TSMO deploys integrated strategies that improve roadway capacity management, enhancing reliability and efficiency. Increased EV use requires more charging infrastructure; however, currently public EV infrastructure is only at the Civic Center. Similarly, greater e-bike use will require more bike infrastructure.



Form and function combine in this decorative traffic signal box. Traffic signal management is an aspect of Transportation System Management and Operations (TSMO), an emerging technology.



Section 8.8

TRANSPORTATION IMPROVEMENT PROJECTS AND FINANCING PROGRAM

Transportation Improvement Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs as shown in Figure 8.19. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities.

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



Public Works crews working on a road improvement project.

Financing Program

The financing program is presented in the full 2024 Transportation Plan and provides a framework for decisions on which projects and programs are funded and when they are projected to be built. The full 2024 Transportation Plan includes a summary of the estimated costs of the transportation projects and programs, which is compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to implement the projects and programs over the life of the plan. A variety of sources fund the implementation of the transportation system projects including the Real Estate Excise Tax (REET), Motor Vehicle Fuel Tax (MVFT), Transportation Benefit District (TBD) funds, Traffic Impact Fees, grants, developer construction, and other sources. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues.



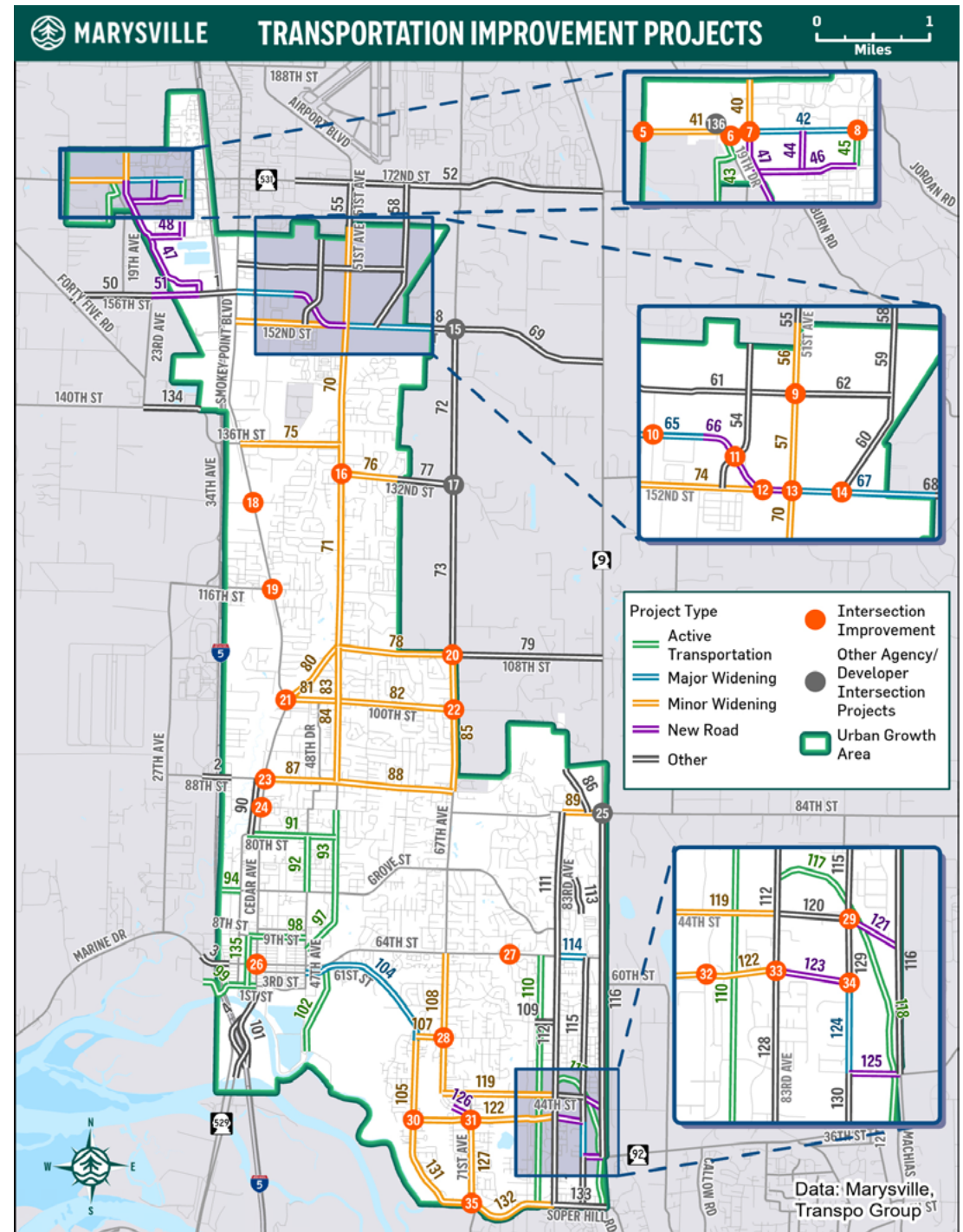
A new I-5 interchange is currently being constructed south of Ebey Slough, which will tie into the SR529 bridge shown here.

158. The projects shown in Figure 8.19 are categorized as follows:

- Intersection Improvement – upgrading an intersection by adding turn lanes and/or modifying traffic controls (e.g., traffic signal, stop signs, etc.).
- Other Agency Intersection Projects – intersection improvements led by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.).
- Major Widening Improvements – projects to widen an existing corridor to add more through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- Minor Widening Improvements – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes, or center, two-way left-turn lanes.
- New Road – constructing a new arterial or collector road, including appropriate active transportation facilities.
- Active Transportation – projects that upgrade or complete bicycle and/or pedestrian facilities including trails.
- Other Agency Projects – roadway improvement projects led by another agency.
- Programs – The City's extensive maintenance and operations (M&O) program preserves transportation system components including, but not limited to, roadways, sidewalks, storm systems, street lighting, traffic signals, signs, street cleaning, and safety programs. It also enhances traffic signal operations through an Intelligent Transportation System (ITS) program.

Figure 8.19

157



GOALS AND POLICIES

OVERARCHING GOAL

The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

T 1 Implement Transportation Plan – Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.

- T 1.1** The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.
- T 1.2** Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.
- T 1.3** Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.
- T 1.4** Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

- T 1.5** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
- T 1.6** Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.
- T 1.7** Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.
- T 1.8** Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

T 2 Support Regional Planning Policies – Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.

- T 2.1** Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

- T 2.2** Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.
- T 2.3** Apply livable urban design principles for growth centers and transit areas.
- T 2.4** Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.
- T 2.5** Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.
- T 2.6** Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.
- T 2.7** Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

T 3 Accessible, Equitable, and Inclusive Participation – Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.

- T 3.1** Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.
- T 3.2** Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

- T 3.3** Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- T 3.4** Maintain and improve the safety of the transportation system for all travel modes.
- T 3.5** Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.
- T 3.6** Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.
- T 3.7** Apply access management practices to arterials to improve the safety and operational efficiency of the system.

T 4 Economy, Freight, and Goods Transport – Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.

- T 4.1** Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.
- T 4.2** Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.
- T 4.3** Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.
- T 4.4** Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.



T 5 Natural Environment – Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.

- T 5.1** Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions and improve system performance.
- T 5.2** Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.
- T 5.3** Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.
- T 5.4** Design transportation facilities to fit within the context of the built or natural environments in which they are located.

T 6 Level of Service Standards and Concurrency – Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).

- T 6.1** The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.
- T 6.2** Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

- T 6.3** Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:

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

- T 6.4** Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:

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

- T 6.5** Pedestrian Network Level of Service (LOS) Standards

- Green = Complete Network Facility; Meets City Street Standards
- Yellow = Partial/Incomplete Network Facility; Does Not Meet City Street Standard
- Red = Missing Network Facility; Does Not Meet City Street Standard

- T 6.6** Bicycle Network Level of Service (LOS) Standards

- Green = Complete Network Facility; Meets City Street Standards
- Yellow = Partial/Incomplete Network Facility; Does Not Meet City Street Standard
- Red = Missing Network Facility; Does Not Meet City Street Standard

- T 6.7** Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

- T 6.8** Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.
- T 6.9** Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.
- T 6.10** Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.
- T 6.11** Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.
- T 6.12** Identify and preserve rights-of-way for future transportation system needs.

T 7 Financing and Implementation – Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.

- T 7.1** Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP.
- T 7.2** Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.
- T 7.3** Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

- T 7.4** If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.
- T 7.5** Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.
- T 7.6** Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
- T 7.7** Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.
- T 7.8** Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.
- T 7.9** Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.





Public Works staff work diligently to maintain and improve the City's transportation network. Part of the crew takes a moment to memorialize the naming of Sir Stripes-a-Lot, a road striping truck.

OUR INFRASTRUCTURE



Chapter 9

UTILITIES

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Utilities Snapshot



Utilities

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.



Water, Sewer and Stormwater

The City of Marysville provides water, sewer, and stormwater utilities. The City's Water Service Area (WSA) comprises approximately 25 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 24,263 connections. In 2023, sewer service was provided to 20,289 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 increase commensurate with growth over the 20-



Solid Waste

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 & Services. 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, with the balance commercial-size. Over the past decade, accounts have steadily increased, with a sizable 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 recent, or anticipated changes, including new laws on organic waste recycling.



Electricity and Natural Gas

Electricity and natural gas are provided to city residents and businesses by Snohomish County Public Utility District (PUD) and Puget Sound Energy (PSE). 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 growth are challenges that the utilities must address. A portion of the Olympic Pipeline also traverses the City.



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. Within the City, several companies provide a variety of these services including, but not limited to, Comcast, Ziply, Astound Broadband, Starlink, and Viasat.



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. The City 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. The City's process for identifying, mitigating, and siting Essential Public Facilities is set forth in MMC Chapter 22G.070.



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”.¹⁵⁸ 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.¹⁵⁹ 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



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

7, 2019, requires an electricity 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 vehicles.¹⁶⁰ The telecommunications sector has similarly seen many disruptive technologies from the smart phone to 5G, which have required innovation and new infrastructure.

158. 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.

159. 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.

160. WSDOT’s Washington State Plan for Electric Vehicle Infrastructure Deployment, July 2023 update.

The Growth Management Act requires that the Utilities Element include: the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (WAC 365-196-420).¹⁶¹ 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 planing period o 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.



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



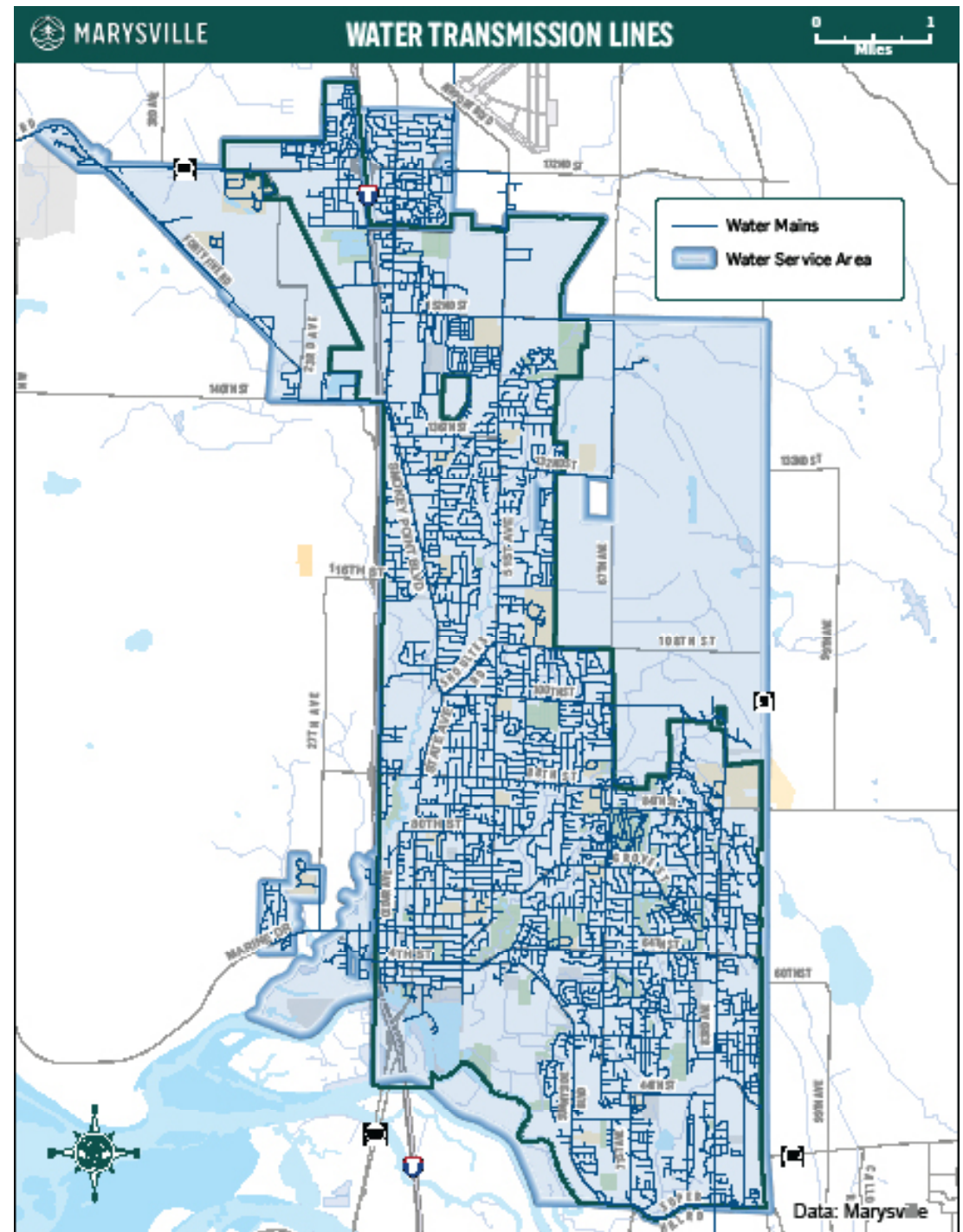
Section 9.2

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.

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



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 ([page 292](#)) also details necessary improvements.

MARYSVILLE WATER PRESSURE ZONES

0 1 Miles

Water Pressure Zone

- 170
- 203
- 240
- 260
- 285/300
- 327
- 360
- 415
- 460
- 510
- 560

Data: Marysville

Section 9.3

SEWER

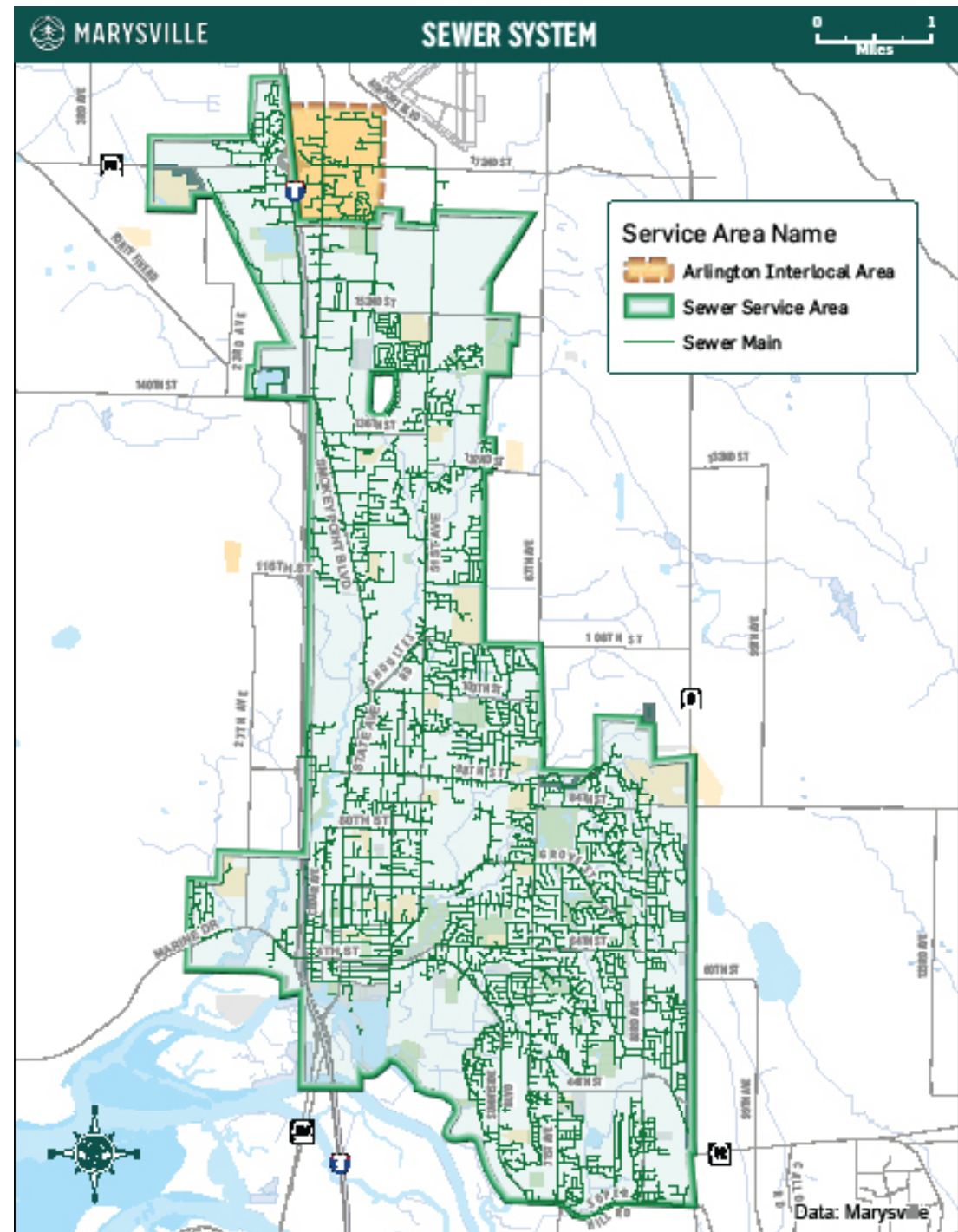
The City of Marysville's Sewer Service Area (SSA) comprises approximately 23.12 square miles and is depicted in Figure 9.3. The City's earliest sewers were constructed prior to 1940 in Downtown Marysville. The SSA's gravity collection system includes 242.2 miles of pipeline with diameters ranging from 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 5.88 miles of force main pipe, and 7.17 miles of effluent discharge piping to the City of Everett's deep water outfall.¹⁶² 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.

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 ([page 298](#)) also details necessary improvements.

¹⁶² This figure does not include effluent discharge force mains.

Figure 9.3



Section 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.¹⁶³ 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.

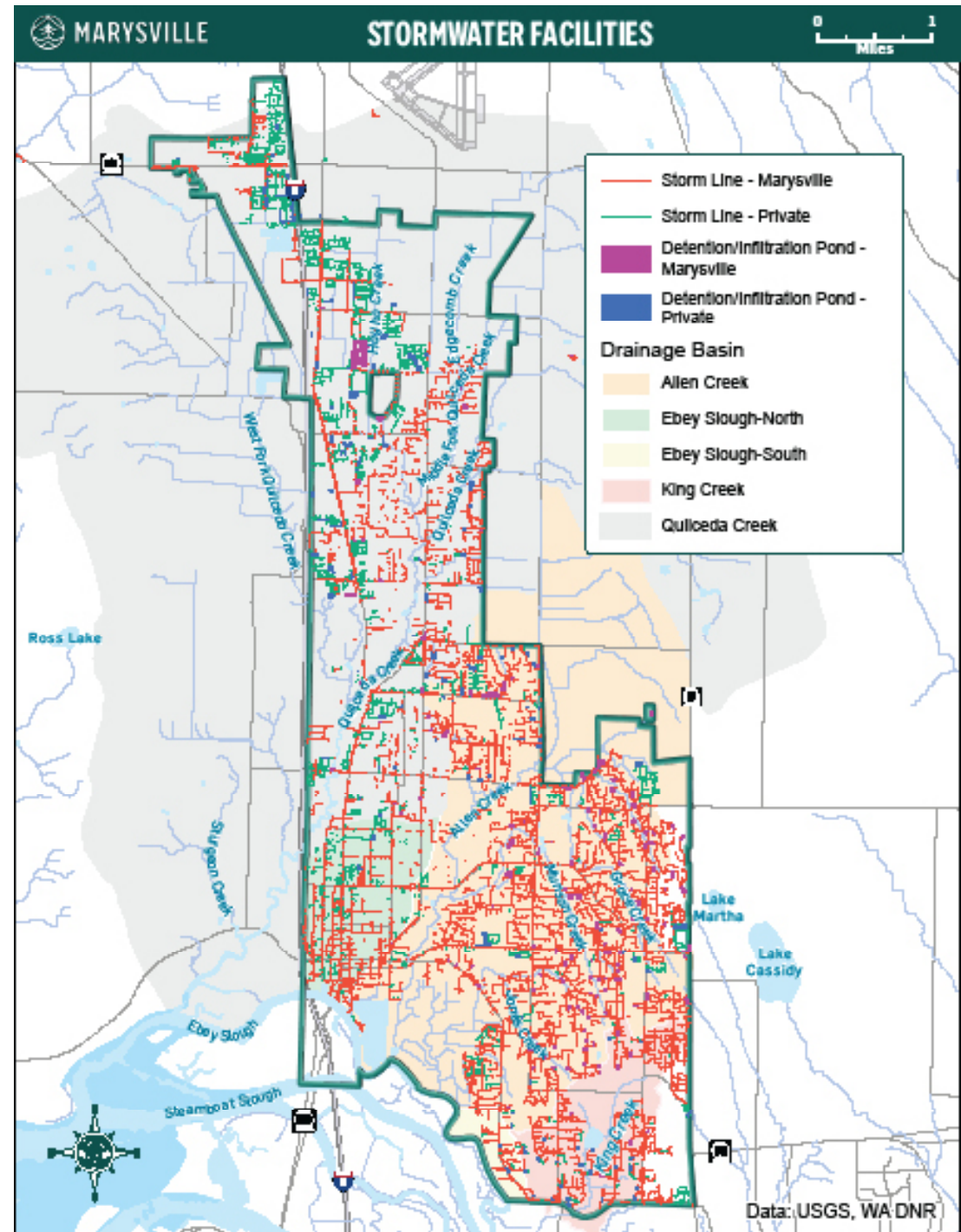
The City's stormwater system consists of approximately 6,363 lineal feet of detention pipe, 241.9 miles of storm lines, 13,580 catch basins, 1,470 stormwater facilities, and multiple outfalls into area receiving waters, as shown in Figure 9.4.¹⁶⁴ The City also owns and operates four regional stormwater facilities which provide water quality treatment and/or stormwater detention for the Downtown, Marshall-Kruse and Smokey Point Neighborhoods.¹⁶⁵ 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

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

164. 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.

165. 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.

Figure 9.4



recommended improvements and programs, both structural and non-structural, to address water quality and quantity problems.¹⁶⁶

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 programs that should be implemented in the prioritized areas.¹⁶⁷ 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 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.¹⁶⁸ Select cities, including Marysville, must provide additional actions to address Total Maximum Daily Load (TMDL) requirements.¹⁶⁹ 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



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

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.¹⁷⁰

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.

166. 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.

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

168. 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.

169. 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.

170. 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 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.

Section 9.5

SOLID WASTE

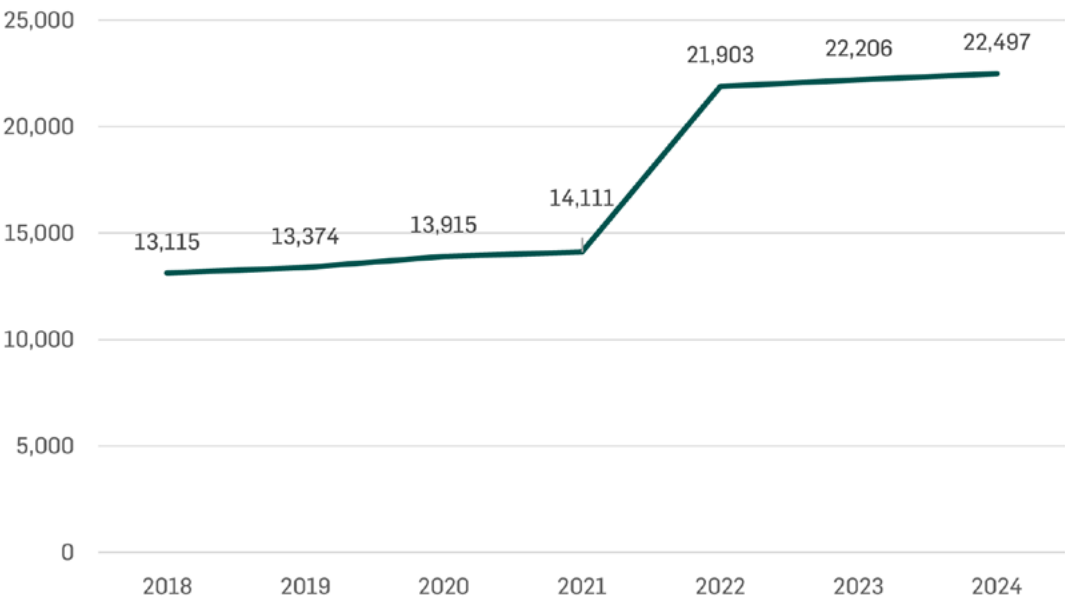
Solid waste management in the City is provided by the City of Marysville's Public Works Department with recycling services provided via a contractual agreement with WM – Marysville Recycle & Services.¹⁷¹

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.

The Solid Waste Division has 10 garbage trucks, three commercial front load trucks and seven front load trucks with the Curotto-Can system.¹⁷² 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.

Figure 9.5



171. WM – Marysville Recycle and Services is provided by Waste Management.
172. 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.

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 HB2301.¹⁷³ 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.



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

173. Snohomish County conducts comprehensive waste management planning for the County including Marysville.

Section 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."¹⁷⁴ 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))



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

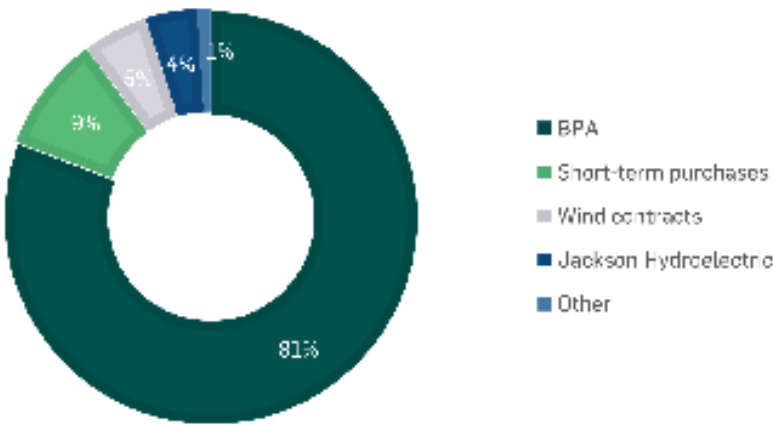
that run north-south to the east of the Marysville city limits while Puget Sound Energy has high voltage lines (230 kV) that run north-south in the southeastern part of the City as shown in Figure 9.8.

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). 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.

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).

Figure 9.6
PUD Net Power Supply (MWh)



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

174. Snohomish County PUD No. 1 2024 Proposed Budget: [Comprehensive-Solid-and-Hazardous-Waste-Management-Plan\(snohomishcountywa.gov\)](https://www.snohomishcountywa.gov/Comprehensive-Solid-and-Hazardous-Waste-Management-Plan)



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.”¹⁷⁵ 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

TIER (POPULATION)	RESIDENTIAL ZONES
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.
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 87th Avenue NE.
Getchell Switching Station	Design and construct a new 115kV transmission switching station at the northeast corner of Highway 9 and 84th Street NE that includes four 115kV transmission lines. This project supports load growth, and transmission reliability needed due to large industrial uses.

Source: Snohomish PUD

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

NATURAL GAS

Natural Gas System Overview

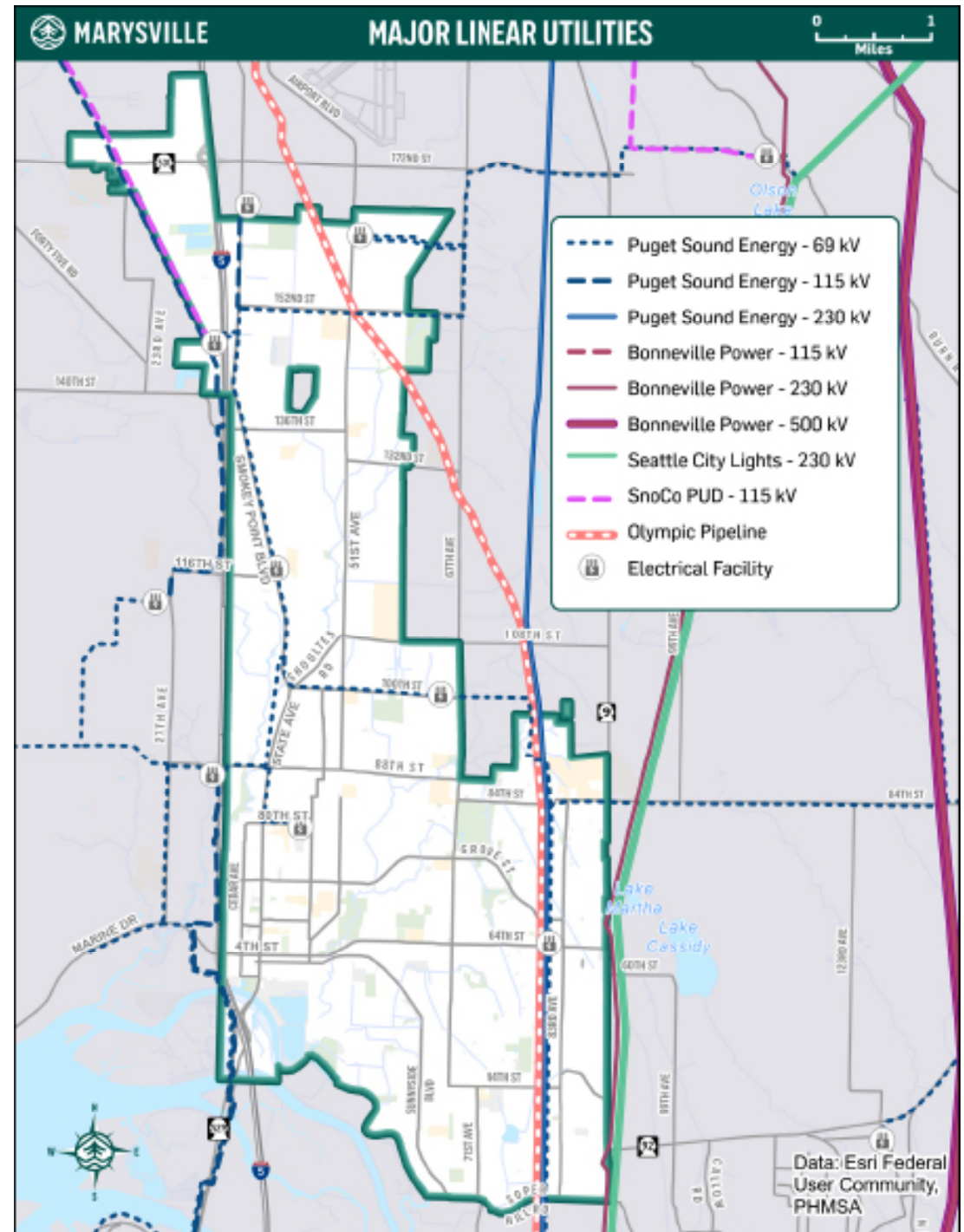
Puget Sound Energy (PSE) is a private utility company that provides natural gas service to Marysville. PSE is Washington State's oldest local energy company and serves approximately 1.2 million electric customers and more than 900,000 natural gas customers. PSE builds, operates, and maintains an extensive 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

Figure 9.8



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.

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 MDth 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 2050.¹⁷⁶ PSE’s peak gas demand is anticipated to increase from 996 MDth in 2024 to 1,189 MDth in 2050.



6 A PSE technician checking for gas leaks.

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

176. 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.

Section 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.

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.



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



Section 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 Zply (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.¹⁷⁷ Broadband is offered in Marysville by Comcast, Astound Broadband in the Lakewood neighborhood, Starlink, and Viasat. DSL, T1s and MPLS are offered by Zply 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 Zply Fiber offer FTTP service within Marysville.

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

Section 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 facilities, state and local correctional facilities, solid waste handling facilities, in-patient facilities including substance abuse facilities, mental health facilities, group homes, secure community transition facilities, and any facility on Washington State’s 10-year Capital Plan maintained by the Office of Financial Management.¹⁷⁸ 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 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.



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

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](#).

178. 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.



GOALS AND POLICIES

UT 1 Facilitate the development of all utilities at the appropriate levels of service to accommodate the City of Marysville's projected growth.

- UT 1.1** 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.
- UT 1.2** Coordinate the City's land use planning with the utility providers' planning.
- UT 1.3** 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.
- UT 1.4** 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.

UT 1.5 Extension of utilities should be carefully staged to achieve orderly, regular, and compact development.

UT 1.6 Assess the condition of infrastructure at appropriate intervals, and rehabilitate, repair, or maintain as necessary to ensure public safety and protection of utility assets.

UT 2 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.

UT 2.1 Prioritize utility line extensions where on-site systems have created known pollution or health hazards.

UT 2.2 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.

UT 2.3 Use incentives to encourage undergrounding of utility distribution lines.

UT 2.4 Reduce the per unit cost of public utilities by encouraging urban density development, allowing efficient distribution of public and private services and facilities.

UT 2.5 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.

UT 2.6 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.

UT 2.7 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.

UT 2.8 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.

UT 2.9 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.

UT 2.10 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.

UT 2.11 Process permits and approvals for utility facilities in a fair and timely manner consistent with development regulations to foster predictability.

UT 3 Coordinate and communicate with partner jurisdictions, entities and businesses to ensure optimal delivery of utility facilities and services.

UT 3.1 Seek to coordinate, where appropriate, investment in utilities with business, employment, and economic development opportunities.

UT 3.2 Coordinate and consolidate utilities districts, where feasible, to distribute public and private services more efficiently.

179. 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.



- UT 3.3** Recognize the inter-jurisdictional characteristics of providing utilities and work with Snohomish County, other jurisdictions, and area-wide residents.¹⁷⁹
- UT 3.4** 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.
- UT 3.5** 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.
- UT 3.6** 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.
- UT 3.7** Encourage the development of telecommunications infrastructure city-wide and region-wide.
- UT 3.8** Coordinate the formulation and periodic update of the utility element with adjacent jurisdictions.
- UT 3.9** Coordinate and seek to cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements.
- UT 3.10** 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.
- UT 3.11** 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.

- UT 3.12** 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.

UT 4 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.

- UT 4.1** 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.
- UT 4.2** 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.
- UT 4.3** 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.
- UT 4.4** 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.
- UT 4.5** 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.

OUR INFRASTRUCTURE



Chapter 10

CAPITAL FACILITIES

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<u>10.2 Planning and Funding For Capital Facilities</u>	<u>289</u>	<u>10.8 Solid Waste</u>	<u>306</u>
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Section 10.1

INTRODUCTION

The Capital Facilities Plan (CFP) is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act. The CFP is based on the growth assumptions set forth in the Land Use Element ([page 23](#)).

This CFP contains the following components, consistent with WAC 365-195-415: an inventory (including location and capacities) of existing or planned publicly owned capital facilities (also referred to as public facilities); a forecast outlining future needs of capital facilities, consistent with the Land Use Element; and a six-year plan to finance capital facilities. Capital facilities are designed, built, and operated for the general public.

Goals and policies associated with Capital Facilities are located within Section 5.7 of the Public & Human Services Element ([page 168](#)) and Section 9.11 of the Utilities Element ([page 283](#)).



Marysville's Wastewater Treatment Plant ensures that wastewater is properly treated prior to discharge.



PLANNING AND FUNDING FOR CAPITAL FACILITIES

Capital Facilities planning and funding for the City of Marysville is separated between General Government Funds and Enterprise Funds (business-like). General Government Funds provide for general capital needs for streets, buildings, parks and other improvements, while enterprise funds serve specific fee-paying customers.

General Government Funds

The City organizes General Government Fund needs into three distinct funds:

1. The Street Capital Fund is for transportation and street improvements and includes new and roadway widening improvements, asphalt overlays and pavement preservation, curbs and gutters, sidewalks and multi-use paths, traffic signal and illumination, pavement markings and signage, bridges and other traffic safety improvements. Funding sources primarily include grants, mitigation fees, motor vehicle tax, transportation benefit district, and other taxes.
2. The Parks Capital Fund is for acquisition and development of land for parks and recreational facilities. This includes the planning and engineering costs associated with the projects. Funding comes from grants, real estate excise tax, mitigation fees, and other taxes.
3. The Facilities Capital Fund is for the acquisition and development of land for general government facilities. This includes the planning, engineering and construction of facilities. This fund is also designated for other capital projects not provided elsewhere. Primary funding is grants, contributions, bonded debt, loans, and taxes.

Enterprise Funds

Enterprise Funds include fees received in exchange for specific goods and services. Enterprise funds are used by public agencies to account for operations that are financed and operated in a manner similar to a private business enterprise. Enterprise funds are established as fully self-supporting

operators with revenues generated primarily from fees, or contracted services. They require periodic determination of revenues earned, expenses incurred, and net income for capital maintenance, public policy, management control, and accountability. Enterprise Funds include the Water, Sewer, and Stormwater Capital Fund; the Water, Sewer, Stormwater, and Solid Waste Fund, and the Cedarcrest Golf Course.

Water, Sewer, Stormwater and Solid Waste Fund

The Water, Sewer and Storm Drainage Capital Fund is supported by user fees and charges, which supplement capital needs. In order to provide for the short-term and long-term operating and capital needs of the water, sewer, stormwater and solid waste utilities, the City evaluates and utilizes a combination of revenue sources such as utility rates, bonds, loans, grants and developer contributions.

Water, Sewer, and Stormwater Construction Fund

The Water, Sewer and Stormwater Construction Fund supports the capital needs of the following services:

- **Water and Sewer.** Available revenue resources include bonds, loans, utility rates and developer contributions to support water and sewer capital projects.
- **Stormwater.** Stormwater capital projects are required to correct deficiencies and to meet Federal, State and local regulatory requirements. The largest revenue contribution comes from the utility's ratepayers. The remaining revenue resources include developer contributions and grants. Stormwater charges only apply to properties within the City.
- **Solid Waste.** This fund accounts for operations and capital improvements for the management of the City's Solid Waste utility. The City provides garbage collection services and contracts with Waste Management to provide recycling and yard waste collection services. Solid Waste user fees cover operations and capital expenditures. Solid Waste charges only apply to customers within the City.

Cedarcrest Golf Course

This is a publicly owned facility managed by Premier Golf on behalf of the City and is funded by user fees. An enterprise fund may be used to report any activity for which a fee is charged to users for goods or services. The City has chosen to use the enterprise fund structure to provide transparent accounting of user fee revenues and operation, maintenance and capital improvement costs of the municipal golf facilities. The Cedarcrest Golf Course is different from

the other enterprise funds in that the golf fund serves voluntary customers as opposed to users of water, sewer, storm drainage, and solid waste, who do not have a choice in service providers. The golf course is attaining a more stable financial position and is meeting ongoing operational needs.

Water, Sewer and Stormwater Expense and Revenue Projections

Figure 10.1 and Figure 10.2 provide the revenue and expense projections for the Water, Sewer and Stormwater Capital Improvement Plans provided in Figures 10.23 (Water), Figure 10.25 (Sewer) and Figure 10.27 (Stormwater).

Figure 10.1

Expense and Revenue Projections by Year - Water, Sewer and Stormwater

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	\$9,630,000	\$8,538,320	\$7,250,000	\$9,250,641	\$10,597,500	\$8,270,000	\$8,826,126
Revenue by Year	\$9,923,025	\$7,330,663	\$ 9,388,228	\$10,100,000	\$10,343,000	\$10,593,290	\$10,851,089
Est. Difference	\$293,025	(\$1,207,657)	\$2,138,228	\$849,359	(\$254,500)	\$2,323,290	\$2,024,963

Figure 10.2

Non-Project Specific Revenue Forecast - Water, Sewer and Stormwater

	2022	2023	2024	2025	2026	2027	2028	2029	2030
Interest	\$197,370	\$613,709	\$179,530	\$0	\$0	\$0	\$0	\$0	\$0
Water Capital Charge	\$1,943,219	\$3,895,197	\$3,700,000	\$3,000,000	\$3,000,000	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908
Stormwater Connection	\$47,289	\$93,464	\$95,000	\$80,000	\$80,000	\$100,000	\$103,000	\$106,090	\$109,273
Stormwater Recovery	\$72,268	\$1,654,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Capital Charge	\$1,884,429	\$3,723,678	\$3,700,000	\$3,000,000	\$3,000,000	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908
Grants	\$0	\$0	\$2,485,995	\$1,250,663	\$3,308,228	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Total	\$4,144,575	\$9,980,453	\$10,160,525	\$7,330,663	\$9,388,228	\$10,100,000		\$10,593,290	\$10,851,089



Section 10.3

CAPITAL FACILITIES AND SERVICES

Capital projects included in the six-year CFP include: Water, Sewer, Stormwater, Solid Waste, Transportation, Parks, City Facilities, Police, Fire, and Schools. Additionally, the City of Marysville has adopted the Capital Facilities Plans for the Marysville, Lake Stevens and Lakewood School Districts, and the Fire District as referenced herein.

Each area of the CFP below will provide a description of the area, an inventory, level of service standards, forecasted needs and six-year funding plan.



The Marysville Wastewater Treatment Plant is a major capital facility which treats the community's wastewater.

Section 10.4

WATER

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, which support the City’s approximate maximum day demand of 20 million gallons of municipal water use. These water sources will meet the City’s long-term peak day demands identified in the most recent Water System Plan; however, additional storage reservoirs, source improvements, and improvements within the water system will be needed to deliver this water to customers. Please refer to chapter 9 in the [2016 Water System Plan](#) for additional information.



The 560 Zone Booster Pump Station enhances the water pressure and flow in the City’s water distribution system.

Water Inventory

The City of Marysville water facility inventory is detailed in Figure 10.3 below.

Figure 10.3
Current Facility Inventory - Water (2016)

FACILITY	LOCATION/PARCEL NUMBER(S)
560 Zone Booster Pump Station	0119120009980
Cedarcrest Reservoir and Pump House	30052600101700
Comeford Park Reservoir	00528701000000
Edwards Springs Screen House, Wells, Booster Pump Station, Water Reservoir, and Treatment Plant, 327 Reservoir (on same property as Edwards parcel number ending in 600)	31042300402300, 31053500302300, 31042400300600, 31042600100100
Getchell Reservoir	30051400400200
Highway 9 Pumphouse, Well Site and Reservoir	30052500302400
Kellogg Marsh Property	30051500101900
Lake Goodwin Pump House, Well Site, and Standpipe	31042200303400
Stillaguamish Well and Filtration Site	31050500300700
Sunnyside Wells, Filtration Site, and Pumphouse	29050200206500
Westside Pump Station and Treatment Facility This is not a water facility, it is wastewater	30052900300700
Wade Road Reservoir	31053500302300

Water Level of Service (LOS) Standard and Capacity Analysis

The level of service and capacity information for the City water sources are summarized in Figure 10.4 – Figure 10.21 below.

Figure 10.4

Water Source Capacity Evaluation

REQUIRED SUPPLY IN GALLONS PER MINUTE (GPM ¹)				
Description	Existing 2015	2022 (+6 years)	2026 (+10 years)	2036 (+20 years)
System-wide Maximum Day Demand	9,904	11,056	11,775	13,785
Snohomish PUD ² Demand	(785)	(1,034)	(1,181)	(1,573)
Total Required Supply	9,119	10,022	10,594	12,212

1. GPM: Gallons Per Minute 2. PUD: Public Utility District

Figure 10.5

Available Supply (GPM¹)

DESCRIPTION	EXISTING 2015	2022 (+6 YEARS)	2026 (+10 YEARS)	2036 (+20 YEARS)
Edward Springs Spring Source	760	760	760	760
Edward Springs Well No. 1R	300	300	300	300
Edward Springs Well No. 2	225	225	225	225
Edward Springs Well No. 3	300	300	300	300
Lake Goodwin Well	350	350	350	350
JOA ² Supply Line	9,132	9,132	9,132	9,132
JOA Supply Line – Transfer to Tulalip	1,130	1,149	1,168	1,235
Stillaguamish River WTP ³ BPS ⁴	2,200	2,200	2,200	2,200
Sunnyside Well No. 1R	-	1,000	1,000	1,000
Sunnyside Well No. 2	-	1,000	1,000	1,000

1. GPM: Gallons Per Minute 2. JOA: Joint Operating Agreement WTP 3. Water Treatment Plant BPS 4. Booster Pump Station

Figure 10.6

Surplus or Deficient Supply (qpm)

DESCRIPTION	EXISTING 2015	2022 (+6 YEARS)	2026 (+10 YEARS)	2036 (+20 YEARS)
Surplus or Deficient Amount	5,278	6,394	5,841	4,290

Existing System Capacity Analysis – Water

The sections below provide an analysis related to the capacity of the existing system using the metrics Gallons per Day (gal/day) and Equivalent Residential Units (ERUs).

Figure 10.7

Demands Per Equivalent Residential Unit (ERU) Basis

AVERAGE DAY DEMAND PER ERU (GAL/DAY)	162
Maximum Day Demand Per ERU (gal/day)	346
Peak Hour Demand Per ERU (gal/day)	503

Figure 10.8

Source Capacity – Supply Sources

SUPPLY SOURCE CAPACITY (GAL/DAY)	21,861,734
Average Day Demand Per ERU (gal/day)	346
Maximum Annual Water Right Capacity (ERUs)	63,264

Figure 10.9

Source Capacity – Annual Water Rights

ANNUAL WATER RIGHT CAPACITY (GAL/DAY)	23,375,309
Maximum Day Demand Per ERU (gal/day)	162
Maximum Annual Water Right Capacity (ERUs)	144,576

Figure 10.10

Source Capacity – Instantaneous Water Rights

INSTANTANEOUS WATER RIGHT CAPACITY (GAL/DAY)	27,785,894
Maximum Day Demand Per ERU (gal/day)	346
Maximum Instantaneous Capacity (ERUs)	80,407

Figure 10.11

Storage Capacity

MAXIMUM EQUALIZING AND STANDBY STORAGE CAPACITY (GAL)	11,706,001
Equalizing and Standby Storage Requirement Per ERU (gal)	213
Maximum Storage Capacity (ERUs)	55,013

Figure 10.12

Transmission Capacity

TRANSMISSION CAPACITY IN GALLONS PER DAY (GAL/DAY)	25,169,300
Maximum Day Demand Per ERU (gal/day)	346
Maximum Transmission Capacity (ERUs)	72,835

Figure 10.13

Maximum System Capacity (ERU)

BASED ON LIMITING FACILITY - STORAGE	55,246
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2016 Water Analysis

Figure 10.14

Demands Per ERU Basis

AVERAGE DAY DEMAND PER ERU (GAL/DAY)	162
Maximum Day Demand Per ERU (gal/day)	346
Peak Hour Demand Per ERU (gal/day)	503

Figure 10.17

Storage Capacity – Supply Sources

SUPPLY SOURCE CAPACITY (GAL/DAY)	26,027,657
Maximum Day Demand Per ERU (gal/day)	346
Maximum Supply Capacity (ERUs)	75,319

Figure 10.16

Source Capacity – Annual Water Rights

ANNUAL WATER RIGHT CAPACITY (GAL/DAY)	24,661,232
Average Day Demand Per ERU (gal/day)	162
Maximum Annual Water Right Capacity (ERUs)	152,529

Figure 10.20

Source Capacity – Instantaneous Water Rights

INSTANTANEOUS WATER RIGHT CAPACITY (GAL/DAY)	29,071,817
Maximum Day Demand Per ERU (gal/day)	346
Maximum Instantaneous Capacity (ERUs)	84,128

Figure 10.15

Storage Capacity

MAXIMUM EQUALIZING AND STANDBY STORAGE CAPACITY (GAL)	19,118,268
2036 Equalizing & Standby Storage Requirement (gal)	10,177,842
Equalizing & Standby Storage Requirement Per ERU (gal)	177
Maximum Storage Capacity (ERUs)	107,902

Figure 10.18

Transmission Capacity

TRANSMISSION CAPACITY (GAL/DAY)	25,169,300
Maximum Day Demand Per ERU (gal/day)	346
Maximum Transmission Capacity (ERUs)	72,835

Figure 10.19

Maximum System Capacity (ERU)

BASED ON LIMITING FACILITY - TRANSMISSION	72,835
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Figure 10.21

Unused Available System Capacity

PROJECTED 2036 ERUS	72,835
Surplus Capacity (ERUs)	57,443
Maximum Transmission Capacity (ERUs)	15,392

Future Needs - Water

The [2016 Water System Plan](#) estimates water demands through 2036. To estimate future water demand, historic consumption, land use, and population forecasts were used. The analysis provided shows the City's sources are sufficient to meet the projected demands. Assumptions were made in this analysis that improvements were being made to the city-owned water sources. The Water Plan is currently being updated for 2025 – 2026 adoption.

Fire Flow

Fire flow demand is the amount of water required during firefighting as defined by applicable codes. Fire flow requirements are established for individual buildings and expressed in terms of flow rate (gpm) and flow durations (hours). Fire flows put the greatest demand on the water system because a high rate of water must be supplied over a short period of time, requiring each component of the system to be properly sized and configured to operate at its optimal condition. When fire flow is provided, WAC 246-290-230(6) requires the water distribution system to provide a maximum day demand (MDD) plus the required fire flow at a pressure of at least 20 psi at all points throughout the distribution system, and under the condition where the designated volume of fire suppression and equalizing storage has been completed.

Figure 10.22 shows the minimum fire flow rates and duration for various uses within the City. The [2016 Water System Plan](#) included modeling based on the land use types in the service area with the demand projections as presented and used in the development of the plan. Fire flow analysis resulted in improvements being required in storage as well as the expansion of the 560 Zone.



The Sunnyside Reservoir is one of nine city reservoirs that provide a combined total of 24.3 million gallons of water storage for the community.

Figure 10.22
City of Marysville Minimum Fire Flow Rates and Duration - Water

CLASSIFICATION	RATE AND DURATION
Single Family Residence	1,000 gpm for 1 hour
Multi-family Residential/Commercial/Other	2,500 gpm for 2 hours



Water Capital Improvement Plan

Figure 10.23

Water Capital Improvement Plan 2024-2030

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	REMAINING	2024	2025	2026	2027	2028	2029	2030
88th St NE Water Main Replacement (Phase 1)	✓	N/A	\$ -	\$ -	\$150,000	\$1,500,000	\$1,523,891	\$ -	\$ -	\$ -
88th St NE Water Main Replacement (Phase 2)	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$150,000	\$1,196,106
156th St NE Connector Water Main Installation	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$136,750	\$1,367,500	\$ -	\$ -
Edward Springs Treatment Plant Design	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -
Hwy 9 Evaluation	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$130,000	\$ -	\$ -	\$ -
JOA ¹ Cathodic Protection Replacement Design		N/A	\$ -	\$25,000	\$300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lake Goodwin Manganese Treatment Plant Design	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -
Lake Goodwin Standpipe Replacement		N/A	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LCRR ² Inventory and Outreach		N/A	\$ -	\$1,018,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LCRI ³ Inventory Validation/Replacement		N/A	\$ -	\$ -	\$ -	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Reservoir Cathodic Protection Addition		N/A	\$ -	\$120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sr 528 Water Main Replacement (67th Ave NE to 83rd Ave NE)	✓	N/A	\$ -	\$1,500,000	\$1,635,556	\$ -	\$ -	\$ -	\$ -	\$ -
Stillaguamish Filtration Cassette Replacement		N/A	\$ -	\$962,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water Plan Update	✓	N/A	\$ -	\$150,000	\$120,000	\$ -	\$ -	\$ -	\$ -	\$ -
Water Main Replacement (Associated With 4th/88th Interchange)	✓	N/A	\$ -	\$ -	\$900,000	\$ -	\$ -	\$ -	\$ -	\$ -
Water Renewals and Replacements		N/A	\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Water Reservoir Design	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$980,000
Total				\$5,000,931	\$2,805,556	\$1,700,000	\$2,990,641	\$3,567,500	\$2,600,000	\$3,376,106

1 JOA: Joint Operating Agreement 2. LCRR Lead and Copper Rule Revisions 3. Lead and Copper Rule Improvements

SEWER AND CAPACITY INFORMATION

The City of Marysville sanitary sewer service area encompasses approximately 23 square miles and includes most of the incorporated City, as well as areas within the City of Arlington, Tulalip Reservation, and unincorporated Snohomish County. Since the existing collection system already serves most of the City’s service area, expansion of this system will occur almost entirely by infill development, which will be accomplished primarily through developer extensions or capital projects into areas with historic septic systems. The City has seventeen sanitary sewer pump stations located throughout the City to pump wastewater into the collection system that takes the wastewater to the City’s Wastewater Treatment Plant (WWTP).

The City owns, operates, and maintains the WWTP located at 20 Columbia Avenue. The WWTP is permitted to discharge to Port Gardner Bay via an outfall owned by the City of Everett and also through a separate outfall to Steamboat Slough, in accordance with the facility’s National Pollutant Discharge Elimination System (NPDES) permit number WA0022497, effective on December 1, 2017.

The WWTP system consists of aerated lagoon cells and facultative lagoon cells. A major upgrade to the WWTP was completed in 2004. Improvements included the addition of four complete-mixed aerated lagoon cells, hydraulic curtains, effluent filter expansion, UV disinfection facilities, effluent pump upsizing, and a new pipeline to Everett for seasonal disposal of treated effluent in Port Gardner Bay. This upgrade increased the plant capacity from 6.1 mgd (maximum month design) to 12.7 mgd. In addition, the plant loading capacity, as measured by Biological Oxygen Demand (BOD) increased from 10,200 lbs/day to 20,143 lbs/day.

Sewer Inventory

Major components of the City of Marysville sewer system are provided in Figure 10.24 below.

Figure 10.24
Current Facility Inventory - Sewer (2016)

FACILITY	LOCATION/PARCEL NUMBER(S)
51st Street Sewer Lift Station	30051000202900
88th Street Lift Station	30052001025000
Allen Creek Lift Station	30052800400800
Carroll's Creek Pump Station	31052000200900
Cedarcrest Vista Sewer Lift Station	30052600101700
Reagan Sewer Lift Station	30053300100500
Wastewater Treatment Plant with associated lift stations, pump stations, and buildings.	30053300100500, 30053300200100, 30053300400600, 30053400300800, 30053300400200, 30053300401000, 30053300400400, 30053300400500
Westside Pump Station and Treatment Facility	30052900300700



Sewer Capital Improvement Plan

The capital improvement plan for sewer projects is provided below in Figure 10.25. Note, the revenue and expense projection for the Sewer CIP are shown in Figure 10.1 and Figure 10.2.

Figure 10.25

Capital Improvement Plan - Sewer

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	REMAINING	2024	2025	2026	2027	2028	2029	2030
88th St NE Sewer Replacement (Phase 1)	✓	N/A	\$ -	\$ -	\$100,000	\$1,500,000	\$510,000	\$ -	\$ -	\$ -
88th St NE Sewer Replacement (Phase 2)	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$90,000	\$1,500,000
Biosolids Removal		N/A	\$ -	\$600,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Cedar Crest lift station generator		N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -
Kellogg Lift Station generator		N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$ -
Eagle Bay Lift station generator		N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000
Effluent Flow Splitting		N/A	\$ -	\$25,000	\$700,000	\$ -	\$ -	\$ -	\$ -	\$ -
WWTP Chemical Tank Replacement		N/A	\$ -	\$35,000	\$650,000	\$ -	\$ -	\$ -	\$ -	\$ -
Marysville West Lift Station Replacement	✓	N/A	\$ -	\$ -	\$ -	\$500,000	\$1,500,000	\$ -	\$ -	\$ -
Sewer Comprehensive Plan Update	✓	N/A	\$ -	\$100,000	\$150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer Renewals and Replacements		N/A	\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
WWTP Filter Rehab		N/A	\$ -	\$200,000	\$200,000	\$200,000	\$ -	\$ -	\$ -	\$ -
WWTP Near Term Improvements		N/A	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WWTP Plant Upgrade Design	✓	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,670,000	\$1,330,000	\$700,000
Total				\$2,960,000	\$3,300,000	\$3,700,000	\$3,010,000	\$4,420,000	\$4,170,000	\$4,950,000

Sewer Level of Service (LOS) Standard and Future Needs

The level of service for the maintenance of the sewer collection system and wastewater treatment plant is measured by meeting continued uninterrupted demand of current customers, and providing sufficient capacity for future growth while meeting the requirements of the individual WWTP NPDES permit and Nutrient General Permit. The City is currently meeting this level of service.

Section 10.6

STORMWATER

The stormwater system is comprised of a 321-mile network of ditches, pipes and stormwater quantity and quality control facilities which connect individual parcels with the City's surface water system. The City also owns, operates and maintains several regional quantity and quality control facilities. The City will be establishing a replacement program starting in 2027 to repair or replace segments of stormwater pipes each year. Segments also may be targeted for improvements before the end of the service life, usually due to inadequate capacity after increases in development. An analysis of the existing storm drainage pipes will be completed in 2025 – 2026 to meet the minimum requirements for passing a 25-year storm event.

Land development activities requiring approval from the City must meet the requirements of the Department of Ecology's Stormwater Management Manual for Western Washington (SMMWW). When discharging to streams or open channels, runoff rates from development sites are required to meet certain water quality and flow control standards. Details of design criteria and core requirements can be found in the current SMMWW. The City ensures development activities meet the requirements of this manual.

Stormwater Level of Service (LOS) Standard

The level of service for the maintenance of the stormwater system is measured by meeting requirements of the National Pollution Discharge Elimination System Phase II permit for Western Washington, issued by the Washington State Department of Ecology. The City is currently meeting this level of service.

Stormwater Inventory

The City of Marysville stormwater inventory is provided below in Figure 10.26.

Figure 10.26

Current Facility Inventory - Stormwater

FACILITY	LOCATION/PARCEL NUMBER(S)
116th Infiltration Pond	30050900300600
128th Pond	4035 128TH ST NE
Belle Haven Vault	01180800099600
Berrywoods	01063400099800
Berrywoods Ph I Pond	01052200099701
Brighton Park Ridge Pond	00932100099900
Diamonds at Whiskey Ridge vault	01223500099500
Forresters Trails	01226200099400
Getchell Hill Ph 2 Pond B	001057900080700
Getchell Hill PRD Ph 1	01040200090400
Harvest Hills Pond	01130700099600
Holbrook Pond	01225200099900
Ingraham Boulevard Pond	30052300200700
Kellog Village Div 3 Pond B	6124 101ST PL NE
Kellog Village Div 3 Pond C	10201 61ST AVE NE
Kellog Village MHP	00960014210800
Kellogg Regional Detention	30052700106600
Magnolia Crest vault	01228600099100
Meadowcreek Park Pond	5617 139TH PL NE
Northpoint Park Pond 1	00828200099900
Northpoint Park Pond 3	00828200099900
Northridge Park Pond A	01027900099800
Redstone at Whiskey Ridge Vault	01235300050000
Regional Pond 1	31053300300200
Regional Pond 2	31053300300100
Smokey Point Commerce Center	30050400101900
Sunset Meadows Pond A	00824000099800
The Retreat vault	01228600100000
Tuscany Ridge	00857000099700

Stormwater Capital Improvement Plan

Figure 10.27
Capital Improvement Plan Stormwater

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	REMAINING	2024	2025	2026	2027	2028	2029	2030
51st and 136th St Culvert Design	✓		\$ -	\$ -	\$ -	\$ -	\$750,000	\$750,000	\$ -	\$ -
103rd and Shoultes LID ¹		DOE	\$363,180	\$327,271	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Cascade & Shoultes Elementary SRTS ² Improvements		DOE	\$778,163	\$150,000	\$1,257,764	\$ -	\$ -	\$ -	\$ -	\$ -
Downtown Stormwater Treatment Facility	✓	DOE	\$ -	\$360,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Flood Control Grant		Snohomish County	\$250,000	\$50,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Geddes Marina Remediation			\$ -	\$75,000	\$125,000	\$1,500,000	\$2,000,000	\$1,300,000	\$ -	\$ -
Jennings Park Stormwater Retrofit	✓		\$520,728		\$250,000	\$350,000	\$ -	\$60,000	\$1,000,000	\$ -
Surface Water Comprehensive Plan Update	✓	DOE	\$ -	\$50,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Stormwater Renewals and Replacements			\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$500,000	\$500,000
Total			\$1,912,071	\$1,012,599	\$2,132,764	\$1,850,000	\$3,250,000	\$2,610,000	\$1,500,000	\$500,000

1. LID: Low Impact Development 2. SRTS: Safe Routes to School



Marysville's Downtown Stormwater Treatment Facility has the capacity to treat runoff from much of the Downtown.

TRANSPORTATION

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecasted growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element ([page 229](#)) addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

Transportation Inventory

Travel needs within the City are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The key elements of the existing transportation system serving the City are outlined in Section 8.2 Transportation Element ([page 233](#)) and Chapter 2 of the full Transportation Plan.

Transportation Capacity

Information related to the existing capacity and proposed improvements to the network are within Section 8.5 Transportation Element ([page 245](#)).



The future City street network and non-motorized system must address the needs of existing development and growth areas.



Transportation Revenue and Expense Projections

Figure 10.28 and Figure 10.29 provide the revenue and expense projections for the Streets Capital Improvement Plans provided in Figure 10.30.

Figure 10.28

Expense and Revenue Projections by Year Transportation

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	\$8,997,500	\$17,850,000	\$ 18,177,000	\$11,240,000	\$11,935,000	\$9,000,000	\$9,150,000
Revenue by Year	\$9,470,580	\$ 17,692,313	\$ 15,811,365	\$12,380,953	\$ 12,681,126	\$9,056,731	\$9,147,265
Est. Difference	\$473,080	\$(157,687)	\$(2,365,635)	\$1,140,953	\$746,126	\$56,731	\$(2,734)

Figure 10.29

Non-Project Specific Revenue Forecast Transportation

	2022	2023	2024	2025	2026	2027	2028	2029	2030
Mitigation Fees	\$1,639,058	\$3,946,731	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
REET I & II	\$5,626,552	\$4,200,746	\$2,972,580	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
TBD Interest	\$90,214	\$313,424	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
TBD Sales Tax	\$3,991,224	\$4,468,320	\$4,100,000	\$4,182,000	\$4,265,640	\$4,350,953	\$4,437,972	\$4,526,731	\$4,617,266
Grants	\$ -	\$ -	\$868,000	\$8,980,313	\$7,015,725	\$3,500,000	\$3,713,154	\$ -	\$ -
Total	\$11,347,048	\$12,929,221	\$9,470,580	\$17,692,313	\$15,811,365	\$12,380,953	\$12,681,126	\$9,056,731	\$9,147,266

Transportation Capital Improvement Plan

Figure 10.30

Capital Improvement Plan - Streets

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
4th, 88th Interchange	✓	WSDOT/ Tulalip/ RAISE ¹	\$ -	\$ 50,000	\$600,000	\$ -	\$ -	\$ -	\$ -	\$ -
53rd Ave Ne and 61st Intersection and Shared Use Path Improvements	✓	CMAQ ² & TIB ³	\$1,990,515	\$230,000	\$2,025,000	\$ -	\$ -	\$ -	\$ -	\$ -
67th Ave Ne (Grove St to 88th St) Overlay		STBG ¹¹	\$550,000	\$40,000	\$905,300	\$ -	\$ -	\$ -	\$ -	\$ -
67th Ave Ne and 52nd St NE Intersection		FHWA ⁴ -STP ⁵ Design	\$240,000	\$ -	\$183,816	\$150,000	\$50,000	\$100,000	\$2,040,995	\$ -
88th St NE	✓	WSDOT ⁶ and Sno County ILA ⁷ , DOE ⁸	\$8,614,764	\$1,227,980	\$3,000,000	\$4,097,500	\$9,402,550	\$1,000,000	\$3,000,000	\$5,218,852
88th St NE and State Ave Intersection CFI ⁹	✓		\$ -	\$ -	\$ -	\$250,000	\$ 350,000	\$1,300,000	\$5,800,000	\$ -
116th NHS ¹⁰		WSDOT ⁶ NHS ¹⁰	\$ -	\$1,073,043	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
156th St NE Connector (Long Property)	✓	STBG ¹¹ Construction	\$2,967,500	\$ -	\$150,000	\$650,000	\$375,000	\$4,349,910	\$3,874,368	\$ -
156th St NE Interchange Improvements	✓	WSDOT ⁶ -CW ¹²	\$ -	\$ -	\$50,000	\$50,000	\$ -	\$ -	\$ -	\$ -
156th St NE Overcrossing		State Design	\$500,000	\$434,256	\$500,000	\$500,000	\$1,485,220	\$1,539,616	\$10,000,000	\$ 10,000,000
156th St NE (Smokey Point Blvd to Hayho Creek)	✓	TIB ¹³ Construction	\$1,440,000	\$200,580	\$2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
172nd Roundabout			\$ -	\$239,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2020 City Safety Program		WSDOT ⁶ HSIP ¹⁴	\$ 95,800	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -
2022 Citywide Ped Safety Improvements		WSDOT ⁶ HSIP ¹⁴	\$705,000	\$ -	\$30,000	\$675,000	\$ -	\$ -	\$ -	\$ -
Cascade Elementary Safe Routes to School		WSDOT ⁶ SRTS ¹⁵ , DOE ⁸	\$599,089	\$767	\$604,089	\$ -	\$ -	\$ -	\$ -	\$ -



PROJECT TITLE	CAPACITY PROJECT	GRANTSOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
Cascade Elementary - 100th St NE (Shoultes Rd to 51st Ave NE) SRTS		WSDOT ⁶ SRTS15	\$783,321	\$ -	\$90,000	\$161,570	\$ 540,601	\$ -	\$ -	\$ -
Cascade Safe Routes to School - 51st Ave NE		WSDOT ⁶ Construction	\$474,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$300,000	\$600,000
Citywide Intersection Improvements		WSDOT ⁶ HSIP ⁴	\$496,000	\$ -	\$97,000	\$399,000	\$ -	\$ -	\$ -	\$ -
Comeford Park Sidewalk and Lighting		CDBG1 ⁷ Construction	\$162,914	\$ -	\$255,000	\$ -	\$ -	\$ -	\$ -	\$ -
I-5 NB Marine View Dr. to SR 529 Corridor and Interchange Improvements			\$ -	\$ -	\$100,00	\$ -	\$ -	\$ -	\$ -	\$ -
I-5/156th ST NE Interchange Improvements			\$ -	\$ -	\$25,000	\$25,000	\$ -	\$ -	\$ -	\$ -
Ingraham Blvd And 84th NHS11		WSDOT ⁶ NHS11	\$3,602,000	\$ -	\$ 400,000	\$3,202,000	\$ -	\$ -	\$ -	\$ -
Marysville Middle School - 49th Dr NE (south of Grove Street) SRTS		WSDOT ⁶ SRTS1 ⁷	\$412,740	\$ -	\$53,836	\$450,068	\$ -	\$ -	\$ -	\$ -
Pavement Preservation			\$ -	\$4,300,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Pavement Management System			\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Quiet Zones			\$ -	\$53,030	\$100,000	\$100,000	\$ -	\$ -	\$ -	\$ -
Rectangular Rapid Flashing Beacons (RRFB)		WSDOT ⁶ HSIP ⁴	\$95,800	\$13,528	\$ -	\$94,000	\$ -	\$ -	\$ -	\$ -
RRFB multiple locations		TIB ³	\$47,740	\$62,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shoultes Elementary Safe Routes to School		WSDOT ⁶ Construction	\$394,073	\$ -	\$535,050	\$ -	\$ -	\$ -	\$ -	\$ -
SR531 Interiim Walkway			\$ -	\$191,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Route (SR)529/I-5	✓		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -
State Ave NHS ²		WSDOT ⁶ NHS11	\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Ave Preservation (116th to Spur Track)		STBG1 ¹¹ Preservation	\$744,281	\$ -	\$ -	\$ -	\$50,000	\$895,000	\$ -	\$ -
Transportation Comprehensive Plan Update			\$ -	\$120,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total				\$9,388,784	\$15,765,275	\$13,129,138	\$15,253,371	\$12,184,526	\$27,715,363	\$18,218,852

Section 10.8

SOLID WASTE

The City of Marysville provides solid waste for the entire UGA. The City has entered into an Interlocal Agreement (ILA) with Snohomish County Solid Waste, which is in effect until December 31, 2038 and provides an effective and efficient system for managing solid waste generated in the City. As a partner to the ILA, the City has adopted the Snohomish County Comprehensive Solid and Hazardous Waste Management Plan and disposes of all Solid Waste generated within the city limits at a Snohomish County Solid Waste disposal location. At the present time, Snohomish County exports solid waste by rail to the Roosevelt Regional Landfill located in Klickitat County.

Marysville is a municipal hauler, meaning that the City maintains an enterprise fund to provide for residential curbside and commercial/multi-family garbage collections. Single stream recycling and organic material collection is provided by way of contract with the City's contractor for these services. Co-mingled recycling is processed at the Cascade Recycling Center and organics are processed through local composting facilities.



Sanitation trucks have technology enabling them to pick up any size waste receptacle.



Section 10.9

PARKS

The City has 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. Marysville Parks, Culture and Recreation (MPCR) staff manage a diversified menu of exceptional recreational, cultural and athletic programming.



A pond at Cedarcrest Golf Course reflects the evergreen trees which grace the course.



The pickleball courts at Jennings Park are a well-utilized new recreational amenity.

Parks Inventory

Figure 10.31 provides an inventory of Marysville Parks Facilities. For more information related to Existing Park Facilities, Future Needs, and Level of Service see the Marysville [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#), which will be updated in 2025.

Figure 10.31

Parks Inventory

FACILITY	PARCEL NUMBER(S)	LOCATION
1221 3rd Street	00510700201100	1221 3rd Street
Bayview Ridge: Gibbs Property Land/Row, Hoekendo Land/Row, Tract 100 Land/Easement	00758600001300, 00758600001400, 00756800010000, 30052600100100	Row Bayview Ridge, Hoekendorf Row Bayview Ridge, Bayview Ridge, Long Easement Bayview Ridge
Bay Ridge Trail: Land/Easement P0708	00756800000800 Portion	General Parks
Brookwood Park/67th Place: Land	00779300010000	Brookwood Park
Cedarcrest Vista Park: Land	00861600099400	Cedarcrest Vista Park
Cedar Field 10th St School: Field Wright/Cedar Field and Land	00585600200100, 00585600200100	Wright/Cedar Field, 1010 Beach Ave
Centennial Trail: Land	30051300300700	Between SR 9 & 83rd Ave NE
City Hall & Comeford Park: Land	00528701000000	Comeford Park Yard
Cloverdale Div. 1: Land	00797300099900	Cloverdale
Crane Property: Land	30052700303800/4600/8200	Crane Property
Crystal Heights Blk 000: Land	00790300099900	Crystal Heights
Crystal Terrace Tract A: Land	00782900099900	Crystal Terrace
Deering Sunnyside WWU: Land	00590700011000, 00590700013100, 00590700013200, 00590700013400, 00590700015500, 00590700015800	Dearing Acre Tracks Park
Doleshel Tree Farm Park: Land	30052200103300	Doleshel Tree Farm Park
Foothills Park	00877900099900	58th St NE
Harbor View Park – Vanoverbek and Ross: Land	30053400301100, 30053400300600	Harbor View Park
Holman Property Par: A-D: Land	30052700400300	Holman Property
Jennings Park: Nature Park, South Park Yard, North Park Yard	30052700205300, 004089000000702, 00797600050100, 30052700302300	
King Property Park	29050200302400	King Property Park
Mother's Nature Window Caretaker Residence	30051500300500	55th Ave and 100th St



Mother's Nature Window Park	30051500300-100,700,800,500	55th Ave Ne / 100th St
Municipal Golf Course: Land	30052300300300	Golf Course Yard
Munson Creek Div.4 Tract 999: Land	00782600099900	Munson Creek
Munson Creek Div. 5 & 6: Land	00783100099800	Munson Creek
Northpointe East Park	00864800099900	Bayview
Northpointe Park Tract D: Land	00828200099800	Northpointe Park
Oberg Sunnyside Nature Trail: Land	29050200205600	Sunnyside Nature Trails
Olympic View Park	29050300108400, 29050300108500	Olympic View Park
Opera House	00510700201200	1225 3rd St/Opera House
Parkside Way Park	01016100099800	7729 64th Pl Ne
Peace Park (64th & Grove): Land	00405500099900	Peace Park
Portion Vista Green: Land	30052800405700	Portion Vista Green
Quilane Blk 000 Tr 999: Land	00773900099900	Quilane Blk 000
Qwuloolt Trail: Land	30052800406000, 30052700307700, 30052700303700	Qwuloolt Trail
Qwuloolt Wetlands: Roberts Land G0701, Hendrickson Land G0701, Rose Land G0701	29050300108500, 2905030010840, 30052700306000, 30053400200600	Qwuloolt Interlocal
Rose Property (House)	30052700306000	General Parks
Serenity Park	00865600010300	72nd Dr NE
Shasta Ridge Park	01115100099600	83rd Avenue
Sherwood Forest	00629200005100	Unimp HCA With Stream Cor
Skateboard Park: Land	30052800219500	Skateboard Park
Strawberry Fields Future Athletic Complex: Land	3105340010050, 31053400400500	Strawberry Fields
Strawberry Fields Caretakers House/Garage/Landreth: Land	31053400100400	Strawberry Fields
Suncrest Tr/Hickock Park: Land	00723000011000	Hickock Park
Sunnyside Blvd Tract: Land	30053400102100	Sunnyside Blvd Tract
Timberbrook / Heather Glen	00548300004900/004067000067000	Stream Corridor Near Stw
Tuscany Park: Land	00857000099700	Tuscany Park
Verda Ridge Park Tract 99a: Land	00835600099800	Verda Ridge Park
Walter's Manor	00671600005000	41st Ave NE
Waterfront-McCollum Property: Land	00551100900100	Waterfront Park Prop
Welco Lumber Property Boat Launch: Land	30053300200800	Misc-Future Waterfront Pk

Parks Revenue and Expense Projections

Figure 10.32 and Figure 10.33 provide the revenue and expense projections for the Parks Capital Improvement Plans provided in Figure 10.34.

Figure 10.32

Expense and Revenue Projections by Year Transportation

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	\$1,850,000	\$2,400,000	\$ 3,360,000	\$2,000,000	\$2,000,000	\$2,050,000	\$2,090,000
Revenue by Year	\$2,519,575	\$2,423,082	\$2,617,769	\$1,996,802	\$2,026,706	\$2,057,508	\$2,089,233
Est. Difference	\$669,575	\$23,082	\$ (742,231)	\$(3,198)	\$26,706	\$7,508	\$(767)

Figure 10.33

Non-Project Specific Revenue Forecast Transportation

	2022	2023	2024	2025	2026	2027	2028	2029	2030
REET I & II	\$5,626,552	\$4,200,746	\$990,860	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Transfer in - GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Park Mitigation	\$476,277	\$1,261,276	\$912,215	\$939,582	\$967,769	\$996,802	\$1,026,706	\$1,057,508	\$1,089,233
Grants	\$ -	\$ -	\$616,500	\$483,500	\$650,000	\$ -	\$ -	\$ -	\$ -
Total	\$6,102,829	\$5,462,022	\$2,519,575	\$2,423,082	\$2,617,769	\$1,996,802	\$2,026,706	\$2,057,508	\$2,089,233



Figure 10.34**Capital Improvement Plan – Parks and Recreation**

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
Bayview Trail Phase 1	✓	DOC	\$500,000	\$157,891	\$500,000	\$250,000	\$2,400,000	\$ -	\$ -	\$ -
Cedarcrest Golf Course - Cart storage & paths			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$600,000	\$ -
Cedarcrest Golf Course - 67th Ave netting			\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -
Cedarcrest Vista Park - landscaping, irrigation			\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -
Community Center Bathroom Remodel			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -
Community Center Pocket Park			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$75,000	\$ -
Deering Wildflower Acres - pavilion & paved parking			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$140,000
Ebey Waterfront Park			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000
Ebey Waterfront Park Boat Launch Pilings										
Ebey Waterfront Trail Phase 4		DOC	\$999,100	\$486,009	\$350,000	\$1,550,000	\$ -	\$ -	\$ -	\$ -
Harborview Park - irrigation & furnishings			\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -
Hickok Park - retaining wall, landscaping, fencing			\$ -	\$ -	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -
Jennings Memorial Park			\$ -	\$250,000	\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -
Jennings Memorial Park - pickleball restrooms; pave trail			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$450,000
Mother Nature's Window Park		HUD	\$ 750,000	\$229,557	\$750,000	\$250,000	\$ -	\$ -	\$ -	\$ -
Park Comprehensive Plan Update			\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Playground Replacements			\$ -	\$350,000	\$ -	\$ -	\$500,000	\$500,000	\$500,000	\$500,000
South End Dog Park			\$ -	\$ -	\$ -	\$ -	\$200,000	\$ -		\$ -
Strawberry Fields Fish Barrier Removal and Dog Park Vehicle Lot			\$ -	\$ -	\$250,000	\$ -	\$ -	\$350,000	\$ -	\$ -
Twin Lakes Park Improvements			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Twin Lakes Park Master Plan			\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -
Youth Peace Park - furnishings			\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -
Total				\$1,473,457	\$1,850,000	\$2,110,000	\$3,600,000	\$1,100,000	\$1,550,000	\$1,590,000

CITY FACILITIES

General Public Works and City properties, facilities and buildings that do not fall under, Water, Sewer, Stormwater, Transportation, or Parks are provided in this section.

Level of Service (LOS) Standard and Future Needs – City Facilities

City Hall: Located on Delta Avenue between 5th and 7th Streets, the new Marysville Civic Center, occupied in October 2022, consolidates most city services into one modern, energy-efficient public facility to help meet the current and future needs of our growing city. This offers residents and visitors a one-stop shop for city customer service functions and an attractive new public landmark in Marysville's downtown core.

Public Works: The City of Marysville Public Works Department is currently located at 80 Columbia Avenue and intends to relocate its public works and administration operations to the current Marysville School District (MSD) administrative offices at 4220 80th Street NE. The move entails a property exchange with the Marysville School District where the City would move to the school district property at 4220 80th Street NE, and the school district administrative offices would move to the City's former City Hall building at 1049 State Avenue.

The current Public Works facility is located in the floodplain. Since the City's Public Works operation must be dependable during flood events, the proposed new site would enable City to fulfill its duty to render community aid during disasters and will also reduce the risk of damage to City equipment and facilities. The City values the ability to reuse the existing structures on the MSD site and avoid reconstruction costs. Construction costs for a brand new Public Works facility could be as high as \$76 million according to a study recently



The Marysville Civic Center offers a wide-array of city services in one convenient, modern facility.

commissioned by the City. The City's future waterfront redevelopment and site fill is also dependent on the relocation of the Public Works facilities. Since the prior City Hall is no longer in use, the City supports accommodating the MSD's needs by constructing an addition to facilitate the exchange.



City Facilities Inventory

Figure 10.35 provides the City facility inventory.

Figure 10.35

City Current Facility Inventory

FACILITY	PARCEL NUMBER(S)	LOCATION
4th Street MESH	0051201000300	1926 4th St
47th MESH	00551201001602	6030 47th Ave NE
61st MESH	30052700306000	5626 61st Ave NE
1926 4th Street	00551201000300	1926 4th Street
Alder MESH	30052800214700	1095 Alder Ave
City Hall - Old: Building	30052800215600	1049 State Avenue
City Hall - Old: Land	30052800215700	1035 State Avenue
Chamber of Commerce: Land	00510700100600	Cedar Avenue
Civic Center	00576200700502, 00576200600400, 00576200600200, 00576200600100, 00576200601501, 00518500200400, 00518500200300, 00518500200100, 00518500101400, 00518500101700, 00518500101800, 00518500100300, 00518500100100	501 Delta Ave
Civic Center southeast parking lot	005528700900600	1404 5th Street
Coca Cola Property	30052100422900, 30052100423000	76th St NE
Community Center (former municipal courthouse): Building	30052800211900	1015 State Ave
Community Center land (former municipal courthouse): Land	00300528002119	Adjacent to Community Center
Municipal Jail (former Delta Ave Peak Building)	00576200100100, 00576200100300, 00518500200100	601 Delta Avenue
Densmore Property	00590700030402	Densmore Road
Frontier Property	31052800300100, 31052800302200, 31052800300200	East of Smokey Point Blvd and north of 156th St NE
Geddes Marina Property	30053300203100, 30053300202700	1326 1st St
Jacobson and Keiso Properties	30051000203900, 00551100900400, 00551100900300	1408 1st St
Mill Property: Land	30053300201200	60 State Ave

City Current Facility Inventory (cont.)

FACILITY	PARCEL NUMBER(S)	LOCATION
Pavish Property	00510700900100, 00510700900201, 00510700900202, 00510700900300, 00510700901000, 00510700901200	101 & 117 Beach Ave
Police Department Evidence Building	30051600203900	10118 Smokey Point Blvd
Public Works Operations Buildings and Facilities (Various)	30053300200100	80 Columbia Avenue
Skippers Property: Land	30052800215700	1035 State Avenue
Welco Property	30053300202400	1218 1st Street
Williams Property: Land	576200600100	Williams Property

General Facilities Capital Improvement Plan

The general facilities capital improvement plan is provided below in Figure 10.36.

Figure 10.36
Capital Improvement Plan – Public Works

PROJECT TITLE	CAPACITY PROJECT	2024	2025	2026	2027	2028	2029	2030
Public Works Operations Relocation	✓	\$-	\$7,500,000	\$2,328,000	\$-	\$-	\$-	\$-
Interfor Fill	✓	\$-	\$1,200,000	\$2-	\$-	\$-	\$-	\$-

POLICE

The City of Marysville Police Department (MPD) provides law enforcement, policing, crime prevention, public safety, and corrections services within the City.

Police Facilities

The Department provides quality policing in partnership with the community through long-term problem-solving, crime prevention, and law enforcement. All police operational and support functions are based out of the City-owned and maintained Marysville Civic Center (MCC) at 501 Delta Avenue. The MCC, a voter-funded public safety project to build a new police station and jail, opened in 2022. An auxiliary evidence storage and processing facility is being constructed with expected occupancy during the first quarter of 2024. This location includes garage storage for impounded vehicles pending search warrants, evidence processing of those vehicles, and long-term evidentiary storage of bulk evidence and property.

Police Facility Inventory

Figure 10.37
Facility Inventory – Police

FACILITY	LOCATION	SIZE/CAPACITY
Auxiliary Evidence Buildings	10118 State Avenue	Building A 5,322 SF Building B 2,176 SF
Marysville Municipal Jail and Medical Area (see also figure 10.35)	601 Delta Avenue	Houses 96 residents
Police Department	501 Delta Avenue	80,369 SF

Police Level of Service

Service Standards and Level of Service details are outlined in the Public and Human Services Element (page 147), and on page 41 of the [MPD Functional Plan for 2024-2044](#).



The Marysville Police Department actively recruits new personnel to ensure adequate staffing.

Section 10.12

FIRE

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 Reservation. More information related to the Marysville Fire District may be found in Section 5.3 Fire of the Public Services Element ([page 154](#)).

Fire Inventory

Apparatus and other vehicles, trained personnel, firefighting and emergency medical equipment, and fire stations are the essential capital resources necessary for the MFD to carry out its mission. See the [Marysville Fire District Capital Facilities & Apparatus Inventory](#) [Fire District Inventory](#).



Marysville Fire District Rescue provides aid to those in emergency situations.



The Marysville Fire District's Chief and staff converse.



Fire Capital Facilities Plan

The capital facilities plan for the Fire District is provided in Figure 10.38 below.

Figure 10.38

Capital Improvement Plan – Parks and Recreation

PROJECT TITLE	COST (\$)	REVENUE SOURCE	2024	2025	2026	2027	2028	2029	2030
Administration office	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,000,000
Ambulance	\$ -	N/A	\$ -	\$352,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ambulance	\$ -	N/A	\$ -	\$352,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ambulance	\$ -	N/A	\$ -	\$352,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ambulance	\$ -	N/A	\$ -	\$352,000	\$ -	\$ -	\$ -	\$ -	\$ -
Fire engine	\$ -	N/A	\$880,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fire engine	\$ -	N/A	\$ -	\$ -	\$1,430,000	\$ -	\$ -	\$ -	\$ -
Fire engine	\$ -	N/A	\$ -	\$ -	\$1,430,000	\$ -	\$ -	\$ -	\$15,400,000
Ladder truck	\$ -	N/A	\$1,540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance facility	\$ -	Levy	\$ -	\$ -	\$ -	\$ -	\$5,000,000	\$ -	\$ -
Station 61	\$14M	Levy	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Station 62	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Station 63	\$10M	Capital	\$ -	\$ -	\$13,000,000	\$ -	\$ -	\$ -	\$ -
Station 65	\$8M	Levy	\$ -	\$ -	\$ -	\$ -	\$10,000,000	\$ -	\$ -
Station 66	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Training center	\$ -	Levy	\$ -	\$ -	\$ -	\$3,000,000	\$ -	\$ -	\$ -

Section 10.13

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. Please reference Chapter 5, Public and Human Services, Section 5.4 ([page 158](#)) for details related to schools



Marysville Getchell High School is the newest high school serving the Marysville School District.



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CITY OF MARYSVILLE

2024–2044

Comprehensive Plan

Adopted December 9, 2024 via Ordinance ----
501 Delta Avenue, Marysville, WA 98270

Appendix 1

Reasonable Measures

A 1997 amendment to the Growth Management Act, (GMA) 36.70A.215, requires jurisdictions planning under the GMA to consider implementing reasonable measures that will: (1) Increase consistency between actual development and existing planning policies and development regulations; and (2) Increase residential density or employment capacity within existing urban growth areas prior to or instead of the consideration of expansion of the Urban Growth Area (UGA). This policy advances GMA objectives for compact urban development and reduced sprawl.

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP GF-7 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix D of the CPP, to evaluate all proposed UGA expansions proposed pursuant to DP-2. Starting with the 2004-2005 Comprehensive Plan update, each jurisdiction "...will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."

The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has implemented various measures to increase density within the UGA within its Comprehensive Plan and development regulations; these measures are outlined in Table 1. Based on analysis of the current commercial, industrial, and residential buildable lands, there is adequate land within the current UGA to meet both housing and employment capacity requirements, so no UGA expansion is proposed.

Table 1 Reasonable Measures Currently Used by the City of Marysville

REASONABLE MEASURES	DATE INTRODUCED AND/OR UPDATED AND ORDINANCE	FREQUENCY OF USE	EFFECT ON DENSITY TREND	DESCRIPTION/COMMENTS
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131); 2011 (o.2852); 2018 (o.3093); 2022 (o.3203)	Few times a year	Minimal	Code allows both attached and detached units. Most used in single family areas. Standards modified to be more flexible in 2018 and 2022.
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411)	Frequent	Generally adds 10-20% density to subdivisions. In certain multi-family zones, density increases	Residential density incentives may be applied to multi-family development in the R-12 through R-28 zones; Planned Residential Developments; multi-family development in the MU, CB, and

	and 7/7/03 (o. 2481)		may be up to 50% over the base density. In certain commercial zones, density increases for mixed use multi-family developments are not capped.	GC, zones; and in the single family, multi-family, and Mixed Use zones within the Whiskey Ridge Master Plan area. Residential density incentives may be pursued for constructing affordable housing; dedication or improvement of public facilities, trails, or open space; community image and identity; historic preservation; mixed use projects adjacent to services; stormwater facilities that incorporate recreational amenities; project design (e.g. perimeter landscaping, preservation of substantial native vegetation); and green building.
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture.	On-site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRDs.	Clustering is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.
Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7,200 sf lots on land designated High Density Single Family (R-6.5) and High Density Single Family – Small Lot (R-8). They currently require a conditional use permit and 12,500 sf for lots in the Medium Density Single Family (R-4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258); 2021 (o.3295)	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations. Densities were also increased with the 2021 Downtown Master Plan

				Area (DMPA) for various new Downtown zones.
Mandate minimum residential densities	9/1/03 (o.2487); 2021 (o.3295)	Rare	Effective when used	Residential minimum densities have been considered by the City on several occasions and generally rejected as a practice. Minimum residential densities were established for most of the new zones created with the DMP update.
Allow townhomes & condominiums	6/9/97 (o.2131)	Frequent	Effective	Allowed through PRD ordinance in single family zones, as well as in multi-family zones and the Mixed Use zone.
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5,000 sf minimum lot sizes allowed in all Medium and High Density Single Family zones (R-4.5 and R-6.5 du/net acre). 4,000 sf minimum lot sizes allowed in R-8 zone. Smaller lot sizes allowed through PRD.
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Frequency increasing	Effective	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development and redevelopment has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within the City.
Measures that Increase Employment Capacity				
Develop an Economic Development Strategy	11/2002	Used daily	Effective	City completed an economic development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction.

				Significant economic development has occurred over the past 20 years.
Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multi family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and various capital decisions 2000-present	Broad use	Effective (outcome anticipated)	Downtown Master Plan update adopted in 2021 that encourages commercial, higher density residential, and middle housing. Major capital improvements have occurred since the last update such as, but not limited to, construction of the Civic Center and Jail, Comeford Park improvements including a spray park, conversion of court to new Civic Center, 1 st and 3 rd Street Low Impact Development (LID) improvements, new I-5/SR529 Interchange under construction, and adoption of the 2021 – 2026 Waterfront Strategic Plan. These and various other activities are intended to stimulate downtown revitalization.
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Effective	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective; however, with SEPA being phased out on many project reviews, it will be used less frequently.	Interlocal agreement with Snohomish County on annexation and urban development has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since the 2005 Comprehensive Plan update, several major annexations have occurred including the 2009 Central Marysville Annexation. As a result, over 99% of the City's

				Urban Growth Area has been annexed.
Implement a process to expedite plan and permit approval	6/02-present	Pervasive	Effective	Additional staff as well as significant and ongoing permit and process improvements has resulted in much faster and more efficient permit processing. Results have proven valuable to economic development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423); 2011 (o.2852); 2022 (o.3244)	Frequent	Moderate effect	City implemented stricter standards for small lot (<5,000 sf) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards. Commercial design standards have been strengthened and apply to all commercial zones except Light Industrial properties that are not within the Smokey Point Master Plan Area or in limited other designated areas (i.e. Light Industrial with General Commercial Overlay zone, etc.) and General Industrial properties.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Completed with the 2005 Comp. Plan update.	Effective	Completed community visioning for the 2005 update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	Ongoing	Pervasive	Effective	City has completed major capital projects including sewer projects including the wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities including Regional Ponds 1 and 2); transportation improvements including downtown park & ride, State Avenue, SR 528, 51 st Avenue connector, 156 th Street overpass, and other roads; as well as major park improvements including a waterfront park with boat launch, spray park, downtown skateboard

				park, regional soccer fields complex, and community center. Construction of the Civic Center and jail were significant recent achievements.
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The following actions, **Table 2**, should be taken with respect to existing and additional reasonable measures to increase residential and employment densities:

Table 2 Measures to Increase Residential and Employment Densities

REASONABLE MEASURES	RECOMMENDED REVIEW OR ACTION
Measures that Increase Residential Capacity	
Modify Accessory Dwelling Unit (ADU) standards	Amend standards in 2025 to allow two units per lot, eliminate owner occupancy requirement, etc. to comply with State law.
Allow Middle Housing	By June 2025, the City will need to adopt Middle Housing standards in order to comply with HB 1110. Middle housing includes housing types that are in between the size and density of single family and multi-family housing (e.g. duplex, triplexes, fourplexes, stacked flats, etc.). The City will need to allow six of the nine middle housing types identified in State law in all zones designated for residential. As a Tier 2 City, 2 units will need to be allowed per lot in residential zones, with up to 4 units per lot along high-capacity transit routes or when affordable housing is provided. In late 2030, the City will become a Tier 1 City and will need to allow 4 units per lot in residential zones, with up to 6 units per lot along high-capacity transit routes or when affordable housing is provided.
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development. These have been, and will continue to be, reviewed to ensure their effectiveness.
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives. PRDs are allowed through an administrative design review process rather than a rezone process. Audit code to ensure that it is effective and encouraging desired outcomes.
Allow Cohousing	Cohousing is currently allowed in PRDs and cottage housing. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Update regulations to eliminate Conditional Use Permit for duplexes in the R-4.5 zone and update as otherwise necessary to comply with State law.
Allow Townhomes & Condominiums	Review PRD code for additional density incentives. PRDs are now allowed through an administrative design review process instead of a rezone process.

Increase allowable residential densities	This plan includes single family residential zones with increased densities and multi-family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.
Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Continue with current regulations.
Encourage transit-oriented development	The City's Mixed Use zone and residential density incentives pertaining to providing density bonuses for locational mixed use encourage transit-oriented development. The City is currently coordinating with Community Transit on the SWIFT Bus Rapid Transit Service, which is anticipated to be implemented in the City by 2029. Since the ultimate route is still being determined, zoning changes are not currently proposed but may be pursued when the SWIFT route is determined at the policy direction of City Council.
Plan and zone for affordable and manufactured housing development	Plan to accommodate affordable housing in proportion to the need within the County and the City's size, and monitor progress. Manufactured home parks and subdivisions are currently allowed in the UDC.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	With the adoption of the 88 th Street Master Plan, a form-based zone was created; however, it was repealed in 2021 due to difficulties with access and development of the site. Also, in 2021, the Downtown Master Plan was adopted which implemented a form-based code for the larger Downtown master Plan Area.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement 2021 Downtown Master Plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually
Encourage Transportation-Efficient Land Use	Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
Create Annexation Plans	Annexation strategies are included within this Land Use Element and discussed within various neighborhood plans. These annexation strategies have been implemented resulting in annexation of over 99% of the current Urban Growth Area.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate. Implement Pavement Minimization and LID standards.
Continue process improvements to increase	Continuously review and pursue process improvements to meet or exceed permit targets.

efficiency, and expedite plan and permit approval	
Measures to Mitigate the Impact of Density	
Design Standards	Implement revised design standards to address negative perceptions of higher density developments. Updates have occurred over the years and are expected to be updated in 2025 to coincide with the implementation of HB 1110 (i.e. the middle housing statute).
Urban amenities for increased densities	Continue to allow density bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	
Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

Appendix 1x

Reasonable Measures

A 1997 amendment to the Growth Management Act, (GMA) 36.70A.215, requires jurisdictions planning under the GMA to consider implementing reasonable measures that will: (1) Increase consistency between actual development and existing planning policies and development regulations; and (2) Increase residential density or employment capacity within existing urban growth areas prior to or instead of the consideration of expansion of the Urban Growth Area (UGA). This policy advances GMA objectives for compact urban development and reduced sprawl.

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP GF-7 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix D of the CPP, to evaluate all proposed UGA expansions proposed pursuant to DP-2. Starting with the 2004-2005 Comprehensive Plan update, each jurisdiction "...will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."

The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has implemented various measures to increase density within the UGA within its Comprehensive Plan and development regulations; these measures are outlined in Table 4-61. Based on analysis of the current commercial, industrial, and residential buildable lands, there is adequate land within the current UGA to meet both housing and employment capacity requirements, so no UGA expansion is proposed.

Table 4-61 Measures Currently Used by the City of Marysville

Reasonable Measures	Date introduced	Frequency of use	Effect on Density Trend	Description/Comments
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131); <u>2011 (o.2852); 2018 (o.3093); 2022 (o.3203)</u>	Few times a year	Minimal	Code allows both attached and detached units. Most commonly used <u>Most used</u> in downtown single family areas. <u>Standards modified to be more flexible in 2018 and 2022.</u>
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411) and 7/7/03 (o. 2481)	Frequent	Generally adds 10-20% density to subdivisions. In certain multi-family zones, density increases may be up to 50% over the base density. In certain commercial zones, density increases for mixed use multi-family	Residential density incentives may be applied to multi-family development in the R-12 through R-28 zones; Planned Residential Developments; multi-family development in the MU, CB, and GC, and DC zones; and in the single family, multi-family, and Mixed Use zones within the Whiskey Ridge Master Plan area. Residential density incentives may be pursued for <u>constructing affordable housing</u> ; dedication or improvement of public facilities, trails, or open space; <u>community image and identity; installation of gateway improvements</u> ; historic preservation; mixed use projects within close

			developments are not capped.	proximity to services; stormwater facilities that incorporate recreational amenities; <u>project design (e.g. perimeter landscaping, preservation of substantial native vegetation); and other amenitiesgreen building.</u>
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture.	On-site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRDs.	Clustering, as used herein , is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.
Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7,200 sf lots on land designated High Density Single Family (R-6.5) and High Density Single Family – Small Lot (R-8). They <u>currently</u> require a conditional use permit and <u>7,200 sf for new lots and 12,500 sf for existing</u> lots in the Medium Density Single Family (R-4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258); <u>2021 (o.3295)</u>	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations. <u>Densities were also increased with the 2021 Downtown Master Plan Area (DMPA) for various new Downtown zones.</u>
Mandate minimum residential densities	9/1/03 (o.2487); <u>2021 (o.3295)</u>	Rare	Effective when used	Minimum density was applied in the Smokey Point subarea to allow General Commercial properties to utilize up to 20% site area for residential use. The minimum density (12 du/gross acre) was approved to prevent lower density developments; however, this code provision has since been repealed. <u>Single familyResidential</u> minimum densities have been considered by the City on several occasions and generally rejected as a practice. <u>Minimum residential densities were established for most of the new zones created with the DMP update.</u>

Allow townhomes & condominiums	6/9/97 (o.2131)	Occasional <u>Frequent</u>	Effective	Used <u>Allowed</u> through PRD ordinance in single family zones, as well as in multi-family zones and the Mixed Use zone.
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5,000 sf minimum lot sizes allowed in all Medium q And High Density Single Family zones (R-4.5 and R-6.5 du/net acre). 4,000 sf minimum lot sizes allowed in R-8 zone. Smaller lot sizes allowed through PRD overlay .
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Frequency <u>increasing</u> Occasional	Effective if used	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development and redevelopment has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within the City.
Measures that Increase Employment Capacity				
Develop an Economic Development Strategy	11/2002	Used daily	Effective	City completed an economic development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction. <u>Significant economic development has occurred over the past 20 years.</u>
Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multiple family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and <u>various</u> capital decisions 2000- <u>present</u> 2004	Broad use	Effective (outcome anticipated)	Regulations approved to allow residential densities in downtown. <u>Downtown Master Plan update adopted in 2021 that encourages commercial, higher density residential, and middle housing.</u> Major capital improvements have occurred since the last update such as, but not limited to, <u>construction of the Civic Center and Jail, Comeford Park improvements including a spray park, conversion of court to new Civic</u>

				<u>Center, 1st and 3rd Street Low Impact Development (LID) improvements, new I-5/SR529 Interchange under construction, and adoption of the 2021 – 2026 Waterfront Strategic Plan. the State Avenue improvements, a downtown park and ride, a skateboard park, a spray park, a waterfront park with boat launch, and the replacement of the Ebey Slough bridge. These and various activities</u> are intended to stimulate downtown revitalization.
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Somewhat <u>Effective</u>	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective; <u>however, with SEPA being phased out on many project reviews, it will be used less frequently.</u>	Interlocal agreement with Snohomish County on annexation and urban development. h Has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since the 2005 <u>last</u> Comprehensive Plan update in 2005 , several major annexations have occurred including the <u>2009</u> Central Marysville Annexation. As a result, over 99% of the City's Urban Growth Area has been annexed.
Implement a process to expedite plan and permit approval	6/02-present	Pervasive	Effective	Reorganized department in 2002 and have implemented major permit streamlining beginning 2003. Additional staff as well as significant and ongoing permit and process improvements has resulted in much faster and more efficient permit processing. Results have proven valuable to economic development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423); <u>2011 (o.2852); 2022 (o.3244)</u>	Frequent	Limited <u>Moderate</u> effect	City implemented stricter standards for small lot (<5,000 sf) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards. Commercial design standards have

				been strengthened and apply to all commercial zones except Light Industrial properties that are not within the Smokey Point Master Plan Area <u>or in limited other designated areas (i.e. Light Industrial with General Commercial Overlay zone, etc.)</u> and General Industrial properties.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Completed with the 2005 Comp. Plan update.	Effective	Completed community visioning for the 2005 update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	Ongoing	Pervasive	Effective	City has completed major capital projects including sewer projects including the wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities including Regional Ponds 1 and 2); transportation improvements including downtown park & ride, State Avenue, SR 528, 51 st Avenue connector, 156 th Street overpass, and other roads; as well as major park improvements including a waterfront park with boat launch, spray park, downtown skateboard park, regional soccer fields complex, and community center. <u>A new City Hall and major remodeling of the public safety complex were also completed. Construction of the Civic Center and jail were significant recent achievements.</u>

The following actions, Table-~~24-7~~, should be taken with respect to existing and additional reasonable measures to increase residential and employment densities:

Table-~~24-7~~ Measures to Increase Residential and Employment Densities

Reasonable Measures	Recommended review or action
Measures that Increase Residential Capacity	
Permit <u>Modify</u> Accessory Dwelling Units (ADU)s in single family zones standards	Review and possibly eliminate owner occupancy requirement to increase construction of ADUs. Amend standards in 2025 to allow two units per lot, eliminate owner occupancy requirement, etc. to comply with State law.

<u>Allow Middle Housing</u>	<u>By June 2025, the City will need to adopt Middle Housing standards in order to comply with HB 1110. Middle housing includes housing types that are in between the size and density of single family and multi-family housing (e.g. duplex, triplexes, fourplexes, stacked flats, etc.). The City will need to allow six of the nine middle housing types identified in State law in all zones designated for residential. As a Tier 2 City, 2 units will need to be allowed per lot in residential zones, with up to 4 units per lot along high-capacity transit routes or when affordable housing is provided. In late 2030, the City will become a Tier 1 City and will need to allow 4 units per lot in residential zones, with up to 6 units per lot along high-capacity transit routes or when affordable housing is provided.</u>
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development. <u>These have been, and will continue to be, reviewed to ensure their effectiveness.</u>
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives. PRDs allowed <u>are allowed</u> through an administrative design review process rather than a rezone process. <u>Audit code to ensure that it is effective and encouraging desired outcomes.</u>
Allow Cohousing	Cohousing is currently allowed in PRDs and cottage housing. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Continue with current regulations. <u>Update regulations to eliminate Conditional Use Permit for duplexes in the R-4.5 zone and update as otherwise necessary to comply with State law.</u>
Allow Townhomes & Condominiums	Review PRD code for additional density incentives. PRDs are now allowed through an administrative design review process instead of a rezone process.
Increase allowable residential densities	This plan includes single family residential zones with increased densities and multi-family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.
Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Continue with current regulations.
<u>Encourage transit oriented development</u>	<u>The City's Mixed Use zone and residential density incentives pertaining to providing density bonuses for locational mixed use encourage transit-oriented development. The City is currently coordinating with Community Transit on the SWIFT Bus Rapid Transit Service, which is anticipated to be implemented in the City by 2029. Since the ultimate route is still being determined, zoning changes are not currently proposed, but may be pursued when the SWIFT route is determined at the policy direction of City Council.</u>

Plan and zone for affordable and manufactured housing development	Plan to accommodate affordable housing in proportion to the need within the County and the City's size, and monitor progress. Manufactured home parks and subdivisions are currently allowed in the UDC.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	With the adoption of the 88 th Street Master Plan, a form based zone was created: the 88 MU zone. While redevelopment has not occurred yet within the 88th Street Master Plan area, when development occurs the concept of zoning by building type rather than use will be tested. Consider pilot of Downtown planning area to eliminate use matrices, to be replaced by design standards; however, it was repealed in 2021 due to difficulties with access and development of the site. Also, in 2021, the Downtown Master Plan was adopted which implemented a form-based code for the larger Downtown master Plan Area.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement <u>2021</u> Downtown Master Plan and Downtown neighborhood plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually
Encourage Transportation-Efficient Land Use	Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
Create Annexation Plans	Annexation strategies are included within this Land Use Element and discussed within various neighborhood plans. These annexation strategies have been implemented resulting in annexation of over 99% of the current Urban Growth Area.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate. Implement Pavement Minimization and LID standards, set forth in the Downtown Master Plan.
Implement a process to Continue with process improvements to increase efficiency, and expedite plan and permit approval	Continuously review and pursue process improvements to meet or exceed permit targets.
Measures to Mitigate the Impact of Density	
Design Standards	Implement revised design standards to address negative perceptions of higher density developments. <u>Updates have occurred over the years and are expected to be updated in 2025 to coincide with the implementation of HB 1110 (i.e. the middle housing statute).</u>
Urban amenities for increased densities	<u>Continue to allow density</u> Revise development regulations to provide bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	

Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

APPENDIX 2 – LAND AND HOUSING CAPACITY ANALYSIS

GROWTH ALLOCATION OVERVIEW

Consistent with Growth Management Act (GMA) requirements, the City of Marysville’s 2024 Comprehensive Plan covers a 20-year time span (2024 – 2044) using the State Office of Financial Management’s (OFM) population forecasts. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how OFM’s countywide forecasts are to be allocated 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, housing, 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 expected 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 1 and 2** below.

Figure 1 2044 Growth Targets and Capacity within the Marysville UGA

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

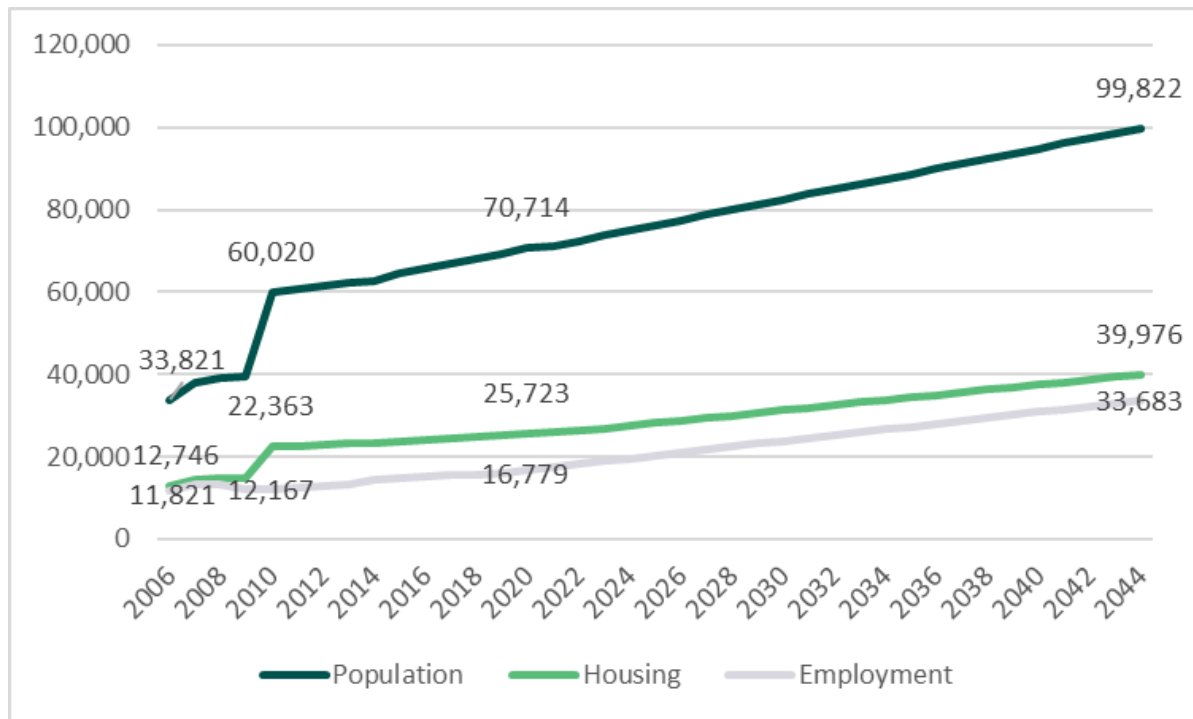
	Employment	Housing	Population
Existing	15,310 ¹	25,629 ²	70,714
2024 – 2044 Increase	17,616	14,253	29,108
2044 Target ³	32,926	39,976	99,822
Additional Capacity	18,724	14,928	30,444
2044 Total Capacity	34,331	40,557	101,158

Figure 2 2044 Growth Targets and Capacity within the Marysville UGA

¹ 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). It should be noted that minor discrepancies exist between SCT figures, the GIS files provided by the County, and City figures due to small initial discrepancies as well as detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly employment in the Cascade Industrial Center (CIC).

² The 2020 existing housing is 25,723; however, the GIS files provided by Snohomish County is 25,629. In order for the math in this report to align, the 25,629 figure is cited.

³ 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.



LAND CAPACITY ANALYSIS⁴

The Land Capacity Analysis (LCA) evaluates the City’s ability to accommodate its housing, population, and employment growth targets on developable lands within the Urban Growth Area (UGA) and City. While the County’s Buildable Lands Report looks at the past to determine how well growth targets are being achieved under current plans, the Land Capacity Analysis looks at what development will likely be moving forward based on current regulations, zoning, past trends and other factors.

The GMA requires comprehensive plans include “sufficient capacity of land” to accommodate housing needs for the twenty-year planning horizon (RCW 36.70A.070(2)(c)). A new State requirement is for housing elements to provide explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households
- Permanent supportive housing
- Emergency housing and emergency shelters
- Duplexes, triplexes, and townhouses

⁴ This summary draws heavily from the summary provided in Commerce’s HB 1220 Book 2.

The following Land Capacity Analysis substantially follows the process set forth in the Washington State Department of Commerce’s Guidance for Updating Your Housing Element (i.e. HB 1220 Book2); however, certain steps are consolidated as noted in the titles below. Housing and population capacity are presented first followed by employment capacity.

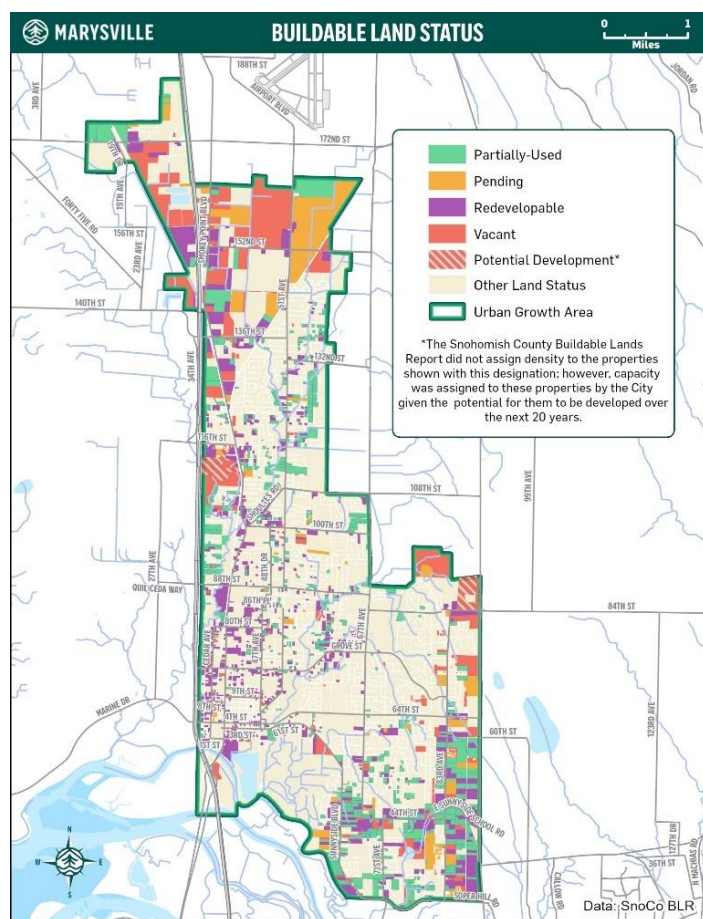
HOUSING AND POPULATION

STEP 1 SUMMARIZE LAND CAPACITY FOR HOUSING PRODUCTION BY ZONE

DEVELOPABLE LAND ANALYSIS (STEPS 1.1 – 1.3)⁵

STEP 1.1 IDENTIFY LAND SUPPLY AND ASSIGN LAND CAPACITY STATUS

Figure 3 Buildable Land Status Map



Snohomish County’s 2021 Buildable Lands Report (BLR) analyzes lands within the City to determine which lands have future development potential.⁶ 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 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

⁵ Note: the general process outlined in Steps 1.1 – 1.3 also applies to the Employment Capacity at the end of this report.

⁶ This discussion is framed in terms of the City; however, it should be noted that Snohomish County’s Buildable Lands Report is conducted for the County and each City within the County.

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.).

- **Pending** are parcels with pending applications for new development⁸.

In the BLR, 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, built or occupied after April 1, 2019 were allocated future capacity⁹.

STEP 1.2 EXCLUDE LANDS UNLIKELY TO DEVELOP

Land on developable parcels that are not buildable were removed from the buildable lands inventory. 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.). Snohomish County's BLR land statuses are adopted in the City's Land Capacity Analysis, except as follows:

Two large properties and two moderate-sized properties were not assigned capacity in the County's Buildable Lands Report (BLR); however, have been assigned capacity in the City's Land Capacity Analysis. The two large properties are depicted with the 'Potential Development' designation in **Figure 3** and were modeled as vacant land in the City's Land Capacity Analysis. The two moderate-sized properties were identified as Constant or School in the BLR; however, were placed into a post-BLR Pending category since they have both been developed as projects.¹⁰

STEP 1.3 IDENTIFY GAPS IN UTILITY INFRASTRUCTURE AND SERVICES

The County's BLR also included a Capital Facilities Analysis to identify gaps in utility infrastructure and services. Within the City, sewer availability is the primary utility service gap and areas where these gaps exist are limited. The City adopted the BLR Capital Facilities Analysis.

STEPS 1.4 – 1.6 CALCULATE GROSS AND NET RESIDENTIAL CAPACITY BY ZONE INCLUDING INFILL (I.E. MIDDLE HOUSING, ACCESSORY DWELLING UNITS, ETC.)

After Steps 1.2 and 1.3 are applied to developable lands identified in Step 1.1, a further Land Availability Deduction Factor (i.e. Market Availability Reduction Factor) is applied to most developable land.¹¹ The resulting net developable acreages are then multiplied by the assumed future density value. For most zones, the assumed future density is the density per acre value that was identified for historical projects in the BLR; however, adjustments to density values were made for the Mixed Use zone in the Lakewood Neighborhood; for the new zones in the Downtown Master Plan Area; and for limited other zones to better align with recent observed densities as described below.

⁸ Pending parcels are depicted in Figure 3 with the applicable vacant, partially-used, or redevelopable parcel status.

⁹ This includes 'pending' parcels which are those that are proposed for development which were not constructed by April 1, 2019.

¹⁰ These projects are the Nordstrom subdivision and the 67th Avenue Townhomes.

¹¹ Market reduction factors of 15 percent for vacant land and 30 percent for partially-used and redevelopable land were applied to reflect that this amount of land will likely not be available to develop within the next 20 years.

- The Lakewood Neighborhood Master Plan (LNMP) Area contains a significant amount of Mixed Use zoned land. The City's Mixed Use zone is flexible and allows for a developer to construct commercial, multi-family, or true-mixed use with both commercial and residential. In the LNMP Area, Mixed Use zoned land has primarily attracted multi-family development, which has developed at an average of 20.23 dwelling units per acre; therefore, this higher density assumption was applied to the MU zoned land in the LNMP Area.
- In 2021, the Downtown Master Plan was updated, which included the adoption of new residential land use designations in the DMP Area. Limited residential land use applications have been submitted since the adoption of the DMP, so low to moderate density assumptions were assigned to these new land use designations based on similar existing land use designations that apply city-wide (see Downtown Master Plan Zones section of **Figures 4 and 5**). The higher density assumptions for these land use designations have resulted in significant additional residential capacity.

Since the April 1, 2019 cutoff date for the Buildable Lands Report, the City has seen significant development activity city-wide, which has been particularly strong for residential in the Lakewood and East Sunnyside – Whiskey Ridge Neighborhoods and for commercial/industrial in the Smokey Point Neighborhood. Many of these projects have been recently constructed, are under construction, have a land use entitlement, or have a complete land use application. Consequently, to better reflect that these lands are currently or will be available for development within the next 20 years, the Land Availability Deduction Factor was removed from these properties. Properties for which the Land Availability Deduction Factor were removed retained their original land classification (i.e. partially used, vacant, redevelopable, etc.), and are distinguished in **Figure 4** below by the 'Post BLR' suffix and not having a Land Availability Reduction Factor applied.

Lands that have the potential to allow for infill Middle Housing or Accessory Dwelling Units are also factored into **Figure 4**.

Figure 4 Gross and Net Residential Housing Capacity by Zone

ZONE	GROSS DEVELOPABLE LAND (ACRES) ¹		LAND AVAILABILITY DEDUCTION FACTOR ¹	NET DEVELOPABLE LAND (ACRES)	ASSUMED DENSITY (UNITS/ACRE)	RESIDENTIAL CAPACITY (UNITS)	
CITY-WIDE ZONES							
Single Family, Medium (R-4.5)	Vacant	81.88	15%	69.6	298.89	4.36	1,303
	Vacant Post BLR	2.52	0%	2.52			
	Partially-Used	122.48	25%	91.86			
	Partially-Used Post BLR	17.43	0%	17.43			
	Redevelopable	93.35	25%	70.01			
	Redevelopable Post BLR	14.22	0%	14.22			
	Pending	20.41	0%	20.41			
	Pending Post BLR	12.84	0%	12.84			
Infill	52.15	0%	52.15	52.15	1 – 4 units/lot	944	
Single Family, High (R-6.5)	Vacant	62.17	15%	52.84	448.81	4.93	2,195
	Vacant Post BLR	12.88	0%	12.88			
	Partially-Used	163	25%	122.25			
	Partially-Used Post BLR	55.42	0%	55.42			
	Redevelopable	100.2	25%	75.15			
	Redevelopable Post BLR	41.31	0%	41.31			
	Pending	74.85	0%	74.85			
	Pending Post BLR	14.11	0%	14.11			
Infill	73.66	0%	73.66	73.66	1 – 4 unit/lot	1,094	
Single Family High (R-8)	Vacant	5.25	15%	4.46	62.1	8	496
	Partially-Used	4	25%	3			
	Partially-Used Post BLR	1.88	0%	1.88			
	Redevelopable	0	25%	0			
	Pending	8.88	0%	8.88			
	Pending Post BLR	4.38	0%	4.38			
	School and Church	39.5	0%	39.5			
Multi-family, Low (R-12)	Vacant	1.53	15%	1.3	90.1	9.8	882
	Vacant Post BLR	61.84	15%	61.84			
	Partially-Used	0.82	25%	0.62			
	Redevelopable	16.63	25%	12.47			
	Redevelopable Post BLR	8.57	0%	8.57			
	Pending Post BLR	2.24	0%	2.24			
	School	3.06	0%	3.06			
	Infill	3.65	0%	3.65	3.65	1 – 4 units/lot	80
Multi-family, Medium (R-18)	Vacant	28.47	15%	24.2	69.74	17.07	1,190
	Vacant Post BLR	0.41	0%	0.41			
	Partially-Used	0.94	25%	0.71			
	Redevelopable	43.06	25%	32.3			

	Redevelopable Post BLR	1.17	0%	1.17			
	Pending	10.95	0%	10.95			
	Infill	2.61	0%	56			
Multi-family, High (R-28)	Vacant	0.98	15%	0.83	14.57	22.4	324
	Partially-Used	0	25%	0			
	Redevelopable	16.7	25%	12.53			
	Redevelopable Post BLR	1.21	0%	1.21			
Mixed Use (MU)	Vacant	16.98	15%	14.43	89.6	13.84	1,240
	Vacant Post BLR	4.77	0%	4.77			
	Partially-Used	6	25%	4.5			
	Partially-Used BLR	1.59	0%	1.59			
	Redevelopable	38	25%	28.5			
	Redevelopable Post BLR	4.99	0%	4.99			
	Pending	1.08	0%	1.08			
	Special	35.04	15%	29.78			
Mixed Use (MU) – Lakewood Neighborhood	Vacant	0.25	15%	0.21	70.6	20.23	1,430
	Vacant Post BLR	3.7	0%	3.7			
	Partially-Used	15.92	25%	11.94			
	Partially-Used Post BLR	19.33	0%	19.33			
	Redevelopable	7.2	25%	5.4			
	Redevelopable Post BLR	22.9	0%	22.9			
	Pending Post BLR	7.12	0%	7.12			
DOWNTOWN MASTER PLAN ZONES							
Middle Housing 1 (MH1)	Vacant	0	15%	0	2.24	14.4	33
	Partially-Used	0	25%	0			
	Redevelopable	2.43	25%	1.82			
	Redevelopable Post BLR	0.42	0%	0.42			
	Infill	8.09		8.09			
Middle Housing 2 (MH2)	Vacant	0.9	15%	0.77	9.2	20	184
	Partially-Used	0	25%	0			
	Redevelopable	11.25	25%	8.43			
	Infill	4.07		80			
Midrise Multi-family (MMF)	Vacant	2.04	15%	1.73	7.2	33.4	241
	Partially-Used	0	25%	0			
	Redevelopable	7.28	25%	5.46			
Flex	Vacant	1.38	15%	1.17	13.35	22.4	299
	Partially-Used	0	25%	0			
	Redevelopable	16.25	25%	12.18			
Flex Residential (FR)	Vacant	0	15%	0	23.05	25.8	580
	Partially-Used	0	25%	0			
	Redevelopable	24.84	25%	18.63			
	Redevelopable Post BLR	4.42	0%	4.42			
Downtown Core (DC)	Vacant	1.79	15%	1.52	9.02	19	171
	Partially-Used	0	25%	0			
	Redevelopable	10	25%	7.5			
EAST SUNNYSIDE – WHISKEY RIDGE ZONES							
	Vacant	0.71	15%	0.60	113.89	7	798
	Vacant Post BLR	6.43	0%	6.43			

Whiskey Ridge, Single Family High (WR-R-4-8)	Partially-Used	8	25%	6			
	Partially-Used BLR	33.43	0%	33.43			
	Redevelopable	7.43	25%	5.57			
	Redevelopable Post BLR	48.29	0%	48.29			
	Pending	8.43	0%	8.43			
	Constant Post BLR	5.14	0%	5.14			
Whiskey Ridge, Multi-family Medium (WR-R-6- 18)	Vacant	1.22	15%	1.03	92.31	12.31	1,130
	Vacant Post BLR	10.51	0%	10.51			
	Partially-Used	19.25	25%	14.44			
	Partially-Used Post BLR	25.67	0%	25.67			
	Redevelopable	11.29	25%	8.47			
	Redevelopable Post BLR	24.7	0%	24.7			
	Pending	7.31	0%	7.31			
Total							14,928
1 The Land Availability Deduction Factor were not included in the City's initial capacity calculations; however, were added in to the figures cited above as well as other Comprehensive Plan update materials.							

Figure 5 Total Residential Capacity by Zone

ZONE	PENDING	DEVELOPABLE ACRES ¹	DENSITY VALUE	EXISTING DWELLING UNITS	ADDITIONAL DWELLING UNIT CAPACITY ²	TOTAL 2044 CAPACITY
CITY-WIDE ZONES						
Single Family, Medium (R-4.5)	145	385	4.36	8,605	2,102	10,852
Single Family, High (R-6.5)	435	508	4.89	9,063	2,854	12,352
Single Family High (R-8)	106	51	8	25	390	521
Multi-family, Low (R-12)	22	93	9.8	1,621	940	2,584
Multi-family, Medium (R-18)	187	79	17.07	2,178	1,059	3,424
Multi-family, High (R-28)	0	19	22.4	582	324	906
Mixed Use (MU)	15	106	13.84	518	1,225	1,759
Mixed Use (MU) – Lakewood Neighborhood	144	70	20.23	597	1,286	2,026
DOWNTOWN MASTER PLAN ZONES						
Middle Housing 1 (MH1)	0	11	14.4	483	209	692
Middle Housing 2 (MH2)	0	16	20	337	264	601
Midrise Multi-family (MMF)	0	9	33.4	125	241	366
Flex	0	18	22.4	140	299	439
Flex Residential (FR)	0	29	25.8	296	580	876
Downtown Core (DC)	0	12	19	149	171	321
EAST SUNNYSIDE – WHISKEY RIDGE ZONES						
Whiskey Ridge, Single Family High (WR-R-4-8)	59	104	7	62	739	860
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	90	92	12.31	123	1,040	1,252
Other Zones ³				726		
Totals⁴	1,200	1,549	-	25,629⁵	13,728	40,557
¹ Land assigned the 'Pending' or 'Pending Post BLR' status was omitted from the 'Developable Acreage' in this table as they were already assigned capacity during the Buildable Lands Report process. Figure 4 above, however, provided the corresponding acreage for the Pending and Pending Post BLR land. ² For this summary table, the general density capacity was combined with the middle housing and accessory dwelling unit capacity; therefore, a simple calculation of buildable acreage by density value equaling additional capacity is not shown. A more thorough breakdown of additional dwellings is provided in Figure 4. ³ The existing housing units shown on the 'Other Zones' line are the existing housing units in all the zones that were not assigned future residential capacity. ⁴ The pending and additional housing unit capacity fields add up to 14,931, which is the total 2044 additional housing unit capacity. ⁵ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (94 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,629 shown here.						

Accessory Dwelling Unit and Middle Housing Assumptions

The following is a summary of the accessory dwelling unit and middle housing assumptions built into **Figures 4 and 5** above. Within the City, there are 19,041 residentially zoned parcels that are over 5,000 square feet¹². Of these, 16,746 have sewer either within the street abutting the property or within 100 feet of the property, which is well within the 200 foot range that the City generally deems as sewer being available.

It is assumed that six (6) percent of residential parcels with sewer availability or 1,005 lots may pursue either one or more accessory dwelling units, a duplex conversion, or other type of middle housing over the next 20 years.¹³ An average of 2.15 additional units are contemplated on these properties. This reflects that less than half of the eligible properties will pursue one additional unit per lot while larger ones that will either: a) be adjacent to the future SWIFT Bus Rapid Transit route, or b) become eligible for up to four units when Marysville becomes a Tier 1 City around December 2030, will have a greater number of additional units (i.e. between 2 and 3 additional units per lot with 2 additional units most common). These assumptions result in up to 2,156 additional accessory dwelling unit, duplex, or other types of middle housing, being constructed in the next 20 years (or approximately 108 additional units of these types constructed annually as infill) as shown in **Figure 6**.

It should be noted that since the additional accessory dwelling unit and middle housing provisions are new, there is uncertainty about the level of interest in constructing these units. That said, the City has fielded several inquiries from developers eager to construct infill accessory dwellings units and/or other middle housing units and, as existing greenfields are developed, development patterns are anticipated to shift to infill. The City will closely monitor these assumptions on infill accessory dwelling and middle housing units. Should actual levels of construction fall short of these assumptions, additional capacity that is not currently built into the capacity contemplated in this Land Capacity Report is possible in the variety of commercial zones which allow for residential above street level commercial uses (e.g. CB, CB - WR, GC, NB, etc.). Further, when the SWIFT Bus Rapid Transit route is determined, City Council may potentially provide policy direction to reevaluate zoning along the designated route which would further increase residential capacity within the City.

Figure 6 Middle Housing and Accessory Dwelling Unit Estimation

RESIDENTIALLY ZONED LOTS ¹	RESIDENTIAL LOTS WITH SEWER AVAILABLE	10 PERCENT OF LOTS (I.E. PARTICIPATION FACTOR)	AVERAGE ADDITIONAL UNITS PER LOT	ESTIMATED ADDITIONAL CAPACITY
19,041	16,746	1,675 lots	1.29	2,156

¹ Excluded from this figure are zones that allow for residential but are commercially zoned (e.g. CB, MU, etc.).

¹² Note: many lots are much larger; this is the minimum lot size evaluated.

¹³ The GIS files assigned the additional infill capacity to the R-4.5, R-6.5, and R-12 zones. This shows up in the 'Infill' category shown in Figure 4; however, this capacity will likely be distributed across all residentially zoned parcels as described in the section above entitled 'Accessory Dwelling Unit and Middle Housing Assumptions'.

Calculation of Additional Population Capacity

To determine population capacity, the projected 2044 future vacancy rate was applied to the City's 2044 housing target of 39,976 housing units resulting in 37,577 occupied housing units. The 37,577 occupied housing units were then multiplied by the projected 2044 City household size of 2.65 people per household to arrive at a population of 99,708.¹⁴ Finally, the 2044 assumed group quarters population of 115 was added to the 99,708 overall population to arrive at the City's population target of 99,822. The City projects additional capacity beyond the 2044 targets which is also shown in **Figure 7**.

Figure 7 2044 Housing and Population Capacity

	EXISTING DWELLING UNITS ¹	ADDITIONAL DWELLING UNIT CAPACITY	TOTAL 2044 HOUSING UNIT CAPACITY	2044 AVERAGE HOUSEHOLD SIZE	2044 VACANCY RATE	2044 ASSUMED GROUP QUARTERS POPULATION	TOTAL 2044 POPULATION CAPACITY
Target	25,723	14,253	39,976	2.65	6%	115	99,822
Capacity	25,630	14,931 ²	40,561	2.65	6%	115	101,283

¹ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 which is shown here. The 25,723 figure is used in the 'Target' fields and the 25,630 from the GIS files is included in the 'Capacity' fields. ² The pending (1,203) and additional (13,728) housing unit capacity fields from Figure 5 add up to 14,931, which is the total 2044 additional housing unit capacity.

STEP 2 CLASSIFY ZONES BY ALLOWED HOUSING TYPES AND DENSITY LEVEL

To address the requirements of House Bill 1220, the City must show adequate capacity for housing for all income levels. The steps below follow the process outlined in the Washington State Department of Commerce's Guidance for Updating Your Housing Element (i.e. HB 1220 Book2).

STEP 2.1 ESTABLISH ZONE CATEGORIES FOR TYPICAL HOUSING TYPES ALLOWED

Step 2.1 is to establish zone categories based on the typical housing types allowed in each zones as shown in **Figure 8**.

Figure 8 Establish Zone Categories for Typical Housing Types Allowed

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED
Low Density	Single family detached, duplexes
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)

¹⁴ The precise household size multiplier used was 2.65343.

STEP 2.2 CLASSIFICATION OF LAND USE ZONES BY HOUSING TYPES ALLOWED BY ZONE

Step 2.2 classifies existing City land use zones into the zone categories established in Step 2.1 as shown in **Figure 9**.

Figure 9 Classify Existing City Land Use Zones into Zone Categories

ZONE	TYPICAL HOUSING UNITS ALLOWED	MAX DENSITY LEVEL ALLOWED	ASSIGNED ZONE CATEGORY
CITY-WIDE ZONES			
Single Family, Medium (R-4.5)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	5.4 units/acre	Low Density
Single Family, High (R-6.5)		7.8 units/acre	Low Density
Single Family High (R-8)		9.6 units/acre	Low Density
Multi-family, Low (R-12)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Multi-family, Medium (R-18)		27 units/acre	Mid-Rise Multi-family
Multi-family, High (R-28)		36 units/acre	Mid-Rise Multi-family
Mixed Use (MU) including Lakewood Neighborhood	Multi-family residence, townhouse, and condominium. Various group residences are also allowed.	28 units/acre	Mid-Rise Multi-family
DOWNTOWN MASTER PLAN ZONES			
Middle Housing 1 (MH1)	Duplex and townhouse. Various group residences are also allowed.	No maximum density	Low-Rise Multi-family
Middle Housing 2 (MH2)	Duplex, townhouse, multi-family, and vertical mixed-use on certain streets. Various group residences are also allowed.		Mid-Rise Multi-family
Midrise Multi-family (MMF)	Duplex, townhouse, multi-family, and vertical mixed-use. Various group residences are also allowed.		Mid-Rise Multi-family
Flex Residential (FR)			Mid-Rise Multi-family
Downtown Core (DC)	Townhouse, multi-family, and vertical mixed-use.		Mid-Rise Multi-family
EAST SUNNYSIDE – WHISKEY RIDGE ZONES			
Whiskey Ridge, Single Family High (WR-R-4-8)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	8 units/acre	Low Density
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Whiskey Ridge – Mixed Use (WR-MU)	Multi-family residence, townhouse, condominium, and vertical mixed-use. Various group residences are also allowed.	18 units/acre	Mid-Rise Multi-family

STEP 3 RELATE ZONE CATEGORIES TO POTENTIAL INCOME LEVELS SERVED

Step 3 relates the zone categories established in Step 2.1 to the potential income levels served as shown in **Figure 10**.

Figure 10 Relate Zone Categories to Potential Income Levels Served

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED ¹	LOWEST POTENTIAL INCOME LEVEL SERVED		ASSUMED AFFORDABILITY LEVEL FOR CAPACITY ANALYSIS
		MARKET RATE	WITH SUBSIDIES AND/OR INCENTIVES	
Low Density	Single family detached, duplexes	Higher income (>120% AMI); Moderate income (>80 – 120% AMI)	Not typically feasible at scale	High income (>120% AMI)
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes	Moderate income (>80 – 120% AMI)	Not typically feasible at scale	Moderate income (>80 – 120% AMI)
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)	Low income (>50 – 80% AMI)	Extremely low and very low income (0 – 50% AMI)	Low income (0 – 80% AMI) and PSH
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)	Low income (>50 – 80% AMI)	Extremely low and Very low income (0 – 50% AMI)	Low income (>50-80% AMI) group with Low-Rise and/or Mid-Rise Multi-family

¹ Inclusion of townhouses in the low-rise and mid-rise multi-family zone categories is not to imply that those housing types are affordable to the lower incomes, but rather to be transparent about the flexibility of these zones, which allow for townhouses, multi-family, condominiums, etc. Townhouses are anticipated to be a relatively small, but growing, proportion of housing in the low-rise and mid-rise multi-family zone categories.

STEP 4 SUMMARIZE CAPACITY BY ZONE CATEGORY

Step 4 involves summarizing land capacity for housing units by zone category as shown in **Figure 11**. In summarizing land capacity by zone, it is important to isolate the buildable capacity by zone category to more accurately reflect where future capacity will be allocated. It should be noted that existing residential at different income bands is in all zone categories (i.e. low density, low-rise multi-family, and mid-rise multi-family).

Figure 11 Summarize Capacity by Zone Category

ZONE	UNIT CAPACITY	BUILDABLE LAND UNIT CAPACITY ¹	ASSIGNED ZONE CATEGORY	CAPACITY IN ZONE CATEGORY	BUILDABLE CAPACITY IN ZONE CATEGORY
Single Family, Medium (R-4.5)	10,852	2,247	Low Density	24,585	6,830
Single Family, High (R-6.5)	12,352	3,289			
Single Family High (R-8)	521	496			
Whiskey Ridge, Single Family High (WR-R-4-8)	860	798			
Multi-family, Low (R-12)	2,584	962	Low-Rise Multi-family	4,528	2,301
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	1,252	1,130			
Middle Housing 1 (MH1)	692	209			
Multi-family, Medium (R-18)	3,424	1,246	Mid-Rise Multi-family	10,718	5,795
Multi-family, High (R-28)	906	324			
Mixed Use (MU) ²	1,759	1,240			
Mixed Use (MU) – Lakewood Neighborhood	2,026	1,430			
Middle Housing 2 (MH2)	601	264			
Midrise Multi-family (MMF)	366	241			
Flex	439	299			
Flex Residential (FR)	876	580			
Downtown Core (DC)	321	171			
Total	39,831	14,928		39,831	14,926
¹ The Additional Dwelling Unit Capacity and Pending classifications from Figure 5 are used. Lands with the pending status are not included. ² Includes Whiskey Ridge – Mixed Use.					

STEP 5 COMPARE PROJECTED HOUSING NEEDS TO CAPACITY

Step 5 entails comparing projected housing needs at the various income bands to the capacity for the different income bands.

Step 5.1, detailed in **Figure 12**, shows Marysville's existing housing units by income band, the additional housing units needed at each income band allocated by Snohomish County to the City between 2020 and 2044, and the total housing units by income band needed in 2044.

Figure 12 Existing (2020) and Allocated Future (2044) Housing Units by Income Band

Source: Snohomish County 2023 Housing Characteristics and Needs Report, Appendix G – Allocation Method C

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

Step 5.2 compares the housing allocation from the County to projected housing capacity at each income band (see **Figure 13**).

Figure 13 Compare Projected Housing Needs to Capacity

Income Level (Percent of Area Median Income or AMI)	2020 Housing Units	Additional Housing Units Needed (2020 – 2044)	2044 Total Projected Housing Units Needed	Zone Categories Serving Additional Housing Needs ¹	Aggregated Additional Housing Needs	Total Additional Zoning Capacity	Capacity or Surplus ²
Extremely low (0-30% PSH)	653	2,403	3,056	Low-Rise Multi-family and Mid-Rise Multi-family	4,760	8,096	+3,336
Extremely low (0-30%)	73	1,281	1,354				
Very low (30-50%)	4,313	1,076	5,389				
Low (50-80%)	7,958	0	7,958				
Moderate (80-100%)	6,289	0	6,289	Low to Moderate Density	9,493	6,830	-2,663
High (100-120%)	2,830	2,403	5,233				
Very high (120% or more)	3,607	7,090	10,697				

¹ Existing uses that are affordable to different income levels are often located in zones that currently require lower densities. Therefore, when determining the adequacy of existing zoning to accommodate housing at all income bands, future needs at different income levels and how they align with future zoning capacity for the zones best able to accommodate this housing are used. ² It is important to note that City's zoning categories are flexible, and the noted shortfall or surplus is mitigated by the

ability for a variety of housing types to be in both low to moderate density, and low-rise and mid-rise multi-family. Housing for different income levels is not strictly confined to the broad zone categories discussed in this section, but is instead fluid.

Figure 13 demonstrates adequate capacity to address the extremely low to low-income bands. While this figure appears to show a deficit in the ability to provide the necessary high and very high-income housing, the City's zoning is flexible and would allow for the lower income housing to be constructed in the low density zones, and higher income housing to be constructed in low and mid-rise multi-family zones.

STEP 6 REVISE ZONING IF NEEDED TO ADDRESS UNMET HOUSING NEEDS

Currently there is adequate capacity for the City to accommodate housing at all income bands; however, it is extremely difficult for the market to provide housing at the lowest income bands. As land is utilized, rezoning additional land may be needed over time to accommodate housing at the lower income bands.

EMERGENCY HOUSING AND EMERGENCY SHELTER CAPACITY

Emergency housing and emergency shelters are allowed in ten commercial zones within the City as shown in **Figure 14** below. While each of these zones allow for emergency housing and emergency shelters, two of these zones (i.e. LI and CB – WR) do not allow for residential generally (i.e. multi-family housing). Four of these zones, while allowing for residential, were not assigned residential capacity (i.e. CB, GC, MS, and NB); however, residential is allowed above a ground floor commercial use in these zones. Only four zones (i.e. MU, DC, F, and FR) were assigned residential capacity based on historic and/or likely future development patterns.

Figure 14 Commercial Zones which Allow Emergency Housing, Emergency Shelters and/or Multi-family Housing

	Emergency Housing and Emergency Shelters Allowed?	Multi-family Allowed?	Was the Zone Assigned Residential Capacity?
CITY-WIDE ZONES			
Community Business (CB)	Yes	Yes	No
Community Business – Whiskey Ridge (CB – WR)	Yes	No	No
General Commercial (GC)	Yes	Yes	No
Light Industrial (LI)	Yes	No	No
Mixed Use (MU)	Yes	Yes	Yes
Neighborhood Business (NB)	Yes	Yes	No
DOWNTOWN MASTER PLAN ZONES			
Downtown Core (DC)	Yes	Yes	Yes
Flex (F)	Yes	Yes	Yes
Flex Residential (FR)	Yes	Yes	Yes
Main Street (MS)	Yes	Yes	No

As shown in **Figure 11**, the City has capacity for 14,931 units, while the City's housing target is 14,253 units. The 678-unit surplus contributes to the City's 881 emergency (temporary) housing

target; however, it should be noted that the unit surplus very likely would translate into even more beds should an emergency shelter or emergency housing facility be constructed since more than one bed could be constructed in a unit, and/or the configuration of the shelter could be more open allowing more beds to occupy a room.

The four zones that both allow emergency housing and emergency shelters, and were assigned residential capacity (i.e. DC, F, FR, and MU¹⁵) collectively have capacity for 2,044 additional units. Each of these zones is in the Mid-rise Multi-family classification, which anticipates construction of primarily multi-family units. Approximately 678 of the 2,044 potential units in these zones could instead be developed as emergency housing or emergency shelters. If needed, the additional 203 emergency housing and emergency shelter beds could be met in the other commercial zones which allow for emergency housing and emergency shelters. The Community Business, Community Business – Whiskey Ridge, and General Commercial zones are the likeliest candidate zones where emergency housing and emergency shelter beds could be located (besides the already identified residential zones). Among these three zones, there is potential capacity for 4,740 beds to be constructed using a conservative assumption of 12 beds per acre¹⁶, which exceeds the capacity needed to accommodate the additional 203 emergency housing and emergency shelter beds by 4,537 total beds (see **Figure 15**). Historically, these zones have primarily been developed with commercial uses, and that pattern is anticipated to largely continue; however, the capacity for emergency housing and emergency shelter beds is certainly there, and feasibility is evidenced by the recent construction of a 16-bed enhanced service facility in the Community Business zone.

Figure 15 Potential Residential Capacity in Zones which Allow for Emergency Housing and Shelters that were not Assigned Residential Density

	Buildable Acres	Beds per Acre Assumed for Emergency Housing	Potential Bed Capacity
Community Business (CB)	190	12	2,280
Community Business – Whiskey Ridge (CB – WR)	55	12	660
General Commercial (GC)	150	12	1,800
Total Capacity			4,740
Emergency Housing Need not Met in Zones Allocated Residential Capacity			203
Surplus Capacity			4,537

¹⁵ Since most of the Mixed Use zoning in the Lakewood Neighborhood is already have land use entitlements, additional emergency housing and emergency shelters is not contemplated for that area; however, would be allowed.
¹⁶ This a conservative assumption on beds per acre, and more denser emergency shelters and emergency housing is permitted.

EMPLOYMENT

In 2019, there were an estimated 15,974 jobs in the Marysville UGA. The Marysville UGA was assigned a target of 33,683 jobs in 2044 through the Snohomish County Tomorrow planning process (see **Figure 16** below). The 2021 Snohomish County Buildable Lands Report only showed capacity for 32,098 jobs in the City through 2035 meaning that a deficit of 1,585 jobs was projected.

Figure 16 Employment: Existing, Target, and Projected Capacity

Source: Source: 2015 Marysville Comprehensive Plan, 2021 Buildable Lands Reports, Snohomish County Countywide Planning Policies Appendix B – Table E1, Marysville Capacity Analysis, and 2024 Marysville Comprehensive Plan

	2019 Estimated Employment	2021 Buildable Lands Report's 2035 Estimated Capacity	Snohomish County 2044 Adopted Target	2044 Marysville Comprehensive Plan Estimated Capacity
UGA	15,974	32,098	33,683	34,698
City only	15,310	31,434	32,926	34,331

Calculation of Employment Capacity

Employment capacity largely adopts the employment methodology prepared by Snohomish County in the [2021 Buildable Lands Report](#) and companion GIS files, which assigned estimated existing and projected employment to tax parcels throughout the City. Existing employment was derived from Washington State Employment Security Department (ESD) records.¹⁷ For projected employment, Snohomish County collected historical building permit data for commercial and industrial development, which were categorized by building type.

Assumptions were made about how much of each building type (i.e. what proportion of square footage) was dedicated to one of eight different North American Industrial Classification System (NAICS) employment categories¹⁸ to estimate actual square footage of construction by employment category. The resulting square footage amounts were then divided by an assumed amount of square footage space needs per employee by employment category to obtain an estimate of jobs. This analysis was conducted to derive a jobs per buildable acre value for each

¹⁷ Existing employment figures from ESD were applied by Snohomish County to developed commercial and industrial properties throughout the City. Manual adjustments were made by Marysville Community Development staff to more accurately reflect likely existing employment on a parcel-by-parcel basis based on experience with existing businesses or uses, demolition of businesses or changes of use, parcels in the Mixed Use zone developing residentially rather than commercially, rezones that occurred from 2019 – 2023, and other factors.

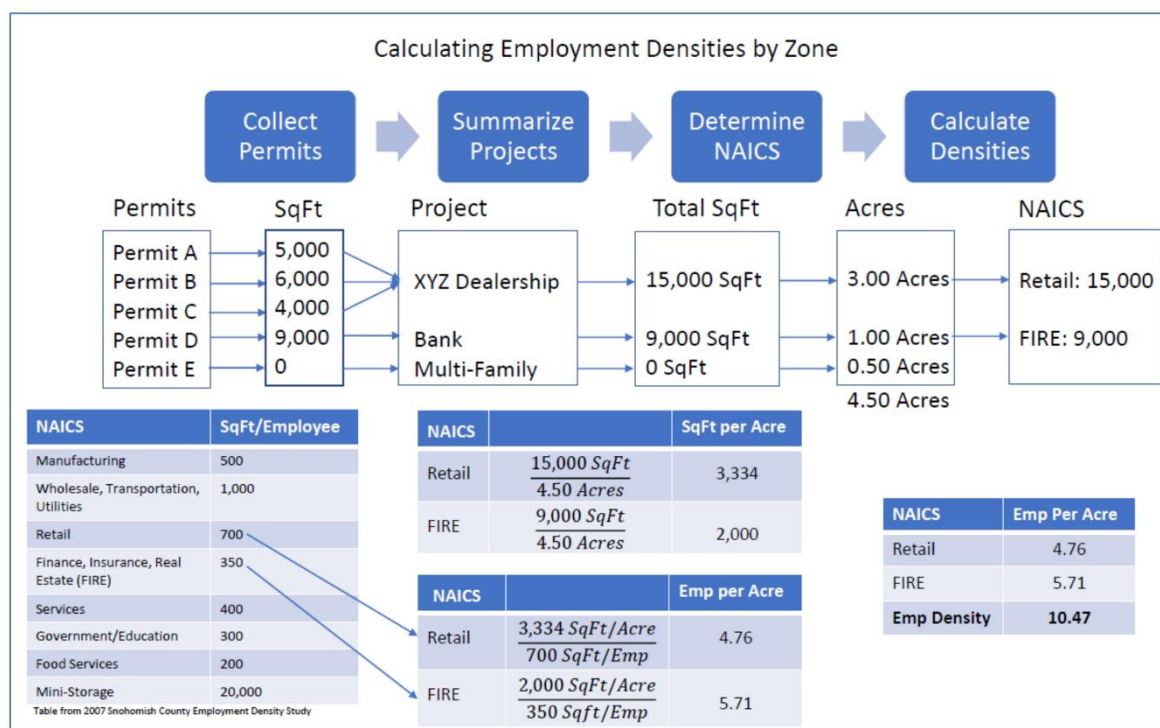
¹⁸ The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 SF/employee); food services (200 SF/employee); manufacturing (500 SF/employee); other services (400 SF/employee); retail (700 SF/employee); and wholesale, transportation, and utilities (1,000 SF/employee).

zone (see **Figure 17** below).¹⁹ The jobs per buildable acre for each zone were then multiplied on a parcel-by-parcel basis to all lands that were determined to have additional development potential (i.e. vacant, partially-used, and redevelopable).²⁰ Using Snohomish County's calculations, it was estimated that Marysville UGA had capacity for 32,098 jobs (15,974 existing plus 16,124 new) through 2035 based on current zoning, which resulted in a capacity shortfall of 1,585 jobs by 2044.

Key Changes Providing Additional Employment Capacity

To address the 1,585-job employment capacity shortfall, Community Development staff reevaluated development assumptions in the Marysville portion of the Cascade Industrial Center and within the Downtown Master Plan, as detailed below.

Figure 17



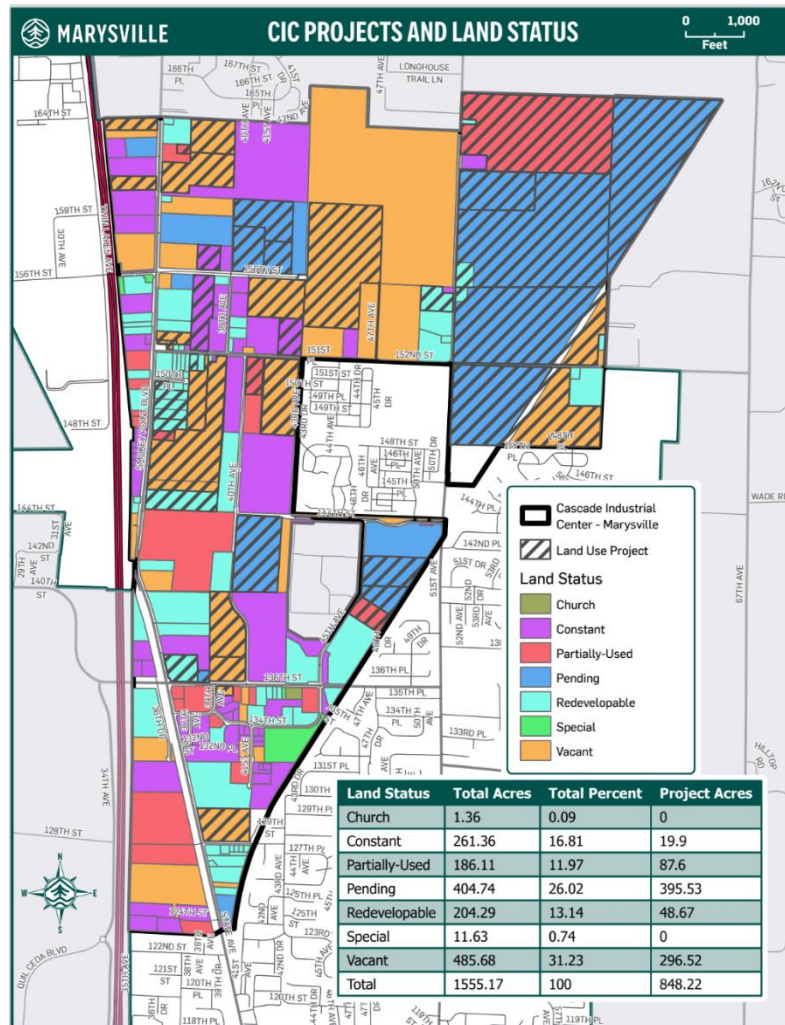
¹⁹ It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

²⁰ The market reduction factor is 15 percent for vacant land and 25 percent for partially-used and redevelopable land.

Cascade Industrial Center

Since 2018, the Cascade Industrial Center has experienced significant development activity, with several commercial and industrial developments constructed and numerous land use entitlements obtained as illustrated in **Figure 18** below. The market reduction factors described

Figure 18



above were removed for those parcels that are shown in **Figure 18** with both a 'land use project' and a vacant, partially-used, or redevelopable land status, as the submittal of a land use application signals that these properties are market ready. Removing the market reduction factors resulted in additional employment capacity, which was typically calculated conservatively with employment per acre based on either manufacturing or wholesale uses.

Downtown Master Plan

In 2021, the Downtown Master Plan was updated, which included an expansion of the boundaries of the DMP Area, adopting new zoning designations, and the adoption of a form-based code with modified standards. With the update, the City's consultant

also evaluated commercial parcels which were likely to develop or redevelop. Consequently, most of Snohomish County's initial development assumptions for the DMP Area were adjusted to align with the assumptions made in the [Supplemental Environmental Impact Statement](#) prepared for the Downtown Master Plan update.

Appendix 3

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

Prohibited uses:	Most non-residential uses and parking lots.					
	Zone	Base	Maximum⁵	Zone	Base	Maximum⁵
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.		

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

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

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

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

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

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

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

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

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

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

Exhibit 2

22C.010.060 Permitted uses.

Specific Land Use	R-4.5	R-6.5	R-8	WR R-4-8	R-12	R-18	R-28	WR R-6-18	R- MHP
Residential Land Uses									
Dwelling Units, Types:									
Single detached (14)	P11	P11	P11	P11	P11	P11	P11	P11	P43
Model home	P30	P30	P30	P30	P30	P30	P30	P30	P30
Cottage housing (14)	C6	C6	C6	C6	C6	C6	C6	C6	
Duplex (14)	CP8	P8	P8	P8	P	P	P	P	
Townhouse	P3	P3	P3	P3	P	P	P	P	
Multiple-family					P	P	P	P	
Mobile home	P12	P12	P12	P12	P12	P12	P12	P12	P12
Mobile/manufactured home park	P3	P3	P3		C	P	P		P45
Senior citizen assisted	C2	C2	C2	C2	C2	C2	C2	C2	C2
Factory-built	P7	P7	P7	P7	P7	P7	P7	P7	P7, 43
Recreational vehicle (44)	P	P	P	P	P	P	P	P	P
Tiny house or tiny house with wheels (51)	P	P	P	P	P	P	P	P	P
Group Residences:									
Adult family home	P	P	P	P	P	P	P	P	P
Convalescent, nursing, retirement	C2	C2	C2	C2	C2	C2	C2	C2	
Residential care facility	P	P	P	P	P	P	P	P	
Master planned senior community (15)	C	C	C	C	C	C	C	C	C
Transitional housing facilities (53)	P	P	P	P	P	P	P	P	P
Permanent supportive housing (53)	P	P	P	P	P	P	P	P	P
Emergency housing (54)									
Emergency shelters – Indoor (54)									
Accessory Uses:									
Residential accessory uses (1), (9), (10), (14), (49), (50)	P	P	P	P	P	P	P	P	P
Home occupation (5)	P	P	P	P	P13	P13	P13	P13	P

Specific Land Use	R-4.5	R-6.5	R-8	WR R-4-8	R-12	R-18	R-28	WR R-6- 18	R- MHP
Temporary Lodging:									
Hotel/motel									
Bed and breakfast guesthouse (4)		C	C	C	P	P	P	P	
Bed and breakfast inn (4)					P	P	P	P	
Enhanced services facility (52)									
Recreation/Cultural Land Uses									
Park/Recreation:									
Park	P16	P16	P16	P16	P16	P16	P16	P16	P16
Community center	C	C	C	C	C	C	C	C	C
Amusement/Entertainment:									
Sports club					C	C	C	C	
Golf facility (17)	C	C	C	C	P	P	P	P	
Cultural:									
Library, museum and art gallery	C	C	C	C	C	C	C	C	C
Church, synagogue and temple	C	C	C	C	P	P	P	P	C
General Services Land Uses									
Personal Services:									
Funeral home/crematory	C18	C18	C18	C18	C18	C18	C18	C18	C18
Cemetery, columbarium or mausoleum	P24 C19	P24 C19	P24 C19	P24 C19	P24 C19	P24 C19	P24 C19	P24 C19	P24 C19
Day care I	P20	P20	P20	P20	P20	P20	P20	P20	P20
Day care II	C25	C25	C25	C25	C	C	C	C	C25
Stable	C	C	C	C					
Kennel or cattery, hobby	C	C	C	C	C	C	C	C	
Electric vehicle (EV) charging station (38), (39)	P	P	P	P	P	P	P	P	
EV rapid charging station (40), (41), (42)					P	P	P	P	
Health Services:									
Medical/dental clinic					C	C	C	C	
Supervised drug consumption facility									
Education Services:									

Specific Land Use	R-4.5	R-6.5	R-8	WR R-4-8	R-12	R-18	R-28	WR R-6-18	R- MHP
Elementary, middle/junior high, and senior high (including public, private and parochial)	C	C	C	C	C	C	C	C	C
Commercial school	C21	C21	C21	C21	C21	C21	C21	C21	
School district support facility	C23	C23	C23	C23	C23	C23	C23	C23	
Interim recycling facility	P22	P22	P22	P22	P22	P22	P22	P22	
Vocational school									
Government/Business Service Land Uses									
Government Services:									
Public safety facilities, including police and fire	C26	C26	C26	C26	C26	C26	C26	C26	C26
Utility facility	P	P	P	P	P	P	P	P	P
Private storm water management facility	P	P	P	P	P	P	P	P	P
Public storm water management facility	P	P	P	P	P	P	P	P	P
Business Services:									
Self-service storage (31)					C27	C27	C27	C27	
Professional office					C	C	C	C	
Automotive parking	P29	P29	P29	P29	P29	P29	P29	P29	
Model house sales office	P47	P47	P47	P47					
Wireless communication facility (28)	P C	P C	P C	P C	P C	P C	P C	P C	P C
State-Licensed Marijuana Facilities:									
Marijuana cooperative (48)									
Marijuana processing facility – Indoor only (48)									
Marijuana production facility – Indoor only (48)									
Marijuana retail facility (48)									
Retail/Wholesale Land Uses									
Forest products sales	P32	P32	P32	P32					
Agricultural crop sales	P32	P32	P32	P32					
Resource Land Uses									
Agriculture:									
Growing and harvesting crops	P34	P34	P34	P34					
Raising livestock and small animals	P35	P35	P35	P35					

Specific Land Use	R-4.5	R-6.5	R-8	WR R-4-8	R-12	R-18	R-28	WR R-6-18	R- MHP
Forestry:									
Growing and harvesting forest products	P34	P34	P34	P34					
Fish and Wildlife Management:									
Hatchery/fish preserve (33)	C	C	C	C					
Aquaculture (33)	C	C	C	C					
Regional Land Uses									
Regional storm water management facility	C	C	C	C	C	C	C	C	C
Nonhydroelectric generation facility	C	C	C	C	C	C	C	C	C
Transit park and pool lot	P	P	P	P	P	P	P	P	
Transit park and ride lot	C	C	C	C	C	C	C	C	
School bus base	C36	C36	C36	C36	C36	C36	C36	C36	
Racetrack	C37	C37	C37	C37	C37	C37	C37	C37	
College/university	C	C	C	C	C	C	C	C	

22C.010.070 Permitted uses – Development conditions.

- (1) Accessory dwelling units must comply with development standards in Chapter [22C.180](#) MMC. Accessory dwelling units in the R-MHP zone are only allowed on single lots of record containing one single-family detached dwelling.
- (2) Limited to three residents per the equivalent of each minimum lot size or dwelling units per acre allowed in the zone in which it is located.
- (3) Only as part of a planned residential development (PRD) proposal, and subject to the same density as the underlying zone.
- (4) Bed and breakfast guesthouses and inns are subject to the requirements and standards contained in Chapter [22C.210](#) MMC.
- (5) Home occupations are subject to the requirements and standards contained in Chapter [22C.190](#) MMC.
- (6) Subject to cottage housing provisions set forth in MMC [22C.010.280](#).
- (7) Factory-built dwelling units shall comply with the following standards:

(a) A factory-built house must be inspected at least two times at the factory by the State Building Inspector during the construction process, and must receive an approval certifying that it meets all requirements of the International Building Code. At the building site, the city building official will conduct foundation, plumbing and final inspections.

(b) A factory-built house cannot be attached to a metal frame allowing it to be mobile. All such structures must be placed on a permanent foundation at the building site.

(8) Permitted outright in the R-6.5, R-8, and WR-R-4-8 zones on minimum 7,200-square-foot lots. A conditional use permit is required for the R-4.5 zone, and the minimum lot size must be 12,500 square feet. Duplexes must comply with the comprehensive plan density requirements for the underlying land use designation.

(9) A garage sale shall comply with the following standards:

(a) No residential premises shall have more than two such sales per year and no such sale shall continue for more than six days within a 15-day period.

(b) Signs advertising such sales shall not be attached to any public structures, signs or traffic control devices, nor to any utility poles. All such signs shall be removed 24 hours after the sale is completed.

A garage sale complying with the above conditions shall be considered as being an allowable accessory use to all residential land uses. A garage sale violating one or more of the above conditions shall be considered as being a commercial use and will be disallowed unless it complies with all requirements affecting commercial uses.

(10) Residential accessory structures must comply with development standards in Chapter [22C.180](#) MMC.

(11) Manufactured homes must:

(a) Be set on a permanent foundation, as specified by the manufacturer, enclosed with an approved concrete product from the bottom of the home to the ground which may be either load-bearing or decorative;

(b) Meet all design standards applicable to all other single-family homes in the neighborhood in which the manufactured home is to be located;

(c) Be no more than five years old, as evidenced by the date of manufacture recorded on the HUD data plate. An administrative variance to the requirement that a manufactured home be no more than five years old may be granted by the community development director only if the applicant demonstrates all of the following:

- (i) The strict enforcement of the provisions of this title creates an unnecessary hardship to the property owner;
- (ii) The proposed manufactured home is well maintained and does not present any health or safety hazards;
- (iii) The variance is necessary or warranted because of the unique size, shape, topography, location, critical areas encumbrance, or other feature of the subject property;
- (iv) The proposed manufactured home will be compatible with the neighborhood or area where it will be located;
- (v) The subject property is otherwise deprived, by provisions of this title, of rights and privileges enjoyed by other properties in the vicinity and within an identical zone;
- (vi) The need for the variance is not the result of deliberate actions of the applicant or property owner; and
- (vii) The variance is the minimum necessary to grant relief to the applicant.

(12) Mobile homes are only allowed as a primary residence in existing mobile/manufactured home parks established prior to June 12, 2008, subject to the requirements of Chapter [22C.230](#) MMC, Mobile/Manufactured Home Parks.

(13) Home occupations are limited to home office uses in multifamily dwellings. No signage is permitted in townhouse or multifamily dwellings.

(14) No more than one single-family detached or duplex dwelling is allowed per lot except in cottage housing developments that are developed with all cottages located on a common lot, and accessory dwelling units through the provisions of Chapter [22C.180](#) MMC.

(15) Subject to Chapter [22C.220](#) MMC, Master Planned Senior Communities.

(16) The following conditions and limitations shall apply, where appropriate:

(a) Parks are permitted in residential and mixed use zones when reviewed as part of a subdivision, mobile/manufactured home park, or multiple-family development proposal; otherwise, a conditional use permit is required;

(b) Lighting for structures and fields shall be directed away from residential areas; and

(c) Structures or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.

(17) Golf facilities shall comply with the following:

(a) Structures, driving ranges and lighted areas shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.

(b) Restaurants are permitted as an accessory use to a golf course.

(18) Only as an accessory to a cemetery.

(19) Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.

(20) Only as an accessory to residential use and subject to the criteria set forth in Chapter [22C.200](#) MMC.

(21) Only as an accessory to residential use, provided:

(a) Students are limited to 12 per one-hour session;

(b) All instruction must be within an enclosed structure; and

(c) Structures used for the school shall maintain a distance of 25 feet from property lines adjoining residential zones.

(22) Limited to drop box facilities accessory to a public or community use such as a school, fire station or community center.

(23) Only when adjacent to an existing or proposed school.

(24) Limited to columbariums accessory to a church; provided, that existing required landscaping and parking are not reduced.

(25) Day care IIs must be located on sites larger than one-half acre and are subject to minimum standards identified in Chapter [22C.200](#) MMC for day care I facilities. Parking facilities and loading areas shall be located to the rear of buildings or be constructed in a manner consistent with the surrounding residential character. Evaluation of site suitability shall be reviewed through the conditional use permit process.

(26) Public safety facilities, including police and fire, shall comply with the following:

(a) All buildings and structures shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;

(b) Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street.

(27) Accessory to an apartment development of at least 12 units, provided:

(a) The gross floor area in self-service storage shall not exceed 50 percent of the total gross floor area of the apartment dwellings on the site;

(b) All outdoor lights shall be deflected, shaded and focused away from all adjoining property;

(c) The use of the facility shall be limited to dead storage of household goods;

(d) No servicing or repair of motor vehicles, boats, trailers, lawn mowers or similar equipment;

(e) No outdoor storage or storage of flammable liquids, highly combustible or explosive materials or hazardous chemicals;

(f) No residential occupancy of the storage units;

(g) No business activity other than the rental of storage units to the apartment dwellings on the site; and

(h) A resident manager shall be required on the site and shall be responsible for maintaining the operation of the facility in conformance with the conditions of approval.

(28) All WCFs and modifications to WCFs are subject to Chapter [22C.250](#) MMC including, but not limited to, the siting hierarchy, MMC [22C.250.060](#). WCFs may be a permitted use or a conditional use subject to MMC [22C.250.040](#).

(29) Limited to commuter parking facilities for users of transit, carpools or ride-share programs, provided:

(a) They are located on existing parking lots for churches, schools, or other permitted nonresidential uses which have excess capacity available during commuting hours; and

(b) The site is adjacent to a designated arterial that has been improved to a standard acceptable to the department.

(30) Model Homes.

(a) The community development director may approve construction of model homes subject to the following conditions:

- (i) No model home shall be constructed without the issuance of a building permit;
- (ii) In no event shall the total number of model homes in a preliminary subdivision be greater than nine;
- (iii) A hard-surfaced roadway to and abutting all model homes shall be constructed to standards determined by the city engineer or designee;
- (iv) Operational fire hydrant(s) must be available in accordance with the International Fire Code;
- (v) Submittal of a site plan, stamped by a registered civil engineer or licensed surveyor, delineating the location of each structure relative to existing and proposed utilities, lot lines, easements, roadways, topography and critical areas;
- (vi) Submittal of building permit applications for each of the proposed structures;
- (vii) Approval of water, sewer and storm sewer extension plans to serve the proposed structures; and
- (viii) Execution of an agreement with the city saving and holding it harmless from any damages, direct or indirect, as a result of the approval of the construction of model homes on the site.

(b) Prior to occupancy of any model home, the final plat of the subject subdivision shall be approved and recorded.

(31) Any outdoor storage areas are subject to the screening requirements of the landscape code.

(32) Subject to approval of a small farms overlay zone.

(33) May be further subject to the provisions of the Marysville shoreline master program.

(34) Only allowed in conjunction with the small farms overlay zone.

(35) Provided, that the property has received approval of a small farms overlay designation, or is larger than one acre in size.

(36) Only in conjunction with an existing or proposed school.

(37) Except racing of motorized vehicles.

(38) Level 1 and Level 2 charging only.

- (39) Allowed only as an accessory use to a principal outright permitted use or permitted conditional use.
- (40) The term “rapid” is used interchangeably with “Level 3” and “fast charging.”
- (41) Only “electric vehicle charging stations – restricted” as defined in Chapter [22A.020](#) MMC.
- (42) Rapid (Level 3) charging stations are required to be placed within a parking garage.
- (43) One single-family detached dwelling per existing single lot of record. Manufactured homes on single lots must meet the criteria outlined in subsection (11) of this section.
- (44) Recreational vehicles (RVs) are allowed as a primary residence in an established mobile/manufactured home park (MHP) subject to the requirements of Chapter [22C.230](#) MMC, Mobile/Manufactured Home Parks.
- (45) MHPs shall fulfill the requirements of Chapter [22C.230](#) MMC, Mobile/Manufactured Home Parks.
- (46) Reserved.
- (47) Model house sales offices are subject to the requirements of MMC [22C.110.030](#)(12).
- (48) No person or entity may produce, grow, manufacture, process, accept donations for, give away, or sell marijuana concentrates, marijuana-infused products, or usable marijuana within residential zones in the city. Provided, activities in strict compliance with RCW [69.51A.210](#) and [69.51A.260](#) are not a violation of the Marysville Municipal Code.
- (49) Shipping/cargo and similar storage containers are prohibited on lots within a platted subdivision and properties under one acre in size. Shipping/cargo and similar storage containers may be located on properties over one acre in size if located behind the primary residence, observe all setbacks applicable to an accessory structure, and are screened from public view.
- (50) Accessory structures may not be utilized as, or converted to, a dwelling unless the structure complies with the accessory dwelling unit standards outlined in MMC [22C.180.030](#).
- (51) Tiny houses or tiny houses with wheels are allowed as a primary residence in an established mobile/manufactured home park (MHP) subject to the requirements of Chapter [22C.230](#) MMC, Mobile/Manufactured Home Parks.
- (52) Enhanced services facilities are prohibited in all residential zones as such are identified and adopted in this chapter.

(53) An operations plan, to mitigate potential impacts on the surrounding community, must be provided by the sponsor and/or property owner at the time of application. The operations plan must address the following elements to the satisfaction of the city:

- (a) Name and contact information for key staff;
- (b) Roles and responsibilities of key staff;
- (c) Site/facility management, including a security and emergency plan;
- (d) Site/facility maintenance;
- (e) Occupancy policies, including resident responsibilities and a code of conduct that address, at a minimum, the use or sale of alcohol and illegal drugs, threatening or unsafe behavior, and weapon possession;
- (f) Provision of human and social services, including staffing plan and outcome measures;
- (g) Outreach with surrounding property owners and residents and ongoing good neighbor policy;
- (h) Procedures for maintaining accurate and complete records; and
- (i) Additional information as requested by the community development director to ensure current best practices for permanent supportive housing and transitional housing facilities are used.

(54) Emergency housing and emergency shelters – indoor are prohibited in all residential zones as such are identified and adopted in this chapter.

22C.070.050 District map.

Figure 2-1 illustrates the location and boundaries of East Sunnyside-Whiskey Ridge area for reference.

Figure 2-1

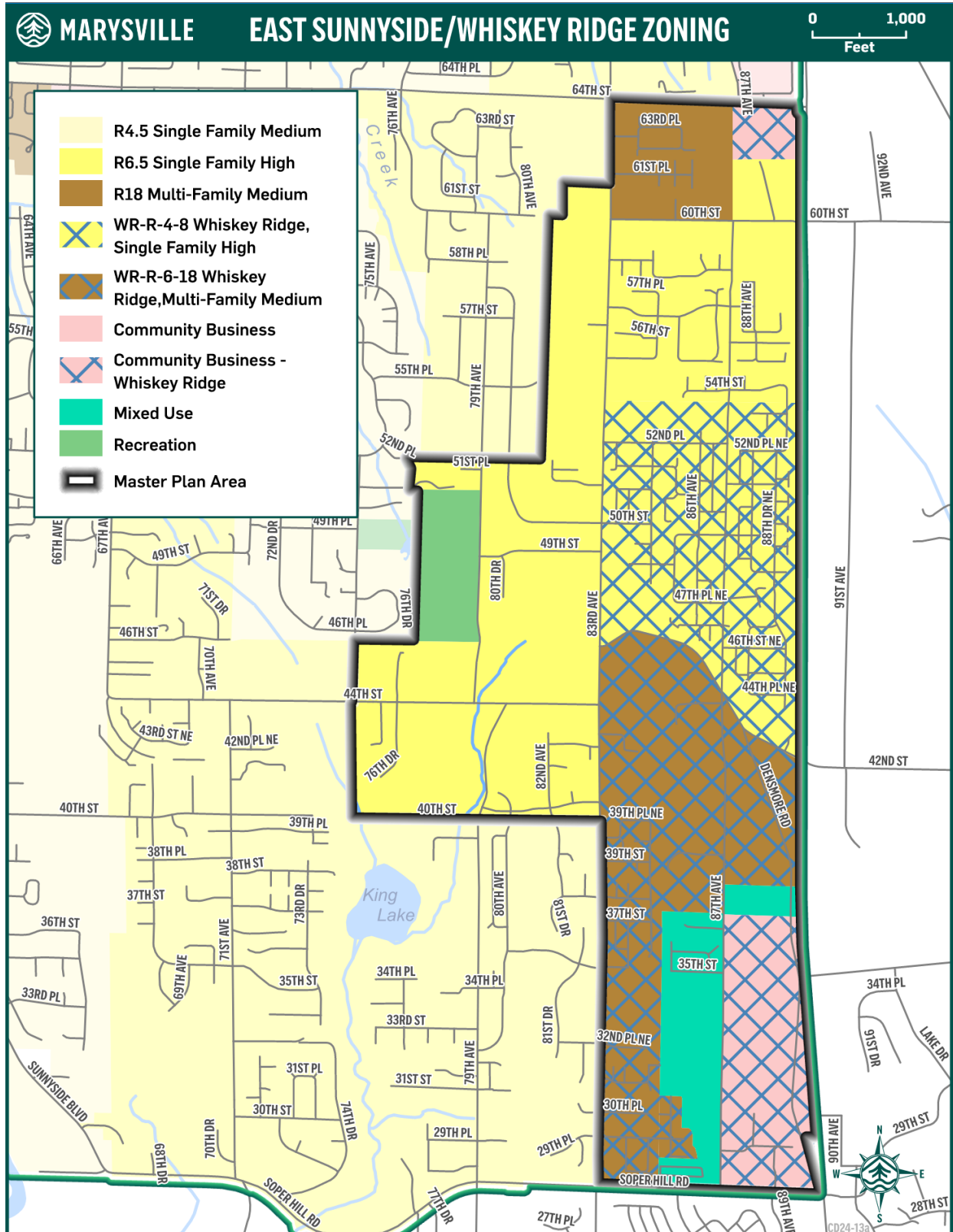


Exhibit 3

22C.020.020 List of the commercial, industrial, recreation and public institutional zones.

The full names, short names and map symbols of the commercial, industrial, recreation and public institutional zones are listed below.

Full Name	Short Name/Map Symbol
Neighborhood business	NB
Community business	CB
General commercial	GC
Downtown commercial	DTC
Mixed use	MU
Light industrial	LI
Light industrial with General Commercial overlay	LI-GC
General industrial	GI
Recreation	REC
Public/institutional zone	P/I
Whiskey Ridge	WR (suffix to zone's map symbol)
Small farms overlay	SF (suffix to zone's map symbol)
Property-specific development standards	P (suffix to zone's map symbol)

22C.020.030 Characteristics of commercial, industrial, recreation and public institutional zones.

(1) Neighborhood Business Zone.

(a) The purpose of the neighborhood business zone (NB) is to provide convenient daily retail and personal services for a limited service area and to minimize impacts of commercial activities on nearby properties. These purposes are accomplished by:

- (i) Limiting nonresidential uses to those retail or personal services which can serve the everyday needs of a surrounding residential area;

- (ii) Allowing for a mix of housing and retail/service uses; and

- (iii) Excluding industrial and community/regional business-scaled uses.

- (b) Use of this zone is appropriate in neighborhood centers designated by the comprehensive plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

(2) Community Business and Community Business – Whiskey Ridge Zones.

- (a) The purpose of the community business (CB) and community business – Whiskey Ridge (CB-WR) zones is to 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 to provide retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses. These purposes are accomplished by:

- (i) Providing for limited small-scale offices as well as a wider range of the retail, professional, governmental and personal services than are found in neighborhood business areas;

- (ii) Allowing for a mix of housing and retail/service uses; provided, that housing is not allowed in the community business – Whiskey Ridge zone; and

- (iii) Excluding commercial uses with extensive outdoor storage or fabrication and industrial uses.

- (b) Use of this zone is appropriate in community business areas that are designated by the comprehensive plan and are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

(3) General Commercial Zone.

- (a) The purpose of the general commercial zone (GC) is to provide for 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. These purposes are accomplished by:

- (i) Encouraging compact development that is supportive of transit and pedestrian travel, through higher nonresidential building heights and floor area ratios than those found in CB zoned areas;

- (ii) Allowing for outdoor sales and storage, regional shopping areas and limited fabrication uses; and

- (iii) Concentrating large-scale commercial and office uses to facilitate the efficient provision of public facilities and services.

- (b) Use of this zone is appropriate in general commercial areas that are designated by the comprehensive plan that are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

(4) Downtown Commercial Zone.

- (a) The purpose of the downtown commercial zone (DTC) is to provide for the broadest mix of comparison retail, service and recreation/cultural uses with higher density residential uses, serving regional market areas and offering significant employment. These purposes are accomplished by:

- (i) Encouraging compact development that is supportive of transit and pedestrian travel, through higher nonresidential building heights and floor area ratios than those found in GC zoned areas;

- (ii) Allowing for regional shopping areas, and limited fabrication uses; and

- (iii) Concentrating large-scale commercial and office uses to facilitate the efficient provision of public facilities and services.

- (b) Use of this zone is appropriate in downtown commercial areas that are designated by the comprehensive plan that are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

(5) Mixed Use Zone.

- (a) The purpose of the mixed use zone (MU) is to provide 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. These purposes are accomplished by:

- (i) Allowing for uses that will take advantage of pedestrian-oriented site and street improvement standards;

(ii) Providing for higher building heights and floor area ratios than those found in the CB zone;

(iii) Reducing the ratio of required parking to building floor area;

(iv) Allowing for on-site convenient daily retail and personal services for employees and residents; and

(v) Minimizing auto-oriented, outdoor or other retail sales and services which do not provide for the daily convenience needs of on-site and nearby employees or residents.

(b) Use of this zone is appropriate in areas designated by the comprehensive plan for mixed use, or mixed use overlay, which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

(6) Light Industrial Zone.

(a) The purpose of the light industrial zone (LI) is to provide for the location and grouping of non-nuisance-generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities. These purposes are accomplished by:

(i) Allowing for a wide range of industrial and manufacturing uses;

(ii) Establishing appropriate development standards and public review procedures for industrial activities with the greatest potential for adverse impacts; and

(iii) Limiting residential, institutional, service, office and other nonindustrial uses to those necessary to directly support industrial activities.

(b) Use of this zone is appropriate in light industrial areas designated by the comprehensive plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

(7) Light Industrial with General Commercial Overlay Zone.

(a) The purpose of the light industrial with general commercial overlay zone is to provide for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, and warehousing along with the broadest mix of commercial,

wholesale, service and recreation/cultural uses. This zone is intended as a transitional zone between Light Industrial and General Commercial areas that allows the market to determine whether industrial or commercial uses are the highest and best use of the site.

(b) Use of this zone is appropriate in light industrial areas designated by the comprehensive plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

~~(7)~~(8) General Industrial Zone.

(a) The purpose of the general industrial zone (GI) is to provide for the location and grouping of industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking and equipment but also for commercial uses having special impacts and regulated by other chapters of this title. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities. These purposes are accomplished by:

- (i) Allowing for a wide range of industrial and manufacturing uses;
- (ii) Establishing appropriate development standards and public review procedures for industrial activities with the greatest potential for adverse impacts; and
- (iii) Limiting residential, institutional, service, office and other nonindustrial uses to those necessary to directly support industrial activities.

(b) Use of this zone is appropriate in general industrial areas designated by the comprehensive plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

~~(8)~~(9) Recreation Zone.

(a) The purpose of the recreation zone (REC) is to establish areas appropriate for public and private recreational uses. Recreation would permit passive as well as active recreational uses such as sports fields, ball courts, golf courses, and waterfront recreation, but not hunting. This zone would also permit some resource land uses related to agriculture and fish and wildlife management.

(b) This recreation zone is applied to all land designated as "recreation" on the comprehensive plan map.

~~(9)~~(10) Public/Institutional Zone.

(a) The purpose of the public/institutional (P/I) land use zone is to establish a zone for governmental buildings, churches and public facilities.

(b) This public/institutional zone is applied to all land designated as “public/institutional” on the comprehensive plan map.

~~(10)~~(11) Small Farms Overlay Zone.

(a) The purpose of the small farms overlay zone (-SF suffix to zone’s map symbol) is to provide a process for registering small farms, thereby applying the small farms overlay zone and recording official recognition of the existence of the small farm, and to provide encouragement for the preservation of such farms, as well as encouraging good neighbor relations between single-family and adjacent development.

(b) Use of this zone is appropriate for existing and newly designated small farms.

22C.020.060 Permitted uses.

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Residential Land Uses											
Dwelling Units, Types:											
Townhouse					P6	P					
Multiple-family	C4	P4, C5		P4, C5	P4, P6	P					
Manufactured home	P7	P7		P7		P7	P7	P7	P7		
Mobile home	P7	P7	P7	P7	P7	P7	P7	P7	P7		
Recreational vehicle	P7	P7		P7		P7	P7	P7	P7		
Tiny house or tiny house on wheels	P7	P7		P7		P7	P7	P7	P7		
Senior citizen assisted	P					C					P
Caretaker’s quarters (3)	P	P	P	P	P	P	P	P	P	P	P
Group Residences:											
Adult family home (70)	P	P	P	P	P	P					P
Convalescent, nursing, retirement	C	P			P	P					P
Residential care facility	P	P			P	P	P70	P70	P70	P70	P
Master planned senior community (10)						C					C

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Enhanced services facility (77)		P		P		P					
Transitional housing facilities (79)	P	P	P	P		P	P	P			
Permanent supportive housing (79)	P	P	P	P		P	P	P			
Emergency housing (80)	P, C	P, C	P, C	P, C		P, C	P, C	P, C			
Emergency shelters – Indoor (80)	P, C	P, C	P, C	P, C		P, C	P, C	P, C			
Accessory Uses:											
Home occupation (2)	P8	P8, P9	P8, P9	P8, P9	P8, P9	P8, P9	P8, P9	P9	P9		
Temporary Lodging:											
Hotel/motel	P	P	P	P	P	P	P75	P75			
Bed and breakfast guesthouse (1)											
Bed and breakfast inn (1)	P	P	P	P			P				
Recreation/Cultural Land Uses											
Park/Recreation:											
Park	P11	P	P	P	P	P	P	P	P	P11	P
Marina					P				P	C	P
Dock and boathouse, private, noncommercial					P				P	P16	P
Boat launch, commercial or public					P				P		P
Boat launch, noncommercial or private					P				P	P17	P
Community center	P	P	P	P	P	P	P	P	P	P	P
Amusement/Entertainment:											
Theater		P	P	P	P	P	P				
Theater, drive-in				C			C				
Amusement and recreation services		P18	P18	P18	P18	P19	P	P	C		
Sports club	P	P	P	P	P	P	P	P	P		
Golf facility (13)		P	P	P			P	P	P	C	
Shooting range (14)				P15			P15	P15			
Outdoor performance center				C			C	C		C	C
Riding academy							P	P		C	
Cultural:											
Library, museum and art gallery	P	P	P	P	P	P	P	P	P	C	P

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Church, synagogue and temple	P	P	P	P	P	P	P	P	P		P
Dancing, music and art center		P	P	P	P	P	P			C	P
General Services Land Uses											
Personal Services:											
General personal service	P	P	P	P	P	P	P	P	P		
Dry cleaning plant		P	P				P	P	P		
Dry cleaning pick-up station and retail service	P	P	P	P	P	P25	P	P76	P		
Funeral home/crematory		P	P	P	P	P26	P	P76	P		
Cemetery, columbarium or mausoleum	P24	P24	P24	P24, C20			P	P	P		
Day care I	P70	P70	P70	P70	P70	P70	P70	P21, 70	P70	P70	P70
Day care II	P	P	P	P	P	P	P	P21			
Veterinary clinic	P	P	P	P	P	P	P	P76	P		
Automotive repair and service	P22	C, P28	C, P28	P			P	P	P		
Electric vehicle (EV) charging station (64)	P	P	P	P	P	P	P	P	P	P	P
EV rapid charging station (65), (66)	P	P	P	P	P67	P67	P	P	P		
EV battery exchange station				P			P	P	P		
Miscellaneous repair		P	P	P			P	P	P		
Social services		P	P	P	P	P	P				P
Kennel, commercial and exhibitor/breeding (71)		P	P	P			P	P	P		
Pet daycare (71), (72)		P	P	P	P	P	P	P76	P		
Civic, social and fraternal association		P	P	P	P	C	P		P		P
Club (community, country, yacht, etc.)									P		P
Health Services:											
Medical/dental clinic	P	P	P	P	P	P	P				P
Hospital		P	P	P	P	C	P				C
Miscellaneous health	P68	P68	P68	P68	P68	P68	P68				P68
Supervised drug consumption facility											
Education Services:											

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Elementary, middle/junior high, and senior high (including public, private and parochial)		C	C	C	C	C	P	P	C		C
Commercial school	P	P	P		P	P27					C
School district support facility	C	P	P	P	P	P	P	P	P		P
Vocational school		P	P	P	P	P27	P				P
Government/Business Service Land Uses											
Government Services:											
Public agency office	P	P	P	P	P	P	P	P	P		P
Public utility yard				P			P	P			P
Public safety facilities, including police and fire	P29	P	P	P	P	P	P	P			P
Utility facility	P	P	P	P		C	P	P	P		P
Private storm water management facility	P	P	P	P	P	P	P	P	P		P
Public storm water management facility	P	P	P	P	P	P	P	P	P		P
Business Services:											
Contractors' office and storage yard				P30	P30	P30	P	P	P		
Interim recycling facility		P23	P23	P23			P	P			P
Taxi stands		P	P	P			P	P	P		
Trucking and courier service		P31	P31	P31			P	P	P		
Warehousing and wholesale trade				P			P	P	P		
Mini-storage (36)		C78		C78			C78	P76	P		
Freight and cargo service				P			P	P	P		
Cold storage warehousing							P	P	P		
General business service and office	P	P	P	P	P	P30	P	P	P		
Commercial vehicle storage							P	P	P		
Professional office	P	P	P	P	P	P	P	P			
Miscellaneous equipment rental		P30, 37	P30, 37	C38		P30, 37	P	P	P		
Automotive rental and leasing				P			P	P	P		
Automotive parking	P	P	P	P	P	P	P	P	P		
Research, development and testing				P			P	P	P		
Heavy equipment and truck repair							P	P	P		
Automobile holding yard				C			P	P	P		

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Commercial/industrial accessory uses (73)	P39, 40	P39	P39	P39	P39, 40	P39, 40	P	P	P		
Adult facility									P33		
Factory-built commercial building (35)	P	P	P	P	P		P	P	P		
Wireless communication facility (32)	P, C	P, C	P, C	P, C	P, C	P, C	P, C	P, C	P, C		P, C
State-Licensed Marijuana Facilities:											
Marijuana cooperative (69)											
Marijuana processing facility – Indoor only (69)											
Marijuana production facility – Indoor only (69)											
Marijuana retail facility (69)											
Retail/Wholesale Land Uses											
Building, hardware and garden materials	P47	P	P	P	P	P47	P	P76	P		
Forest products sales		P	P	P			P	P			
Department and variety stores	P	P	P	P	P	P	P	P76			
Food stores	P	P	P	P	P	P45	P	P76			
Agricultural crop sales		P	P	P		C	P	P76			
Storage/retail sales, livestock feed							I	P76	P		
Motor vehicle and boat dealers		P	P	P			P	P	P		
Motorcycle dealers		P	P	P	P49		P	P	P		
Gasoline service stations	P	P	P	P	P		P	P76	P		
Eating and drinking places	P41	P	P	P	P	P46	P	P46	P		
Drugstores	P	P	P	P	P	P	P	P76	P		
Liquor stores		P	P	P			P				
Used goods: antiques/secondhand shops		P	P	P	P	P	P				
Sporting goods and related stores		P	P	P	P	P	P				
Book, stationery, video and art supply stores	P	P	P	P	P	P	P				
Jewelry stores		P	P	P	P	P	P				
Hobby, toy, game shops	P	P	P	P	P	P	P				
Photographic and electronic shops	P	P	P	P	P	P	P				
Fabric and craft shops	P	P	P	P	P	P	P				
Fuel dealers				P43			P43	P43	P43		

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Florist shops	P	P	P	P	P	P	P				
Pet shops	P	P	P	P	P	P	P				
Tire stores		P	P	P	P		P	P76	P		
Bulk retail		P	P	P			P	P76			
Auction houses				P42			P42	P76			
Truck and heavy equipment dealers								P	P		
Mobile home and RV dealers				C			P	P	P		
Retail stores similar to those otherwise named on this list	P	P	P	P	P	P48	P	P44, 76	P44		
Automobile wrecking yards							C	C	P		
Manufacturing Land Uses											
Food and kindred products		P50, 52	P50, 52	P50			P50	P50	P		
Winery/brewery		P53	P53	P	P53	P53	P	P	P		
Textile mill products							P	P	P		
Apparel and other textile products				C			P	P	P		
Wood products, except furniture				P			P	P	P		
Furniture and fixtures				P			P	P	P		
Paper and allied products							P	P	P		
Printing and publishing	P51	P51	P51	P		P51	P	P	P		
Chemicals and allied products							C	C	C		
Petroleum refining and related industries							C	C	C		
Rubber and misc. plastics products							P	P	P		
Leather and leather goods							C	C	C		
Stone, clay, glass and concrete products							P	P	P		
Primary metal industries							C	C	P		
Fabricated metal products				C			P	P	P		
Industrial and commercial machinery							C	C	P		
Heavy machinery and equipment							C	C	P		
Computer and office equipment				C			P	P			
Electronic and other electric equipment				C			P	P			
Railroad equipment							C	C	P		

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Miscellaneous light manufacturing				P54, 74	P54		P	P	P		
Motor vehicle and bicycle manufacturing							C	C	P		
Aircraft, ship and boat building							C	C	P		
Tire retreading							C	C	P		
Movie production/distribution				P			P	P			
Resource Land Uses											
Agriculture:											
Growing and harvesting crops							P	P	P	P	
Raising livestock and small animals							P	P	P	P	
Greenhouse or nursery, wholesale and retail				P			P	P	P	C	
Farm product processing							P	P	P		
Forestry:											
Growing and harvesting forest products							P	P			
Forest research							P	P			
Wood waste recycling and storage							C	C	C		
Fish and Wildlife Management:											
Hatchery/fish preserve (55)							P	P	P	C	
Aquaculture (55)							P	P	P	C	
Wildlife shelters	C	C	C							P	
Mineral:											
Processing of minerals							P	P	P		
Asphalt paving mixtures and block							P	P	P		
Regional Land Uses											
Jail		C	C	C			C	C			
Regional storm water management facility		C	C	C	C		C	C	C		P
Public agency animal control facility				C			P	P	P		C
Public agency training facility		C56	C56	C56		C56	C56	C57			C57
Nonhydroelectric generation facility	C	C	C	C			C	C	C		C
Energy resource recovery facility							C	C			
Soil recycling/incineration facility							C	C	C		

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI (81)	GI	REC	P/I
Solid waste recycling									C		C
Transfer station							C	C	C		C
Wastewater treatment facility							C	C	C		C
Transit bus base				C			P	P			C
Transit park and pool lot	P	P	P	P	P	P	P	P	P		P
Transit park and ride lot	P	P	P	P	P	P	P	P	P		C
School bus base	C	C	C	C			P	P			C58
Racetrack	C59	C59	C59	C			P	P			
Fairground							P	P	P		C
Zoo/wildlife exhibit		C	C	C							C
Stadium/arena				C			C	C	P		C
College/university	C	P	P	P	P	P	P	P	P		C
Secure community transition facility									C60		
Opiate substitution treatment program facilities		P61, 62	P61, 62	P61, 62	P61, 62		P62	P62	P62		

22C.020.070 Permitted uses – Development conditions.

(1) Bed and breakfast guesthouses and inns are subject to the requirements and standards contained in Chapter [22C.210](#) MMC, Bed and Breakfasts.

(2) Home occupations are subject to the requirements and standards contained in Chapter [22C.190](#) MMC, Home Occupations.

(3) Limited to one dwelling unit for the purposes of providing on-site service and security of a commercial or industrial business. Caretaker's quarters are subject to the provisions set forth in Chapter [22C.110](#) MMC, entitled "Temporary Uses."

(4) All units must be located above a street-level commercial use; provided, that in the community business (CB) zone within Lakewood neighborhood planning area 11, a horizontal mixed use project may be proposed through a development agreement approved by city council.

(5) Twenty percent of the units, but no more than two total units, may be located on the street level of a commercial use, if conditional use permit approval is obtained and the units are designed exclusively for ADA accessibility. The street-level units shall be designed so that the units are not located on the street front and primary access is towards the rear of the building.

(6) Reserved.

(7) Manufactured homes, mobile homes, recreational vehicles, and tiny houses with wheels are only allowed in existing mobile/manufactured home parks.

(8) Home occupations are limited to home office uses in multifamily dwellings. No signage is permitted in townhouse or multifamily dwellings.

(9) Permitted in a legal nonconforming or conforming residential structure.

(10) Subject to Chapter [22C.220](#) MMC, Master Planned Senior Communities.

(11) The following conditions and limitations shall apply, where appropriate:

(a) Parks are permitted in residential and mixed use zones when reviewed as part of a subdivision or multiple-family development proposal; otherwise, a conditional use permit is required;

(b) Lighting for structures and fields shall be directed away from residential areas; and

(c) Structures or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.

(12) Reserved.

(13) Golf Facility.

(a) Structures, driving ranges and lighted areas shall maintain a minimum distance of 50 feet from property lines adjoining residential zones.

(b) Restaurants are permitted as an accessory use to a golf course.

(14) Shooting Range.

(a) Structures and ranges shall maintain a minimum distance of 50 feet from property lines adjoining residential zones;

(b) Ranges shall be designed to prevent stray or ricocheting projectiles or pellets from leaving the property; and

(c) Site plans shall include safety features of the range; provisions for reducing noise produced on the firing line; and elevations of the range showing target area, backdrops or butts.

(15) Only in an enclosed building.

(16) Dock and Boathouse, Private, Noncommercial.

(a) The height of any covered overwater structure shall not exceed 20 feet as measured from the line of ordinary high water;

(b) The total roof area of covered, overwater structures shall not exceed 1,000 square feet;

(c) The entirety of such structures shall have not greater than 50 percent of the width of the lot at the natural shoreline upon which it is located;

(d) No overwater structure shall extend beyond the average length of all preexisting overwater structures along the same shoreline and within 300 feet of the parcel on which proposed. Where no such preexisting structures exist within 300 feet, the pier length shall not exceed 50 feet;

(e) Structures permitted hereunder shall not be used as a dwelling; and

(f) Covered structures are subject to a minimum setback of five feet from any side lot line or extension thereof. No setback from adjacent properties is required for any uncovered structure, and no setback from water is required for any structure permitted hereunder.

(17) Boat Launch, Noncommercial or Private.

(a) The city may regulate, among other factors, required launching depth, and length of docks and piers;

(b) Safety buoys shall be installed and maintained separating boating activities from other water-oriented recreation and uses where this is reasonably required for public safety, welfare and health; and

(c) All site improvements for boat launch facilities shall comply with all other requirements of the zone in which they are located.

(18) Excluding racetrack operation.

(19) Amusement and recreation services shall be a permitted use if they are located within an enclosed building, or a conditional use if located outside. In both instances they would be subject to the exclusion of a racetrack operation similar to other commercial zones.

(20) Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.

- (21) Permitted as an accessory use; see MMC [22A.020.020](#), the definition of “Accessory use, commercial/industrial.”
- (22) Only as an accessory to a gasoline service station; see retail and wholesale permitted use table in MMC [22C.020.060](#).
- (23) All processing and storage of material shall be within enclosed buildings and excluding yard waste processing.
- (24) Limited to columbariums accessory to a church; provided, that existing required landscaping and parking are not reduced.
- (25) Drive-through service windows in excess of one lane are prohibited in Planning Area 1.
- (26) Limited to columbariums accessory to a church; provided, that existing required landscaping and parking are not reduced.
- (27) All instruction must be within an enclosed structure.
- (28) Car washes shall be permitted as an accessory use to a gasoline service station.
- (29) Public Safety Facilities, Including Police and Fire.
- (a) All buildings and structures shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - (b) Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street.
- (30) Outdoor storage of materials or vehicles must be accessory to the primary building area and located to the rear of buildings. Outdoor storage is subject to an approved landscape plan that provides for effective screening of storage, so that it is not visible from public right-of-way or neighboring properties.
- (31) Limited to self-service household moving truck or trailer rental accessory to a gasoline service station.
- (32) All WCFs and modifications to WCFs are subject to Chapter [22C.250](#) MMC including but not limited to the siting hierarchy, MMC [22C.250.060](#). WCFs may be a permitted use or a CUP may be required subject to MMC [22C.250.040](#).
- (33) Subject to the conditions and requirements listed in Chapter [22C.030](#) MMC.
- (34) Reserved.

(35) A factory-built commercial building may be used for commercial purposes subject to the following requirements:

(a) A factory-built commercial building must be inspected at least two times at the factory by the State Building and Electrical Inspector during the construction process, and must receive a state approval stamp certifying that it meets all requirements of the International Building and Electrical Codes. At the building site, the city building official will conduct foundation, plumbing and final inspections; and

(b) A factory-built commercial building cannot be attached to a metal frame allowing it to be mobile. All structures must be placed on a permanent, poured-in-place foundation. The foundation shall be structurally engineered to meet the requirements set forth in Chapter 16 of the International Building Code.

(36) Mini-storage facilities are subject to the development standards outlined in Chapter [22C.170](#) MMC.

(37) Except heavy equipment.

(38) With outdoor storage and heavy equipment.

(39) Incidental assembly shall be permitted; provided, it is limited to less than 20 percent of the square footage of the site excluding parking.

(40) Light industrial uses may be permitted; provided, there is no outdoor storage of materials, products or vehicles.

(41) Excluding drinking places such as taverns and bars and adult entertainment facilities.

(42) Excluding vehicle and livestock auctions.

(43) If the total storage capacity exceeds 6,000 gallons, a conditional use permit is required.

(44) The retail sale of products manufactured on site shall be permitted; provided, that not more than 20 percent of the constructed floor area in any such development may be devoted to such retail use.

(45) Limited to 5,000 square feet or less.

(46) Eating and Drinking Places.

(a) Limited to 4,000 square feet or less **in the Light Industrial zone.**

(b) Drive-through service windows in excess of one lane are prohibited in Planning Area 1.

(c) Taverns, bars, lounges, etc., are required to obtain a conditional use permit in the mixed use zone.

(47) Limited to hardware and garden supply stores.

(48) Limited to convenience retail, such as video, and personal and household items.

(49) Provided there is no outdoor storage and/or display of any materials, products or vehicles.

(50) Except slaughterhouses.

(51) Limited to photocopying and printing services offered to the general public.

(52) Limited to less than 10 employees.

(53) In conjunction with an eating and drinking establishment.

(54) Provided there is no outdoor storage and/or display of any materials, products or vehicles.

(55) May be further subject to the provisions of city of Marysville shoreline management program.

(56) Except weapons armories and outdoor shooting ranges.

(57) Except outdoor shooting ranges.

(58) Only in conjunction with an existing or proposed school.

(59) Except racing of motorized vehicles.

(60) Limited to land located along east side of 47th Avenue NE alignment, in the east half of the northeast quarter of Section 33, Township 30N, Range 5E, W.M., and in the northeast quarter of the southeast quarter of Section 33, Township 30N, Range 5E, W.M.

(61) Opiate substitution treatment program facilities permitted within commercial zones are subject to Chapter [22G.070](#) MMC, Siting Process for Essential Public Facilities.

(62) 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.

(63) Permitted uses include Whiskey Ridge zones.

(64) Level 1 and Level 2 charging only.

(65) The term “rapid” is used interchangeably with Level 3 and fast charging.

(66) Rapid (Level 3) charging stations are required to comply with the design and landscaping standards outlined in MMC [22C.020.265](#).

(67) Rapid (Level 3) charging stations are required to be placed within a parking garage.

(68) Excepting “marijuana (cannabis) dispensaries,” “marijuana (cannabis) collective gardens,” and “marijuana cooperatives” as those terms are defined or described in this code and/or under state law; such facilities and/or uses are prohibited in all zoning districts of the city of Marysville.

(69) No person or entity may produce, grow, manufacture, process, accept donations for, give away, or sell marijuana concentrates, marijuana-infused products, or usable marijuana within commercial, industrial, recreation, and public institution zones in the city. Provided, activities in strict compliance with RCW [69.51A.210](#) and [69.51A.260](#) are not a violation of the Marysville Municipal Code.

(70) Permitted within existing legal nonconforming single-family residences.

(71) Subject to the requirements set forth in MMC [10.04.460](#).

(72) Pet daycares are restricted to indoor facilities with limited, supervised access to an outdoor fenced yard. Overnight boarding may be permitted as a limited, incidental use. Both outdoor access and overnight boarding privileges may be revoked or modified if the facility is not able to comply with the noise standards set forth in WAC [173-60-040](#).

(73) Shipping/cargo and similar storage containers may be installed on commercial or industrial properties provided they are screened from public view pursuant to MMC [22C.120.160](#), Screening and impact abatement.

(74) Tanks, generators, and other machinery which does not generate nuisance noise may be located in the service/loading area. Truck service/loading areas shall not face the public street and shall be screened from the public street.

(75) 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.

(76) Use limited to properties that have property frontage along State Avenue/Smokey Point Boulevard.

(77) Enhanced services facilities (ESFs) are permitted when the building is located within the area depicted in MMC [22C.280.050](#), Figure 1. In the GC and CB zones, ESFs shall be located in a building in which the ESF is located above a permitted ground floor commercial use. See Chapter [22C.280](#) MMC for enhanced services facility regulations.

(78) Mini-storage facilities may be allowed in the CB and GC zones as a conditional use on property located east of Interstate 5, north of 100th Street, and west of 47th Avenue NE, subject to the following conditions:

- (a) The property does not have direct frontage on an arterial street.
- (b) Vehicular access to the property is limited by physical constraints, such as railroad tracks, proximity to congested public street intersections where turning movements are restricted, or other physical barriers that limit convenient vehicular access for higher-traffic-generating uses such as retail or office.
- (c) Buildings shall be located a minimum of 150 feet from the nearest arterial street or interstate highway right-of-way.

(79) An operations plan, to mitigate potential impacts on the surrounding community, must be provided by the sponsor and/or property owner at the time of application. The operations plan must address the following elements to the satisfaction of the city:

- (a) Name and contact information for key staff;
- (b) Roles and responsibilities of key staff;
- (c) Site/facility management, including a security and emergency plan;
- (d) Site/facility maintenance;
- (e) Occupancy policies, including resident responsibilities and a code of conduct that address, at a minimum, the use or sale of alcohol and illegal drugs, threatening or unsafe behavior, and weapon possession;

- (f) Provision of human and social services, including staffing plan and outcome measures;
- (g) Outreach with surrounding property owners and residents and ongoing good neighbor policy;
- (h) Procedures for maintaining accurate and complete records; and
- (i) Additional information as requested by the community development director to ensure current best practices for permanent supportive housing and transitional housing facilities are used.

(80) 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.

(81) Permitted uses for properties zoned light industrial with a general commercial overlay include uses allowed in the light industrial and general commercial zones.

22C.020.080 Densities and dimensions.

(1) Interpretation of Tables.

(a) Subsection (2) of this section contains general density and dimension standards for the various zones and limitations specific to a particular zone(s). Additional rules and exceptions, and methodology, are set forth in MMC [22C.020.090](#).

(b) The density and dimension table is arranged in a matrix format and is delineated into the commercial, industrial, recreation and public institutional use categories.

(c) Development standards are listed down the left side of the table, and the zones are listed at the top. The matrix cells contain the minimum dimensional requirements of the zone. The parenthetical numbers in the matrix identify specific requirements applicable either to a specific use or zone. If more than one standard appears in a cell, each standard will be subject to any applicable parenthetical footnote set forth in MMC [22C.020.090](#).

(2) General Densities and Dimension Standards.

Standards	NB	CB	GC	DTC	MU (12)	LI (19)	GI	REC	P/I	WR-MU (15)	WR- CB (15)
Base density: Dwelling unit/acre	None (18)	12	12	12	28 (1)	0	0	0	0	12	0
Maximum density:	None (18)	27 (13)	None (13)	None	28	0	0	0	0	18 (13)	0

Standards	NB	CB	GC	DTC	MU (12)	LI (19)	GI	REC	P/I	WR-MU (15)	WR- CB (15)
Dwelling unit/acre											
Minimum street setback (3)	20 feet	None (7)	None (7)	None (7)	None (7, 8)	None (7)	None (7)	20 feet	None (7, 8)	None (7, 8, 14)	None (7, 14)
Minimum interior setback	10 feet (side) 20 feet (rear)	None (4)	None (4)	None (4)	None (9)	None (4) 50 feet (5)	None (4) 50 feet (5)	None (4)	None (4)	5 feet (9, 16, 17)	None (4)
Base height (6)	25 feet	55 feet	35 feet	55 feet	45 feet	65 feet	65 feet	35 feet	45 feet	45 feet	55 feet
Maximum impervious surface: Percentage	75%	85%	85%	85%	85%, 75% (11)	85%	85%	35%	75%	85%, 75% (11)	85%

22C.020.090 Densities and dimensions – Development conditions.

- (1) These densities are allowed only through the application of mixed use development standards.
- (2) Reserved.
- (3) Gas station pump islands shall be placed no closer than 25 feet to street front lines. Pump island canopies shall be placed no closer than 15 feet to street front lines.
- (4) A 25-foot setback is required on property lines adjoining residentially designated property.
- (5) A 50-foot setback only required on property lines adjoining residentially designated property for industrial uses established by conditional use permits, otherwise no specific interior setback requirement.
- (6) Height limits may be increased when portions of the structure or building which exceed the base height limit provide one additional foot of street and interior setback beyond the required setback for each foot above the base height limit.
- (7) Subject to sight distance review at driveways and street intersections.

(8) A 20-foot setback is required for multiple-family structures.

(9) A 15-foot setback is required for (a) commercial or multiple-family structures on property lines adjoining single-family residentially designated property, and (b) a rear yard of a multistory residential structure, otherwise no specific interior setback requirement. Interior setbacks may be reduced where features such as critical area(s) and buffer(s), public/private right-of-way or access easements, or other conditions provide a comparable setback or separation from adjoining uses.

(10) Reserved.

(11) The 85 percent impervious surface percentage applies to commercial developments, and the 75 percent rate applies to multiple-family developments.

(12) Reduced building setbacks and height requirements may be approved on a case-by-case basis to provide flexibility for innovative development plans; provided, that variance requests which are greater than 10 percent of the required setback shall be considered by the hearing examiner.

(13) Subject to the application of the residential density incentive requirements of Chapter [22C.090](#) MMC.

(14) Required landscaping setbacks for developments on the north side of Soper Hill Road are 25 feet from the edge of sidewalk.

(15) Projects with split zoning (two or more distinct land use zones) may propose a site plan to density average or adjust the zone boundaries using topography, access, critical areas, or other site characteristics in order to provide a more effective transition.

(16) Townhome setbacks are reduced to zero on an interior side yard setback where the units have a common wall for zero lot line developments.

(17) Townhome setbacks are reduced to five feet on side yard setbacks, provided the buildings meet a 10-foot separation between structures.

(18) There is no minimum or maximum density for this zone. Residential units are permitted if located above a ground-level commercial use.

(19) The Light Industrial with General Commercial overlay zone uses the Light Industrial density and dimensional standards.

UPDATED MAPS WITH NEW COLORS ARE THE ONLY CHANGE TO THIS SECTION.

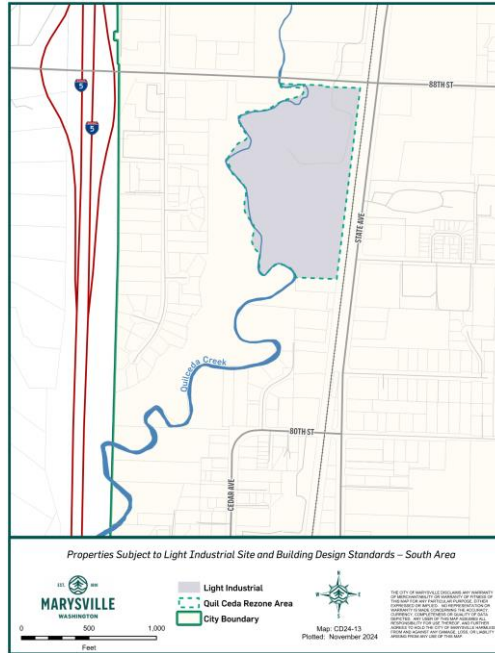
22C.020.240 Commercial, industrial, recreation and public institutional zones design requirements – Applicability and interpretations.

(1) The intent of these design standards is to:

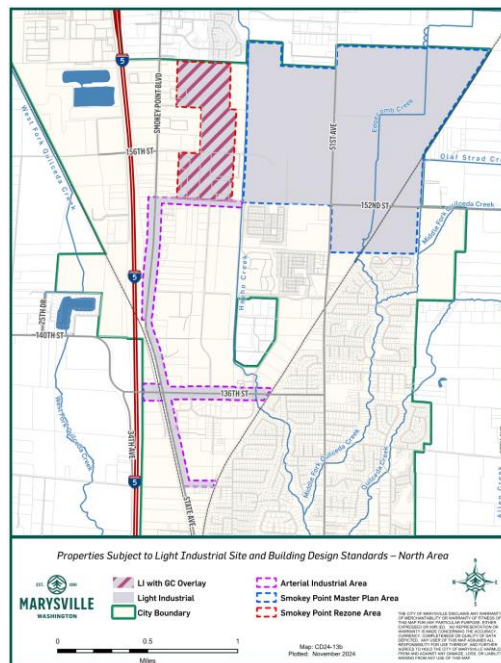
- (a) Provide building design that has a high level of design quality and creates comfortable human environments;
- (b) Incorporate design treatments that add interest and reduce the scale of buildings;
- (c) Encourage building design that is authentic and responsive to site conditions; and
- (d) Encourage functional, durable, and environmentally responsible buildings.

(2) Applicability.

- (a) The design standards in MMC [22C.020.245](#) apply to light industrial (LI) zoned properties as generally described below, and as depicted in Maps 1 and 2:
 - (i) Within the Smokey Point master plan area;
 - (ii) With a general commercial (GC) overlay;
 - (iii) Located southwest of the intersection of 88th Street NE and State Avenue; and
 - (iv) Abutting State Avenue/Smokey Point Boulevard, 128th Street NE, 136th Street NE, and 152nd Street NE; provided, that design standards shall only apply to buildings located within 150 feet of these public streets for properties not subject to subsections (2)(a)(i) through (2)(a)(iii) of this section.



Map 1
[Click for high-resolution PDF](#)



Map 2
[Click for high-resolution PDF](#)

(b) The design standards in MMC [22C.020.250](#) apply to all new development within the following zones: general commercial (GC), community business (CB), downtown commercial (DTC), neighborhood business (NB), and mixed use (MU); provided, that development that is exclusively multi-family shall be subject to the design standards set forth in MMC [22C.010.290](#).

(c) The following activities shall be exempt from the design standards set forth in MMC [22C.020.245](#) and [22C.020.250](#):

(i) Construction activities which do not require a building permit;

(ii) Interior remodels of existing structures;

(iii) Modifications or additions to existing commercial, industrial, office and public properties when the modification or addition:

(A) Constitutes less than 10 percent of the existing horizontal square footage of the use or structure; and

(B) Constitutes less than 10 percent of the existing building's exterior facade.

(3) Interpreting and Applying the Design Standards.

(a) These standards capture the community visions and values as reflected in the comprehensive plan's neighborhood planning areas. The city's community development director (hereinafter referred to as "director") retains full authority to determine whether a proposal meets these standards. The director is authorized to promulgate guidelines, graphic representations, and examples of designs and methods of construction that do or do not satisfy the intent of these standards.

(b) Many of these site and building design standards call for a building or site to feature one or more elements from a menu of items. In these cases, a single element, feature, or detail may satisfy multiple objectives. For example, a specially designed or fabricated covered entry with attractive detailing might be counted toward requirements for human scale, building corners, and building details.

(c) Within these standards, certain words are used to indicate the relative importance and priority the city places upon a particular standard.

(i) The words "shall," "must," and "is/are required" mean that the development proposal must comply with the standard unless the director finds that:

(A) The standard is not applicable in the particular instance; or

(B) The development proposal meets the intent of the standards in some other manner.

(ii) The word “should” means that the development proposal will comply with the standard unless the director finds that:

(A) The standard is not applicable in the particular instance;

(B) The development proposal meets the intent of the standards in some other manner; or

(C) There is convincing evidence that applying the standard would not be in the public interest.

(iii) The words “is/are encouraged,” “can,” “consider,” “help,” and “allow” mean that the action or characteristic is allowed and will usually be viewed as a positive element in the city’s review.

(d) The project proponent may submit proposals that he/she feels meet the intent of the standards but not necessarily the specifics of one or more standards. In this case, the director will determine if the intent of the standard has been met.

PLEASE NOTE THIS SECTION IS SHORTENED TO ISOLATE THE ACTUAL CHANGE. THE FULL SECTION WILL BE SET FORTH IN THE ADOPTING ORDINANCE.

22C.020.245 Industrial site and building design standards.

(1) Applicability.

(a) Prior to submitting a building permit application, all development to which these standards apply shall be required to submit a site plan and elevations addressing the standards in this section for administrative review and approval by the community development director.

(b) The site and building design standards of this section apply to development of the light industrial (LI) and light industrial with general commercial overlay zoned properties as generally described and depicted in MMC [22C.020.240](#)(2).

(c) The crime prevention through environmental design (CPTED) provisions of this section apply to all new commercial developments of over 12,000 square feet in building area.



COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ♦ Marysville, WA 98270

MEMORANDUM

DATE: November 4, 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 A Proposed elevations for 220 Ash Avenue
Exhibit B DRAFT DMP amendments for the Flex zone
Exhibit C DRAFT MMC amendments for the Flex zone
Exhibit D Current DMP block frontage designation map
Exhibit E 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 **Attachment A**). 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 height for the Flex zone is concurrently proposed to be increased from 45 to 55 feet. 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 **Attachments B and C**).

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 **Attachment D** for existing block frontage designations and **Attachment E** 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.

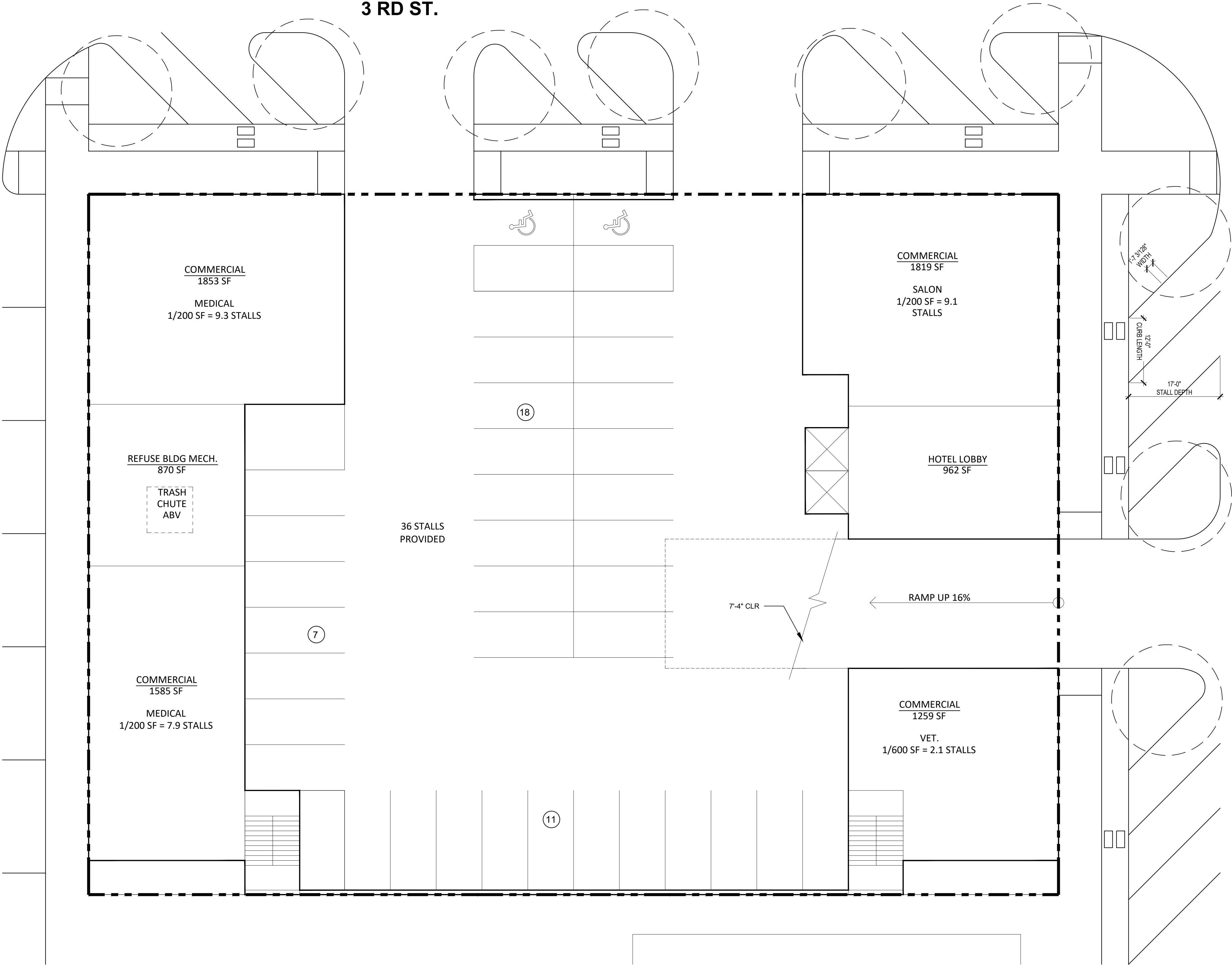
¹ The 'pedestrian-friendly' block frontage standards allow the flexibility to integrate either a storefront or a landscaped block frontage in a pedestrian-friendly configuration. Applicable standards are set forth in MMC [**22C.080.340 Pedestrian-friendly block frontage standards.**](#)



ASH AVE.

3 RD ST.

BEACH AVE.



1 SITE PLAN
Scale: 1" = 10'-0"

N

PARKING SUMMARY:	
COMMERCIAL MEDICAL 1853/ 200 = 9.3 MEDICAL 1585/ 200 = 7.9 SALON 1819/ 200 = 9.1 VETERINARY 1259/ 600 = 2.1	HOTEL UNITS: 1.0 PER UNIT (62 UNITS) = 62 STALLS TOTAL PARKING REQUIRED IN BLDG 29+62 = 91 STALLS
TOTAL PARKING REQUIRED COMMERCIAL: 29 STALLS	TOTAL PARKING PROVIDED: 36 STALLS (L1) + 55 STALLS (L2) = 91 STALLS

Date: By: Description:

TERANGA COMMONS ON ASH

220 Ash Ave,
Marysville, WA 98270

veer

ARCHITECTURE PLLC

10655 NE 4TH ST.
Suite 707
Bellevue, WA 98004
T 425.401.6828
www.VeerArchitecture.com

SITE PLAN

SHEET NO.

A101

202401

2024-03-25

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 4 55 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.

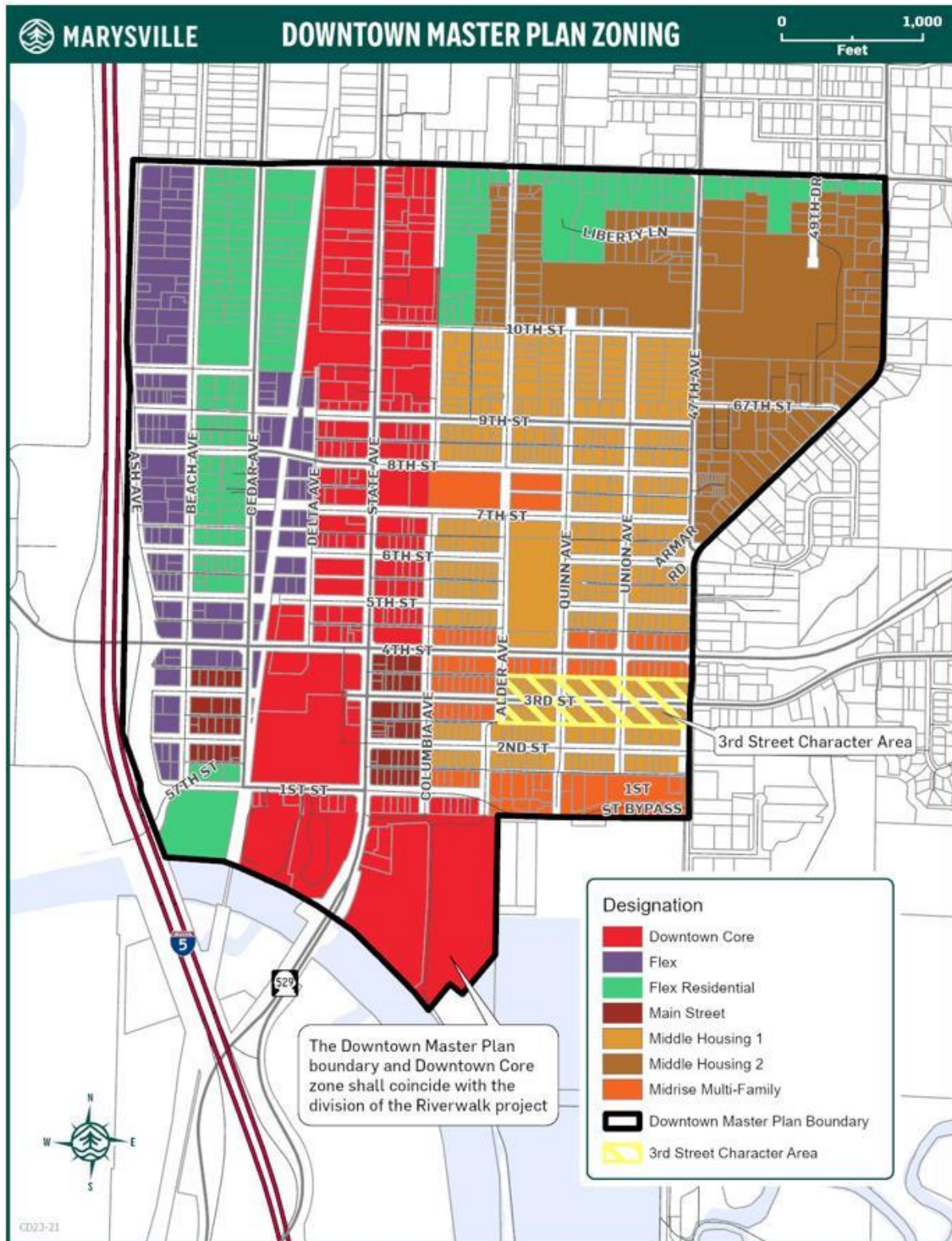
(6) Middle Housing 1 (MH1). This zone encourages small infill housing, especially “missing middle” housing. The zone protects the fine-grained, residential character of historic neighborhoods.

(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. ~~(Ord. 3295 § 10 (Exh. J), 2023; Ord. 3191 § 6 (Exh. B), 2021).~~

22C.080.110 Districts map.

Figure 22C.080.110 illustrates the location and boundaries of downtown’s zones for reference.

Figure 22C.080.110



(Ord. 3295 § 10 (Exh. J), 2023; Ord. 3191 § 6 (Exh. B), 2021).

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: <i>P = Permitted use</i> <i>C = Conditional use</i> <i>No letter = Use not permitted</i>								
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.

~~(Ord. 3295 § 10 (Exh. J), 2023; Ord. 3205 § 7, 2022; Ord. 3196 § 3 (Exh. A), 2021; Ord. 3191 § 6 (Exh. B), 2021).~~

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. ~~(Ord. 3295 § 10 (Exh. J), 2023; Ord. 3191 § 6 (Exh. B), 2021. Formerly 22C.080.150).~~

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

Table 22C.080.140

Dimensional Regulations for Downtown Marysville Zones

Measure	DC	MS	F	FR	MMF	MH1	MH2	Additional Provisions
								(b) for sites with unique size, 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	<u>None</u>	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

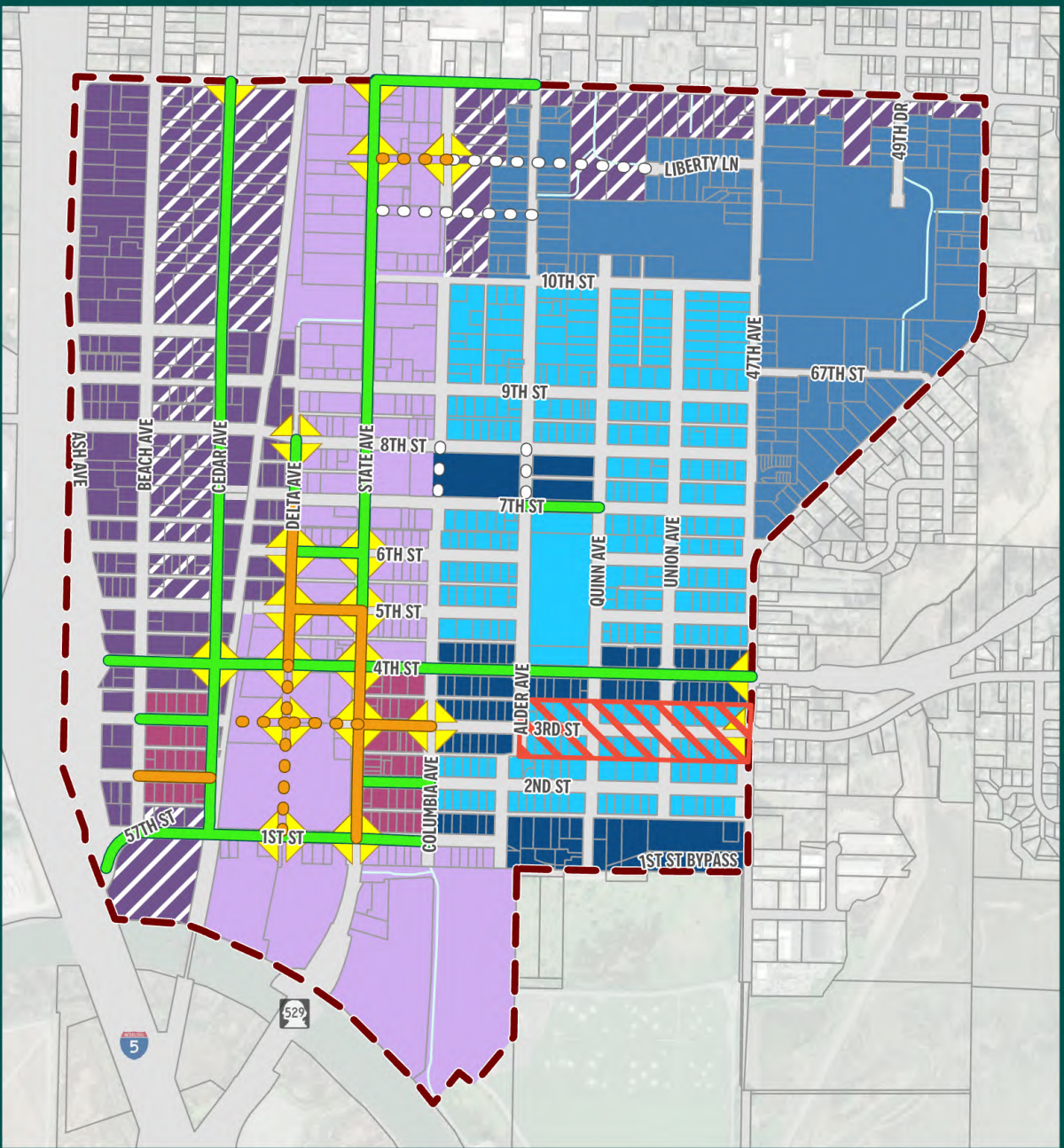
Dimensional Regulations for Downtown Marysville Zones

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'

(Ord. 3295 § 10 (Exh. J), 2023; Ord. 3191 § 6 (Exh. B), 2021).



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

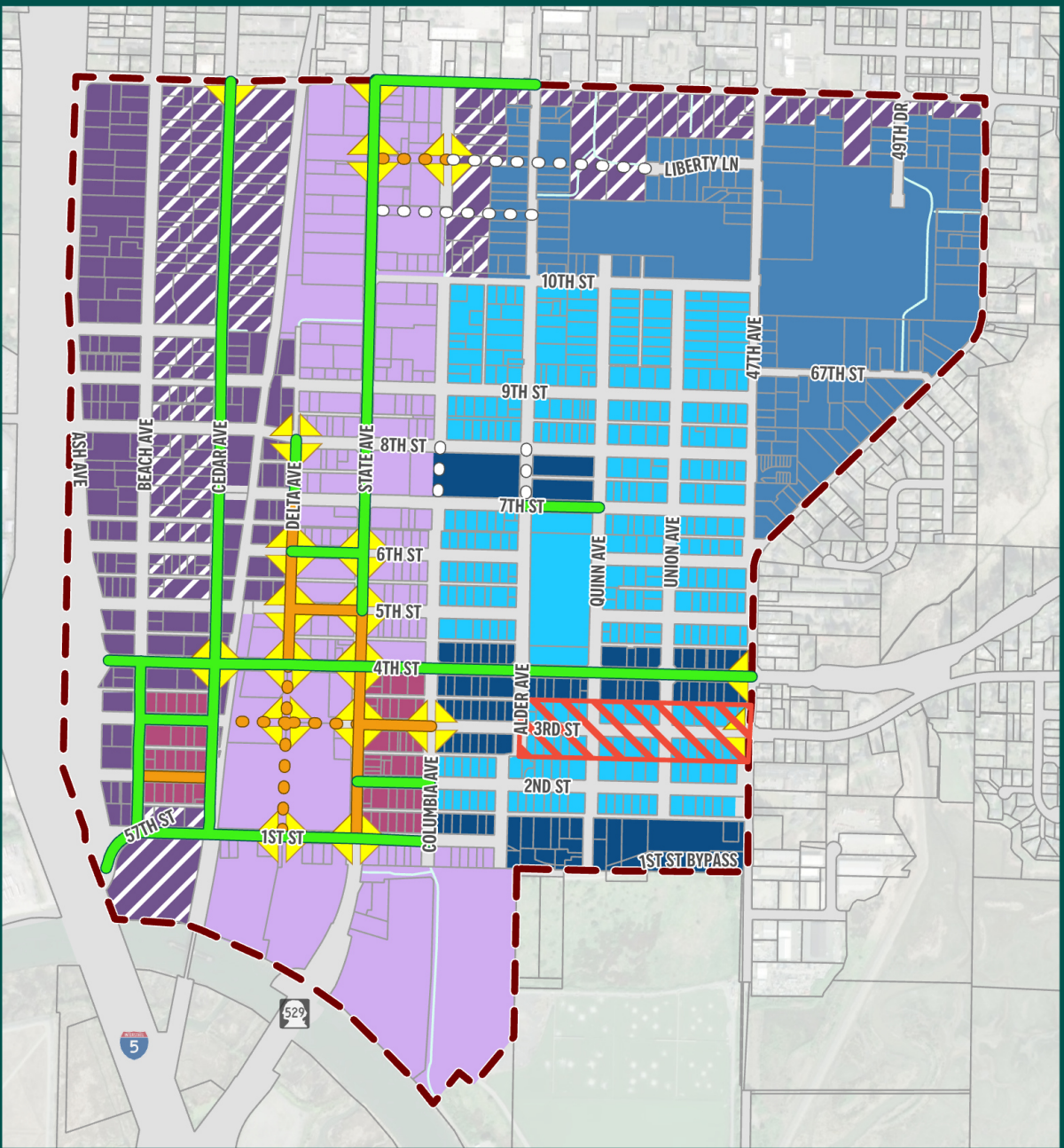
Block Frontage

- Pedestrian friendly
- Active ground floor
- High Visibility Street Corner
- Through-block connection (with redevelopment)
- Through-block with active ground floor

454 n



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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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

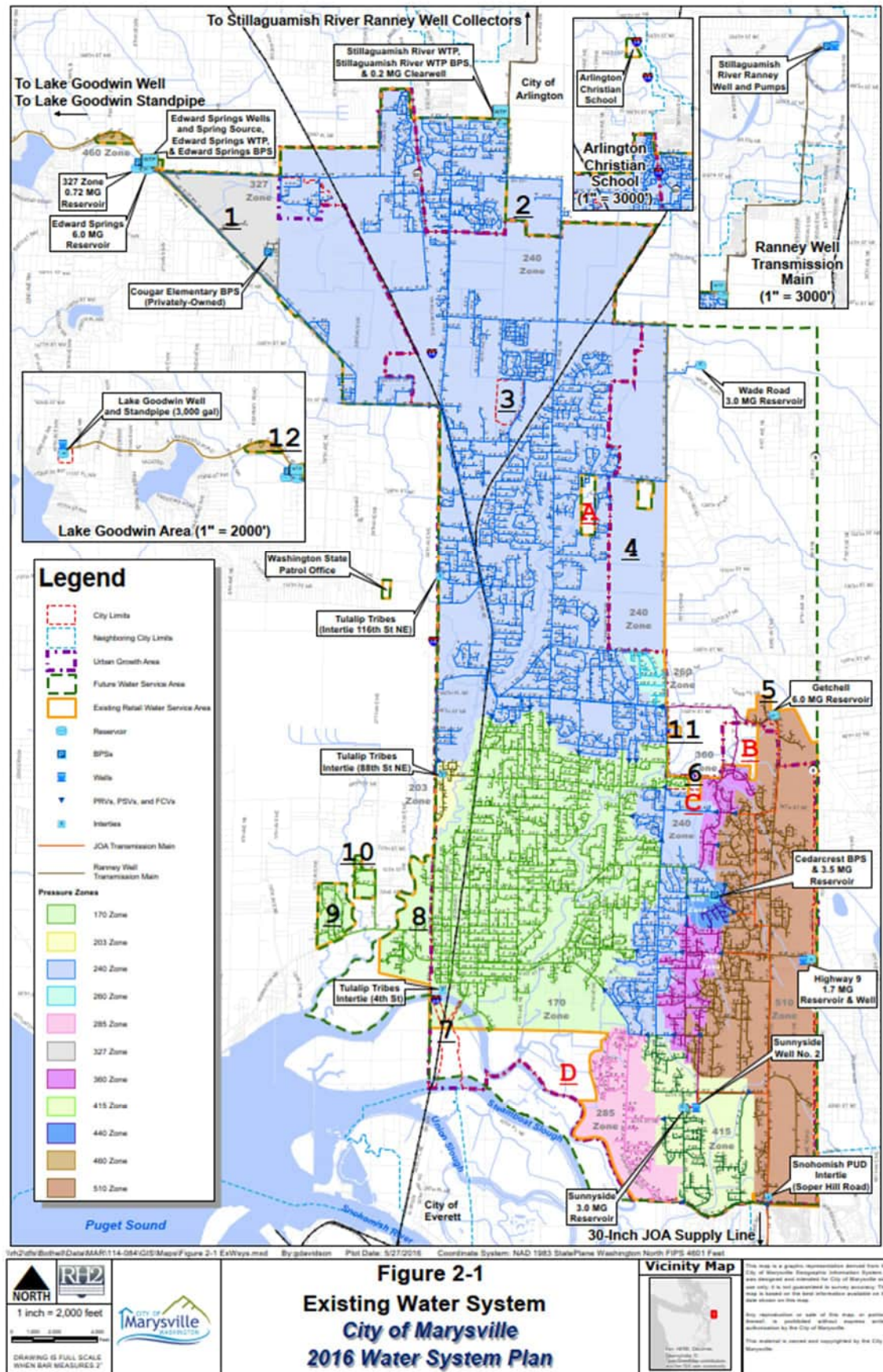
Attachment 3 – Table 3-2 from 2016 WSP

Attachment 4 – Table 3-12 from 2011 GSP

Attachment 1

Existing Water System

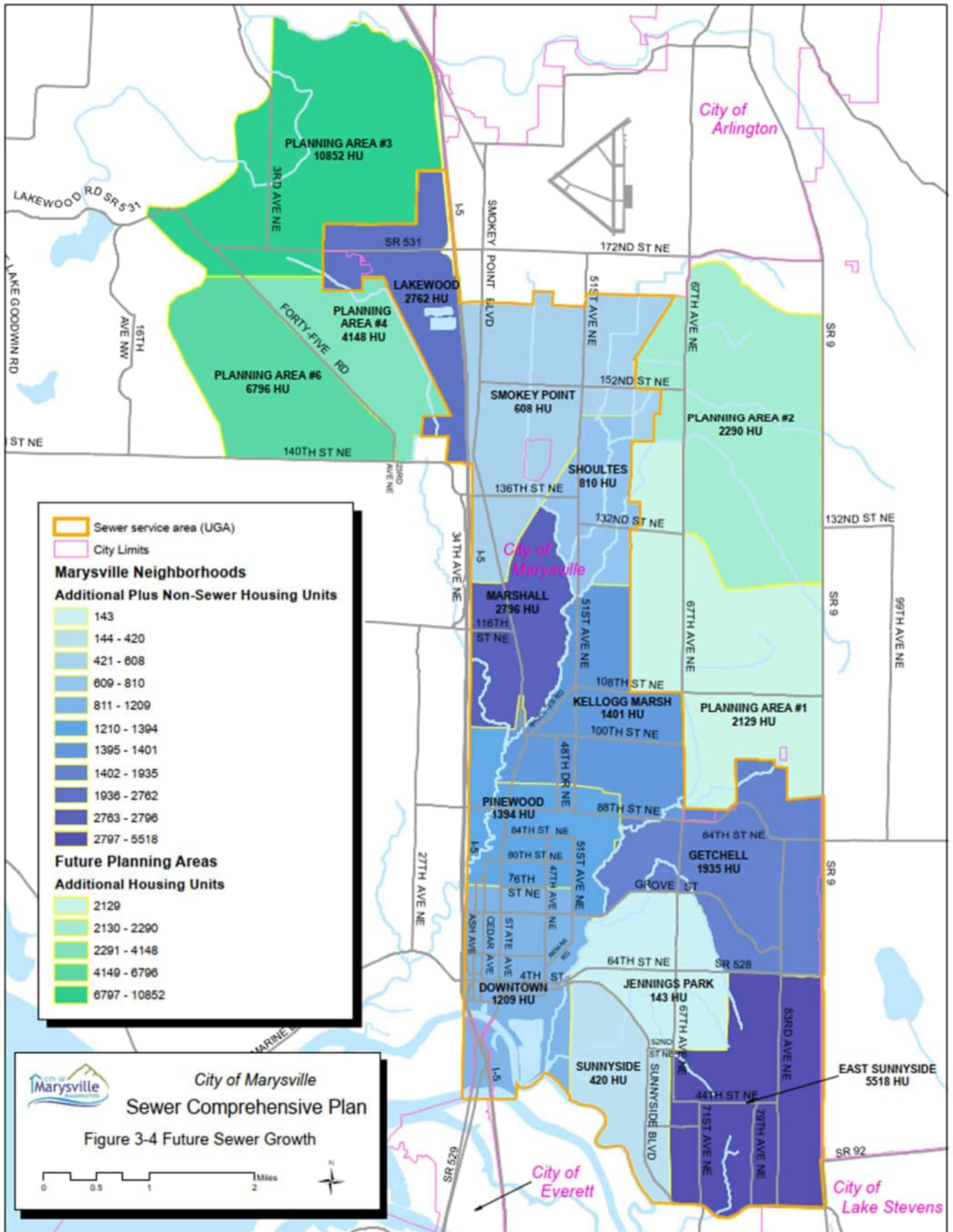
Attachment 1 – Map of Areas for House Counts



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



Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | psrc.org | 206-464-7090

October 28, 2024

Haylie Miller, Community Development Director
City of Marysville
501 Delta Avenue
Marysville, WA 98270

Subject: PSRC Comments on City of Marysville Draft Comprehensive Plan

Dear Ms. Miller,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review elements of the City of Marysville draft comprehensive plan. We appreciate that the city has invested a substantial amount of time and effort in developing the draft plan and appreciate the chance to review while in draft form. This timely collaboration provides an opportunity to review plan elements for the 2024 comprehensive plan and prepares the city well for [certification](#) by PSRC once the full plan has been adopted.

This comment letter contains the combined comments from April, September, and October 2024 reviews of individual plan elements, with any duplicative or subsequently addressed comments removed.

Overall, we found few things to comment on. Importantly, we encourage the city to work towards a final draft that aligns land use assumptions for travel demand modeling with the plan's growth targets. We suggest the city consider the following comments as further work is completed for the comprehensive plan update to align with [VISION 2050](#) and the Growth Management Act.

We reviewed the draft plan using the [VISION 2050 Consistency Tool](#). Key sections of the consistency tool are listed below on the left along with relevant comments on the draft plan on the right:

Transportation

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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)	The element's Land Use Forecasts indicate housing and employment assumptions larger than adopted growth targets. The travel demand forecast must be based on housing and employment growth assumptions that are consistent with adopted growth targets and with assumptions in the land use element and throughout the plan. The final plan should clearly demonstrate this consistency for the alternative selected. Information on these requirements is provided in Commerce's Transportation Guidebook. A map of transportation projects is provided in the plan, but project list is missing (Table 8). The city should include a project list for 6- and 20-year horizons, including both roadway and multimodal projects, including any in the current RTP.
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)	Maintenance should be included as a programmatic item in the plan's project list, in addition to where it is currently provided in the financing strategy.
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)	The plan includes several policies supporting compact, pedestrian-oriented development and a policy to reduce greenhouse gas emissions. The plan should also include a policy to reduce vehicle miles traveled (VMT).

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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)	The city is commended for including LOS standards for its bicycle and pedestrian systems. The city should also establish LOS standards for transit. This should include the documentation of adopted standards, identification of existing LOS for facilities and services, and the identification of facilities and services projected to operate below the adopted LOS. PSRC's Transportation Element Guidance provides further information.

Regional Collaboration

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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)	The city should describe and include policies on tribal treaty rights and tribal coordination. PSRC's Coordination with Tribes resource provides more information on this topic.
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)	

Regional Growth Strategy – Centers Planning

Plan Review Consistency Tool	PSRC Comment on Draft Plan
Include growth targets for designated regional growth centers and manufacturing/industrial centers (MPP-RGS-2)	Growth targets for employment should be included in the manufacturing/industrial center plan, consistent with regional center guidelines. These targets should be incorporated into the comprehensive plan as well. Refer to the VISION 2050 MIC Consistency Tool and the Regional Centers Framework for guidance.

Land Use/Housing

Plan Review Consistency Tool	PSRC Comment on Draft Plan
Demonstrate sufficient capacity for a variety of housing types (RCW 36.70A.070(2)(c))	The city should clarify the capacity for housing to meet various income levels, including for emergency housing and emergency shelter, per RCW 36.70a(2)(c). Commerce provides guidance and examples for documentation of capacity. - Guidance for Updating your Housing Element - Housing Element Examples
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)	Document barriers and actions needed to achieve housing affordability for all income brackets, including findings of existing barriers and documentation of housing tools to address gaps. Commerce's Adequate Provisions Checklist can help document this work and may be included as an appendix to the comprehensive plan.

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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	In addition to the displacement risk analysis included in the Housing Element, consider providing context to racially disparate outcomes by acknowledging historic exclusionary practices in traditional land use planning, as documented in the following resources: - Commerce Racially Disparate Impact Guidance – Appendix A - PSRC’s Equity Planning Resources for Comprehensive Plans - PSRC’s Legacy of Structural Racism

Environment

Plan Review Consistency Tool	PSRC Comment on Draft Elements
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)	The plan would be improved by identifying areas where residents are impacted by negative environmental factors (e.g., poor air/water quality, flood risk). The Washington Environmental Health Disparities Map may be a useful tool for this work.

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)	Consistent with VISION 2050 and national best practices, PSRC recommends including a policy and parks level-of-service to provide parks within a 10-minute walk of all residents. This will set the foundation for adding or expanding parks to create equitable access. PSRC uses the Trust for Public Land's ParkServe mapping tool to identify park gaps. ParkServe shows that 56% of Marysville residents live within a 10-minute walk of a park.
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Climate Change

Plan Review Consistency Tool	PSRC Comment on Draft Elements
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)	The climate change element must include strategies for reducing greenhouse gas emissions, including, but not limited to, goals and policies in VISION 2050 and targets from the Puget Sound Clean Air Agency. Additional resources include the Snohomish County GHG Emissions Inventory and PSRC Climate Change and Resilience Guide.
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)	The city is commended for completing a climate vulnerability assessment. Consider incorporating the community-focused policies from the assessment into this Plan.

PSRC has resources available to assist the city in addressing these comments and inform development of the draft plan. We have provided links to online documents in this letter, and additional resources related to the plan review process can also be found at <https://www.psrc.org/planning-2050/vision/vision-2050-planning-resources>.

We appreciate all the work the city is doing and the opportunity to review and provide comments. We are happy to continue working with you as the draft progresses through the adoption process. If you have any questions or need additional information, please contact me at 206-464-6172 or ddixon@psrc.org.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David Dixon'.

David Dixon, Growth Management
Puget Sound Regional Council

cc: Review Team, Growth Management Services, Department of Commerce

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
✎ 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	
✱ 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)	
✱ 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)	
✱ Address land use, transportation, and housing opportunities and challenges related to military installations, when applicable (MPP-RC-6)	
✓ 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)	
✓ 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)	

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)	
✓ Use land use assumptions substantially consistent with countywide growth targets (RCW 36.70A.070, WAC 365-196-430, VISION 2050 Regional Growth Strategy)	
✓ Demonstrate sufficient zoned development capacity to accommodate targets (RCW 36.70A.115)	
✓ Use consistent land use assumptions throughout plan (RCW 36.70A.070, WAC 365-196-430) ¹	

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				
Employment				

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				
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)	
⚠ Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit (MPP-RGS-12)	
⚠ 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	

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.

✓ Include growth targets for designated regional growth centers and manufacturing/industrial centers (MPP-RGS-2)	
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
✓ 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)	
✓ Advance integrated and interdisciplinary approaches for environmental planning and assessments (MPP-En-2)	
✓ Promote innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance (MPP-En-5)	
⊗ 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)	
⊗ Support and incentivize environmental stewardship on private and public lands (MPP-En-10)	
⊗ 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)	
✓ Protect and restore native vegetation and tree canopy (MPP-En-9, En-13)	
⊗ 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)	
✓ 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)	

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)	
✓ Reduce building energy use through green building and retrofit of existing buildings (MPP-CC-2, CC-Action-3, DP-46)	
Protect and restore natural resources that sequester and store carbon (MPP-CC-4)	
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)	
Identify and address the impacts of climate change and natural hazards on the region to increase resilience (MPP-CC-7-10, CC-Action-4)	
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)	

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)	
✓ Support the development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit, and walking (MPP-RGS-6, DP-1, DP-3)	
 Reduce disparities in access to opportunity and expand employment opportunities to improve the region's shared economic future (MPP-DP-2, Ec-8, Ec-13)	
✓ Coordinate with local, state, and federal agencies to identify underused lands such as surplus public lands or environmentally contaminated lands and: ✓ Promote infill or redevelopment in growth centers and existing neighborhoods in a manner that supports the Regional Growth Strategy (MPP-DP-4) ✓ Develop strategies for cleaning up brownfield and contaminated sites (DP-Action-7)	
 Preserve historic, visual, and cultural resources and consider potential impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds (MPP-DP-5-7)	
 Support inclusive engagement to ensure land use decisions do not negatively impact historically marginalized communities (MPP-DP-8)	
✓ Support the design of transportation and infrastructure projects that achieve community development objectives and improve communities (MPP-DP-12-15, DP-17)	
Promote healthy communities	Page/Policy Reference
 Reduce health disparities and improve health outcomes (MPP-RC-3, DP-18)	



Support centers as connections to opportunity	Page/Policy Reference
✓ Identify one or more central places as locations for more compact, mixed-use development (MPP-DP-22, DP-25)	
 Jurisdictions with or planning for high-capacity transit stations: Identify high-capacity station areas and plan for densities ³ that maximize benefits of transit investments (MPP-DP-22, DP-Action-8)	
 Jurisdictions with or planning for light rail stations: Support the adoption of subarea plans for light rail station areas (DP-Action-8)	
✓ Jurisdictions with regional centers: Support the update of regional center subarea plans to be consistent with the revised Center Plan Tools (DP-Action-8)	
 Evaluate planning in areas for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts (MPP-DP-23, Ec-12)	
Support annexation and incorporation	Page/Policy Reference
✓ Work towards annexation and the orderly transition of unincorporated urban areas by: • Joint planning and urban development standards for urban unincorporated areas • Affiliating all unincorporated urban growth areas with adjacent cities  Planning for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit (MPP-RGS-16, DP-27-30)	
Preserve rural areas and natural resource lands	Page/Policy Reference
✓ Counties: Work to ensure that development in rural areas is rural in character (MPP-DP-32-35, DP-37-38)	
✓ Counties: Work to ensure the sustainability of designated resource lands through programs that support economic vitality, encourage conservation, and avoid incompatible adjacent land uses (MPP-DP-39, DP-41-43)	

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.

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)	

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)	
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)	
✓ 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)	

 Expand housing capacity for moderate density housing, i.e., “missing middle” (MPP-H-9)	
 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)	
✓ Expand housing choices in centers and near transit (MPP-H-7-8)	
✓ Promote flexible standards and innovative techniques to encourage housing productions that keeps pace with growth and need (MPP-H-10)	
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)	
 Jurisdictions planning for high-capacity transit stations: Create and preserve affordable housing near high-capacity transit ⁴ (MPP-H-8, H-Action-1)	
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)	
 Promote homeownership opportunities while recognizing historic inequities in access to homeownership opportunities for communities of color (MPP-H-5)	
 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	

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

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.

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
✓ 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)	
✓ 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)	
✎ Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnected communities (MPP-Ec-13-14)	
✎ Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure (MPP-Ec-12)	
✓ Develop a range of employment opportunities to create a closer balance between jobs and housing (MPP-Ec-18)	
✎ Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes (MPP-Ec-8, Ec-16)	
✎ 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)	

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
✓ 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)	
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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)	
✓ 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)	
 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)	

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)	
✓ 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)	
✓ Protect water quality by replacing failing septic systems and serving new urban development with sanitary sewer systems (MPP-PS-10-12)	
⚙️ 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)	
⚙️ 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)	
✓ Encourage planning and coordination of emergency management and public safety programs (MPP-PS-17, T-31)	
⚙️ 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)	
⚙️ 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)	
✓ 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]: _____

The following goals and policies are either new or were amended to address PSRC’s VISION Consistency Tool for Local Comprehensive Plans and/or Department of Commerce comments. The goals and policies are presented by the Element/chapter in which they are located. The underlined language addresses the respective PSRC or Commerce comment. For PSRC comments, a citation is provided to the PSRC guidance that is being addressed by the new or amended goal or policy.

Land Use Element

LU1.2 All Comprehensive Plan elements shall be internally consistent, including capital budget decisions outlined in the Capital Facilities Plan (add link). Should probable funding fall short of meeting existing needs, the Land Use Element shall be reassessed.

LU1.4 Ensure the involvement of citizens in the planning process, including the participation of vulnerable population and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

LU1.6 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).*

LU1.7 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).*

LU1.8 Periodically review goals and policies to monitor progress towards implementation and ensure that development regulations further goals and policies. Every five years, conduct an implementation

progress report detailing the progress that has been achieved in implementing the Comprehensive Plan.

LU1.9 To ensure the preservation of property rights, staff will evaluate proposed regulatory or administrative actions to ensure that said actions do not result in an unconstitutional taking of private property.¹

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).*

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).*

LU3.8 Use land use, multi-modal transportation, and other initiatives to promote healthy communities and health outcomes, and reduce health disparities, and promote environmental justice. *(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, and reduce vehicle miles traveled (VMT).

LU3.10 Consider potential impacts to, and preserve significant historic, visual, cultural, and archaeological resources and sites²; and identify strategies and incentives for their protection for the enrichment of future generations. *(The underlined clause addresses PSRC's MPP- DP-5-7).*

¹ The Office of the Attorney General's [*Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property*](#), dated September 2018 or as subsequently amended, should be used as a resource in evaluating whether an action may constitute a taking.

² Culturally significant resources include tribal treaty fishing, hunting, and gathering grounds.

LU4.3 Evaluate planning in areas for potential residential and commercial displacement, and use a range of strategies to mitigate displacement impacts. *(The underlined addresses PSRC's MPP-P-23, Ec-12).*

LU4.4 Limit incompatible uses adjacent to the Cascade Industrial Center (CIC), Arlington Airport, military lands, and the Tulalip Tribal Reservation. *(The underlined clause addresses PSRC's MPP- DP-49, DP-50, and DP-51).*

LU5.12 Provide urban parks, recreation opportunities, open space, and trails, critical areas, and associated corridors throughout the City with a particular emphasis on the Downtown, Waterfront, and Mixed Use zone.³ Public access is paramount to the Waterfront, and redevelopment of significant waterfront parcels must provide public access.

LU8.4 Advance the goals, policies and implementation strategies in the Arlington-Marysville MIC Subarea Plan 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).

Housing Element

HS1.3 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. Recognize historic inequities in access to homeownership opportunities for communities of color. *Note: the last statement is to address PSRC's MPP-H-5.*

HS1.6 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

³ Key corridors that extend through the City and connect to neighboring jurisdictions include, but are not limited to, those formed by various critical areas (i.e. Ebey Slough and the Qwuloolt Estuary; Allen, Edgecomb, Hayho, Jones, King, and Quil Ceda Creeks; and associated wetlands), and key trails (i.e. Bayview, Centennial, Centennial Connector, and Ebey Waterfront). Trail corridors are discussed in Section 6.4 Trails of the Parks and Recreation Element, and stream and wetland corridors are depicted in Figures 7.5 and 7.8 of the Environmental Element (add link).

and affordable housing. Note: this is amended to address PSRC H-Action-5.

HS1.12 Provide affordable housing opportunities and evaluate potential density increases close to places of employment and near future high-capacity transit. Note: this is amended to address PSRC MPP-H-8, H-Action-1.

HS1.14 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. Note: this is amended to address PSRC MP-H-12, H-Action-6.

HS3 Respect the scale and form of established ~~character of existing~~ residential neighborhoods.

HS3.5 Ensure that mixed use development, infill, and middle housing complements and enhances the scale and form~~character~~ of the surrounding built environment ~~residential and commercial areas~~.

HS3.6 Encourage the concept of strong, ~~traditional~~ neighborhood planning to improve neighborhood quality and reduce automobile dependency.

HS4.4 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. Note: this is amended to address PSRC H-Action-5.

HS5.2 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. Note: this is a new policy intended to address PSRC H-Action-4.

Economic Development

ED4.1.2 Pursue businesses in established and emerging industries, technologies, and services that promote environmental

sustainability and resilience, and address climate change. Note: this is to address PSRC MPP-Ec-8, Ec-16.

ED4.1.4 Expand access to opportunity by proactively connecting with economically disconnected communities and removing barriers (e.g. linguistic, cultural, physical, etc.). Note: This is amended to address PSRC MPP-Ec-13-14.

ED4.2.2 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. Note: This is amended to address MPPC-Ec-1, Ec-3, Ec-4, Ec-7, Ec-9, Ec-12, and Ec-16.

ED6.1.2 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. Note: This is a new policy intended to address PSRC MPP-Ec-15, Ec-17, Ec-20.

Environment

EN3 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.

EN4 Promote innovative and environmentally sensitive development practices informed by Best Available Science in siting, design, materials selection, construction, and maintenance.

EN5 Recognize the benefits provided by ecosystem services and incorporate these functions into developments by using applicable green infrastructure tactics.

EN6 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.

EN0.2 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.

EN0.8 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.

EN9 ~~Preserve, as much as possible, and~~ 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.

EN10 Areas of significantly forested and vegetated areas should be maintained. These ~~not only provide habitat but also are visually appealing and useful in providing environmental balance.~~ 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.

EN11 Restrict clearing and grading on steep slopes, geologically hazardous areas, 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 geologic hazards, soils, topography, ecosystem service value, and watershed impact.

EN12 Coordinate with adjacent jurisdictions, tribes, countywide planning groups and watershed groups to protect critical areas, habitat, ~~and~~ water quality, and Critical Aquifer Recharge Areas (CARAs).

EN14 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.

EN0.31 Protect, restore, and manage native vegetation, tree canopy, and forests (including parks, greenbelts, and urban forests).

EN0.33 Promote the use of conservation, alternative energy sources including solar energy, and energy management technology where feasible.



Puget Sound Regional Council

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October 28, 2024

Haylie Miller, Community Development Director
City of Marysville
501 Delta Avenue
Marysville, WA 98270

Subject: PSRC Comments on City of Marysville Draft Comprehensive Plan

Dear Ms. Miller,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review elements of the City of Marysville draft comprehensive plan. We appreciate that the city has invested a substantial amount of time and effort in developing the draft plan and appreciate the chance to review while in draft form. This timely collaboration provides an opportunity to review plan elements for the 2024 comprehensive plan and prepares the city well for [certification](#) by PSRC once the full plan has been adopted.

This comment letter contains the combined comments from April, September, and October 2024 reviews of individual plan elements, with any duplicative or subsequently addressed comments removed.

Overall, we found few things to comment on. Importantly, we encourage the city to work towards a final draft that aligns land use assumptions for travel demand modeling with the plan's growth targets. We suggest the city consider the following comments as further work is completed for the comprehensive plan update to align with [VISION 2050](#) and the Growth Management Act.

We reviewed the draft plan using the [VISION 2050 Consistency Tool](#). Key sections of the consistency tool are listed below on the left along with relevant comments on the draft plan on the right:

Transportation

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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)	The element's Land Use Forecasts indicate housing and employment assumptions larger than adopted growth targets. The travel demand forecast must be based on housing and employment growth assumptions that are consistent with adopted growth targets and with assumptions in the land use element and throughout the plan. The final plan should clearly demonstrate this consistency for the alternative selected. Information on these requirements is provided in Commerce's Transportation Guidebook. A map of transportation projects is provided in the plan, but project list is missing (Table 8). The city should include a project list for 6- and 20-year horizons, including both roadway and multimodal projects, including any in the current RTP.
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)	Maintenance should be included as a programmatic item in the plan's project list, in addition to where it is currently provided in the financing strategy.
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)	The plan includes several policies supporting compact, pedestrian-oriented development and a policy to reduce greenhouse gas emissions. The plan should also include a policy to reduce vehicle miles traveled (VMT).

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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)	The city is commended for including LOS standards for its bicycle and pedestrian systems. The city should also establish LOS standards for transit. This should include the documentation of adopted standards, identification of existing LOS for facilities and services, and the identification of facilities and services projected to operate below the adopted LOS. PSRC's Transportation Element Guidance provides further information.

Regional Collaboration

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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)	The city should describe and include policies on tribal treaty rights and tribal coordination. PSRC's Coordination with Tribes resource provides more information on this topic.
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)	

Regional Growth Strategy – Centers Planning

Plan Review Consistency Tool	PSRC Comment on Draft Plan
Include growth targets for designated regional growth centers and manufacturing/industrial centers (MPP-RGS-2)	Growth targets for employment should be included in the manufacturing/industrial center plan, consistent with regional center guidelines. These targets should be incorporated into the comprehensive plan as well. Refer to the VISION 2050 MIC Consistency Tool and the Regional Centers Framework for guidance.

Land Use/Housing

Plan Review Consistency Tool	PSRC Comment on Draft Plan
Demonstrate sufficient capacity for a variety of housing types (RCW 36.70A.070(2)(c))	The city should clarify the capacity for housing to meet various income levels, including for emergency housing and emergency shelter, per RCW 36.70a(2)(c). Commerce provides guidance and examples for documentation of capacity. - Guidance for Updating your Housing Element - Housing Element Examples
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)	Document barriers and actions needed to achieve housing affordability for all income brackets, including findings of existing barriers and documentation of housing tools to address gaps. Commerce's Adequate Provisions Checklist can help document this work and may be included as an appendix to the comprehensive plan.

Plan Review Consistency Tool	PSRC Comment on Draft Plan
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	In addition to the displacement risk analysis included in the Housing Element, consider providing context to racially disparate outcomes by acknowledging historic exclusionary practices in traditional land use planning, as documented in the following resources: - Commerce Racially Disparate Impact Guidance – Appendix A - PSRC’s Equity Planning Resources for Comprehensive Plans - PSRC’s Legacy of Structural Racism

Environment

Plan Review Consistency Tool	PSRC Comment on Draft Elements
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)	The plan would be improved by identifying areas where residents are impacted by negative environmental factors (e.g., poor air/water quality, flood risk). The Washington Environmental Health Disparities Map may be a useful tool for this work.

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)	Consistent with VISION 2050 and national best practices, PSRC recommends including a policy and parks level-of-service to provide parks within a 10-minute walk of all residents. This will set the foundation for adding or expanding parks to create equitable access. PSRC uses the Trust for Public Land's ParkServe mapping tool to identify park gaps. ParkServe shows that 56% of Marysville residents live within a 10-minute walk of a park.
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Climate Change

Plan Review Consistency Tool	PSRC Comment on Draft Elements
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)	The climate change element must include strategies for reducing greenhouse gas emissions, including, but not limited to, goals and policies in VISION 2050 and targets from the Puget Sound Clean Air Agency. Additional resources include the Snohomish County GHG Emissions Inventory and PSRC Climate Change and Resilience Guide.
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)	The city is commended for completing a climate vulnerability assessment. Consider incorporating the community-focused policies from the assessment into this Plan.

PSRC has resources available to assist the city in addressing these comments and inform development of the draft plan. We have provided links to online documents in this letter, and additional resources related to the plan review process can also be found at <https://www.psrc.org/planning-2050/vision/vision-2050-planning-resources>.

We appreciate all the work the city is doing and the opportunity to review and provide comments. We are happy to continue working with you as the draft progresses through the adoption process. If you have any questions or need additional information, please contact me at 206-464-6172 or ddixon@psrc.org.

Sincerely,

A handwritten signature in dark ink, appearing to read "D. Dixon", with a stylized flourish at the end.

David Dixon, Growth Management
Puget Sound Regional Council

cc: Review Team, Growth Management Services, Department of Commerce



Exhibit 9

Commerce comments are provided on the following checklists. A response to the comments is provided in the email that follows the checklist along with the requested Land Capacity Analysis. Please note that any minor discrepancies on figures in the Land Capacity Analysis will be resolved prior to the December 9th City Council meeting.

LOCAL GOVERNMENT DIVISION GROWTH MANAGEMENT SERVICES

Periodic Update Checklist for Fully-Planning Cities

Notice: This checklist has been updated with the new 2024 GMA legislation. Rows that include new 2023 and 2024 legislative changes or updated Commerce guidance are shown in light orange, and all statutory changes adopted since 2015 are emphasized in highlighted text to help identify new GMA requirements that may not have been addressed during the last periodic update or through other amendments outside of the required periodic update process. Additionally, amendments to the GMA are summarized in [this document](#) on Commerce's [GMA Laws and Rules webpage](#).

____ Marysville _____
City
____ Jeff Aken (Commerce) _____

Staff contact, phone + email

Overview: This checklist is intended to help cities that are fully planning under the Growth Management Act (GMA) conduct the “periodic review and update” of **comprehensive plans** and **development regulations** required under [RCW 36.70A.130 \(5\)](#). This checklist identifies components of comprehensive plans and development regulations that may need updating to reflect the latest local conditions or to comply with GMA changes since the last periodic update cycle (2015-2018).

Local governments should review local comprehensive plan policies, countywide planning policies and multicounty planning policies (where applicable) to be consistent with the new requirements.

Checklist Instructions

Please use the most recent versions of your comprehensive plan and development regulations to fill out each item in the checklist and answer the following questions:

Is this item addressed in your current plan or development regulations? If YES, fill in the form with citation(s) to where in the plan or regulation the item is addressed. Where possible, we recommend citing policy or goal numbers by element rather than page numbers, since these can change. If you have questions about the requirement, follow the hyperlinks to the relevant statutory provision or rules. If you still have questions, visit the Commerce [Periodic Update webpage](#) or contact the [Commerce planner assigned to your region](#).

Is amendment needed to meet current statute? Check YES to indicate a change to your plan will be needed. Check NO to indicate that the GMA requirement has already been met. Local updates may not be needed if the statute hasn't changed since your previous update, if your jurisdiction has kept current with required inventories, or if there haven't been many changes in local circumstances.

Use the "Notes" column to add additional information to note where your city may elect to work on or amend sections of your plan or development regulations, to call out sections that are not strictly required by the GMA, or to indicate if the item is not applicable to your jurisdiction.

Submit your checklist! This will be the first deliverable under your [periodic update grant](#).

PlanView system and instructions: Completed checklists can be submitted through Commerce's PlanView portal. The PlanView system allows cities and counties to submit and track amendments to comprehensive plans or development regulations online, with or without a user account. You can also submit via email: reviewteam@commerce.wa.gov Fill out and attach a [cover sheet](#), a copy of your submittal and this checklist. *Please be advised that Commerce is no longer accepting paper submittals.*

For further information about the submittal process, please visit Commerce's [Growth Management Act Laws and Rules webpage](#).

Need help?

Please visit Commerce's [periodic update webpage](#) for additional resources.

Or contact:

Suzanne Austin, AICP
Senior Planner
Growth Management Services
WA Department of Commerce
509.407.7955
Suzanne.Austin@commerce.wa.gov

Or, [your assigned regional planner](#)

Checklist Navigation

Section I: Comprehensive Plan	Section II: Development Regulations	Appendices
LAND USE	CRITICAL AREAS	APPENDIX A: HOUSING UNIT MINIMUMS PER POPULATION
HOUSING	ZONING CODE	APPENDIX B: ELEMENT UPDATES UNDER HB 1181
CAPITAL FACILITIES	SHORELINE MASTER PROGRAM	
UTILITIES	RESOURCE LANDS	
TRANSPORTATION	ESSENTIAL PUBLIC FACILITIES	
SHORELINE	SUBDIVISION CODE	
ESSENTIAL PUBLIC FACILITIES	STORMWATER	
TRIBAL PLANNING	ORGANIC MATERIALS MANAGEMENT	
CLIMATE CHANGE & RESILIENCY	IMPACT FEES	
ECONOMIC DEVELOPMENT	CONCURRENCY & TDM	
PARKS & RECREATION	TRIBAL PARTICIPATION	
OPTIONAL ELEMENTS	REGULATIONS FOR OPTIONAL ELEMENTS	
CONSISTENCY	PROJECT REVIEW PROCEDURES	
PUBLIC PARTICIPATION	PLAN & REGULATION AMENDMENTS	

Section I: Comprehensive Plan

Land Use Element

Consistent with countywide planning policies (CWPPs) and [RCW 36.70A.070\(1\)](#), amended in 2023

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Notice: 2021-2022 legislation ESSB 5593 includes changes to RCW 36.70A.130 regarding UGA size, patterns of development, suitability and infrastructure. Coordinate these efforts with your county.				Completed: ☐ Date:
a. The element integrates relevant county-wide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the central Puget Sound region, the plan is consistent with applicable multicounty planning policies. RCW 36.70A.210 WAC 365-196-305 Coordinate these efforts with your county.	Yes,		LU1 (LU1.1-1.2)	Completed: ☐ Date:
b. A future land use map showing city limits and UGA boundaries. RCW 36.70A.070(1) amended in 2023 and RCW 36.70A.110(6), WAC 365-196-400(2)(d), WAC 365-196-405(2)(i)(ii)	Yes,		Figure 2.9, Recommendation: Clarify in the key/index UGA and City Limit Boundaries. (they might be there, but I didn't see labels)	Completed: ☐ Date:
c. Consideration of urban planning approaches that increase physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. RCW 36.70A.070(1) (amended in 2023) and WAC 365-196-405(2)(j). Additional resources: Commerce's Climate guidance, Transportation Efficient Communities' guidance, and the WA Department of Health Washington State Plan for Healthy Communities and Active Community Environment Toolkit	Yes,		LU3.7-3.9, LU7.3. Reduced VMT not explicitly called out but increasing the convenience of transit is in multiple policies.	Completed: ☐ Date:

Section I: Comprehensive Plan

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
d. A consistent population projection throughout the plan which should be consistent with the jurisdiction's allocation of countywide population and housing needs. RCW 36.70A.115 , RCW 43.62.035 and WAC 365-196-405(f)	Yes,		99,822 is planning horizon population.	Completed: ☐ Date:
e. Estimates of population densities and building intensities based on future land uses and housing needs. RCW 36.70A.070(1) (amended in 2023), WAC 365-196-405(2)(i) For cities required to plan under the Buildable Lands Program, RCW 36.70A.215 amended in 2017, some jurisdictions may need to identify reasonable measures to reconcile inconsistencies. See Commerce's Buildable Lands Program page.	No,	Yes,	MISSING: A footnote in the Land Use Element shows that the city may have already calculated "density assumptions" (pg. 8). The Land Use Element should specify these assumed densities and/or the city should include the assumed densities in the land capacity analysis documentation (see comments on item e. below.) (RCW 36.70A.070(1)) For more information on <i>assumed densities</i> , see page 24 of Commerce Guidance for Updating Your Housing Element, Book 2 .	Completed: ☐ Date:
f. Provisions for protection of the quality and quantity of groundwater used for public water supplies. RCW 36.70A.070(1) (amended in 2023), WAC 365-196-405(1)(c) ; WAC 365-196-485(1)(d)	No,	Yes,	Not in LU Element but footnoted. <u>Recommendation:</u> Add policy language and link to further policy work to ensure it is consistent with RCW: <i>The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies</i>	Completed: ☐ Date:
g. Identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools and other public uses. RCW 36.70A.150 and WAC 365-196-340	No,	Yes,	Not in the LU Element (I did see Open Space and Recreation on map but not future corridors). <u>Recommendation:</u> Add policy language consistent with the RCW: <i>A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry,</i>	Completed: ☐ Date:

Section I: Comprehensive Plan				
			<i>recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses.</i>	

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
h. Identification of open space corridors and green spaces within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails and connection of critical areas, and urban and community forests within the UGA. RCW 36.70A.070(1) amended in 2023, RCW 36.70A.160 and WAC 365-196-335	Yes,	Yes,	LU calls out recreation on page 19 and in Figure 2.13, which includes resource lands and fish and wildlife management but does not identify corridors etc. that I could determine. <u>Recommendation:</u> Add policy language or maps consistent with RCW: <i>...location and extent of open spaces and green spaces, urban and community forests</i> (policy 2.9.6 would be consistent if it identified corridors)	Completed: ☐ Date:
i. If there is an airport within or adjacent to the city: policies, land use designations (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports. RCW 36.70A.510 , RCW 36.70.547 Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT . WAC 365-196-455	Yes,		LU4.4, Airport Protection District in Figure 2.26, Uses within the Smokey Point Neighborhood boundaries are limited.	Completed: ☐ Date:
j. Where applicable, a review of drainage, flooding and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.070(1) (amended in 2023) and WAC 365-196-405(2)(e) Note: RCW 90.56.010(27) defines waters of the state. Additional resources: Commerce's climate guidance , Protect Puget Sound Watersheds , Building Cities in the Rain , Ecology Stormwater Manuals , Puget Sound Partnership Action Agenda	Yes,		Noted on pg.3 of LU Element and in footnote 1 with future links in updated draft plan to make easier for reader.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
k. Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas and geologically hazardous areas. In developing these policies, the city must have included the best available science (BAS) to protect the functions and values of critical areas, and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.030(6) , RCW 36.70A.172 , WAC 365-190-080 . Best Available Science: see WAC 365-195-900 through -925	Yes, some	Yes, see notes.	LU5.4. PK 4 is overarching goal in Environmental Element. Various zones call out some critical areas constraints. EN 3 (Critical Areas, Wetlands), EN 4 (BAS), EN 15 (FW), Recommendation: Critical Aquifer Recharge and Geologic Hazards called out in narrative, consider adding policy language that includes these along with Anadromous fisheries.	Completed: ☐ Date:
l. If forest or agricultural lands of long-term commercial significance are designated inside a city: a program authorizing Transfer (or Purchase) of Development Rights. RCW 36.70A.060(4) , RCW 36.70A.170	N/A			Completed: ☐ Date:
m. If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3) , WAC 365-196-475	N/A			Completed: ☐ Date:
n. New section RCW 36.70A.142 (2022), HB 1799: Development regulations newly developed, updated, or amended <i>after January 1, 2025</i> allow for the siting of organic materials (OM) management facilities as identified in local solid waste management plans (SWMP) to meet OM reduction and diversion goals. Siting must meet criteria described in RCW 70A.205.040(3) . See also RCW 36.70.330 . For applicability, see RCW 70A.205.540 .	No,	Yes,	The need to comply with this RCW and HB 1799 is discussed in Utilities, but I did not see policy related to future siting.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
o. Give special consideration to achieving environmental justice in goals and policies, including efforts to avoid creating or worsening environmental health disparities. RCW 36.70A.070(1) amended in 2023.	Yes (health),	Yes, (environmental justice)	LU3.8 promotes health and reduction of disparities, but didn't see EJ called out.	Completed: ☐ Date:
p. The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools and through wildfire preparedness and fire adaptation measures. RCW 36.70A.070(1) amended in 2023. See also: International Wildland-Urban Interface Code	Yes,	Yes, Recommendation to strengthen policy language from "consider" to adopt or similar to address RCW. Potential Policy: "Reduce and mitigate the risk to lives and property posed by wildfires by adopting land use planning tools such as the Wildland-Urban Interface Code."	<i>LU4.7 The land use element <u>must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.</u></i> EN0.45-48 are focused on Wildfire Risk.	Completed: ☐ Date:

Housing Element

New legislation substantially amended the housing-related provisions of the Growth Management Act (GMA), [RCW 36.70A.070 \(2\)](#). Local governments should review local comprehensive plan policies and countywide planning policies to be consistent with the updated requirements. Please refer to [Commerce's housing webpage](#) for further information. See also [Appendix A](#) of this checklist for the new 2023 minimum housing unit requirements per city population.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Notice: For more information about what these housing element requirements involve and what Commerce staff will be reviewing for, please see the Expanded Housing Checklist located on the Updating GMA Housing Elements webpage .			The housing section was completed by Commerce's Housing Policy Team and the expanded Housing Checklist is included as an additional attachment.	
a. Goals, policies and objectives for: - the preservation, improvement and development of housing RCW 36.70A.070(2)(b); - moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes, within an urban growth area boundary, RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a); and - Consideration of housing locations in relation to employment locations and the role of ADUs. RCW 36.70A.070(2)(d) new in 2021 Notice: These items were separately listed in the previous version of the checklist. No content was changed.				Completed: ☐ Date:
b. An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of countywide housing need, as provided by Commerce. RCW 36.70A.070(2)(a) amended in 2021, WAC 365-196-410(2)(b) and (c)				Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Identification of capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters and permanent supportive housing. RCW 36.70A.070(2)(c) amended in 2021 , WAC 365-196-410(e) and (f)				Completed: ☐ Date:
d. Adequate provisions for existing and projected housing needs for all economic segments of the community, including documenting barriers and actions needed to achieve housing availability. RCW 36.70A.070(2)(d) amended in 2021 , WAC 365-196-010(g)(ii) , WAC 365-196-300(f) , WAC 365-196-410 and see Commerce’s Housing Action Plan (HAP) guidance: Guidance for Developing a Housing Action Plan .				Completed: ☐ Date:
e. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including: • Zoning that may have a discriminatory effect; • Disinvestment; and • Infrastructure availability RCW 36.70A.070 (2)(e) new in 2021				Completed: ☐ Date:
f. Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions. RCW 36.70A.070(2)(f) new in 2021				Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
g. Identification of areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments. RCW 36.70A.070(2)(g) new in 2021 Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing. RCW 36.70A.070(2)(h) new in 2021 See also: Support Materials for Racially Disparate Impacts, Exclusion and Displacement Work				Completed: ☐ Date:

Capital Facilities Plan (CFP) Element

To serve as a check on the practicality of achieving other elements of the plan, covering all capital facilities planned, provided and paid for by public entities including local government and special districts, etc. including water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the CFP Element. The CFP Element must be consistent with CWPPs, and [RCW 36.70A.070\(3\)](#) amended in 2023. Changes made to this element through [HB 1181](#) (climate change and resiliency) are not required, although jurisdictions should make a good faith effort to incorporate these items to be consistent with the new legislation.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan. RCW 36.70A.120	No,		Not part of Excel spreadsheet, but to come in future draft per AG.	Completed: ☐ Date:
b. An inventory of existing capital facilities owned by public entities, including green infrastructure. RCW 36.70A.070(3)(a) amended in 2023 and WAC 365-196-415(1)(a)	Yes,		Currently by service area in Excel Spreadsheet Part 6.	Completed: ☐ Date:
c. A forecast of needed capital facilities. RCW 36.70A.070(3)(b) and WAC 365-196-415(1)(b) Note: The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.	TBD:		Methodology and forecast period not called out in Excel. (Beyond 20-year designation)	Completed: ☐ Date:
d. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) and WAC 365-196-415 (1)(c) and (3)(c) Infrastructure investments should consider equity and plan for any potential displacement impacts.	Yes,		Recommendation: <i>Narrative in future chapter should highlight equity and potential displacement impacts.</i>	Completed: ☐ Date:
e. A six-year plan (at minimum) that will finance such capital facilities within projected funding capacities and identify sources of public money to finance planned capital facilities. RCW 36.70A.070(3)(d) , RCW 36.70A.120 , WAC 365-196-415(1)(d)	Yes,		6-Year CIP and 20-Year strategy.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
f. A policy or procedure to reassess the land use element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e) , WAC 365-196-415(2)(d) Note: park and recreation facilities shall be included in the capital facilities plan element.	TBD:			Completed: ☐ Date:
g. If impact fees are collected: identification of public facilities on which money is to be spent. RCW 82.02.050(5) and WAC 365-196-850(3)	Yes, Transportation and Parks		Confirm when CF Element is finalized.	Completed: ☐ Date:
h. Identify and include information about all public entities, including special purpose districts that own capital facilities. RCW 36.70A.070 (3) amended in 2023	TBD:		Confirm with AG, maybe in Utilities Element.	Completed: ☐ Date:

Utilities Element

Consistent with relevant CWPPs and [RCW 36.70A.070 \(4\)](#) amended in 2023. Utilities include, but are not limited to: sanitary sewer systems, water lines, fire suppression, electrical lines, telecommunication lines, and natural gas lines. Changes made to this element through [HB 1181](#) (climate change and resiliency) are not required, although jurisdictions should make a good faith effort to incorporate these items to be consistent with the new legislation.

a. The general location, proposed location and capacity of all existing and proposed utilities, to include telecommunications. RCW 36.70A.070(4)(a) amended in 2023 and WAC 365-196-420	Yes,		Figure 10.1-10.4 (water, sewer, storm), solid waste 10.5-6, PUD 10.7-10.8. 10.9 has natural gas. Some proposed (sewer) are still being calculated. Narrative discusses most capacity.	Completed: ☐ Date:
b. Identify and include information and contact information about all public entities, including special purpose districts that own utility systems. RCW 36.70A.070 (4)(b) new in 2023	Yes,	Yes,	Most/all utility providers are identified, but contact information was not included.	Completed: ☐ Date:

Transportation Element

Consistent with relevant CWPPs and [RCW 36.70A.070 \(6\)](#) amended in 2023 by HB 1181. See also the new [climate element](#) below for jurisdictional requirements.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. An inventory of air, water and ground transportation facilities and services, including transit alignments, active transportation facilities, state-owned transportation facilities and general aviation airports. RCW 36.70A.070(6)(a)(iii)(A) amended in 2023 and WAC 365-196-430(2)(c)	Yes,		Narrative on page 5 of Transportation Element, Freight map figure 08, pedestrian figure 10, bicycle figure 11, transit figure 12	Completed: ☐ Date:
b. Adopted multimodal levels of service standards for all locally owned arterials, locally and regionally operated transit routes that serve UGAs, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice. RCW 36.70A.070(6)(a)(iii)(B) and (C) amended in 2023, WAC 365-196-430	Yes,		Goal 6 is LOS and Concurrency: T-6.1-12.Figure 16 (Bicycle LOS) and Figure 15 (Pedestrian). Transit is coordinated with Community Transits 2050 long-range plan. T-1.1 calls out public health and environmental vitality. T-5.3.	Completed: ☐ Date:
c. Identification of specific actions to bring transportation facilities and services to established multimodal LOS. RCW 36.70A.070(6)(a)(iii)(D) amended in 2023, WAC 365-196-430	Yes		Transportation Financing program and Project list. Financing section is being re-written/updated per highlights. Policy	Completed: ☐ Date:
d. A forecast of multimodal transportation for a minimum of 10 years including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i) , RCW 36.70A.070 (6)(a)(iii)(E) amended in 2023, WAC 365-196-430(2)(f)	Yes,		Page 32-39 details baseline and alternatives evaluation. Figure 14 provides the forecast information.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
e. A projection of state and local system needs to equitably meet current and future demand and equitably implement the multimodal network. RCW 36.70A.070(6)(a)(iii)(F) amended in 2023 , WAC 365-196-430(1)(c)(vi) and RCW 47.06	Yes,		Table 8.	Completed: ☐ Date:
f. A transition plan for transportation as required in Title II of ADA . Perform self-evaluations of current facilities and develop a program access plan to address deficiencies and achieve the identification of physical obstacles, establish methods, perform modifications and identify leadership roles. RCW 36.70A.070(6)(a)(iii)(G) new in 2023 .	Yes,		Approved in December 2020, T-6.10. (Consider clarifying if this is funding for removing barriers or creating plan (update of 2024 plan?))	Completed: ☐ Date:
g. An active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. RCW 36.70A.070(6)(a)(vii) amended in 2023 , WAC 365-196-430(2)(j)	Yes,		Figure 26 and Table 8 identify these projects.	Completed: ☐ Date:
h. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) and WAC 365-196-430(2)(i)(i)	Yes,		Page 54 and Policy T-1.3.	Completed: ☐ Date:
i. An analysis of future funding capability to judge needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A) , WAC 365.196-430(2)(k)(iv)	Yes,		Financing Strategy and Reassessment Strategy on page 68-69.	Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
j. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010, WAC 365-196-430(2)(k)(ii)	Yes,		Six-Year TIP (policy T-7.1)	Completed: ☐ Date:
k. If probable funding falls short of meeting identified needs of the transportation system, including state transportation facilities, a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C) amended in 2023 , WAC 365-196-430(2)(l)(iii)	Yes,		Policy T-7.4	Completed: ☐ Date:
l. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v) ; WAC 365-196-430(1)(e) and 430(2)(a)(iii)	Yes,		T-7.5, T-7.8, (Goal 7 focuses on coordinating)	Completed: ☐ Date:

Shoreline

For shorelines of the state, the goals and policies of the shoreline management act as set forth in [RCW 90.58.020](#) are added as one of the goals of the Growth Management Act (GMA) as set forth in [RCW 36.70A.480](#). The goals and policies of a shoreline master program for a county or city approved under [RCW 90.58](#) shall be considered an element of the county or city's comprehensive plan.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. The policies, goals, and provisions of RCW 90.58 and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of RCW 36.70A.070 , 36.70A.040(4) , 35.63.125 , 35A.63.105 , 36.70A.480			SMP adopted in 2020.	Completed: ☐ Date:
b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by department of ecology guidelines adopted pursuant to RCW 90.58.060 . See Ecology's Shoreline planners' toolbox for the SMP Checklist and other resources.				Completed: ☐ Date:
c. Shorelines of the state shall not be considered critical areas under this chapter except to the extent that specific areas located within shorelines of the state qualify for critical area designation based on the definition of critical areas provided by RCW 36.70A.030(5) and have been designated as such by a local government pursuant to RCW 36.70A.060(2)				Completed: ☐ Date:

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
d. If a local jurisdiction's master program does not include land necessary for buffers for critical areas that occur within shorelines of the state, as authorized by RCW 90.58.030(2)(f) , then the local jurisdiction shall continue to regulate those critical areas and their required buffers pursuant to RCW 36.70A.060(2) .				Completed: ☐ Date:

Provisions for siting essential public facilities (EPFs)

Consistent with CWPPs and [RCW 36.70A.200](#), amended in 2021. This section can be included in the Capital Facilities Element, Land Use Element or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.

a. A process or criteria for identifying and siting essential public facilities (EPFs). RCW 36.70A.200 and WAC 365-196-550(1) Notes: RCW 36.70A.200, amended 2021 regarding reentry and rehabilitation facilities. EPFs are defined in RCW 36.70A.200 . Regional transit authority facilities are included in the list of essential public facilities.	Yes,		MMC 22G.070	Completed: ☐ Date:
b. Policies or procedures that ensure the comprehensive plan does not preclude the siting of EPFs. RCW 36.70A.200(5) Note: If the EPF siting process is in the CWPPs, this policy may be contained in the comprehensive plan as well. WAC 365-196-550(3)	Yes,		UT4.5, UT4.3	Completed: ☐ Date:

Tribal Participation in Planning new in 2022 (see [HB 1717](#))

A federally recognized Indian tribe may voluntarily choose (opt-in) to participate in the local and regional planning processes. See Commerce's new [Tribal Planning Coordination for GMA](#) webpage for guidance and staff contacts.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period. RCW 36.70A.040(8)(a) new in 2022, RCW 36.70A.190 new in 2022	No,			Completed: ☐ Date:
b. <i>Port elements</i> , if adopted, are developed collaboratively between the city, the applicable port and the applicable tribe(s), which shall comply with RCW 36.70A.040(8) . RCW 36.70A.085 amended in 2022	N/A			Completed: ☐ Date:
c. <i>Urban Growth Areas</i> : counties and cities coordinate planning efforts for any areas planned for urban growth with applicable tribe(s). RCW 36.70A.110(1) amended 2022, RCW 36.70A.040(8)	No,	Yes,	Recommendation: Add "tribes" to policy LU2.5	Completed: ☐ Date:

Climate Change and Resiliency

New in 2023, see [HB 1181](#). WAC updates are forthcoming.

A new required element for comprehensive plans and new goal of the GMA. Designed to reduce greenhouse gas (GHG) emissions, plan for resilience and support environmental justice. Climate elements must maximize economic, environmental and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities. A climate element can take the form of a single comprehensive plan chapter or be integrated into several chapters/elements such as housing, transportation and land use. Visit [Commerce's Climate Program](#) webpage for further guidance, grants, tools and staff contacts. Per HB 1181, GHG reduction goals, policies, and programs not specifically identified in the [guidelines](#) must be based on scientifically credible projections and scenarios likely to result in equivalent harm avoidance, GHG emission reductions and/or per capita vehicle miles traveled (VMT) reductions.

All fully planning jurisdictions must have a resilience sub-element as part of their broader climate element. The following counties and their cities with a population greater than 6,000 as of April 1, 2021 must also have a greenhouse gas emissions reduction sub-element. Please also review the [Appendix](#) for requirements due in the upcoming periodic update.

- December 31, 2025 Deadline: Clark, Skagit, Thurston, Whatcom
- June 30, 2026 Deadline: Benton, Franklin, Spokane
- June 30, 2029 Deadline: These jurisdictions are only required to update two elements this cycle – the transportation and climate elements.

Jurisdictions may submit their greenhouse gas emissions reduction sub-element to Commerce for approval per [RCW 36.70A.096](#). Please contact Commerce for submittal requirements if you think your jurisdiction will request approval.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Resiliency sub-element: items a through d are required for all fully planning jurisdictions				
a. Specific goals, policies and programs that identify, protect and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration. RCW 36.70A.070(9) new in 2023			Not due until 2029, City did complete a Climate Change Vulnerability and Risk Assessment in 2023. <i>By 2029, the City will need to pursue actions to address climate change and to track, measure and reduce ghg emissions.</i> (Environment Element page 4)	Completed: ☐ Date:
b. Specific goals, policies and programs that identify, protect and enhance community resiliency to climate change impacts, including social, economic and built environment factors that support adaptation to climate impacts				Completed: ☐ Date:

consistent with environmental justice. RCW 36.70A.070(9) new in 2023				
	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Specific goals, policies and programs that address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire and other effects of changes to temperature and precipitation patterns. RCW 36.70A.070(9) new in 2023 Note: include a goal and supportive policy for each climate-exacerbated hazard that is relevant to your jurisdiction.				Completed: ☐ Date:
d. Prioritize actions (pursuant to a-c) that benefit overburdened communities that will disproportionately suffer from compounding environmental impacts and will be most impacted by natural hazards due to climate change. RCW 36.70A.070(9) new in 2023				Completed: ☐ Date:
Greenhouse Gas (GHG) Emissions Reduction sub-element: items <u>e</u> through <u>i</u> are only required for jurisdictions identified above				
e. Greenhouse gas emissions reduction sub-elements must include goals and policies to reduce emissions and per capita vehicle miles traveled. RCW 36.70A.070(9) new in 2023 Note: Commerce recommends that jurisdictions use 2022 as a baseline year for their GHG inventories and set incremental targets that lead to achieving Washington’s economy-wide target of net zero emissions in 2050 set forth in RCW 70A.45.020(1). Commerce also recommends that jurisdictions should, at a minimum, include goals and policies within the following sectors:				Completed: ☐ Date:

Transportation; Buildings & Energy; and, Zoning & Development. The rulemaking process is underway.				
	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
f. Identified actions that the jurisdiction will take during the planning cycle that will result in reductions in overall GHG emissions generated by transportation within the jurisdiction. RCW 36.70A.070(9) new in 2023				Completed: ☐ Date:
g. Identified actions that the jurisdiction will take during the planning cycle that will result in reductions in overall GHG emissions generated by land use within the jurisdiction. RCW 36.70A.070(9) new in 2023				Completed: ☐ Date:
h. Identified actions that the jurisdiction will take during the planning cycle that will result in reductions in per capita vehicle miles traveled (VMT) within the jurisdiction. RCW 36.70A.070(9) new in 2023				Completed: ☐ Date:
i. Prioritize GHG and VMT reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice. RCW 36.70A.070(9) new in 2023				Completed: ☐ Date:

Future required elements: pending state funding

As of 2022, these elements have not received state funding to aid local jurisdictions in implementation. Therefore, these elements are not required to be added to comprehensive plans at this time. Commerce encourages jurisdictions to begin planning for these elements, pending the future mandate.

	In Current Plan? Yes/No If yes, cite section	Notes	
Economic Development Although included in RCW 36.70A.070 “mandatory elements” an economic development element is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) amended in 2017	Yes,	Chapter 4 is the Economic Development Element.	Completed: ☐ Date:
Parks and Recreation Implements and is consistent with the capital facilities plan. Include a ten-year demand estimate, evaluation of service and facilities needs and evaluation of tree canopy coverage within UGAs. RCW 36.70A.070(8) amended in 2023 Although included in RCW 36.70A.070 “mandatory elements” a parks and recreation element is not currently required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, parks, recreation and open space planning are GMA goals, and it is important to plan for and fund these facilities.	Yes,	A demand estimate based on population and local factors is included in figure 6.6 and 6.7 (location) Recommendation: Add Tree canopy coverage assessment policy. CIP does include Parks projects. EN0.31, EN0.49 mention tree canopy, but not an overall canopy coverage assessment.	Completed: ☐ Date:

Optional Elements

Pursuant to [RCW 36.70A.080](#), a comprehensive plan may include additional elements, items, or studies dealing with other subjects relating to the physical development within its jurisdiction, including, but not limited to:

	In Current Plan? Yes/No If yes, cite section	Notes	
Sub-Area Plans	Yes,	General summaries of uses, maps and future vision are included.	Completed: ☐ Date:
Conservation	Yes,	Chapter 7 Environment Element includes conservation.	Completed: ☐ Date:
Recreation	Yes,	Chapter 6 Parks and Recreation Element.	Completed: ☐ Date:
Solar Energy	No,	Didn't see solar mentioned in the Environment Element.	Completed: ☐ Date:

Consistency is required by the GMA

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, multi-county planning policies (MPPs), and the GMA. RCW 36.70A.100 and 210 , WAC 365-196-305 ; 400(2)(c) ; 510 and 520	Yes,		LU1 (LU1.1-5)	Completed: ☐ Date:
b. All plan elements must be consistent with each other. RCW 36.70A.070 (preamble) and WAC 365-197-040	Unsure:		Didn't see a policy directly related to this	Completed: ☐ Date:
c. The plan must be coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100 and WAC 365-196-520	Yes,		LU1.2	Completed: ☐ Date:

Public Participation

a. Plan ensures public participation in the comprehensive planning process. RCW 36.70A.020(11) , .035 , and .140 , WAC 365-196-600(3) provide possible public participation choices.	Yes,		2024 Public Participation Plan	Completed: ☐ Date:
b. If the process for making amendments is included in the comprehensive plan: - The plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in RCW 36.70A.130(2), WAC365-196-640 - The plan sets out a procedure for adopting emergency amendments and defines emergency. RCW 36.70A.130(2)(b) and RCW 36.70A.390 new in 2021, (HB 1220 sections 3-5), WAC 365-196-650(4)	N/A		I did not see amendment process in current draft plan.	Completed: ☐ Date:

Consistency is required by the GMA

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Plan or program for monitoring how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the comp plan's goals and the goals of the GMA. WAC 365-196-660 discusses a potential review of growth management implementation on a systematic basis. New 2021-2022 legislation HB 1241 provides that those jurisdictions with a periodic update due in 2024 have until December 31, 2024 to submit. This legislation also changed the update cycle to every ten years after the 2024-2027 cycle. Jurisdictions that meet the new criteria described in RCW 36.70A.130(9) will be required to submit an implementation progress report five years after the review and revision of their comprehensive plan.	No,	Yes,	Didn't see policy(s) directly related to how the goals are being achieved. Some (LU2) related to monitoring of land etc.	Completed: ☐ Date:
d. Considerations for preserving property rights. Local governments must evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property. RCW 36.70A.370 . For further guidance see the 2018 Advisory Memo on the Unconstitutional Taking of Private Property	No,	Yes,	I didn't but I don't have a TOC in the draft plan so might be missing it if included.	Completed: ☐ Date:
e. Encourage the involvement of citizens in the planning process, <i>including the participation of vulnerable populations and overburdened communities</i> , and ensure coordination between communities and jurisdictions to reconcile conflicts. HB 1181 (2023) revised RCW 36.70A.020 Planning Goals for inclusion of	Yes,	Yes,	LU1.4-5 both address negative impacts and reducing disparities, but I did not see language focused inclusion in the process of vulnerable or overburdened. The participation plan does include: <i>Obtain feedback from diverse perspectives, and engage with all segments of the community including: citizens, property owners, neighboring jurisdictions and tribes, community</i>	Completed: ☐ Date:

Consistency is required by the GMA

vulnerable populations and overburdened communities. RCW 36.70A.035 <i>Public Participation</i> was not amended under HB 1181.			<i>groups, underserved or underrepresented groups, and other stakeholders;</i> Coordination around UGA's called out but not around conflict resolution. Recommendation to add language addressing this part of the RCW: <i>...and ensure coordination between communities and jurisdictions to reconcile conflicts.</i>	
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Section II: Development Regulations

Must be consistent with and implement the comprehensive plan. [RCW 36.70A.040](#), [WAC 365-196-800](#) and [810](#)

Critical Areas

Regulations protecting critical areas are required by [RCW 36.70A.060\(2\)](#), [RCW 36.70A.172\(1\)](#), [WAC 365-190-080](#) and [WAC 365-195-900 through 925](#).

Please visit Commerce's [Critical Areas webpage](#) for resources and to complete the [Critical Areas Checklist](#). Critical areas regulations must be reviewed and updated, as necessary, to incorporate legislative changes and best available science. Jurisdictions using periodic update grant funds to update critical areas regulations must submit the critical areas checklist as a first deliverable, in addition to this periodic update checklist.

Zoning Code

Note: Please review the new 2023 housing laws in the [Washington State Housing Laws of 2019 through 2023](#) guidance, on Commerce's [Planning for Housing webpage](#) and [Appendix A](#) of this checklist.

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Notice: For more information about housing regulatory changes regarding supportive housing types, see Supportive Housing Types Review Checklist on the Updating GMA Housing Elements webpage . And for additional information on middle housing and ADU regulations, see the Middle Housing webpage .				
a. Zoning designations are consistent and implement land use designations that accommodate future housing needs by income bracket as allocated through the countywide planning process. (RCW 36.70A.070(2)(c) - amended in 2021 (HB 1220)) Note: Zoning must reflect sufficient land capacity for all income housing needs, including emergency housing and permanent supportive housing.				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
b. Permanent supportive housing or transitional housing must be allowed where residences and hotels are allowed. RCW 35A.21.430 amended in 2021, RCW 35.21.683, amended in 2021, (HB 1220 sections 3-5) “permanent supportive housing” is defined in RCW 36.70A.030; “transitional housing” is defined in RCW 84.36.043(2)(c)				Completed: ☐ Date:
c. Indoor emergency shelters and indoor emergency housing must be allowed in any zones in which hotels are allowed, except in cities that have adopted an ordinance authorizing indoor emergency shelters and indoor emergency housing in a majority of zones within one-mile of transit. Indoor emergency housing must be allowed in areas with hotels. RCW 35A.21.430 amended in 2021, RCW 35.21.683, amended in 2021, (HB 1220 sections 3-5) Any limitations on emergency housing and emergency shelter must be connected to public health and safety and allow the siting of a sufficient number of units and beds necessary to meet projected needs (see Housing Element Book 2, pages 41-48), new in 2023 “emergency housing” is defined in RCW 36.70A.030				Completed: ☐ Date:
d. The number of unrelated persons that occupy a household or dwelling unit except as provided in state law, for short-term rentals, or occupant load per square foot shall not be regulated or limited by cities. (HB 5235), RCW 35.21.682 new in 2021, RCW 35A.21.314 new in 2022, RCW 36.01.227 new in 2021				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
e. Limitations on the amount of parking local governments can require for low-income, senior, disabled and market-rate housing units located near high-quality transit service. RCW 36.70A.620 amended in 2020 and RCW 36.70A.600 amended in 2019				Completed: ☐ Date:
f. Parking requirements must allow tandem, gravel or grass pavers, and new spaces must be at least 8 by 20 feet in size. Existing and non-conforming parking must be allowed to meet parking requirements for up to six spaces. SB 6015 , new in 2024, must be addressed with the periodic update. Note: guidance coming fall 2024				Completed: ☐ Date:
g. Family day care providers are allowed in all residential dwellings located in areas zoned for residential or commercial RCW 36.70A.450 . Review RCW 43.216.010 for definition of family day care provider and WAC 365-196-865 for more information.				Completed: ☐ Date:
h. Manufactured housing is regulated the same as site built housing. RCW 35.21.684 amended in 2019, RCW 35.63.160 , RCW 35A.21.312 amended in 2019 and RCW 36.01.225 amended in 2019. A local government may require that manufactured homes: (1) are new, (2) are set on a permanent foundation, and (3) comply with local design standards applicable to other homes in the neighborhood, but may not discriminate against consumer choice in housing. See: National Manufactured Housing Construction and Safety Standards Act of 1974				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
i. Accessory dwelling units (ADUs): cities (and counties) must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations and other official controls. RCW 36.70A.680 amended in 2023, RCW 36.70A.681 amended in 2023, RCW 36.70A.696 amended in 2023, RCW 36.70A.697 amended in 2020, RCW 36.70A.698 amended in 2020, RCW 36.70A.699 amended in 2020 Must be adopted by 6 months after the periodic update deadline, or be superseded by state law. Note: see new Commerce ADU guidance and ADU checklist.				Completed: ☐ Date:
j. Middle housing: if your jurisdiction is one of the 77 cities subject to middle housing, regulations must allow the appropriate amount of middle housing units on a lot by 6 months after the periodic update deadline, or be superseded by state law. RCW 36.70A.635 See Commerce’s model ordinances and user guide on the middle housing web page.				Completed: ☐ Date:
k. Co-living must be allowed as a permitted use on any lot located within an urban growth area that allows at least six multifamily residential units, including on a lot zoned for mixed use development. HB 1998, new in 2024, contains specific standards for size, density calculations, connection fees and parking. Must be adopted by December 31, 2025 Note: guidance will be available fall of 2024				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
l. Residential structures occupied by persons with handicaps, and group care for children that meets the definition of “familial status” are regulated the same as a similar residential structure occupied by a family or other unrelated individuals. No city or county planning under the GMA may enact or maintain ordinances, development regulations, or administrative practices which treat a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by a family or other unrelated individuals. RCW 36.70A.410 , RCW 70.128.140 and 150 , RCW 49.60.222-225 and WAC 365-196-860				Completed: ☐ Date:
m. Affordable housing programs enacted or expanded under RCW 36.70A.540 amended in 2022 comply with the requirements of this section. Examples of such programs may include: density bonuses within urban growth areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed-use projects. WAC 365-196-300 See also RCW 36.70A.545 and WAC 365-196-410(2)(e)(i) “affordable housing” is defined in RCW 84.14.010 new in 2024 (ESSB 6175) Review RCW 36.70A.620 amended in 2020, for minimum residential parking requirements.				Completed: ☐ Date:
n. Limitations on regulating: outdoor encampments, safe parking efforts, indoor overnight shelters and temporary small houses on property owned or controlled by a religious organization. RCW 35.21.915 , amended in 2020				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
o. Allow an increased density bonus consistent with local needs for any affordable housing development of any single-family or multi-family residence located on real property owned or controlled by a religious organization. RCW 36.70A.545 , amended in 2019 (HB 1377).				Completed: ☐ Date:
p. Reduce restrictions for additional housing units within existing commercial, mixed-use and multi-family buildings by exempting the added units from density limits, parking and other regulatory requirements. RCW 35A.21.440 , new in 2023 and RCW 35.21.990 , new in 2023, (HB 1042) Note: These requirements must be in effect within six months after the periodic update due date.				Completed: ☐ Date:
q. Must not adopt, impose, or enforce requirements on an affordable housing development that are different than the requirements imposed on housing developments generally. RCW 36.130.020 (2008) Note: This applies to cities, counties, other local government entities and agencies.				Completed: ☐ Date:
r. Regulations discourage incompatible uses around general aviation airports. RCW 36.70.547 and WAC 365-196-455 . Incompatible uses include: high population intensity uses such as schools, community centers, tall structures, and hazardous wildlife attractants such as solid waste disposal sites, wastewater or stormwater treatment facilities, or stockyards. For more guidance, see WSDOT's Aviation Land Use Compatibility Program .				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
s. If a U.S. Department of Defense (DoD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, zoning should discourage the siting of incompatible uses adjacent to military base. RCW 36.70A.530(3) and WAC 365-196-475 . Visit Military One Source to locate any bases in your area and help make determination of applicability. If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.				Completed: ☐ Date:
t. Electric vehicle infrastructure (jurisdiction specified: adjacent to Interstates 5, 90, 405 or state route 520 and other criteria) must be allowed as a use in all areas except those zoned for residential, resource use or critical areas. RCW 36.70A.695				Completed: ☐ Date:
Shoreline Master Program Consistent with RCW 90.58 Shoreline Management Act of 1971				
a. Zoning designations are consistent with Shoreline Master Program (SMP) environmental designations. RCW 36.70A.480				Completed: ☐ Date:
b. If updated to meet RCW 36.70A.480 (2010), SMP regulations provide protection to critical areas in shorelines that is at least equal to the protection provided to critical areas by the critical areas ordinance. RCW 36.70A.480(4) and RCW 90.58.090(4) See Ecology's shoreline planners' toolbox for the SMP Checklist and other resources and Ecology's Shoreline Master Programs Handbook webpage				Completed: ☐ Date:

Resource Lands

Defined in [RCW 36.70A.030\(3\), \(12\) and \(17\)](#) and consistent with [RCW 36.70A.060](#) and [RCW 36.70A.170](#)

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Zoning is consistent with natural resource lands designations in the comprehensive plan and conserves natural resource lands. RCW 36.70A.060(3) , WAC 365-196-815 and WAC 365-190-020(6) . Consider innovative zoning techniques to conserve agricultural lands of long-term significance RCW 36.70A.177(2) . See also WAC 365-196-815(3) for examples of innovative zoning techniques.				Completed: ☐ Date:
b. Regulations to assure that use of lands adjacent to natural resource lands does not interfere with natural resource production. RCW 36.70A.060(1)(a) and WAC 365-190-040 Regulations require notice on all development permits and plats within 500 feet of designated natural resource lands that the property is within or near a designated natural resource land on which a variety of commercial activities may occur that are regulations to implement comprehensive plan				Completed: ☐ Date:
c. For designated agricultural land, regulations encourage nonagricultural uses to be limited to lands with poor soils or otherwise not suitable for agricultural purposes. Accessory uses should be located, designed and operated to support the continuation of agricultural uses. RCW 36.70A.177(3)(b)				Completed: ☐ Date:
d. Designate mineral lands and associated regulations as required by RCW 36.70A.131 and WAC 365-190-040(5) . For more information review the WA State Dept. of Natural Resources (DNR)'s Geology Division site				Completed: ☐ Date:

Siting Essential Public Facilities

Regulations for siting essential public facilities should be consistent with [RCW 36.70A.200](#) and consider [WAC 365-196-550](#). Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities. Regulations may be specific to a local jurisdiction, but may be part of county-wide planning policies (CWPPs).

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Regulations for CWPPs include a process for siting EPFs and ensure EPFs are not precluded. RCW 36.70A.200 amended in 2023, WAC 365-196-550(6) lists process for siting EPFs. WAC 365-196-550(3) details preclusions. EPFs should be located outside of known hazardous areas. Visit Commerce's Behavioral Health Facilities Program page for information on establishing or expanding new capacity for behavioral health EPFs. Note: RCW 36.70A.200 amended by SB 5536 to include EPFs for opioid treatment programs				Completed: ☐ Date:

Subdivision Code

a. Subdivision regulations are consistent with and implement comprehensive plan policies. RCW 36.70A.030(8) , RCW 36.70A.040(4)				Completed: ☐ Date:
b. Written findings to approve subdivisions establish adequacy of public facilities. RCW 58.17.110 amended in 2018 • Streets or roads, sidewalks, alleys, other public ways, transit stops, and other features that assure safe walking conditions for students. • Potable water supplies, sanitary wastes, and drainage ways. RCW 36.70A.590 amended 2018 • Open spaces, parks and recreation, and playgrounds • Schools and school grounds Other items related to the public health, safety and general welfare, WAC 365-196-820(1).				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Preliminary subdivision approvals under RCW 58.17.140 and RCW 58.17.170 are valid for a period of five or seven years (previously five years). Note: preliminary plat approval is valid for: seven years if the date of preliminary plat approval is on or before December 31, 2014; five years if the preliminary plat approval is issued on or after January 1, 2015; and ten years if the project is located within city limits, not subject to the shoreline management act, and the preliminary plat is approved on or before December 31, 2007.				Completed: ☐ Date:
d. Include in short plat regulations procedures for unit lot subdivisions allowing division of a parent lot into separately owned unit lots. RCW 58.17.060 (3) new in 2023 by SB 5258 - section 11				Completed: ☐ Date:

Stormwater

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Regulations protect water quality and implement actions to mitigate or cleanse drainage, flooding, and storm water run-off that pollute waters of the state, including Puget Sound or waters entering Puget Sound. RCW 36.70A.070(1) Regulations may include: adoption of a stormwater manual consistent with Ecology's latest manual for Eastern or Western Washington, adoption of a clearing and grading ordinance –See Commerce's 2005 Technical Guidance Document for Clearing and Grading in Western Washington. Adoption of a low impact development ordinance. See Puget Sound Partnership's 2012 Low Impact Development guidance and Ecology's 2013 Eastern Washington Low Impact Development guidance. Additional Resources: Federal Grants to Protect Puget Sound Watersheds, Building Cities in the Rain, Ecology Stormwater Manuals, Puget Sound Partnership Action Agenda				Completed: ☐ Date:
b. Provisions for corrective action for failing septic systems that pollute waters of the state. RCW 36.70A.070(1). See also: DOH Wastewater Management, Ecology On-Site Sewage System Projects & Funding				Completed: ☐ Date:

Organic Materials Management Facilities

New in 2022, [HB 1799](#) added a section to the GMA aimed at reducing the volumes of organic materials collected in conjunction with other solid waste and delivered to landfills, supporting productive uses of organic material waste and reduction of methane gas (a greenhouse gas).

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
New section RCW 36.70A.142; new in 2022 legislation HB 1799: Development regulations newly developed, updated, or amended after January 1, 2025 allow for the siting of organic materials (OM) management facilities as identified in local solid waste management plans (SWMP) to meet OM reduction and diversion goals. Siting to meet criteria described in RCW 70A.205.040(3). See also RCW 36.70.330. For applicability, see RCW 70A.205.540				Completed: ☐ Date:

Impact Fees

May impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new development must provide for a balance between impact fees and other sources of public funds; cannot rely solely on impact fees.

a. If adopted, impact fees are applied consistent with RCW 82.02.050 amended in 2015, RCW 82.02.060 amended in 2023 by SB 5258 , .070 , .080 , .090 amended in 2018 and .100 . WAC 365-196-850 provides guidance on how impact fees should be implemented and spent.				Completed: ☐ Date:
b. Jurisdictions collecting impact fees must adopt and maintain a system for the deferred collection of impact fees for single-family detached and attached residential construction, consistent with RCW 82.02.050(3) amended in 2016				Completed: ☐ Date:
c. If adopted, limitations on impact fees for early learning facilities. RCW 82.02.060 amended in 2021				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
d. If adopted, exemption of impact fees for low-income and emergency housing development. RCW 82.02.060 amended in 2023. See also definition change in RCW 82.02.090(1)(b) amended in 2018				Completed: ☐ Date:
e. Ensure impact fees are not assessed on the construction of accessory dwelling units that are greater than 50 percent (50%) of the impact fees that would be imposed on the principal unit. RCW 36.70A.681 new in 2023 by HB 1337				Completed: ☐ Date:
f. The schedule of impact fees reflects the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, or trips generated, in the housing unit in order to produce a proportionally lower impact fee for smaller housing units. RCW 82.02.060 amended in 2023 by SB 5258				Completed: ☐ Date:

Concurrency and Transportation Demand Management (TDM)

Ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, maximizes the efficiency of existing transportation systems, limits the impacts of traffic and reduces pollution.

a. The transportation concurrency requirement includes specific language that prohibits development when level of service standards for transportation facilities cannot be met. RCW 36.70A.070(6)(b) amended in 2023, WAC 365-196-840 . Note: Concurrency is required for transportation, but may also be applied to park facilities, etc.				Completed: ☐ Date:
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	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
b. Measures exist to bring into compliance locally owned, or locally or regionally operated, transportation facilities or services that are below the levels of service established in the comprehensive plan. RCW 36.70A.070(6)(a)(iii)(B) and (D), RCW 36.70A.070(6)(b) amended in 2023 Levels of service can be established for automobiles, pedestrians and bicycles. See WAC 365-196-840(3) on establishing an appropriate level of service.				Completed: ☐ Date:
c. Highways of statewide significance (HSS) are exempt from the concurrency ordinance. RCW 36.70A.070(6)(a)(iii)(C)				Completed: ☐ Date:
d. Traffic demand management (TDM) requirements are consistent with the comprehensive plan. RCW 36.70A.070(6)(a)(vi) Examples may include requiring new development to be oriented towards transit streets, pedestrian-oriented site and building design, and requiring bicycle and pedestrian connections to street and trail networks. WAC 365-196-840(4) recommends adopting methodologies that analyze the transportation system from a comprehensive, multimodal perspective.				Completed: ☐ Date:
e. If required by RCW 82.70, a commute trip reduction (CTR) ordinance to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted. The ordinance should be consistent with comprehensive plan policies for CTR and Department of Transportation rules.				Completed: ☐ Date:

Tribal Participation in Planning new in 2022 (see [HB 1717](#))

A federally recognized Indian tribe may voluntarily choose to participate in the county or regional planning process. See Commerce's new [Tribal Planning Coordination for GMA](#) webpage for guidance and staff contacts.

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period. RCW 36.70A.040(8)(a) new in 2022.				Completed: ☐ Date:
b. Policies consistent with countywide planning policies that address the protection of tribal cultural resources in collaboration with federally recognized Indian tribes that are invited, provided that a tribe, or more than one tribe, chooses to participate in the process. RCW 36.70A.210(3)(i) new in 2022.				Completed: ☐ Date:

Regulations to Implement Optional Elements

a. New fully contained communities are consistent with comprehensive plan policies, RCW 36.70A.350 and WAC 365-196-345				Completed: ☐ Date:
b. If applicable, master planned resorts are consistent with comprehensive plan policies, RCW 36.70A.360 , RCW 36.70A.362 and WAC 365-196-460				Completed: ☐ Date:
c. If applicable, major industrial developments and master planned locations outside of UGAs are consistent with comprehensive plan policies, RCW 36.70A.365 , RCW 36.70A.367 and WAC 365-196-465				Completed: ☐ Date:
d. Regulations include procedures to identify, preserve, and/or monitor historical or archaeological resources. RCW 36.70A.020(13) , WAC 365-196-450				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
e. Other development regulations needed to implement comprehensive plan policies such as energy, sustainability or design are adopted. WAC 365-196-445				Completed: ☐ Date:
f. Design guidelines for new development are clear and easy to understand; administration procedures are clear and defensible				Completed: ☐ Date:
g. Local design review includes one or more ascertainable guideline, standard or criterion by which an applicant can determine whether a given building design is permissible under that development regulation. May not result in a reduction in density, height, bulk or scale below the generally applicable development regulations for a development proposal in the applicable zone. RCW 36.70A.630 new in 2023 by HB 1293				Completed: ☐ Date:

Project Review Procedures

In 2023, [SB 5290](#) substantially amended local permit review processes. Codification and additional resources from Commerce are forthcoming.

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Project review processes integrate permit and environmental review. RCW 36.70A.470, RCW 36.70B and RCW 43.21C. Also: WAC 365-196-845, WAC 197-11(SEPA Rules), WAC 365-197 (Project Consistency Rule, Commerce, 2001) and Ecology SEPA Handbook. Integrated permit and environmental review procedures for: • Notice of application • Notice of complete application • One open-record public hearing • Combining public hearings & decisions for multiple permits • Notice of decision • One closed-record appeal Note: new in 2023, see Commerce's new guidance for Local Project Review and SB 5290				Completed: ☐ Date:

Plan & Regulation Amendments

If procedures governing comprehensive plan amendments are part of the code, then assure the following are true:

a. Regulations limit amendments to the comprehensive plan to once a year (with statutory exceptions). RCW 36.70A.130(2) and WAC 365-196-640(3)				Completed: ☐ Date:
b. Regulations define <i>emergency</i> for an emergency plan amendment. RCW 36.70A.130(2)(b) and WAC 365-196-640(4)				Completed: ☐ Date:

	In Current Regs? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
c. Regulations include a docketing process for requesting and considering plan amendments. RCW 36.70A.130(2) , RCW 36.70A.470 , and WAC 365-196-640(6)				Completed: ☐ Date:
d. A process has been established for early and continuous public notification and participation in the planning process. RCW 36.70A.020(11) , RCW 36.70A.035 and RCW 36.70A.140 . See WAC 365-196-600 regarding public participation and WAC 365-196-610(2) listing recommendations for meeting requirements.				Completed: ☐ Date:
e. A process exists to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property RCW 36.70A.370 . See the 2018 Advisory Memo on the Unconstitutional Taking of Private Property				Completed: ☐ Date:
f. Provisions ensure adequate enforcement of regulations, such as zoning and critical area ordinances (civil or criminal penalties). See implementation strategy in WAC 365-196-650(1) .				Completed: ☐ Date:

Appendix A: Housing unit minimums per population

See Commerce's [Middle Housing webpage](#) for more information and the [Middle Housing Fact Sheet](#) for the list of cities that must comply with the following requirements.

Cities with a population less than 25,000 but within the Contiguous UGA with the largest city in a county with a population greater than 275,000				
	In Current zoning? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
Zoning and development regulations allow at least two residential units per lot on all lots zoned predominantly for residential use, unless the lot is smaller than 1,000 square feet. RCW 36.70A.635 (1) and (6) HB 1110				Completed: ☐ Date:

Cities with a population between 25,000 and 75,000				
	In Current zoning? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Zoning and development regulations allow at least: - two residential units on each lot, - four residential units on each lot if at least one unit is affordable, unless the lot is smaller than 1,000 square feet.				Completed: ☐ Date:
b. Zoning and development regulations allow at least four residential units on each lot, within ¼ mile walking distance of a major transit stop.				Completed: ☐ Date:

Cities with a population greater than 75,000				
	In Current zoning? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes	
a. Zoning and development regulations allow at least: • four residential units on each lot, • six residential units on each lot if at least two units are affordable, unless the lot is smaller than 1,000 square feet.				Completed: ☐ Date:
b. Zoning and development regulations allow at least six residential units on each lot, within ¼ mile walking distance of a major transit stop.				Completed: ☐ Date:

Appendix B: Element updates per HB 1181 – Climate Change and Resiliency

GMA Periodic Update Due Dates	Required Updates to GMA Elements per HB 1181						
	Greenhouse Gas Reduction Sub-element	Climate Resilience Sub-element	Transportation Element	Land Use Element	Capital Facilities Element*	Utilities Element*	Parks & Recreation Element*
For jurisdictions with a 2024 deadline and subject to GHG Emissions Reduction [Sec. 15 (10)]	Due 2029	Due 2029	Due 2029	Due in 2034			
For jurisdictions with a 2025 & 2026 deadline and subject to GHG Emissions Reduction [Sec. 4 (1) and (2)]	X	X	X	X	X*	X*	X*
Jurisdictions <u>not</u> subject to GHG Emissions Reduction (all years) [Sec. 4 (3) and 9(e)(i)]	Optional	X See RCW 36.70A.070(9)(e)	**	Only counties over 20k pop.	X*	X*	X*

Table notes: “X” indicates a GMA update requirement. One asterisk (*) indicates jurisdictions should make a good faith effort to update their elements to be consistent; refer to HB 1181 (Chapter 228, Laws of 2023) for specifics. Two asterisks (**) indicates 22 cities that need to update their transportation element based on population, not whether or not their county is among those that must develop a GHG emissions element.

EXPANDED HOUSING CHECKLIST

Periodic Update Checklist for Fully-Planning Cities and Counties¹ with additional checklist items for housing element review.²

This checklist provides the framework Commerce regional planners will use to review periodic update submissions. **This checklist is NOT required to be completed by each jurisdiction;** it is an additional tool to help local planners meet the intent of the statute.

- Jurisdictions may submit draft housing elements to [Laura Hodgson](#) for initial review prior to 60-day review. Jurisdictions in the PSRC region are encouraged to submit draft housing elements to Commerce when it is submitted to PSRC and/or King County, as the requirements from the state are slightly different from the local or regional requirements.
- **Housing element submissions should include a land capacity analysis (LCA) reflecting updated policies.** This LCA may be included as a supporting document such as a Housing Needs Assessment (HNA) or simply a separate land capacity analysis document. If the LCA is missing from the submission, it will be requested by Commerce staff.
- Regional planners will review draft comprehensive plans and development regulations for the items **IN BOLD CAPITALIZED TEXT BELOW EACH ITEM**. If these materials are not included in the housing submission, Commerce staff will request them. More information on these requirements are included in parenthesis if additional information is needed. (Land use element review items are included for reference to ensure consistency between elements.)
- Commerce will also be tracking that zoning changes are consistent with comprehensive plan changes and the LCA ([RCW 36.70A.115](#)). These zoning changes implement the policies in the comprehensive plan to plan for and accommodate housing affordable to all income brackets.
- **Questions?** Contact Laura Hodgson at Laura.Hodgson@commerce.wa.gov or 360-764-3143.

¹ The checklist items in this document are applicable to cities and counties, unless otherwise noted, but the headings in the checklist may be slightly different from the county checklist.

² The May 2024 checklist includes the following updates: (1) Under Section I: Comprehensive Plan Elements, Housing Element, item (e) – clarified that a land capacity analysis is needed for emergency housing. (2) Under Section II: Development Regulations, item (b) – corrected state statute reference which was incorrect.

Section I: Comprehensive Plan Elements

Land Use Element

Consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1)

	Consistent? Yes/No	Changes needed?
b. A future land use map showing land uses, city limits and UGA boundaries. RCW 36.70A.070(1) and RCW 36.70A.110(6), WAC 365-196-400(2)(d), WAC 365-196-405(2)(i)(ii) THE LAND USES MUST REFLECT PROJECTED GROWTH INCLUDING FUTURE HOUSING NEEDS.	No	The Land Use Map Designations (Figure 2.9 on page 11) shows three of the city's land use designations labeled as Single Family (Middle, High, and High Small Lot). We recommend the city update this map to be consistent with their work on HB 1110, as discussed in the Land Use Element.
d. A consistent population projection throughout the plan which should be consistent with the jurisdiction's allocation of projected countywide population and housing needs. RCW 36.70A.115, RCW 43.62.035 and WAC 365-196-405(f) TABLE OR OTHER DOCUMENTATION OF LOCAL ALLOCATION OF POPULATION AND HOUSING NEEDS BY INCOME BRACKET FROM THE COUNTYWIDE PROCESS.	Yes	
e. Estimates of population densities and building intensities based on future land uses and housing needs. RCW 36.70A.070(1), WAC 365-196-405(2)(i) ESTIMATES SHOULD INCLUDE ASSUMED DENSITIES TO ACCOMMODATE HOUSING NEEDS. (See WAC 365-196-210(6), and Housing Element Book 2: Step C and footnote 30 on page 24.)	No	MISSING: A footnote in the Land Use Element shows that the city may have already calculated "density assumptions" (pg. 8). The Land Use Element should specify these assumed densities and/or the city should include the assumed densities in the land capacity analysis documentation (see comments on item e. below.) (RCW 36.70A.070(1)) For more information on <i>assumed densities</i>, see page 24 of Commerce Guidance for Updating Your Housing Element, Book 2.

Commented [WC(1)]: "With the adoption of House Bill 1110, different types of middle housing will be allowed in single family neighborhoods." (pg. 12)

Housing Element

In the 2021 legislative session, HB 1220 substantially amended the housing-related provisions of the Growth Management Act (GMA), RCW 36.70A.070(2). Local governments should review local comprehensive plan policies and countywide planning policies to be consistent with the updated requirements. Please refer to Commerce's housing webpages for further information about the new requirements:

Updating GMA Housing Elements and Planning for Housing.

	Consistent? Yes/No	Changes needed?
a. Goals, policies and objectives for: - the preservation, improvement and development of housing, RCW 36.70A.070(2)(b), and - moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes, within an urban growth area boundary. RCW 36.70A.070(2)(b) amended in 2021, and WAC 365-196-410(2)(a). ENSURE THERE ARE POLICY(IES) ON A VARIETY OF MODERATE DENSITY HOUSING TYPES, SUCH AS DUPLEXES, TRIPLEXES, AND TOWNHOMES IN URBAN GROWTH AREAS.	Yes	
b. Consideration of housing locations in relation to employment locations. RCW 36.70A.070(2)(d) amended in 2021 LAND USE MAP SHOULD SHOW HIGHER DENSITY HOUSING LOCATED NEAR EMPLOYMENT (COMMERCIAL) AND/OR ADJACENT TO HIGH QUALITY TRANSIT IF APPLICABLE. (Housing Element Book 2: see pages 67-68.)	Yes	
c. Consideration of the role of accessory dwelling units (ADUs) in meeting housing needs. RCW 36.70A.070(2)(d) amended in 2021 TO SHOW CONSIDERATION OF ADUS, DO ONE OR BOTH OF THE FOLLOWING: (1) THE HOUSING NEEDS ASSESSMENT OR HOUSING ELEMENT MUST INCLUDE TEXT AND/OR POLICIES THAT ADDRESSES THE POTENTIAL FOR ADUS TO MEET HOUSING NEEDS, OR (2) INCLUDE ADU CAPACITY IN LAND CAPACITY ANALYSIS. 20-year ADU capacity should not exceed 10% of eligible lots. (See Housing Element Book 2 - ADU narrative guidance: pages 68-69; ADU capacity: see Step 1.6 on pages 27-28.)	Yes	

Housing Element

In the 2021 legislative session, HB 1220 substantially amended the housing-related provisions of the Growth Management Act (GMA), RCW 36.70A.070(2). Local governments should review local comprehensive plan policies and countywide planning policies to be consistent with the updated requirements. Please refer to Commerce's housing webpages for further information about the new requirements:

[Updating GMA Housing Elements](#) and [Planning for Housing](#).

	Consistent? Yes/No	Changes needed?
d. An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of countywide housing need, as provided by Commerce. RCW 36.70A.070(2)(a) amended in 2021, WAC 365-196-410(2)(b) and (c) TABLE OR OTHER DOCUMENTATION OF LOCAL ALLOCATION OF HOUSING NEEDS BY INCOME BRACKET. (Housing Element Book 1: see #6 of "Minimum standards for identifying and allocating projected housing needs" on page 60.)	Yes	
e. Identification of capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing. RCW 36.70A.070(2)(c) amended in 2021, WAC 365-196-410(e) and (f) STATEMENT SHOWING THERE IS SUFFICIENT CAPACITY OF LAND FOR ALL INCOME HOUSING NEEDS, INCLUDING EMERGENCY HOUSING. INCLUDE A TABLE SHOWING THE BREAKDOWN OF CAPACITY IN ZONES WHICH ADDS UP TO HOUSING NEEDS FOR ALL INCOME LEVELS, INCLUDING EMERGENCY HOUSING. (Supporting documentation of land capacity analysis is encouraged.) (Housing Element Book 2: see bottom table of Exhibit 17 on page 40 and Exhibit 20 on page 48.) ANY LIMITATIONS ON SUPPORTIVE HOUSING TYPES (EMERGENCY HOUSING (EH), EMERGENCY SHELTER (ES), PERMANENT SUPPORTIVE HOUSING (PSH), AND TRANSITIONAL HOUSING (TH)) MUST ALLOW THE SITING OF A SUFFICIENT NUMBER OF UNITS AND BEDS NECESSARY TO MEET PROJECTED NEEDS. (Housing Element Book 2: see pages 41-48.) THE ZONING MAP MUST BE CONSISTENT WITH AND IMPLEMENT THE LAND USE MAP AND LAND CAPACITY FINDINGS. (See RCW 36.70A.115(1), WAC 365-196-800)	TBD.	Thank you for completing an analysis of land capacity by income segment, as required by 36.70A.070(2)(c). We strongly recommend that you include in your comprehensive plan or appendices the methodology used to complete the LCA, ensuring that it includes all elements referenced in the land capacity analysis section in Guidance for Updating Your Housing Element (chapter 3). This should include an emergency housing land capacity analysis (see pg. 41-43 of "Guidance for Updating Your Housing Element").

Commented [JH(2)]: See "2.3 Land Use Inventory" pg. 6-9 of "Part 1" doc. Housing section on pg. 9

Pg. 7: "A complete land capacity table is provided in Appendix 3 of the Land Use Element." ← don't see this anywhere

Ch.3 quantifies deficit (fig 3.22, pg. 77), but does not quantify impact of policies to increase housing affordability/ production?

	Consistent? Yes/No	Changes needed?
f. Adequate provisions for existing and projected housing needs for all economic segments of the community. RCW 36.70A.070(2)(d) amended in 2021, WAC 365-196-010(g)(ii), WAC 365-196-300(f), WAC 365-196-410 and see Commerce's Housing Action Plan (HAP) guidance: Guidance for Developing a Housing Action Plan INCLUDE A LIST OF BARRIERS TO AFFORDABLE HOUSING NEEDS, INCLUDING BARRIERS TO EMERGENCY HOUSING AND PERMANENT SUPPORTIVE HOUSING. (Housing Element Book 2: see page 50 and Appendix B.) INCLUDE A LIST OF ACTIONS NEEDED TO REMOVE BARRIERS TO AFFORDABLE HOUSING. (Housing Element Book 2: see page 61 and Appendix B.) Note: Identification of barriers to affordable housing and actions to remove barriers do not need to be in table format, but both items need to be present in the housing element.	No	MISSING: The housing element is missing a list or discussion of barriers to developing affordable housing (e.g. development regulations, process obstacles) and actions to address those barriers, including permanent supportive housing and emergency housing. (RCW 36.70A.070(2)(d)). In your next submission of the housing element, please include a discussion of these barriers and actions. You may also complete the checklists provided by Commerce, and include these in the housing element or in an appendix. See Chapter 4. Adequate Provisions (pgs. 48-69) and Appendix B (pgs. 114-127) in Housing Element Book 2 for more information and example checklists to review barriers and identify actions. We have additional examples of completed checklists on our EZView site.
g. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including: • Zoning that may have a discriminatory effect; • Disinvestment; and • Infrastructure availability RCW 36.70A.070(e) new in 2021 INCLUDE A STATEMENT OF WHETHER DATA SHOWS IF THERE ARE DISPARATE IMPACTS. NOTE: COMMERCE HAS DATA AVAILABLE FOR ALL JURISDICTIONS ON OUR EZVIEW SITE. (Housing Element Book 3: see pages 19-20.) REVIEW OF HOUSING ELEMENT POLICIES AND REGULATIONS THAT HAVE LED TO THESE IMPACTS. This may be in the housing element, housing needs assessment or the staff report. (Housing Element Book 3: see pages 33-36; this specific evaluation framework is not required.)	No	MISSING: The housing element is missing a review of local housing policies that may have led to racially disparate impacts, displacement, and exclusion in housing (RCW 36.70A.070(e)). In your next submission, please include a policy evaluation in the housing element or as an appendix to the plan. See Step 3: Evaluate policies in Commerce Guidance Book 3: Guidance to Address Racially Disparate Impacts (pgs. 33-40); this section includes an example policy evaluation and framework, which you may use to complete this review. We have additional examples of these evaluations on our EZView site.

	Consistent? Yes/No	Changes needed?
h. Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions. RCW 36.70A.070(2)(f) new in 2021 INCLUDE POLICIES TO ADDRESS THESE IMPACTS, OR THAT ADDRESS DEVELOPMENT OF MORE AFFORDABLE HOUSING, PRESERVATION OF EXISTING AFFORDABLE HOUSING, AND PROTECTION OF EXISTING HOUSEHOLDS. (Policies: Housing Element Book 3, see pages 36-39 and Appendix C of Housing Element Book 2; Regulations: Housing Element Book 3, pages 43-44.)	TBD.	We recommend revising housing policies based on the policy evaluation discussed in the previous section (see comment on item g.). The Housing Element should include policies that specifically address the findings of the racially disparate impacts analysis. We also recommend evaluating HS 1.4 and implementing HS 1.14. Please see Housing Element Book 3 Step 4: Revise policies (pgs. 36-39) and Appendix D. Policy Options Community Examples (pg. 107) for policy examples and policy revisions.
i. Identification of areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments. RCW 36.70A.070(2)(g) new in 2021 DISCUSSION AND/OR MAP OF AREAS THAT MAY BE AT RISK OF DISPLACEMENT. (COMMERCE AND PSRC HAVE MAPS AVAILABLE, AND INCLUSION OF ONE WOULD MEET THIS REQUIREMENT.) (Housing Element Book 3: see pages 27-31.) Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing. RCW 36.70A.070(2)(h) new in 2021 SEE H ABOVE.	Yes	

Commented [WC(3)]: HS 1.4 "Recognize historic inequities in access to homeownership opportunities for communities of color."

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."

The city identified that they will use information found in the racially disparate impacts analysis, which found disparities in homeownership and income levels in Marysville, to inform potential strategies to protect vulnerable populations from displacement (pg. 76)

44% of Marysville households reside in Census tracts with high gentrification/ displacement risk; of these, 18 percent are also considered highly socially vulnerable (pg. 83)

Consistency is required by the GMA

	Consistent? Yes/No	Changes needed?
b. All plan elements must be consistent with each other. RCW 36.70A.070 (preamble) and WAC 365-196-500 ENSURE CAPITAL FACILITIES, TRANSPORTATION AND UTILITIES ELEMENTS INCLUDE IMPROVEMENTS TO SUPPORT ADDED HOUSING DENSITY AND CONSIDER UNDERSERVED AREAS. LIKELY CONSIDERATIONS WILL INCLUDE SYSTEM IMPROVEMENTS AND PRIORITIZING AND FUNDING THIS WORK. (Housing Element Book 2: see LCA Step 1.3 “Identify gaps in utility infrastructure and services” on page 22, and “Identify related infrastructure and service needs” on page 77.)	TBD.	Note for regional planner: I was not able to locate a Capital Facilities Element; an excel spreadsheet including this work was submitted. Submittal description states: “All chapters, including the Capital Facilities Plan Element, will ultimately be presented similar to the Economic Development, Environmental, Housing, and Parks chapters.”

Public Participation

a. Plan ensures public participation in the comprehensive planning process. RCW 36.70A.020(11), .035, and .140, WAC 365-196-600(3) provide possible public participation choices. THE PUBLIC PARTICIPATION PLAN SHOULD SHOW EFFORTS TO ENGAGE VULNERABLE POPULATIONS, OVERBURDEDED COMMUNITIES, AND THOSE WHO MAY HAVE BEEN DISPARATELY IMPACTED BY HOUSING POLICIES. (Housing Element Book 3: see pages 15-19.)	Yes	
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Section II: Development Regulations

Must be consistent with and implement the comprehensive plan. [RCW 36.70A.040](#), [WAC 365-196-800](#) and [810](#)

Zoning Code

	Consistent? Yes/No	Changes needed?
a. Zoning designations are consistent and implement land use designations that accommodate future housing needs by income bracket as allocated through the countywide planning process. (RCW 36.70A.070(2)(c) - Amended in 2021 with HB 1220) If subject to middle housing requirements in RCW 36.70A.635, see material on Commerce's Middle Housing webpage. ZONING MAP AND TEXT ALLOW FOR THE HOUSING TYPES AND DENSITIES IN THE LAND CAPACITY ANALYSIS. THESE ZONING CHANGES MUST BE COMPLETE BY THE END OF THE PERIODIC UPDATE PERIOD.	TBD.	Zoning changes are needed to be consistent with the requirements of HB 1110.
b. [FOR CITIES] Permanent supportive housing or transitional housing must be allowed where residences and hotels are allowed. RCW 35A.21.430 amended in 2021, RCW 35.21.683 amended in 2021, (HB 1220 sections 3-5) "permanent supportive housing" and "transitional housing" is defined in RCW 36.70A.030; "transitional housing" is defined in RCW 84.36.043(3)(c) [FOR CITIES AND COUNTIES] ANY LIMITATIONS ON PERMANENT SUPPORTIVE HOUSING AND TRANSITIONAL HOUSING MUST BE CONNECTED TO PUBLIC HEALTH AND SAFETY AND ALLOW THE SITING OF A SUFFICIENT NUMBER OF UNITS AND BEDS NECESSARY TO MEET PROJECTED NEEDS. (Housing Element Book 2: see pages 41-48.)	Yes	
c. [FOR CITIES] Indoor emergency shelters and indoor emergency housing shall be allowed in any zones in which hotels are allowed, except in cities that have adopted an ordinance authorizing indoor emergency shelters and indoor emergency housing in a majority of zones within one-mile of transit. Indoor emergency housing must be allowed in areas with hotels. RCW 35A.21.430 amended in 2021, RCW 35.21.683, amended in 2021, (HB 1220 sections 3-5) "emergency housing" is defined in RCW 36.70A.030(14) [FOR CITIES AND COUNTIES] ANY LIMITATIONS ON EMERGENCY HOUSING AND EMERGENCY SHELTER MUST BE CONNECTED TO PUBLIC HEALTH AND SAFETY AND ALLOW THE SITING OF A SUFFICIENT NUMBER OF UNITS AND BEDS NECESSARY TO MEET PROJECTED NEEDS. (Housing Element Book 2: see pages 41-48.)	No	Emergency shelters are currently not allowed in several zones that allow hotels (C-2, C-3). Please update your code to allow emergency housing and shelter in all areas which allow hotels, as required by RCW 35A.21.430. Additionally, we recommend that you add emergency housing as a use type, or add it in with another use type (e.g., emergency shelter), and allow it in the appropriate zones.

From: Angela Gemmer
Sent: Monday, October 21, 2024 7:41 PM
To: Aken, Jeff (COM); Hodgson, Laura (COM)
Cc: Haylie Miller; Williams, Courtney (COM)
Subject: RE: [External!] RE: Marysville Comprehensive Plan - responses to Commerce's comments
Attachments: [Land and Housing Capacity Analysis -10-21-24 FINAL.pdf](#)

Hi Jeff and Laura,

Attached please find the City's Land and Housing Capacity Analysis. Please note that there are some adjustments to housing and population **capacity** figures that will be completed in the Land Use and Housing Elements to ensure that those elements are completely consistent with the attached analysis. All future **targets** are currently consistent across the board, but the Land Use and Housing Elements show a bit higher capacity than the should. This will be fully reconciled before we submit our final Plan to Commerce. If you have any questions or comments on any of our revised materials, please do not hesitate to contact us.

Thank you!



Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
501 Delta Avenue, Marysville, WA 98270
360.363.8240 or agemmer@marysvillewa.gov

How are we doing? Please take our [survey](#).

From: Aken, Jeff (COM) <jeff.aken@commerce.wa.gov>
Sent: Monday, October 21, 2024 8:04 AM
To: Angela Gemmer <agemmer@marysvillewa.gov>; Hodgson, Laura (COM) <laura.hodgson@commerce.wa.gov>
Cc: Haylie Miller <hmillier@marysvillewa.gov>; Williams, Courtney (COM) <courtney.williams@commerce.wa.gov>
Subject: [External!] RE: Marysville Comprehensive Plan - responses to Commerce's comments

[CAUTION:] This email originated from outside the City of Marysville. **Do not click links or open attachments** unless you recognize the sender and know the content is safe. Contact helpdesk if you have any concerns or questions.

Thanks Angela,

Many of us were at the APA conference in Bellevue, so that timing works on our end. Have a good week.

ja

From: Angela Gemmer <agemmer@marysvillewa.gov>
Sent: Monday, October 21, 2024 7:09 AM
To: Aken, Jeff (COM) <jeff.aken@commerce.wa.gov>; Hodgson, Laura (COM) <laura.hodgson@commerce.wa.gov>
Cc: Haylie Miller <hmillier@marysvillewa.gov>; Williams, Courtney (COM) <courtney.williams@commerce.wa.gov>
Subject: RE: Marysville Comprehensive Plan - responses to Commerce's comments

External Email

Hi Jeff,

I unfortunately had several other competing deadlines last week and was not able to complete the land capacity analysis by Friday. I am working on finalizing the land capacity analysis and should have it to you by the end of the day. Thanks for your patience.

Thank you,

Angela

From: Angela Gemmer
Sent: Friday, October 11, 2024 10:55 AM
To: Jeff Aken <jeff.aken@commerce.wa.gov>; Hodgson, Laura (COM) <laura.hodgson@commerce.wa.gov>
Cc: Haylie Miller <hmillier@marysvillewa.gov>; Williams, Courtney (COM) <courtney.williams@commerce.wa.gov>
Subject: Marysville Comprehensive Plan - responses to Commerce's comments

Hi Jeff, Laura, and Housing Team,

Thank you and your team for your review of our Comprehensive Plan. Below are responses to all of the comments provided by the Commerce team except for the full Land Capacity Analysis which is being finalized and will be provided by Friday, October 18th. The responses below follow the order of the checklist. The comment summary provided for each item is the narrative description of the concern in most instances. Please note that the housing-specific comments are addressed towards the end of this email. Revised documents which address your comments are available at the following [link](#). We're happy to answer any questions or meet to discuss any items as needed.

Section I: Comprehensive Plan

b. Comment – Figure 2.9, Recommendation: Clarify in the key/index UGA and City limit boundaries.

Response – Figure 2.1 Currently shows the distinction between the UGA and City boundaries. Figure 2.9 has also been updated to also show the distinction between the UGA and City boundaries. It is subtle, but clearly noted in the legend and on the maps.

c. Comment – LU3.7-3.9, LU7.3. Reduced VMT not explicitly called out but increasing the convenience of transit is in multiple policies.

Response – LU3.9 amended to read as follows: 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,~~ and reduce vehicle miles traveled (VMT).*

e. Comment – MISSING: A footnote in the Land Use Element shows that the city may have already calculated “density assumptions” (pg. 8). The Land Use Element should specify these assumed densities and/or the city should include the assumed densities in the land capacity analysis documentation (see comments on item e. below.) (RCW 36.70A.070(1) For more information on assumed densities, see page 24 of Commerce Guidance for Updating Your Housing Element, Book 2.

Response – On page 8 of the Land Use Element, it is stated that, “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.**” Please see Appendix 2 for applicable population densities and building intensities. Complete land capacity analysis will be provided in Appendix 3 as noted in footnote 10; this will be provided by **Friday, October 18th.**

f. Comment – Not in LU Element but footnoted. Recommendation: Add policy language and link to further policy work to ensure it is consistent with RCW: The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies

Response – Footnote 1 indicates that, “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.” In our opinion, this requirement appears to quite clearly address the statute in that several documents are cited in the Land Use Element that link to policy work and standards that ensure that the quality and quantity of groundwater used for public water supplies is protected.

- g. Comment** – Not in the LU Element (I did see Open Space and Recreation on map but not future corridors). Recommendation: Add policy language consistent with the RCW: A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses.

Response – It appears that items cited in the feedback pertain instead to RCW 36.70A.070 rather than WAC 365-196-340; however, are addressed by the Land Use Element currently (i.e. land for housing, commerce, industry, general aviation airports, etc. The City does not have timber or agricultural designations beyond the Small Farms Overlay which is also addressed in the Land Use Element).

WAC 365-196-340 requires the identification of “lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses.” Figure 2.13 shows lands with the Public-Institutional, Recreation, and Open designations that are primarily designated for public-institutional, recreation, and open (i.e. areas heavily encumbered by critical areas) uses; however, this figure is neither intended to capture all lands useful for public purposes nor limit public uses to these land use designations. Lands designated for the public purposes cited in the statute are located in the Comprehensive Plan as follows: Chapter 5.0 Public and Human Services Element (add link) covers land for schools and certain other public uses; Chapter 6.0 Parks and Recreation Element (add link) covers lands for recreation; Chapter 8.0 Transportation Element covers transportation corridors (add link); Chapter 9.0 Utilities Element (add link) covers lands for utility corridors, sewage treatment facilities, and stormwater treatment facilities and also addresses waste management; and Chapter 10.0 Capital Facilities Plan (add link) addresses land and facility needs for each public use identified in WAC 365-196-340. Please see proposed footnote 20 in the Land Use Element which addresses this.

- h. Comment** – LU calls out recreation on page 19 and in Figure 2.13, which includes resource lands and fish and wildlife management but does not identify corridors etc. that I could determine. Recommendation: Add policy language or maps consistent with RCW: *...location and extent of open spaces and green spaces, urban and community forests* (policy 2.9.6 would be consistent if it identified corridors)

Response – The policy cited appears to be from another jurisdiction or a typo as the City does not have the cited policy number in the Land Use Element. To address the comment, Policy 5.12 was amended to read as follows: *LU5.12 Provide urban parks, recreation opportunities, open space, ~~and~~ trails, critical areas, and associated corridors 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.* A footnote has been added to this policy to identify corridors. This footnote reads: ^[1] *Key corridors that extend through the City and connect to neighboring jurisdictions include, but are not limited to, those formed by various critical areas (i.e. Ebey Slough and the Qwuloolt Estuary; Allen,*

Edgecomb, Hayho, Jones, King, and Quil Ceda Creeks; and associated wetlands), and key trails (i.e. Bayview, Centennial, Centennial Connector, and Ebey Waterfront). Trail corridors are discussed in Section 6.4 Trails of the Parks and Recreation Element, and stream and wetland corridors are depicted in Figures 7.5 and 7.8 of the Environmental Element (add link).

In addition, the following policies in the Parks and Recreation, and Environmental Elements address corridors:

- 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.
- 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.
- EN-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-33(c) 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.

- k. **Comment** – LU5.4. PK 4 is overarching goal in Environmental Element. Various zones call out some critical areas constraints. EN 3 (Critical Areas, Wetlands), EN 4 (BAS), EN 15 (FW). Recommendation: Critical Aquifer Recharge and Geologic Hazards called out in narrative, consider adding policy language that includes these along with Anadromous fisheries.

Response –

- Policy EN0.22 (or EN-22) proposed to be amended to read as follows: 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, anadromous fisheries, drainage ways, wetlands, and other watercourses.
- Goal EN-11 or 11 is proposed to be amended to read as follows: Restrict clearing and grading on steep slopes, geologically hazardous areas, 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 geologic hazards, soils, topography, ecosystem service value, and watershed impact.

Goals EN-12 or 12 is proposed to be amended to read as follows: Coordinate with adjacent jurisdictions, tribes, countywide planning groups and watershed groups to protect critical areas, habitat, and water quality, and Critical Aquifer Recharge Areas (CARAs).

- n. **Comment** – The need to comply with this RCW and HB 1799 is discussed in Utilities, but I did not see policy related to future siting.

Response – *Our Public Works Services Manager reached out to the Department of Ecology who indicated that, Snohomish County is responsible for “meeting the capacity needs outlined in the Organics Management Laws. This work will be incorporated into the next update of the county’s solid waste management plan. Even cities that plan independently (like Seattle) do not need to complete this siting work – only counties.”*

Consistent with Ecology’s direction, we believe that our existing Essential Public Facilities goals, policies, and standards will adequately ensure proper coordination with Snohomish County should an organics management facility need to locate within the City of Marysville.

- o. **Comment** – LU3.8 promotes health and reduction of disparities, but didn’t see EJ called out.

Response – LU3.8 was amended to include environmental justice. Use land use, multi-modal transportation, and other initiatives to promote healthy communities and health outcomes, and reduce health disparities, and promote environmental justice.

- p. **Comment** – LU4.7 The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures. EN0.45-48 are focused on Wildfire Risk.

Response – The City proposes to retain policy LU4.7 as written since we understand that the specific fire provisions that must be adopted have not been adopted by the State. When the provisions are adopted, we will amend this policy accordingly.

Capital Facilities Plan Element

- a. **Comment** – Not part of Excel spreadsheet, but come in future draft per AG.

Response – Discussion has been added to Section 10.1 (page 2) of the Capital Facilities Plan indicating that the CFP is based on the Land Use Element. A policy LU1.2 has been added to the Land Use Element which reads, “All Comprehensive Plan elements shall be internally consistent, including capital budget decisions outlined in the Capital Facilities Plan located

[here](#). Should probable funding fall short of meeting existing needs, the Land Use Element shall be reassessed.”

- c. **Comment** – Methodology and forecast period not called out in Excel (Beyond 20-year designation).

Response – A complete draft of the CFP is now available and includes this information.

- d. **Comment** – Recommendation: Narrative in future chapter should highlight equity and potential displacement impacts.

Response – Reviewing the statutes cited on the checklist, it does not appear that these are requirements specifically addressed to the Capital Facilities Plan; however, the Utilities Element, which governs the location of water, sewer, school, and essential public facilities includes the following policies, which address equity:

- 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.
- 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.

- f. **Comment** – A policy or procedure to reassess the land use element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e), WAC 365-196-415(2)(d)

Note: park and recreation facilities shall be included in the capital facilities plan element.

Response – Discussion has been added to Section 10.1 (page 2) of the Capital Facilities Plan indicating that the CFP is based on the Land Use Element. Also, policy LU1.2 has been added to the Land Use Element which reads, “All Comprehensive Plan elements shall be internally consistent, including capital budget decisions outlined in the Capital Facilities Plan located [here](#). Should probable funding fall short of meeting existing needs, the Land Use Element shall be reassessed.” Also, Parks and Recreation facilities and needs are outlined in the CFP.

- h. **Comment** – Confirm with AG, may be in the Utilities Element.

Response – Information on all public utility districts, including special purposes districts that own capital facilities, is located in the Land Use Element, Public and Human Services Element, Utilities Element, and Capital Facilities Plan. Specifically, the Arlington Airport is covered in the Land Use Element; the Marysville Public Library, Marysville Fire District, and school districts serving Marysville are covered in the Public and Human Services Element; Snohomish PUD, Puget Sound Energy, the Olympic Pipeline and telecommunication providers are covered in the Utilities Element; and the Marysville Fire District and school districts serving Marysville are covered in the Capital Facilities Plan.

Utilities Element

- a. **Comment** – Figure 10.1-10.4 (water, sewer, storm), solid waste 10.5-6, PUD 10.7-10.8. 10.9 has natural gas. Some proposed (sewer) are still being calculated. Narrative discusses most capacity.

Response – This section is now complete. Some discussion was kept general since the Water and Sewer Comprehensive Plans are currently being updated to ensure consistency when the those plans are finalized.

- b. **Comment** – Most/all utility providers are identified, but contact information was not included.

Response – Section (4)(b) of the statute cited appears to require that a good faith effort be made in contacting utilities and does not appear to require that the utilities' contact information be provided. A good faith effort has been made to contact and coordinate with all utilities serving the City. It does not appear that any further changes are needed for the Utilities Element.

Tribal Participation in Planning

- a. **Comment** – Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period.

Response – RCW 36.70A.040(8)(a) states, "Upon receipt of notice in the form of a tribal resolution from a federally recognized Indian tribe whose reservation or ceded lands lie within the county, which indicates the tribe has a planning process or intends to initiate a parallel planning process, the county, cities, and other local governments conducting the planning under this chapter shall enter into good faith negotiations to develop a mutually agreeable memorandum of agreement with such tribes in regard to collaboration and participation in the planning process." RCW 36.70A.190 pertains to providing technical assistance and assistance with resolution of tribal disputes. Neither appears to have been invoked, so no amendments are currently proposed.

- c. **Comment** – Recommendation: Add "tribes" to policy LU2.5.

Response – LU2.5 has been amended to read, "Proactively assess future land use and expansion needs by monitoring land utilization, and coordinating with Snohomish County, and neighboring jurisdictions, and tribes on future expansion plans.

Climate Change and Resiliency – We will assess the new requirements per the timelines outlined in State law. This work will occur after the 2024 Comprehensive Plan update and before 2029.

Future required elements: pending state funding – Parks and Recreation

Comment – A demand estimate based on population and local factors is included in figure 6.6 and 6.7 (location) Recommendation: Add Tree canopy coverage assessment policy. CIP does include Parks projects. EN0.31, EN0.49 mention tree canopy, but not an overall canopy coverage assessment.

Response – The City’s Parks, Culture and Recreation Plan will be updated in 2025. This recommendation will be passed along to the Parks, Culture, and Recreation Department to address during their update.

Optional Elements – Solar Energy

Comment – Didn’t see solar mentioned in the Environment Element

Response – EN-28(a) referenced alternative energy sources; however, this policy has now been amended to read: *Promote the use of conservation, alternative energy sources including solar energy, and energy management technology where feasible.* Please also note that in 2011, MMC Chapter 22C.270, Solar Energy Systems, was adopted which addresses the installation of solar energy systems.

Consistency is required by the GMA

b. **Comment** – Didn’t see a policy directly related to [each element] being consistent with each other.

Response – LU1.1 has been amended to read, “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 and that all Comprehensive Plan elements are internally consistent.” In addition, the Introduction discusses consistency.

Public Participation

b. **Comment** – N/A I did not see amendment process in current draft plan.

Response – The Introduction, Vision and History section includes a footnote that indicated, “A major or ‘periodic’ update of the Comprehensive Plan occurs every 10 years. Amendments can be processed once a year, unless there is an emergency. The Unified Development Code provides procedures for review of amendment requests.”

c. **Comment** – Didn’t see policy(s) directly related to how the goals are being achieved. Some (LU2) related to monitoring of land etc.

Response – A new policy LU1.6 has been added which reads: Periodically review goals and policies to monitor progress towards implementation and ensure that development regulations further goals and policies. Every five years, conduct an implementation progress report detailing the progress that has been achieved in implementing the Comprehensive Plan.

d. **Comment** – I didn’t but I don’t have a TOC in the draft plan so might be missing it if included.

Response – The GMA goal of ensuring that private property is not taken for public use without just compensation is cited on page 2 of the Introduction, which was not previously provided. A new policy with an associated footnote for supplementary guidance is proposed to address the preservation of private property rights and takings: *LU1.8 To ensure the preservation of property rights, staff will evaluate proposed regulatory or administrative*

actions to ensure that said actions do not result in an unconstitutional taking of private property. ^[1] *The Office of the Attorney General's [Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property](#), dated September 2018 or as subsequently amended, should be used as a resource in evaluating whether an action may constitute a taking.*

- e. **Comment** – LU1.4-5 both address negative impacts and reducing disparities, but I did not see language focused inclusion in the process of vulnerable or overburdened. The participation plan does include: Obtain feedback from diverse perspectives, and engage with all segments of the community including: citizens, property owners, neighboring jurisdictions and tribes, community groups, underserved or underrepresented groups, and other stakeholders; Coordination around UGA's called out but not around conflict resolution. Recommendation to add language addressing this part of the RCW: ...and ensure coordination between communities and jurisdictions to reconcile conflicts.

Response – The GMA goal of “encouraging the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensuring coordination between communities and jurisdictions to reconcile conflicts” is referenced on page 2 of the Introduction, which was not previously provided. In addition, the language in the GMA is proposed as a new policy LU 1.3 which reads, “Ensure the involvement of citizens in the planning process, including the participation of vulnerable population and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.”

Expanded Housing Checklist

Land Use Element

- b. **Comment** – The Land Use Map Designations (Figure 2.9 on page 11) shows three of the city's land use designations labeled as Single Family (Middle, High, and High Small Lot). We recommend the city update this map to be consistent with their work on HB 1110, as discussed in the Land Use Element.

Response – The City will likely be pursuing a Middle Housing Overlay which would allow middle housing pursuant to HB 1110. The requirement to allow middle housing and the intent to adopt a Middle Housing Overlay, which is consistent with Commerce's guidance document, is cited in various places throughout the Land Use Element. The City anticipates completing its Middle Housing Overlay standards within 6 months of the Comprehensive Plan update deadline of December 30, 2024, consistent with RCW 82.020.060(1). During that process, renaming zones will be discussed with Planning Commission and City Council. Should there be a desire to retain the existing zoning names, both the Future Land Use and Zoning maps will be amended to clearly illustrate that Middle Housing is allowed in all zones predominantly intended for residential consistent with the requirements of HB 1110.

^[1] *The Office of the Attorney General's [Advisory Memorandum and Recommended Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property](#), dated September 2018 or as subsequently amended, should be used as a resource in evaluating whether an action may constitute a taking.*

- E. **Comment** – MISSING: A footnote in the Land Use Element shows that the city may have already calculated “density assumptions” (pg. 8). The Land Use Element should specify these assumed densities and/or the city should include the assumed densities in the land capacity analysis documentation (see comments on item e. below.) (RCW 36.70A.070(1) For more information on assumed densities, see page 24 of Commerce Guidance for Updating Your Housing Element, Book 2.

Response – Density assumptions have been calculated. The first full paragraph on page 8 of the Land Use Element indicates that the density and intensity assumptions are detailed in [Appendix 2](#) which has now been provided.

Housing Element

- E. **Comment** – Thank you for completing an analysis of land capacity by income segment, as required by 36.70A.070(2)(c).
We strongly recommend that you include in your comprehensive plan or appendices the methodology used to complete the LCA, ensuring that it includes all elements referenced in the land capacity analysis section in Guidance for Updating Your Housing Element (chapter 3). This should include an emergency housing land capacity analysis (see pg. 41-43 of “Guidance for Updating Your Housing Element”).

Response – We are completing our land capacity analysis which will be provided to Commerce by [Friday, October 18th](#).

- f. **Comment** – MISSING: The housing element is missing a list or discussion of barriers to developing affordable housing (e.g. development regulations, process obstacles) and actions to address those barriers, including permanent supportive housing and emergency housing. (RCW 36.70A.070(2)(d)). In your next submission of the housing element, please include a discussion of these barriers and actions. You may also complete the checklists provided by Commerce, and include these in the housing element or in an appendix. See Chapter 4. Adequate Provisions (pgs. 48-69) and Appendix B (pgs. 114-127) in Housing Element Book 2 for more information and example checklists to review barriers and identify actions. We have additional examples of completed checklists on our EZView site.

Response – In the prior draft of the Housing Element, several actions were identified in Section 3.3 ‘Key Housing Strategies’ which outline potential actions that the City can take to address affordable housing. Barriers were woven into the discussion, but they were more implied and subtle. In the updated [draft](#) (see the first paragraph and table in Section 3.3) a discussion on public and private sector barriers is explicitly provided in Section 3.3 including a table that links barriers with potentially corresponding actions to address each barrier.

- g. **Comment** – MISSING: The housing element is missing a review of local housing policies that may have led to racially disparate impacts, displacement, and exclusion in housing (RCW 36.70A.070(e)). In your next submission, please include a policy evaluation in the housing element or as an appendix to the plan. See Step 3: Evaluate policies in Commerce Guidance Book 3: Guidance to Address Racially Disparate Impacts (pgs. 33-40); this section includes an example policy evaluation and framework, which you may use to complete this review. We have additional examples of these evaluations on our EZView site.

Response – Please see the linked policy analysis of disparate impacts, displacement, and exclusion in housing located [here](#). Please also note that a [Housing Action Plan and Housing Needs Assessment](#) were prepared by ECONorthwest, which further addresses this requirement.

- h. **Comment** – We recommend revising housing policies based on the policy evaluation discussed in the previous section (see comment on item g.). The Housing Element should include policies that specifically address the findings of the racially disparate impacts analysis. We also recommend evaluating HS 1.4 and implementing HS 1.14. Please see Housing Element Book 3 Step 4: Revise policies (pgs. 36-39) and Appendix D. Policy Options Community Examples (pg. 107) for policy examples and policy revisions.

Response – Please see the linked policy analysis of disparate impacts, displacement, and exclusion in housing located [here](#). Please also note that a [Housing Action Plan and Housing Needs Assessment](#) were prepared by ECONorthwest, which further addresses this requirement. This requirement was also discussed with Ms. Laura Hodgson, so we believe this comment has now been fully addressed.

Consistency is Required by the GMA

- B. **Comment** – Note for regional planner: I was not able to locate a Capital Facilities Element; an excel spreadsheet including this work was submitted. Submittal description states: “All chapters, including the Capital Facilities Plan Element, will ultimately be presented similar to the Economic Development, Environmental, Housing, and Parks chapters.”

Response – A complete draft of the Capital Facilities Plan/Element has been prepared and is available [here](#).

Development Regulations

- . a. **Comment** – Zoning changes are needed to be consistent with the requirements of HB 1110.

Response – City staff is aware of the need to amend the zoning code to be consistent with the requirements of HB 1110 and will be completing the required amendments by June 2025 consistent with the provisions of HB 1110.

- c. **Comment** – Emergency shelters are currently not allowed in several zones that allow hotels (C-2, C-3). Please update your code to allow emergency housing and shelter in all areas which allow hotels, as required by RCW 35A.21.430. Additionally, we recommend that you add emergency housing as a use type, or add it in with another use type (e.g., emergency shelter), and allow it in the appropriate zones.

Response – It appears that this comment reflects a different jurisdiction’s code. Only one zone – the Downtown Commercial or DTC zone – does not currently allow emergency housing types. This zone only applies to one property in the City; however, the code will be amended concurrently with the Comprehensive Plan update to ensure that the DTC also allows emergency housing types as shown in the proposed highlighted code change below.

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI (81)	GI	REC	P/I
Transitional housing facilities (79)	P	P	P	P	P	P	P			
Permanent supportive housing (79)	P	P	P	P	P	P	P			
Emergency housing (80)	P, C	P, C	P, C	P, C	P	P, C	P, C			
Emergency shelters – Indoor (80)	P, C	P, C	P, C	P, C	P	P, C	P, C			
Temporary Lodging:										
Hotel/motel	P	P	P	P	P	P	P75			

Thank you again for your review and comments. Should you have any further questions or comments, please do not hesitate to contact me.

Thank you!



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How are we doing? Please take our [survey](#).

APPENDIX 1 – LAND AND HOUSING CAPACITY ANALYSIS

GROWTH ALLOCATION OVERVIEW

Consistent with Growth Management Act (GMA) requirements, the City of Marysville’s 2024 Comprehensive Plan covers a 20-year time span (2024 – 2044) using the State Office of Financial Management’s (OFM) population forecasts. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how OFM’s countywide forecasts are to be allocated 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, housing, 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 expected 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 1 and 2** below.

Figure 1 2044 Growth Targets and Capacity within the Marysville UGA

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

	Employment	Housing	Population
Existing	15,310 ¹	25,630 ²	70,714
2044 Target ³	33,683	39,976	99,822
Additional Capacity	19,380	14,931	30,454
2044 Total Capacity	34,690	40,561	101,283

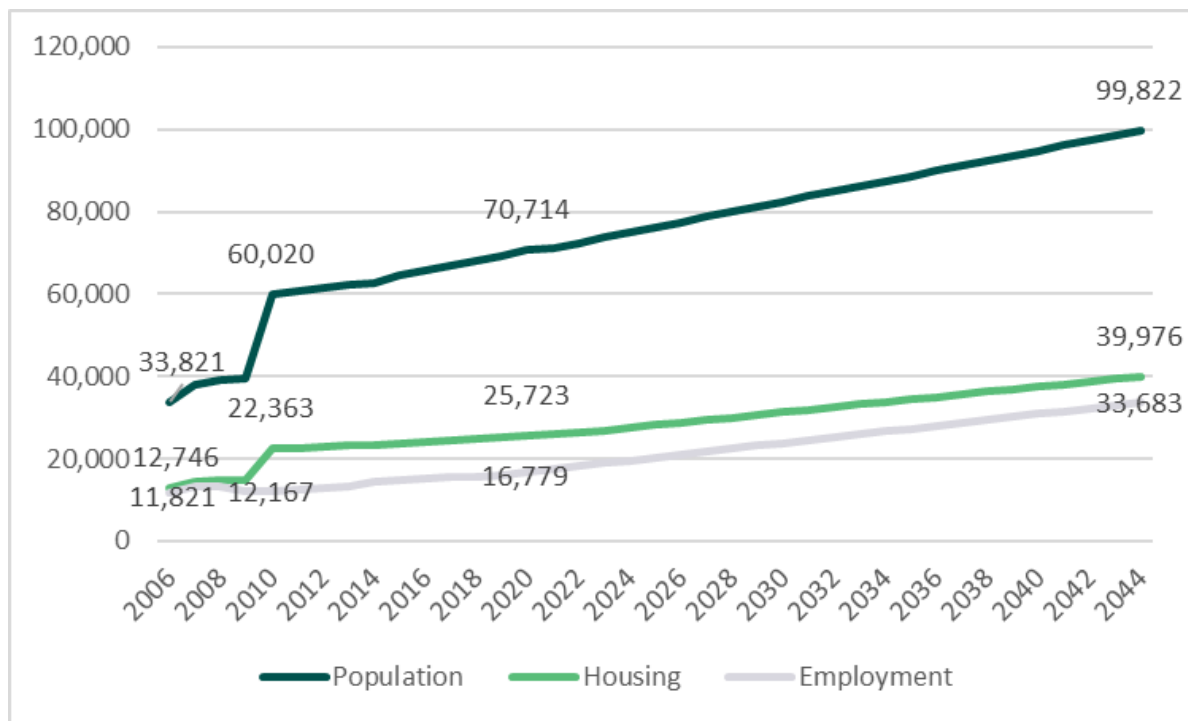
¹ Over 99 percent of the City’s UGA has been annexed as a result of the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). SCT growth projections through 2044 show negligible population (1 person), housing (2 units), employment increases (93 jobs) in the unannexed UGA 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).

² The 2020 existing housing is 25,732; however, the GIS files provided by Snohomish County is 25,630. In order for the math in this report to align, the 25,630 figure is cited.

³ 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.

Figure 2 2044 Growth Targets and Capacity within the Marysville UGA

Source: Snohomish County Countwide Planning Policies, Appendix B



LAND CAPACITY ANALYSIS⁴

The Land Capacity Analysis (LCA) evaluates the City’s ability to accommodate its housing, population, and employment growth targets on developable lands within the Urban Growth Area (UGA) and City. While the County’s Buildable Lands Report looks at the past to determine how well growth targets are being achieved under current plans, the Land Capacity Analysis looks at what development will likely be moving forward based on current regulations, zoning, past trends and other factors.

The GMA requires comprehensive plans include “sufficient capacity of land” to accommodate housing needs for the twenty-year planning horizon (RCW 36.70A.070(2)(c)). A new State requirement is for housing elements to provide explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households
- Permanent supportive housing
- Emergency housing and emergency shelters
- Duplexes, triplexes, and townhouses

⁴ This summary draws heavily from the summary provided in Commerce’s HB 1220 Book 2.

The following Land Capacity Analysis substantially follows the process set forth in the Washington State Department of Commerce’s Guidance for Updating Your Housing Element (i.e. HB 1220 Book2); however, certain steps are consolidated as noted in the titles below. Housing and population capacity are presented first followed by employment capacity.

HOUSING AND POPULATION

STEP 1 SUMMARIZE LAND CAPACITY FOR HOUSING PRODUCTION BY ZONE

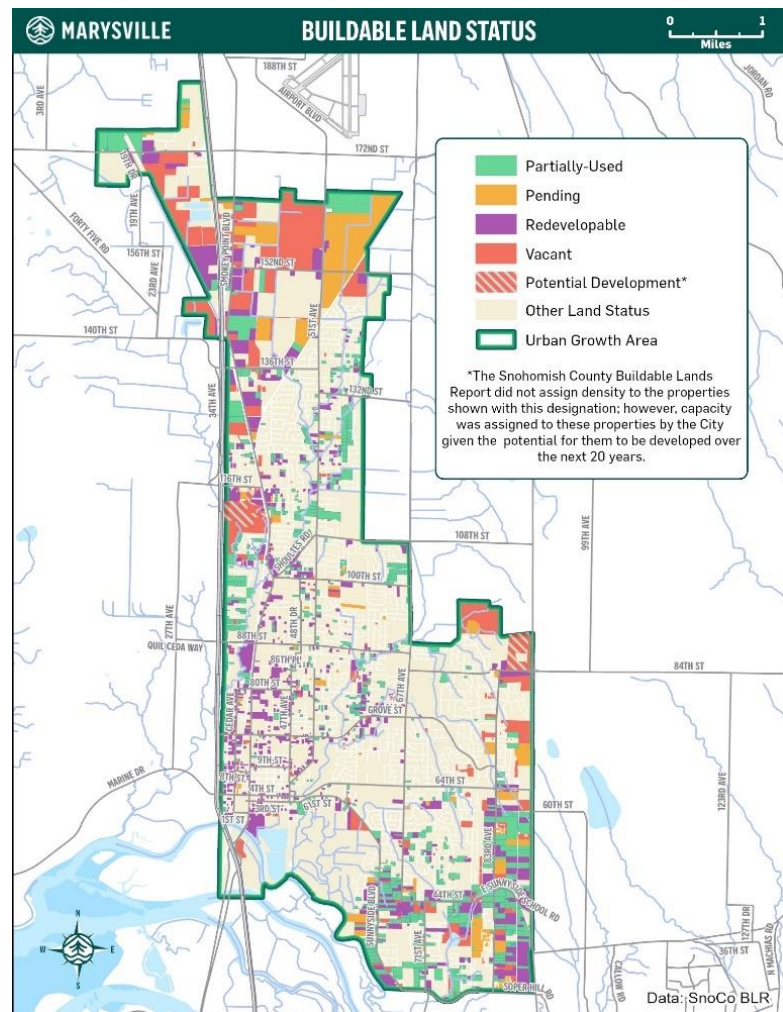
DEVELOPABLE LAND ANALYSIS (STEPS 1.1 – 1.3)⁵

STEP 1.1 IDENTIFY LAND SUPPLY AND ASSIGN LAND CAPACITY STATUS

Snohomish County’s 2021 Buildable Lands Report (BLR) analyzes lands within the City to determine which lands have future development potential.⁶ 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 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;

Figure 3 Buildable Land Status Map



⁵ Note: the general process outlined in Steps 1.1 – 1.3 also applies to the Employment Capacity at the end of this report.

⁶ This discussion is framed in terms of the City; however, it should be noted that Snohomish County’s Buildable Lands Report is conducted for the County and each City within the County.

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.).

- **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 development⁸.

In the BLR, 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, built or occupied after April 1, 2019 were allocated future capacity⁹.

STEP 1.2 EXCLUDE LANDS UNLIKELY TO DEVELOP

Land on developable parcels that are not buildable were removed from the buildable lands inventory. 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.). Snohomish County's BLR land statuses are adopted in the City's Land Capacity Analysis, except as follows:

Two large properties and two moderate-sized properties were not assigned capacity in the County's Buildable Lands Report (BLR); however, have been assigned capacity in the City's Land Capacity Analysis. The two large properties are depicted with the 'Potential Development' designation in **Figure 3** and were modeled as vacant land in the City's Land Capacity Analysis. The two moderate-sized properties were identified as Constant or School in the BLR; however, were placed into a post-BLR Pending category since they have both been developed as projects.¹⁰

STEP 1.3 IDENTIFY GAPS IN UTILITY INFRASTRUCTURE AND SERVICES

The County's BLR also included a Capital Facilities Analysis to identify gaps in utility infrastructure and services. Within the City, sewer availability is the primary utility service gap and areas where these gaps exist are limited. The City adopted the BLR Capital Facilities Analysis.

STEPS 1.4 – 1.6 CALCULATE GROSS AND NET RESIDENTIAL CAPACITY BY ZONE INCLUDING INFILL (I.E. MIDDLE HOUSING, ACCESSORY DWELLING UNITS, ETC.)

After Steps 1.2 and 1.3 are applied to developable lands identified in Step 1.1, a further Land Availability Deduction Factor (i.e. Market Availability Reduction Factor) is applied to most developable land.¹¹ The resulting net developable acreages are then multiplied by the assumed future density value. For most zones, the assumed future density is the density per acre value that was identified for historical projects in the BLR; however, adjustments to density values were made for the Mixed Use zone in the Lakewood Neighborhood; for the new zones in the

⁸ Pending parcels are depicted in Figure 3 with the applicable vacant, partially-used, or redevelopable parcel status.

⁹ This includes 'pending' parcels which are those that are proposed for development which were not constructed by April 1, 2019.

¹⁰ These projects are the Nordstrom subdivision and the 67th Avenue Townhomes.

¹¹ Market reduction factors of 15 percent for vacant land and 30 percent for partially-used and redevelopable land were applied to reflect that this amount of land will likely not be available to develop within the next 20 years.

Downtown Master Plan Area; and for limited other zones to better align with recent observed densities as described below.

- The Lakewood Neighborhood Master Plan (LNMP) Area contains a significant amount of Mixed Use zoned land. The City's Mixed Use zone is flexible and allows for a developer to construct commercial, multi-family, or true-mixed use with both commercial and residential. In the LNMP Area, Mixed Use zoned land has primarily attracted multi-family development, which has developed at an average of 20.23 dwelling units per acre; therefore, this higher density assumption was applied to the MU zoned land in the LNMP Area.
- In 2021, the Downtown Master Plan was updated, which included the adoption of new residential land use designations in the DMP Area. Limited residential land use applications have been submitted since the adoption of the DMP, so low to moderate density assumptions were assigned to these new land use designations based on similar existing land use designations that apply city-wide (see Downtown Master Plan Zones section of **Figures 4 and 5**). The higher density assumptions for these land use designations have resulted in significant additional residential capacity.

Since the April 1, 2019 cutoff date for the Buildable Lands Report, the City has seen significant development activity city-wide, which has been particularly strong for residential in the Lakewood and East Sunnyside – Whiskey Ridge Neighborhoods and for commercial/industrial in the Smokey Point Neighborhood. Many of these projects have been recently constructed, are under construction, have a land use entitlement, or have a complete land use application. Consequently, to better reflect that these lands are currently or will be available for development within the next 20 years, the Land Availability Deduction Factor was removed from these properties. Properties for which the Land Availability Deduction Factor were removed retained their original land classification (i.e. partially used, vacant, redevelopable, etc.), and are distinguished in **Figure 4** below by the 'Post BLR' suffix and not having a Land Availability Reduction Factor applied.

Lands that have the potential to allow for infill Middle Housing or Accessory Dwelling Units are also factored into **Figure 4**.

Figure 4 Gross and Net Residential Housing Capacity by Zone

ZONE		GROSS DEVELOPABLE LAND (ACRES) ¹		LAND AVAILABILITY DEDUCTION FACTOR ¹	NET DEVELOPABLE LAND (ACRES)	ASSUMED DENSITY (UNITS/ACRE)	RESIDENTIAL CAPACITY (UNITS)
CITY-WIDE ZONES							
Single Family, Medium (R-4.5)	Vacant	81.88	15%	69.6	298.89	4.36	1,303
	Vacant Post BLR	2.52	0%	2.52			
	Partially-Used	122.48	25%	91.86			
	Partially-Used Post BLR	17.43	0%	17.43			
	Redevelopable	93.35	25%	70.01			
	Redevelopable Post BLR	14.22	0%	14.22			
	Pending	20.41	0%	20.41			
	Pending Post BLR	12.84	0%	12.84			
Infill	52.15	0%	52.15	52.15	1 – 4 units/lot	944	
Single Family, High (R-6.5)	Vacant	62.17	15%	52.84	448.81	4.89	2,195
	Vacant Post BLR	12.88	0%	12.88			
	Partially-Used	163	25%	122.25			
	Partially-Used Post BLR	55.42	0%	55.42			
	Redevelopable	100.2	25%	75.15			
	Redevelopable Post BLR	41.31	0%	41.31			
	Pending	74.85	0%	74.85			
	Pending Post BLR	14.11	0%	14.11			
Infill	73.66	0%	73.66	73.66	1 – 4 unit/lot	1,076	
Single Family High (R-8)	Vacant	5.25	15%	4.46	62.1	8	497
	Partially-Used	4	25%	3			
	Partially-Used Post BLR	1.88	0%	1.88			
	Redevelopable	0	25%	0			
	Pending	8.88	0%	8.88			
	Pending Post BLR	4.38	0%	4.38			
	School and Church	39.5	0%	39.5			
Multi-family, Low (R-12)	Vacant	1.53	15%	1.3	90.1	9.8	883
	Vacant Post BLR	61.84	15%	61.84			
	Partially-Used	0.82	25%	0.62			
	Redevelopable	16.63	25%	12.47			
	Redevelopable Post BLR	8.57	0%	8.57			
	Pending Post BLR	2.24	0%	2.24			
	School	3.06	0%	3.06			
	Infill	3.65	0%	3.65	3.65	1 – 4 units/lot	80
Multi-family, Medium (R-18)	Vacant	28.47	15%	24.2	69.74	17.07	1,190
	Vacant Post BLR	0.41	0%	0.41			
	Partially-Used	0.94	25%	0.71			
	Redevelopable	43.06	25%	32.3			

	Redevelopable Post BLR	1.17	0%	1.17			
	Pending	10.95	0%	10.95			
	Infill	2.61	0%	56			
Multi-family, High (R-28)	Vacant	0.98	15%	0.83	14.57	22.4	326
	Partially-Used	0	25%	0			
	Redevelopable	16.7	25%	12.53			
	Redevelopable Post BLR	1.21	0%	1.21			
Mixed Use (MU)	Vacant	16.98	15%	14.43	89.6	13.84	1,240
	Vacant Post BLR	4.77	0%	4.77			
	Partially-Used	6	25%	4.5			
	Partially-Used BLR	1.59	0%	1.59			
	Redevelopable	38	25%	28.5			
	Redevelopable Post BLR	4.99	0%	4.99			
	Pending	1.08	0%	1.08			
Mixed Use (MU) – Lakewood Neighborhood	Special	35.04	15%	29.78	70.6	20.23	1,428
	Vacant	0.25	15%	0.21			
	Vacant Post BLR	3.7	0%	3.7			
	Partially-Used	15.92	25%	11.94			
	Partially-Used Post BLR	19.33	0%	19.33			
	Redevelopable	7.2	25%	5.4			
	Redevelopable Post BLR	22.9	0%	22.9			
Pending Post BLR	7.12	0%	7.12				
DOWNTOWN MASTER PLAN ZONES							
Middle Housing 1 (MH1)	Vacant	0	15%	0	2.24	14.4	33
	Partially-Used	0	25%	0			
	Redevelopable	2.43	25%	1.82			
	Redevelopable Post BLR	0.42	0%	0.42			
	Infill	8.09		8.09			
Middle Housing 2 (MH2)	Vacant	0.9	15%	0.77	9.2	20	184
	Partially-Used	0	25%	0			
	Redevelopable	11.25	25%	8.43			
	Infill	4.07		80			
Midrise Multi-family (MMF)	Vacant	2.04	15%	1.73	7.19	33.4	241
	Partially-Used	0	25%	0			
	Redevelopable	7.28	25%	5.46			
Flex	Vacant	1.38	15%	1.17	13.35	22.4	213
	Partially-Used	0	25%	0			
	Redevelopable	16.25	25%	12.18			
Flex Residential (FR)	Vacant	0	15%	0	23.05	25.8	594
	Partially-Used	0	25%	0			
	Redevelopable	24.84	25%	18.63			
	Redevelopable Post BLR	4.42	0%	4.42			
Downtown Core (DC)	Vacant	1.79	15%	1.52	9.02	19	171
	Partially-Used	0	25%	0			
	Redevelopable	10	25%	7.5			
EAST SUNNYSIDE – WHISKEY RIDGE ZONES							
	Vacant	0.71	15%	0.60	113.89	7	797
	Vacant Post BLR	6.43	0%	6.43			

Whiskey Ridge, Single Family High (WR-R-4-8)	Partially-Used	8	25%	6			
	Partially-Used BLR	33.43	0%	33.43			
	Redevelopable	7.43	25%	5.57			
	Redevelopable Post BLR	48.29	0%	48.29			
	Pending	8.43	0%	8.43			
	Constant Post BLR	5.14	0%	5.14			
Whiskey Ridge, Multi-family Medium (WR-R-6- 18)	Vacant	1.22	15%	1.03	92.31	12.31	1,134
	Vacant Post BLR	10.51	0%	10.51			
	Partially-Used	19.25	25%	14.44			
	Partially-Used Post BLR	25.67	0%	25.67			
	Redevelopable	11.29	25%	8.47			
	Redevelopable Post BLR	24.7	0%	24.7			
	Pending	7.31	0%	7.31			
Total							14,927
1 The Land Availability Deduction Factor were not included in the City's initial capacity calculations; however, were added in to the figures cited above as well as other Comprehensive Plan update materials.							

Figure 5 Total Residential Capacity by Zone

ZONE	PENDING	DEVELOPABLE ACRES ¹	DENSITY VALUE	EXISTING DWELLING UNITS	ADDITIONAL DWELLING UNIT CAPACITY ²	TOTAL 2044 CAPACITY
CITY-WIDE ZONES						
Single Family, Medium (R-4.5)	145	385	4.36	8,553	2,107	10,800
Single Family, High (R-6.5)	435	508	4.89	9,065	2,854	12,354
Single Family High (R-8)	106	51	8	25	390	521
Multi-family, Low (R-12)	22	93	9.8	1,621	940	2,583
Multi-family, Medium (R-18)	187	79	17.07	2,178	1,059	3,424
Multi-family, High (R-28)	0	19	22.4	582	324	906
Mixed Use (MU)	15	106	13.84	713 ³	1,225	1,953
Mixed Use (MU) – Lakewood Neighborhood	144	70	20.23	400 ³	1,286	1,830
DOWNTOWN MASTER PLAN ZONES						
Middle Housing 1 (MH1)	0	11	14.4	483	209	692
Middle Housing 2 (MH2)	0	16	20	337	264	601
Midrise Multi-family (MMF)	0	9	33.4	125	241	366
Flex	0	18	22.4	140	299	439
Flex Residential (FR)	0	29	25.8	296	580	876
Downtown Core (DC)	0	12	19	149	171	220
EAST SUNNYSIDE – WHISKEY RIDGE ZONES						
Whiskey Ridge, Single Family High (WR-R-4-8)	59	104	7	62	739	801
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	90	92	12.31	123	1,040	1,253
Other Zones ⁴				778		
Totals⁵	1,203	1,549	-	25,630⁶	13,728	40,561

¹ Land assigned the 'Pending' or 'Pending Post BLR' status was omitted from the 'Developable Acreage' in this table as they were already assigned capacity during the Buildable Lands Report process. Figure 4 above, however, provided the corresponding acreage for the Pending and Pending Post BLR land. ²For this summary table, the general density capacity was combined with the middle housing and accessory dwelling unit capacity; therefore, a simple calculation of buildable acreage by density value equaling additional capacity is not shown. A more thorough breakdown of additional dwellings is provided in Figure 4. ³ The breakdown of existing dwelling units between Mixed Use and Mixed Use – Lakewood is approximated; however, the precise breakdown is pending and will be updated in this table upon completion. ⁴ The existing housing units shown on the 'Other Zones' line are the existing housing units in all the zones that were not assigned future residential capacity. ⁵ The pending and additional housing unit capacity fields add up to 14,931, which is the total 2044 additional housing unit capacity. ⁶ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 shown here.

Calculation of Additional Population Capacity

To determine population capacity, the projected 2044 future vacancy rate was applied to the City's 2044 housing target of 39,976 housing units resulting in 37,577 occupied housing units. The 37,577 occupied housing units were then multiplied by the projected 2044 City household size of 2.65 people per household to arrive at a population of 99,708.¹² Finally, the 2044 assumed group quarters population of 115 was added to the 99,708 overall population to arrive at the City's population target of 99,822. The City projects additional capacity beyond the 2044 targets which is also shown in **Figure 6**.

Figure 6 2044 Housing and Population Capacity

	EXISTING DWELLING UNITS ¹	ADDITIONAL DWELLING UNIT CAPACITY	TOTAL 2044 HOUSING UNIT CAPACITY	2044 AVERAGE HOUSEHOLD SIZE	2044 VACANCY RATE	2044 ASSUMED GROUP QUARTERS POPULATION	TOTAL 2044 POPULATION CAPACITY
Target	25,723	14,253	39,976	2.65	6%	115	99,822
Capacity	25,630	14,931 ²	40,561	2.65	6%	115	101,283

¹ The existing housing units is a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 which is shown here. The 25,723 figure is used in the 'Target' fields and the 25,630 from the GIS files is included in the 'Capacity' fields. ² The pending (1,203) and additional (13,728) housing unit capacity fields from Figure 5 add up to 14,931, which is the total 2044 additional housing unit capacity.

STEP 2 CLASSIFY ZONES BY ALLOWED HOUSING TYPES AND DENSITY LEVEL

To address the requirements of House Bill 1220, the City must show adequate capacity for housing for all income levels. The steps below follow the process outlined in the Washington State Department of Commerce's Guidance for Updating Your Housing Element (i.e. HB 1220 Book2).

STEP 2.1 ESTABLISH ZONE CATEGORIES FOR TYPICAL HOUSING TYPES ALLOWED

Step 2.1 is to establish zone categories based on the typical housing types allowed in each zones as shown in **Figure 7**.

Figure 7 Establish Zone Categories for Typical Housing Types Allowed

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED
Low Density	Single family detached, duplexes
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)

¹² The precise household size multiplier used was 2.65343.

STEP 2.2 CLASSIFICATION OF LAND USE ZONES BY HOUSING TYPES ALLOWED BY ZONE

Step 2.2 classifies existing City land use zones into the zone categories established in Step 2.1 as shown in **Figure 8**.

Figure 8 Classify Existing City Land Use Zones into Zone Categories

Zone	Typical Housing Units Allowed	Max Density Level Allowed	Assigned Zone Category
CITY-WIDE ZONES			
Single Family, Medium (R-4.5)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences also allowed.	5.4 units/acre	Low Density
Single Family, High (R-6.5)		7.8 units/acre	Low Density
Single Family High (R-8)		9.6 units/acre	Low Density
Multi-family, Low (R-12)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences also allowed.	18 units/acre	Low-Rise Multi-family
Multi-family, Medium (R-18)		27 units/acre	Mid-Rise Multi-family
Multi-family, High (R-28)		36 units/acre	Mid-Rise Multi-family
Mixed Use (MU) including Lakewood Neighborhood	Multi-family residence, townhouse, and condominium. Various group residences also allowed.	28 units/acre	Mid-Rise Multi-family
DOWNTOWN MASTER PLAN ZONES			
Middle Housing 1 (MH1)	Duplex and townhouse. Various group residences also allowed.	No maximum density	Low-Rise Multi-family
Middle Housing 2 (MH2)	Duplex, townhouse, multi-family, and vertical mixed-use on certain streets. Various group residences also allowed.		Mid-Rise Multi-family
Midrise Multi-family (MMF)	Duplex, townhouse, multi-family, and vertical mixed-use. Various group residences also allowed.		Mid-Rise Multi-family
Flex Residential (FR)			Mid-Rise Multi-family
Downtown Core (DC)	Townhouse, multi-family, and vertical mixed-use.		Mid-Rise Multi-family
EAST SUNNYSIDE – WHISKEY RIDGE ZONES			
Whiskey Ridge, Single Family High (WR-R-4-8)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences also allowed.	8 units/acre	Low Density
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences also allowed.	18 units/acre	Low-Rise Multi-family
Whiskey Ridge – Mixed Use (WR-MU)	Multi-family residence, townhouse, condominium, and vertical mixed-use. Various group residences also allowed.	18 units/acre	Mid-Rise Multi-family

STEP 3 RELATE ZONE CATEGORIES TO POTENTIAL INCOME LEVELS SERVED

Step 3 relates the zone categories established in Step 2.1 to the potential income levels served as shown in **Figure 9**.

Figure 9 Relate Zone Categories to Potential Income Levels Served

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED	LOWEST POTENTIAL INCOME LEVEL SERVED		ASSUMED AFFORDABILITY LEVEL FOR CAPACITY ANALYSIS
		MARKET RATE	WITH SUBSIDIES AND/OR INCENTIVES	
Low Density	Single family detached, duplexes	Higher income (>120% AMI); Moderate income (>80 – 120% AMI)	Not typically feasible at scale	High income (>120% AMI)
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes	Moderate income (>80 – 120% AMI)	Not typically feasible at scale	Moderate income (>80 – 120% AMI)
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)	Low income (>50 – 80% AMI)	Extremely low and very low income (0 – 50% AMI)	Low income (0 – 80% AMI) and PSH
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)	Low income (>50 – 80% AMI)	Extremely low and Very low income (0 – 50% AMI)	Low income (>50-80% AMI) group with Low-Rise and/or Mid-Rise Multi-family

STEP 4 SUMMARIZE CAPACITY BY ZONE CATEGORY

Step 4 involves summarizing land capacity for housing units by zone category as shown in **Figure 10**. In summarizing land capacity by zone, it is important to isolate the buildable capacity by zone category to more accurately reflect where future capacity will be allocated. It should be noted that existing residential at different income bands is in all zone categories (i.e. low density, low-rise multi-family, and mid-rise multi-family).

Figure 10 Summarize Capacity by Zone Category

ZONE	UNIT CAPACITY	BUILDABLE LAND UNIT CAPACITY ¹	ASSIGNED ZONE CATEGORY	CAPACITY IN ZONE CATEGORY	BUILDABLE CAPACITY IN ZONE CATEGORY
Single Family, Medium (R-4.5)	10,800	2,252	Low Density	24,476	6,835
Single Family, High (R-6.5)	12,354	3,289			
Single Family High (R-8)	521	496			
Whiskey Ridge, Single Family High (WR-R-4-8)	801	798			
Multi-family, Low (R-12)	2,583	962	Low-Rise Multi-family	4,528	2,301
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	1,253	1,130			
Middle Housing 1 (MH1)	692	209			
Multi-family, Medium (R-18)	3,424	1,246	Mid-Rise Multi-family	10,615	5,795
Multi-family, High (R-28)	906	324			
Mixed Use (MU) ²	1,953	1,240			
Mixed Use (MU) – Lakewood Neighborhood	1,830	1,430			
Middle Housing 2 (MH2)	601	264			
Midrise Multi-family (MMF)	366	241			
Flex	439	299			
Flex Residential (FR)	876	580			
Downtown Core (DC)	220	171			
Total	39,619	14,931		39,619	14,931

¹ The Additional Dwelling Unit Capacity and Pending classifications from Figure 5 are used. Lands with the pending status are not included. ² Includes Whiskey Ridge – Mixed Use.

STEP 5 COMPARE PROJECTED HOUSING NEEDS TO CAPACITY

Step 5 entails comparing projected housing needs at the various income bands to the capacity for the different income bands.

Step 5.1, detailed in **Figure 11**, shows Marysville's existing housing units by income band, the additional housing units needed at each income band allocated by Snohomish County to the City between 2020 and 2044, and the total housing units by income band needed in 2044.

Figure 11 Existing (2020) and Allocated Future (2044) Housing Units by Income Band

Source: Snohomish County 2023 Housing Characteristics and Needs Report, Appendix G – Allocation Method C

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

Step 5.2 compares the housing allocation from the County to projected housing capacity at each income band (see **Figure 12**).

Figure 12 Compare Projected Housing Needs to Capacity

Income Level (Percent of Area Median Income or AMI)	2020 Housing Units	Additional Housing Units Needed (2020 – 2044)	2044 Total Projected Housing Units Needed	Zone Categories Serving Additional Housing Needs ¹	Aggregated Additional Housing Needs	Total Additional Zoning Capacity	Capacity or Surplus
Extremely low (0-30% PSH)	653	2,403	3,056	Low-Rise Multi-family and Mid-Rise Multi-family	4,760	8,096	+3,336
Extremely low (0-30%)	73	1,281	1,354				
Very low (30-50%)	4,313	1,076	5,389				
Low (50-80%)	7,958	0	7,958				
Moderate (80-100%)	6,289	0	6,289	Low to Moderate Density	9,493	6,835	-2,658
High (100-120%)	2,830	2,403	5,233				
Very high (120% or more)	3,607	7,090	10,697				

¹ Existing uses that are affordable to different income levels are often located in zones that currently require lower densities. Therefore, when determining the adequacy of existing zoning to accommodate housing at all income bands, future needs at different income levels and how they align with future zoning capacity for the zones best able to accommodate this housing are used.

Figure 12 demonstrates adequate capacity to address the extremely low to low-income bands. While this figure appears to show a deficit in the ability to provide the necessary high and very high-income housing, the City's zoning is flexible and would allow for the lower income housing to be constructed in the low density zones, and higher income housing to be constructed in low and mid-rise multi-family zones.

STEP 6 REVISE ZONING IF NEEDED TO ADDRESS UNMET HOUSING NEEDS

Currently there is adequate capacity for the City to accommodate housing at all income bands; however, it is extremely difficult for the market to provide housing at the lowest income bands. As land is utilized, rezoning additional land may be needed over time to accommodate housing at the lower income bands.

EMPLOYMENT

In 2019, there were an estimated 15,974 jobs in the Marysville UGA. The Marysville UGA was assigned a target of 33,683 jobs in 2044 through the Snohomish County Tomorrow planning process (see **Figure 13** below). The 2021 Snohomish County Buildable Lands Report only showed capacity for 32,098 jobs in the City through 2035 meaning that a deficit of 1,585 jobs was projected.

Figure 13 Employment: Existing, Target, and Projected Capacity

Source: Source: 2015 Marysville Comprehensive Plan, 2021 Buildable Lands Reports, Snohomish County Countywide Planning Policies Appendix B – Table E1, Marysville Capacity Analysis, and 2024 Marysville Comprehensive Plan

	2019 Estimated Employment	2021 Buildable Lands Report's 2035 Estimated Capacity	Snohomish County 2044 Adopted Target	2044 Marysville Comprehensive Plan Estimated Capacity
UGA	15,974	32,098	33,683	34,690
City only	15,310	31,434	32,926	34,025

Calculation of Employment Capacity

Employment capacity largely adopts the employment methodology prepared by Snohomish County in the [2021 Buildable Lands Report](#) and companion GIS files, which assigned estimated existing and projected employment to tax parcels throughout the City. Existing employment was derived from Washington State Employment Security Department (ESD) records.¹³ For projected employment, Snohomish County collected historical building permit data for commercial and industrial development, which were categorized by building type.

Assumptions were made about how much of each building type (i.e. what proportion of square footage) was dedicated to one of eight different North American Industrial Classification System (NAICS) employment categories¹⁴ to estimate actual square footage of construction by employment category. The resulting square footage amounts were then divided by an assumed amount of square footage space needs per employee by employment category to obtain an estimate of jobs. This analysis was conducted to derive a jobs per buildable acre value for each

¹³ Existing employment figures from ESD were applied by Snohomish County to developed commercial and industrial properties throughout the City. Manual adjustments were made by Marysville Community Development staff to more accurately reflect likely existing employment on a parcel-by-parcel basis based on experience with existing businesses or uses, demolition of businesses or changes of use, parcels in the Mixed Use zone developing residentially rather than commercially, rezones that occurred from 2019 – 2023, and other factors.

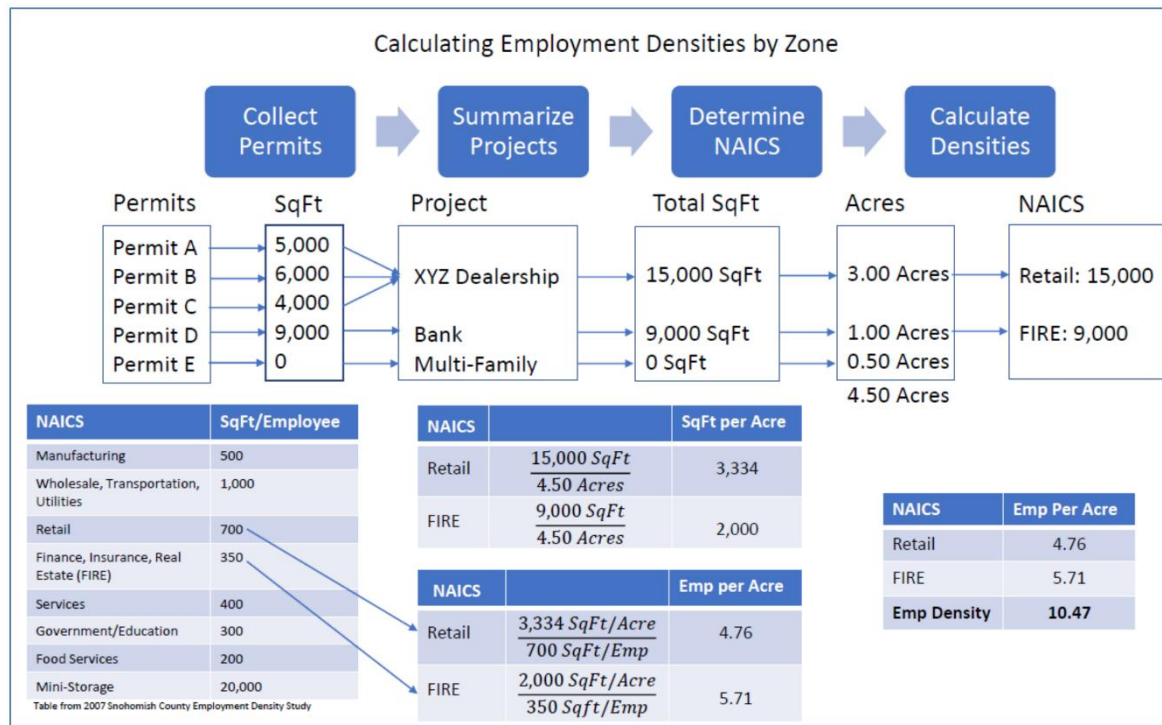
¹⁴ The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 SF/employee); food services (200 SF/employee); manufacturing (500 SF/employee); other services (400 SF/employee); retail (700 SF/employee); and wholesale, transportation, and utilities (1,000 SF/employee).

zone (see **Figure 14** below).¹⁵ The jobs per buildable acre for each zone were then multiplied on a parcel-by-parcel basis to all lands that were determined to have additional development potential (i.e. vacant, partially-used, and redevelopable).¹⁶ Using Snohomish County's calculations, it was estimated that Marysville had capacity for 32,098 jobs (15,974 existing plus 16,124 new) through 2035 based on current zoning, which resulted in a capacity shortfall of 1,585 jobs by 2044.

Key Changes Providing Additional Employment Capacity

To address the 1,585-job employment capacity shortfall, Community Development staff reevaluated development assumptions in the Marysville portion of the Cascade Industrial Center and within the Downtown Master Plan, as detailed below.

Figure 14



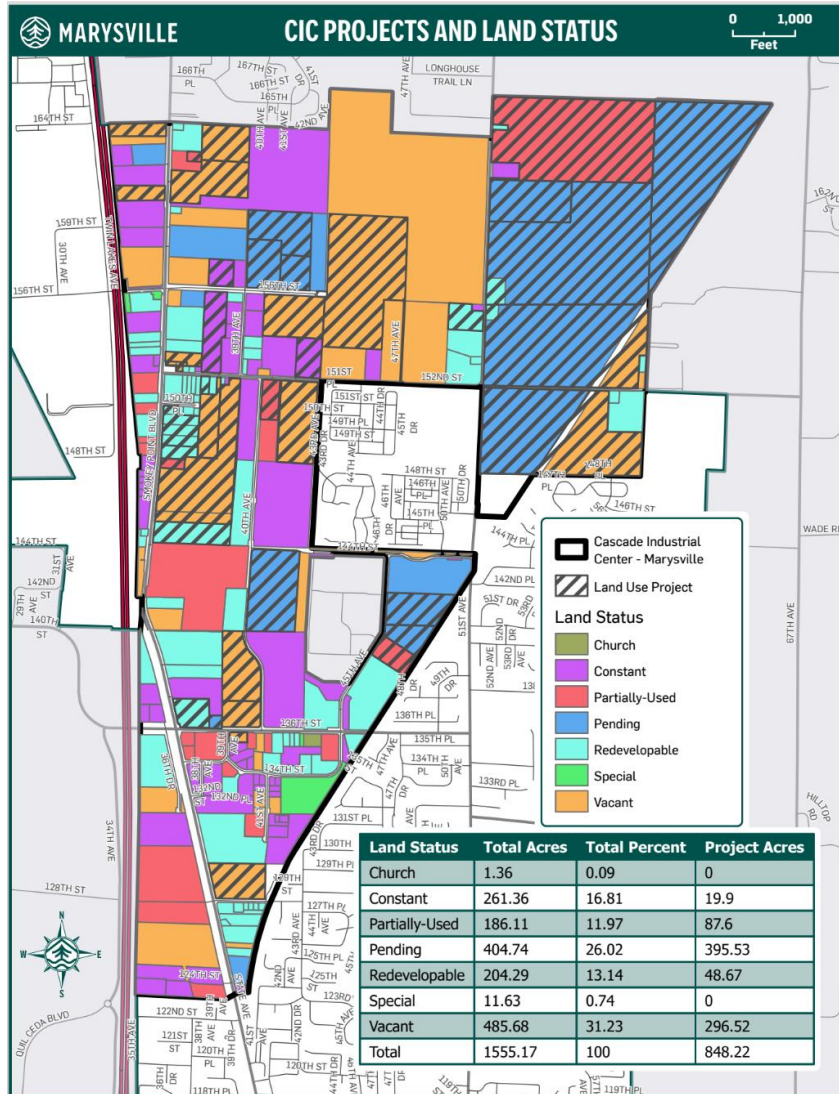
¹⁵ It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

¹⁶ The market reduction factor is 15 percent for vacant land and 25 percent for partially-used and redevelopable land.

Cascade Industrial Center

Since 2018, the Cascade Industrial Center has experienced significant development activity, with several commercial and industrial developments constructed and numerous land use entitlements obtained as illustrated in **Figure 15** below. The market reduction factors described

Figure 15



above were removed for those parcels that are shown in **Figure 15** with both a 'land use project' and a vacant, partially-used, or redevelopable land status, as the submittal of a land use application signals that these properties are market ready. Removing the market reduction factors resulted in additional employment capacity, which was typically calculated conservatively with employment per acre based on either manufacturing or wholesale uses.

Downtown Master Plan

In 2021, the Downtown Master Plan was updated, which included an expansion of the boundaries of the DMP Area, adopting new zoning designations, and the adoption of a form-based code with modified standards. With the update, the City's consultant also evaluated commercial parcels which were likely to develop or redevelop. Consequently, most of Snohomish County's initial development assumptions for the DMP Area were adjusted to align

with the assumptions made in the [Supplemental Environmental Impact Statement](#) prepared for the Downtown Master Plan update.



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
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DRAFT

October 31, 2024

Angela Gemmer
Principal Planner
City of Marysville
1049 State Avenue
Marysville, Washington 98270

Sent Via Electronic Mail: agemmer@marysvillewa.gov

Re: Proposed Changes to City of Marysville 60-day Notice of Intent to Adopt Amendment--
2024-S-7353

Dear Angela:

Thank you for the opportunity to comment on the proposed changes to the City of Marysville draft 2024 comprehensive plan. Growth Management Services received the proposed amendments on August 12, 2024, and processed them with material identification number 2024-S-7353. We have reviewed your draft plan using Commerce's [Periodic Update Checklist-Updated July 2024](#) and the [Expanded Housing Checklist](#).

We appreciate your continued coordination and responsiveness with our agency in regards to the checklist and as you work to achieve the community's vision consistent with the goals and requirements of the Growth Management Act (GMA). We realize your submission represents a great deal of work and substantial progress towards the 2024 periodic update of your comprehensive plan and corresponding development regulations due December 31, 2024. We especially appreciate the effort to detail the City's Future Land Use Designations in clear, easy-to-understand terms and the detailed section outlining Neighborhoods, Master Plan Areas, and Centers. It gives an understandable overview and future vision.

We encourage you and your community to consider the following as you finalize your drafts and present these amendments to your appointed and elected officials. Our review is focused on the comprehensive plan elements listed below, and we have included some line items and corresponding citations from the [periodic update checklist](#) (in *italics*) as support for our comments and recommendations that follow.

1) Housing Element

- a) *Identification of capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters and permanent supportive housing. [RCW 36.70A.070\(2\)\(c\)](#) amended in 2021, [WAC 365-196-410\(e\) and \(f\)](#)*

Required:

The analysis did not include a capacity analysis for emergency housing. This should be included in the final version, to be consistent with [RCW 36.70A.070\(2\)\(c\)](#). Guidance on this piece is in [Guidance for Updating Your Housing Element Book 2](#) (the section on emergency housing starts on pg. 43).

Recommendation:

Townhouses were counted towards capacity for 50-80% AMI households, but are unlikely to reach these affordability levels. We recommend the city instead count these units toward capacity affordable for households at 80-120% of AMI. Additionally, we recommend including information on the assumptions about production and affordability of ADUs used in the report.

2) Parks and Recreation

- a) *Implements and is consistent with the capital facilities plan. Include a ten-year demand estimate, evaluation of service and facilities needs and evaluation of tree canopy coverage within UGAs. [RCW 36.70A.070\(8\)](#) amended in 2023*

Recommendation: As you update your Parks, Culture and Recreation plan, we recommend you add include an overall tree canopy coverage assessment.

Thank you again for the opportunity to comment. If you have any questions or need technical assistance, please feel free to contact me at jeff.aken@commerce.wa.gov or (360) 725-2869. Please note, notification and copies of adopted plans shall be submitted to Commerce within ten days after final adoption ([RCW 36.70A.106\(2\)](#)).

Sincerely,

Jeff Aken

Jeff Aken

Senior Planner
Growth Management Services

cc: David Andersen, AICP, Managing Director, Growth Management Services
Valerie Smith, AICP, Deputy Managing Director, Growth Management Services
Ben Serr, AICP, Eastern Regional Manager, Growth Management Services
Carol Holman, MUP, Western Regional Manager, Growth Management Services
Anne Fritzel, AICP, Housing Section Manager, Growth Management Services
Laura Hodgson, Housing Planning and Data Manager, Growth Management Services
David Dixon, Growth Management, Puget Sound Regional Council

From: Angela Gemmer
Sent: Thursday, November 7, 2024 11:10 AM
To: 'Aken, Jeff (COM)'
Cc: Haylie Miller
Subject: RE: [External!] Draft Comment Letter Marysville Comp Plan Review Department of Commerce.

Hi Jeff,

Thank you for your quick review and response. This is great news! We appreciate you and your team's thorough review, and assistance with answering our questions to address the comments provided. Hope you have a great weekend!

Angela

From: Aken, Jeff (COM) <jeff.aken@commerce.wa.gov>
Sent: Thursday, November 7, 2024 11:07 AM
To: Angela Gemmer <agemmer@marysvillewa.gov>
Cc: Haylie Miller <hmill@marysvillewa.gov>
Subject: RE: [External!] Draft Comment Letter Marysville Comp Plan Review Department of Commerce.

Hi Angela and Haylie,

Thanks for all of your work with us on this process. You have addressed the concerns we identified and we don't plan on submitting a formal comment letter at this point. Let us know if we can provide any assistance as you move towards adoption.

ja

From: Angela Gemmer <agemmer@marysvillewa.gov>
Sent: Tuesday, November 5, 2024 2:29 PM
To: Aken, Jeff (COM) <jeff.aken@commerce.wa.gov>
Cc: Haylie Miller <hmill@marysvillewa.gov>
Subject: RE: [External!] Draft Comment Letter Marysville Comp Plan Review Department of Commerce.

External Email

Hi Jeff,

Thank you and your team for the draft comment letter on the City's Comprehensive Plan update. Attached please find an amended Land Capacity Analysis which addresses the comments in the draft letter. The Word version highlights in yellow proposed changes while the PDF is a 'clean'/non-highlighted version of the same document. Please also accept the following responses:

- 1) The Land Capacity Analysis has been updated to include a capacity analysis for emergency housing. Supplementary information on the assumptions for accessory dwelling units and middle housing have also been incorporated into the Land Capacity Analysis. Since it is unclear how the infill accessory dwelling units and middle housing will ultimately perform, the accessory dwelling unit and middle housing discussion includes a brief discussion of contingency plans for providing additional capacity.

With respect to the comment that *“townhouses were counted towards capacity for 50 – 80% AMI households, but are unlikely to reach these affordability levels. We recommend the City instead count these units towards capacity affordable for households at 80 – 120% of AMI”* we provide the following clarification.

The City’s residential zones, including both historical single family as well as multi-family zones, are very flexible and allow townhouses along with a variety of other housing types. Commerce’s guidance indicates that a jurisdiction’s zones should be classified into general zone categories by housing types allowed (i.e. low density, moderate density, low-rise multifamily, etc. – see Exhibit 10 of the HB 1220 Book 2 guidance). Given the City’s flexible zoning, townhouses are possible in the general zoning categories ‘moderate density’, ‘low-rise multi-family’, and ‘mid-rise multi-family’ (they are also possible in the ‘low density’ classification, but are less likely).

Given this flexibility, it is most reflective of local conditions to note that townhouses are possible in each of these broad zones. This is not to imply that the townhouses will be affordable to the 50 – 80% AMI, but rather to be transparent about the flexibility of the zone and what uses are actually allowed (which unfortunately do not fit in completely discrete categories as proposed in the guidance). In the low-rise and mid-rise multi-family zones, apartments are the most common housing types, however. Given that there is a surplus of housing capacity in the zones that are designated for the extremely low to moderate AMI (see Figure 13 of Marysville’s Land Capacity Analysis), including the townhouses with these categories is intended to reflect the flexibility of the City’s zones and to show that the deficit of capacity in the moderate to very high AMI is actually not a true deficit since land from the other zones (i.e. low-rise and mid-rise multi-family) allow for flexible uses that can and will contribute to that housing need being addressed.

- 2) Thank you for indicating that we can address the tree canopy analysis next year with the overall Parks Comprehensive Plan update.

Thank you again for your comments as well as assistance with my questions. After you have had an opportunity to review, could you please advise if the comments have been adequately addressed or if anything further is needed.

Thank you,



Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
501 Delta Avenue, Marysville, WA 98270

360.363.8240 or agemmer@marysvillewa.gov

How are we doing? Please take our [survey](#).

From: Aken, Jeff (COM) <jeff.aken@commerce.wa.gov>

Sent: Thursday, October 31, 2024 1:58 PM

To: Angela Gemmer <agemmer@marysvillewa.gov>; Haylie Miller <hmillier@marysvillewa.gov>

Subject: [External!] Draft Comment Letter Marysville Comp Plan Review Department of Commerce.

[CAUTION:] This email originated from outside the City of Marysville. **Do not click links or open attachments** unless you recognize the sender and know the content is safe. Contact helpdesk if you have any concerns or questions.

Hi Angela and Haylie,

Attached is a draft comment letter on your 60-day comprehensive plan submittal 2024-S-7353. Thanks for the opportunity to comment, please send any comments/questions/corrections by end of day Tuesday, November 5, 2024. We will work to finalize the draft after that point.

Thanks,

Jeff

Jeff Aken (He/Him) | SENIOR PLANNER

Growth Management Services | Washington State Department of Commerce

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Recommendation: As you update your Parks, Culture and Recreation plan, we recommend you add include an overall tree canopy coverage assessment.

Thank you again for the opportunity to comment. If you have any questions or need technical assistance, please feel free to contact me at jeff.aken@commerce.wa.gov or (360) 725-2869. Please note, notification and copies of adopted plans shall be submitted to Commerce within ten days after final adoption ([RCW 36.70A.106\(2\)](#)).

Sincerely,

Jeff Aken

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Senior Planner
Growth Management Services

cc: David Andersen, AICP, Managing Director, Growth Management Services
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Anne Fritzel, AICP, Housing Section Manager, Growth Management Services
Laura Hodgson, Housing Planning and Data Manager, Growth Management Services
David Dixon, Growth Management, Puget Sound Regional Council

APPENDIX 1 – LAND AND HOUSING CAPACITY ANALYSIS

GROWTH ALLOCATION OVERVIEW

Consistent with Growth Management Act (GMA) requirements, the City of Marysville’s 2024 Comprehensive Plan covers a 20-year time span (2024 – 2044) using the State Office of Financial Management’s (OFM) population forecasts. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how OFM’s countywide forecasts are to be allocated 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, housing, 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 expected 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 1 and 2** below.

Figure 1 2044 Growth Targets and Capacity within the Marysville UGA

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

	Employment	Housing	Population
Existing	15,310 ¹	25,629 ²	70,714
2044 Target ³	33,683	39,976	99,822
Additional Capacity	19,380	14,928	30,454
2044 Total Capacity	34,330	40,557	101,283

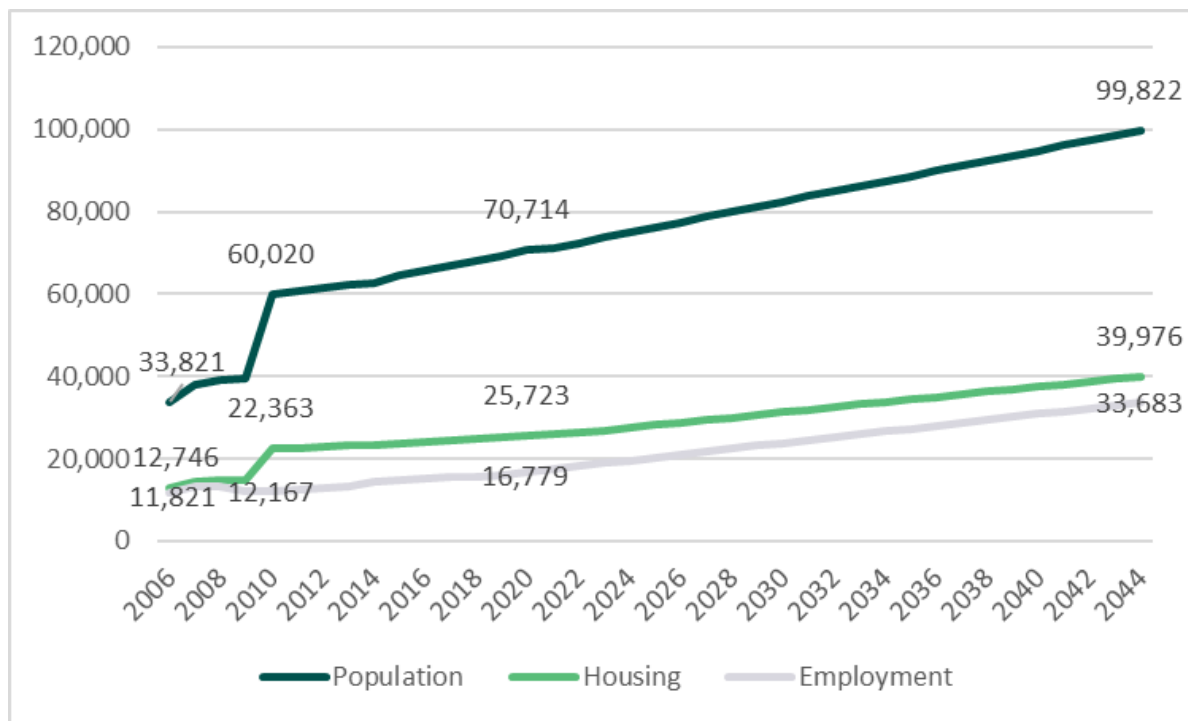
¹ Over 99 percent of the City’s UGA has been annexed as a result of the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). SCT growth projections through 2044 show negligible population (1 person), housing (2 units), employment increases (93 jobs) in the unannexed UGA 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).

² The 2020 existing housing is 25,723; however, the GIS files provided by Snohomish County is 25,629. In order for the math in this report to align, the 25,629 figure is cited.

³ 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.

Figure 2 2044 Growth Targets and Capacity within the Marysville UGA

Source: Snohomish County Countwide Planning Policies, Appendix B



LAND CAPACITY ANALYSIS⁴

The Land Capacity Analysis (LCA) evaluates the City’s ability to accommodate its housing, population, and employment growth targets on developable lands within the Urban Growth Area (UGA) and City. While the County’s Buildable Lands Report looks at the past to determine how well growth targets are being achieved under current plans, the Land Capacity Analysis looks at what development will likely be moving forward based on current regulations, zoning, past trends and other factors.

The GMA requires comprehensive plans include “sufficient capacity of land” to accommodate housing needs for the twenty-year planning horizon (RCW 36.70A.070(2)(c)). A new State requirement is for housing elements to provide explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households
- Permanent supportive housing
- Emergency housing and emergency shelters
- Duplexes, triplexes, and townhouses

⁴ This summary draws heavily from the summary provided in Commerce’s HB 1220 Book 2.

The following Land Capacity Analysis substantially follows the process set forth in the Washington State Department of Commerce’s Guidance for Updating Your Housing Element (i.e. HB 1220 Book2); however, certain steps are consolidated as noted in the titles below. Housing and population capacity are presented first followed by employment capacity.

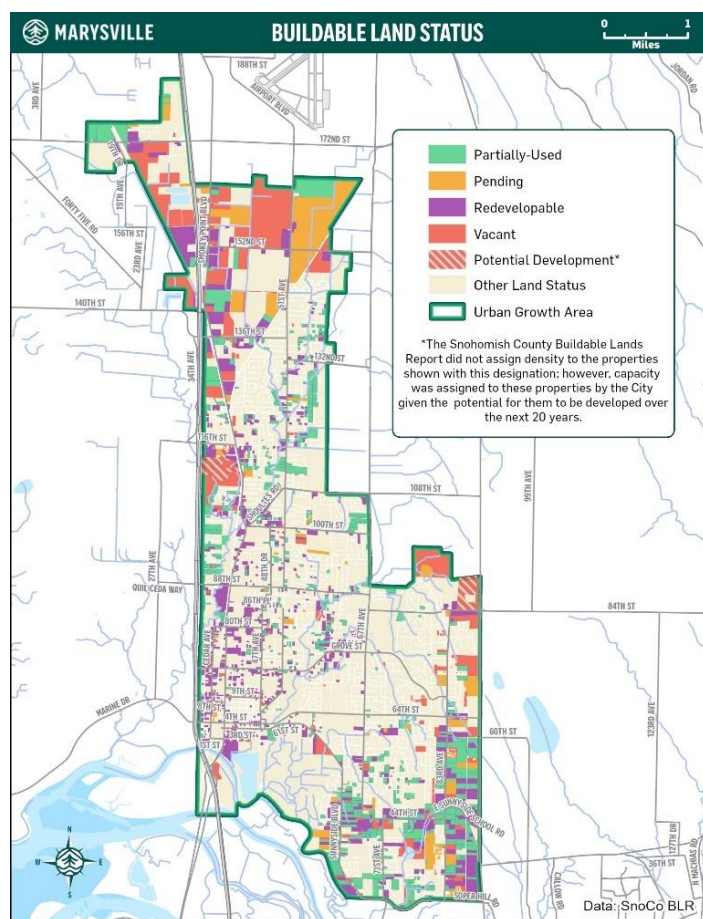
HOUSING AND POPULATION

STEP 1 SUMMARIZE LAND CAPACITY FOR HOUSING PRODUCTION BY ZONE

DEVELOPABLE LAND ANALYSIS (STEPS 1.1 – 1.3)⁵

STEP 1.1 IDENTIFY LAND SUPPLY AND ASSIGN LAND CAPACITY STATUS

Figure 3 Buildable Land Status Map



Snohomish County’s 2021 Buildable Lands Report (BLR) analyzes lands within the City to determine which lands have future development potential.⁶ 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 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

⁵ Note: the general process outlined in Steps 1.1 – 1.3 also applies to the Employment Capacity at the end of this report.

⁶ This discussion is framed in terms of the City; however, it should be noted that Snohomish County’s Buildable Lands Report is conducted for the County and each City within the County.

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.).

- **Pending** are parcels with pending applications for new development⁸.

In the BLR, 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, built or occupied after April 1, 2019 were allocated future capacity⁹.

STEP 1.2 EXCLUDE LANDS UNLIKELY TO DEVELOP

Land on developable parcels that are not buildable were removed from the buildable lands inventory. 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.). Snohomish County's BLR land statuses are adopted in the City's Land Capacity Analysis, except as follows:

Two large properties and two moderate-sized properties were not assigned capacity in the County's Buildable Lands Report (BLR); however, have been assigned capacity in the City's Land Capacity Analysis. The two large properties are depicted with the 'Potential Development' designation in **Figure 3** and were modeled as vacant land in the City's Land Capacity Analysis. The two moderate-sized properties were identified as Constant or School in the BLR; however, were placed into a post-BLR Pending category since they have both been developed as projects.¹⁰

STEP 1.3 IDENTIFY GAPS IN UTILITY INFRASTRUCTURE AND SERVICES

The County's BLR also included a Capital Facilities Analysis to identify gaps in utility infrastructure and services. Within the City, sewer availability is the primary utility service gap and areas where these gaps exist are limited. The City adopted the BLR Capital Facilities Analysis.

STEPS 1.4 – 1.6 CALCULATE GROSS AND NET RESIDENTIAL CAPACITY BY ZONE INCLUDING INFILL (I.E. MIDDLE HOUSING, ACCESSORY DWELLING UNITS, ETC.)

After Steps 1.2 and 1.3 are applied to developable lands identified in Step 1.1, a further Land Availability Deduction Factor (i.e. Market Availability Reduction Factor) is applied to most developable land.¹¹ The resulting net developable acreages are then multiplied by the assumed future density value. For most zones, the assumed future density is the density per acre value that was identified for historical projects in the BLR; however, adjustments to density values were made for the Mixed Use zone in the Lakewood Neighborhood; for the new zones in the Downtown Master Plan Area; and for limited other zones to better align with recent observed densities as described below.

⁸ Pending parcels are depicted in Figure 3 with the applicable vacant, partially-used, or redevelopable parcel status.

⁹ This includes 'pending' parcels which are those that are proposed for development which were not constructed by April 1, 2019.

¹⁰ These projects are the Nordstrom subdivision and the 67th Avenue Townhomes.

¹¹ Market reduction factors of 15 percent for vacant land and 30 percent for partially-used and redevelopable land were applied to reflect that this amount of land will likely not be available to develop within the next 20 years.

- The Lakewood Neighborhood Master Plan (LNMP) Area contains a significant amount of Mixed Use zoned land. The City's Mixed Use zone is flexible and allows for a developer to construct commercial, multi-family, or true-mixed use with both commercial and residential. In the LNMP Area, Mixed Use zoned land has primarily attracted multi-family development, which has developed at an average of 20.23 dwelling units per acre; therefore, this higher density assumption was applied to the MU zoned land in the LNMP Area.
- In 2021, the Downtown Master Plan was updated, which included the adoption of new residential land use designations in the DMP Area. Limited residential land use applications have been submitted since the adoption of the DMP, so low to moderate density assumptions were assigned to these new land use designations based on similar existing land use designations that apply city-wide (see Downtown Master Plan Zones section of **Figures 4 and 5**). The higher density assumptions for these land use designations have resulted in significant additional residential capacity.

Since the April 1, 2019 cutoff date for the Buildable Lands Report, the City has seen significant development activity city-wide, which has been particularly strong for residential in the Lakewood and East Sunnyside – Whiskey Ridge Neighborhoods and for commercial/industrial in the Smokey Point Neighborhood. Many of these projects have been recently constructed, are under construction, have a land use entitlement, or have a complete land use application. Consequently, to better reflect that these lands are currently or will be available for development within the next 20 years, the Land Availability Deduction Factor was removed from these properties. Properties for which the Land Availability Deduction Factor were removed retained their original land classification (i.e. partially used, vacant, redevelopable, etc.), and are distinguished in **Figure 4** below by the 'Post BLR' suffix and not having a Land Availability Reduction Factor applied.

Lands that have the potential to allow for infill Middle Housing or Accessory Dwelling Units are also factored into **Figure 4**.

Figure 4 Gross and Net Residential Housing Capacity by Zone

ZONE	GROSS DEVELOPABLE LAND (ACRES) ¹		LAND AVAILABILITY DEDUCTION FACTOR ¹	NET DEVELOPABLE LAND (ACRES)	ASSUMED DENSITY (UNITS/ACRE)	RESIDENTIAL CAPACITY (UNITS)	
CITY-WIDE ZONES							
Single Family, Medium (R-4.5)	Vacant	81.88	15%	69.6	298.89	4.36	1,303
	Vacant Post BLR	2.52	0%	2.52			
	Partially-Used	122.48	25%	91.86			
	Partially-Used Post BLR	17.43	0%	17.43			
	Redevelopable	93.35	25%	70.01			
	Redevelopable Post BLR	14.22	0%	14.22			
	Pending	20.41	0%	20.41			
	Pending Post BLR	12.84	0%	12.84			
Infill	52.15	0%	52.15	52.15	1 – 4 units/lot	944	
Single Family, High (R-6.5)	Vacant	62.17	15%	52.84	448.81	4.89	2,195
	Vacant Post BLR	12.88	0%	12.88			
	Partially-Used	163	25%	122.25			
	Partially-Used Post BLR	55.42	0%	55.42			
	Redevelopable	100.2	25%	75.15			
	Redevelopable Post BLR	41.31	0%	41.31			
	Pending	74.85	0%	74.85			
	Pending Post BLR	14.11	0%	14.11			
Infill	73.66	0%	73.66	73.66	1 – 4 unit/lot	1,076	
Single Family High (R-8)	Vacant	5.25	15%	4.46	62.1	8	497
	Partially-Used	4	25%	3			
	Partially-Used Post BLR	1.88	0%	1.88			
	Redevelopable	0	25%	0			
	Pending	8.88	0%	8.88			
	Pending Post BLR	4.38	0%	4.38			
	School and Church	39.5	0%	39.5			
Multi-family, Low (R-12)	Vacant	1.53	15%	1.3	90.1	9.8	883
	Vacant Post BLR	61.84	15%	61.84			
	Partially-Used	0.82	25%	0.62			
	Redevelopable	16.63	25%	12.47			
	Redevelopable Post BLR	8.57	0%	8.57			
	Pending Post BLR	2.24	0%	2.24			
	School	3.06	0%	3.06			
	Infill	3.65	0%	3.65	3.65	1 – 4 units/lot	80
Multi-family, Medium (R-18)	Vacant	28.47	15%	24.2	69.74	17.07	1,190
	Vacant Post BLR	0.41	0%	0.41			
	Partially-Used	0.94	25%	0.71			
	Redevelopable	43.06	25%	32.3			

	Redevelopable Post BLR	1.17	0%	1.17			
	Pending	10.95	0%	10.95			
	Infill	2.61	0%	56			
Multi-family, High (R-28)	Vacant	0.98	15%	0.83	14.57	22.4	326
	Partially-Used	0	25%	0			
	Redevelopable	16.7	25%	12.53			
	Redevelopable Post BLR	1.21	0%	1.21			
Mixed Use (MU)	Vacant	16.98	15%	14.43	89.6	13.84	1,240
	Vacant Post BLR	4.77	0%	4.77			
	Partially-Used	6	25%	4.5			
	Partially-Used BLR	1.59	0%	1.59			
	Redevelopable	38	25%	28.5			
	Redevelopable Post BLR	4.99	0%	4.99			
	Pending	1.08	0%	1.08			
Special	35.04	15%	29.78	70.6	20.23	1,428	
Mixed Use (MU) – Lakewood Neighborhood	Vacant	0.25	15%				0.21
	Vacant Post BLR	3.7	0%				3.7
	Partially-Used	15.92	25%				11.94
	Partially-Used Post BLR	19.33	0%				19.33
	Redevelopable	7.2	25%				5.4
	Redevelopable Post BLR	22.9	0%				22.9
	Pending Post BLR	7.12	0%	7.12			
DOWNTOWN MASTER PLAN ZONES							
Middle Housing 1 (MH1)	Vacant	0	15%	0	2.24	14.4	33
	Partially-Used	0	25%	0			
	Redevelopable	2.43	25%	1.82			
	Redevelopable Post BLR	0.42	0%	0.42			
	Infill	8.09		8.09			
Middle Housing 2 (MH2)	Vacant	0.9	15%	0.77	9.2	20	184
	Partially-Used	0	25%	0			
	Redevelopable	11.25	25%	8.43			
	Infill	4.07		80			
Midrise Multi-family (MMF)	Vacant	2.04	15%	1.73	7.19	33.4	241
	Partially-Used	0	25%	0			
	Redevelopable	7.28	25%	5.46			
Flex	Vacant	1.38	15%	1.17	13.35	22.4	213
	Partially-Used	0	25%	0			
	Redevelopable	16.25	25%	12.18			
Flex Residential (FR)	Vacant	0	15%	0	23.05	25.8	594
	Partially-Used	0	25%	0			
	Redevelopable	24.84	25%	18.63			
	Redevelopable Post BLR	4.42	0%	4.42			
Downtown Core (DC)	Vacant	1.79	15%	1.52	9.02	19	171
	Partially-Used	0	25%	0			
	Redevelopable	10	25%	7.5			
EAST SUNNYSIDE – WHISKEY RIDGE ZONES							
	Vacant	0.71	15%	0.60	113.89	7	797
	Vacant Post BLR	6.43	0%	6.43			

Whiskey Ridge, Single Family High (WR-R-4-8)	Partially-Used	8	25%	6			
	Partially-Used BLR	33.43	0%	33.43			
	Redevelopable	7.43	25%	5.57			
	Redevelopable Post BLR	48.29	0%	48.29			
	Pending	8.43	0%	8.43			
	Constant Post BLR	5.14	0%	5.14			
Whiskey Ridge, Multi-family Medium (WR-R-6- 18)	Vacant	1.22	15%	1.03	92.31	12.31	1,134
	Vacant Post BLR	10.51	0%	10.51			
	Partially-Used	19.25	25%	14.44			
	Partially-Used Post BLR	25.67	0%	25.67			
	Redevelopable	11.29	25%	8.47			
	Redevelopable Post BLR	24.7	0%	24.7			
	Pending	7.31	0%	7.31			
Total							14,927
1 The Land Availability Deduction Factor were not included in the City's initial capacity calculations; however, were added in to the figures cited above as well as other Comprehensive Plan update materials.							

Figure 5 Total Residential Capacity by Zone

ZONE	PENDING	DEVELOPABLE ACRES ¹	DENSITY VALUE	EXISTING DWELLING UNITS	ADDITIONAL DWELLING UNIT CAPACITY ²	TOTAL 2044 CAPACITY
CITY-WIDE ZONES						
Single Family, Medium (R-4.5)	145	385	4.36	8,553	2,107	10,800
Single Family, High (R-6.5)	435	508	4.89	9,065	2,854	12,354
Single Family High (R-8)	106	51	8	25	390	521
Multi-family, Low (R-12)	22	93	9.8	1,621	940	2,583
Multi-family, Medium (R-18)	187	79	17.07	2,178	1,059	3,424
Multi-family, High (R-28)	0	19	22.4	582	324	906
Mixed Use (MU)	15	106	13.84	713 ³	1,225	1,953
Mixed Use (MU) – Lakewood Neighborhood	144	70	20.23	400 ³	1,286	1,830
DOWNTOWN MASTER PLAN ZONES						
Middle Housing 1 (MH1)	0	11	14.4	483	209	692
Middle Housing 2 (MH2)	0	16	20	337	264	601
Midrise Multi-family (MMF)	0	9	33.4	125	241	366
Flex	0	18	22.4	140	299	439
Flex Residential (FR)	0	29	25.8	296	580	876
Downtown Core (DC)	0	12	19	149	171	220
EAST SUNNYSIDE – WHISKEY RIDGE ZONES						
Whiskey Ridge, Single Family High (WR-R-4-8)	59	104	7	62	739	801
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	90	92	12.31	123	1,040	1,253
Other Zones ⁴				778		
Totals⁵	1,203	1,549	-	25,630⁶	13,728	40,561
¹ Land assigned the 'Pending' or 'Pending Post BLR' status was omitted from the 'Developable Acreage' in this table as they were already assigned capacity during the Buildable Lands Report process. Figure 4 above, however, provided the corresponding acreage for the Pending and Pending Post BLR land. ² For this summary table, the general density capacity was combined with the middle housing and accessory dwelling unit capacity; therefore, a simple calculation of buildable acreage by density value equaling additional capacity is not shown. A more thorough breakdown of additional dwellings is provided in Figure 4. ³ The breakdown of existing dwelling units between Mixed Use and Mixed Use – Lakewood is approximated; however, the precise breakdown is pending and will be updated in this table upon completion. ⁴ The existing housing units shown on the 'Other Zones' line are the existing housing units in all the zones that were not assigned future residential capacity. ⁵ The pending and additional housing unit capacity fields add up to 14,931, which is the total 2044 additional housing unit capacity. ⁶ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 shown here.						

Accessory Dwelling Unit and Middle Housing Assumptions

The following is a summary of the accessory dwelling unit and middle housing assumptions built into **Figures 4 and 5** above. Within the City, there are 19,041 residentially zoned parcels that are over 5,000 square feet¹². Of these, 16,746 have sewer either within the street abutting the property or within 100 feet of the property, which is well within the 200 foot range that the City generally deems as sewer being available.

It is assumed that six (6) percent of residential parcels with sewer availability or 1,005 lots may pursue either one or more accessory dwelling units, a duplex conversion, or other type of middle housing over the next 20 years.¹³ An average of 2.15 additional units are contemplated on these properties. This reflects that less than half of the eligible properties will pursue one additional unit per lot while larger ones that will either: a) be adjacent to the future SWIFT Bus Rapid Transit route, or b) become eligible for up to four units when Marysville becomes a Tier 1 City around December 2030, will have a greater number of additional units (i.e. between 2 and 3 additional units per lot with 2 additional units most common). These assumptions result in up to 2,156 additional accessory dwelling unit, duplex, or other types of middle housing, being constructed in the next 20 years (or approximately 108 additional units of these types constructed annually as infill) as shown in **Figure 6**.

It should be noted that since the additional accessory dwelling unit and middle housing provisions are new, there is uncertainty about the level of interest in constructing these units. That said, the City has fielded several inquiries from developers eager to construct infill accessory dwellings units and/or other middle housing units and, as existing greenfields are developed, development patterns are anticipated to shift to infill. The City will closely monitor these assumptions on infill accessory dwelling and middle housing units. Should actual levels of construction fall short of these assumptions, additional capacity that is not currently built into the capacity contemplated in this Land Capacity Report is possible in the variety of commercial zones which allow for residential above street level commercial uses (e.g. CB, CB - WR, GC, NB, etc.). Further, when the SWIFT Bus Rapid Transit route is determined, City Council may potentially provide policy direction to reevaluate zoning along the designated route which would further increase residential capacity within the City.

Figure 6 Middle Housing and Accessory Dwelling Unit Estimation

RESIDENTIALLY ZONED LOTS ¹	RESIDENTIAL LOTS WITH SEWER AVAILABLE	10 PERCENT OF LOTS (I.E. PARTICIPATION FACTOR)	AVERAGE ADDITIONAL UNITS PER LOT	ESTIMATED ADDITIONAL CAPACITY
19,041	16,746	1,675 lots	1.29	2,156

¹² Note: many lots are much larger; this is the minimum lot size evaluated.

¹³ The GIS files assigned the additional infill capacity to the R-4.5, R-6.5, and R-12 zones. This shows up in the 'Infill' category shown in Figure 4; however, this capacity will likely be distributed across all residentially zoned parcels as described in the section above entitled 'Accessory Dwelling Unit and Middle Housing Assumptions'.

¹ Excluded from this figure are zones that allow for residential but are commercially zoned (e.g. CB, MU, etc.).

Calculation of Additional Population Capacity

To determine population capacity, the projected 2044 future vacancy rate was applied to the City's 2044 housing target of 39,976 housing units resulting in 37,577 occupied housing units. The 37,577 occupied housing units were then multiplied by the projected 2044 City household size of 2.65 people per household to arrive at a population of 99,708.¹⁴ Finally, the 2044 assumed group quarters population of 115 was added to the 99,708 overall population to arrive at the City's population target of 99,822. The City projects additional capacity beyond the 2044 targets which is also shown in **Figure 7**.

Figure 7 2044 Housing and Population Capacity

	EXISTING DWELLING UNITS ¹	ADDITIONAL DWELLING UNIT CAPACITY	TOTAL 2044 HOUSING UNIT CAPACITY	2044 AVERAGE HOUSEHOLD SIZE	2044 VACANCY RATE	2044 ASSUMED GROUP QUARTERS POPULATION	TOTAL 2044 POPULATION CAPACITY
Target	25,723	14,253	39,976	2.65	6%	115	99,822
Capacity	25,630	14,931 ²	40,561	2.65	6%	115	101,283

¹ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 which is shown here. The 25,723 figure is used in the 'Target' fields and the 25,630 from the GIS files is included in the 'Capacity' fields. ² The pending (1,203) and additional (13,728) housing unit capacity fields from Figure 5 add up to 14,931, which is the total 2044 additional housing unit capacity.

STEP 2 CLASSIFY ZONES BY ALLOWED HOUSING TYPES AND DENSITY LEVEL

To address the requirements of House Bill 1220, the City must show adequate capacity for housing for all income levels. The steps below follow the process outlined in the Washington State Department of Commerce's Guidance for Updating Your Housing Element (i.e. HB 1220 Book2).

STEP 2.1 ESTABLISH ZONE CATEGORIES FOR TYPICAL HOUSING TYPES ALLOWED

Step 2.1 is to establish zone categories based on the typical housing types allowed in each zones as shown in **Figure 8**.

Figure 8 Establish Zone Categories for Typical Housing Types Allowed

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED
Low Density	Single family detached, duplexes
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)

¹⁴ The precise household size multiplier used was 2.65343.

STEP 2.2 CLASSIFICATION OF LAND USE ZONES BY HOUSING TYPES ALLOWED BY ZONE

Step 2.2 classifies existing City land use zones into the zone categories established in Step 2.1 as shown in **Figure 9**.

Figure 9 Classify Existing City Land Use Zones into Zone Categories

ZONE	TYPICAL HOUSING UNITS ALLOWED	MAX DENSITY LEVEL ALLOWED	ASSIGNED ZONE CATEGORY
CITY-WIDE ZONES			
Single Family, Medium (R-4.5)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	5.4 units/acre	Low Density
Single Family, High (R-6.5)		7.8 units/acre	Low Density
Single Family High (R-8)		9.6 units/acre	Low Density
Multi-family, Low (R-12)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Multi-family, Medium (R-18)		27 units/acre	Mid-Rise Multi-family
Multi-family, High (R-28)		36 units/acre	Mid-Rise Multi-family
Mixed Use (MU) including Lakewood Neighborhood	Multi-family residence, townhouse, and condominium. Various group residences are also allowed.	28 units/acre	Mid-Rise Multi-family
DOWNTOWN MASTER PLAN ZONES			
Middle Housing 1 (MH1)	Duplex and townhouse. Various group residences are also allowed.	No maximum density	Low-Rise Multi-family
Middle Housing 2 (MH2)	Duplex, townhouse, multi-family, and vertical mixed-use on certain streets. Various group residences are also allowed.		Mid-Rise Multi-family
Midrise Multi-family (MMF)	Duplex, townhouse, multi-family, and vertical mixed-use. Various group residences are also allowed.		Mid-Rise Multi-family
Flex Residential (FR)			Mid-Rise Multi-family
Downtown Core (DC)	Townhouse, multi-family, and vertical mixed-use.		Mid-Rise Multi-family
EAST SUNNYSIDE – WHISKEY RIDGE ZONES			
Whiskey Ridge, Single Family High (WR-R-4-8)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	8 units/acre	Low Density
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Whiskey Ridge – Mixed Use (WR-MU)	Multi-family residence, townhouse, condominium, and vertical mixed-use. Various group residences are also allowed.	18 units/acre	Mid-Rise Multi-family

STEP 3 RELATE ZONE CATEGORIES TO POTENTIAL INCOME LEVELS SERVED

Step 3 relates the zone categories established in Step 2.1 to the potential income levels served as shown in **Figure 10**.

Figure 10 Relate Zone Categories to Potential Income Levels Served

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED ¹	LOWEST POTENTIAL INCOME LEVEL SERVED		ASSUMED AFFORDABILITY LEVEL FOR CAPACITY ANALYSIS
		MARKET RATE	WITH SUBSIDIES AND/OR INCENTIVES	
Low Density	Single family detached, duplexes	Higher income (>120% AMI); Moderate income (>80 – 120% AMI)	Not typically feasible at scale	High income (>120% AMI)
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes	Moderate income (>80 – 120% AMI)	Not typically feasible at scale	Moderate income (>80 – 120% AMI)
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)	Low income (>50 – 80% AMI)	Extremely low and very low income (0 – 50% AMI)	Low income (0 – 80% AMI) and PSH
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)	Low income (>50 – 80% AMI)	Extremely low and Very low income (0 – 50% AMI)	Low income (>50-80% AMI) group with Low-Rise and/or Mid-Rise Multi-family
¹ Inclusion of townhouses in the low-rise and mid-rise multi-family zone categories is not to imply that those housing types are affordable to the lower incomes, but rather to be transparent about the flexibility of these zones, which allow for townhouses, multi-family, condominiums, etc. Townhouses are anticipated to be a relatively small, but growing, proportion of housing in the low-rise and mid-rise multi-family zone categories.				

STEP 4 SUMMARIZE CAPACITY BY ZONE CATEGORY

Step 4 involves summarizing land capacity for housing units by zone category as shown in **Figure 11**. In summarizing land capacity by zone, it is important to isolate the buildable capacity by zone category to more accurately reflect where future capacity will be allocated. It should be noted that existing residential at different income bands is in all zone categories (i.e. low density, low-rise multi-family, and mid-rise multi-family).

Figure 11 Summarize Capacity by Zone Category

ZONE	UNIT CAPACITY	BUILDABLE LAND UNIT CAPACITY ¹	ASSIGNED ZONE CATEGORY	CAPACITY IN ZONE CATEGORY	BUILDABLE CAPACITY IN ZONE CATEGORY
Single Family, Medium (R-4.5)	10,800	2,252	Low Density	24,476	6,835
Single Family, High (R-6.5)	12,354	3,289			
Single Family High (R-8)	521	496			
Whiskey Ridge, Single Family High (WR-R-4-8)	801	798			
Multi-family, Low (R-12)	2,583	962	Low-Rise Multi-family	4,528	2,301
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	1,253	1,130			
Middle Housing 1 (MH1)	692	209			
Multi-family, Medium (R-18)	3,424	1,246	Mid-Rise Multi-family	10,615	5,795
Multi-family, High (R-28)	906	324			
Mixed Use (MU) ²	1,953	1,240			
Mixed Use (MU) – Lakewood Neighborhood	1,830	1,430			
Middle Housing 2 (MH2)	601	264			
Midrise Multi-family (MMF)	366	241			
Flex	439	299			
Flex Residential (FR)	876	580			
Downtown Core (DC)	220	171			
Total	39,619	14,931		39,619	14,931
¹ The Additional Dwelling Unit Capacity and Pending classifications from Figure 5 are used. Lands with the pending status are not included. ² Includes Whiskey Ridge – Mixed Use.					

STEP 5 COMPARE PROJECTED HOUSING NEEDS TO CAPACITY

Step 5 entails comparing projected housing needs at the various income bands to the capacity for the different income bands.

Step 5.1, detailed in **Figure 12**, shows Marysville's existing housing units by income band, the additional housing units needed at each income band allocated by Snohomish County to the City between 2020 and 2044, and the total housing units by income band needed in 2044.

Figure 12 Existing (2020) and Allocated Future (2044) Housing Units by Income Band

Source: Snohomish County 2023 Housing Characteristics and Needs Report, Appendix G – Allocation Method C

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

Step 5.2 compares the housing allocation from the County to projected housing capacity at each income band (see **Figure 13**).

Figure 13 Compare Projected Housing Needs to Capacity

Income Level (Percent of Area Median Income or AMI)	2020 Housing Units	Additional Housing Units Needed (2020 – 2044)	2044 Total Projected Housing Units Needed	Zone Categories Serving Additional Housing Needs ¹	Aggregated Additional Housing Needs	Total Additional Zoning Capacity	Capacity or Surplus ²
Extremely low (0-30% PSH)	653	2,403	3,056	Low-Rise Multi-family and Mid-Rise Multi-family	4,760	8,096	+3,336
Extremely low (0-30%)	73	1,281	1,354				
Very low (30-50%)	4,313	1,076	5,389				
Low (50-80%)	7,958	0	7,958				
Moderate (80-100%)	6,289	0	6,289	Low to Moderate Density	9,493	6,835	-2,658
High (100-120%)	2,830	2,403	5,233				
Very high (120% or more)	3,607	7,090	10,697				

¹ Existing uses that are affordable to different income levels are often located in zones that currently require lower densities. Therefore, when determining the adequacy of existing zoning to accommodate housing at all income bands, future needs at different income levels and how they align with future zoning capacity for the zones best able to accommodate this housing are used. ² It is important to note that City's zoning categories are flexible, and the noted shortfall or surplus is mitigated by the

ability for a variety of housing types to be in both low to moderate density, and low-rise and mid-rise multi-family. Housing for different income levels is not strictly confined to the broad zone categories discussed in this section, but is instead fluid.

Figure 13 demonstrates adequate capacity to address the extremely low to low-income bands. While this figure appears to show a deficit in the ability to provide the necessary high and very high-income housing, the City's zoning is flexible and would allow for the lower income housing to be constructed in the low density zones, and higher income housing to be constructed in low and mid-rise multi-family zones.

STEP 6 REVISE ZONING IF NEEDED TO ADDRESS UNMET HOUSING NEEDS

Currently there is adequate capacity for the City to accommodate housing at all income bands; however, it is extremely difficult for the market to provide housing at the lowest income bands. As land is utilized, rezoning additional land may be needed over time to accommodate housing at the lower income bands.

EMERGENCY HOUSING AND EMERGENCY SHELTER CAPACITY

Emergency housing and emergency shelters are allowed in ten commercial zones within the City as shown in **Figure 14** below. While each of these zones allow for emergency housing and emergency shelters, two of these zones (i.e. LI and CB – WR) do not allow for residential generally (i.e. multi-family housing). Four of these zones, while allowing for residential, were not assigned residential capacity (i.e. CB, GC, MS, and NB); however, residential is allowed above a ground floor commercial use in these zones. Only four zones (i.e. MU, DC, F, and FR) were assigned residential capacity based on historic and/or likely future development patterns.

Figure 14 Commercial Zones which Allow Emergency Housing, Emergency Shelters and/or Multi-family Housing

	Emergency Housing and Emergency Shelters Allowed?	Multi-family Allowed?	Was the Zone Assigned Residential Capacity?
CITY-WIDE ZONES			
Community Business (CB)	Yes	Yes	No
Community Business – Whiskey Ridge (CB – WR)	Yes	No	No
General Commercial (GC)	Yes	Yes	No
Light Industrial (LI)	Yes	No	No
Mixed Use (MU)	Yes	Yes	Yes
Neighborhood Business (NB)	Yes	Yes	No
DOWNTOWN MASTER PLAN ZONES			
Downtown Core (DC)	Yes	Yes	Yes
Flex (F)	Yes	Yes	Yes
Flex Residential (FR)	Yes	Yes	Yes
Main Street (MS)	Yes	Yes	No

As shown in **Figure 11**, the City has capacity for 14,931 units, while the City's housing target is 14,253 units. The 678-unit surplus contributes to the City's 881 emergency (temporary) housing

target; however, it should be noted that the unit surplus very likely would translate into even more beds should an emergency shelter or emergency housing facility be constructed since more than one bed could be constructed in a unit, and/or the configuration of the shelter could be more open allowing more beds to occupy a room.

The four zones that both allow emergency housing and emergency shelters, and were assigned residential capacity (i.e. DC, F, FR, and MU¹⁵) collectively have capacity for 2,044 additional units. Each of these zones is in the Mid-rise Multi-family classification, which anticipates construction of primarily multi-family units. Approximately 678 of the 2,044 potential units in these zones could instead be developed as emergency housing or emergency shelters. If needed, the additional 203 emergency housing and emergency shelter beds could be met in the other commercial zones which allow for emergency housing and emergency shelters. The Community Business, Community Business – Whiskey Ridge, and General Commercial zones are the likeliest candidate zones where emergency housing and emergency shelter beds could be located (besides the already identified residential zones). Among these three zones, there is potential capacity for 4,740 beds to be constructed using a conservative assumption of 12 beds per acre¹⁶, which exceeds the capacity needed to accommodate the additional 203 emergency housing and emergency shelter beds by 4,537 total beds (see **Figure 15**). Historically, these zones have primarily been developed with commercial uses, and that pattern is anticipated to largely continue; however, the capacity for emergency housing and emergency shelter beds is certainly there, and feasibility is evidenced by the recent construction of a 16-bed enhanced service facility in the Community Business zone.

Figure 15 Potential Residential Capacity in Zones which Allow for Emergency Housing and Shelters that were not Assigned Residential Density

	Buildable Acres	Beds per Acre Assumed for Emergency Housing	Potential Bed Capacity
Community Business (CB)	190	12	2,280
Community Business – Whiskey Ridge (CB – WR)	55	12	660
General Commercial (GC)	150	12	1,800
Total Capacity			4,740
Emergency Housing Need not Met in Zones Allocated Residential Capacity			203
Surplus Capacity			4,537

¹⁵ Since most of the Mixed Use zoning in the Lakewood Neighborhood is already have land use entitlements, additional emergency housing and emergency shelters is not contemplated for that area; however, would be allowed.

¹⁶ This a conservative assumption on beds per acre, and more denser emergency shelters and emergency housing is permitted.

EMPLOYMENT

In 2019, there were an estimated 15,974 jobs in the Marysville UGA. The Marysville UGA was assigned a target of 33,683 jobs in 2044 through the Snohomish County Tomorrow planning process (see **Figure 16** below). The 2021 Snohomish County Buildable Lands Report only showed capacity for 32,098 jobs in the City through 2035 meaning that a deficit of 1,585 jobs was projected.

Figure 16 Employment: Existing, Target, and Projected Capacity

Source: Source: 2015 Marysville Comprehensive Plan, 2021 Buildable Lands Reports, Snohomish County Countywide Planning Policies Appendix B – Table E1, Marysville Capacity Analysis, and 2024 Marysville Comprehensive Plan

	2019 Estimated Employment	2021 Buildable Lands Report's 2035 Estimated Capacity	Snohomish County 2044 Adopted Target	2044 Marysville Comprehensive Plan Estimated Capacity
UGA	15,974	32,098	33,683	34,690
City only	15,310	31,434	32,926	34,330

Calculation of Employment Capacity

Employment capacity largely adopts the employment methodology prepared by Snohomish County in the [2021 Buildable Lands Report](#) and companion GIS files, which assigned estimated existing and projected employment to tax parcels throughout the City. Existing employment was derived from Washington State Employment Security Department (ESD) records.¹⁷ For projected employment, Snohomish County collected historical building permit data for commercial and industrial development, which were categorized by building type.

Assumptions were made about how much of each building type (i.e. what proportion of square footage) was dedicated to one of eight different North American Industrial Classification System (NAICS) employment categories¹⁸ to estimate actual square footage of construction by employment category. The resulting square footage amounts were then divided by an assumed amount of square footage space needs per employee by employment category to obtain an estimate of jobs. This analysis was conducted to derive a jobs per buildable acre value for each

¹⁷ Existing employment figures from ESD were applied by Snohomish County to developed commercial and industrial properties throughout the City. Manual adjustments were made by Marysville Community Development staff to more accurately reflect likely existing employment on a parcel-by-parcel basis based on experience with existing businesses or uses, demolition of businesses or changes of use, parcels in the Mixed Use zone developing residentially rather than commercially, rezones that occurred from 2019 – 2023, and other factors.

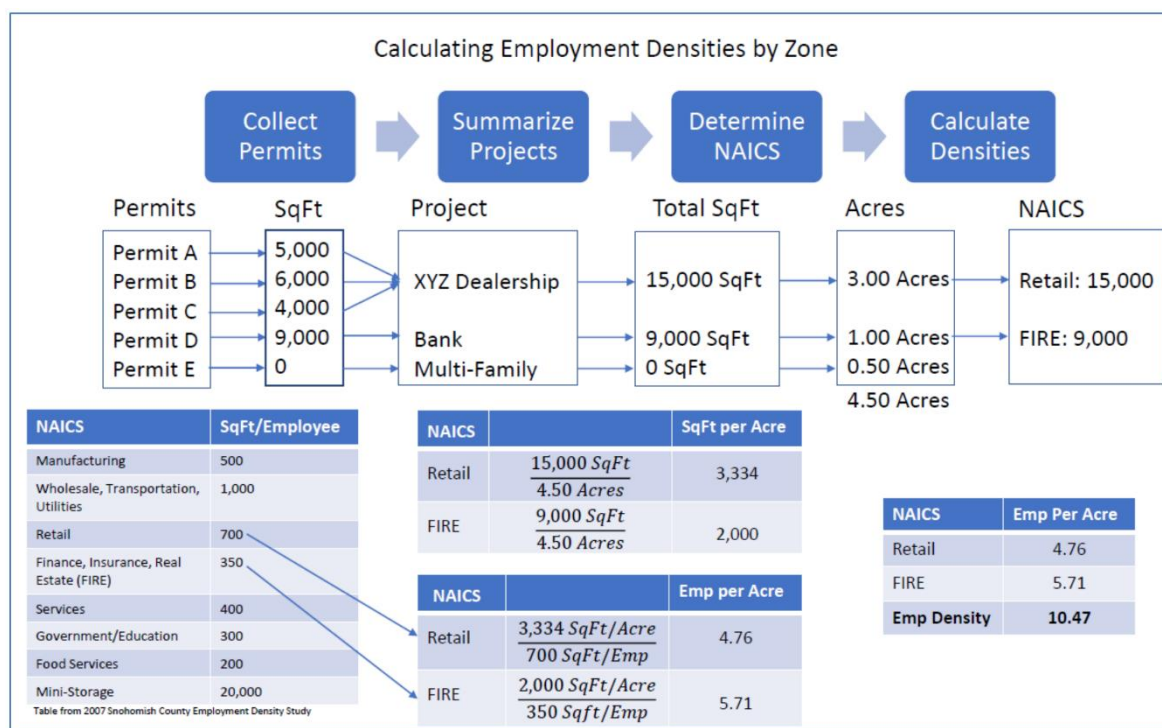
¹⁸ The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 SF/employee); food services (200 SF/employee); manufacturing (500 SF/employee); other services (400 SF/employee); retail (700 SF/employee); and wholesale, transportation, and utilities (1,000 SF/employee).

zone (see **Figure 17** below).¹⁹ The jobs per buildable acre for each zone were then multiplied on a parcel-by-parcel basis to all lands that were determined to have additional development potential (i.e. vacant, partially-used, and redevelopable).²⁰ Using Snohomish County's calculations, it was estimated that Marysville had capacity for 32,098 jobs (15,974 existing plus 16,124 new) through 2035 based on current zoning, which resulted in a capacity shortfall of 1,585 jobs by 2044.

Key Changes Providing Additional Employment Capacity

To address the 1,585-job employment capacity shortfall, Community Development staff reevaluated development assumptions in the Marysville portion of the Cascade Industrial Center and within the Downtown Master Plan, as detailed below.

Figure 17



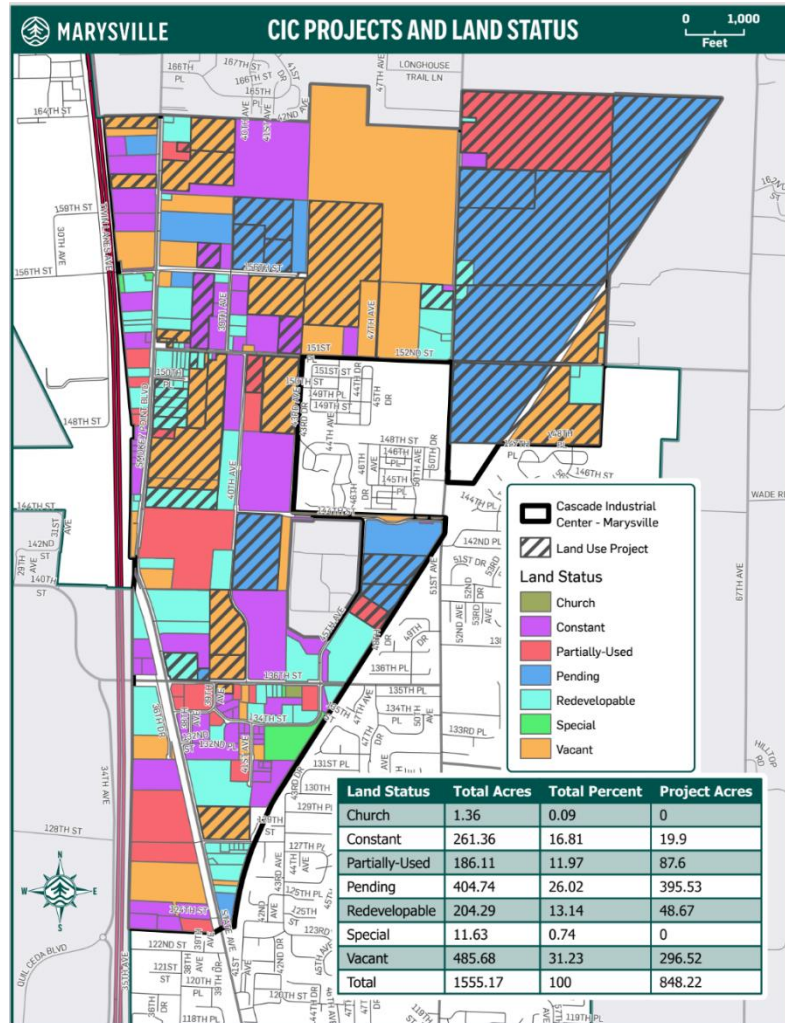
¹⁹ It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

²⁰ The market reduction factor is 15 percent for vacant land and 25 percent for partially-used and redevelopable land.

Cascade Industrial Center

Since 2018, the Cascade Industrial Center has experienced significant development activity, with several commercial and industrial developments constructed and numerous land use entitlements obtained as illustrated in **Figure 18** below. The market reduction factors described

Figure 18



above were removed for those parcels that are shown in **Figure 18** with both a 'land use project' and a vacant, partially-used, or redevelopable land status, as the submittal of a land use application signals that these properties are market ready. Removing the market reduction factors resulted in additional employment capacity, which was typically calculated conservatively with employment per acre based on either manufacturing or wholesale uses.

Downtown Master Plan

In 2021, the Downtown Master Plan was updated, which included an expansion of the boundaries of the DMP Area, adopting new zoning designations, and the adoption of a form-based code with modified standards. With the update, the City's consultant

also evaluated commercial parcels which were likely to develop or redevelop. Consequently, most of Snohomish County's initial development assumptions for the DMP Area were adjusted to align with the assumptions made in the [Supplemental Environmental Impact Statement](#) prepared for the Downtown Master Plan update.



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



From: Russell Joe <rjoe@mbaks.com>
Sent: Friday, September 6, 2024 12:32 PM
To: Angela Gemmer
Cc: Haylie Miller; Chris Holland
Subject: RE: <External>RE: <External>RE: [External!] Land Use Element Comment Letter

Angela,

Thank you to the Marysville Land Use team for looking at this language. Thank you for making the proposed change. MBAKS supports the new modified language as written.

We look forward to working with you on future land use and housing issues.

Regards,

Russell Joe

From: Angela Gemmer <agemmer@marysvillewa.gov>
Sent: Wednesday, August 7, 2024 11:00 AM
To: Russell Joe <rjoe@mbaks.com>
Cc: Haylie Miller <hmliller@marysvillewa.gov>; Chris Holland <CHolland@marysvillewa.gov>
Subject: <External>RE: <External>RE: [External!] Land Use Element Comment Letter

Hi Russell,

Hope you're doing well. Below please find an amendment that aims to address the MBA's concern regarding the language surrounding Residential development set forth in Section 2.5, Land Use Designations along with a footnote to further clarify the intent of this statement. The original language is also provided for reference.

Original Language: *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 does not disrupt the fabric of existing single family neighborhoods and that the impacts of larger multi-family continues to be mitigated.*

Amended Language with Footnote: *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.^[1]

^[1] 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.

Please note that the forthcoming Middle Housing Overlay provisions will not be stricter than the underlying zone but may potentially be more flexible. We hope that this language addresses the MBA's concerns. Should there be further concerns, please let us know and/or provide a suggested redline to facilitate resolution.

Thank you!



Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
501 Delta Avenue, Marysville, WA 98270
360.363.8240 or agemmer@marysvillewa.gov

How are we doing? Please take our [survey](#).

From: Russell Joe <rjoe@mbaks.com>
Sent: Wednesday, July 31, 2024 1:48 PM
To: Angela Gemmer <agemmer@marysvillewa.gov>
Subject: RE: <External>RE: [External!] Land Use Element Comment Letter

Angela,

Thank you for the kind email. I appreciate the attention you and Haylie have been devoting to the 2024 Comprehensive Plan Update.

We will continue to monitor your progress through the end of the year.

Regards,

Russell Joe

From: Angela Gemmer <agemmer@marysvillewa.gov>
Sent: Wednesday, July 31, 2024 9:46 AM

^[1] 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.

To: Russell Joe <rjoe@mbaks.com>

Cc: Haylie Miller <hmill@marysvillewa.gov>; Chris Holland <CHolland@marysvillewa.gov>

Subject: <External>RE: [External!] Land Use Element Comment Letter

Hi Russell,

We hope you're doing well. Thank you for providing comments on behalf of the MBA on the draft Land Use Element. The intent of the policy that is of concern is to encourage thoughtful infill not to discourage redevelopment or development in any way. We will amend the policy that is of concern to provide greater objectivity and clarity to ensure that the MBA's concerns are addressed. We will provide a copy of the final draft of the Land Use Element, together with any revised policies, when complete so that the MBA has an opportunity to review and comment.

Thank you again for taking the time to comment on the current draft.

Sincerely,



Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
501 Delta Avenue, Marysville, WA 98270
360.363.8240 or agemmer@marysvillewa.gov

How are we doing? Please take our [survey](#).

From: Russell Joe <rjoe@mbaks.com>

Sent: Friday, July 26, 2024 3:43 PM

To: Haylie Miller <hmill@marysvillewa.gov>

Subject: [External!] Land Use Element Comment Letter

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Haylie,

I hope you are well. Attached please find a brief comment letter on the Land Use Element PC discussion.

Regards,

Russell Joe



Russell Joe
Snohomish County Manager

Master Builders Association of King and Snohomish Counties

p 425.460.8213
335 116th Ave. SE | Bellevue, WA 98004
mbaks.com

Find us on [f](#) [t](#) [in](#) [i](#)

We believe everyone deserves a place to call home.

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ECOSYSTEM COORDINATION BOARD

A PUGET SOUND PARTNERSHIP BOARD

These comments will be addressed, as necessary, prior to the December 9th City Council meeting.

August 14, 2024

Haylie Miller
Development Director
City of Marysville
501 Delta Avenue
Marysville, WA 98270

RE: CRITICAL AREAS ORDINANCE and/or COMPREHENSIVE PLAN PERIODIC UPDATE

Dear Haylie Miller,

On behalf of the Puget Sound Partnership's (PSP) Ecosystem Coordination Board (ECB), we submit this letter with respect to your jurisdiction's current periodic update process, and associated updates to development regulations. The Puget Sound Partnership's Ecosystem Coordination Board supports the Leadership Council in carrying out its duties, including the development and implementation of the [Action Agenda](#). The ECB is made up of 33 members, representing local, state, federal, and tribal governments, environmental and business interests. This broad representation supports the ECB to provide cross-caucus reporting and dialogue on priority issues, such as how to ensure the protection and restoration of habitat for ecologically sustainable watersheds for the future of all species through local periodic updates. This letter provides background on the priorities described in the Action Agenda and the resources available to support Comprehensive Plans and Critical Areas Ordinances to align with those priorities. While this letter does not respond to materials produced as part of your comprehensive plan update, it does offer many specific recommendations and resources that we believe will support the protection and recovery of the Puget Sound.

The recovery of Puget Sound is vital to human wellbeing in the region, to sustain threatened salmon, orcas, and numerous other species, and to preserve Puget Sound's ecosystem functions and values for current and future generations. But the Puget Sound ecosystem is under increasing threats from the development of ecologically important habitats, forests, farmlands, and other working lands, especially outside of urban growth areas. The [smart growth strategy](#) in the [2022-2026 Action Agenda](#) identifies a key opportunity to "improve the implementation of the Growth Management Act within local jurisdictions land use planning and decisions, and across jurisdictions to include the protection of natural areas and working lands."

New planning requirements, updated science, and learning from the past ~8 years of Growth Management Act (GMA) implementation make this round of Comprehensive Plan updates a critical juncture and inspiring opportunity in our region's collective work to recover Puget Sound. As you know, the Comprehensive Plan sets the stage for development activities and decisions which all have an impact on how well we achieve our goals to protect and restore Puget Sound. To support recovery of the Puget Sound, we recommend

that jurisdictions in the Puget Sound region make use of the many science-based resources available to support development of Comprehensive Plan and Critical Area Ordinance (CAO) amendments that protect natural areas and working lands.

Our collective understanding of the complex relationships between land cover, development, and ecosystem health improves over time, and this is why cities and counties must include current, best available science and information in their local land use planning amendments during the periodic update. Fortunately, our state Departments of Fish and Wildlife, Ecology, Natural Resources, and Commerce have been busy updating and distributing science-based guidance to support local governments in this process. Cities and counties should leverage these resources below, and other science-based resources, to effectively amend their Comprehensive Plans and Critical Areas Ordinances:

- [Local Integrating Organizations \(LIOs\) and LIO Ecosystem Recovery Plans](#)
- [Local Salmon Recovery Watershed Chapters](#)
- [Department of Fish and Wildlife's current Priority Habitats and Species information](#)
 - [Riparian Management Zone Checklist for Critical Areas Ordinances](#)
- [Ecology's Wetland Guidance for Critical Areas Ordinance \(CAO\) Updates](#)
- [Ecology's Climate Resilience and Shoreline Management webpage](#)
- Commerce's Critical Areas [Handbook](#) and [Checklist](#)

To ensure smart growth in the Puget Sound region, the ECB recommends that jurisdictions consider and take action on the following:

- 1) **At key points in the Comprehensive Plan update process, review and apply the [Sound Choices Implementation Checklist](#).** The checklist was developed by the Puget Sound recovery community and is intended to help local jurisdictions make updates to their comprehensive plans that align with Puget Sound recovery strategies and actions.
- 2) **Ensure your local planning department takes advantage of funding for additional staff resources to incorporate salmon and Puget Sound recovery into local planning by applying for the [Salmon Recovery through Local Planning Grant Program](#).** Depending on funding availability, Washington State Department of Commerce will hold a fall 2024 round of funding. For more information contact angela.sanfilippo@commerce.wa.gov.
- 3) **Understand how your local land use decisions will support region-wide efforts to achieve positive trends in [Regional Land Use Indicators](#).** The Puget Sound Partnership assesses the status and trends of threats through a set of regional land use indicators.
- 4) **Reach out to and involve local experts in Puget Sound recovery** including Local Integrating Organization members, Salmon Recovery Lead Entities, as well as your [local representative](#) on the [Ecosystem Coordination Board](#). For additional support in facilitating connections with these local experts please reach out to Laura.Rivas@psp.wa.gov.

As you help shape the future of the City of Marysville at this pivotal moment in time, the ECB requests that you take advantage of the valuable tools and resources included in this letter to ensure we are doing all we can to support our local communities and Puget Sound recovery. Thank you for considering our recommendations, tools, and resources.

Sincerely,



Julie Watson, Chair

Cc:

Bill Dewey, co-Vice Chair Ecosystem Coordination Board

Ellen Southard, co-Vice Chair Ecosystem Coordination Board

Dave Somers, Snohomish County Executive, Snohomish-Stillaguamish LIO representative

Gregg Farris, Snohomish County Surface Water Management Director

Kathleen Pozarycki, Snohomish-Stillaguamish LIO Coordinator

From: Chris Collier <ccollier@hasco.org>
Sent: Wednesday, August 14, 2024 10:37 PM
To: Angela Gemmer; Peter Condyles
Subject: RE: [External!] RE: AHA 8-7-24 Market Update
Attachments: [MCP_Housing_Final_CC_Markup.pdf](#)

Hi Angela,

Please find the comp plan attached with my comments included. A couple high level summary points:

- 1) I think the housing goals and policies are solid, and that is the most important part.
- 2) That said, I have a lot of questions with the data that prefaces the goals and policies. A couple 'mission critical' points:
 - a. Occasionally race and ethnicity (Hispanic/Latino) are combined, which cannot be done – a person can identify as both Black and Hispanic/Latino, and combining those data into the same chart is double counting. (For example Figure 3.3.)
 - b. Figure 3.14 uses Census data to determine "Sales Price" but reviewing Census data, there is no actual estimate in the ACS of the final price of closed sales, only the owner's estimate of what they could sell the house for. For more accurate sales data I would recommend using my reports or Redfin/Zillow.
 - c. Some Figures (most notably 3.17) and their attendant paragraphs would be much improved by discussing both the percentage and count they are showing. While the rate of cost burden in Marysville has gone down from the 2011 to 2021 ACS, the actual number of cost burdened renters has gone up, while owners have decreased in both count and percentage.
 - d. Figure 3.19's math (not displayed) is confusing to me – it estimates that a household of 4 can afford \$1,100/mo in rent, when that should (assuming 30% cost burden) be \$970. That math continues throughout the table, so I might be missing something there.
 - e. The use of HUD/CHAS data is one I'm increasingly uncomfortable with – especially since every consultant (can you share who your consultant is for this, on that note?) seemed to take the old data produced by Commerce and not bothered to update it even to 2020. I can get you all those charts if you want.
 - f. Finally, I would advise either making a clear statement that dollar values are, or are not, adjusted for inflation. This is important since in Figures 3.14 and 3.19 for example you're using 2022 dollars, while most others use 2021 dollars, like 3.15.

Again though, this is all detail stuff that I don't imagine would significantly modify the housing goals and policies. It's something I've discussed with PSRC and Commerce repeatedly this year and, understandably, they can't give an answer more clear than "we'll know a problem when we see it" when it comes to data quality if it's the goals and policies we're really focused on for the future. I'll leave this to your discretion, but I will always be happy to get updated data for you (by the way, ACS 2022 data is out there now if you want it).

Happy to do what I can to help with data requests in the future, just let me know.

Best,
Chris

Chris Collier | AHA Program Manager
Housing Authority of Snohomish County
12711 4th Ave W | Everett, WA 98204
C: 425-231-2486 | P: 425-293-0601 | hasco.org
Work hours: M-Th 8:00am – 6:00pm, Fri 8:00am – Noon

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From: Angela Gemmer <agemmer@marysvillewa.gov>
Sent: Monday, August 12, 2024 10:35 AM
To: Chris Collier <ccollier@hasco.org>; Peter Condyles <pcondyles@marysvillewa.gov>
Subject: RE: [External!] RE: AHA 8-7-24 Market Update

Hi Chris,

Thank you for the market update. I have skimmed the report but have not yet read in depth. We appreciate you providing that.

Attached please find the final draft of the Housing Element for your review.

We may have some housing data related needs later this year. If so, we'll reach out with those. Councilmember Condyles may also have some additional thoughts or requests.

Thank you,



Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
501 Delta Avenue, Marysville, WA 98270
360.363.8240 or agemmer@marysvillewa.gov

How are we doing? Please take our [survey](#).

From: Chris Collier <ccollier@hasco.org>
Sent: Saturday, August 10, 2024 1:06 PM
To: Peter Condyles <pcondyles@marysvillewa.gov>; Angela Gemmer <agemmer@marysvillewa.gov>
Subject: [External!] RE: AHA 8-7-24 Market Update

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Hi Peter, Angela,

I wanted to follow up quickly on the email and report I sent out below to ask first if you have any questions on that, and second if there is anything I can be doing to help the City of Marysville. It has been a while since I presented to Council, and I haven't seen a draft of the City's Housing Element yet – and while that's all fine of course, I wanted to make sure if you were waiting for me to contact you I take the initiative to do that!

As always, happy to answer any questions you may have or schedule a meeting to discuss and keep the line of communication open. If nothing is needed at this time, no problem.

Hope you've both been well, and thank you as always to the City of Marysville for being a part of AHA.

Best,
Chris

Chris Collier | AHA Program Manager

Housing Authority of Snohomish County

12711 4th Ave W | Everett, WA 98204

C: 425-231-2486 | P: 425-293-0601 | hasco.org

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From: Chris Collier

Sent: Wednesday, August 7, 2024 11:44 PM

To: Amy Rusko <arusko@arlingtonwa.gov>; Angela Gemmer <agemmer@marysvillewa.gov>; Anita Marrero <AMarrero@monroewa.gov>; Anji Jorstad <ajorstad@lakestevenswa.gov>; Ben Wolters <bwolters@Lynnwoodwa.gov>; Brent Kirk <Brent.Kirk@ci.granite-falls.wa.us>; Brooke Eidem <eidem@snohomishwa.gov>; Christy Osborn <cosborn@ci.mlt.wa.us>; Dan Rankin <dan.rankin@darringtonwa.us>; Darla Reese <darla.reese@ci.granite-falls.wa.us>; Deb Williams <DWilliams@everettwa.gov>; Dianne Allen <Dianne.Allen@darringtonwa.us>; Duane Leonard <dleonard@hasco.org>; Eileen Canola <Eileen.Canola@co.snohomish.wa.us>; Elizabeth Mitchell <Emitchell@townofwoodway.com>; Erin Murray <EMurray@ci.mlt.wa.us>; Frank Hong <FHong@everettwa.gov>; Frank Slusser <frank.slusser@co.snohomish.wa.us>; Gary Petershagen <gpetershagen@lakestevenswa.gov>; Gloria Hirashima <ghirashima@marysvillewa.gov>; Jackie

Anderson <JackieM.Anderson@SnoCo.org>; Jacob Walker <jwalker@monroewa.gov>; Jane Yuen <jyuen@hasco.org>; Jennifer Gregerson <JGregerson@everettwa.gov>; John Brock <jbrock@townofwoodway.com>; Judith Kuleta <kuleta@snohomishwa.gov>; Julie Moore <jmoore@lynnwoodwa.gov>; Karl Almgren <kalmgren@lynnwoodwa.gov>; Kelly Richards <krichards@marysvillewa.gov>; Kyle Fisher <kfisher@monroewa.gov>; Kyoko Matsumoto Wright <kyokowright@hotmail.com>; Levitan, David <David.Levitan@EdmondsWa.Gov>; Linda Redmon (council) <redmon@snohomishwa.gov>; Lisa Harrison <lharrison@Lynnwoodwa.gov>; Liz Vogeli <EVogeli@everettwa.gov>; Louis Harris <lharris@mukilteowa.gov>; Marc Hayes <mhayes@arlingtonwa.gov>; Marcus Tageant <mtageant@lakestevenewa.gov>; Mary Jane Vujovic <MaryJane.Brell@snoco.org>; McLaughlin, Susan <susan.mclaughlin@edmondswa.gov>; Michele Blythe <micheleb@arlingtonwa.gov>; MLT Main <cityhall@mltwa.gov>; Neil Tibbott <Neil.Tibbott@edmondswa.gov>; Nick Coelho <ncoelho@lynnwoodwa.gov>; Paul Ellis <pellis@arlingtonwa.gov>; Peter Condyles <pcondyles@marysvillewa.gov>; Peterson, Strom <Strom.Peterson@co.snohomish.wa.us>; Piona, Amber <Amber.Piona@co.snohomish.wa.us>; remery@mukilteowa.gov; Rhyne, Paula <Paula.Rhyne@co.snohomish.wa.us>; Robei Broadous <Robei.Broadous@snoco.org>; Russ Wright <rwright@lakestevenewa.gov>; Schroeder, Tansy <Tansy.Schroeder@ci.stanwood.wa.us>; Shipley, Brad <Brad.Shipley@edmondswa.gov>; Siddons , Matthew <Matthew.Siddons@co.snohomish.wa.us>; Stephanie Vignal <svignal@cityofmillcreek.com>; Thompson, Joshua <Joshua.Thompson@co.snohomish.wa.us>; Catherine Kato <ckato@lynnwoodwa.gov>

Subject: AHA 8-7-24 Market Update

Good evening, all,

Attached, please find the report from AHA summarizing Snohomish County and city housing market activity since late Fall, 2023 (one update was missed in the spring). This report was previewed at tonight's AHA Joint Board meeting but was not quite ready to be sent out with the rest of the meeting materials.

Please feel free to ask any questions or suggest new content for subsequent updates. And please, don't be intimidated by the page count – only the first four pages contain text, the rest are data specific to all cities in Snohomish County (and there's a lot of you!).



Best,
Chris

Chris Collier | AHA Program Manager
Housing Authority of Snohomish County
12711 4th Ave W | Everett, WA 98204
C: 425-231-2486 | P: 425-293-0601 | hasco.org
Work hours: M-Th 8:00am – 6:00pm, Fri 8:00am – Noon

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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.



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.



Demographic Snapshot

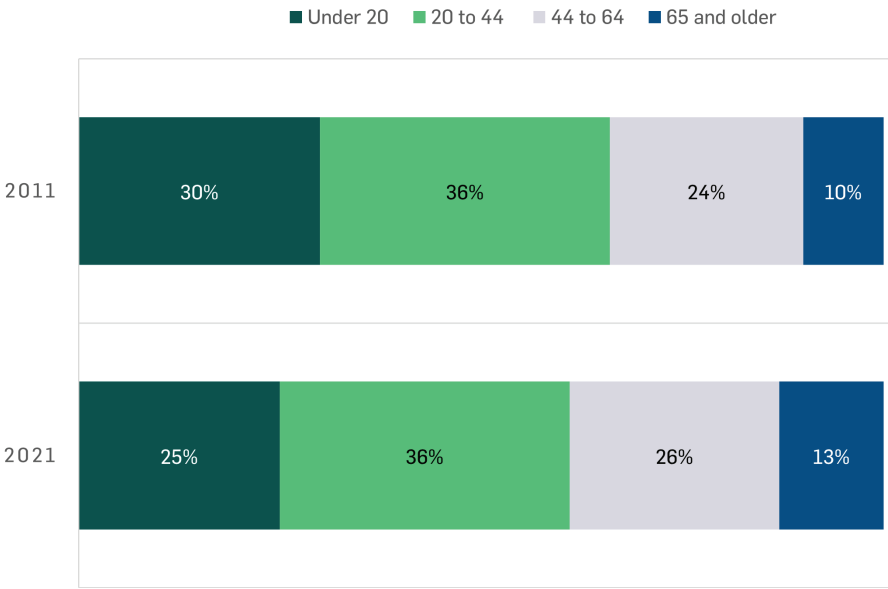
Age

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

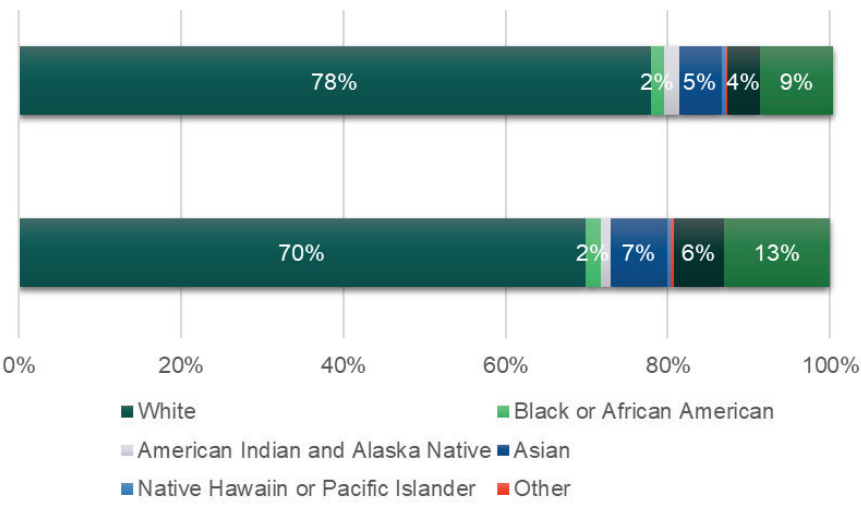
Marysville, like Snohomish County, has a majority White population; however, from 2011 to 2021, the City has become more racially and ethnically diverse, with increases in our **Hispanic and Asian populations** of four and two percent respectively (see Figure 3.3). Additional analysis on race and racially 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

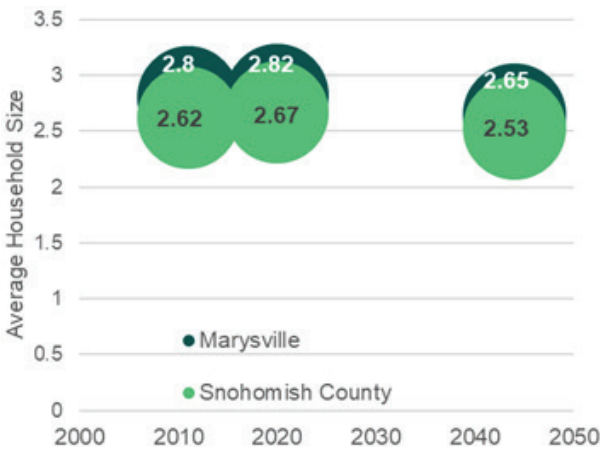
Average Household Size

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

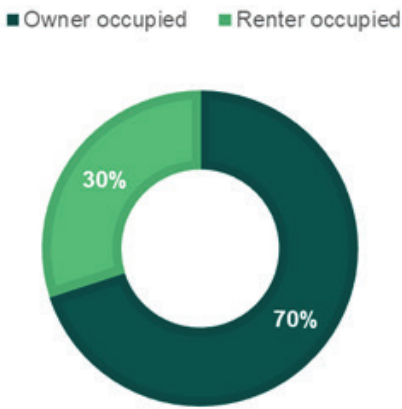
Housing tenure refers to whether a dwelling is owner- or renter-occupied. In 2021, 70 percent of housing in the City was owner-occupied (Figure 3.5) which is on par with Snohomish County where 68 percent of housing was owner-occupied. Owner-occupied units primarily consist of two-person households; the 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



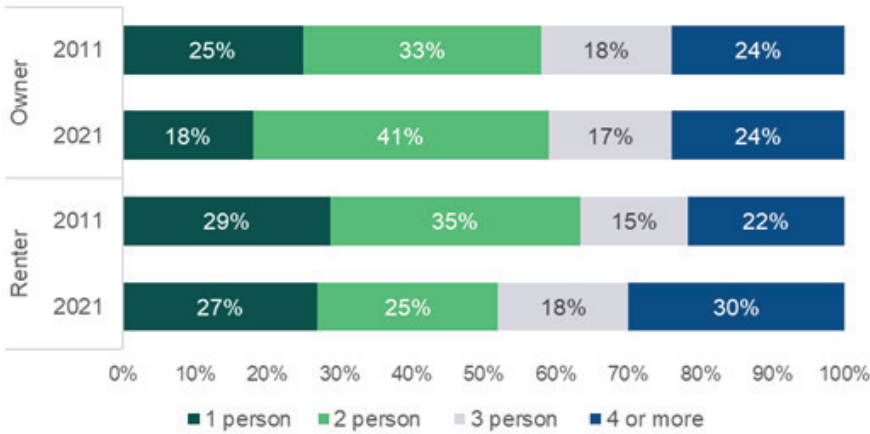
Source: 2023 Snohomish County Buildable Lands Report

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

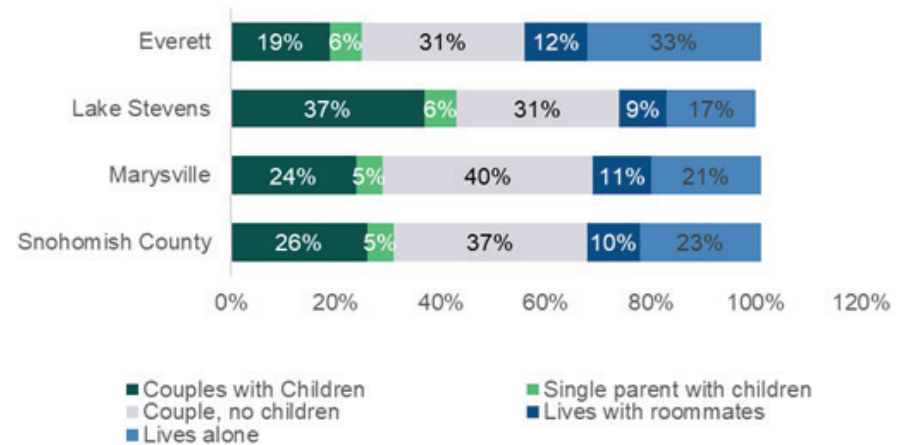
In 2021, approximately three percent of Marysville's housing stock was vacant, meaning that the unit likely could be occupied but was not. Marysville's vacancy rate is less than the Snohomish County average of 4.6 percent. Washington State Department of Commerce's guidance directs counties to assign 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

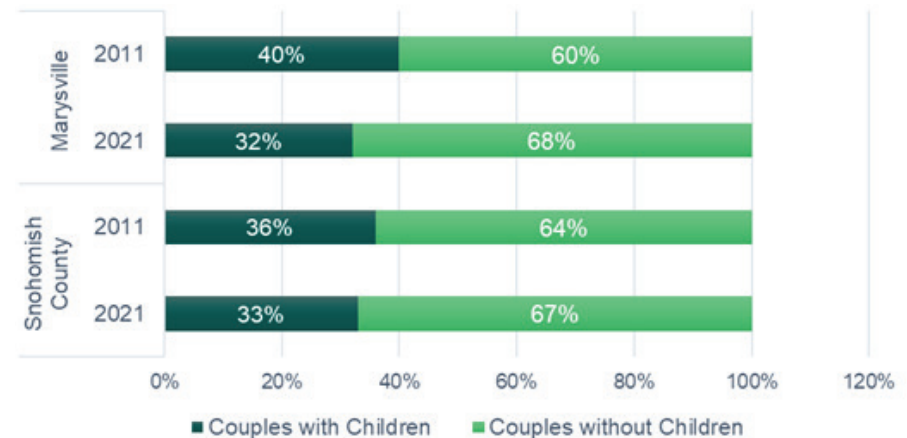
Living Arrangement Distribution, Marysville and Comparison Jurisdictions, 2021



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



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

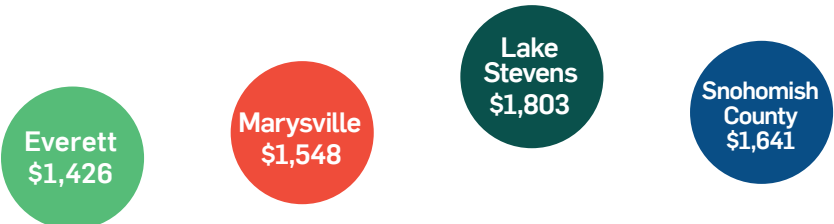
In 2021, Marysville's median rental rate of \$1,548 was lower than nearby Lake Stevens and Snohomish County overall (see Figure 3.15). Marysville has seen a 53 percent increase in rents over the past decade plus with rates rising from \$1,113 per unit in 2012 to \$1,685 per unit in 2023.

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

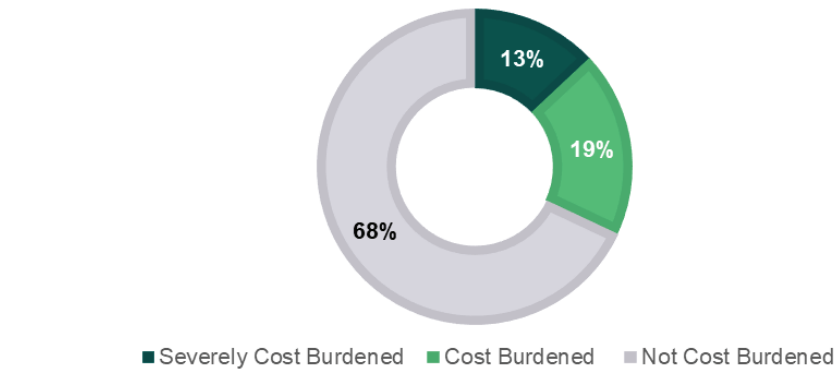
Housing costs are usually the largest portion of a household budget and typically include mortgage or rent payment, utilities, interest, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30 percent of their income on housing experience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

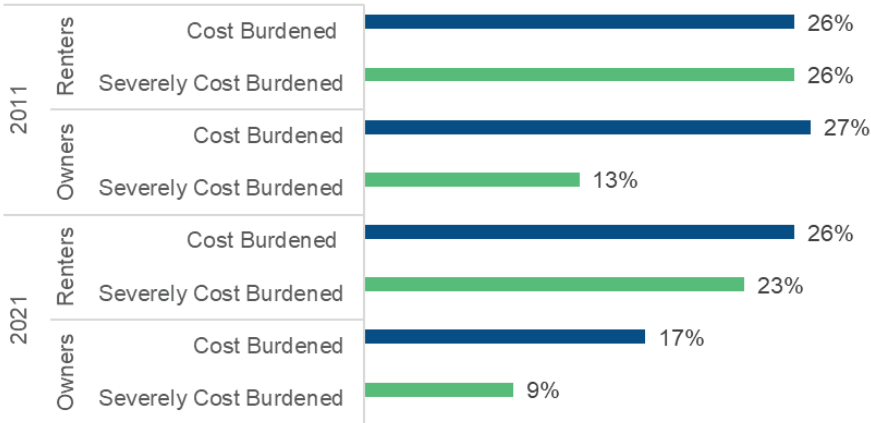
In 2022, 32 percent of Marysville residents were cost burdened (see Figure 3.16). Renters are more likely to be cost burdened than homeowners (see Figure 3.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease and renters seeing a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



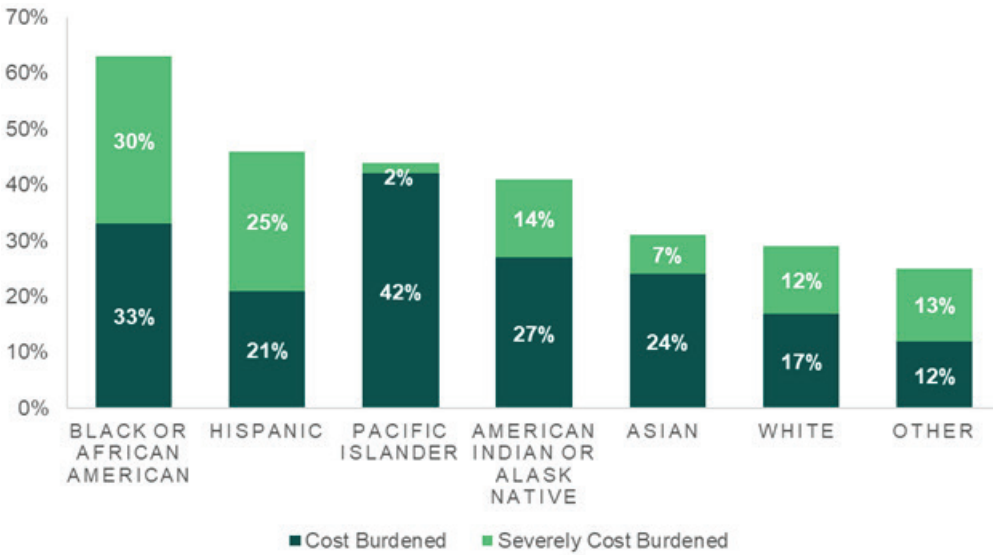
Cost burden varies considerably by race or ethnicity as illustrated in Figure 3.18. Within Marysville, black or African American households experience the greatest cost burden followed by Hispanic, Pacific Islander, and American Indian or Alaska Native which each have comparable levels of cost burden.

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

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.

Consider Middle Housing Best Practices when Complying with HB 1110

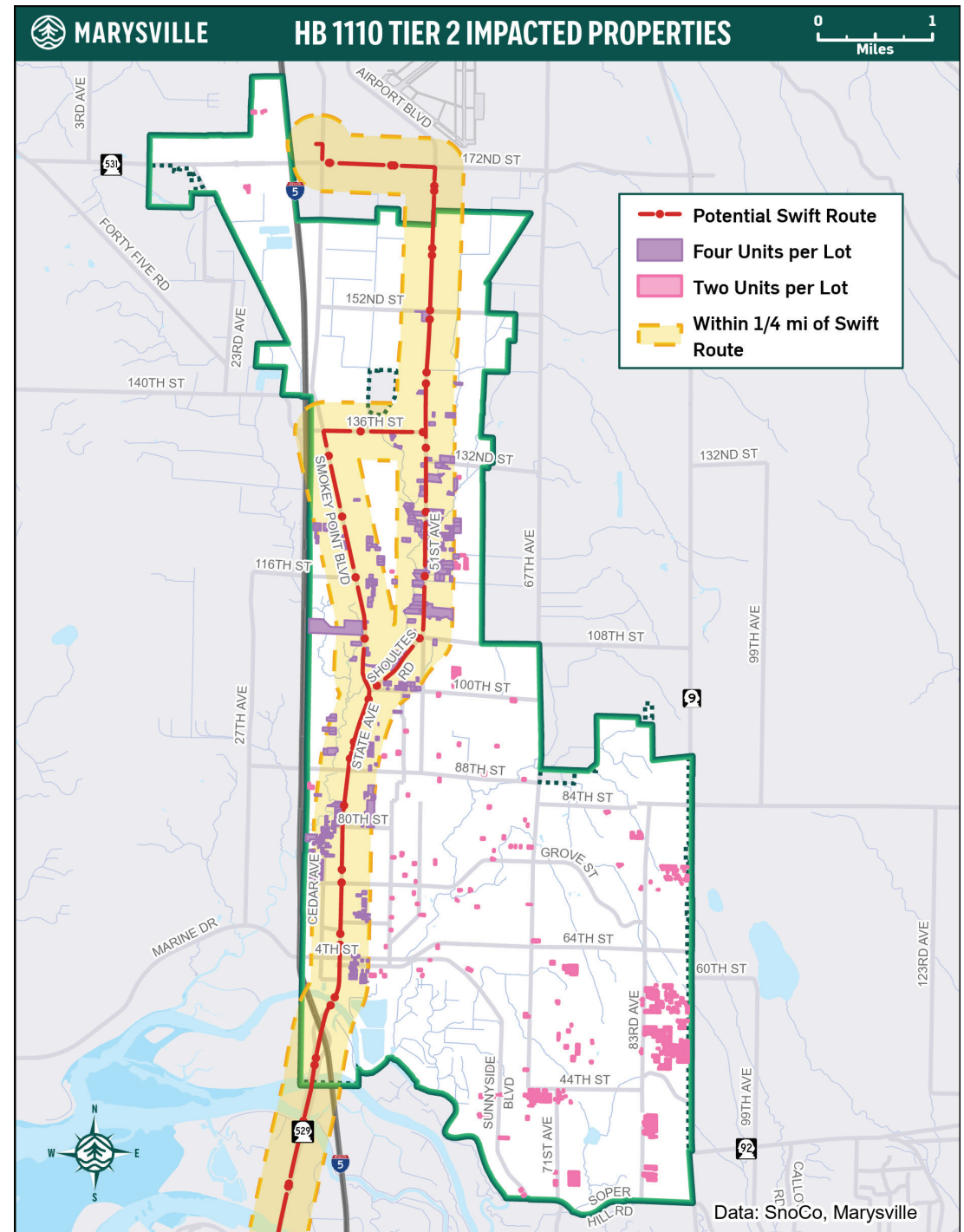
HAP Action 1.4

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



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.

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.

City of Marysville

2024 TRANSPORTATION ELEMENT

November 2024

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Chapter 1. Introduction

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

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

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

Transportation Element Organization

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

Major Plan Updates Since Last Plan

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

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

Downtown Master Plan

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

Americans with Disabilities Act Self-Evaluation & Transition Plan

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

Community Transit's Swift Gold Line

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

Lakewood Neighborhood Master Plan

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

Cascade Industrial Center

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

Major Facility Updates Since Last Plan

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

- Annual Pavement Preservation Programs
- First Street Bypass

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

Annual Pavement Preservation Programs

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

First Street Bypass

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

2021 Transportation Benefit District (TBD) Projects

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

2019 Highway Safety Improvement Program Completion

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

Cedar Avenue LID and Roadway Improvements

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

State Avenue Corridor Widening

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

Other Projects Completed

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

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

Changes in Washington State Legislation Overview

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

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

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

Chapter 2. Inventory of Existing Transportation Facilities and Conditions

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

Street and Highway Network

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

State Highways

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

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

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

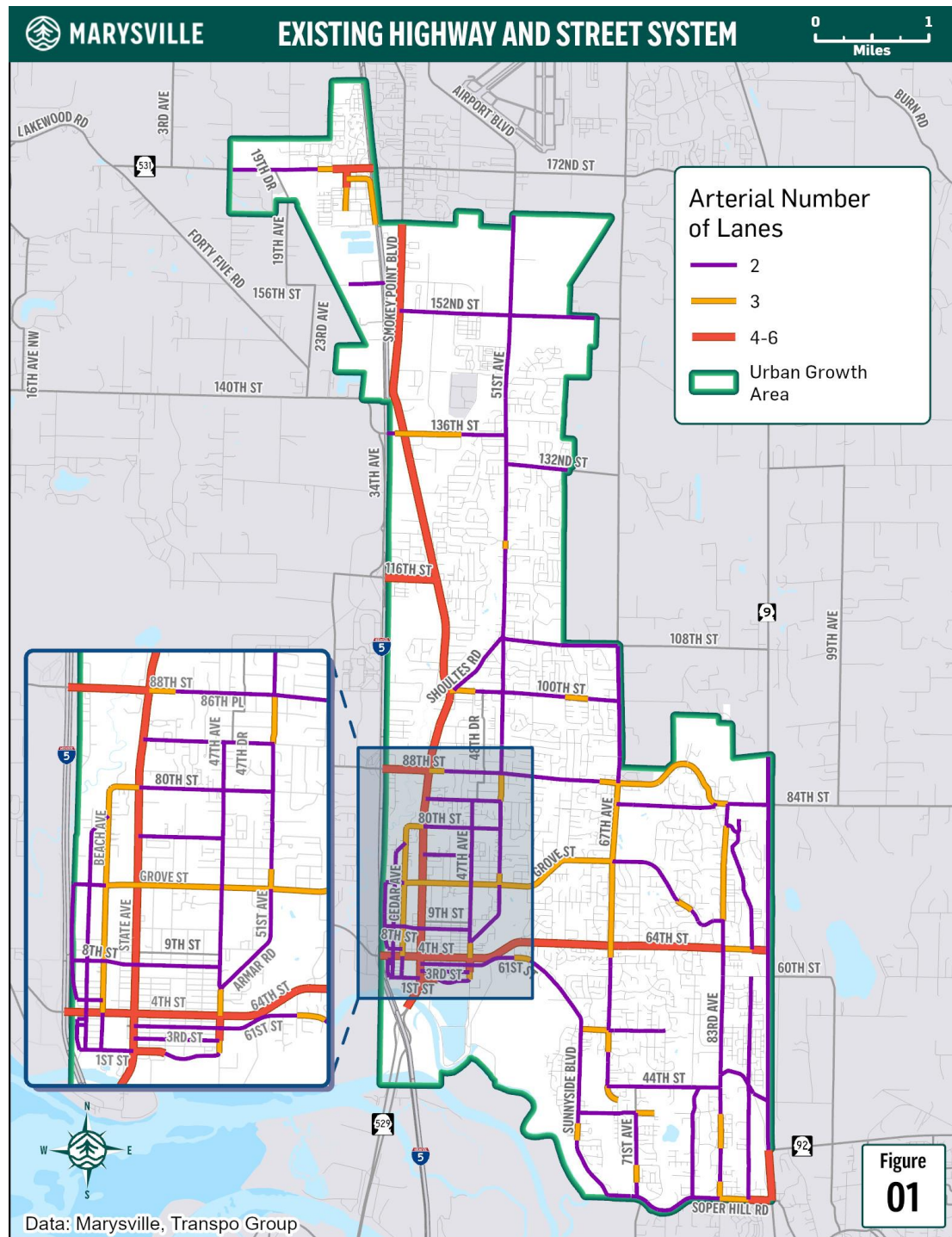


Figure 1. Existing Highway and Street System

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

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

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

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

North-South City Arterials

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

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

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

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

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

East-West City Arterials

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

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

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

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

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

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

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

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

Roadway Traffic Volumes

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

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

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

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

Table 1. Weekday PM Peak Hour Volumes by Corridor

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

Source: Transpo Group, 2023

1. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2014 intersection counts conducted for the 2015 Transportation Element.
2. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2023 intersection counts.

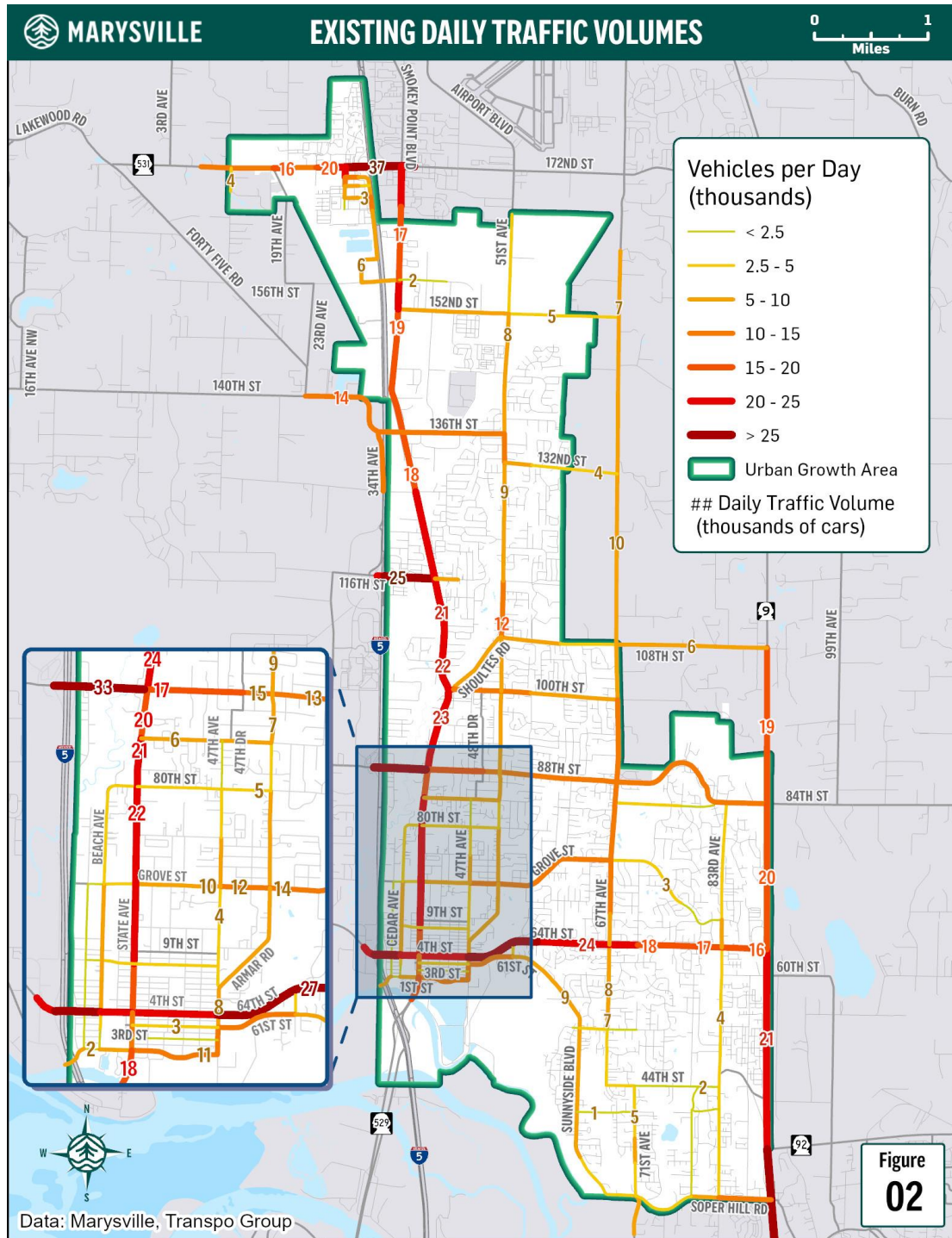


Figure 2. Existing Daily Traffic Volumes

Roadway Traffic Operations

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

Vehicle Level of Service

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

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

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

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

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

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

Intersection Traffic Operations

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

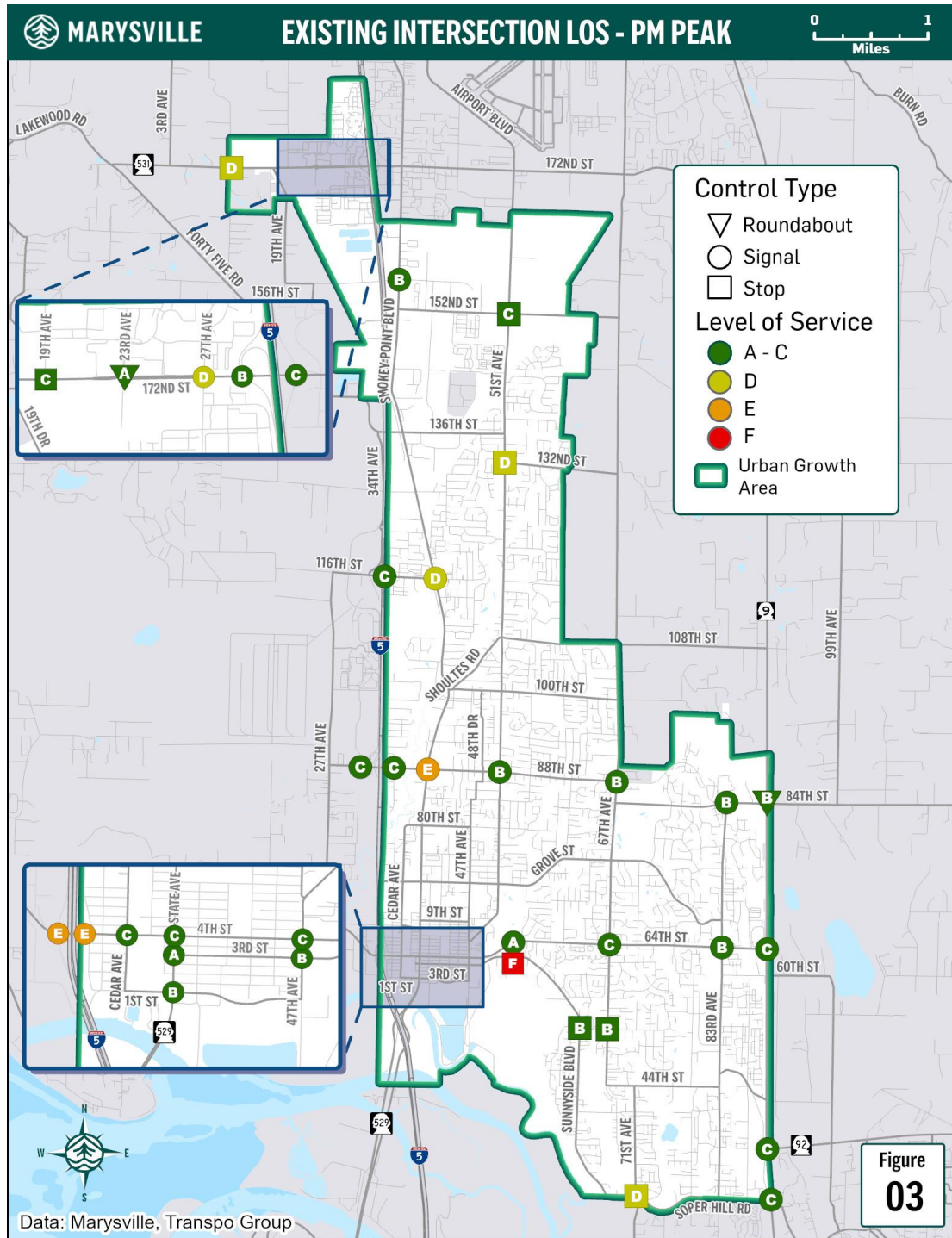


Figure 3. Existing Intersection LOS - PM Peak

Roadway Traffic Safety

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

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

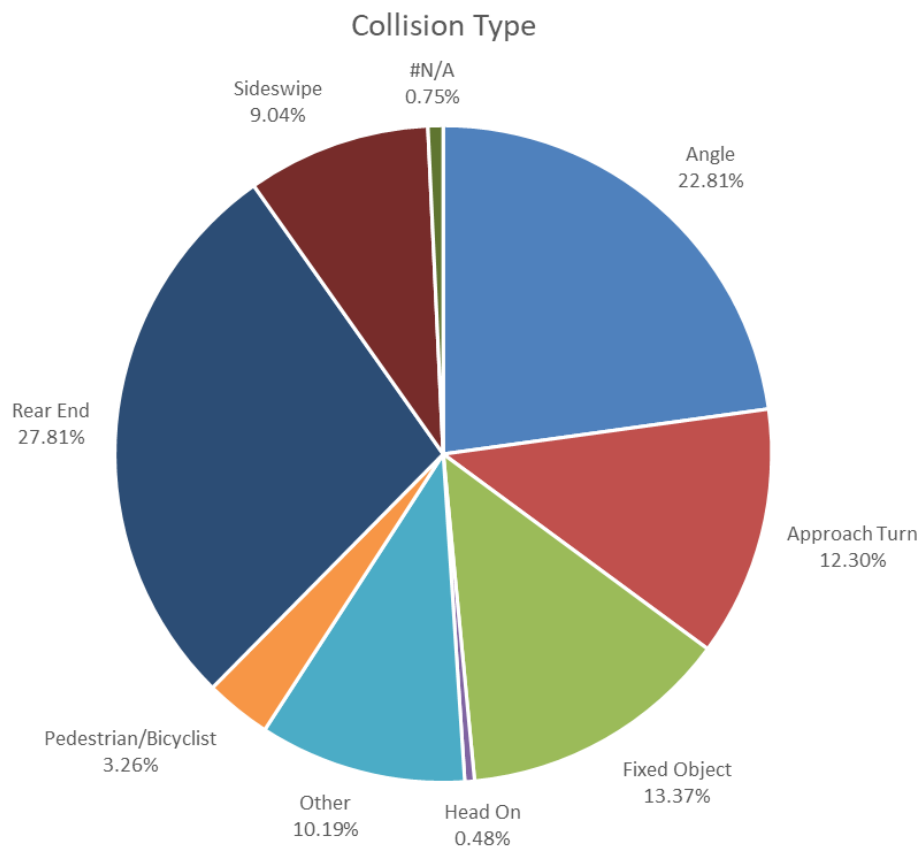


Figure 4. Collisions by Type

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

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

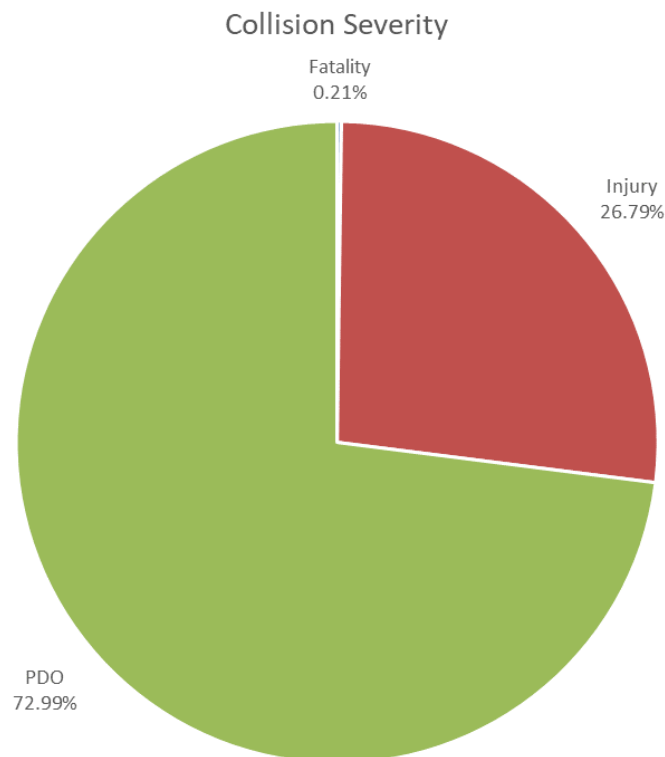


Figure 5. Collisions by Severity

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

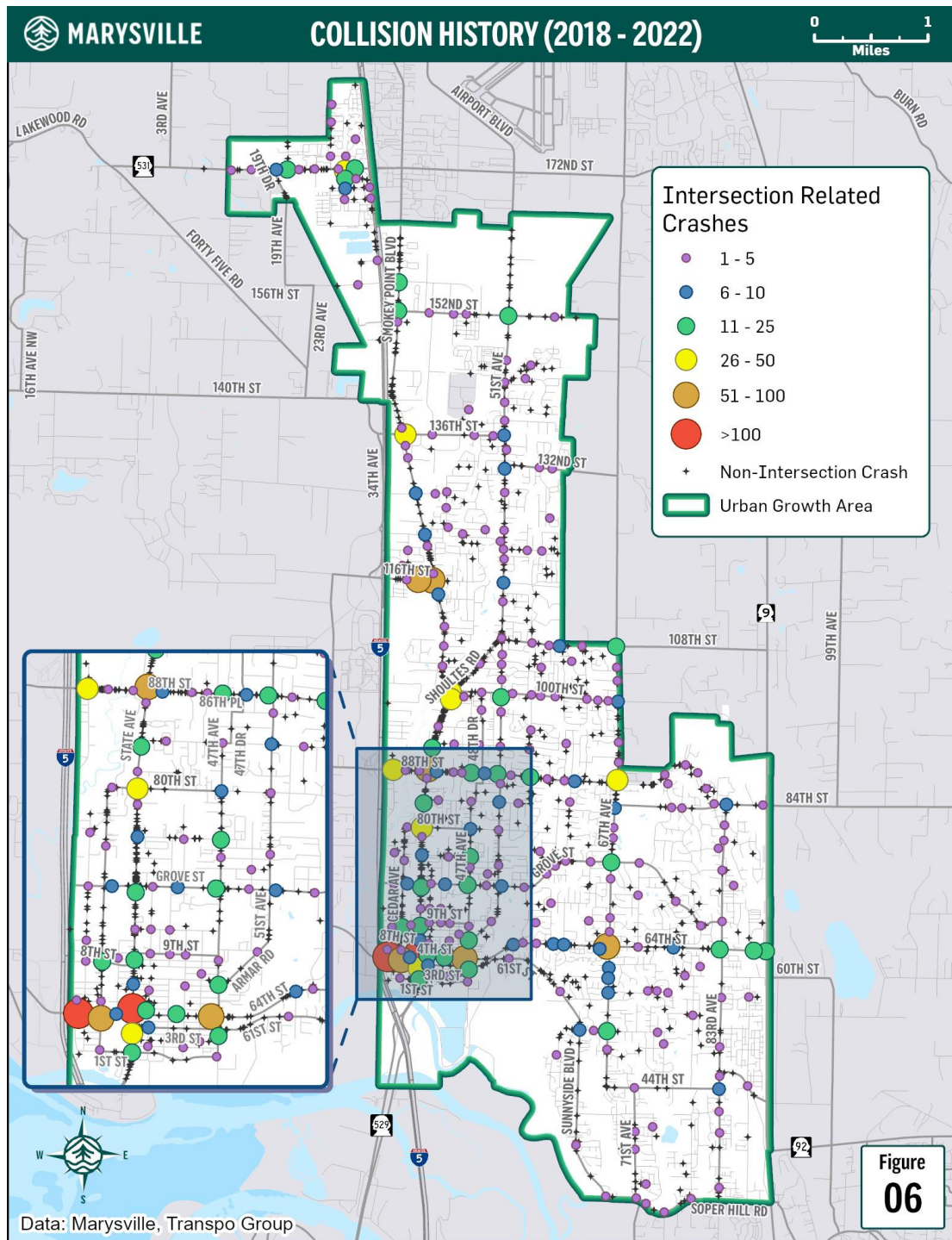


Figure 6. Collision History (2018 – 2022)

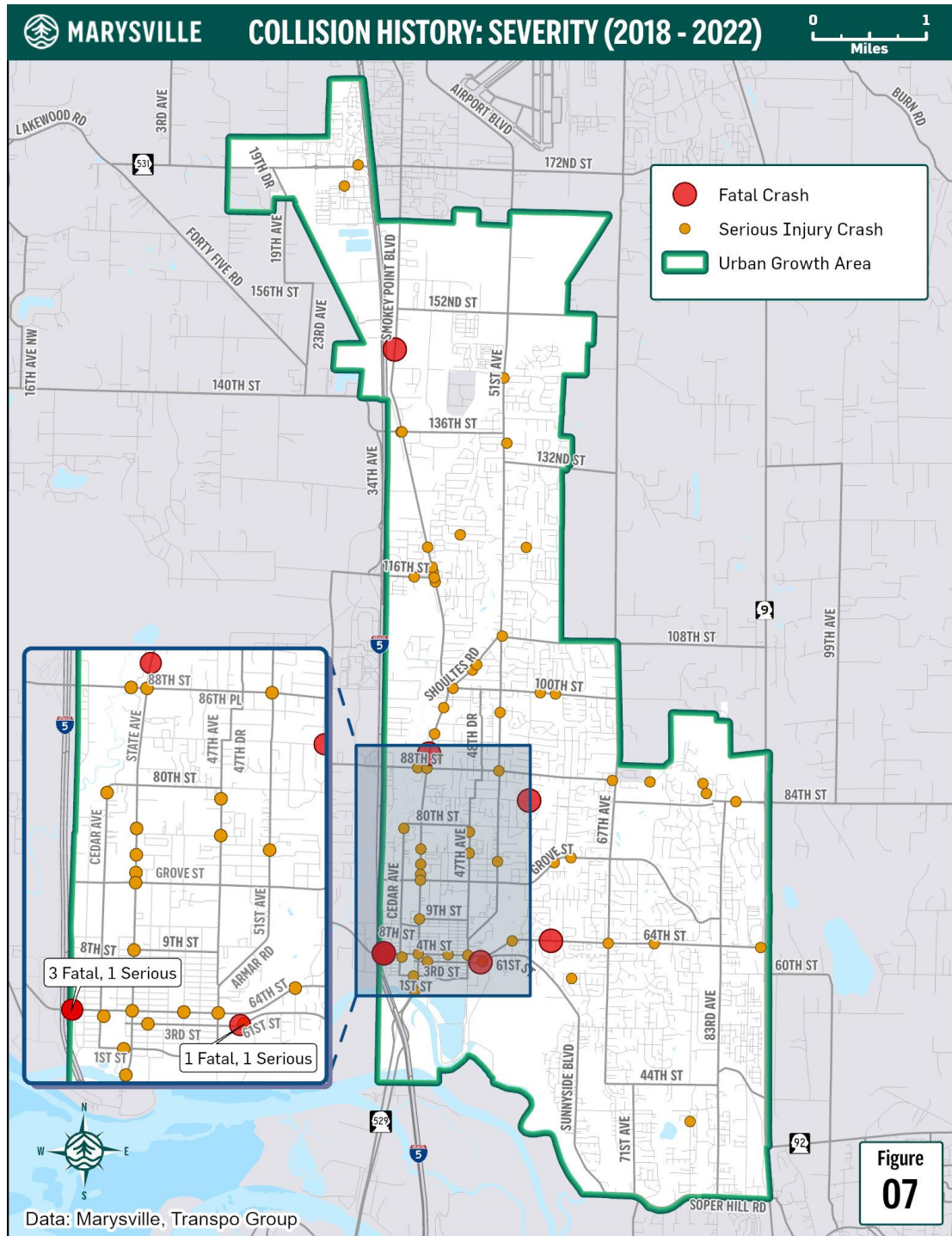


Figure 7. Collision History: Severity (2018 – 2022)

Intersection Safety Analysis

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

Table 2. Collision Summary at Select Intersections

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

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

Pedestrian/Bicycle Safety

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

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

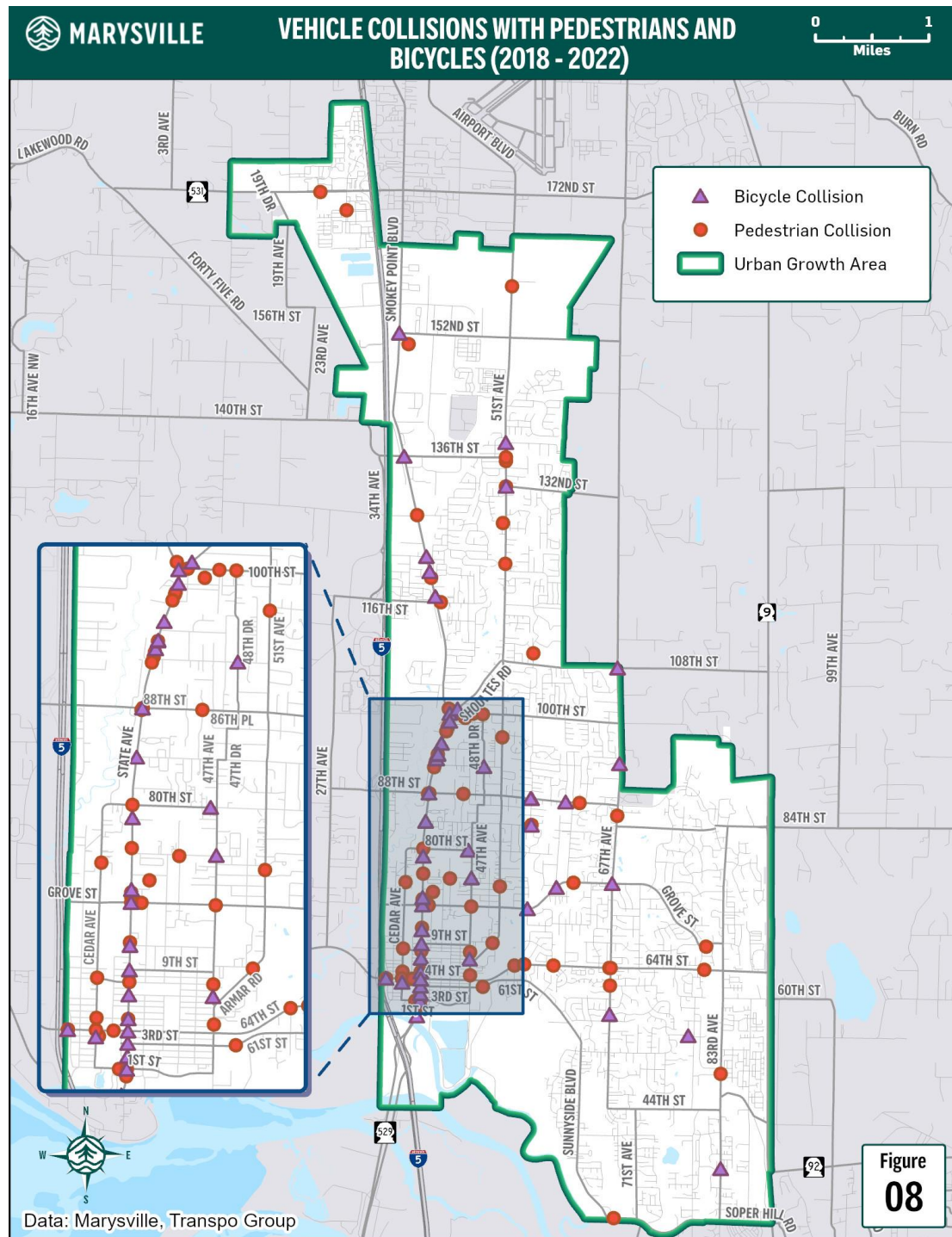


Figure 8. Pedestrian and Bicycle Collisions (2018 – 2022)

Freight System

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

Truck Routes

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

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

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

Rail Crossings

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

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

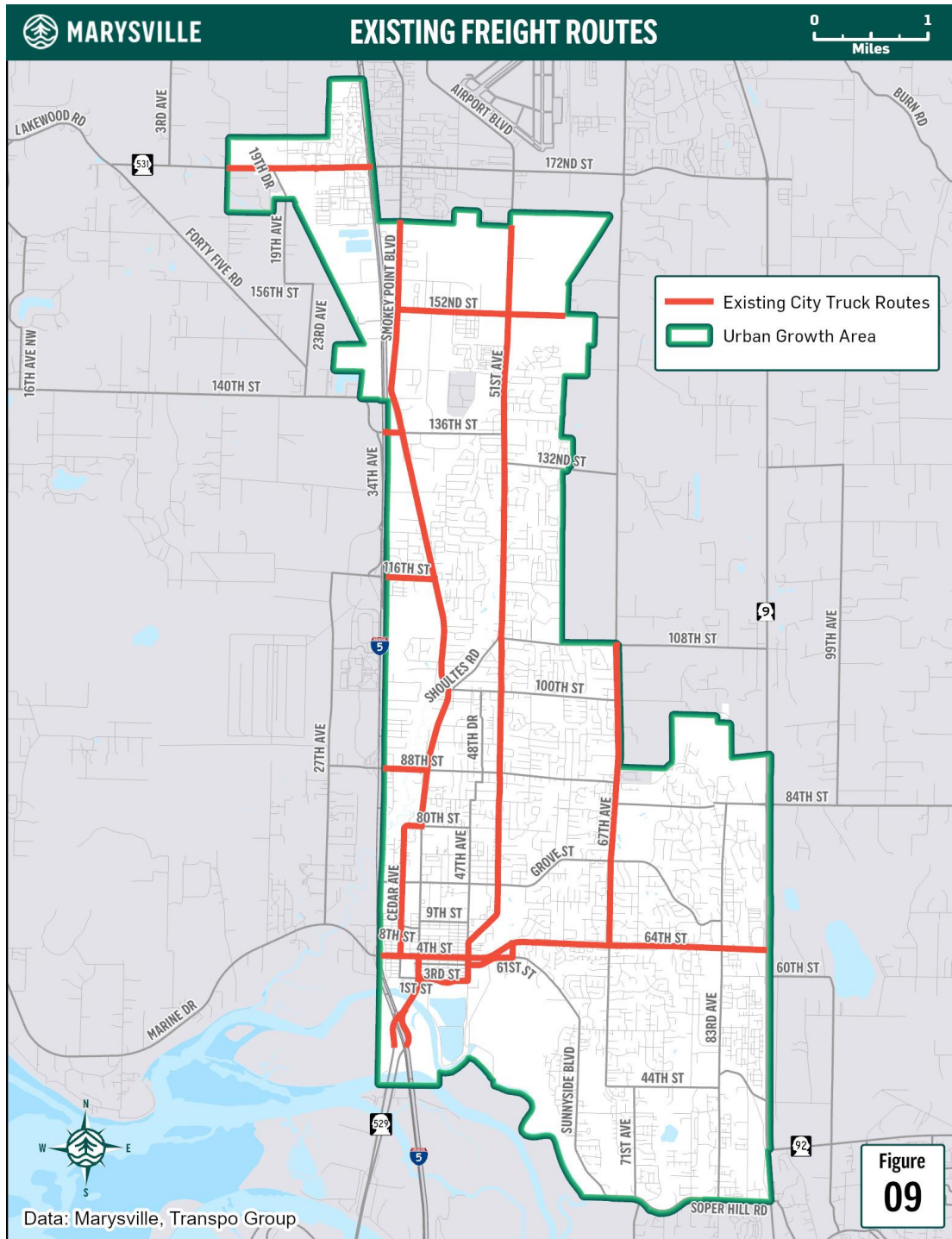


Figure 9. Existing Freight Routes

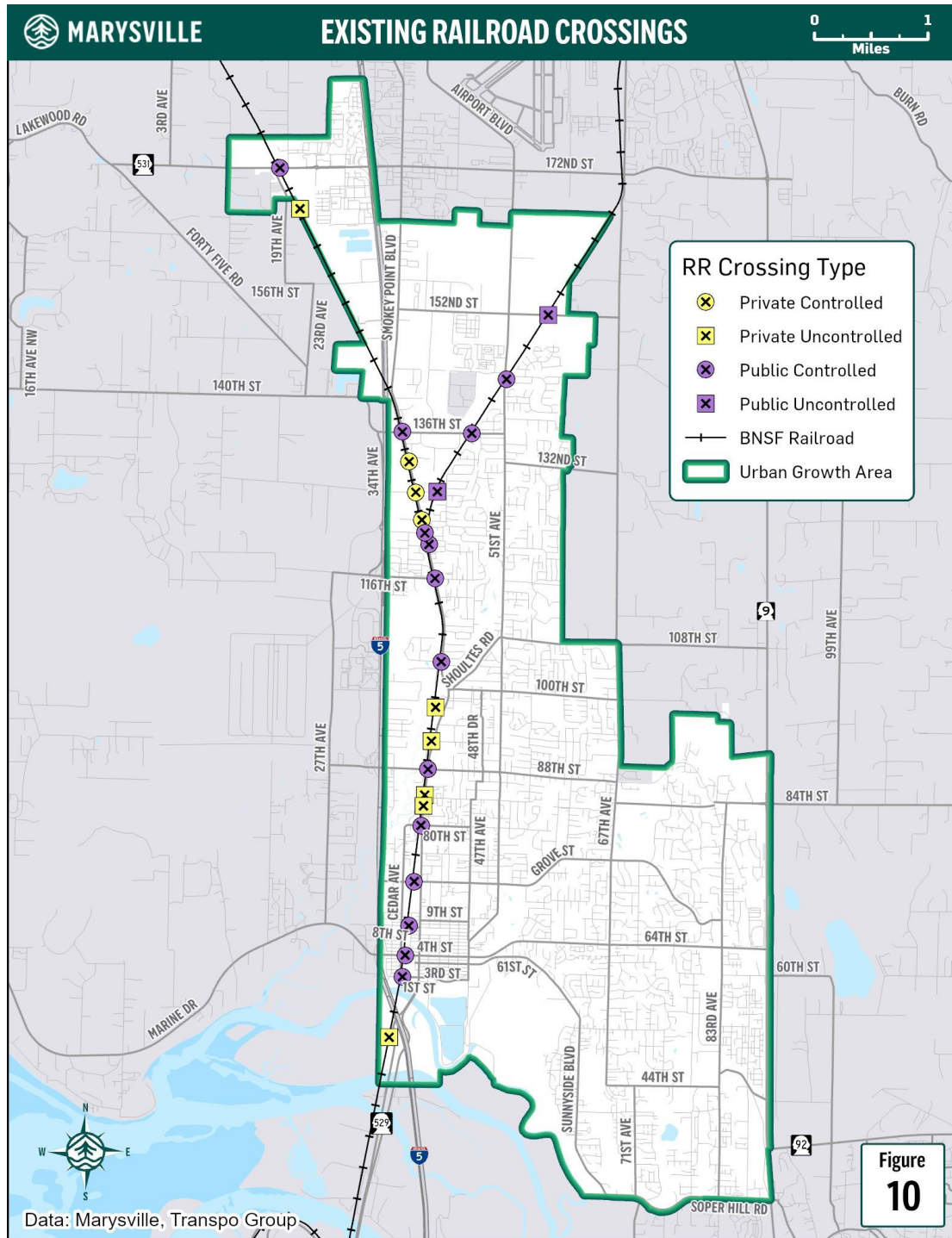


Figure 10. Existing Rail Crossings

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

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

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

Pedestrian and Bicycle Facilities

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

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

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

Pedestrian Facilities

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

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

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

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

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

Bicycle Facilities

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

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

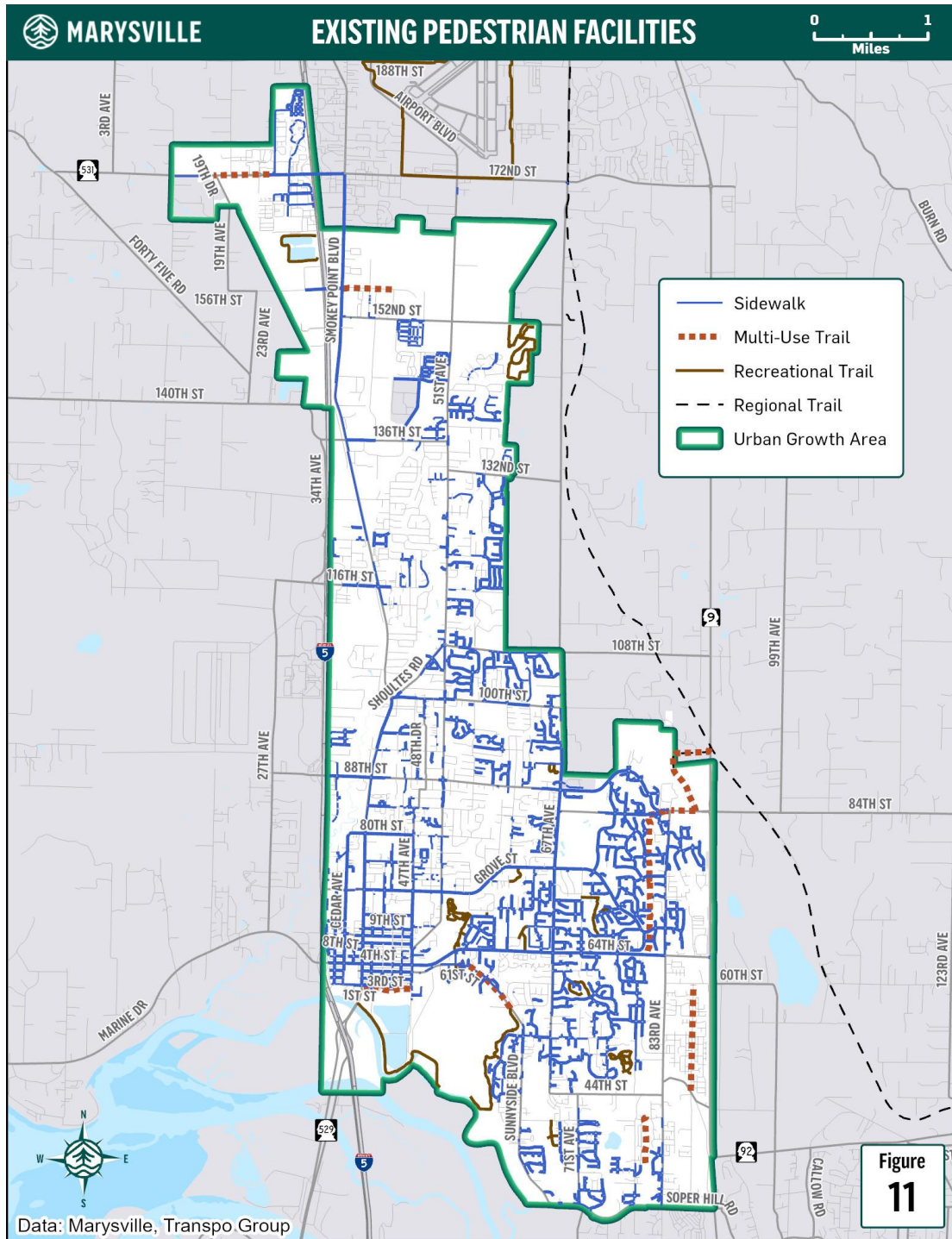


Figure 11. Existing Pedestrian Facilities

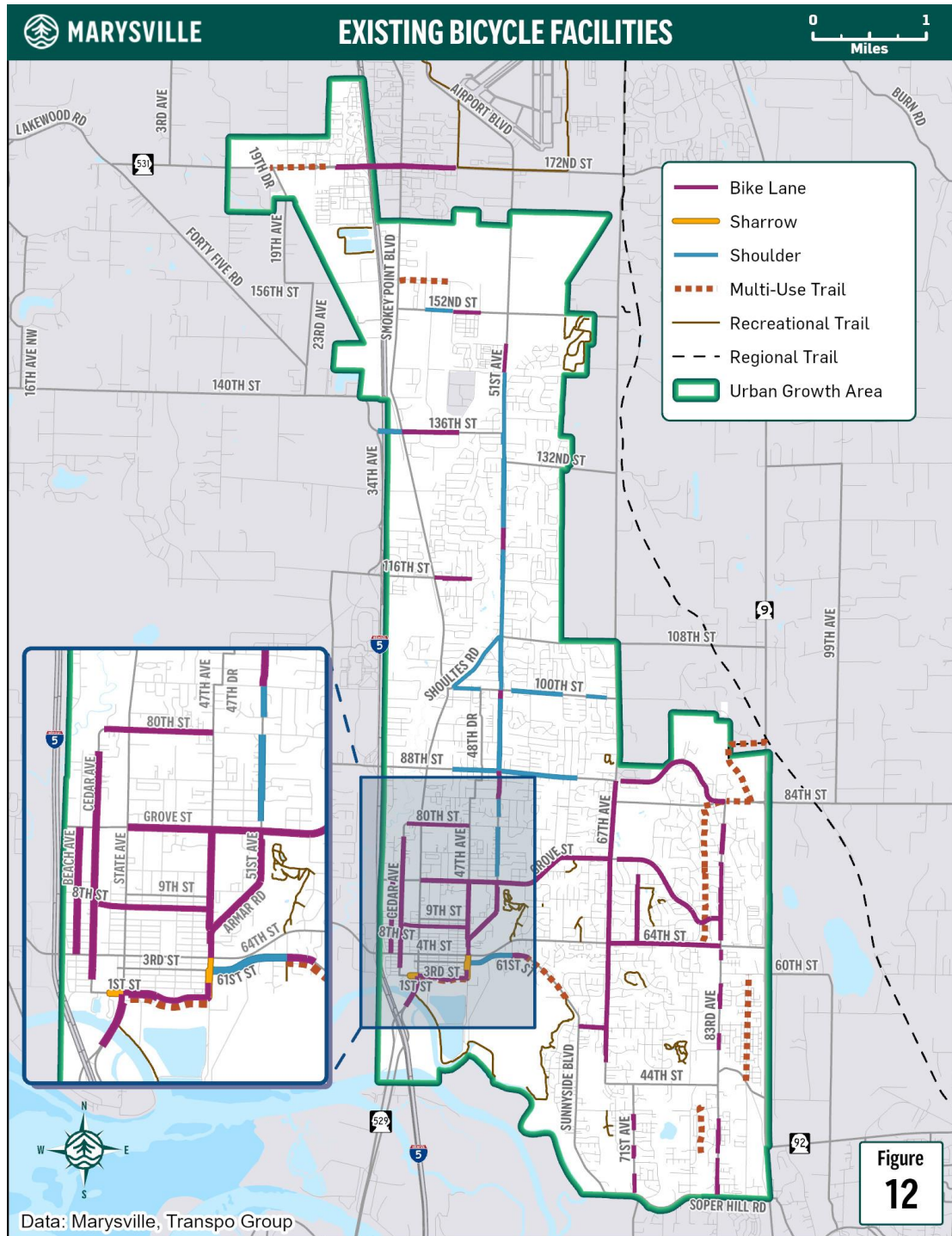


Figure 12. Existing Bicycle Facilities

Transit and Transportation Demand Management

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

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

Park and Ride Lots

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

Table 3. Marysville Park & Ride Lot Summary (2024)			
Facility	Location	Vehicular Stalls	Bicycle Spaces
Park & Ride Lots			
Cedar & Grove P&R	Near Cedar Ave / Grove St	222	18
Ash Avenue P&R	Near 6th St / Ash Ave	202	8
Marysville I South P&R	Near 2nd St / Ash Ave	74	0
Marysville II 116th & I-5 P&R	Near 116th St NE / I-5 SB Ramps	48	0
Park & Pool Lots			
Marysville United Methodist Church	5600 64th St NE	25	0
Calvary Chapel	1224 Cedar Ave	20	0

Source: Community Transit 2024-2029 Transit Development Plan

Fixed Route Service

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

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

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

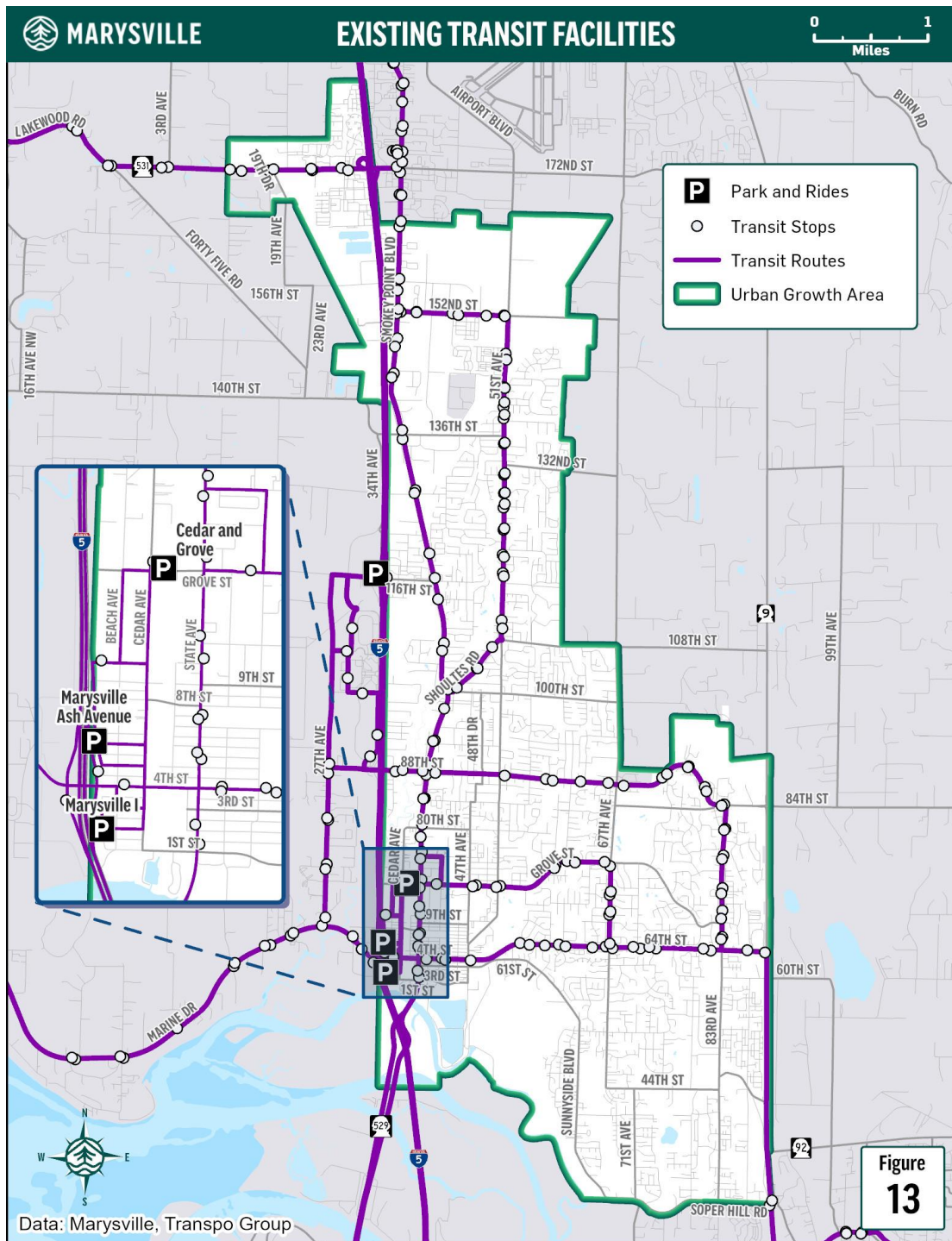


Figure 13. Existing Transit Facilities

Table 4. Transit Service Routes (2024)

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

Source: Community Transit Route Schedules (accessed June 2024)

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

DART Paratransit Service

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

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

Vanpool Program and Rideshare Services

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

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

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

Commute Trip Reduction (CTR) Plan

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

Chapter 3. Forecasts and Alternatives Evaluation

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

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

Land Use Forecasts

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

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

Residential Growth

Figure 14¹ shows the projected housing growth in Marysville. Overall, the number of dwelling units in the City is projected to grow by about 14,253 units, or an increase of about 55 percent over 2020. This is equivalent to a 1.85 percent annual growth rate.

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

Employment Growth

Figure 14 shows the projected employment growth in Marysville. Overall, the number of jobs in the Marysville UGA is projected to grow by about 17,709 jobs, or an increase of about 111 percent over 2019. This is equivalent to a 3.03 percent annual growth rate.

As shown in Figure 14, employment in the northern part of Marysville is projected to grow the fastest, accommodating about 76.1 percent of commercial growth. This area has capacity to add about 15,100 employees by 2044. The Cascade Industrial Center subarea is within this area and accounts for the large growth. The central area of Marysville is expected to add about 4,000 employees or 20.1 percent of City growth. The southeast area of the City is expected to add about 750 new employees (3.8 percent of new City growth).

¹ Figure 14 shows capacity figures which are slightly higher than the City's targets; however, the travel demand forecast is based on the City's growth targets. The City's housing target is 14,253 units, but there is projected capacity for 14,928 units. The additional housing capacity, however, is expected to accommodate the 881 emergency housing beds needed by 2044. There is also capacity for emergency housing in many commercial zones. The City's employment target is 32,926 (33,683 in UGA); however, the employment capacity is 34,323 jobs (34,690 in UGA) due to substantial commercial and industrial development occurring in the Cascade Industrial Center.

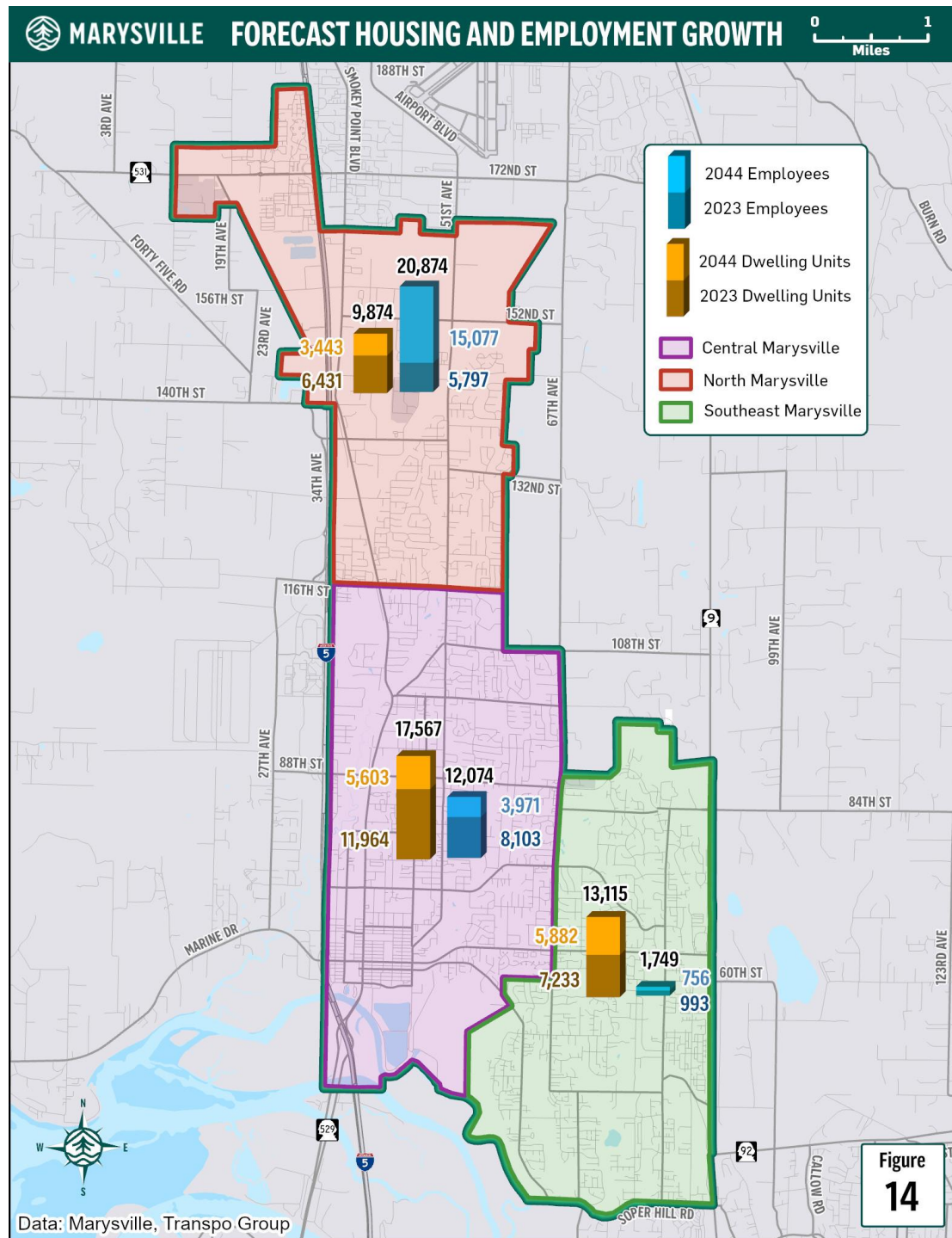


Figure 14. Forecast Housing and Employment Growth

2044 Baseline and Alternatives Evaluation

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

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

2044 Baseline Evaluation

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

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

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

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

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

Need Evaluation and Project Identification

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

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

Lakewood Area

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

Cascade Industrial Center Area

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

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

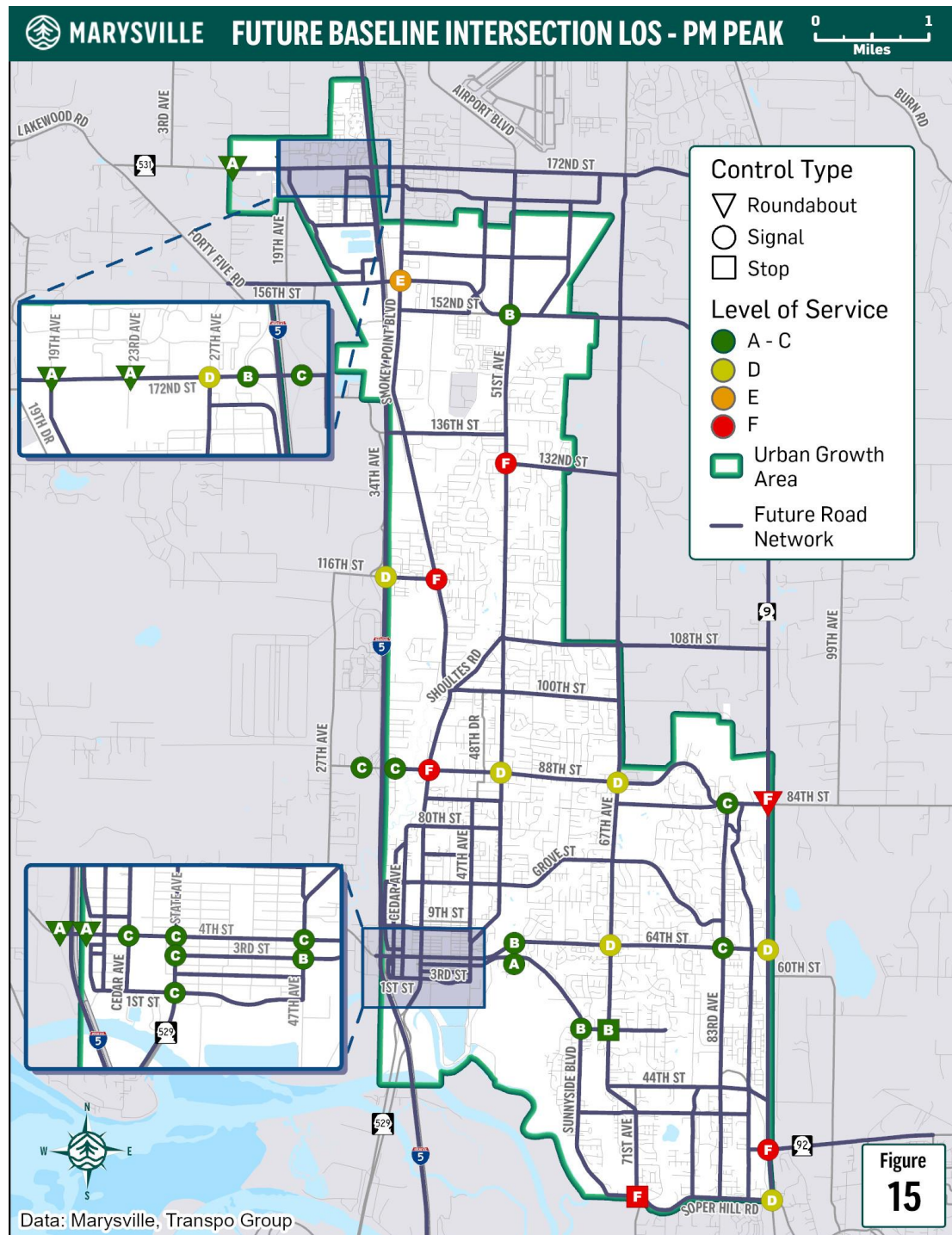


Figure 15. Future Baseline Intersection LOS - PM Peak

88th Street Corridor

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

Downtown Area

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

Sunnyside Boulevard Corridor

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

Southeast City/Whiskey Ridge Area

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

Non-Motorized System Evaluation

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

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

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

Pedestrian System Evaluation

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

Bicycle System Evaluation

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

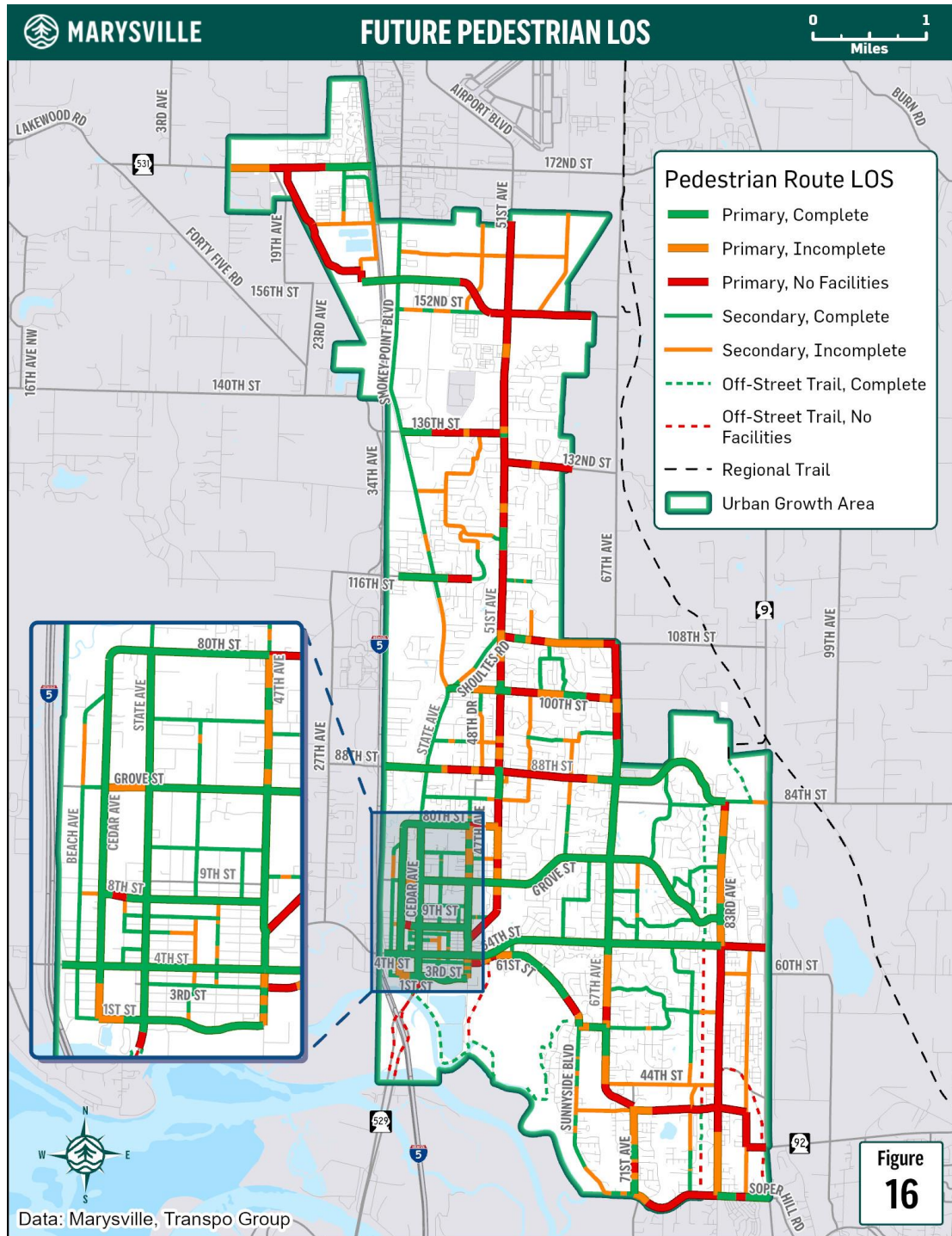


Figure 16. Future Pedestrian LOS

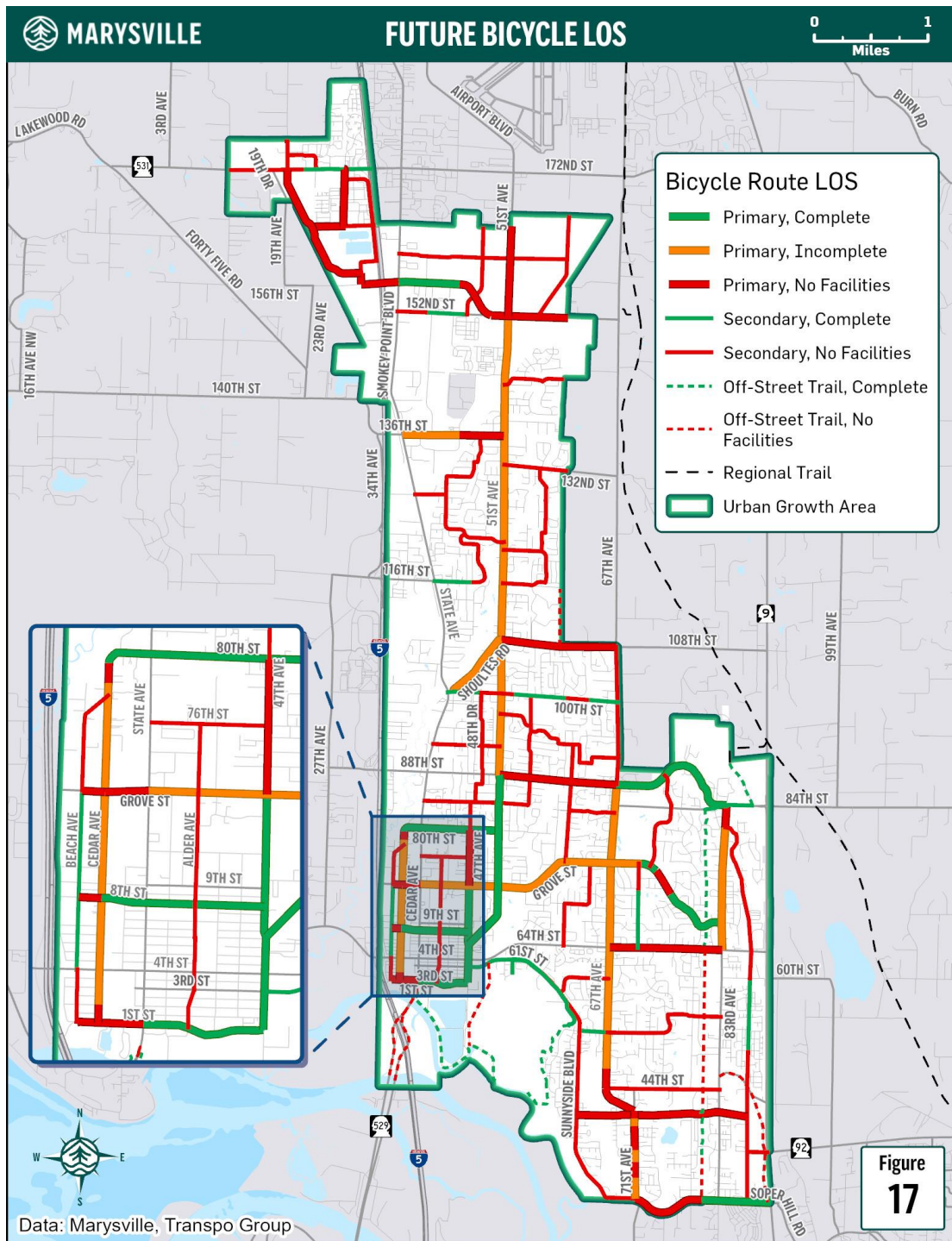


Figure 17. Future Bicycle LOS

Technology Considerations

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

Transportation System Management and Operations (TSMO)

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

Electric Vehicles

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

E-Bikes

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

Chapter 4. Transportation Systems Plan

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

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

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

Streets and Highways

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

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

Arterial and Collector Classifications

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

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

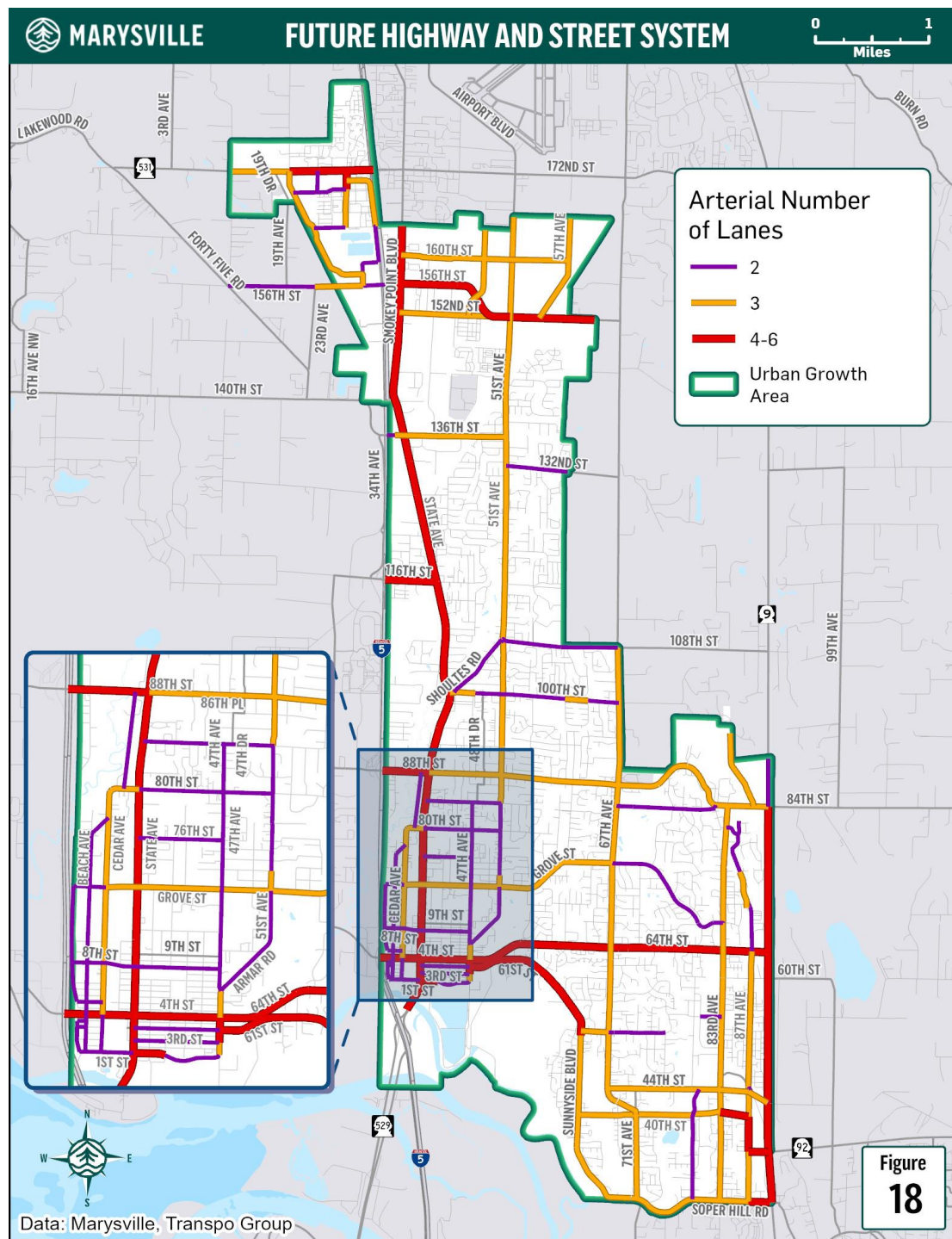


Figure 18. Highway and Street System Plan

Table 5. Functional Classifications

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

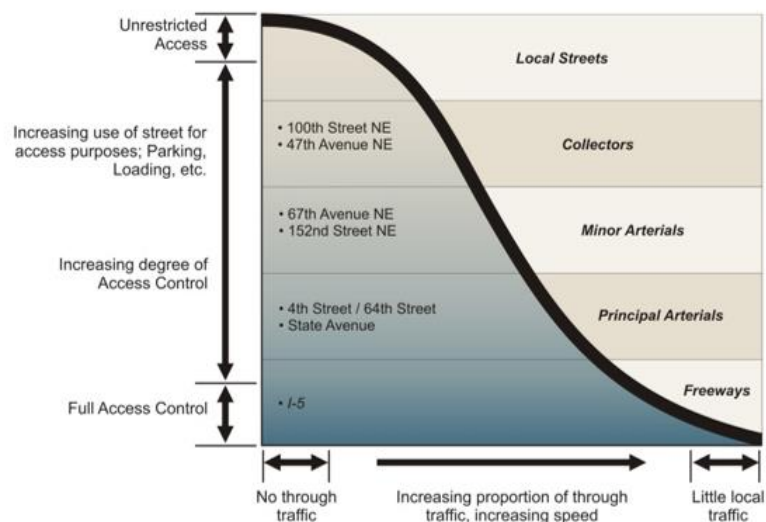
**Figure 19. Classification Relationship between Mobility and Access**

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

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

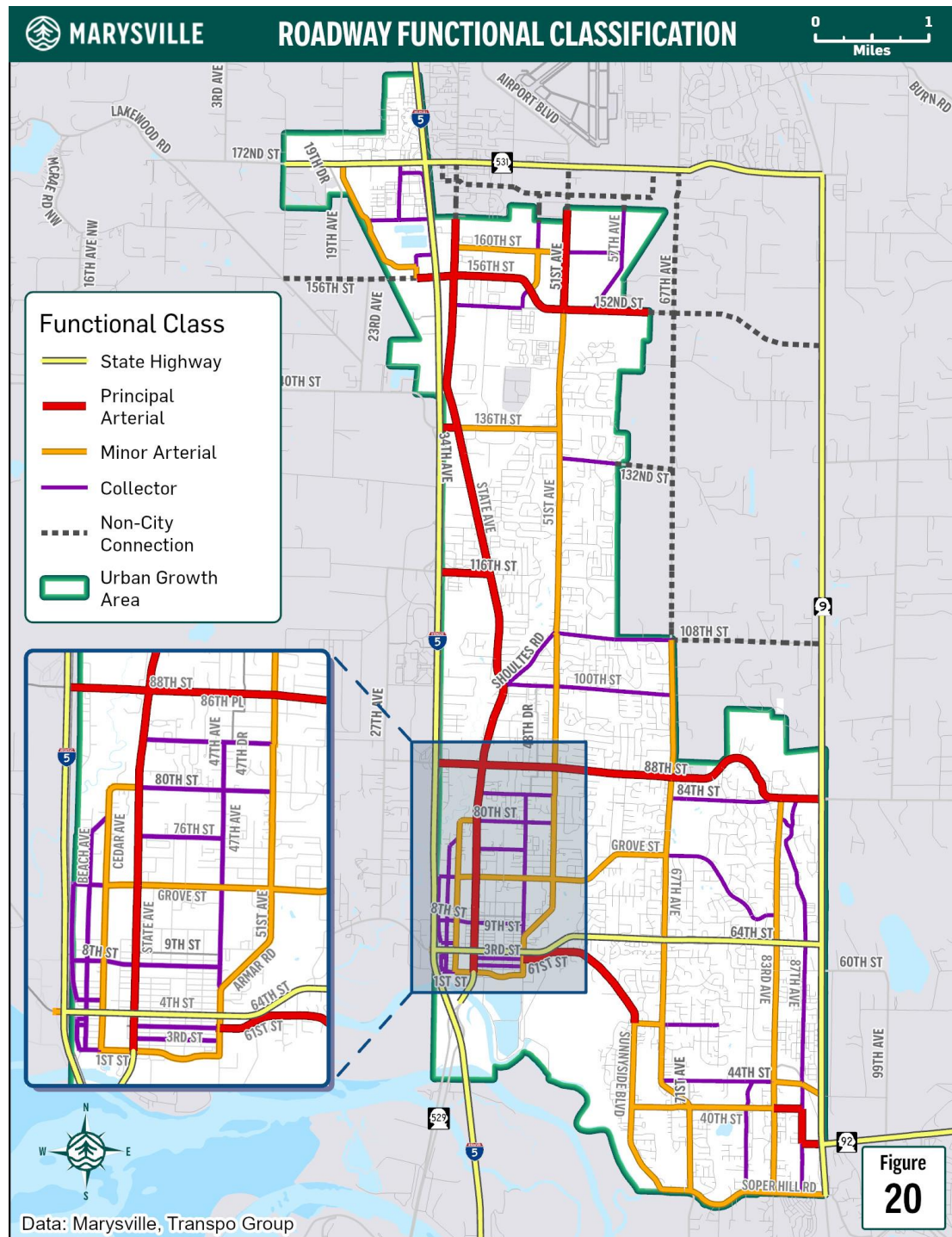


Figure 20. Roadway Functional Classification

National Highway System

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

Highways of Statewide Significance

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

Federal Functional Classification

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

Vehicle LOS Standard

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

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

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

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

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

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

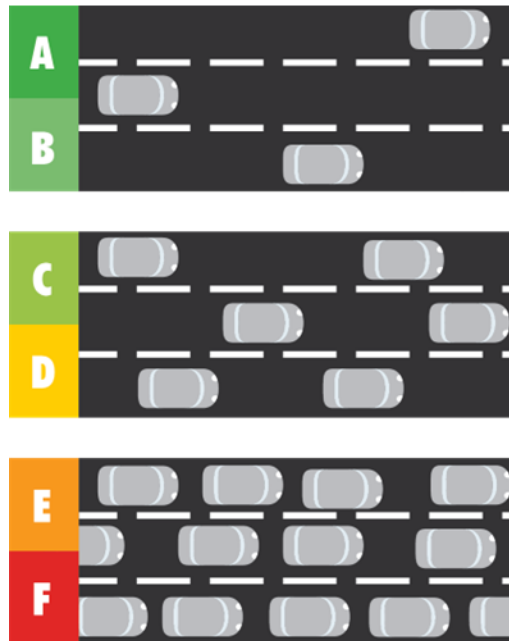


Figure 21. Illustration of Vehicle LOS

Truck Routes

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

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

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

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

New Road Connections

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

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

Rail Crossings

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

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

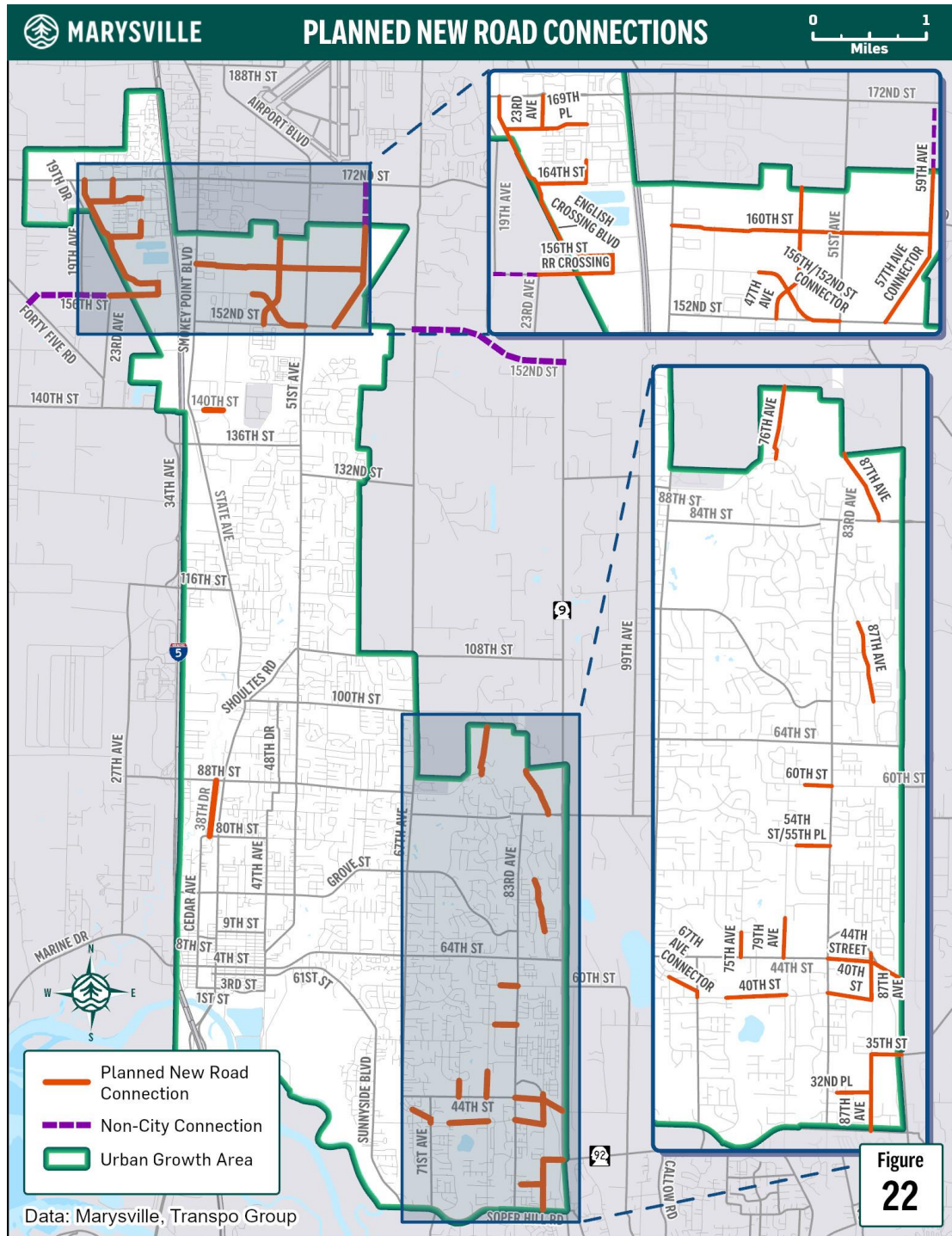


Figure 22. Planned New Road Connections

Pedestrian System Plan

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

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

Pedestrian System Classifications

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

Table 6. Pedestrian System Network Definitions

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

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

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

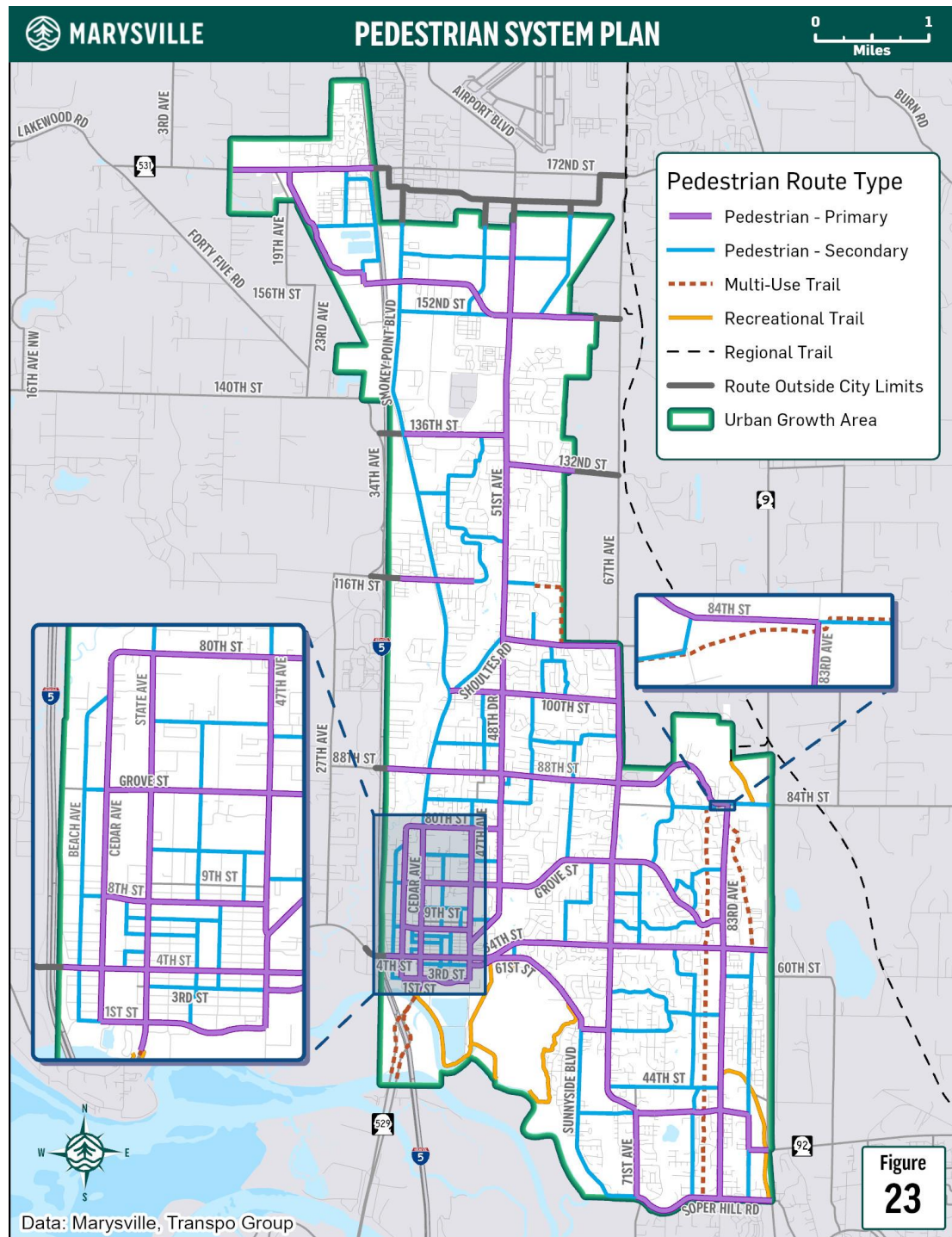


Figure 23. Pedestrian System Plan

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

Pedestrian LOS Standard

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

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

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

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

Figure 24. Pedestrian LOS Overview

Bicycle System Plan

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

Bicycle System Classifications

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

Table 7. Bicycle System Network Definitions

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

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

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

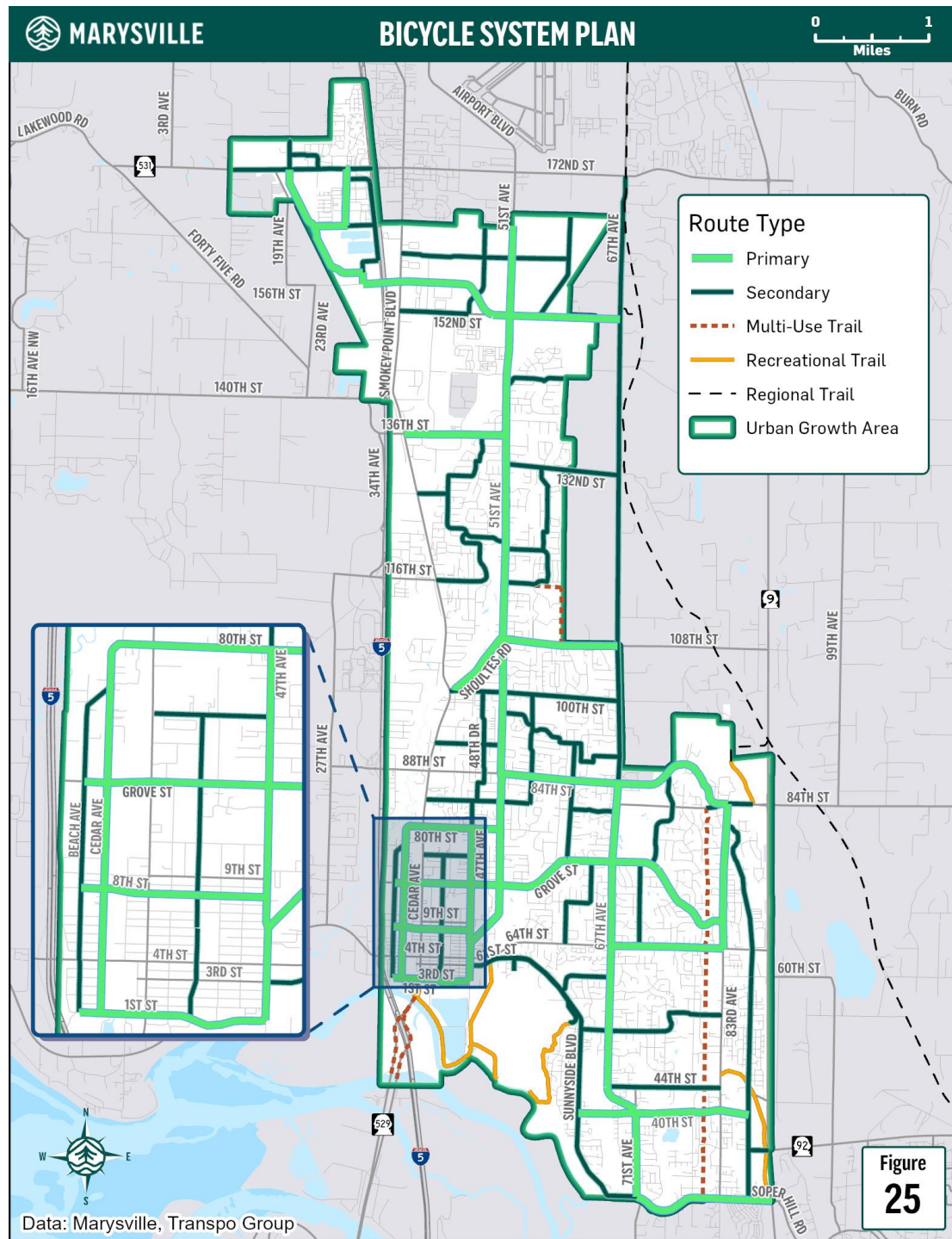


Figure 25. Bicycle System Plan: Classification

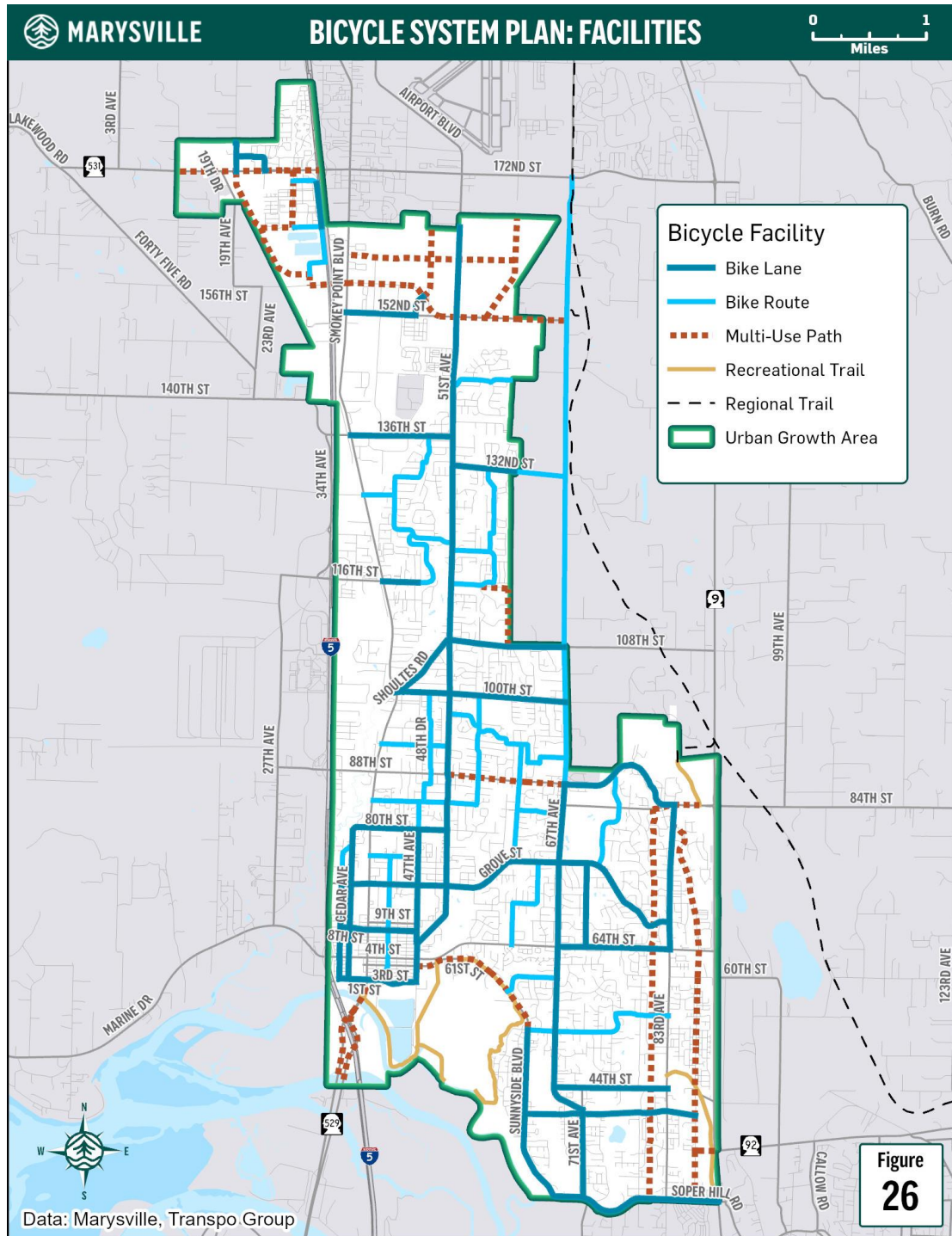


Figure 26. Bicycle System Plan: Facilities

Bicycle LOS Standard

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

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

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

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

Figure 27. Bicycle LOS Overview

Transit

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

Community Transit Long Range Plan

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

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

Transit Development Plan

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

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

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

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

Regional Transit Routes

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

Carpooling and Vanpooling

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

Transit Accessibility

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

Transportation Demand Management Program

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

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

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

Transportation Improvement Projects and Programs

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

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

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

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

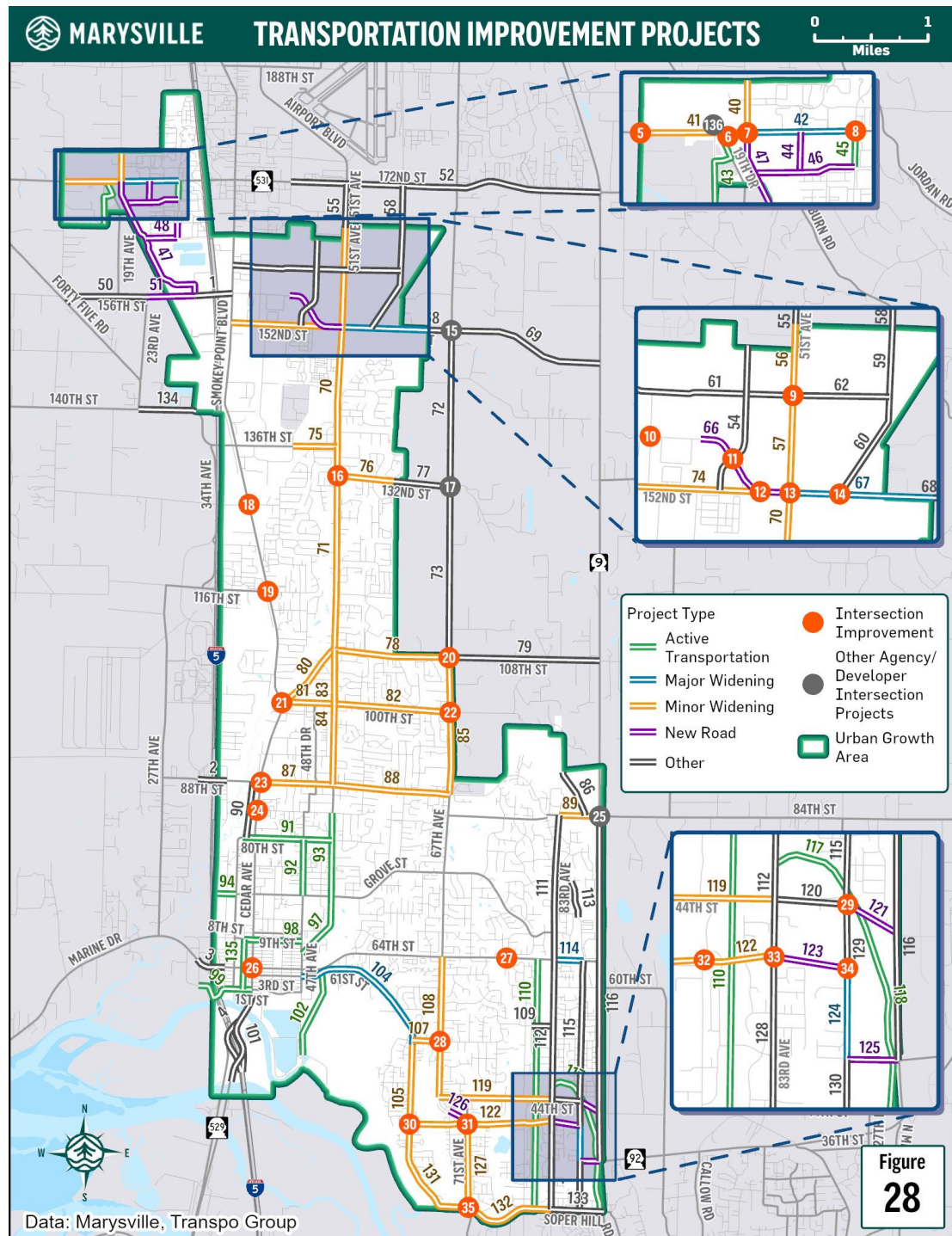


Figure 28. Transportation Improvement Projects

Table 8. List of Transportation Improvement Projects and Programs

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

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

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

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

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

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

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

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

Chapter 5. Financing Program

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

Project and Program Costs

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

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

Cost¹	Short-Range Costs (2025-2029)	Mid-Range Costs (2030-2034)	Long-Range Costs (2035-2044)	Total Costs (2025-2044)
Capital Projects	\$101,680	\$143,130	\$327,740	XX\$572,550
Maintenance & Operations	\$46,740	\$51,600	\$133,220	\$231,560
Bond Debt Service ²	\$9,870	\$5,250	\$3,610	\$18,730
Total	\$158,290	\$199,980	\$464,570	\$822,840

Sources: City of Marysville, Transpo Group

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

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

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

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

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

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

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

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

Revenue Projections

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

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

Table 10. Transportation Funding Revenue Projections

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

Sources: City of Marysville, Transpo Group

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

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

Tax Revenues

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

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

Miscellaneous

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

Grants

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

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

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

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

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

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

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

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

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

Transportation Impact Fees

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

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

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

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

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

Developer Commitments

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

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

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

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

Transportation Benefit District

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

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

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

Other Agency Funding

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

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

Financing Strategy

As noted in Table 11, in order to fully fund the transportation improvement projects and programs, the City would need approximately \$823 million (in 2024 dollars) between 2023 and 2044. The low and high funding scenarios result in approximately \$339 to \$431 million (in 2024 dollars) in revenues for the same time period, respectively. This would be a shortfall of \$392 to \$483 million (in 2024 dollars) over the life of the plan.

Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. Table 11 summarizes the allocation of project and program costs for each of the three time horizons as presented in Tables 8:

- Short-range (2025-2029)
- Mid-range (2030-2034)
- Long-range (2035-2044)

Table 11 also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 21-year planning period.

Table 11. Financing Summary by Planning Time Horizon

	Short-Range ¹ (2025-2029)	Mid-Range ¹ (2030-2034)	Long-Range ¹ (2035-2044)	Total ¹ (2025-2044)
A. Projected Revenues^{1,2}				
Low Scenario	\$84,848	\$84,848	\$169,694	\$339,390
High Scenario	107,818	107,818	215,634	431,270
B. Total Project and Program Costs^{1,3}				
Total Costs	158,289	199,977	464,570	822,836
C. Difference (A minus B)^{1,4}				
Low Scenario	(73,441)	(115,129)	(294,876)	(483,446)
High Scenario	(50,471)	(92,159)	(248,936)	(391,566)

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000s of 2024 Dollars

2. From Table 10

3. From Table 9

4. Subtract costs from revenues; parenthesis denotes funding deficit.

The shortfall in funding under either the low or high scenarios would primarily affect the ability of the City to fund additional capital improvements during the next six years. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. In addition, the TBD will fund the preservation and sidewalk/shoulder improvements identified in the voter approved package.

The most critical part of the funding program is the short-range time period. These improvements are focused on addressing existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in Table 11, the revenues in the short-range time horizon (2023-2029) will be approximately \$50 to \$73 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or additional SEPA mitigation/frontage improvements for development projects. The City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could construct some of the projects in phases to help defer costs to beyond 2029. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon (2025-2029) are \$92 to \$115 million less than the identified project costs for that 6-year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that several key projects identified for the mid-range time horizon will be deferred to beyond 2034, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also can reduce, or delay, the needs for some of the improvements. If development occurs at a slower rate than anticipated in the 2044 travel forecast, some of these capacity and arterial upgrade improvements also will not be needed as soon. Furthermore, the City may simply defer these improvements until funding is available.

The long-range (2035-2044) funding program is projected to have a deficit of \$249 to \$295 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential additional revenues from state funding packages. Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

The City has decided to keep the improvement projects that would not be funded with the existing revenues in the Transportation Element so they could be included as part of development projects or future funding strategies.

Reassessment Strategy

Although the financing summary recognizes the potential for a \$390 to \$483 million (in 2024 dollars) shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency
- Explore ways to obtain more developer contributions to fund the improvements
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan
- Lower priority projects in the Transportation Element may be slid to beyond 2044 or deleted from the program

The City of Marysville will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Chapter 6. Goals and Policies

The overall goal of the City of Marysville Transportation Element is:

“The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.”

These goals and policies provide guidance for the City of Marysville Transportation System.

Goal 1. Implement Transportation Plan

Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.

Policy T-1.1: The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

Policy T-1.2: Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

Policy T-1.3: Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

Policy T-1.4: Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

Policy T-1.5: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

Policy T-1.6: Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

Policy T-1.7: Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

Policy T-1.8: Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

Goal 2. Support Regional Planning Policies

Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.

Policy T-2.1: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

Policy T-2.2: Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.

Policy T-2.3: Apply livable urban design principles for growth centers and transit areas that reduce vehicle miles traveled.

Policy T-2.4: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Policy T-2.5: Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

Policy T-2.6: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

Policy T-2.7: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

Goal 3. Accessible, Equitable, and Inclusive Participation

Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.

Policy T-3.1: Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

Policy T-3.2: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T- 3.3: Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T- 3.4: Maintain and improve the safety of the transportation system for all travel modes.

Policy T-3.5: Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

Policy T-3.6: Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

Policy T-3.7: Apply access management practices to arterials to improve the safety and operational efficiency of the system.

Goal 4. Economy, Freight, and Goods Transport

Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.

Policy T-4.1: Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy T-4.2: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

Policy T-4.3: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Policy T-4.4: Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

Goal 5. Natural Environment

Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.

Policy T-5.1: Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions, vehicle miles traveled, and improve system performance.

Policy T-5.2: Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

Policy T-5.3: Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

Policy T-5.4: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

Goal 6. Level of Service Standards and Concurrency

Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).

Policy T-6.1: The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.

Policy T-6.2: Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

Policy T-6.3: Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:

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

Policy T-6.4: Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:

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

Policy T-6.5: Pedestrian Network Level of Service (LOS) Standards

- LOS P2 = Complete Network Facility
- LOS P1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS P1 on primary pedestrian routes and LOS P2 on secondary routes.

Policy T-6.6: Bicycle Network Level of Service (LOS) Standards

- LOS B2 = Complete Network Facility
- LOS B1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS B1 on primary bicycle routes and LOS B2 on secondary routes.

Policy T-6.7: Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

Policy T-6.8: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

Policy T-6.9: Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

Policy T-6.10: Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

Policy T-6.11: Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

Policy T-6.12: Identify and preserve rights-of-way for future transportation system needs.

Goal 7. Financing and Implementation

Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.

Policy T-7.1: Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP."

Policy T-7.2: Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.

Policy T-7.3: Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

Policy T-7.4: If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.

Policy T-7.5: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

Policy T-7.6: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-7.7: Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

Policy T-7.8: Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

Policy T-7.9: Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.

Appendix 1

Reasonable Measures

A 1997 amendment to the Growth Management Act, (GMA) 36.70A.215, requires jurisdictions planning under the GMA to consider implementing reasonable measures that will: (1) Increase consistency between actual development and existing planning policies and development regulations; and (2) Increase residential density or employment capacity within existing urban growth areas prior to or instead of the consideration of expansion of the Urban Growth Area (UGA). This policy advances GMA objectives for compact urban development and reduced sprawl.

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP GF-7 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix D of the CPP, to evaluate all proposed UGA expansions proposed pursuant to DP-2. Starting with the 2004-2005 Comprehensive Plan update, each jurisdiction "...will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."

The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has implemented various measures to increase density within the UGA within its Comprehensive Plan and development regulations; these measures are outlined in Table 1. Based on analysis of the current commercial, industrial, and residential buildable lands, there is adequate land within the current UGA to meet both housing and employment capacity requirements, so no UGA expansion is proposed.

Table 1 Reasonable Measures Currently Used by the City of Marysville

REASONABLE MEASURES	DATE INTRODUCED AND/OR UPDATED AND ORDINANCE	FREQUENCY OF USE	EFFECT ON DENSITY TREND	DESCRIPTION/COMMENTS
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131); 2011 (o.2852); 2018 (o.3093); 2022 (o.3203)	Few times a year	Minimal	Code allows both attached and detached units. Most used in single family areas. Standards modified to be more flexible in 2018 and 2022.
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411)	Frequent	Generally adds 10-20% density to subdivisions. In certain multi-family zones, density increases	Residential density incentives may be applied to multi-family development in the R-12 through R-28 zones; Planned Residential Developments; multi-family development in the MU, CB, and

	and 7/7/03 (o. 2481)		may be up to 50% over the base density. In certain commercial zones, density increases for mixed use multi-family developments are not capped.	GC, zones; and in the single family, multi-family, and Mixed Use zones within the Whiskey Ridge Master Plan area. Residential density incentives may be pursued for constructing affordable housing; dedication or improvement of public facilities, trails, or open space; community image and identity; historic preservation; mixed use projects adjacent to services; stormwater facilities that incorporate recreational amenities; project design (e.g. perimeter landscaping, preservation of substantial native vegetation); and green building.
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture.	On-site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRDs.	Clustering is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.
Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7,200 sf lots on land designated High Density Single Family (R-6.5) and High Density Single Family – Small Lot (R-8). They currently require a conditional use permit and 12,500 sf for lots in the Medium Density Single Family (R-4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258); 2021 (o.3295)	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations. Densities were also increased with the 2021 Downtown Master Plan

				Area (DMPA) for various new Downtown zones.
Mandate minimum residential densities	9/1/03 (o.2487); 2021 (o.3295)	Rare	Effective when used	Residential minimum densities have been considered by the City on several occasions and generally rejected as a practice. Minimum residential densities were established for most of the new zones created with the DMP update.
Allow townhomes & condominiums	6/9/97 (o.2131)	Frequent	Effective	Allowed through PRD ordinance in single family zones, as well as in multi-family zones and the Mixed Use zone.
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5,000 sf minimum lot sizes allowed in all Medium and High Density Single Family zones (R-4.5 and R-6.5 du/net acre). 4,000 sf minimum lot sizes allowed in R-8 zone. Smaller lot sizes allowed through PRD.
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Frequency increasing	Effective	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development and redevelopment has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within the City.
Measures that Increase Employment Capacity				
Develop an Economic Development Strategy	11/2002	Used daily	Effective	City completed an economic development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction.

				Significant economic development has occurred over the past 20 years.
Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multi family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and various capital decisions 2000-present	Broad use	Effective (outcome anticipated)	Downtown Master Plan update adopted in 2021 that encourages commercial, higher density residential, and middle housing. Major capital improvements have occurred since the last update such as, but not limited to, construction of the Civic Center and Jail, Comeford Park improvements including a spray park, conversion of court to new Civic Center, 1 st and 3 rd Street Low Impact Development (LID) improvements, new I-5/SR529 Interchange under construction, and adoption of the 2021 – 2026 Waterfront Strategic Plan. These and various other activities are intended to stimulate downtown revitalization.
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Effective	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective; however, with SEPA being phased out on many project reviews, it will be used less frequently.	Interlocal agreement with Snohomish County on annexation and urban development has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since the 2005 Comprehensive Plan update, several major annexations have occurred including the 2009 Central Marysville Annexation. As a result, over 99% of the City's

				Urban Growth Area has been annexed.
Implement a process to expedite plan and permit approval	6/02-present	Pervasive	Effective	Additional staff as well as significant and ongoing permit and process improvements has resulted in much faster and more efficient permit processing. Results have proven valuable to economic development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423); 2011 (o.2852); 2022 (o.3244)	Frequent	Moderate effect	City implemented stricter standards for small lot (<5,000 sf) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards. Commercial design standards have been strengthened and apply to all commercial zones except Light Industrial properties that are not within the Smokey Point Master Plan Area or in limited other designated areas (i.e. Light Industrial with General Commercial Overlay zone, etc.) and General Industrial properties.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Completed with the 2005 Comp. Plan update.	Effective	Completed community visioning for the 2005 update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	Ongoing	Pervasive	Effective	City has completed major capital projects including sewer projects including the wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities including Regional Ponds 1 and 2); transportation improvements including downtown park & ride, State Avenue, SR 528, 51 st Avenue connector, 156 th Street overpass, and other roads; as well as major park improvements including a waterfront park with boat launch, spray park, downtown skateboard

				park, regional soccer fields complex, and community center. Construction of the Civic Center and jail were significant recent achievements.
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The following actions, **Table 2**, should be taken with respect to existing and additional reasonable measures to increase residential and employment densities:

Table 2 Measures to Increase Residential and Employment Densities

REASONABLE MEASURES	RECOMMENDED REVIEW OR ACTION
Measures that Increase Residential Capacity	
Modify Accessory Dwelling Unit (ADU) standards	Amend standards in 2025 to allow two units per lot, eliminate owner occupancy requirement, etc. to comply with State law.
Allow Middle Housing	By June 2025, the City will need to adopt Middle Housing standards in order to comply with HB 1110. Middle housing includes housing types that are in between the size and density of single family and multi-family housing (e.g. duplex, triplexes, fourplexes, stacked flats, etc.). The City will need to allow six of the nine middle housing types identified in State law in all zones designated for residential. As a Tier 2 City, 2 units will need to be allowed per lot in residential zones, with up to 4 units per lot along high-capacity transit routes or when affordable housing is provided. In late 2030, the City will become a Tier 1 City and will need to allow 4 units per lot in residential zones, with up to 6 units per lot along high-capacity transit routes or when affordable housing is provided.
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development. These have been, and will continue to be, reviewed to ensure their effectiveness.
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives. PRDs are allowed through an administrative design review process rather than a rezone process. Audit code to ensure that it is effective and encouraging desired outcomes.
Allow Cohousing	Cohousing is currently allowed in PRDs and cottage housing. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Update regulations to eliminate Conditional Use Permit for duplexes in the R-4.5 zone and update as otherwise necessary to comply with State law.
Allow Townhomes & Condominiums	Review PRD code for additional density incentives. PRDs are now allowed through an administrative design review process instead of a rezone process.

Increase allowable residential densities	This plan includes single family residential zones with increased densities and multi-family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.
Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Continue with current regulations.
Encourage transit-oriented development	The City's Mixed Use zone and residential density incentives pertaining to providing density bonuses for locational mixed use encourage transit-oriented development. The City is currently coordinating with Community Transit on the SWIFT Bus Rapid Transit Service, which is anticipated to be implemented in the City by 2029. Since the ultimate route is still being determined, zoning changes are not currently proposed but may be pursued when the SWIFT route is determined at the policy direction of City Council.
Plan and zone for affordable and manufactured housing development	Plan to accommodate affordable housing in proportion to the need within the County and the City's size, and monitor progress. Manufactured home parks and subdivisions are currently allowed in the UDC.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	With the adoption of the 88 th Street Master Plan, a form-based zone was created; however, it was repealed in 2021 due to difficulties with access and development of the site. Also, in 2021, the Downtown Master Plan was adopted which implemented a form-based code for the larger Downtown master Plan Area.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement 2021 Downtown Master Plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually
Encourage Transportation-Efficient Land Use	Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
Create Annexation Plans	Annexation strategies are included within this Land Use Element and discussed within various neighborhood plans. These annexation strategies have been implemented resulting in annexation of over 99% of the current Urban Growth Area.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate. Implement Pavement Minimization and LID standards.
Continue process improvements to increase	Continuously review and pursue process improvements to meet or exceed permit targets.

efficiency, and expedite plan and permit approval	
Measures to Mitigate the Impact of Density	
Design Standards	Implement revised design standards to address negative perceptions of higher density developments. Updates have occurred over the years and are expected to be updated in 2025 to coincide with the implementation of HB 1110 (i.e. the middle housing statute).
Urban amenities for increased densities	Continue to allow density bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	
Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

Appendix 1x

Reasonable Measures

A 1997 amendment to the Growth Management Act, (GMA) 36.70A.215, requires jurisdictions planning under the GMA to consider implementing reasonable measures that will: (1) Increase consistency between actual development and existing planning policies and development regulations; and (2) Increase residential density or employment capacity within existing urban growth areas prior to or instead of the consideration of expansion of the Urban Growth Area (UGA). This policy advances GMA objectives for compact urban development and reduced sprawl.

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP GF-7 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix D of the CPP, to evaluate all proposed UGA expansions proposed pursuant to DP-2. Starting with the 2004-2005 Comprehensive Plan update, each jurisdiction "...will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."

The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has implemented various measures to increase density within the UGA within its Comprehensive Plan and development regulations; these measures are outlined in Table 4-61. Based on analysis of the current commercial, industrial, and residential buildable lands, there is adequate land within the current UGA to meet both housing and employment capacity requirements, so no UGA expansion is proposed.

Table 4-61 Measures Currently Used by the City of Marysville

Reasonable Measures	Date introduced	Frequency of use	Effect on Density Trend	Description/Comments
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131); <u>2011 (o.2852); 2018 (o.3093); 2022 (o.3203)</u>	Few times a year	Minimal	Code allows both attached and detached units. Most commonly used <u>Most used</u> in downtown single family areas. <u>Standards modified to be more flexible in 2018 and 2022.</u>
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411) and 7/7/03 (o. 2481)	Frequent	Generally adds 10-20% density to subdivisions. In certain multi-family zones, density increases may be up to 50% over the base density. In certain commercial zones, density increases for mixed use multi-family	Residential density incentives may be applied to multi-family development in the R-12 through R-28 zones; Planned Residential Developments; multi-family development in the MU, CB, and GC, and DC zones; and in the single family, multi-family, and Mixed Use zones within the Whiskey Ridge Master Plan area. Residential density incentives may be pursued for <u>constructing affordable housing</u> ; dedication or improvement of public facilities, trails, or open space; <u>community image and identity; installation of gateway improvements</u> ; historic preservation; mixed use projects within close

			developments are not capped.	proximity to services; stormwater facilities that incorporate recreational amenities; <u>project design (e.g. perimeter landscaping, preservation of substantial native vegetation); and other amenities</u> <u>green building.</u>
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture.	On-site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRDs.	Clustering, as used herein , is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.
Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7,200 sf lots on land designated High Density Single Family (R-6.5) and High Density Single Family – Small Lot (R-8). They <u>currently</u> require a conditional use permit and <u>7,200 sf for new lots and 12,500 sf for existing</u> lots in the Medium Density Single Family (R-4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258); <u>2021 (o.3295)</u>	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations. <u>Densities were also increased with the 2021 Downtown Master Plan Area (DMPA) for various new Downtown zones.</u>
Mandate minimum residential densities	9/1/03 (o.2487); <u>2021 (o.3295)</u>	Rare	Effective when used	Minimum density was applied in the Smokey Point subarea to allow General Commercial properties to utilize up to 20% site area for residential use. The minimum density (12 du/gross acre) was approved to prevent lower density developments; however, this code provision has since been repealed. <u>Single family Residential</u> minimum densities have been considered by the City on several occasions and generally rejected as a practice. <u>Minimum residential densities were established for most of the new zones created with the DMP update.</u>

Allow townhomes & condominiums	6/9/97 (o.2131)	Occasional requent	Effective	Used Allowed through PRD ordinance in single family zones, as well as in multi-family zones and the Mixed Use zone.
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5,000 sf minimum lot sizes allowed in all Medium g And High Density Single Family zones (R-4.5 and R-6.5 du/net acre). 4,000 sf minimum lot sizes allowed in R-8 zone. Smaller lot sizes allowed through PRD overlay .
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Frequency increasing ccasional	Effective if used	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development and redevelopment has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within the City.
Measures that Increase Employment Capacity				
Develop an Economic Development Strategy	11/2002	Used daily	Effective	City completed an economic development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction. <u>Significant economic development has occurred over the past 20 years.</u>
Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multiple family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and <u>various</u> capital decisions 2000- <u>present</u> 2004	Broad use	Effective (outcome anticipated)	Regulations approved to allow residential densities in downtown. <u>Downtown Master Plan update adopted in 2021 that encourages commercial, higher density residential, and middle housing.</u> Major capital improvements have occurred since the last update such as, but not limited to, <u>construction of the Civic Center and Jail, Comeford Park improvements including a spray park, conversion of court to new Civic</u>

				<u>Center, 1st and 3rd Street Low Impact Development (LID) improvements, new I-5/SR529 Interchange under construction, and adoption of the 2021 – 2026 Waterfront Strategic Plan. the State Avenue improvements, a downtown park and ride, a skateboard park, a spray park, a waterfront park with boat launch, and the replacement of the Ebey Slough bridge. These and various activities</u> are intended to stimulate downtown revitalization.
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Somewhat <u>Effective</u>	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective; <u>however, with SEPA being phased out on many project reviews, it will be used less frequently.</u>	Interlocal agreement with Snohomish County on annexation and urban development. h Has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since the 2005 <u>last</u> Comprehensive Plan update in 2005 , several major annexations have occurred including the <u>2009</u> Central Marysville Annexation. As a result, over 99% of the City's Urban Growth Area has been annexed.
Implement a process to expedite plan and permit approval	6/02-present	Pervasive	Effective	<u>Reorganized department in 2002 and have implemented major permit streamlining beginning 2003. Additional staff as well as significant and ongoing permit and process improvements has resulted in much faster and more efficient permit processing.</u> Results have proven valuable to economic development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423); <u>2011 (o.2852); 2022 (o.3244)</u>	Frequent	Limited <u>Moderate</u> effect	City implemented stricter standards for small lot (<5,000 sf) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards. Commercial design standards have

				been strengthened and apply to all commercial zones except Light Industrial properties that are not within the Smokey Point Master Plan Area <u>or in limited other designated areas (i.e. Light Industrial with General Commercial Overlay zone, etc.)</u> and General Industrial properties.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Completed with the 2005 Comp. Plan update.	Effective	Completed community visioning for the 2005 update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	Ongoing	Pervasive	Effective	City has completed major capital projects including sewer projects including the wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities including Regional Ponds 1 and 2); transportation improvements including downtown park & ride, State Avenue, SR 528, 51 st Avenue connector, 156 th Street overpass, and other roads; as well as major park improvements including a waterfront park with boat launch, spray park, downtown skateboard park, regional soccer fields complex, and community center. <u>A new City Hall and major remodeling of the public safety complex were also completed. Construction of the Civic Center and jail were significant recent achievements.</u>

The following actions, Table-~~24-7~~, should be taken with respect to existing and additional reasonable measures to increase residential and employment densities:

Table-~~24-7~~ Measures to Increase Residential and Employment Densities

Reasonable Measures	Recommended review or action
Measures that Increase Residential Capacity	
Permit <u>Modify</u> Accessory Dwelling Units (ADU)s in single family zones standards	Review and possibly eliminate owner occupancy requirement to increase construction of ADUs. Amend standards in 2025 to allow two units per lot, eliminate owner occupancy requirement, etc. to comply with State law.

<u>Allow Middle Housing</u>	<u>By June 2025, the City will need to adopt Middle Housing standards in order to comply with HB 1110. Middle housing includes housing types that are in between the size and density of single family and multi-family housing (e.g. duplex, triplexes, fourplexes, stacked flats, etc.). The City will need to allow six of the nine middle housing types identified in State law in all zones designated for residential. As a Tier 2 City, 2 units will need to be allowed per lot in residential zones, with up to 4 units per lot along high-capacity transit routes or when affordable housing is provided. In late 2030, the City will become a Tier 1 City and will need to allow 4 units per lot in residential zones, with up to 6 units per lot along high-capacity transit routes or when affordable housing is provided.</u>
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development. <u>These have been, and will continue to be, reviewed to ensure their effectiveness.</u>
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives. PRDs allowed <u>are allowed</u> through an administrative design review process rather than a rezone process. <u>Audit code to ensure that it is effective and encouraging desired outcomes.</u>
Allow Cohousing	Cohousing is currently allowed in PRDs and cottage housing. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Continue with current regulations. <u>Update regulations to eliminate Conditional Use Permit for duplexes in the R-4.5 zone and update as otherwise necessary to comply with State law.</u>
Allow Townhomes & Condominiums	Review PRD code for additional density incentives. PRDs are now allowed through an administrative design review process instead of a rezone process.
Increase allowable residential densities	This plan includes single family residential zones with increased densities and multi-family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.
Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Continue with current regulations.
<u>Encourage transit oriented development</u>	<u>The City's Mixed Use zone and residential density incentives pertaining to providing density bonuses for locational mixed use encourage transit-oriented development. The City is currently coordinating with Community Transit on the SWIFT Bus Rapid Transit Service, which is anticipated to be implemented in the City by 2029. Since the ultimate route is still being determined, zoning changes are not currently proposed, but may be pursued when the SWIFT route is determined at the policy direction of City Council.</u>

Plan and zone for affordable and manufactured housing development	Plan to accommodate affordable housing in proportion to the need within the County and the City's size, and monitor progress. Manufactured home parks and subdivisions are currently allowed in the UDC.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	With the adoption of the 88 th Street Master Plan, a form based zone was created: the 88 MU zone. While redevelopment has not occurred yet within the 88th Street Master Plan area, when development occurs the concept of zoning by building type rather than use will be tested. Consider pilot of Downtown planning area to eliminate use matrices, to be replaced by design standards.; however, it was repealed in 2021 due to difficulties with access and development of the site. Also, in 2021, the Downtown Master Plan was adopted which implemented a form-based code for the larger Downtown master Plan Area.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement <u>2021</u> Downtown Master Plan and Downtown neighborhood plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually
Encourage Transportation-Efficient Land Use	Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
Create Annexation Plans	Annexation strategies are included within this Land Use Element and discussed within various neighborhood plans. These annexation strategies have been implemented resulting in annexation of over 99% of the current Urban Growth Area.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate. Implement Pavement Minimization and LID standards, set forth in the Downtown Master Plan.
Implement a process to Continue with process improvements to increase efficiency, and expedite plan and permit approval	Continuously review and pursue process improvements to meet or exceed permit targets.
Measures to Mitigate the Impact of Density	
Design Standards	Implement revised design standards to address negative perceptions of higher density developments. <u>Updates have occurred over the years and are expected to be updated in 2025 to coincide with the implementation of HB 1110 (i.e. the middle housing statute).</u>
Urban amenities for increased densities	<u>Continue to allow density</u> Revise development regulations to provide bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	

Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

APPENDIX 2 – LAND AND HOUSING CAPACITY ANALYSIS

GROWTH ALLOCATION OVERVIEW

Consistent with Growth Management Act (GMA) requirements, the City of Marysville’s 2024 Comprehensive Plan covers a 20-year time span (2024 – 2044) using the State Office of Financial Management’s (OFM) population forecasts. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how OFM’s countywide forecasts are to be allocated 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, housing, 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 expected 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 1 and 2** below.

Figure 1 2044 Growth Targets and Capacity within the Marysville UGA

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

	Employment	Housing	Population
Existing	15,310 ¹	25,629 ²	70,714
2024 – 2044 Increase	17,616	14,253	29,108
2044 Target ³	32,926	39,976	99,822
Additional Capacity	18,724	14,928	30,444
2044 Total Capacity	34,331	40,557	101,158

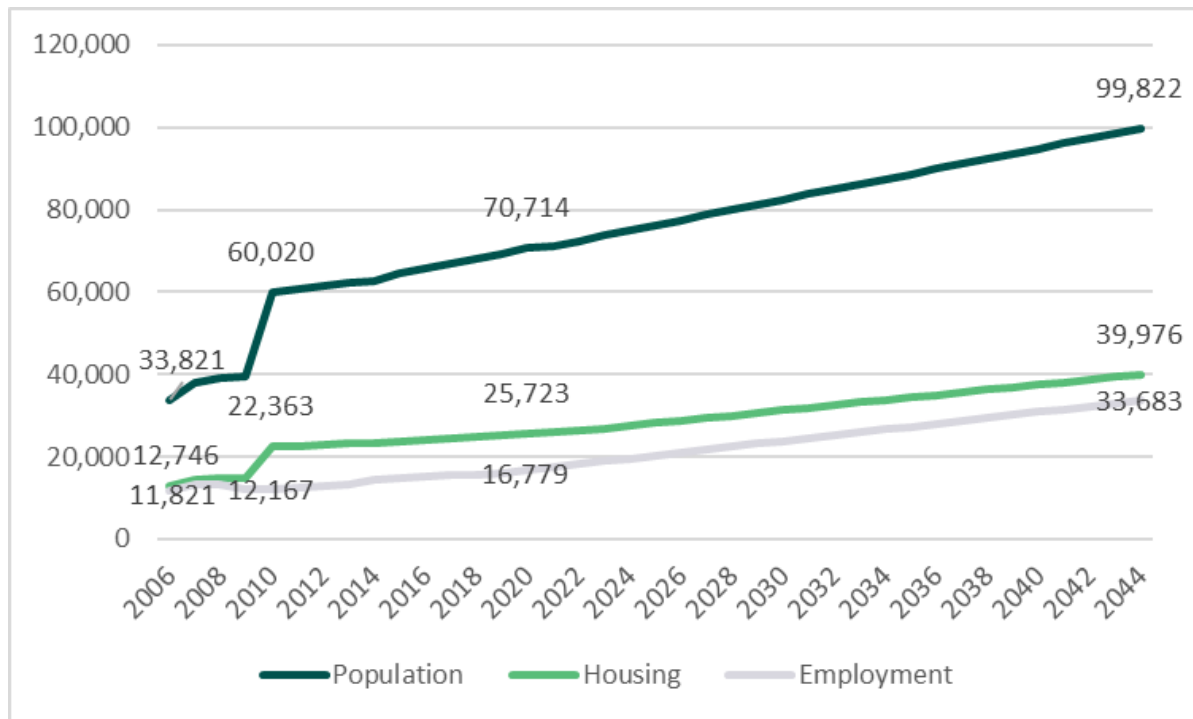
Figure 2 2044 Growth Targets and Capacity within the Marysville UGA

¹ 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). It should be noted that minor discrepancies exist between SCT figures, the GIS files provided by the County, and City figures due to small initial discrepancies as well as detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly employment in the Cascade Industrial Center (CIC).

² The 2020 existing housing is 25,723; however, the GIS files provided by Snohomish County is 25,629. In order for the math in this report to align, the 25,629 figure is cited.

³ 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.

Source: Snohomish County Countwide Planning Policies, Appendix B



LAND CAPACITY ANALYSIS⁴

The Land Capacity Analysis (LCA) evaluates the City’s ability to accommodate its housing, population, and employment growth targets on developable lands within the Urban Growth Area (UGA) and City. While the County’s Buildable Lands Report looks at the past to determine how well growth targets are being achieved under current plans, the Land Capacity Analysis looks at what development will likely be moving forward based on current regulations, zoning, past trends and other factors.

The GMA requires comprehensive plans include “sufficient capacity of land” to accommodate housing needs for the twenty-year planning horizon (RCW 36.70A.070(2)(c)). A new State requirement is for housing elements to provide explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households
- Permanent supportive housing
- Emergency housing and emergency shelters
- Duplexes, triplexes, and townhouses

⁴ This summary draws heavily from the summary provided in Commerce’s HB 1220 Book 2.

The following Land Capacity Analysis substantially follows the process set forth in the Washington State Department of Commerce’s Guidance for Updating Your Housing Element (i.e. HB 1220 Book2); however, certain steps are consolidated as noted in the titles below. Housing and population capacity are presented first followed by employment capacity.

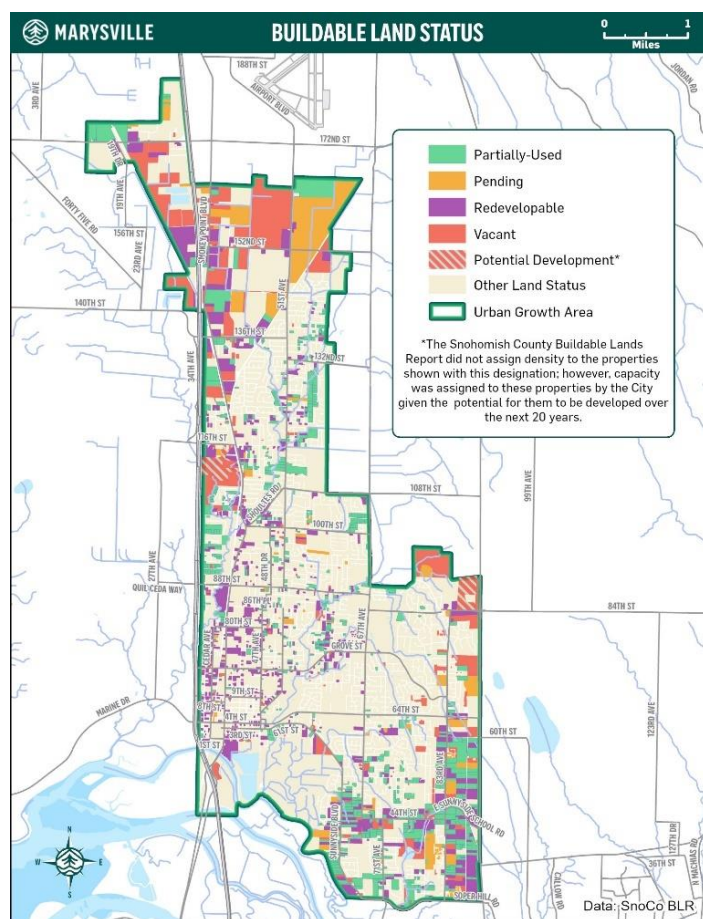
HOUSING AND POPULATION

STEP 1 SUMMARIZE LAND CAPACITY FOR HOUSING PRODUCTION BY ZONE

DEVELOPABLE LAND ANALYSIS (STEPS 1.1 – 1.3)⁵

STEP 1.1 IDENTIFY LAND SUPPLY AND ASSIGN LAND CAPACITY STATUS

Figure 3 Buildable Land Status Map



Snohomish County’s 2021 Buildable Lands Report (BLR) analyzes lands within the City to determine which lands have future development potential.⁶ 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 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

⁵ Note: the general process outlined in Steps 1.1 – 1.3 also applies to the Employment Capacity at the end of this report.

⁶ This discussion is framed in terms of the City; however, it should be noted that Snohomish County’s Buildable Lands Report is conducted for the County and each City within the County.

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.).

- **Pending** are parcels with pending applications for new development⁸.

In the BLR, 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, built or occupied after April 1, 2019 were allocated future capacity⁹.

STEP 1.2 EXCLUDE LANDS UNLIKELY TO DEVELOP

Land on developable parcels that are not buildable were removed from the buildable lands inventory. 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.). Snohomish County's BLR land statuses are adopted in the City's Land Capacity Analysis, except as follows:

Two large properties and two moderate-sized properties were not assigned capacity in the County's Buildable Lands Report (BLR); however, have been assigned capacity in the City's Land Capacity Analysis. The two large properties are depicted with the 'Potential Development' designation in **Figure 3** and were modeled as vacant land in the City's Land Capacity Analysis. The two moderate-sized properties were identified as Constant or School in the BLR; however, were placed into a post-BLR Pending category since they have both been developed as projects.¹⁰

STEP 1.3 IDENTIFY GAPS IN UTILITY INFRASTRUCTURE AND SERVICES

The County's BLR also included a Capital Facilities Analysis to identify gaps in utility infrastructure and services. Within the City, sewer availability is the primary utility service gap and areas where these gaps exist are limited. The City adopted the BLR Capital Facilities Analysis.

STEPS 1.4 – 1.6 CALCULATE GROSS AND NET RESIDENTIAL CAPACITY BY ZONE INCLUDING INFILL (I.E. MIDDLE HOUSING, ACCESSORY DWELLING UNITS, ETC.)

After Steps 1.2 and 1.3 are applied to developable lands identified in Step 1.1, a further Land Availability Deduction Factor (i.e. Market Availability Reduction Factor) is applied to most developable land.¹¹ The resulting net developable acreages are then multiplied by the assumed future density value. For most zones, the assumed future density is the density per acre value that was identified for historical projects in the BLR; however, adjustments to density values were made for the Mixed Use zone in the Lakewood Neighborhood; for the new zones in the Downtown Master Plan Area; and for limited other zones to better align with recent observed densities as described below.

⁸ Pending parcels are depicted in Figure 3 with the applicable vacant, partially-used, or redevelopable parcel status.

⁹ This includes 'pending' parcels which are those that are proposed for development which were not constructed by April 1, 2019.

¹⁰ These projects are the Nordstrom subdivision and the 67th Avenue Townhomes.

¹¹ Market reduction factors of 15 percent for vacant land and 30 percent for partially-used and redevelopable land were applied to reflect that this amount of land will likely not be available to develop within the next 20 years.

- The Lakewood Neighborhood Master Plan (LNMP) Area contains a significant amount of Mixed Use zoned land. The City's Mixed Use zone is flexible and allows for a developer to construct commercial, multi-family, or true-mixed use with both commercial and residential. In the LNMP Area, Mixed Use zoned land has primarily attracted multi-family development, which has developed at an average of 20.23 dwelling units per acre; therefore, this higher density assumption was applied to the MU zoned land in the LNMP Area.
- In 2021, the Downtown Master Plan was updated, which included the adoption of new residential land use designations in the DMP Area. Limited residential land use applications have been submitted since the adoption of the DMP, so low to moderate density assumptions were assigned to these new land use designations based on similar existing land use designations that apply city-wide (see Downtown Master Plan Zones section of **Figures 4 and 5**). The higher density assumptions for these land use designations have resulted in significant additional residential capacity.

Since the April 1, 2019 cutoff date for the Buildable Lands Report, the City has seen significant development activity city-wide, which has been particularly strong for residential in the Lakewood and East Sunnyside – Whiskey Ridge Neighborhoods and for commercial/industrial in the Smokey Point Neighborhood. Many of these projects have been recently constructed, are under construction, have a land use entitlement, or have a complete land use application. Consequently, to better reflect that these lands are currently or will be available for development within the next 20 years, the Land Availability Deduction Factor was removed from these properties. Properties for which the Land Availability Deduction Factor were removed retained their original land classification (i.e. partially used, vacant, redevelopable, etc.), and are distinguished in **Figure 4** below by the 'Post BLR' suffix and not having a Land Availability Reduction Factor applied.

Lands that have the potential to allow for infill Middle Housing or Accessory Dwelling Units are also factored into **Figure 4**.

Figure 4 Gross and Net Residential Housing Capacity by Zone

ZONE	GROSS DEVELOPABLE LAND (ACRES) ¹		LAND AVAILABILITY DEDUCTION FACTOR ¹	NET DEVELOPABLE LAND (ACRES)	ASSUMED DENSITY (UNITS/ACRE)	RESIDENTIAL CAPACITY (UNITS)	
CITY-WIDE ZONES							
Single Family, Medium (R-4.5)	Vacant	81.88	15%	69.6	298.89	4.36	1,303
	Vacant Post BLR	2.52	0%	2.52			
	Partially-Used	122.48	25%	91.86			
	Partially-Used Post BLR	17.43	0%	17.43			
	Redevelopable	93.35	25%	70.01			
	Redevelopable Post BLR	14.22	0%	14.22			
	Pending	20.41	0%	20.41			
	Pending Post BLR	12.84	0%	12.84			
Infill	52.15	0%	52.15	52.15	1 – 4 units/lot	944	
Single Family, High (R-6.5)	Vacant	62.17	15%	52.84	448.81	4.93	2,195
	Vacant Post BLR	12.88	0%	12.88			
	Partially-Used	163	25%	122.25			
	Partially-Used Post BLR	55.42	0%	55.42			
	Redevelopable	100.2	25%	75.15			
	Redevelopable Post BLR	41.31	0%	41.31			
	Pending	74.85	0%	74.85			
	Pending Post BLR	14.11	0%	14.11			
Infill	73.66	0%	73.66	73.66	1 – 4 unit/lot	1,094	
Single Family High (R-8)	Vacant	5.25	15%	4.46	62.1	8	496
	Partially-Used	4	25%	3			
	Partially-Used Post BLR	1.88	0%	1.88			
	Redevelopable	0	25%	0			
	Pending	8.88	0%	8.88			
	Pending Post BLR	4.38	0%	4.38			
	School and Church	39.5	0%	39.5			
Multi-family, Low (R-12)	Vacant	1.53	15%	1.3	90.1	9.8	882
	Vacant Post BLR	61.84	15%	61.84			
	Partially-Used	0.82	25%	0.62			
	Redevelopable	16.63	25%	12.47			
	Redevelopable Post BLR	8.57	0%	8.57			
	Pending Post BLR	2.24	0%	2.24			
	School	3.06	0%	3.06			
	Infill	3.65	0%	3.65	3.65	1 – 4 units/lot	80
Multi-family, Medium (R-18)	Vacant	28.47	15%	24.2	69.74	17.07	1,190
	Vacant Post BLR	0.41	0%	0.41			
	Partially-Used	0.94	25%	0.71			
	Redevelopable	43.06	25%	32.3			

	Redevelopable Post BLR	1.17	0%	1.17			
	Pending	10.95	0%	10.95			
	Infill	2.61	0%	56			
Multi-family, High (R-28)	Vacant	0.98	15%	0.83	14.57	22.4	324
	Partially-Used	0	25%	0			
	Redevelopable	16.7	25%	12.53			
	Redevelopable Post BLR	1.21	0%	1.21			
Mixed Use (MU)	Vacant	16.98	15%	14.43	89.6	13.84	1,240
	Vacant Post BLR	4.77	0%	4.77			
	Partially-Used	6	25%	4.5			
	Partially-Used BLR	1.59	0%	1.59			
	Redevelopable	38	25%	28.5			
	Redevelopable Post BLR	4.99	0%	4.99			
	Pending	1.08	0%	1.08			
	Special	35.04	15%	29.78			
Mixed Use (MU) – Lakewood Neighborhood	Vacant	0.25	15%	0.21	70.6	20.23	1,430
	Vacant Post BLR	3.7	0%	3.7			
	Partially-Used	15.92	25%	11.94			
	Partially-Used Post BLR	19.33	0%	19.33			
	Redevelopable	7.2	25%	5.4			
	Redevelopable Post BLR	22.9	0%	22.9			
	Pending Post BLR	7.12	0%	7.12			
DOWNTOWN MASTER PLAN ZONES							
Middle Housing 1 (MH1)	Vacant	0	15%	0	2.24	14.4	33
	Partially-Used	0	25%	0			
	Redevelopable	2.43	25%	1.82			
	Redevelopable Post BLR	0.42	0%	0.42			
	Infill	8.09		8.09			
Middle Housing 2 (MH2)	Vacant	0.9	15%	0.77	9.2	20	184
	Partially-Used	0	25%	0			
	Redevelopable	11.25	25%	8.43			
	Infill	4.07		80			
Midrise Multi-family (MMF)	Vacant	2.04	15%	1.73	7.2	33.4	241
	Partially-Used	0	25%	0			
	Redevelopable	7.28	25%	5.46			
Flex	Vacant	1.38	15%	1.17	13.35	22.4	299
	Partially-Used	0	25%	0			
	Redevelopable	16.25	25%	12.18			
Flex Residential (FR)	Vacant	0	15%	0	23.05	25.8	580
	Partially-Used	0	25%	0			
	Redevelopable	24.84	25%	18.63			
	Redevelopable Post BLR	4.42	0%	4.42			
Downtown Core (DC)	Vacant	1.79	15%	1.52	9.02	19	171
	Partially-Used	0	25%	0			
	Redevelopable	10	25%	7.5			
EAST SUNNYSIDE – WHISKEY RIDGE ZONES							
	Vacant	0.71	15%	0.60	113.89	7	798
	Vacant Post BLR	6.43	0%	6.43			

Whiskey Ridge, Single Family High (WR-R-4-8)	Partially-Used	8	25%	6			
	Partially-Used BLR	33.43	0%	33.43			
	Redevelopable	7.43	25%	5.57			
	Redevelopable Post BLR	48.29	0%	48.29			
	Pending	8.43	0%	8.43			
	Constant Post BLR	5.14	0%	5.14			
Whiskey Ridge, Multi-family Medium (WR-R-6- 18)	Vacant	1.22	15%	1.03	92.31	12.31	1,130
	Vacant Post BLR	10.51	0%	10.51			
	Partially-Used	19.25	25%	14.44			
	Partially-Used Post BLR	25.67	0%	25.67			
	Redevelopable	11.29	25%	8.47			
	Redevelopable Post BLR	24.7	0%	24.7			
	Pending	7.31	0%	7.31			
Total							14,928
1 The Land Availability Deduction Factor were not included in the City's initial capacity calculations; however, were added in to the figures cited above as well as other Comprehensive Plan update materials.							

Figure 5 Total Residential Capacity by Zone

ZONE	PENDING	DEVELOPABLE ACRES ¹	DENSITY VALUE	EXISTING DWELLING UNITS	ADDITIONAL DWELLING UNIT CAPACITY ²	TOTAL 2044 CAPACITY
CITY-WIDE ZONES						
Single Family, Medium (R-4.5)	145	385	4.36	8,605	2,102	10,852
Single Family, High (R-6.5)	435	508	4.89	9,063	2,854	12,352
Single Family High (R-8)	106	51	8	25	390	521
Multi-family, Low (R-12)	22	93	9.8	1,621	940	2,584
Multi-family, Medium (R-18)	187	79	17.07	2,178	1,059	3,424
Multi-family, High (R-28)	0	19	22.4	582	324	906
Mixed Use (MU)	15	106	13.84	518	1,225	1,759
Mixed Use (MU) – Lakewood Neighborhood	144	70	20.23	597	1,286	2,026
DOWNTOWN MASTER PLAN ZONES						
Middle Housing 1 (MH1)	0	11	14.4	483	209	692
Middle Housing 2 (MH2)	0	16	20	337	264	601
Midrise Multi-family (MMF)	0	9	33.4	125	241	366
Flex	0	18	22.4	140	299	439
Flex Residential (FR)	0	29	25.8	296	580	876
Downtown Core (DC)	0	12	19	149	171	321
EAST SUNNYSIDE – WHISKEY RIDGE ZONES						
Whiskey Ridge, Single Family High (WR-R-4-8)	59	104	7	62	739	860
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	90	92	12.31	123	1,040	1,252
Other Zones ³				726		
Totals⁴	1,200	1,549	-	25,629⁵	13,728	40,557
¹ Land assigned the 'Pending' or 'Pending Post BLR' status was omitted from the 'Developable Acreage' in this table as they were already assigned capacity during the Buildable Lands Report process. Figure 4 above, however, provided the corresponding acreage for the Pending and Pending Post BLR land. ² For this summary table, the general density capacity was combined with the middle housing and accessory dwelling unit capacity; therefore, a simple calculation of buildable acreage by density value equaling additional capacity is not shown. A more thorough breakdown of additional dwellings is provided in Figure 4. ³ The existing housing units shown on the 'Other Zones' line are the existing housing units in all the zones that were not assigned future residential capacity. ⁴ The pending and additional housing unit capacity fields add up to 14,931, which is the total 2044 additional housing unit capacity. ⁵ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (94 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,629 shown here.						

Accessory Dwelling Unit and Middle Housing Assumptions

The following is a summary of the accessory dwelling unit and middle housing assumptions built into **Figures 4 and 5** above. Within the City, there are 19,041 residentially zoned parcels that are over 5,000 square feet¹². Of these, 16,746 have sewer either within the street abutting the property or within 100 feet of the property, which is well within the 200 foot range that the City generally deems as sewer being available.

It is assumed that six (6) percent of residential parcels with sewer availability or 1,005 lots may pursue either one or more accessory dwelling units, a duplex conversion, or other type of middle housing over the next 20 years.¹³ An average of 2.15 additional units are contemplated on these properties. This reflects that less than half of the eligible properties will pursue one additional unit per lot while larger ones that will either: a) be adjacent to the future SWIFT Bus Rapid Transit route, or b) become eligible for up to four units when Marysville becomes a Tier 1 City around December 2030, will have a greater number of additional units (i.e. between 2 and 3 additional units per lot with 2 additional units most common). These assumptions result in up to 2,156 additional accessory dwelling unit, duplex, or other types of middle housing, being constructed in the next 20 years (or approximately 108 additional units of these types constructed annually as infill) as shown in **Figure 6**.

It should be noted that since the additional accessory dwelling unit and middle housing provisions are new, there is uncertainty about the level of interest in constructing these units. That said, the City has fielded several inquiries from developers eager to construct infill accessory dwellings units and/or other middle housing units and, as existing greenfields are developed, development patterns are anticipated to shift to infill. The City will closely monitor these assumptions on infill accessory dwelling and middle housing units. Should actual levels of construction fall short of these assumptions, additional capacity that is not currently built into the capacity contemplated in this Land Capacity Report is possible in the variety of commercial zones which allow for residential above street level commercial uses (e.g. CB, CB - WR, GC, NB, etc.). Further, when the SWIFT Bus Rapid Transit route is determined, City Council may potentially provide policy direction to reevaluate zoning along the designated route which would further increase residential capacity within the City.

Figure 6 Middle Housing and Accessory Dwelling Unit Estimation

RESIDENTIALLY ZONED LOTS ¹	RESIDENTIAL LOTS WITH SEWER AVAILABLE	10 PERCENT OF LOTS (I.E. PARTICIPATION FACTOR)	AVERAGE ADDITIONAL UNITS PER LOT	ESTIMATED ADDITIONAL CAPACITY
19,041	16,746	1,675 lots	1.29	2,156

¹ Excluded from this figure are zones that allow for residential but are commercially zoned (e.g. CB, MU, etc.).

¹² Note: many lots are much larger; this is the minimum lot size evaluated.

¹³ The GIS files assigned the additional infill capacity to the R-4.5, R-6.5, and R-12 zones. This shows up in the 'Infill' category shown in Figure 4; however, this capacity will likely be distributed across all residentially zoned parcels as described in the section above entitled 'Accessory Dwelling Unit and Middle Housing Assumptions'.

Calculation of Additional Population Capacity

To determine population capacity, the projected 2044 future vacancy rate was applied to the City's 2044 housing target of 39,976 housing units resulting in 37,577 occupied housing units. The 37,577 occupied housing units were then multiplied by the projected 2044 City household size of 2.65 people per household to arrive at a population of 99,708.¹⁴ Finally, the 2044 assumed group quarters population of 115 was added to the 99,708 overall population to arrive at the City's population target of 99,822. The City projects additional capacity beyond the 2044 targets which is also shown in **Figure 7**.

Figure 7 2044 Housing and Population Capacity

	EXISTING DWELLING UNITS ¹	ADDITIONAL DWELLING UNIT CAPACITY	TOTAL 2044 HOUSING UNIT CAPACITY	2044 AVERAGE HOUSEHOLD SIZE	2044 VACANCY RATE	2044 ASSUMED GROUP QUARTERS POPULATION	TOTAL 2044 POPULATION CAPACITY
Target	25,723	14,253	39,976	2.65	6%	115	99,822
Capacity	25,630	14,931 ²	40,561	2.65	6%	115	101,283

¹ The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 which is shown here. The 25,723 figure is used in the 'Target' fields and the 25,630 from the GIS files is included in the 'Capacity' fields. ² The pending (1,203) and additional (13,728) housing unit capacity fields from Figure 5 add up to 14,931, which is the total 2044 additional housing unit capacity.

STEP 2 CLASSIFY ZONES BY ALLOWED HOUSING TYPES AND DENSITY LEVEL

To address the requirements of House Bill 1220, the City must show adequate capacity for housing for all income levels. The steps below follow the process outlined in the Washington State Department of Commerce's Guidance for Updating Your Housing Element (i.e. HB 1220 Book2).

STEP 2.1 ESTABLISH ZONE CATEGORIES FOR TYPICAL HOUSING TYPES ALLOWED

Step 2.1 is to establish zone categories based on the typical housing types allowed in each zones as shown in **Figure 8**.

Figure 8 Establish Zone Categories for Typical Housing Types Allowed

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED
Low Density	Single family detached, duplexes
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)

¹⁴ The precise household size multiplier used was 2.65343.

STEP 2.2 CLASSIFICATION OF LAND USE ZONES BY HOUSING TYPES ALLOWED BY ZONE

Step 2.2 classifies existing City land use zones into the zone categories established in Step 2.1 as shown in **Figure 9**.

Figure 9 Classify Existing City Land Use Zones into Zone Categories

ZONE	TYPICAL HOUSING UNITS ALLOWED	MAX DENSITY LEVEL ALLOWED	ASSIGNED ZONE CATEGORY
CITY-WIDE ZONES			
Single Family, Medium (R-4.5)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	5.4 units/acre	Low Density
Single Family, High (R-6.5)		7.8 units/acre	Low Density
Single Family High (R-8)		9.6 units/acre	Low Density
Multi-family, Low (R-12)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Multi-family, Medium (R-18)		27 units/acre	Mid-Rise Multi-family
Multi-family, High (R-28)		36 units/acre	Mid-Rise Multi-family
Mixed Use (MU) including Lakewood Neighborhood	Multi-family residence, townhouse, and condominium. Various group residences are also allowed.	28 units/acre	Mid-Rise Multi-family
DOWNTOWN MASTER PLAN ZONES			
Middle Housing 1 (MH1)	Duplex and townhouse. Various group residences are also allowed.	No maximum density	Low-Rise Multi-family
Middle Housing 2 (MH2)	Duplex, townhouse, multi-family, and vertical mixed-use on certain streets. Various group residences are also allowed.		Mid-Rise Multi-family
Midrise Multi-family (MMF)	Duplex, townhouse, multi-family, and vertical mixed-use. Various group residences are also allowed.		Mid-Rise Multi-family
Flex Residential (FR)			Mid-Rise Multi-family
Downtown Core (DC)	Townhouse, multi-family, and vertical mixed-use.		Mid-Rise Multi-family
EAST SUNNYSIDE – WHISKEY RIDGE ZONES			
Whiskey Ridge, Single Family High (WR-R-4-8)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	8 units/acre	Low Density
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Whiskey Ridge – Mixed Use (WR-MU)	Multi-family residence, townhouse, condominium, and vertical mixed-use. Various group residences are also allowed.	18 units/acre	Mid-Rise Multi-family

STEP 3 RELATE ZONE CATEGORIES TO POTENTIAL INCOME LEVELS SERVED

Step 3 relates the zone categories established in Step 2.1 to the potential income levels served as shown in **Figure 10**.

Figure 10 Relate Zone Categories to Potential Income Levels Served

ZONE CATEGORY	TYPICAL HOUSING TYPES ALLOWED ¹	LOWEST POTENTIAL INCOME LEVEL SERVED		ASSUMED AFFORDABILITY LEVEL FOR CAPACITY ANALYSIS
		MARKET RATE	WITH SUBSIDIES AND/OR INCENTIVES	
Low Density	Single family detached, duplexes	Higher income (>120% AMI); Moderate income (>80 – 120% AMI)	Not typically feasible at scale	High income (>120% AMI)
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes	Moderate income (>80 – 120% AMI)	Not typically feasible at scale	Moderate income (>80 – 120% AMI)
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)	Low income (>50 – 80% AMI)	Extremely low and very low income (0 – 50% AMI)	Low income (0 – 80% AMI) and PSH
Mid-Rise Multi-family	Multi-family residences, townhouses, condominiums (45 to 85 feet)	Low income (>50 – 80% AMI)	Extremely low and Very low income (0 – 50% AMI)	Low income (>50-80% AMI) group with Low-Rise and/or Mid-Rise Multi-family
¹ Inclusion of townhouses in the low-rise and mid-rise multi-family zone categories is not to imply that those housing types are affordable to the lower incomes, but rather to be transparent about the flexibility of these zones, which allow for townhouses, multi-family, condominiums, etc. Townhouses are anticipated to be a relatively small, but growing, proportion of housing in the low-rise and mid-rise multi-family zone categories.				

STEP 4 SUMMARIZE CAPACITY BY ZONE CATEGORY

Step 4 involves summarizing land capacity for housing units by zone category as shown in **Figure 11**. In summarizing land capacity by zone, it is important to isolate the buildable capacity by zone category to more accurately reflect where future capacity will be allocated. It should be noted that existing residential at different income bands is in all zone categories (i.e. low density, low-rise multi-family, and mid-rise multi-family).

Figure 11 Summarize Capacity by Zone Category

ZONE	UNIT CAPACITY	BUILDABLE LAND UNIT CAPACITY ¹	ASSIGNED ZONE CATEGORY	CAPACITY IN ZONE CATEGORY	BUILDABLE CAPACITY IN ZONE CATEGORY
Single Family, Medium (R-4.5)	10,852	2,247	Low Density	24,585	6,830
Single Family, High (R-6.5)	12,352	3,289			
Single Family High (R-8)	521	496			
Whiskey Ridge, Single Family High (WR-R-4-8)	860	798			
Multi-family, Low (R-12)	2,584	962	Low-Rise Multi-family	4,528	2,301
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	1,252	1,130			
Middle Housing 1 (MH1)	692	209			
Multi-family, Medium (R-18)	3,424	1,246	Mid-Rise Multi-family	10,718	5,795
Multi-family, High (R-28)	906	324			
Mixed Use (MU) ²	1,759	1,240			
Mixed Use (MU) – Lakewood Neighborhood	2,026	1,430			
Middle Housing 2 (MH2)	601	264			
Midrise Multi-family (MMF)	366	241			
Flex	439	299			
Flex Residential (FR)	876	580			
Downtown Core (DC)	321	171			
Total	39,831	14,928		39,831	14,926

¹ The Additional Dwelling Unit Capacity and Pending classifications from Figure 5 are used. Lands with the pending status are not included. ² Includes Whiskey Ridge – Mixed Use.

STEP 5 COMPARE PROJECTED HOUSING NEEDS TO CAPACITY

Step 5 entails comparing projected housing needs at the various income bands to the capacity for the different income bands.

Step 5.1, detailed in **Figure 12**, shows Marysville's existing housing units by income band, the additional housing units needed at each income band allocated by Snohomish County to the City between 2020 and 2044, and the total housing units by income band needed in 2044.

Figure 12 Existing (2020) and Allocated Future (2044) Housing Units by Income Band

Source: Snohomish County 2023 Housing Characteristics and Needs Report, Appendix G – Allocation Method C

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

Step 5.2 compares the housing allocation from the County to projected housing capacity at each income band (see **Figure 13**).

Figure 13 Compare Projected Housing Needs to Capacity

Income Level (Percent of Area Median Income or AMI)	2020 Housing Units	Additional Housing Units Needed (2020 – 2044)	2044 Total Projected Housing Units Needed	Zone Categories Serving Additional Housing Needs ¹	Aggregated Additional Housing Needs	Total Additional Zoning Capacity	Capacity or Surplus ²
Extremely low (0-30% PSH)	653	2,403	3,056	Low-Rise Multi-family and Mid-Rise Multi-family	4,760	8,096	+3,336
Extremely low (0-30%)	73	1,281	1,354				
Very low (30-50%)	4,313	1,076	5,389				
Low (50-80%)	7,958	0	7,958				
Moderate (80-100%)	6,289	0	6,289	Low to Moderate Density	9,493	6,830	-2,663
High (100-120%)	2,830	2,403	5,233				
Very high (120% or more)	3,607	7,090	10,697				

¹ Existing uses that are affordable to different income levels are often located in zones that currently require lower densities. Therefore, when determining the adequacy of existing zoning to accommodate housing at all income bands, future needs at different income levels and how they align with future zoning capacity for the zones best able to accommodate this housing are used. ² It is important to note that City's zoning categories are flexible, and the noted shortfall or surplus is mitigated by the

ability for a variety of housing types to be in both low to moderate density, and low-rise and mid-rise multi-family. Housing for different income levels is not strictly confined to the broad zone categories discussed in this section, but is instead fluid.

Figure 13 demonstrates adequate capacity to address the extremely low to low-income bands. While this figure appears to show a deficit in the ability to provide the necessary high and very high-income housing, the City’s zoning is flexible and would allow for the lower income housing to be constructed in the low density zones, and higher income housing to be constructed in low and mid-rise multi-family zones.

STEP 6 REVISE ZONING IF NEEDED TO ADDRESS UNMET HOUSING NEEDS

Currently there is adequate capacity for the City to accommodate housing at all income bands; however, it is extremely difficult for the market to provide housing at the lowest income bands. As land is utilized, rezoning additional land may be needed over time to accommodate housing at the lower income bands.

EMERGENCY HOUSING AND EMERGENCY SHELTER CAPACITY

Emergency housing and emergency shelters are allowed in ten commercial zones within the City as shown in **Figure 14** below. While each of these zones allow for emergency housing and emergency shelters, two of these zones (i.e. LI and CB – WR) do not allow for residential generally (i.e. multi-family housing). Four of these zones, while allowing for residential, were not assigned residential capacity (i.e. CB, GC, MS, and NB); however, residential is allowed above a ground floor commercial use in these zones. Only four zones (i.e. MU, DC, F, and FR) were assigned residential capacity based on historic and/or likely future development patterns.

Figure 14 Commercial Zones which Allow Emergency Housing, Emergency Shelters and/or Multi-family Housing

	Emergency Housing and Emergency Shelters Allowed?	Multi-family Allowed?	Was the Zone Assigned Residential Capacity?
CITY-WIDE ZONES			
Community Business (CB)	Yes	Yes	No
Community Business – Whiskey Ridge (CB – WR)	Yes	No	No
General Commercial (GC)	Yes	Yes	No
Light Industrial (LI)	Yes	No	No
Mixed Use (MU)	Yes	Yes	Yes
Neighborhood Business (NB)	Yes	Yes	No
DOWNTOWN MASTER PLAN ZONES			
Downtown Core (DC)	Yes	Yes	Yes
Flex (F)	Yes	Yes	Yes
Flex Residential (FR)	Yes	Yes	Yes
Main Street (MS)	Yes	Yes	No

As shown in **Figure 11**, the City has capacity for 14,931 units, while the City’s housing target is 14,253 units. The 678-unit surplus contributes to the City’s 881 emergency (temporary) housing

target; however, it should be noted that the unit surplus very likely would translate into even more beds should an emergency shelter or emergency housing facility be constructed since more than one bed could be constructed in a unit, and/or the configuration of the shelter could be more open allowing more beds to occupy a room.

The four zones that both allow emergency housing and emergency shelters, and were assigned residential capacity (i.e. DC, F, FR, and MU¹⁵) collectively have capacity for 2,044 additional units. Each of these zones is in the Mid-rise Multi-family classification, which anticipates construction of primarily multi-family units. Approximately 678 of the 2,044 potential units in these zones could instead be developed as emergency housing or emergency shelters. If needed, the additional 203 emergency housing and emergency shelter beds could be met in the other commercial zones which allow for emergency housing and emergency shelters. The Community Business, Community Business – Whiskey Ridge, and General Commercial zones are the likeliest candidate zones where emergency housing and emergency shelter beds could be located (besides the already identified residential zones). Among these three zones, there is potential capacity for 4,740 beds to be constructed using a conservative assumption of 12 beds per acre¹⁶, which exceeds the capacity needed to accommodate the additional 203 emergency housing and emergency shelter beds by 4,537 total beds (see **Figure 15**). Historically, these zones have primarily been developed with commercial uses, and that pattern is anticipated to largely continue; however, the capacity for emergency housing and emergency shelter beds is certainly there, and feasibility is evidenced by the recent construction of a 16-bed enhanced service facility in the Community Business zone.

Figure 15 Potential Residential Capacity in Zones which Allow for Emergency Housing and Shelters that were not Assigned Residential Density

	Buildable Acres	Beds per Acre Assumed for Emergency Housing	Potential Bed Capacity
Community Business (CB)	190	12	2,280
Community Business – Whiskey Ridge (CB – WR)	55	12	660
General Commercial (GC)	150	12	1,800
Total Capacity			4,740
Emergency Housing Need not Met in Zones Allocated Residential Capacity			203
Surplus Capacity			4,537

¹⁵ Since most of the Mixed Use zoning in the Lakewood Neighborhood is already have land use entitlements, additional emergency housing and emergency shelters is not contemplated for that area; however, would be allowed.

¹⁶ This a conservative assumption on beds per acre, and more denser emergency shelters and emergency housing is permitted.

EMPLOYMENT

In 2019, there were an estimated 15,974 jobs in the Marysville UGA. The Marysville UGA was assigned a target of 33,683 jobs in 2044 through the Snohomish County Tomorrow planning process (see **Figure 16** below). The 2021 Snohomish County Buildable Lands Report only showed capacity for 32,098 jobs in the City through 2035 meaning that a deficit of 1,585 jobs was projected.

Figure 16 Employment: Existing, Target, and Projected Capacity

Source: Source: 2015 Marysville Comprehensive Plan, 2021 Buildable Lands Reports, Snohomish County Countywide Planning Policies Appendix B – Table E1, Marysville Capacity Analysis, and 2024 Marysville Comprehensive Plan

	2019 Estimated Employment	2021 Buildable Lands Report's 2035 Estimated Capacity	Snohomish County 2044 Adopted Target	2044 Marysville Comprehensive Plan Estimated Capacity
UGA	15,974	32,098	33,683	34,698
City only	15,310	31,434	32,926	34,331

Calculation of Employment Capacity

Employment capacity largely adopts the employment methodology prepared by Snohomish County in the [2021 Buildable Lands Report](#) and companion GIS files, which assigned estimated existing and projected employment to tax parcels throughout the City. Existing employment was derived from Washington State Employment Security Department (ESD) records.¹⁷ For projected employment, Snohomish County collected historical building permit data for commercial and industrial development, which were categorized by building type.

Assumptions were made about how much of each building type (i.e. what proportion of square footage) was dedicated to one of eight different North American Industrial Classification System (NAICS) employment categories¹⁸ to estimate actual square footage of construction by employment category. The resulting square footage amounts were then divided by an assumed amount of square footage space needs per employee by employment category to obtain an estimate of jobs. This analysis was conducted to derive a jobs per buildable acre value for each

¹⁷ Existing employment figures from ESD were applied by Snohomish County to developed commercial and industrial properties throughout the City. Manual adjustments were made by Marysville Community Development staff to more accurately reflect likely existing employment on a parcel-by-parcel basis based on experience with existing businesses or uses, demolition of businesses or changes of use, parcels in the Mixed Use zone developing residentially rather than commercially, rezones that occurred from 2019 – 2023, and other factors.

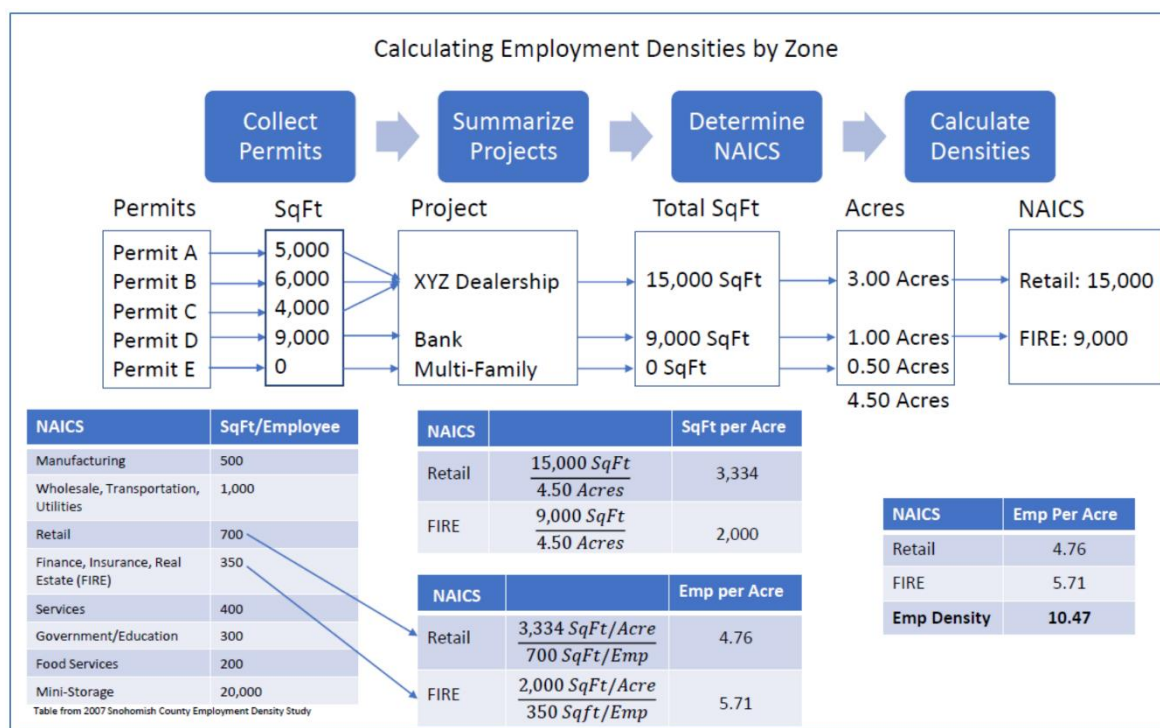
¹⁸ The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 SF/employee); food services (200 SF/employee); manufacturing (500 SF/employee); other services (400 SF/employee); retail (700 SF/employee); and wholesale, transportation, and utilities (1,000 SF/employee).

zone (see **Figure 17** below).¹⁹ The jobs per buildable acre for each zone were then multiplied on a parcel-by-parcel basis to all lands that were determined to have additional development potential (i.e. vacant, partially-used, and redevelopable).²⁰ Using Snohomish County's calculations, it was estimated that Marysville UGA had capacity for 32,098 jobs (15,974 existing plus 16,124 new) through 2035 based on current zoning, which resulted in a capacity shortfall of 1,585 jobs by 2044.

Key Changes Providing Additional Employment Capacity

To address the 1,585-job employment capacity shortfall, Community Development staff reevaluated development assumptions in the Marysville portion of the Cascade Industrial Center and within the Downtown Master Plan, as detailed below.

Figure 17



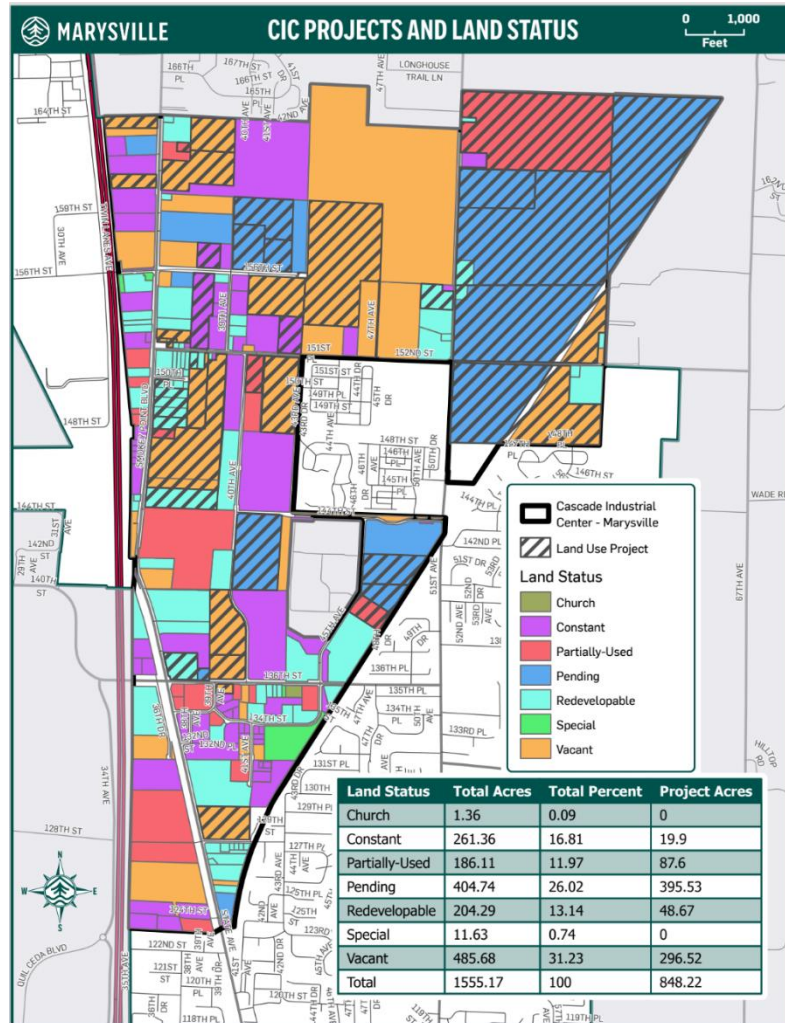
¹⁹ It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

²⁰ The market reduction factor is 15 percent for vacant land and 25 percent for partially-used and redevelopable land.

Cascade Industrial Center

Since 2018, the Cascade Industrial Center has experienced significant development activity, with several commercial and industrial developments constructed and numerous land use entitlements obtained as illustrated in **Figure 18** below. The market reduction factors described

Figure 18



above were removed for those parcels that are shown in **Figure 18** with both a 'land use project' and a vacant, partially-used, or redevelopable land status, as the submittal of a land use application signals that these properties are market ready. Removing the market reduction factors resulted in additional employment capacity, which was typically calculated conservatively with employment per acre based on either manufacturing or wholesale uses.

Downtown Master Plan

In 2021, the Downtown Master Plan was updated, which included an expansion of the boundaries of the DMP Area, adopting new zoning designations, and the adoption of a form-based code with modified standards. With the update, the City's consultant

also evaluated commercial parcels which were likely to develop or redevelop. Consequently, most of Snohomish County's initial development assumptions for the DMP Area were adjusted to align with the assumptions made in the [Supplemental Environmental Impact Statement](#) prepared for the Downtown Master Plan update.

Appendix 3

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

Prohibited uses:	Most non-residential uses and parking lots.					
	Zone	Base	Maximum⁵	Zone	Base	Maximum⁵
Density: ⁴	R-4.5	4.5	5.4	R-12	12	18
	R-6.5	6.5	7.8	R-18	18	27
	R-8	8	9.6	R-28	28	36
	WR-R-4-8	4.5	8	WR-R-6-18	6 (single family); 10 (multi-family)	18
Height: ⁶	30 – 35 feet depending on construction type and lot slope			35 feet in R-12 and WR-R-6-18, 45 feet in R-18 and R-28 with further allowances in code for each zone		
Access/Parking	Public or private street, and standard parking code.			Drive aisle, or public or private street, and standard parking code.		

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

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

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

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

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

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

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

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

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

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



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: November 12, 2024

SUBMITTED BY: Emily Morgan, Community Development

ITEM TYPE: Public Hearing

AGENDA SECTION: PUBLIC HEARING

SUBJECT: SB 5290 Project Review Timeframes Code Amendment

SUGGESTED ACTION: Suggested motion: I move to recommend approval of the SB 5290 Project Review Timeframes Code Amendments to City Council for adoption by Ordinance.

SUMMARY: Please see the attached memo and supporting documents for discussion on this item.

ATTACHMENTS:
[E007 - Planning Commission Memo - CA24-003.pdf](#)

MEMORANDUM

DATE: November 12, 2024
TO: Planning Commission
FROM: Emily Morgan, Senior Planner
RE: Senate Bill 5290 – Project Review Timeframes - CA 24-003
ATTACHED: DRAFT Amendments to [MMC Chapter 22G.010 Land Use Application Procedures](#) and [MMC Section 22G.030.020 General Fee Structure](#)

Senate Bill (SB) 5290 was passed by the Washington state legislature on May 8, 2023 to amend [RCW 36.70B Local Project Review](#). The intent of this amendment is to increase the timeliness and efficiency of project review timeframes for local government. SB 5290 became effective on July 23, 2023, except for the provisions of Section 7, which is the topic of this code amendment, as it relates to new permit review timelines and annual reporting. The required provisions of Section 7 become effective as of January 1, 2025.

A summary of the proposed code amendments are as follows:

1. Timeframes for projects must be calculated in calendar days as defined in MMC 22A.020.050.
2. Currently, final decisions for all development proposals require a decision be made within 120 days from the date of the determination of completeness. Permit review timeframes for project permit applications are to change accordingly:
 - a. Projects **not subject** to public notice (i.e. boundary line adjustments) require final decisions issued within **65 days** of determination of completeness.
 - b. Projects **subject** to public notice (i.e. short plats, site plan reviews) require final decisions issued within **100 days** of determination of completeness.
 - c. Projects **submit to public notice and require public hearing**, must have the final decision issued within **170 days** of completeness.
3. Reference of the 120 days are revised to instead reference the section of code that establishes the specific review timeframes listed above.
4. Clarification is given to when applications expire.
5. Added language to the *General Fee Structure* that outlines refund policies for review timeframes that are not met by City staff.

These proposed code amendments are necessary in order to comply with the requirements of SB 5290. Attached are DRAFT Amendments to [MMC Chapter 22G.010 Land Use Application Procedures](#) and [MMC Section 22G.030.020 General Fee Structure](#).

At the Public Hearing on November 12, 2024, Planning Staff will present the draft amendments and respectfully request that the Planning Commission recommend approval of the code amendments to City Council for adoption by Ordinance

PROPOSED CODE AMENDMENTS – SB 5290

22G.010.010 Purpose and applicability.

- (1) The purpose of this chapter is to combine and consolidate the application, review, and approval processes for land development in the city of Marysville in a manner that is clear, concise, understandable and consistent with Chapter [36.70B](#) RCW. It is further intended to comply with state guidelines for combining and expediting development review and integrating environmental review and land use development plans. ~~Final decisions on development proposals shall be made within 120 days of the date of the letter of completeness except as provided in MMC 22G.010.200.~~
- (2) ~~Within these standards, the word "day(s)" shall mean calendar days as defined in MMC 22A.020.050.~~
- (3) ~~Final decisions on development proposals shall be made within the following timeframes, except as provided in MMC 22G.010.200.~~
 - (a) ~~Projects exempt from public notice: within 65 days of a determination of completeness;~~
 - (b) ~~Projects requiring public notice: within 100 days of a determination of completeness; and~~
 - (c) ~~Project requiring public notice and a public hearing: within 170 days of a determination of completeness.~~

22G.010.050 Letter of completeness.

- (1) Within 28 days of receiving ~~an date stamped~~ application, the city shall review the application and, as set forth below, provide applicants with a written determination that the application is complete or incomplete.

22G.010.090 Notice of development application.

- (1) Concurrently with issuing a letter of completeness under MMC [22G.010.050](#), ~~or within 14 days of an application being deemed complete~~, the city shall issue a notice of development application. The notice shall include but not be limited to the following:

- (a) The name of the applicant;
- (b) Date of application;
- (c) The date of the letter of completeness;
- (d) The location of the project;
- (e) A project description;
- (f) The requested approvals, actions, and/or required studies;
- (g) A public comment period not less than 14 nor more than 30 days. The length of the comment period will be based on complexity of the project, as determined by the director;

- (h) Identification of existing environmental documents;
- (i) A city staff contact and phone number; and
- (j) A statement that the decision on the application will be made within ~~120 days the required review timeframes established in MMC 22G.010.010(3) the date of the letter of completeness.~~

22G.010.200 Final decision.

(1) Time. The final decision on a development proposal shall be made within ~~the review timeframes established in MMC 22G.010.010(3) 120 days from the date of the letter of completeness.~~ Exceptions to this include:

- (a) Amendments to the comprehensive plan or development code.
- (b) Any time required to correct plans, perform studies or provide additional information; provided, that within 14 days of receiving the requested additional information, the director shall determine whether the information is adequate to resume the project review.
- (c) Substantial project revisions made or requested by an applicant, in which case the ~~120 days required review timeframes established in by MMC 22G.010.010(3)~~ will be calculated from the time that the city determines that the revised application ~~to be~~ is complete.
- (d) All time required for the preparation and review of an environmental impact statement.
- (e) Projects involving the siting of an essential public facility.
- (f) An extension of time mutually agreed upon by the city and the applicant.
- (g) All time required to obtain a variance.
- (h) Any reconsideration by the hearing body.
- (i) All time required for the administrative appeal of a determination of significance.

(2) Effective Date. The final decision of the council or hearing body shall be effective on the date stated in the decision, motion, resolution, or ordinance; provided, that the date from which appeal periods shall be calculated shall be the date the council or hearing body takes action on the motion, resolution, or ordinance.

22G.010.205 Expiration of application.

(1) Any application which has been determined to be complete, and for which the applicant fails to complete the next application step for a period of 180 days after issuance of the determination of completeness, or for a period of 180 days after the city of Marysville has requested additional information or studies, will expire by limitation and become null and void. The department may grant a 180-day extension on a one-time basis per application. In no event shall an application be pending for more than 360 days from the date the application is deemed complete. For purposes of this subsection, all time during which the city is reviewing materials submitted by an applicant will be excluded. This subsection shall apply to applications regardless of whether the applications were submitted prior to the effective date of this section, as amended.

~~(2) Applications which have been determined to be complete by the effective date of the ordinance codified in this section shall have 120 days to complete the project review, receive a decision, and complete any appeal provisions of this chapter. The department will notify any applicants in writing that are subject to this provision within 30 days of the effective date of the ordinance codified in this section. For purposes of this subsection, all time during which the city is reviewing materials submitted by an applicant will be excluded. Applications deemed complete pursuant to 22G.010.050 shall obtain a land use decision and pursue any local appeals within the timeframes set forth in MMC 22G.010.010(3). Any time when the City is reviewing a submittal shall be excluded from these timeframes.~~

22G.030.020 General fee structure.

(1) The city shall review and adjust fees as necessary every five years based on the cost of fee service.

(2) The community development department is authorized to charge and collect the following fees:

[LAND USE AND DEVELOPMENT FEES TABLE]

~~(3) If final decisions are issued after the review timeframe set forth in MMC 22G.010.010(3), then the following fee refunds shall apply:~~

~~(a) 10% refund if the final decision was issued after the applicable deadline and the additional time did not exceed 20% of the review timeframe.~~

~~(b) 20% refund if the final decision was issued after the applicable deadline and the additional time exceeded 20% of the review timeframe.~~



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: November 12, 2024

SUBMITTED BY: Emily Morgan, Community Development

ITEM TYPE: Public Hearing

AGENDA SECTION: PUBLIC HEARING

SUBJECT: RCW 58.17.280 Subdivision Addressing Code Amendment

SUGGESTED ACTION: Suggested motion: I move to recommend approval of the RCW 58.17.280 Subdivision Addressing Code Amendments to City Council for adoption by Ordinance.

SUMMARY: Please see the attached memo and supporting documents for discussion on this item.

ATTACHMENTS:

[Summary Memo with Proposed Amendments](#)

MEMORANDUM

DATE: November 12, 2024
TO: Planning Commission
FROM: Emily Morgan, Senior Planner
RE: RCW 58.17.280 – Subdivision Addressing - CA 24-004
ATTACHED: DRAFT Amendments to [MMC Chapter 22G.090 Subdivisions and Short Subdivisions](#)
and [MMC Chapter 22G.100 Binding Site Plans](#)

[RCW 58.17](#) regulates land divisions and provides guidelines for local government when reviewing and approving subdivisions. RCW 58.17.280 requires that house addressing be included and clearly shown on the face of the final plat or short plat.

Compliance with this RCW has not historically been applied to projects within the City of Marysville as this language has not been included in code requirements. This amendment is to rectify this omission and bring the subdivision and short subdivision codes into compliance with RCW 58.17. Additionally, because the city typically processes Planned Residential Developments through the Binding Site Plan (BSP) review process, the City has elected to amend MMC 22G.100.140 to require addressing on the final BSP in addition to subdivisions and short subdivisions.

A summary of the proposed code amendments are as follows:

1. Add addressing requirement to [MMC 22G.090.200 Plat Map – Requirements](#).
2. Add addressing requirement to [MMC 22G.090.400 Final Submittal – Short Plat](#).
 - a. Revise final short plat submittal requirement language to match final plat submittal requirements of MMC 22G.090.200 for consistency.
3. Add addressing requirement to [MMC 22G.100.140 Binding Site Plan – Requirements](#).

The proposed code amendments are necessary in order to comply with [RCW 58.17.280](#).

Planning Staff will present the DRAFT Amendments at the November 12, 2024, Planning Commission Public Hearing and request the Planning Commission recommend approval of the code amendments to City Council for adoption by Ordinance

22G.090.200 Plat map – Requirements.

The final plat map shall have dimensions of 18 inches by 24 inches with a two-inch border on the left edge and one-half-inch borders on the other edges. Information required shall include, but not be limited to:

- (1) The name of the subdivision;
- (2) Legal description of the entire parcel to be subdivided;
- (3) The date, north arrow, and appropriate engineering scale as approved by the community development department (e.g., one inch equals 20 feet; one inch equals 30 feet; one inch equals 40 feet; one inch equals 50 feet; one inch equals 60 feet);
- (4) Boundary lines, right-of-way for streets, easements, and property lines of lots and other sites with accurate bearings, dimensions or angles and arcs, and of all curve data;
- (5) Names and right-of-way widths of all streets within the subdivision and immediately adjacent to the subdivision. Street names shall be consistent with the names of existing adjacent streets;
- (6) Number of each lot consecutively;
- (7) Address for each lot as provided by the City;
- ~~(78)~~ Reference to covenants and special plat restrictions, either to be filed separately or on the face of the plat;
- ~~(89)~~ Zoning setback lines, building sites when required by city;
- ~~(910)~~ Location, dimensions and purpose of any easements, noting if the easements are private or public;
- ~~(1011)~~ Location and description of monuments and all lot corners set and found;
- ~~(1112)~~ Primary control points, and datum elevations if applicable, approved by the public works department. Descriptions and ties to all control points will be shown with dimensions, angles and bearings;
- ~~(1213)~~ Existing structures, all setbacks, and all encroachments.

22G.090.400 Final submittal – Short plat.

The final short plat ~~drawings shall be on Mylar drafting film having the dimensions of 18 inches by 24 inches. Information required shall include: map shall have dimensions of 18 inches by 24 inches with a two-inch border on the left edge and one-half-inch borders on the other edges. Information required shall include, but not be limited to:~~

- (1) The date, north arrow, and appropriate engineering scale as approved by the community development department (e.g., one inch equals 20 feet; one inch equals 30 feet; one inch equals 40 feet; one inch equals 50 feet; one inch equals 60 feet);
- (2) Boundary lines, right-of-way for streets, easements, and property lines of lots and other sites with accurate bearings, dimensions or angles and arcs, and of all curve data;
- (3) Names and right-of-way widths of all streets within the short subdivision and immediately adjacent to the subdivision. Street names will be consistent with the names of existing adjacent streets;
- (4) Number of each lot consecutively;
- ~~(5) Address for each lot as provided by the City;~~
- ~~(56)~~ Reference to private covenants or special plat restrictions, either to be filed separately or on the face of the plat;
- ~~(67)~~ Zoning setback lines, building sites when required by the city;
- ~~(78)~~ Existing structures, all setbacks, and all encroachments;
- ~~(89)~~ Location, dimensions and purpose of any easements;
- ~~(910)~~ Location and description of monuments and lot corners set and found;
- ~~(1011)~~ Primary control points, and datum elevations if applicable, approved by the public works department. Descriptions and ties to all control points will be shown with dimensions, angles and bearings;
- ~~(112)~~ The final short plat will also contain the following:
 - (a) Dedications. The intention of the owner shall be evidenced by his presentation for filing of a final short plat clearly showing the dedication thereof and bearing the following certificate signed by all real parties of interest:

Know all men by these presents that _____ the undersigned owner(s), in fee simple of the land hereby platted, and _____, the mortgage thereof, hereby declare this short plat and dedicate to the use of the public forever all streets, avenues, places and sewer easements or whatever public property there is shown on the short plat and the use for any and all public purposes not inconsistent with the use thereof for public highway purposes. Also, the right to make all necessary slopes for cuts and fills upon lots, blocks, tracts, etc. shown on this short plat in the reasonable original grading of all the streets, avenues, places, etc. shown hereon. Also, the right to drain all streets over and across any lot or lots where water might take a natural course after the street or streets are graded. Also, all claims for damage against any governmental authority are waived which may be occasioned to the adjacent land by the established construction, drainage, and maintenance of said roads.

Following original reasonable grading of the roads and ways hereon, no drainage waters on any lot or lots shall be diverted or blocked from their natural course so as to discharge upon any public road rights-of-way to hamper proper road drainage. The owner of any lot or lots, prior to making any alteration in the drainage system after the recording of the short plat, must make application to and receive approval from the director of the department of public works for said alteration. Any enclosing of drainage waters in culverts or drains or rerouting thereof across any lot as may be undertaken by or for the owner of any lot shall be done by and at the expense of such owner.

IN WITNESS WHEREOF we set our hands and seals this ____ day of ____, 20__.

In the event that a waiver of right of direct access is included, then the certificate shall contain substantially the following additional language:

That said dedication to the public shall in no way be construed to permit a right of direct access to _____ street from lots numbered ____ nor shall the city of Marysville or any other local governmental agency ever be required to grant a permit to build or construct an access of approach to said street from said lots.

(b) Acknowledgment.

STATE OF WASHINGTON)

: ss.

COUNTY OF SNOHOMISH)

This is to certify that on this ____ day of ____, 20__, before me, the undersigned, a notary public, personally appeared _____, to me known to be the person(s) who executed the foregoing dedication and acknowledgment to me that _____ signed the same as _____ free and voluntary act and deed for the uses and purposes therein mentioned.

Witness my hand and official seal the day and year first above-written.

NOTARY PUBLIC in and for the State of Washington, residing at _____

(Seal)

(c) Restrictions. The following restrictions shall show on the face of the final short plat:

(i) No further subdivision of any lot without resubmitting for formal plat or revised short plat consistent with Title [22](#) of the Marysville Municipal Code.

(ii) The sale or lease of less than a whole lot in any subdivision platted and filed under Title [22](#) of the Marysville Municipal Code is expressly prohibited except in compliance with Title [22](#) of the Marysville Municipal Code.

(iii) The following shall be required when the short plat contains a private road:

The cost of construction and maintaining all roads not herein dedicated as public roads shall be the obligation of all of the owners and the obligation to maintain shall be concurrently the obligation of any corporation in which title of the roads and streets may be held. In the event that the owners of any lots served by the roads or streets of this short plat shall petition the council to include these roads or streets in the public road system, the petitioners shall be obligated to bring the same to city road standards applicable at the time of petition in all respects, including dedication of rights-of-way, prior to acceptance by the city.

(iv) All landscaped areas in public rights-of-way shall be maintained by the developer and his successor(s) and may be reduced or eliminated if deemed necessary for or detrimental to city road purposes.

(v) The location and height of all fences and other obstructions within an easement as dedicated on this plat shall be subject to the approval of the Director of Public Works or his designee.

(d) Approvals.

(i) Examined and approved this ____ day of ____, 20__.

City Engineer, City of Marysville

(ii) Examined and approved this ____ day of ____, 20__.

Community Development Director, City of Marysville

(iii) Examined, found to be in conformity with applicable zoning and other land use controls, and approved this ____ day of ____, 20__.

Mayor Attest: City Clerk

(e) Certificates.

(i) I hereby certify that the short plat of ____ is based upon an actual survey and subdivision of Section ___, Township ___ North, Range ___ EWM as required by the state statutes; that the distances, courses and angles are shown thereon correctly; that the monuments shall be set and lot and block corners shall be staked correctly on the ground, that I fully complied with the provisions of the state and local statutes and regulations governing platting.

Licensed Land Surveyor

(Seal)

(ii) I hereby certify that all state and county taxes heretofore levied against the property described herein, according to the books and records of my office, have been fully paid and discharged, including ____ taxes.

Treasurer, Snohomish County

(iii) Filed for record at the request of ____ this ____ day of ___, 20___, at ____ minutes past __m, and recorded in Vol. __ of Plats, page __, records of Snohomish County, Washington.

Auditor, Snohomish County

22G.100.140 Binding site plan – Requirements.

The final binding site plan shall have dimensions of 18 inches by 24 inches and must include the following:

- (1) The name of the binding site plan;
- (2) Legal description of existing lots;
- (3) The date, north arrow and appropriate engineering scale as approved by the community development department (e.g., one inch equals 20 feet, one inch equals 30 feet, one inch equals 40 feet, one inch equals 50 feet, one inch equals 60 feet);
- (4) Boundary lines, right-of-way for streets, easements, and property lines of lots and other sites with accurate bearings, dimensions or angles and arcs, and of all curve data;
- (5) Names and right-of-way widths of all streets within the parcel and immediately adjacent to the parcel. Street names shall be consistent with the names of existing adjacent streets;
- (6) Number of each lot consecutively;

(7) Address for each lot as provided by the City;

~~(78)~~ Reference to covenants and special restrictions either to be filed separately or on the face of the binding site plan;

~~(89)~~ Zoning setback lines and building sites when required by the city;

~~(910)~~ Location, dimensions and purpose of any easements, noting if the easements are private or public;

~~(1011)~~ Location, physical description, and date visited of monuments and all lot corners set and found;

~~(1112)~~ Existing structures, including any within 50 feet of existing or proposed lot lines, all setbacks, and all encroachments;

~~(1213)~~ Primary control points identified (i.e., calculated, found, established, or reestablished), basis of bearing, and horizontal and vertical datums as required by the public works department. Descriptions and ties to all control points will be shown with dimensions, angles and bearings;

~~(1314)~~ A dedicatory statement acknowledging public and private dedications and grants;

~~(1415)~~ Parking areas, general circulation and landscaping area when required;

~~(1516)~~ Proposed use and location of buildings when required;

~~(1617)~~ Loading areas when required;

~~(1718)~~ Other restrictions and requirements as deemed necessary by the city;

~~(1819)~~ The applicable requirements of RCW [58.17.040](#)(7) shall be met, including inscription of the following statement on the binding site plan:

All development and use of the land described herein shall be in accordance with this binding site plan, as it may be amended with the approval of the city, town, or county having jurisdiction over the development of such land, and in accordance with such other governmental permits, approvals, regulations, requirements, and restrictions that may be imposed upon such land and the development and use thereof. Upon completion, the improvements on the land shall be included in one or more condominiums or owned by an association or other legal entity in which the owners of units therein or their owners' associations have a membership or other legal or beneficial interest. This binding site plan shall be binding upon all now or hereafter having any interest in the land described herein.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: November 12, 2024

SUBMITTED BY: CD Director Haylie Miller, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **NEW BUSINESS**

SUBJECT: Development Project Update

SUGGESTED ACTION: Discussion item only.

SUMMARY: Presentation of current development projects within the City.
No attachment.

ATTACHMENTS:



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: November 12, 2024

SUBMITTED BY: CD Director Haylie Miller, Community Development

ITEM TYPE: Presentation

AGENDA SECTION: **NEW BUSINESS**

SUBJECT: Hearing Examiner Updates

SUGGESTED ACTION: Suggested motion: I move to set a public hearing for consideration of the Hearing Examiner code amendments at the December 10, 2024 Planning Commission meeting.

SUMMARY: Two draft ordinances are attached related to Marysville Hearing Examiner procedures. The first draft ordinance (Exhibit 1) proposes revisions to Marysville Municipal Code (MMC) Chapter 22G.060 regarding the appointment, removal, and jurisdiction of the hearing examiner. The second draft ordinance (Exhibit 2) designates the Hearing Examiner to perform the function of the Board of Appeals under the International Building Code and all other codes that provide for an appeal to the Board of Appeals. Staff recommends this item be reviewed during the November 12th work session with direction provide to staff to schedule a public hearing on this matter.

ATTACHMENTS:

[1 Ordinance - Hearing Examiner 11-1-24.pdf](#)
[2 Ordinance - Board of Appeals - HEX 10-26-24.pdf](#)

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARYSVILLE,
WASHINGTON, REGARDING THE APPOINTMENT, REMOVAL, AND
JURISDICTION OF THE HEARING EXAMINER.**

WHEREAS, an office of hearing examiner was created by chapter 22G.060 of the municipal code; and

WHEREAS, amending the municipal code to provide that more than one hearing examiner may be appointed by the mayor and confirmed by the city council will allow the city to provide better customer service in administrative hearings; and

WHEREAS, expanding the jurisdiction of the hearing examiner will replace obsolete review methods with a professional hearing examiner.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE,
WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Section 22G.060.030 of the municipal code is amended as set forth in Exhibit A.

SECTION 2. Section 22G.060.050 of the municipal code is amended as set forth in Exhibit B.

SECTION 3. Section 22G.060.080 of the municipal code is amended as set forth in Exhibit C.

SECTION 4. Section 22G.060.090 of the municipal code is amended as set forth in Exhibit D.

SECTION 5. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

SECTION 6. Upon approval by the city attorney, the city clerk or the code reviser are authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

SECTION 7. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2024.

CITY OF MARYSVILLE

By _____
JON NEHRING, MAYOR

Attest:

By _____
_____, DEPUTY CITY CLERK

Approved as to form:

By _____
JON WALKER, CITY ATTORNEY

Date of publication: _____

Effective Date (5 days after publication): _____

EXHIBIT A

22G.060.030 Appointment.

The ~~examiner shall be appointed by the~~ mayor is authorized to appoint one or more examiners subject to confirmation by a majority vote of the city council. The terms of the examiner's employment shall be specified by a professional service contract. An examiner pro tem may also be appointed by the mayor subject to confirmation by majority vote of the city council. An examiner pro tem shall serve in the event of absence or disqualification of the examiner.

EXHIBIT B

22G.060.050 Removal.

The examiner's professional services contract may be terminated by the mayor in accordance with the terms of the contract. The examiner may be removed from office for cause by the mayor, subject to ~~confirmation~~approval by majority vote of the city council.

EXHIBIT C

22G.060.080 Rules.

~~The examiner shall have the power to prescribe rules and regulations for the scheduling and conduct of hearings and other procedural matters related to the duties of the office. Chapter 34.05 RCW, Administrative Procedure Act, will apply to hearings unless a statute or this code provides a different standard or procedure. The rules shall provide that a~~All public hearings will be held after 6:00 p.m., ~~except under special circumstances authorized by~~unless the mayor authorizes an earlier time due to special circumstances

EXHIBIT D

22G.060.090 Duties.

The examiner is vested with the duty and authority to hold public hearings and render decisions on the following matters:

- (1) Preliminary plats;
- (2) Appeals from administrative decisions on short plats;
- (3) Rezones; except rezoning of land when such rezone is associated with a comprehensive plan designation amendment, and area-wide rezones initiated by the city itself, which shall be heard by the planning commission;
- (4) Binding site plan approvals when subject to public review;
- (5) Conditional use permits when subject to public review;
- (6) Zoning code variances;
- (7) Administrative appeals from decisions and interpretations by city staff relating to land use codes, SEPA and permits;
- (8) Conditional shoreline development permits, variances and appeals from administrative determinations arising under Chapter 22E.050 MMC;
- (9) Complaints by citizens or city staff seeking administrative enforcement of provisions of city land use codes or conditions in development permits and approvals, or seeking rescission or modification of such permits or approvals;
- (10) Variances and administrative appeals arising from the city's sign code;
- (11) Variances and administrative appeals arising from the city's floodplain management code;
- (12) Variances and administrative appeals arising under the city's street department code;
- (13) Appeals of suspension or removal of tow truck operators from the city's list under MMC 11.37.060;
- (14) Appeals of a chronic nuisance property notice outlined in Chapter 6.23 MMC;
- (15) Appeals under chapters 16.04, 16.08, 16.12, 16.20, and 16.28 of the municipal code and any appeal provided under international code adopted by the city;

(16) Appeals of utility service for occupancy under chapter 16.24 of the municipal code;

(17) Appeals identified in section 22A.010.090 of the municipal code; and

(1518) Such other regulatory, enforcement or quasi-judicial matters as may be assigned to the examiner by the mayor and city council.

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DESIGNATING THE HEARING EXAMINER TO PERFORM THE FUNCTION OF THE BOARD OF APPEALS UNDER THE INTERNATIONAL BUILDING CODE AND ALL OTHER CODES THAT PROVIDE FOR AN APPEAL TO THE BOARD OF APPEAL.

WHEREAS, the City has adopted the International Building Code (chapter 16.04 MMC), Uniform Plumbing Code (chapter 16.08 MMC), National Electrical Code (chapter 16.12 MMC), Washington Cities Electrical Code (chapter 16.12 MMC), and International Mechanical Code (chapter 16.28 MMC); and

WHEREAS, the International Building Code (IBC) recommends that the Board of Appeal consist of five members and provides that they be “qualified by experience and training” to pass on matter before the Board; and

WHEREAS, the other adopted codes and the dangerous buildings chapter of the municipal code (chapter 16.20 MMC) utilize the Board of Appeals; and

WHEREAS, the process set forth in the IBC is cumbersome and inconsistent with the professional hearing examiner system chosen by the City to hear appeals on a variety of subjects; and

WHEREAS, the hearing examiner should perform the function of the Board of Appeals.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

- A. SECTION 1. Section 16.04.035 of the municipal code is amended as set forth in Exhibit
- B. SECTION 2. Section 16.08.080 of the municipal code is amended as set forth in Exhibit
- C. SECTION 3. Section 16.12.100 of the municipal code is amended as set forth in Exhibit
- D. SECTION 4. Section 16.20.050 of the municipal code is amended as set forth in Exhibit
- E. SECTION 5. Section 16.28.045 of the municipal code is amended as set forth in Exhibit
- SECTION 6. Section 22A.010.090 of the municipal code is amended as set forth in Exhibit F.

SECTION 7. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

SECTION 8. Upon approval by the city attorney, the city clerk or the code reviser are authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections.

SECTION 9. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 20_____.

CITY OF MARYSVILLE

By _____
JON NEHRING, MAYOR

Attest:

By _____
_____, DEPUTY CITY CLERK

Approved as to form:

By _____
JON WALKER, CITY ATTORNEY

Date of publication: _____
Effective Date (5 days after publication): _____

EXHIBIT A

16.04.035 Section 113 amended – Board of appeals – Hearing Examiner.

Section 113 of the International Building Code is amended ~~by adding the following additional subsection thereto~~ to read as follows:

~~(a) Procedure. An appeal to the Board of Appeals must be filed in writing within fifteen (15) days after the order, decision or determination of the building official which is being challenged. The filing fee shall be one hundred fifty dollars. Within twenty (20) days after the filing of an appeal the Board of Appeals shall hold a hearing on the same and shall render its decision. Continuances shall be allowed only with the consent of the appellant. The decision of the Board of Appeals shall be final on the date that it is reduced to writing and sent to the appellant, subject to the right of the appellant to file an appeal to the Snohomish County Superior Court within fifteen (15) days thereafter.~~

113.1 General. Appeals of orders, decisions or determinations made by the building official relative to the application and interpretation of this code, shall be heard and decided by the hearing examiner.

113.2 Limitation on authority. An application for appeal shall be based on a claim that the true intent of this code or the rules legally adopted thereunder have been incorrectly interpreted, the provisions of this code do not fully apply or an equally good or better form of construction is imposed. The Hearing Examiner shall have no authority to waive requirements of this code.

113.3 Procedure. An appeal to the Board of Appeals – Hearing Examiner must be filed in writing within fifteen (15) days after the order, decision or determination of the building official which is being challenged. The filing fee is \$150.00. Within 20 days after the filing of an appeal the hearing examiner will hold a hearing on the same and render a decision. Continuances are allowed only with the consent of the appellant. The decision of the hearing examiner is final on the date that it is reduced to writing and sent to the appellant. The appellant may file an appeal to the Snohomish County Superior Court within fifteen (15) days of the decision becoming final.

EXHIBIT B

Appeals from any ruling made under this chapter may be made to the [building code board of appeals hearing examiner](#). Procedural rules concerning appeals shall be as provided in the building code.

EXHIBIT C

(1) Appeals from any ruling made under this chapter may be made to the ~~building code board of appeals~~hearing examiner. Procedural rules concerning appeals shall be as provided in the building code.

(2) Section 85.27, Means of Appeal, is deleted from WCEC (page 31 – 85.27).

EXHIBIT D

16.20.050 ~~Board of appeals~~Hearing examiner designated appeals commission.

The ~~board of appeals established in Chapter 16.04 MMC and the International Building Code~~hearing examiner is ~~hereby~~ designated as the appeals commission under this chapter. When acting as the appeals commission the ~~board of appeals~~hearing examiner shall act in accordance with the requirements of this chapter. All references in this chapter to the appeals commission shall refer to the ~~board of appeals as designated in this section~~hearing examiner.

EXHIBIT E

Appeals from any ruling made under this chapter may be made to the ~~building code board of appeals~~hearing examiner. Procedural rules concerning appeals shall be as provided in the building code.

EXHIBIT F

(1) Roles and Responsibilities.

(a) The regulation of land development is a cooperative activity including many different elected and appointed boards and city staff. The specific responsibilities of these bodies are set forth in subsections (2) through (7) of this section.

(b) An applicant is expected to read and understand the city development code and be prepared to fulfill the obligations placed on the applicant by MMC Title 22.

(2) Community Development Director. The director or designee shall review and act on the following:

(a) Authority. The director is responsible for the administration of MMC Title 22;

(b) Administrative Interpretation. Upon request or as determined necessary, the director shall interpret the meaning or application of the provisions of said titles and issue a written administrative interpretation within 30 days of said request. Requests for interpretation shall be written and shall concisely identify the issue and desired interpretation;

(c) Administrative Approvals. Administrative approvals set forth in MMC 22G.010.140, 22G.010.150 and 22G.010.160;

(d) Short plats;

(e) Shoreline permits for substantial development;

(f) SEPA (State Environmental Policy Act) determinations;

(g) Site plan with commercial, industrial, institutional (e.g., church, school) or multiple-family building permit;

(h) Site plan with administrative conditional use permit;

(i) Master plan for properties under ownership or contract of applicant(s);

(j) Temporary use permits, unless a public hearing is required as set forth in Chapter 22G.010 MMC, Article V, Code Compliance and Director Review Procedures, in which case this authority shall be exercised by the hearing examiner;

(k) Conditional use permits, unless a public hearing is required as set forth in Chapter 22G.010 MMC, Article V, Code Compliance and Director Review Procedures, in which case this authority shall be exercised by the hearing examiner;

(l) The community development director is hereby authorized after the date of the adoption of the ordinance codified in this title to incorporate drawings as necessary for the purpose of illustrating concepts and regulatory standards contained in this title; provided, that the adopted provisions of the code shall control.

(3) City Council. In addition to its legislative responsibility, the city council shall review and act on the following subjects:

(a) Approval of final plats;

(b) Approval of the comprehensive plan and comprehensive plan amendments;

(c) Approval of area-wide rezones, and confirmation by ordinance of site-specific rezones approved by the hearing examiner.

(4) Planning Commission. The planning commission shall review and make recommendations on the following applications and subjects:

(a) Amendments to the comprehensive plan.

(b) Amendments to MMC Title 22C, Land Use Standards.

(c) Amendments to MMC Title 22D, City-Wide Standards.

(d) Amendments to MMC Title 22E, Environmental Standards.

(e) Amendments to Chapter 22G.040 MMC, Security for Performance and Maintenance.

(f) Amendments to Chapter 22G.070 MMC, Siting for Essential Public Facilities.

(g) Amendments to Chapter 22G.080 MMC, Planned Residential Development.

(h) Amendments to Chapter 22G.090 MMC, Subdivisions and Short Subdivisions.

(i) Amendments to Chapter 22G.100 MMC, Binding Site Plan.

(j) Amendments to Chapter 22G.110 MMC, Boundary Line Adjustments.

(k) Master plan, initiated by the city or other governmental agency, for a neighborhood or assembly of parcels under private ownership or contract.

(l) Recommendations to the hearing examiner on master plans initiated by private property owners, which includes outside ownership or contract of the applicants.

(m) Other actions requested or remanded by the city council.

(5) Hearing Examiner. The hearing examiner shall review and act on the following applications and subjects:

- (a) Applications for preliminary subdivisions;
- (b) Appeals of administrative decisions on preliminary short plats;
- (c) Site-specific rezones (with final approval by ordinance of the city council);
- (d) Binding site plan approvals subject to public hearing review;
- (e) Conditional use permits subject to public hearing review;
- (f) Nonadministrative variances to MMC Title 22;
- (g) Appeals of administrative decisions and interpretations relating to MMC Titles 4, 12 and 22;
- (h) Appeals of SEPA determinations;
- (i) Master plan, initiated by private property owners, including land outside ownership or contract of applicant(s);
- (j) Such other matters as are delegated by ordinance of the city council.

(6) Building Official. The building official shall have the authority to grant, condition or deny the following permits in accordance with the procedures set forth in Chapter 22G.010 MMC, Article V, Code Compliance and Director Review Procedures:

- (a) Commercial building permits.
- (b) Residential building permits.
- (c) Clearing and grading permits.

(7) ~~Building Code Board of Appeals~~Hearing Examiner. The ~~board of appeals~~hearing examiner shall review and act on the following subjects:

- (a) Appeals of decisions of the building official on the interpretation or application of the building or fire code;
- (b) Disapproval of a permit for failure to meet the International Building or Fire Code.

~~The review criteria for the building code board of appeals are contained in MMC 16.04.035.~~