EST. 1891
MARYSVILLE
WASHINGTON

CITY COUNCIL REGULAR MEETING
MONDAY, DECEMBER 2, 2024 – 7:00 PM
501 DELTA AVENUE
MARYSVILLE, WA 98270

AGENDA

To listen to the meeting without providing public comment:
Join Zoom Meeting
https://us06web.zoom.us/j/86246307568
Or
Dial toll-free US: 888 475 4499
Meeting ID: 862 4630 7568

Call to Order

Invocation

Pledge of Allegiance

Roll Call

Approval of the Agenda

Presentations

Public Comment

Approval of Minutes *(Written Comment Only Accepted from Audience)*

Consent

1. November 20, 2024 Claims in the Amount of $323,947.51 Paid by EFT Transactions and Check Numbers 173849 through 173923 with Check Number 172600 Voided 112024.rtf

Review Bids

Public Hearings

New Business

2. 2024 Comprehensive Plan Update
No action is requested at this time.
Memo re 2024 Comprehensive Plan Update
Exhibit 1 - 2024 Comprehensive Plan with Appendices
Exhibit 2 - Ordinance 2024 Comprehensive Plan
Exhibit 3 - Ordinance Title 22 Unified Development Code Amendments
Exhibit 4 - Ordinance Downtown Master Plan Amendments
Exhibit 6 - RH2 Water and Sewer Technical Memo
Exhibit 7 - Puget Sound Regional Council comment letter, VISION 2050 Compliance Checklist, and Associated Documents
Exhibit 8 - Washington State Department of Commerce GMA Checklist, Comment Letter, and City Email Responses
Exhibit 9 - Master Builders Association Comment Letter and Response
Exhibit 10 - Other Public Comments
Exhibit 11 - Full Transportation Plan

3. An **Ordinance** Amending Chapters 16.04, 16.08, 16.10, 16.12, 16.28 and 16.36 of the Municipal Code to Reflect Required Code Cycle Updates to the International Building Codes, International Existing Building Code, Uniform Plumbing Code, Washington State Energy Code and National Electrical Code.
Recommended Motion: I move to adopt Ordinance No_____.
1 Ordinance 3311 - June 2024.pdf
2 Council Memo - Building and Fire Code 6-2024 (2).pdf
3 Revised Ordinance - December 2024 (2).pdf

4. An **Ordinance** Amending Chapters 22G.010 and 22G.030 of the Municipal Code Regarding Project Review Timeframes
Recommended Motion: I move to adopt Ordinance No. _____.
FINAL_-_ORD-SB_5290.docx
Planning Commission Recommendation

5. An **Ordinance** Amending Chapters 22G.090 and 22G.100 of the Municipal Code Regarding Subdivision Addressing Requirements.
Recommended Motion: I move to adopt Ordinance No. _____.
ORD-RCW_58.17.280.docx
Planning Commission Recommendation

6. Update and Presentation on the Waterfront Projects and Proposed Sports Facility
Pinnacle -Market Feasibility Report - 05-01-23.pdf

7. Supplemental Agreement No. 6 to the Professional Services Agreement with Perteet, Inc. for the Riverwalk Project
Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental Agreement No. 6 to the Professional Services Agreement with Perteet, Inc. for the Riverwalk Project.
Supplemental No. 6_Marysville Riverwalk.pdf
Original Contract - Perteet, Inc. - Marysville Riverwalk - Waterfront Redevelopment.pdf

8. Supplemental No. 3 to the Professional Services Agreement with Parametrix, Inc. for

the Geddes Remediation Project
Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental No. 3 to the Professional Services Agreement with Parametrix, Inc. for the Geddes Remediation Project.
2024-11-13_Geddes Remediation_PSA_Supp 3.pdf
2024-11-06_SAFECO Authorization_PSA_Supp 3.pdf
Original Contract - Parametrix - Geddes Remediation.pdf

9. Supplemental Agreement No. 3 to the Professional Services Agreement with BHC Consultants, LLC for the Wastewater Treatment Plant (WWTP) Near Term Tertiary Treatment Improvements Project
Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental Agreement No. 3 to the Professional Services Agreement with BHC Consultants, LLC for the Wastewater Treatment Plant (WWTP) Near Term Tertiary Treatment Improvements project.
PSA_SuppTime (3).docx
Original Contract - BHC Consultants - WWTP Near Term Improvement Design.pdf

10. Supplemental Agreement No. 5 to the Professional Services Agreement with HDR Engineering, Inc. for the 88th ST NE Corridor Improvement Project
Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental Agreement No. 5 to the Professional Services Agreement with HDR Engineering, Inc. for the 88th ST NE Corridor Improvement Project.
2024-11-18_Supplment No. 5_140-063.pdf
Original Contract - HDR Engineering - 88th St NE Corridor Widening.pdf

11. A **Resolution** Setting Fees for the Use of Park Facilities for the 2025-2026 Biennium
Recommended Motion: I move to approve Resolution No._____.
Resolution_-_Park_Fees_2025-26.docx
2024 Facility price Comparison.pdf
Potential Fee Increase Estimate 2025.pdf

12. Rave Alerting Platform Renewal
Recommended Motion: I move to authorize the Mayor to sign the Rave Mobile Safety Renewal #Q-46870.
Rave Mobile Safety Renewal_2025.pdf

13. Professional Service Agreement Between the City of Marysville and Bridgeways
Recommended Motion: I move to authorize the Mayor to sign and execute the Professional Service Agreement between the City of Marysville and Bridgeways
Bridgeways 2025.pdf
Original Bridgeways Contract for Reference.pdf

14. Renewal of Interlocal Agreement Between the City of Marysville and the City of Lake Stevens for Jail Services
Request Council approval and authorize Mayor to sign the interlocal agreement.
ILA_Jail_Lake_Stevens_112524.pdf
Original Agreement LS Jail Services.pdf

Legal

Mayor's Business

Staff Business

Call on Councilmembers and Committee Reports

Adjournment/Recess

Executive Session
A. Litigation
B. Personnel
C. Real Estate

Reconvene

Adjournment

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 ITEM NO. 1.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Accounting Technician Shauna Crane, Finance
ITEM TYPE:	Claims
AGENDA SECTION:	**Consent**
SUBJECT:	November 20, 2024 Claims in the Amount of $323,947.51 Paid by EFT Transactions and Check Numbers 173849 through 173923 with Check Number 172600 Voided
SUGGESTED ACTION:	
SUMMARY:	

ATTACHMENTS:
112024.rtf

CITY OF MARYSVILLE
INVOICE LIST

FOR INVOICES FROM 11/20/2024 TO 11/20/2024

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT DESCRIPTION	ITEM AMOUNT
173849	LICENSING, DEPT OF	DRIVING ABSTRACT - LEIGHTY	PERSONNEL ADMINISTRATION	15.00
173850	PREMERA BLUE CROSS	CLAIMS PAID 10/20 TO 10/26/24	MEDICAL CLAIMS	42,367.70
	PREMERA BLUE CROSS	CLAIMS PAID 10/27 TO 10/31/24	MEDICAL CLAIMS	75,369.79
173851	PREMERA BLUE CROSS	CLAIMS PAID 11/1 TO 11/2/24	MEDICAL CLAIMS	39,087.51
	PREMERA BLUE CROSS	CLAIMS PAID 11/3 TO 11/9/24	MEDICAL CLAIMS	60,821.56
173852	ADAMS, KENNETH & CAR	UB REFUND	GARBAGE	412.67
173853	AHERN, THOMAS	UB REFUND	WATER/SEWER OPERATION	313.12
173854	ALEXANDER PRINTING	BUSINESS CARDS	WASTE WATER TREATMENT	102.83
173855	ALL BATTERY SALES &	SHOP SUPPLIES	EQUIPMENT RENTAL	323.66
173856	ARG INDUSTRIAL	POLYPROPYLENE	SNOW & ICE REMOVAL	76.12
173857	BICKFORD FORD	BACK UP CAMERA - V051	EQUIPMENT RENTAL	310.98
173858	BLEACHERS GRILL	SENIOR LUNCH	RECREATION SERVICES	437.60
173859	BREVIG, B LORENE	UB REFUND	GARBAGE	21.24
173860	C M HEATING	REFUND - ELECTRICAL PERMIT FEE	COMMUNITY DEVELOPMENT	78.40
	C M HEATING	REFUND - MECHANICAL PERMIT FEE	NON-BUS LICENSES AND	95.90
173861	CERECERO, ABRIL	UB REFUND	WATER/SEWER OPERATION	25.65
173862	CORE & MAIN LP	WATER METERS	WATER SERVICE INSTALL	7,160.24
173863	CRAWFORD, SHANON	INSTRUCTOR PAYMENT	RECREATION SERVICES	1,022.96
173864	E&E LUMBER	CABLE TIES, ALUM SCREEN	SUNNYSIDE FILTRATION	20.35
	E&E LUMBER	CLEANING SUPPLIES	SUNNYSIDE FILTRATION	82.35
	E&E LUMBER	SUPPLIES	METER READING	265.98
173865	EAGLE FENCE	GATE POST REPLACEMENT	PARK & RECREATION FAC	1,531.60
	EAGLE FENCE	FENCE REPAIR	MAINTENANCE	2,562.70
	EAGLE FENCE	CHAIN FENCE	ROADSIDE VEGETATION	4,814.79
173866	EAGLE WINGS	REIMBURSEMENT	RENTAL ASSISTANCE	5,000.00
173867	FAST WATER HEATER	REFUND - MECHANICAL PERMIT	NON-BUS LICENSES AND	137.00
173868	FERRELLGAS	PROPANE/HAZMAT	ROADWAY MAINTENANCE	63.72
	FERRELLGAS		TRAFFIC CONTROL DEVICES	63.72
173869	FIRST RESPONSE TRAIN	INSTRUCTOR PAYMENT	RECREATION SERVICES	108.00
173870	FOOT WORKS		RECREATION SERVICES	480.00
173871	FULLER, KEVIN	REIMBURSEMENT - BAT CERTIFICATION	UTIL ADMIN	106.00
173872	GRIBBLE, ELISABETH	MEAL REIMBURSEMENT	LEGAL - PROSECUTION	59.75
173873	GUILLEN, MARICELA	TEMPORARY CONSTRUCTION EASEMENT	GMA - STREET	725.00
173874	GUNDERSON, RODNEY	UB REFUND	GARBAGE	40.94
173875	HD FOWLER COMPANY	FLUSHING	WATER DIST MAINS	199.26
173876	HOME DEPOT PRO	PAPER TOWELS, TOILET PAPER	CUSTODIAL SERVICES	175.06
	HOME DEPOT PRO	TISSUE PAPER, CLEANER	CUSTODIAL SERVICES	551.77
173877	HORTON, ASHLEY	REFUND - BASKETBALL	PARKS-RECREATION	115.00
173878	HUMAN SERVICES	3RD QTR LIQUOR BOARD/EXCISE TAXES	NON-DEPARTMENTAL	5,431.44
173879	IBS, INC.	TAPE, AIR CHUCKS	EQUIPMENT RENTAL	339.05
173880	KBHPNW LLC	UB REFUND	WATER/SEWER OPERATION	61.88
173881	KENDALL CHEVROLET	MIRROR - #115	EQUIPMENT RENTAL	238.98
173882	LAYTON TREE CONSULT	TREE ASSESSMENT	FORESTRY MAINTENANCE	710.95
173883	LES SCHWAB TIRE	TIRES	ER&R	516.85
	LES SCHWAB TIRE	TIRES - V001	EQUIPMENT RENTAL	819.21
173884	LUGIBIHI, LEE	REFUND - ELECTRICAL PERMIT	COMMUNITY DEVELOPMENT	78.40
173885	MARK TRUST	UB REFUND	WATER/SEWER OPERATION	44.72
173886	MENDOZA, TERESA TINA	INSTRUCTOR PAYMENT	RECREATION SERVICES	240.00
173887	MIDWAY GARDENS PART	TEMPORARY CONSTRUCTION EASEMENT	GMA - STREET	5,185.00
173888	MINDS IN MOTION	INSTRUCTOR PAYMENT	RECREATION SERVICES	2,160.00
173889	MR. COOPER	PARTIAL RELEASE FEE	GMA - STREET	250.00
173890	NAVIA BENEFIT	PARTICIPATNT FEE - OCT 2024	PERSONNEL ADMINISTRATION	240.80

CITY OF MARYSVILLE
INVOICE LIST

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CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT DESCRIPTION	ITEM AMOUNT
173891	NCSI	EMPLOYMENT BACKGROUND SCREENING	PERSONNEL ADMINISTRATION	18.50
	NCSI	BACKGROUND SCREENING	PERSONNEL ADMINISTRATION	74.00
173892	OCCUPATIONAL HEALTH	CDL RECERT EXAM - ERICKSON	UTIL ADMIN	136.00
	OCCUPATIONAL HEALTH	CDL RECERT. EXAM - SZECHENYI	PARK & RECREATION FAC	136.00
173893	OLASON, MONICA	INSTRUCTOR PAYMENT	RECREATION SERVICES	2,181.60
173894	OREILLY AUTO PARTS	LICENSE PLATE LENSE - V001	EQUIPMENT RENTAL	21.17
	OREILLY AUTO PARTS	TAILGATE HANDLE - #237	EQUIPMENT RENTAL	36.67
	OREILLY AUTO PARTS	SERPENTINE BELT TENSIONER - #237	EQUIPMENT RENTAL	42.44
	OREILLY AUTO PARTS	BELT ENTSIONER - V001	EQUIPMENT RENTAL	44.95
	OREILLY AUTO PARTS	WATER PUMP/SERPENTINE BELT - V001	EQUIPMENT RENTAL	114.15
173895	PACIFIC TOPSOILS	INVOICE CORRECTION	GMA-PARKS	0.02
173896	PARNELL, KRISTEN	UB REFUND	WATER/SEWER OPERATION	400.00
173897	PEACE OF MIND	HEARING EXAMINER MINUTES	COMMUNITY	55.50
	PEACE OF MIND	COUNCIL MEETING MINUTES	CITY CLERK	196.10
	PEACE OF MIND		CITY CLERK	196.10
173898	PGC INTERBAY LLC	GOLF REIMBURSEMENT	PRO-SHOP	497.99
	PGC INTERBAY LLC		PRO-SHOP	504.55
	PGC INTERBAY LLC		PRO-SHOP	699.09
	PGC INTERBAY LLC		PRO-SHOP	1,000.00
	PGC INTERBAY LLC		MAINTENANCE	1,011.96
	PGC INTERBAY LLC		PRO-SHOP	1,109.00
	PGC INTERBAY LLC		MAINTENANCE	2,077.52
	PGC INTERBAY LLC		GOLF COURSE	2,364.05
	PGC INTERBAY LLC		MAINTENANCE	2,403.52
	PGC INTERBAY LLC		MAINTENANCE	2,582.72
	PGC INTERBAY LLC		MAINTENANCE	3,914.74
	PGC INTERBAY LLC		MAINTENANCE	4,299.14
	PGC INTERBAY LLC		MAINTENANCE	4,365.11
173899	PROVIDENT ELECTRIC	REFUND - CREDIT CARD FEE	COMMUNITY DEVELOPMENT	10.87
	PROVIDENT ELECTRIC	REFUND - ELECTRICAL PERMIT FEE	COMMUNITY DEVELOPMENT	78.40
173900	REECE TRUCKING	POND RESTORATION TREE DEBRIS	STORM DRAINAGE	91.80
	REECE TRUCKING	DUMP ASPHALT	GMA-PARKS	2,362.32
	REECE TRUCKING	DUMP DIRT	GMA-PARKS	3,865.46
173901	RUVALCABA, ALEJANDRO	TEMPORARY CONSTRUCTION EASEMENT	GMA - STREET	725.00
173902	RWC INTERNATIONAL	SEALING WASHER, O-RING KIT - H008	EQUIPMENT RENTAL	37.26
173903	SAFETY, HEALTH AND E	RIGGING/SIGNALING CERT	PARK & RECREATION FAC	175.00
	SAFETY, HEALTH AND E		UTIL ADMIN	175.00
	SAFETY, HEALTH AND E		UTIL ADMIN	175.00
	SAFETY, HEALTH AND E		UTIL ADMIN	350.00
	SAFETY, HEALTH AND E		UTIL ADMIN	350.00
	SAFETY, HEALTH AND E		UTIL ADMIN	350.00
	SAFETY, HEALTH AND E		TRAINING	525.00
173904	SANDOVAL, ANDREW	UB REFUND	GARBAGE	268.05
173905	SCHROEDER, OTTO	UB REFUND	GARBAGE	13.06
	SCHROEDER, OTTO		GARBAGE	14.74
173906	SOUND PUBLISHING	PUBLICATION	CITY CLERK	103.20
173907	SOUND PUBLISHING		COMMUNITY	149.64
173908	SPRINGBROOK NURSERY	HAULING CRUSHED ROCK	STORM DRAINAGE	478.50
	SPRINGBROOK NURSERY		WATER DIST MAINS	478.50
	SPRINGBROOK NURSERY		ROADWAY MAINTENANCE	478.50
173909	SUPERIOR RESTROOMS	CLEANING SERVICE	ROADSIDE VEGETATION	142.22
173910	TAYLOR MADE TRUCK DR	CDL DRIVING SCHOOL - NELSON	FACILITY MAINTENANCE	5,272.75

CITY OF MARYSVILLE
INVOICE LIST

FOR INVOICES FROM 11/20/2024 TO 11/20/2024

CHK #	VENDOR	ITEM DESCRIPTION	ACCOUNT DESCRIPTION	ITEM AMOUNT
173911	THOMSON REUTERS	ONLINE/SOFTWARE SUBSCRIPTION	LEGAL-GENL	469.97
	THOMSON REUTERS		LEGAL - PROSECUTION	469.97
	THOMSON REUTERS	SUBSCRIPTION PRODUCT	LEGAL-GENL	515.82
	THOMSON REUTERS		LEGAL - PROSECUTION	515.82
173912	UTILITIES UNDERGROUND	EXCAVATION NOTIFICATIONS	UTILITY LOCATING	879.20
173913	VEGA AMERICAS, INC	HYPO TANK LEVEL MONITORING	WASTE WATER TREATMENT	2,198.40
173914	VERNON, DANNY	ELVIS SHOW	OPERA HOUSE	5,000.00
173915	VESTIS GROUP INC.	UNIFORM CLEANING, SHOP RENTALS	EQUIPMENT RENTAL	38.59
	VESTIS GROUP INC.		EQUIPMENT RENTAL	58.80
173916	VESTIS GROUP INC.	CUSTODIAL CLEANING, RENTAL	CIVIC CENTER	35.88
	VESTIS GROUP INC.		CUSTODIAL SERVICES	148.65
173917	VESTIS GROUP INC.	LINEN SERVICE	OPERA HOUSE	231.68
173918	WA AUDIOLOGY SERVICES	HEARING TEST	PERSONNEL ADMINISTRATION	88.00
173919	WALDEN, JONATHAN & C	UB REFUND	WATER/SEWER OPERATION	16.23
173920	WAPRO	WAPRO MEMBERSHIP - BROCK	CITY CLERK	25.00
	WAPRO	WAPRO MEMBERSHIP - TABER	CITY CLERK	25.00
173921	WASTE MANAGEMENT	SPECIAL SOLID WASTE SERVICE	WASTE WATER TREATMENT	4,716.84
173922	WET RABBIT EXPRESS	CAR WASHES - FLEET	EQUIPMENT RENTAL	57.60
173923	WILLDAN FINANCIAL	ARBITRAGE REBATE SERVICES	UTIL ADMIN	2,000.00

WARRANT TOTAL: **326,107.51**

MINDS IN MOTION OF NJ LLC	CHECK LOST/DAMAGED	VOID	172600	$2,160.00

REASON FOR VOIDS:

INITIATOR ERROR

CHECK LOST/DAMAGED

UNCLAIMED PROPERTY

WARRANT TOTAL: **$323,947.51**

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE: December 2, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Presentation

AGENDA SECTION: **New Business**

SUBJECT: 2024 Comprehensive Plan Update

SUGGESTED ACTION: No action is requested at this time.

SUMMARY:

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 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). [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 is proposed to be reflected in the Land Use and Housing Elements. Companion code amendments will be presented to City Council in 2025. [2] Ibid. The second part of the Comprehensive Plan (i.e. Public Services, Transportation, Utilities, and Capital Facilities Elements) will be presented at the December 2nd City Council meeting. Attached please find a memo summarizing the full Comprehensive Plan update and supporting exhibits. Please note that appendices are now attached for the Land Use Element and that minor revisions to the employment figures provided in the Land Use, Housing and Economic Elements have also been made to be sure that City limits figures rather than UGA figures are cited. A Public Hearing on the Comprehensive Plan update will be held on December 9th.

ATTACHMENTS:

Memo re 2024 Comprehensive Plan Update
Exhibit 1 - 2024 Comprehensive Plan with Appendices
Exhibit 2 - Ordinance 2024 Comprehensive Plan
Exhibit 3 - Ordinance Title 22 Unified Development Code Amendments
Exhibit 4 - Ordinance Downtown Master Plan Amendments
Exhibit 6 - RH2 Water and Sewer Technical Memo
Exhibit 7 - Puget Sound Regional Council comment letter, VISION 2050 Compliance Checklist, and Associated Documents
Exhibit 8 - Washington State Department of Commerce GMA Checklist, Comment Letter, and City Email Responses
Exhibit 9 - Master Builders Association Comment Letter and Response
Exhibit 10 - Other Public Comments
Exhibit 11 - Full Transportation Plan

COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ◆ Marysville, WA 98270

MEMORANDUM

DATE: December 2, 2024

TO: City Council

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 with Appendices

Exhibit 2 Ordinance for 2024 Comprehensive Plan and Appendices

Exhibit 3 Ordinance for Title 22 Unified Development Code Amendments

Exhibit 4 Ordinance for Downtown Master Plan Amendments

Exhibit 5 2015 Comprehensive Plan *(for reference)*

Exhibit 6 RH2 Technical Memo on Water and Sewer

Exhibit 7 Puget Sound Regional Council preliminary comments, VISION 2050 Consistency Requirements Checklist, and City goals and policies addressing PSRC checklist

Exhibit 8 Washington State Department of Commerce review comments/checklist and responses

Exhibit 9 Master Builders' Association comments

Exhibit 10 Other public comments ***(Note: public comments on the DRAFT SEIS are part of the FINAL SEIS – see Exhibit 1, Appendix 4).***

Exhibit 11 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.

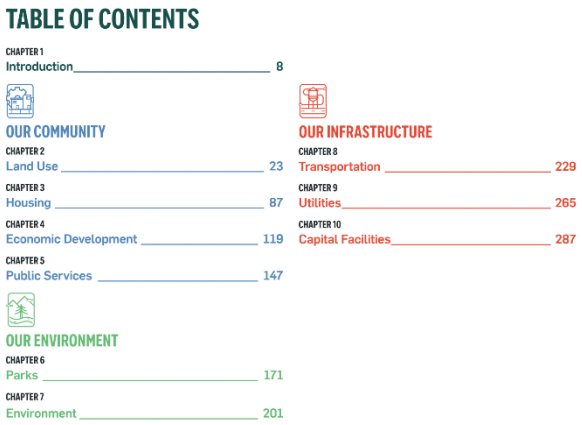
Since 2015, significant changes have occurred at the State, regional, and City levels. The proposed Comprehensive Plan has also been amended to address new State, Puget Sound Regional Council, Snohomish County, and other partner entity laws, policies, and initiatives including, but not limited to:

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


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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.

- 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
November 12, 2024	Planning Commission Public Hearing
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 7 and 8** respectively. Responses to Commerce's comments are in **Exhibit 8** 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.
- **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. **Some updates to figures have been made since this chapter was last presented to City Council to ensure internal consistency.**
- **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 staturory 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 Neighorhood, 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 signficiantly 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 is the FINAL Supplemental Environmental Impact Statement (SEIS), which incorporated public comments on the DRAFT SEIS.

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 occuring,
  - Housing market trends,
  - Housing affordability and attainability,
  - Socioecomic 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 needs[3], 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 offerred 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 polices 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 facilties 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 an incorporated in Chater 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 and 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 11**.

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 Utilties 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 utilties 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 6**) 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 facilties 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 3**). 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 3**). This

requirement appears to be inconsistent with State law which requires that manufactured homes[5] 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 3**).

- **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 MMC 22C.020.245, *Industrial site and building design standards*, to reference the Light Industrial with General Commercial Overlay (LI-GC) zone,

[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 or 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.

and amend Map 2 in MMC 22C.020.250, *Commercial, industrial, recreation and public institutional zones design requirements – Applicability and 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 (see Exhibit 4)

- **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* (see Exhibit 3)

- **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 requests that the City Council review the 2024 Comprehensive Plan Update and associated amendments to the Downtown Master Plan and Title 22, Unified Development Code, and asking questions and provide comments at the December 2nd City Council work session. A Public Hearing will be held on December 9th to formally consider adoption of the 2024 Comprehensive Plan and associated amendments by Ordinance.



CITY OF MARYSVILLE
2024–2044 Comprehensive Plan

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

EST. 1891
MARYSVILLE
WASHINGTON

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CITY OF MARYSVILLE
2024–2044 Comprehensive Plan

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

MARYSVILLE

Cover page photo credit: Mark J. Photography.

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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.

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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.



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.

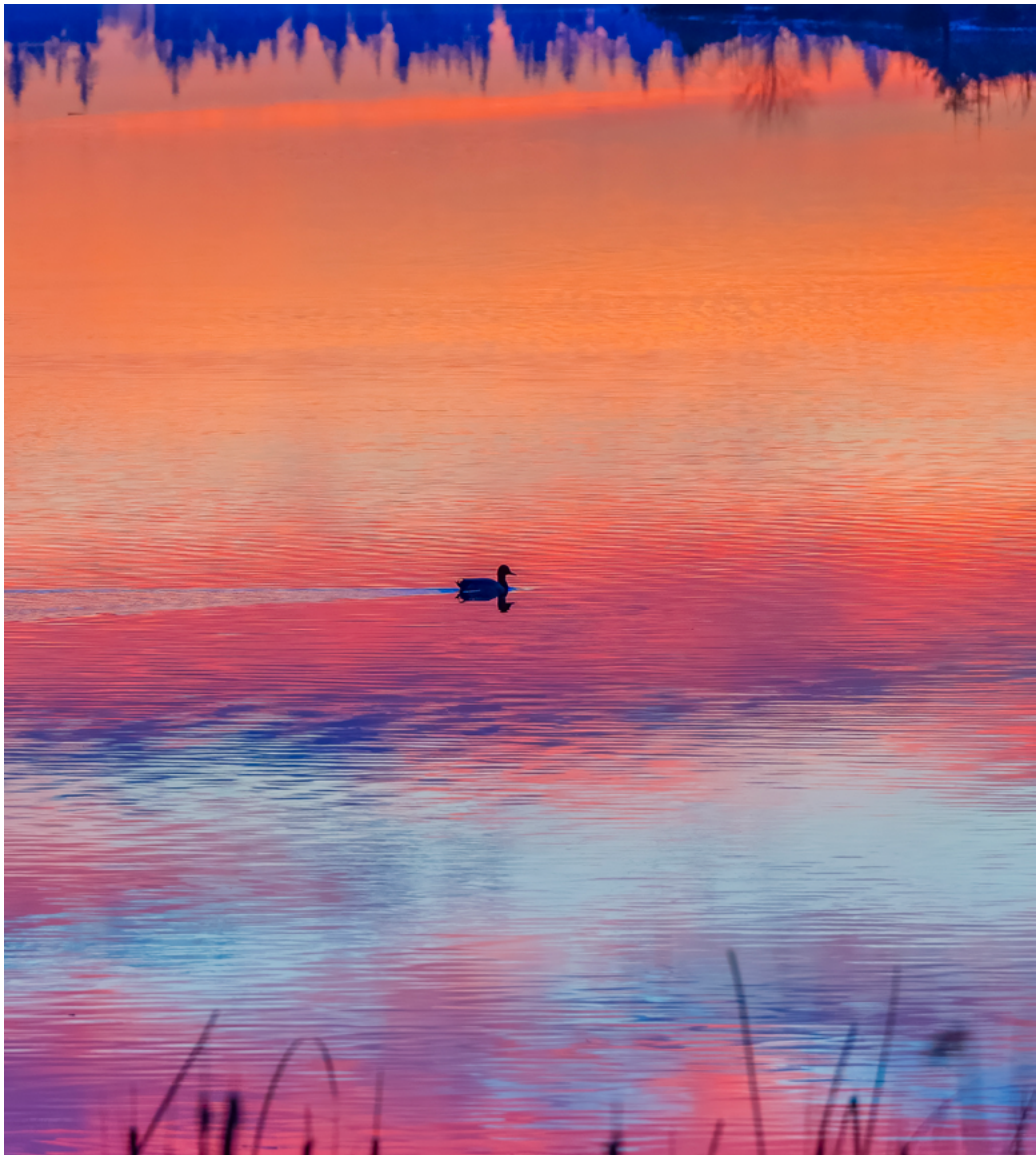
GROWTH ALLOCATIONS AND REGIONAL FRAMEWORK

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

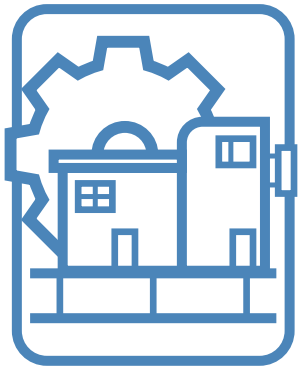
Snohomish County Tomorrow (SCT) allocates the population, employment, and housing projections from OFM to the cities and unincorporated areas within Snohomish County.[6] The growth allocations are a result of collaboration between Snohomish County, its cities, and the Tulalip Tribes, and are consistent 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:

OUR COMMUNITY



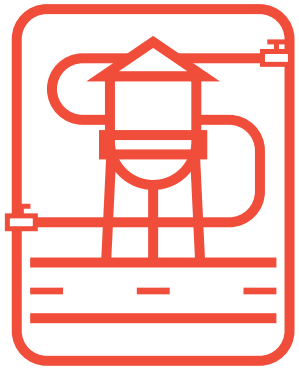
Our Community covers the Land Use, Housing, Economic Development, and Public Services Elements

OUR ENVIRONMENT



Our Environment covers the Parks and Environmental Elements.

OUR INFRASTRUCTURE



Our Infrastructure covers the Transportation and Utilities Elements, and the Capital Facilities Plan.

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.

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.

7. MRSC - Comprehensive Planning

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 ----.



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. 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. "Under the Treaty, signatory tribes ceded millions of acres of land in western Washington, reserving certain fundamental rights and four areas of reservation land in exchange for promises of governmental protection, goods, and services."[10]

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: Hibulb Cultural Center.



Land acknowledgement: The City of Marysville acknowledges that the land that 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.

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. The Tulalip Tribes are successors in interest to the Snohomish, Snoqualmie, Skykomish, and other tribes and bands, and were party to the 1855 Treaty of Point Elliott. Credit for quotes: Tulalip Tribes and 2009 Tulalip Tribes Comprehensive Plan.
11. Credit: The Tulalip Tribes|| WhoWeAre – History (tulaliptribes-nsn.gov)

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.

MARYSVILLE TODAY

The City continued to grow substantially from the 2000s to the present, due both to regional growth trends and proactive annexation of unincorporated lands by the City. The era of proactive annexation culminated in the Central Marysville Annexation, which took effect on December 30, 2009, and resulted in a 20,000-citizen population increase and over 99 percent of the City's UGA being annexed. Residential growth intensified particularly in the Lakewood and East Sunnyside-Whiskey Ridge Neighborhoods. During this time, the City also proactively planned and pursued infrastructure investments, resulting in the adoption of several master plans to guide development and significant infrastructure projects, including new roads, regional stormwater facilities, and interchange projects. Two crowning achievements of this era are the Cascade Industrial Center being designated as a Manufacturing Industrial Center by the Puget Sound Regional Council and the construction of the Civic Center within Downtown, which brought to fruition long-standing goals of the City.[13] Over the next 20 years and beyond, the City will continue to proactively plan for and pursue investments that preserve the character of the community, while enhancing economic opportunities and the quality of life for all community members.



Soli Organic, a state-of-the-art indoor culinary herb production facility, is among one of several manufacturing businesses being developed in the CIC.

13. The Cascade Industrial Center (CIC) regional centers designation resulted from the partnership of the cities of Arlington and Marysville, and the CIC includes land from both cities.

FUTURE VISION

This Comprehensive Plan establishes the framework and regulatory guidance in our land use planning to meet community mandates. Six community priorities were established in 2005 and have been reaffirmed by the community with the 2024 update. These priorities are shown in the infographic in the order of importance expressed by the public in a community survey in the spring of 2022.

The City is actively implementing its strategic plan with respect to each of these priorities. Citizens, business leaders, and appointed and elected officials have committed their time and efforts to taking steps to create a better Marysville. This Plan will help realize that vision in terms of shaping, guiding and regulating future development in Marysville.

As we envision the future Marysville, we have chosen to use historical neighborhood areas as the basis for future land use planning. These neighborhoods, which center around historic community services (often commercial uses and schools), are the foundation of plans for strengthening neighborhood connections. It is our intent in pursuing this Plan to advance stronger community participation, leadership, and an active, caring and involved citizenry.



The Marysville Civic Center, pictured here during construction, brings to fruition one of the City's long-standing goals. Photo Credit: Mark J. Photography.

- Enhance the Community Image and Identity
- Improve Transportation and Infrastructure
- Improve Government and the Regulatory Environment
- Enhance Employment and Housing Opportunities through Workforce Education and Training
- Improve Existing Business Opportunities and Expand and Diversify the Economic Base through Business Attraction and Retention Efforts
- Support Recreation and Tourism Advantages


OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY •









Chapter 2
LAND USE

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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).

Section 2.1

INTRODUCTION

Over the past twenty years, the City of Marysville has experienced tremendous growth in all sectors – commercial, industrial and residential. This growth has been propelled by the overall growth in the Puget Sound region as well as the City's proximity to regional arterials and abundant greenfields. The Land Use Element and companion land use regulations largely shape the City's pattern of growth, quality of development, and desired character by determining what may be built and where.



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

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

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

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

The Land Use Element includes:

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

Section 2.2

URBAN GROWTH AREAS, ANNEXATION AND AREAS OF FUTURE INFLUENCE

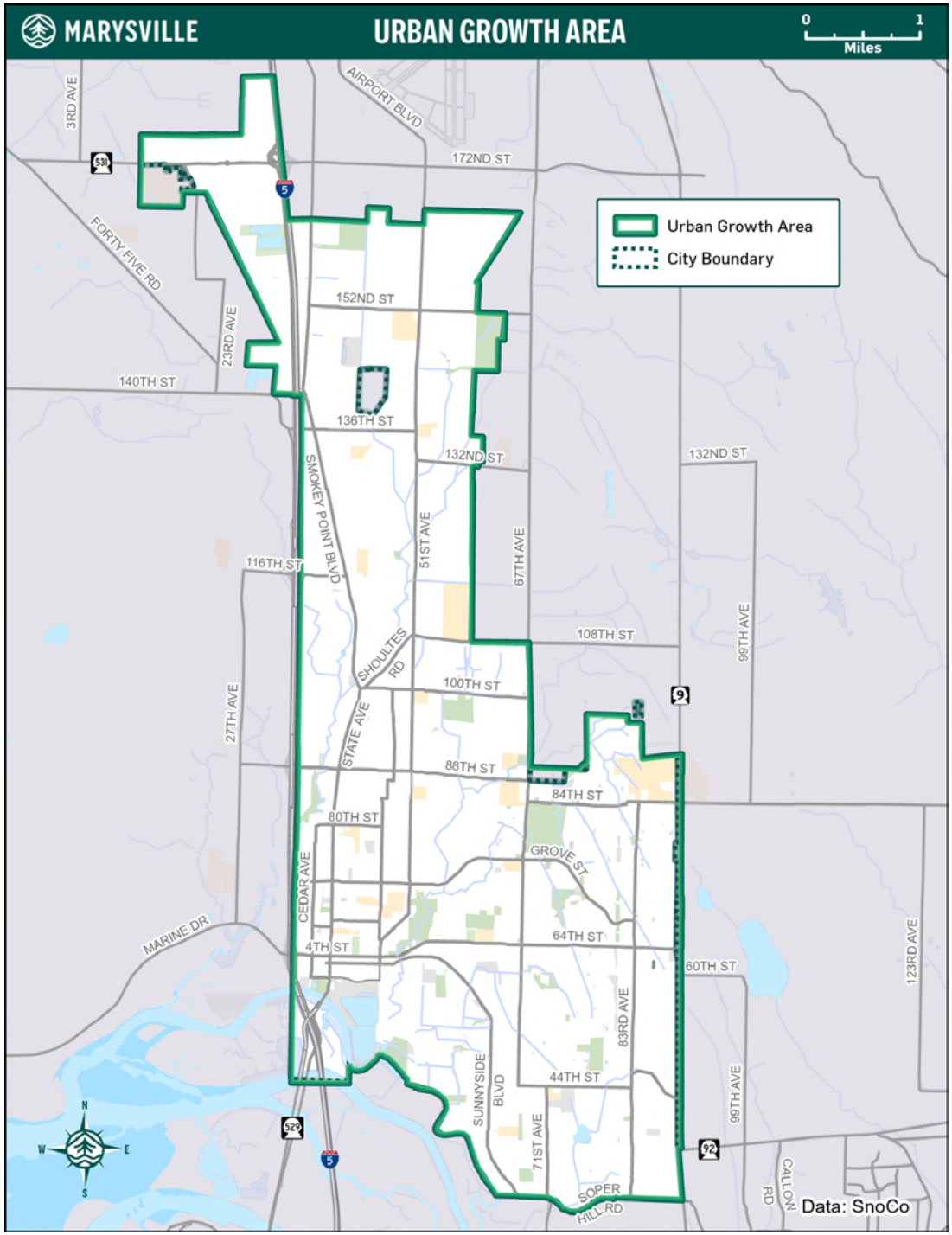
Urban Growth Areas

Washington State's Growth Management Act (GMA) requires the designation of Urban Growth Areas (UGAs) where urban growth, which is characterized by compact, intensive land use, can occur (the UGA is depicted in Figure 2.1). The land within the UGA must be capable of accommodating the City's anticipated commercial, industrial and residential growth for a 20-year period. Annexation of land and/or provision of urban services requires that the land is in the UGA.[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.

Snohomish County must collaborate with cities in determining UGAs and is responsible for approving the UGA for each City.[16] Land outside the UGA is designated for rural or natural resource use (i.e. agricultural, mineral or forest) to ensure their protection, less dense residential and commercial uses, and critical areas.[17] Land within the un-annexed UGA and other unincorporated areas falls under the jurisdiction of Snohomish County. However, land immediately adjoining the City's UGA is included in this Plan to consider the impacts of urban growth on adjoining rural land uses and to coordinate for effective short and long-term transition of land into the UGA.

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.

Figure 2.1



Annexation

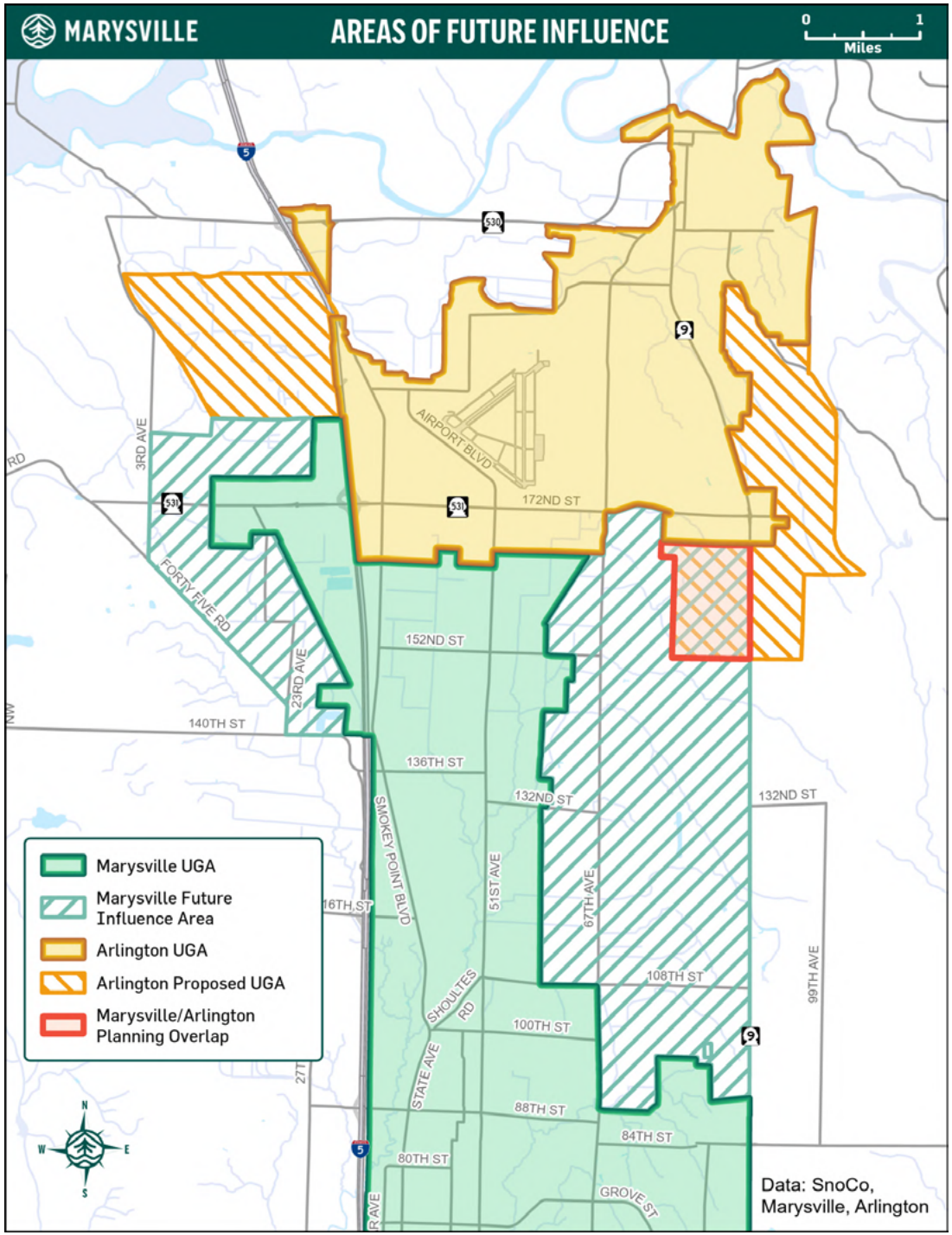
Cities are ultimately expected to annex areas within their respective UGAs and, therefore, must plan for effective service delivery for transitioning these areas into the city limits. Marysville has actively sought annexation of its UGA, negotiated interlocal agreements with Snohomish County for annexation 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.

Figure 2.2



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).

Section 2.3

LAND USE INVENTORY

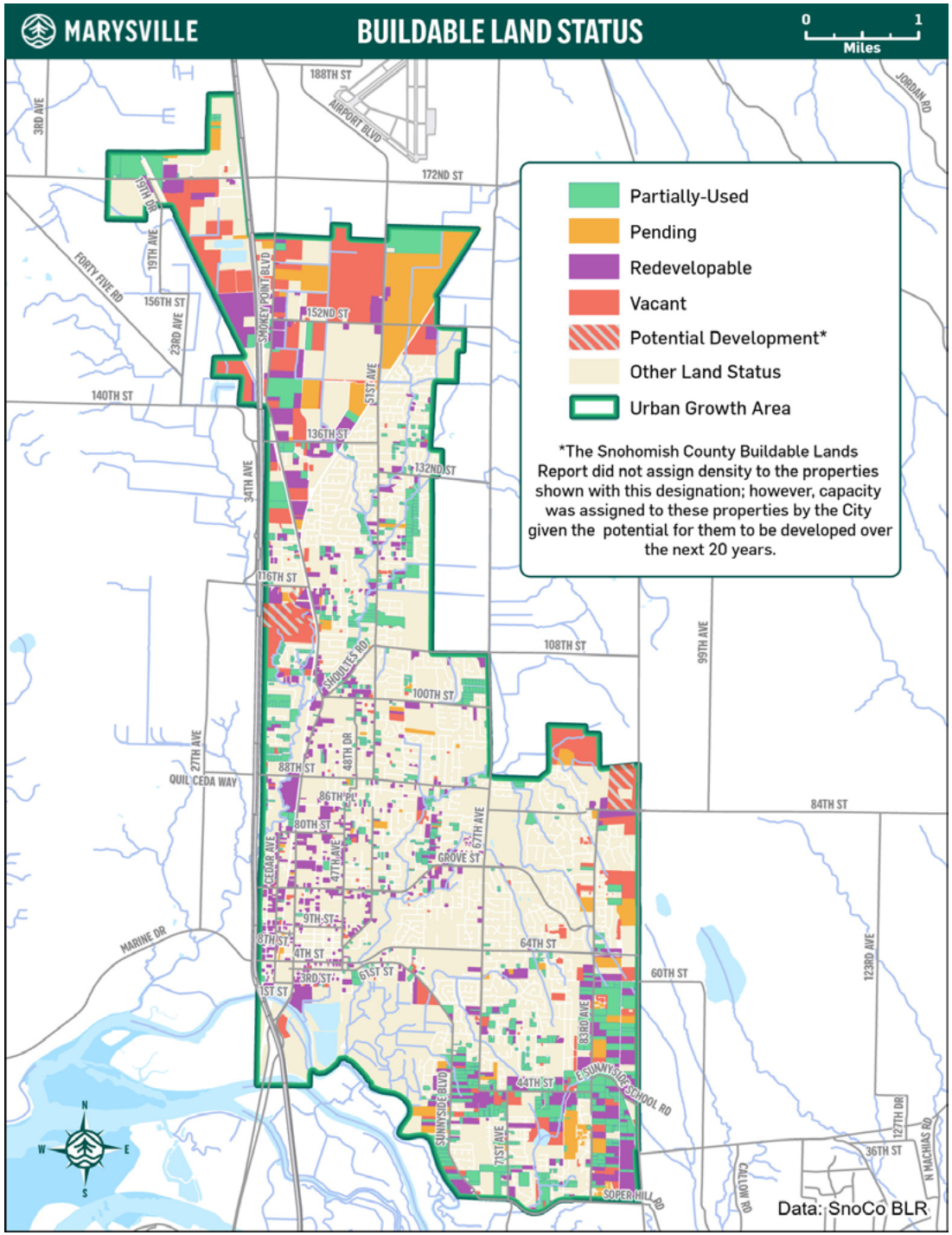
The Land Use Inventory evaluates the City's total and developable acres by land use designation/zoning in order to determine whether there is adequate land capacity to accommodate the City's population, housing, and employment growth targets. The land capacity estimates found in this section are derived 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.

Figure 2.3



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.).

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

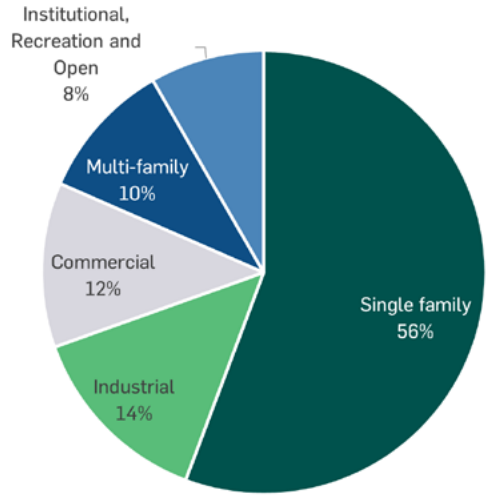
Land Use Inventory by General Land Use Category[24]

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

Figure 2.5

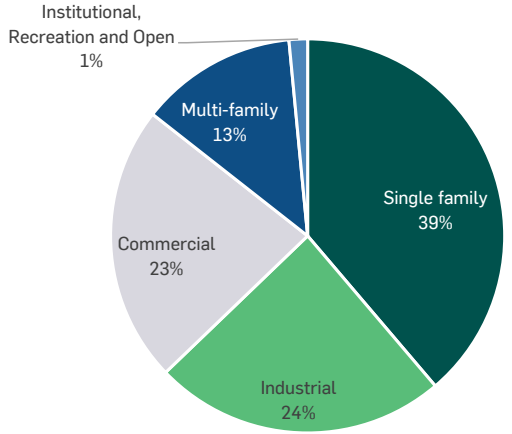
Total Acreage by General Land Use Designation



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

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.

Section 2.4

2044 GROWTH TARGETS AND CAPACITY

The Growth Management Act (GMA) requires jurisdictions in Snohomish County to plan for growth over a 20-year time span using the State Office of Financial Management's (OFM) population forecasts. 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.

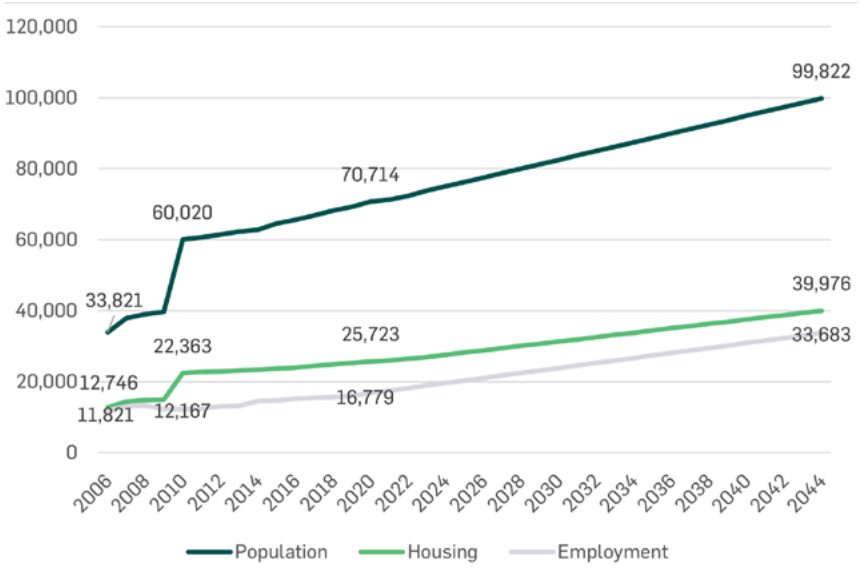
28. Housing allocation by income band or level is further discussed in the 'Housing for All Incomes' section of the Housing Element (page 103) and shown in Figure 3.22 of that chapter.

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.

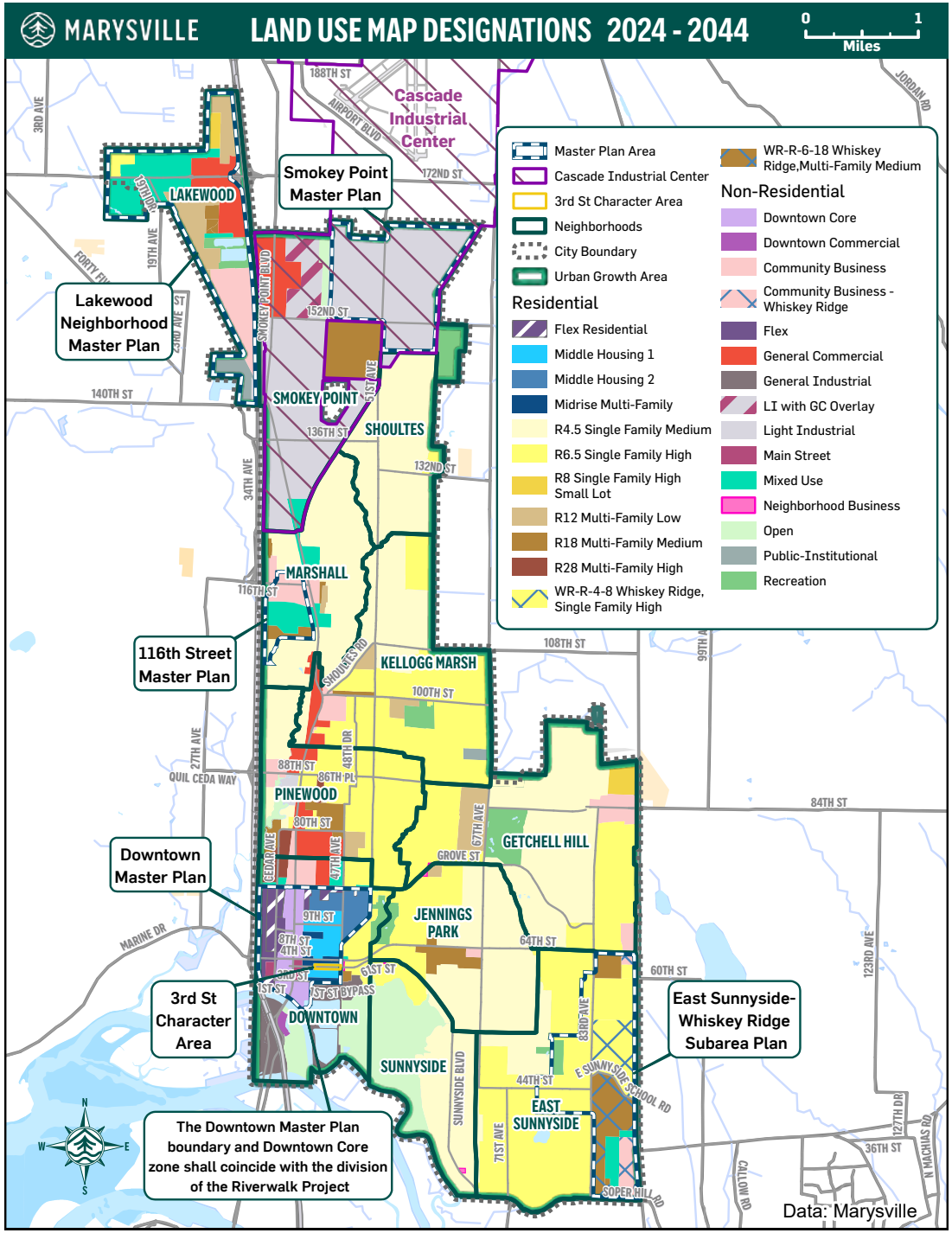
Section 2.5

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 designations.[31]

Figure 2.9



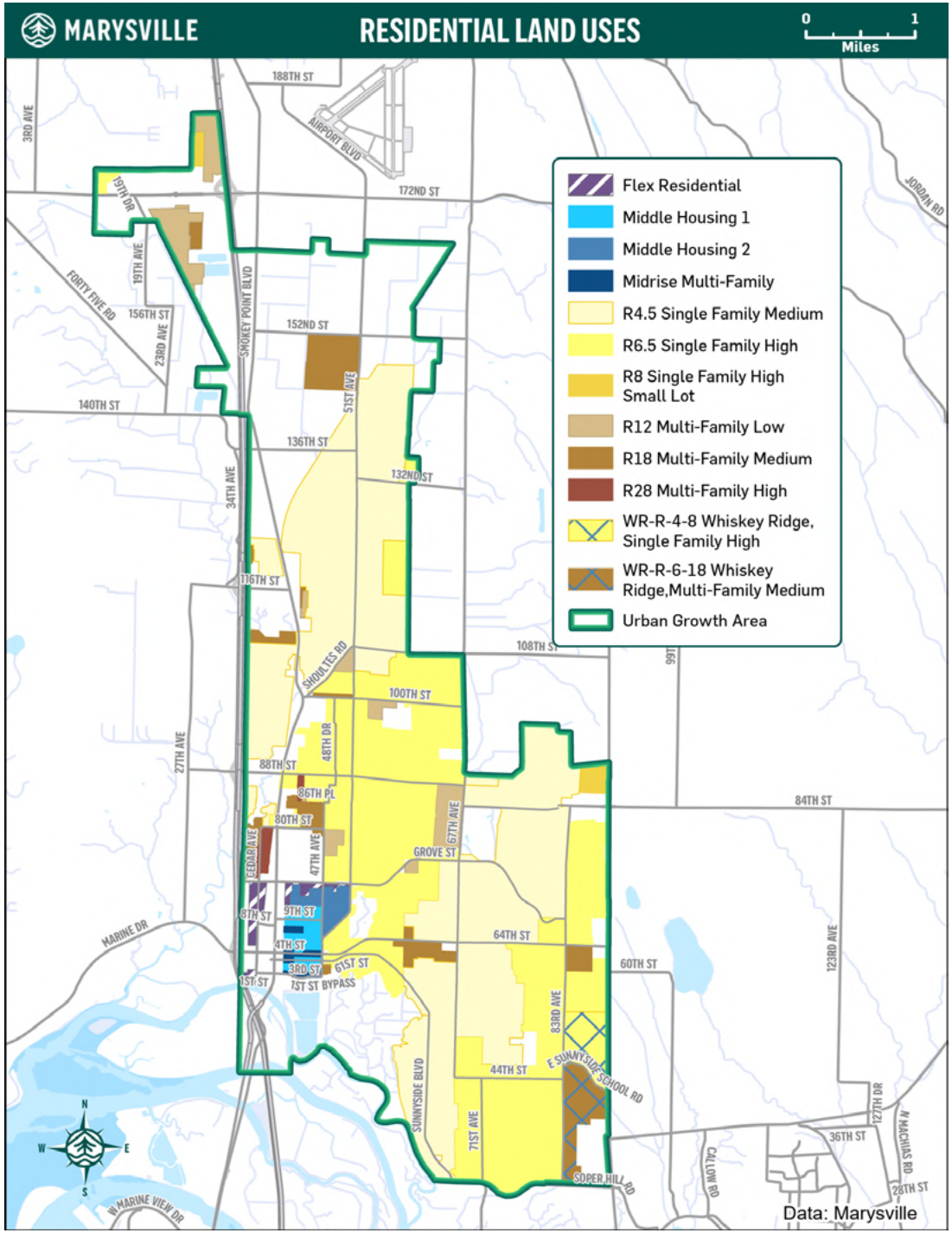
31. Residential and commercial zones unique to the East Sunnyside – Whiskey Ridge Master Plan Area (ESWR MPA) are integrated with the general land use designations since they are limited in number and other areas of the ESWR MPA use the general land use designations.

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.

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.

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.



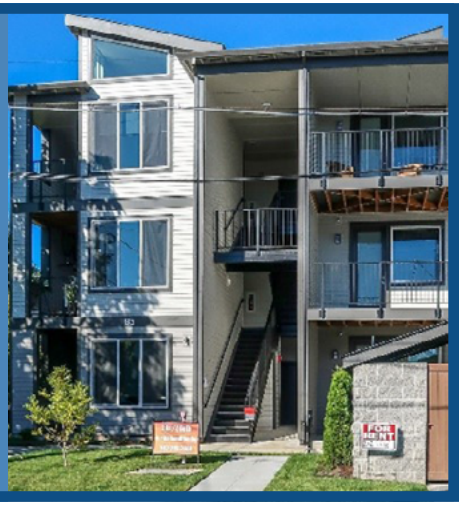
Midrise Multi-family

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 3.



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 3.



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.

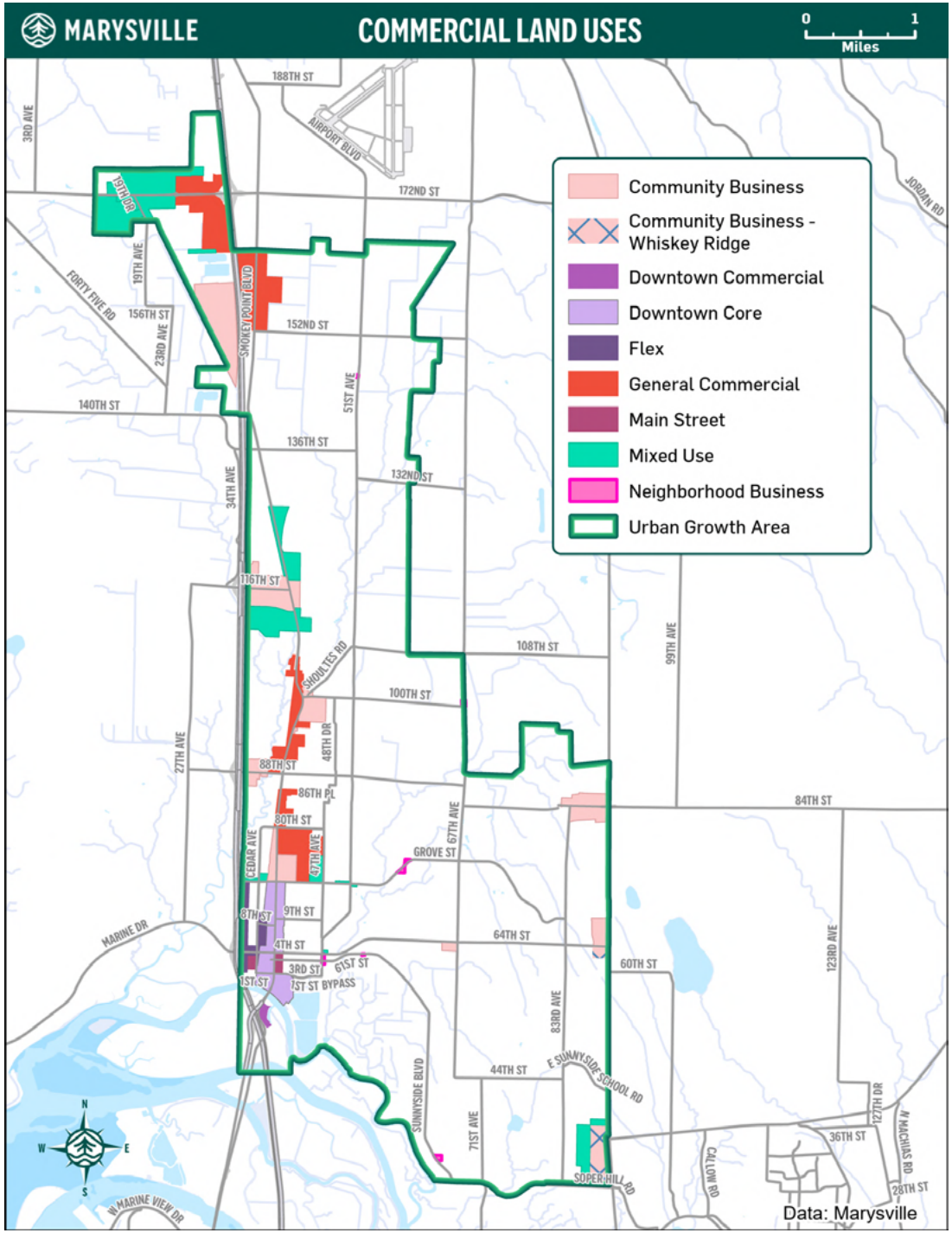


33. The Small Farm Overlay is implemented through MMC Chapter 22C.050, Small Farms Overlay Zone, which includes mitigation measures to ensure the compatibility of small farms with adjacent residential uses. New small farms must be 100,000 square feet (2.3 acres) in size; however, existing small farms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

Commercial

Marysville's commercial areas began in Downtown and then grew along State Avenue/ Smokey Point Boulevard. The City has a robust commercial base comprised of a variety of retail and service uses. Attracting more entertainment and sit-down dining options, while improving the appearance of commercial areas, are long-standing community desires. The creation of compact commercial centers, infill, building renovation, and enhanced landscape and architectural design further these community goals. Providing businesses in neighborhoods, appropriately scaled and located, is another community desire which can also reduce reliance on motor vehicles. Land with a commercial land use designation is shown in Figure 2.11.

Figure 2.11



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 Use[34]

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.

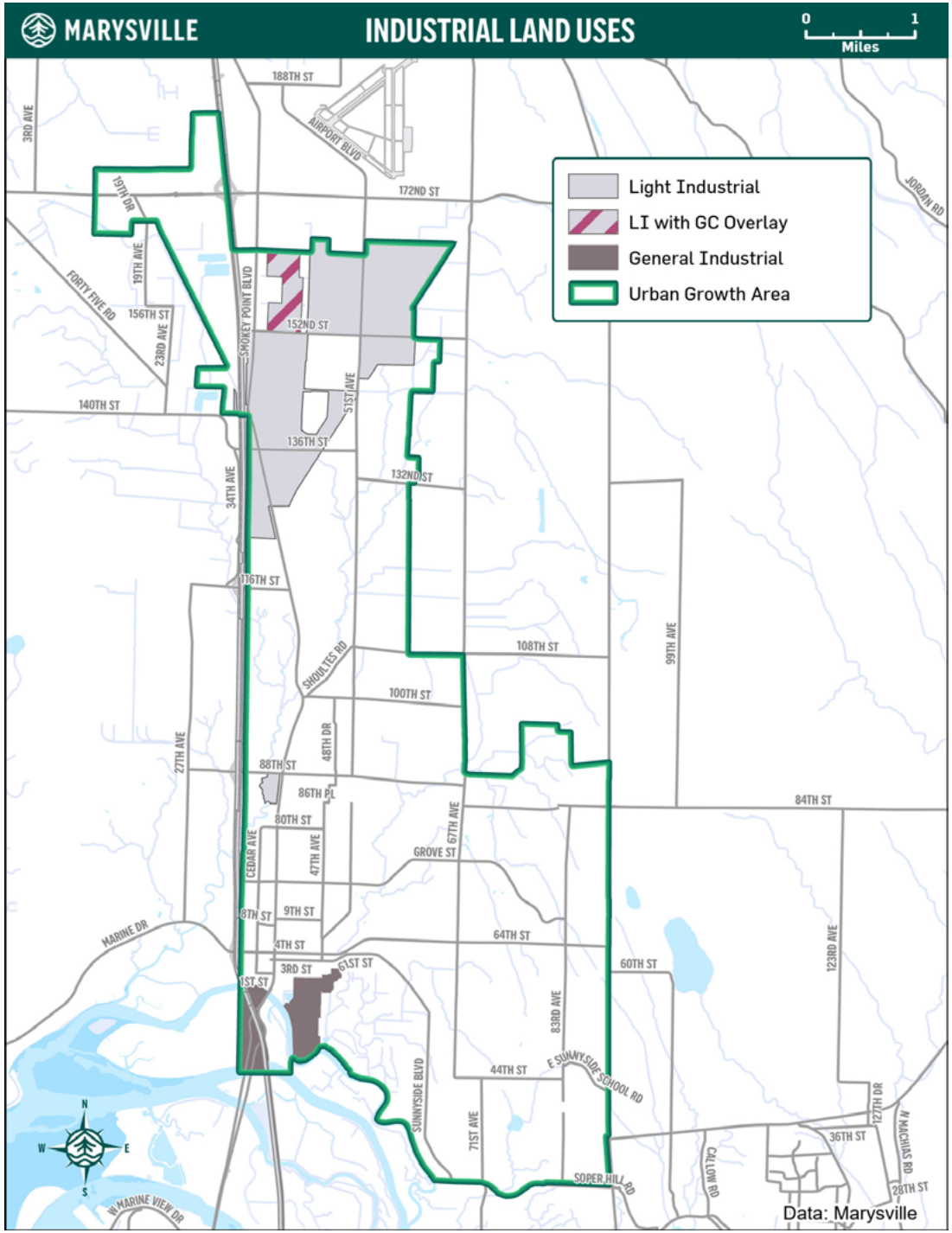


34. The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan.

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

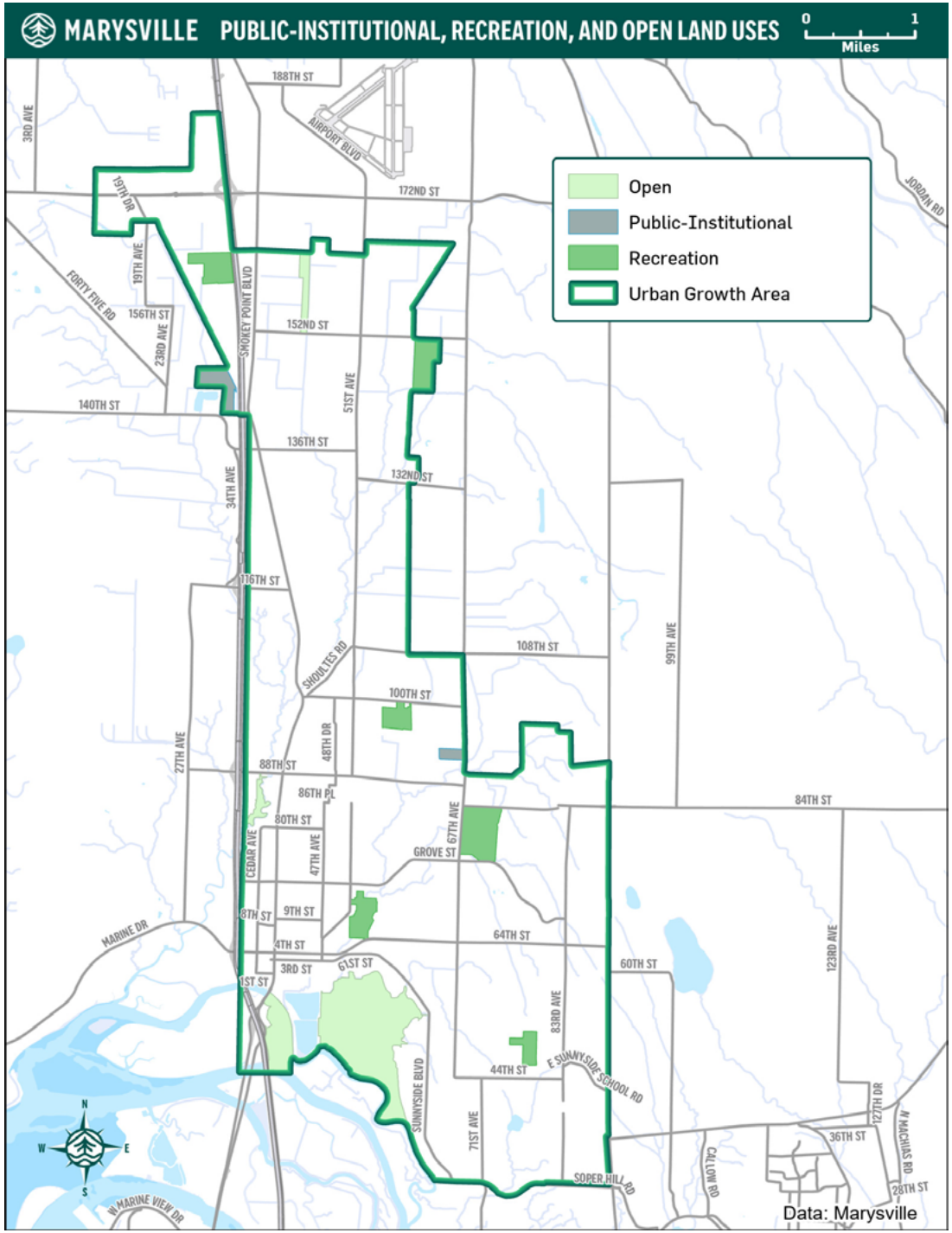
The Light Industrial with General Commercial Overlay zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, and warehousing along with the 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.

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.

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.



Section 2.6

NEIGHBORHOODS, MASTER PLAN AREAS, AND CENTERS

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



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.



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

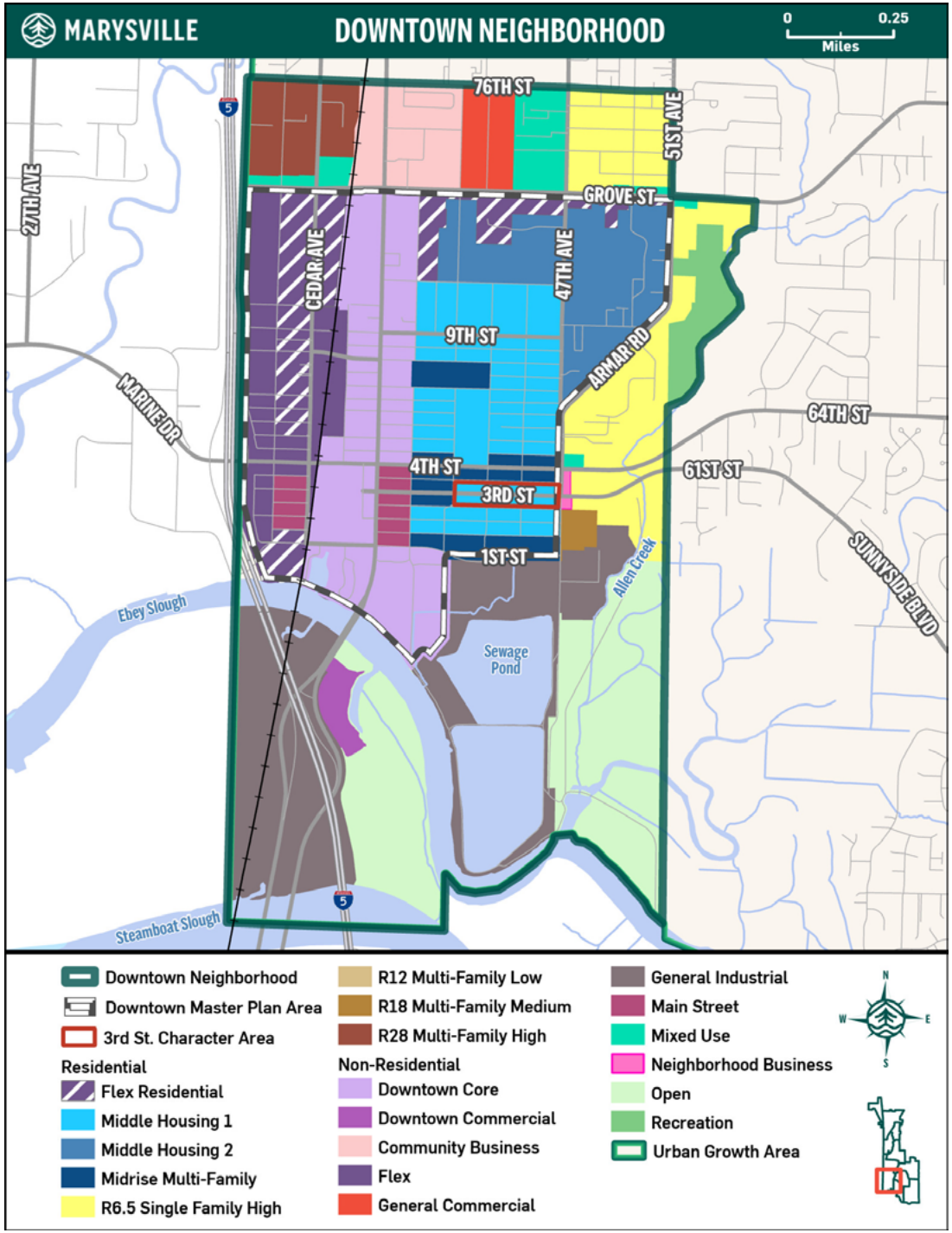
The Downtown Neighborhood features the most variation in zones and land uses among the City's eleven Neighborhoods. The core of Downtown features many original buildings along 3rd Street east of State Avenue and west of Cedar Avenue. These original buildings are separated by the Marysville Town Center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

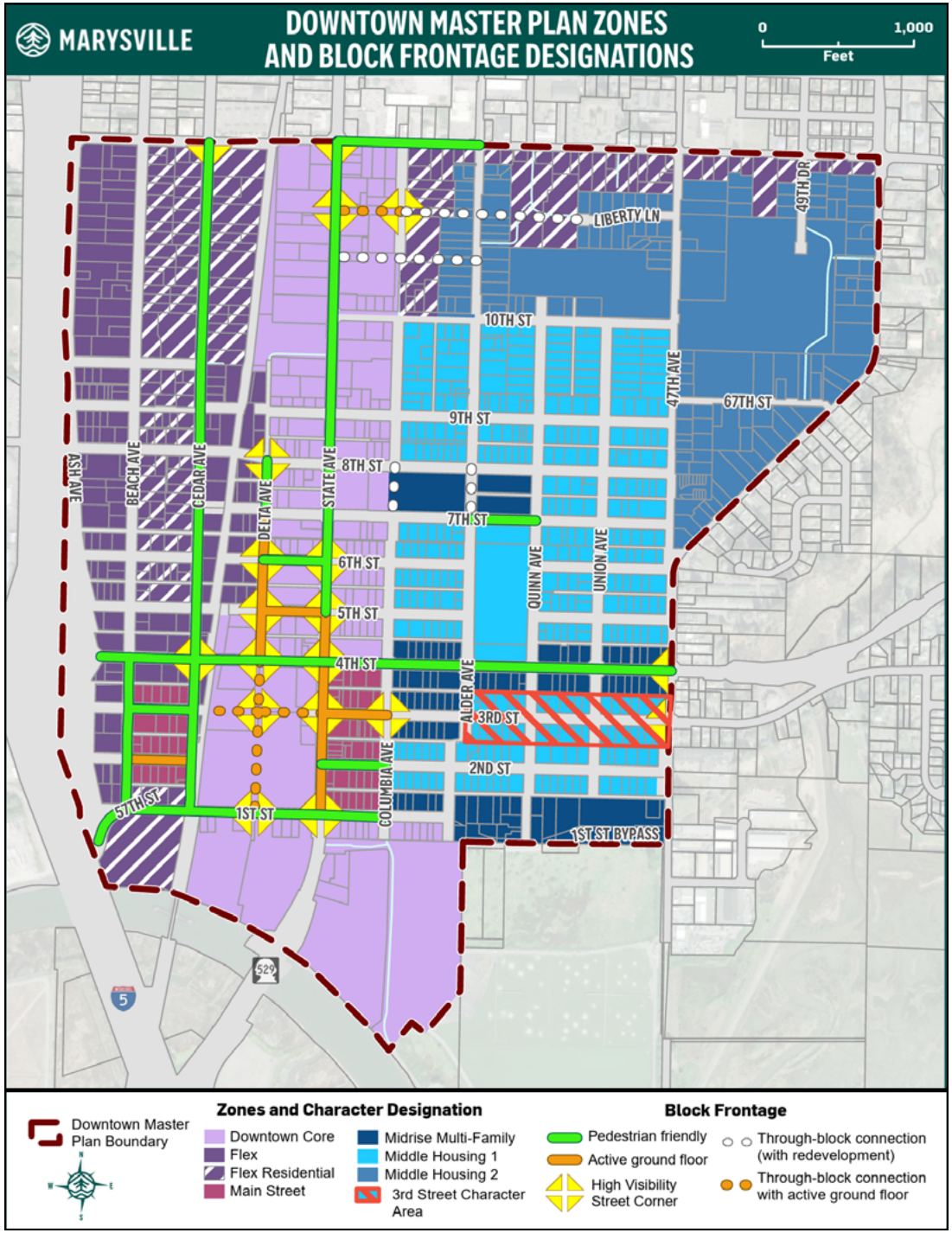
Future Vision

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



MARYSVILLE

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.

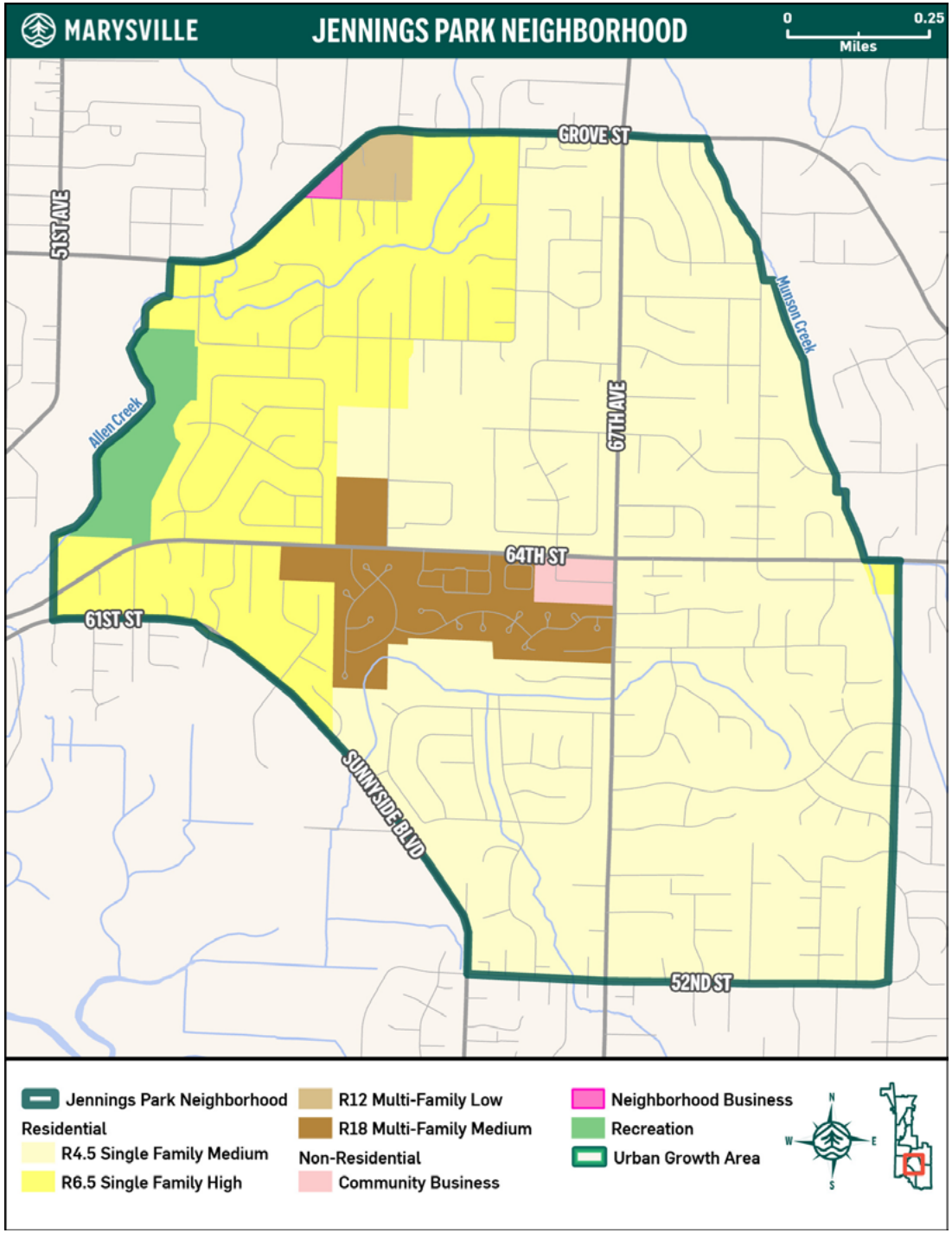


The Jennings Park Neighborhood is characterized by single family residences similar to the well-maintained home shown here.

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



MARYSVILLE

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.



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

42. Source: Tulalip Qwuloolt Estuary Restoration Project - Rivers and Tides

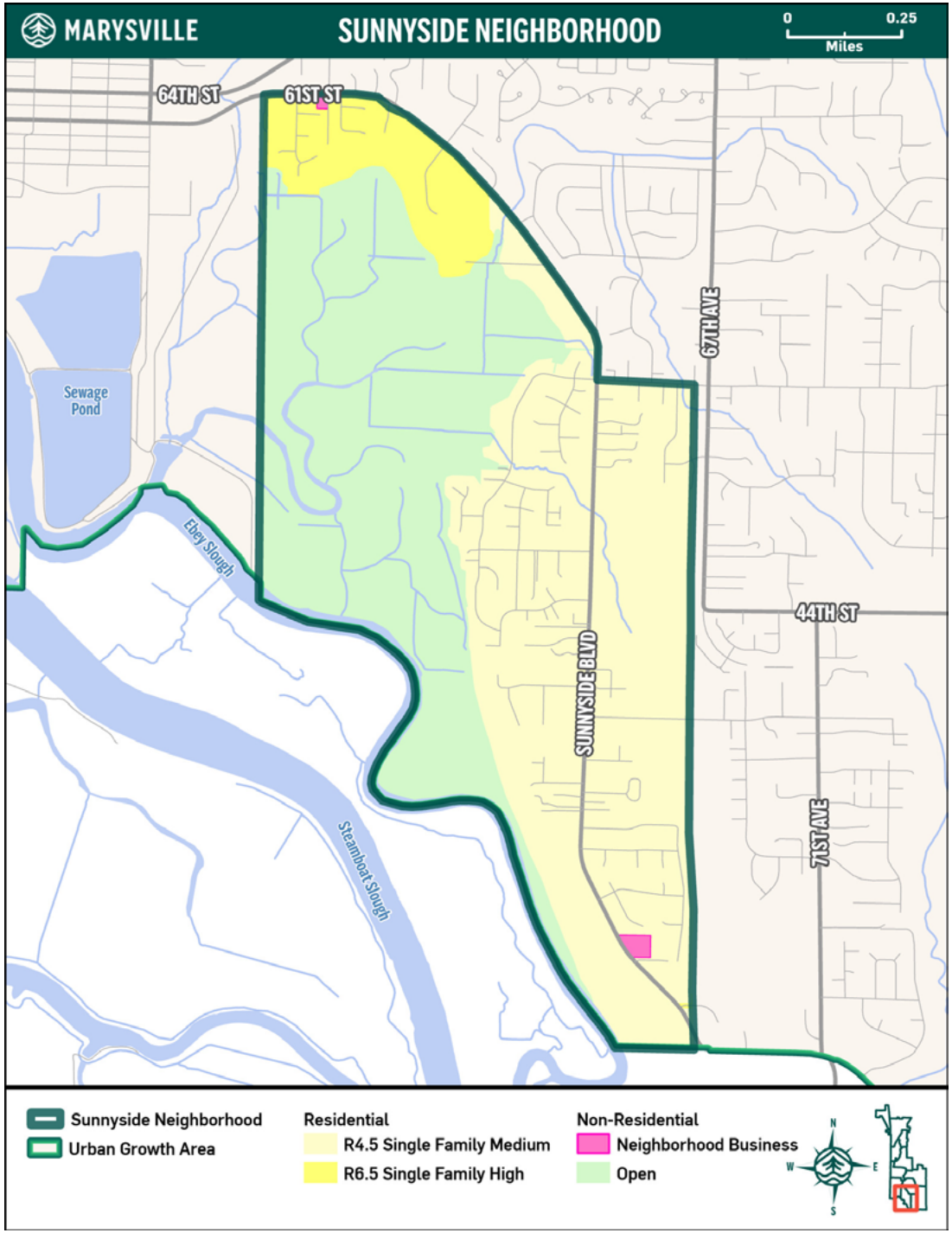
Predominant Land Use

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



MARYSVILLE

WHISKEY RIDGE NEIGHBORHOOD

History

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

Predominant Land Use

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



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.

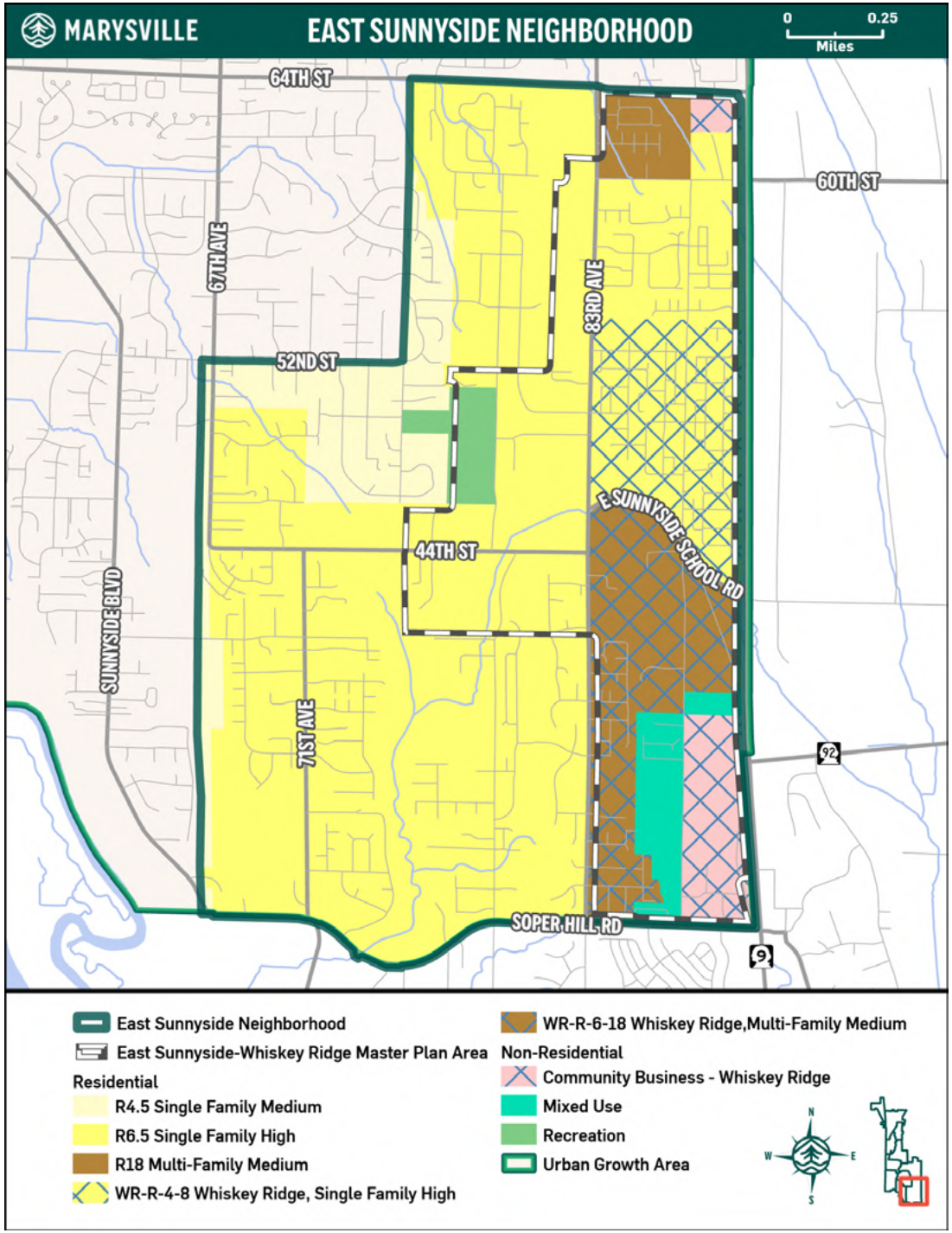


New residential development in the East Sunnyside-Whiskey Ridge Neighborhood is characterized by an orientation towards the street, along with consistent fencing and landscaping.

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



MARYSVILLE

GETCHEL 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.

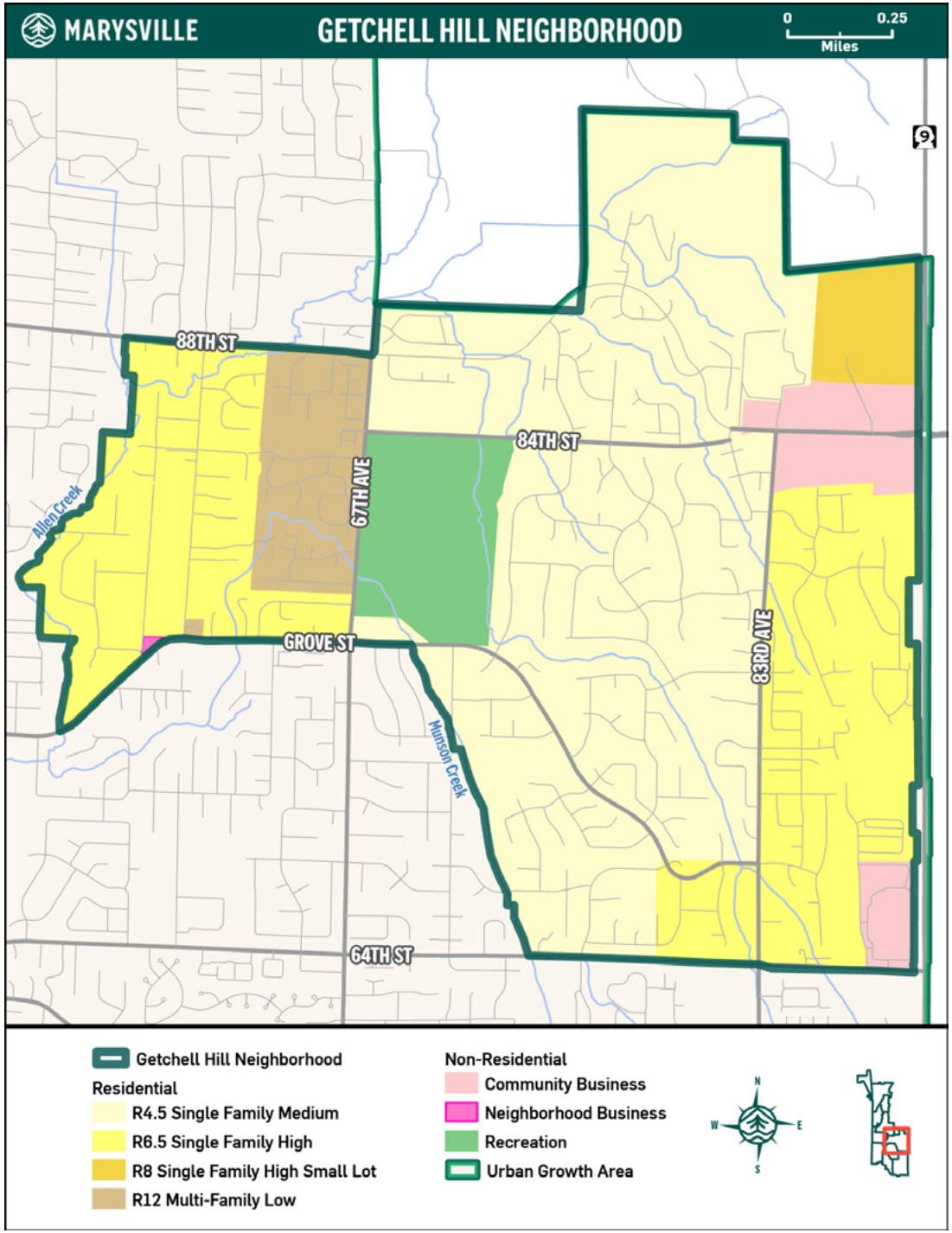


In the Getchell Hill Neighborhood, two-story homes with craftsman details are typical.

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



MARYSVILLE

PINEWOOD NEIGHBORHOOD

History

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

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



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

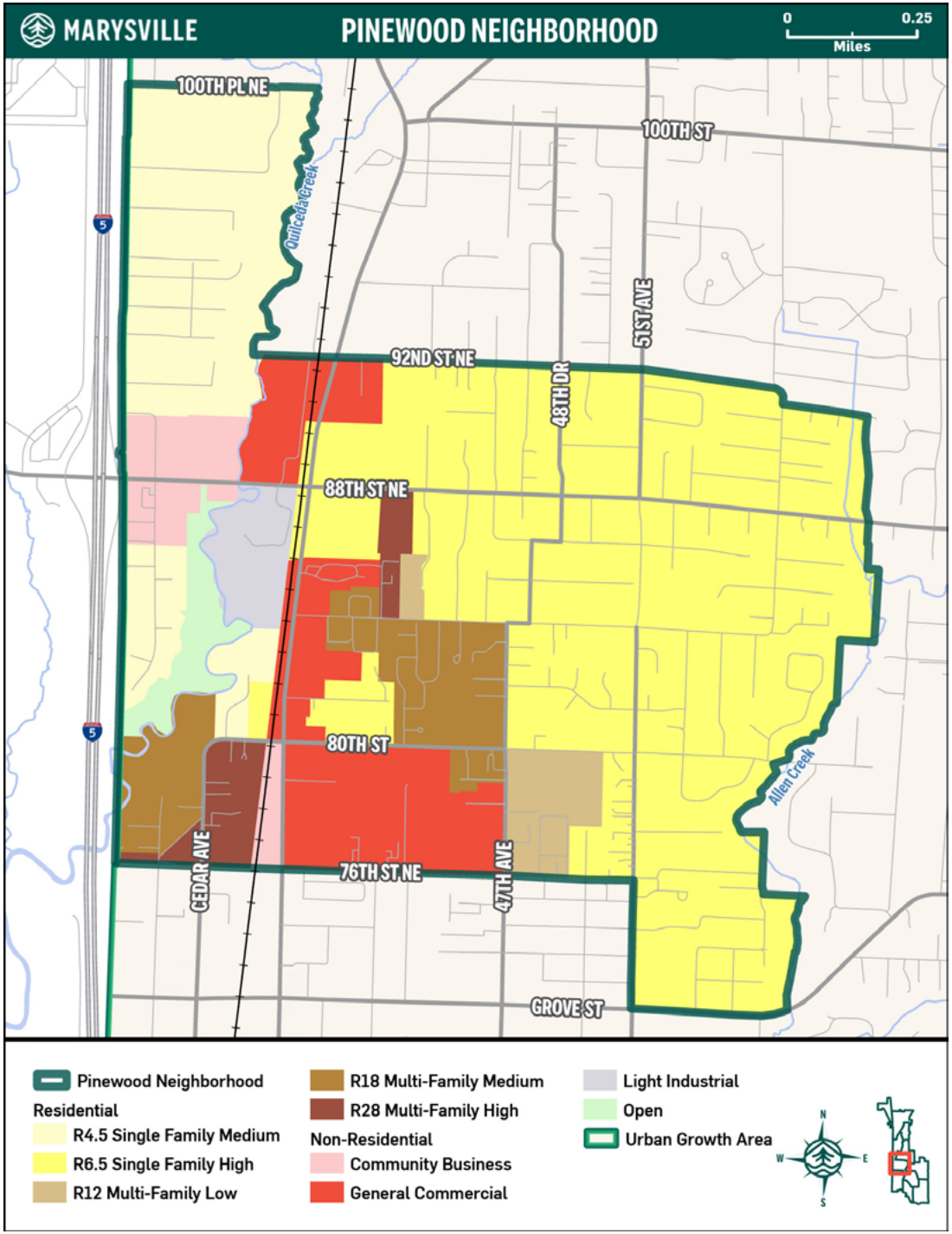
The western portion of the Pinewood Neighborhood is characterized by a mix of commercial and multi-family zoning and land uses, while the northern and eastern portions are primarily medium and high density single family zoning and uses. Much of the Community Business development along 88th Street NE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

MARYSVILLE

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.

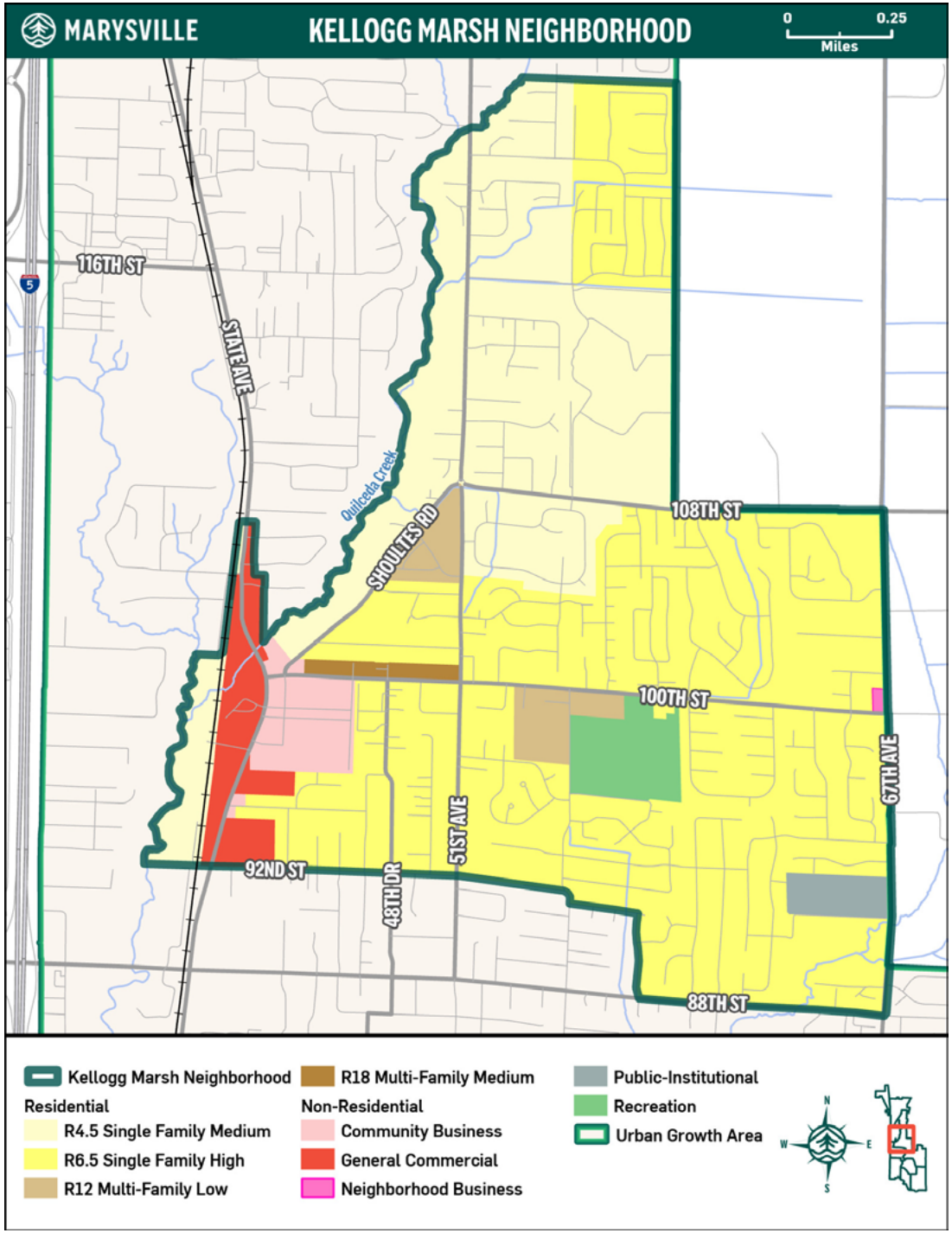


Traditional ramblers and two-story homes are prevalent in the Kellogg Marsh

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 trials 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.

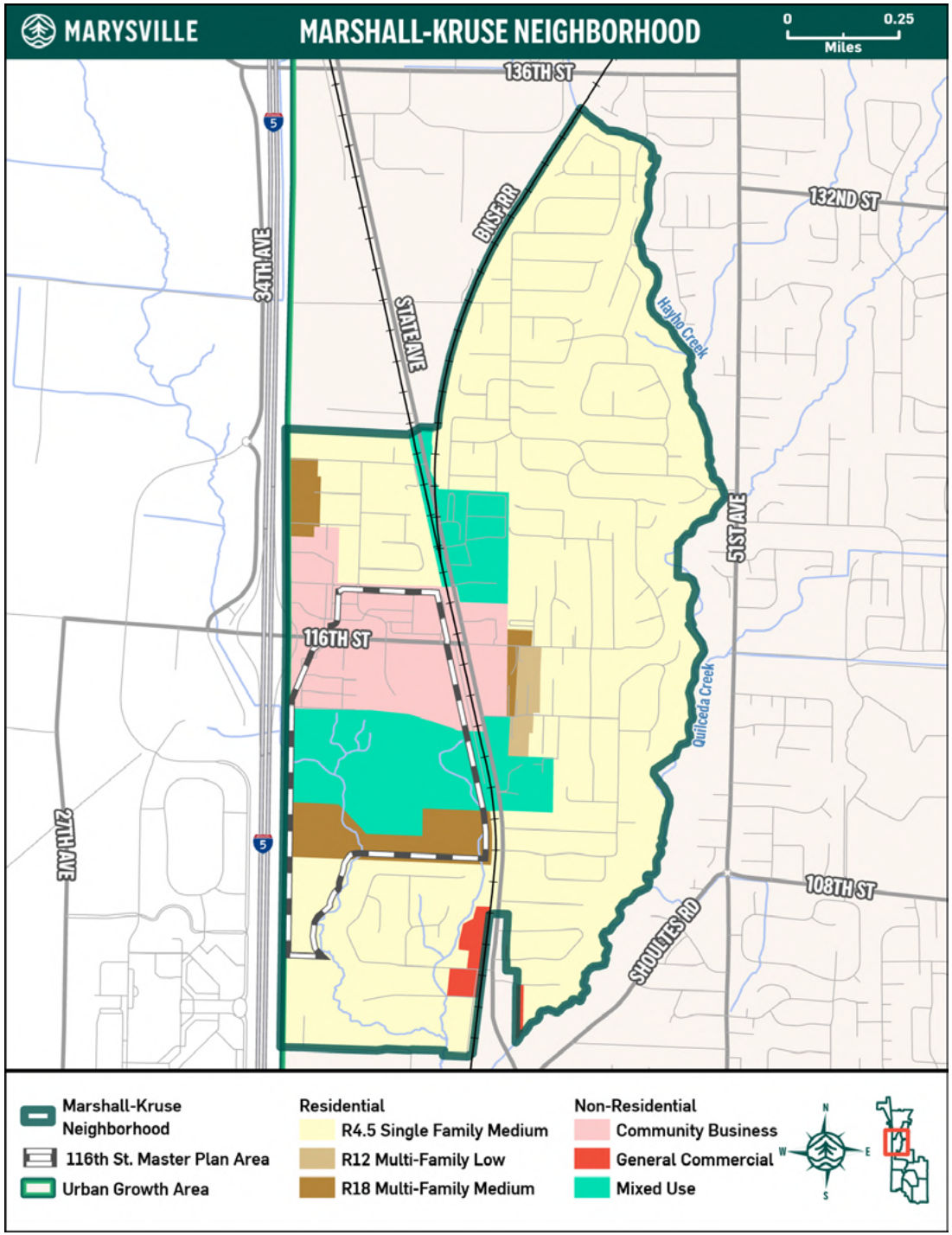
49. Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales are also allowed.

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



MARYSVILLE

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.

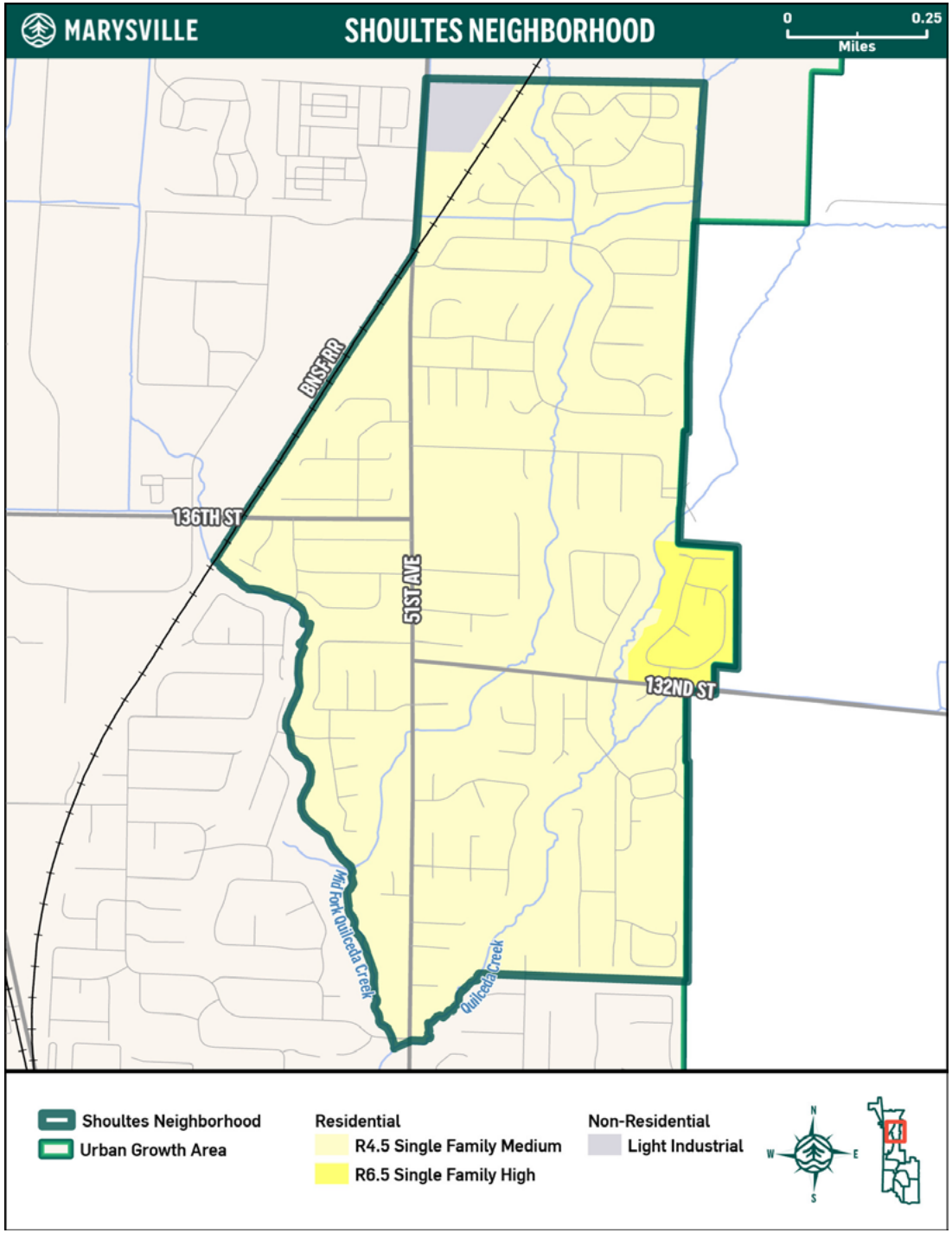


The Shoultes Neighborhood is characterized by large lots, traditional homes, and abundant evergreen trees.

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.

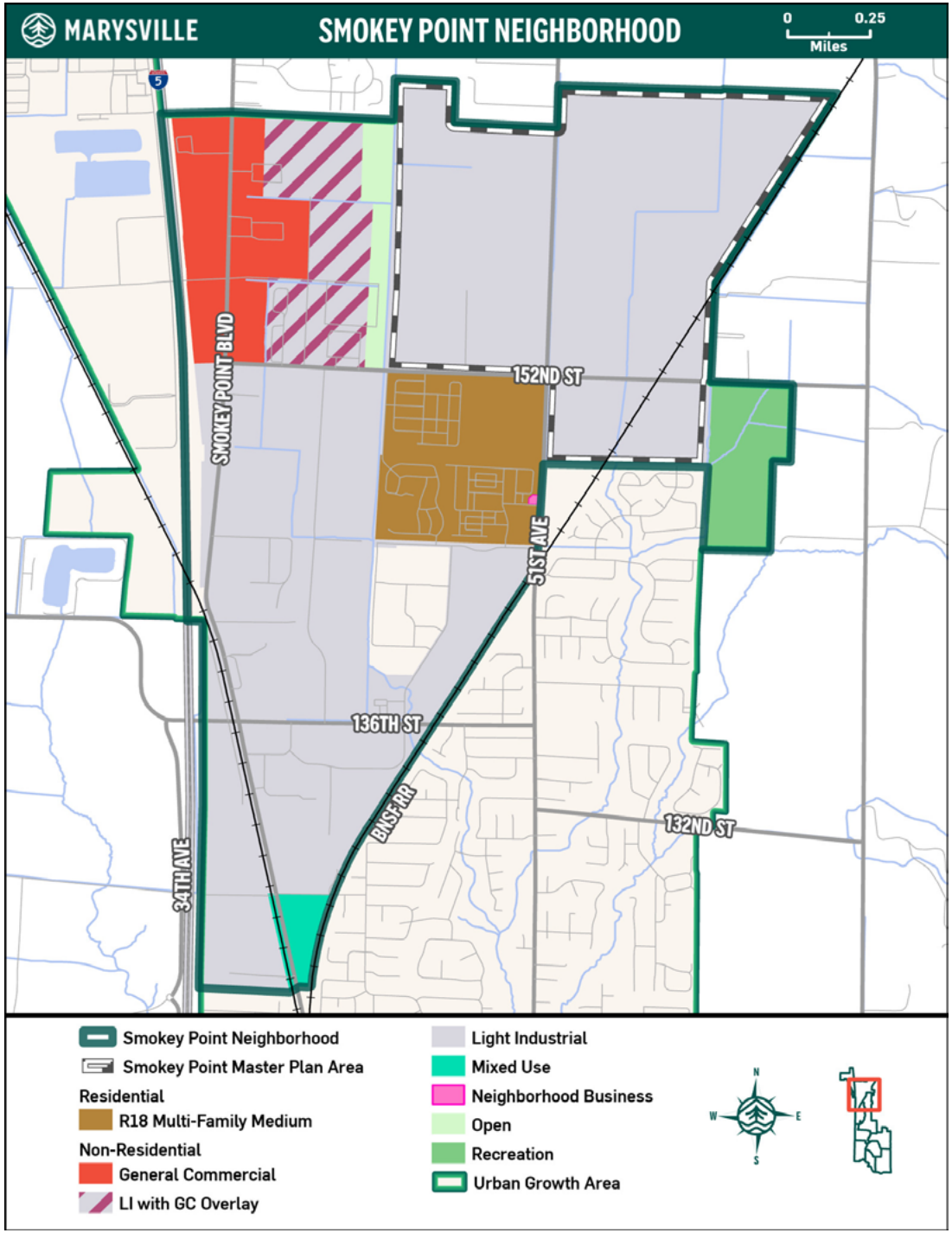
Marysville Manufacturing Industrial Center (AMMIC) which includes nearly all of the Smokey Point Neighborhood within Marysville and extends into Arlington.[52] The cities of Marysville and Arlington continued their partnership to pursue designation by the Puget Sound Regional Council (PSRC) of the AMMIC (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.

Figure 2.24



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.

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

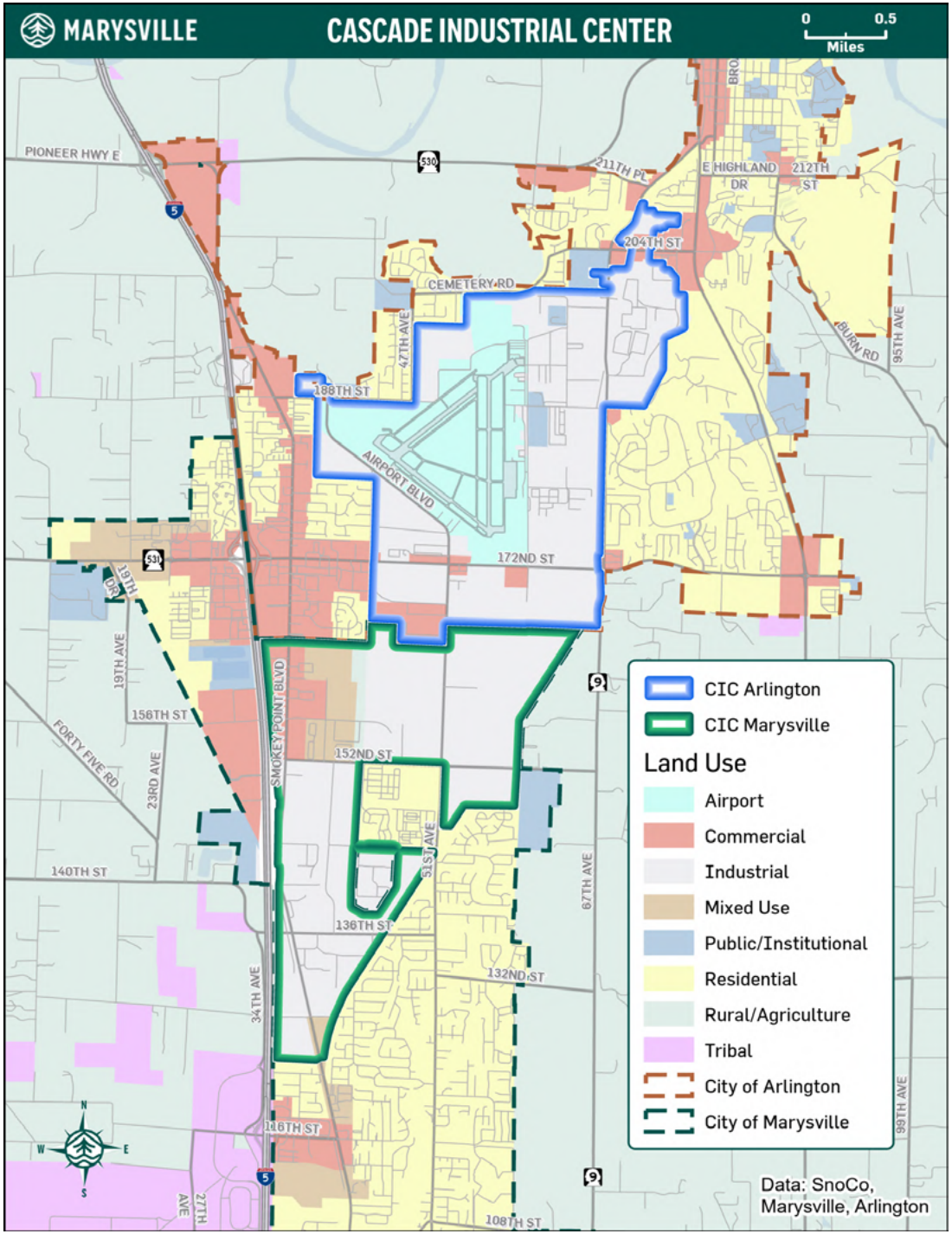
The Cascade Industrial Center (CIC) is one of only ten PSRC designated manufacturing industrial centers in the Puget Sound region, and one of only two in Snohomish County. Designation as a PSRC regional center affords the CIC "funding priority – both for transportation infrastructure and economic development." 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

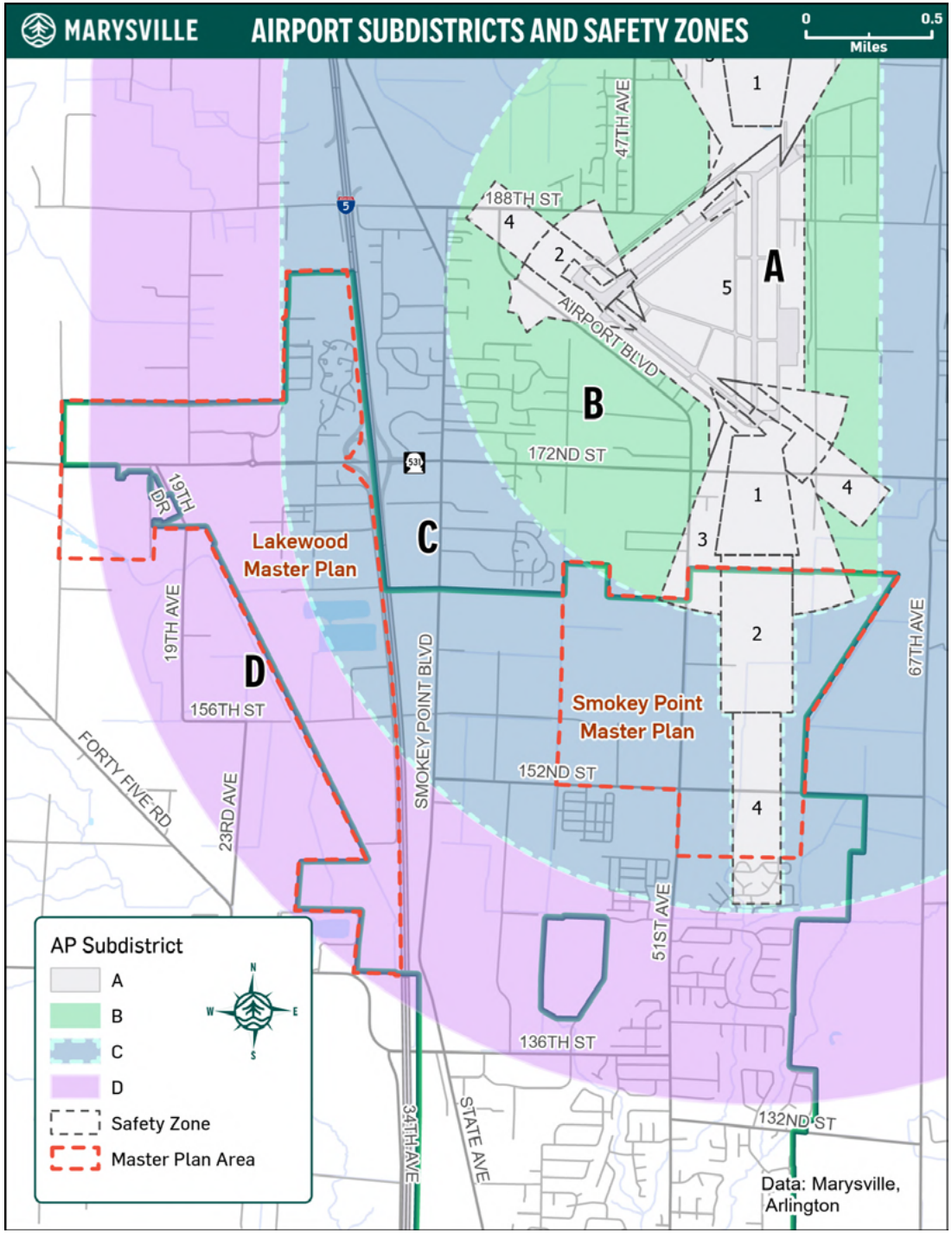
The Arlington Municipal Airport is located north of the Smokey Point Neighborhood in the City of Arlington. The airport is classified as a General Aviation Airport, encompasses approximately 1,189 acres, and consists of two paved runways and five taxiways. A large area of industrial zoning is located 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[55]



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 Zones[58]

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).

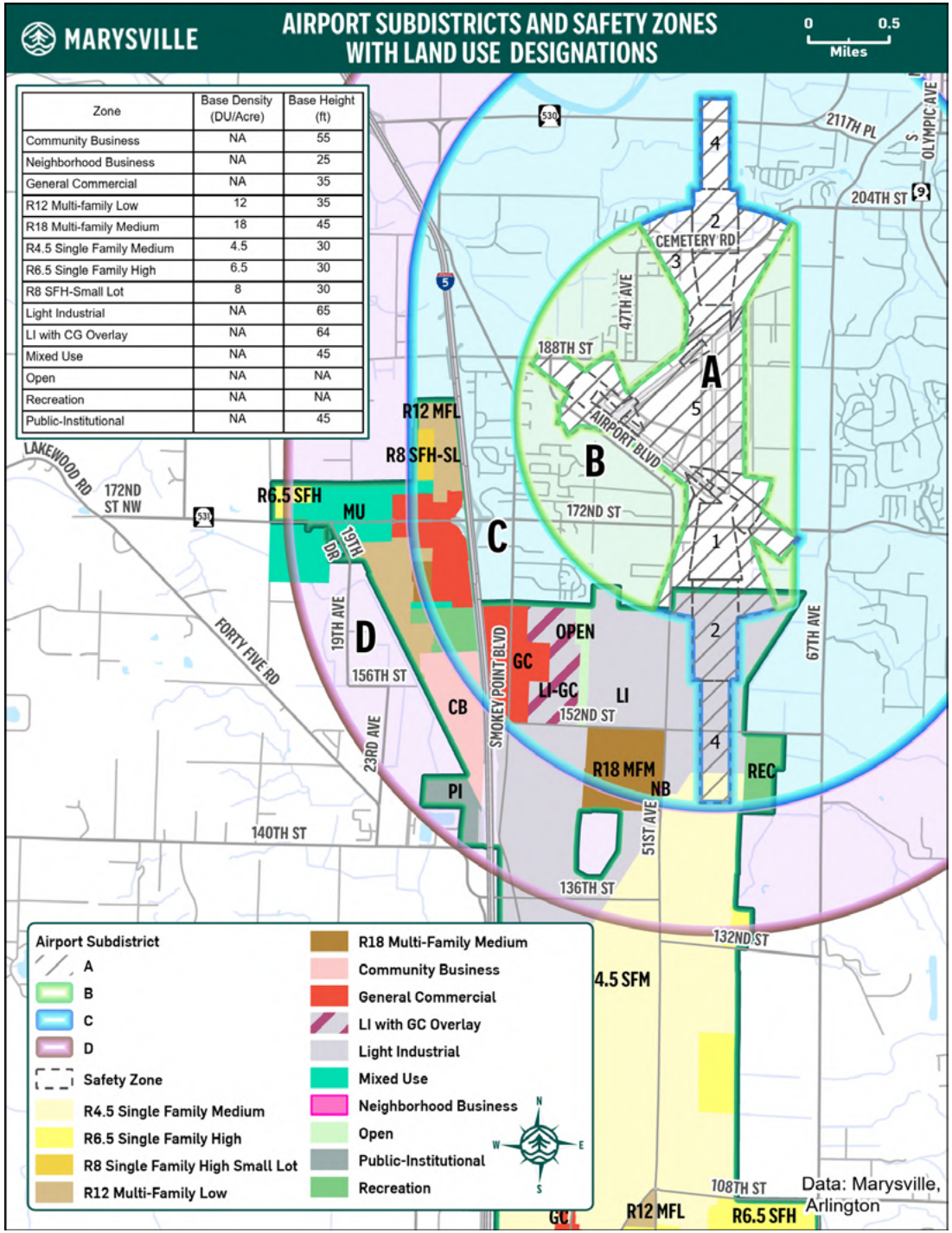
Noise Contours

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.

Figure 2.28



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.



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.

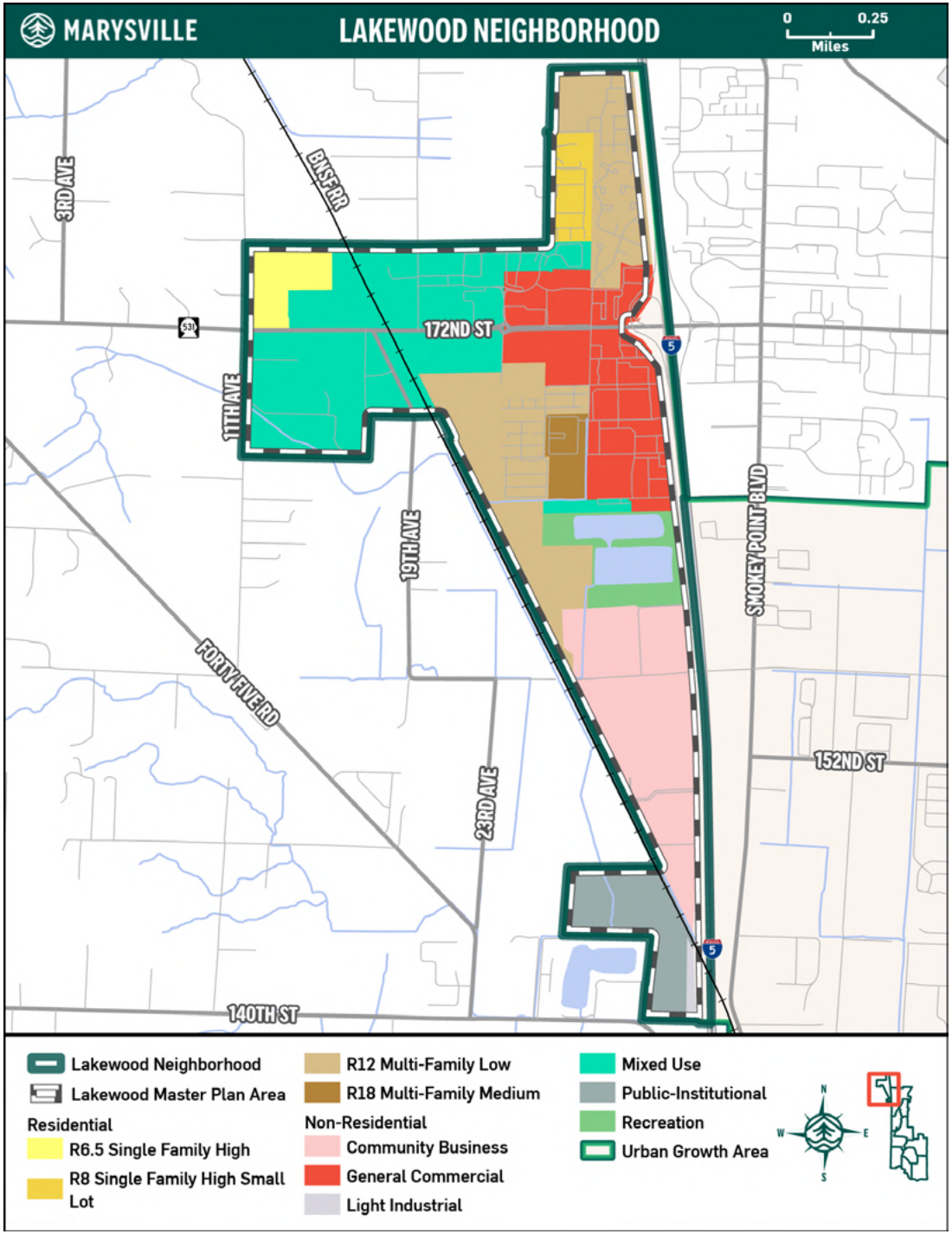
Lakewood Neighborhood Master Plan

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.

Section 2.7

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. Concurrency 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, streets 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.


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Chapter 3
HOUSING

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3.2 Current Conditions and Future Projections 91
3.3 Key Housing Strategies 104
3.4 Goals and Policies 116

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.

Section 3.1

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.



Source: Opticos.

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.

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.

72. Washington State Office of Financial Management.

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

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

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



Pride of ownership is evident in this Downtown home.

Voices from the Community

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

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

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

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

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

CURRENT CONDITIONS AND FUTURE PROJECTIONS

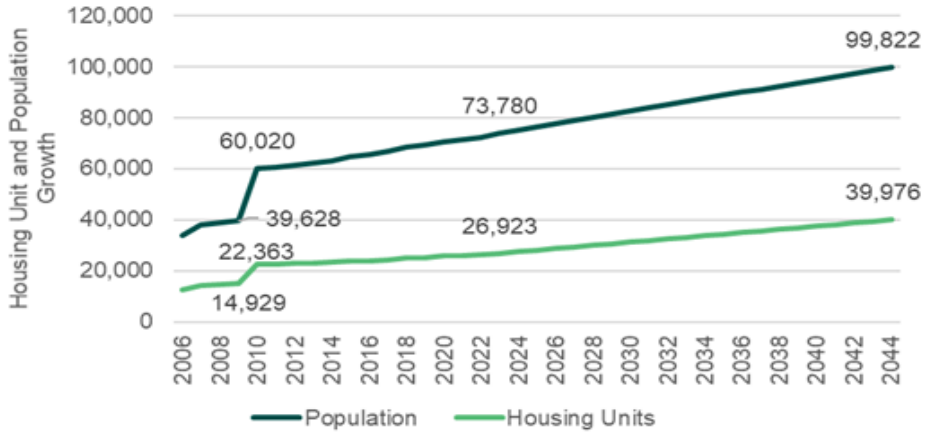
Population

In 2006, the City's population was approximately 33,821 people. With the 2009 Central Marysville Annexation, the City gained just over 20,000 residents leaping from 39,628 people in 2009 to 60,020 people in 2010. Since 2010, the City has experienced an average annual population growth rate of 1.59 percent which equates to 1,058 additional residents each year. The City's 2023 population is 73,780, and is expected to continue growing at a 1.44 percent average annual rate approaching nearly 100,000 people by 2044.

Housing

The Central Marysville Annexation resulted in the City's housing stock increasing from 14,929 units in 2009 to 22,363 units in 2010. Since 2010, the housing stock has increased at an average annual growth rate of 1.43 percent arriving at 26,923 units by 2023. By 2044, it is projected that the City's housing stock will need to increase by 13,053 units to 39,976 total housing units to serve the projected 2044 population. This means that about 622 new housing units will need to be built each year, representing a 1.72 percent average annual growth rate.

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



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

HOUSING SUPPLY GROWTH

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



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

Demographic Snapshot

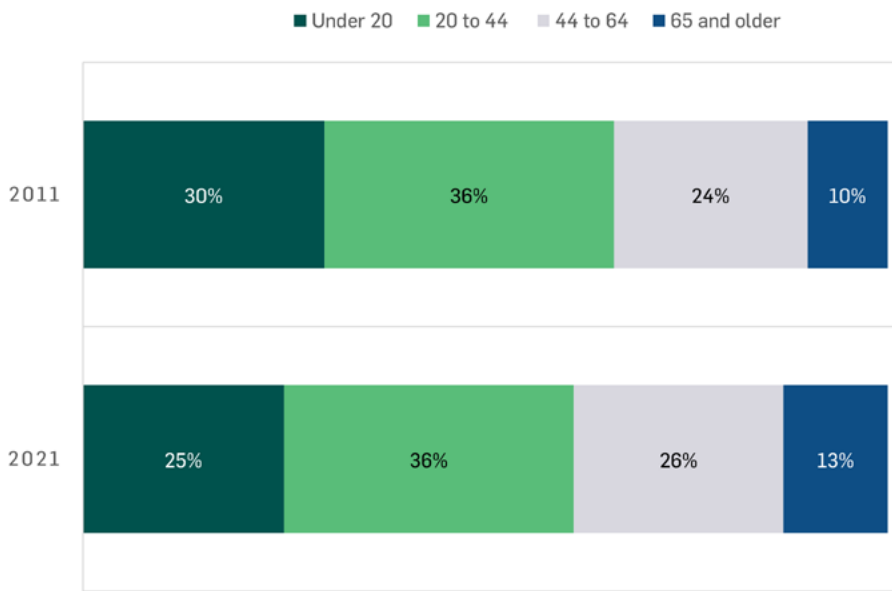
Age

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

Race and Ethnicity

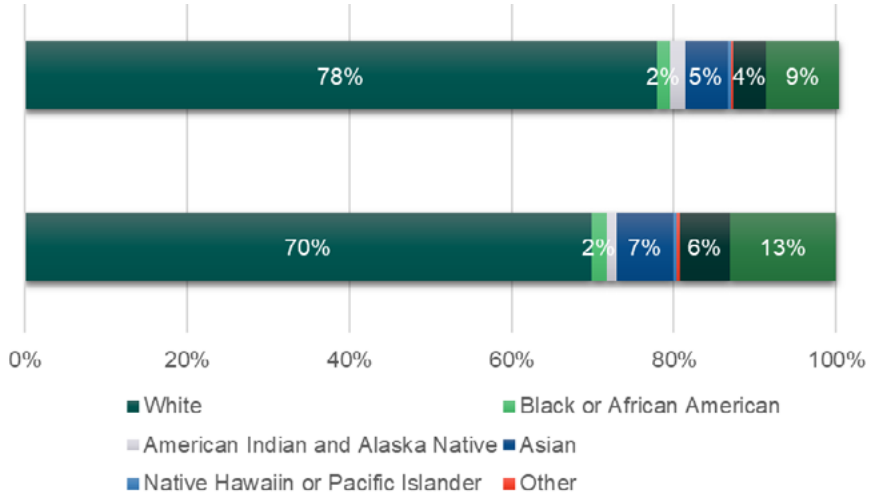
Marysville, like Snohomish County, has a majority White population; however, from 2011 to 2021, the City has become more racially and ethnically diverse, with increases in our Hispanic and Asian populations of four and two percent respectively (see Figure 3.3). Additional analysis on race and racially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

Figure 3.2
Age Distribution Marysville 2021



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

Figure 3.3
Race and Ethnicity, Marysville 2011 & 2021



Source: US Census Bureau, On the Map Census

Household Characteristics

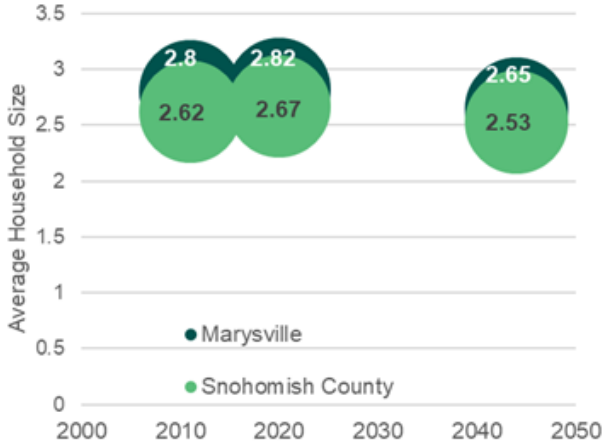
Average Household Size

From 2010 to 2020, household sizes in both Marysville and Snohomish County slightly increased. "The Washington State Department of Commerce attributes this increase.... to the underbuilding of housing, leading to people living in multigenerational housing or with roommates, not by choice but because of the lack of affordable housing."[74] Over the planning period, a significant decline in household size is projected (see Figure 3.4).

Household Size by Tenure

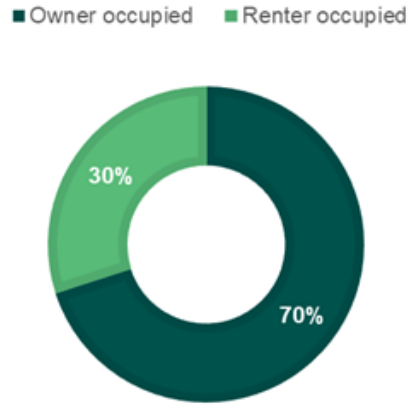
Housing tenure refers to whether a dwelling is owner- or renter-occupied. In 2021, 70 percent of housing in the City was owner-occupied (Figure 3.5) which is on par with Snohomish County where 68 percent of housing was owner-occupied. Owner-occupied units primarily consist of two-person households; the 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 3.4
Average Household Size, Snohomish County and Marysville



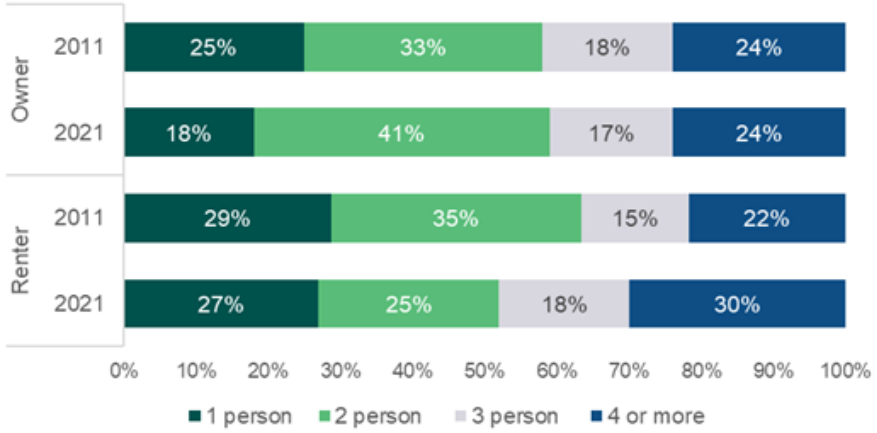
Source: 2023 Snohomish County Buildable Lands Report

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

74. 2023 Snohomish County Housing Characteristic and Needs Report, page 5.

Living Arrangement

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

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

Vacancy Rates

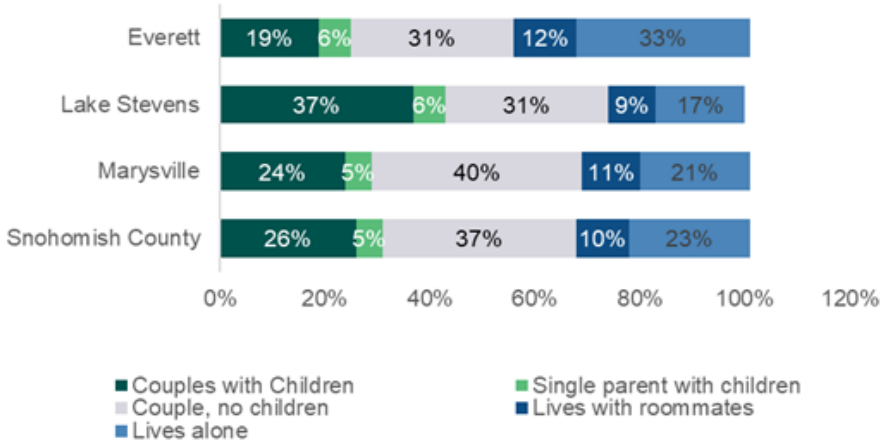
In 2021, approximately three percent of Marysville's housing stock was vacant, meaning that the unit likely could be occupied but was not. Marysville's vacancy rate is less than the Snohomish County average of 4.6 percent. Washington State Department of Commerce's guidance directs counties to assign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

Income Distribution

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

Figure 3.7

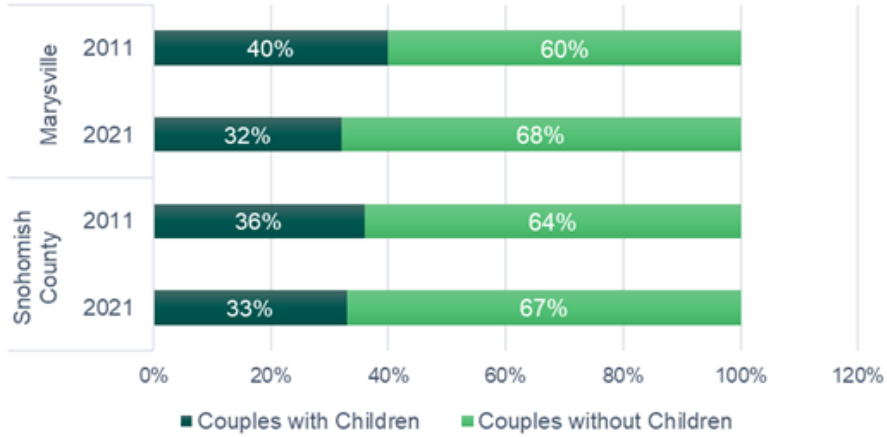
Living Arrangement Distribution, Marysville and Comparison Jurisdictions, 2021



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

Figure 3.8

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



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

Existing Housing Stock

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

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

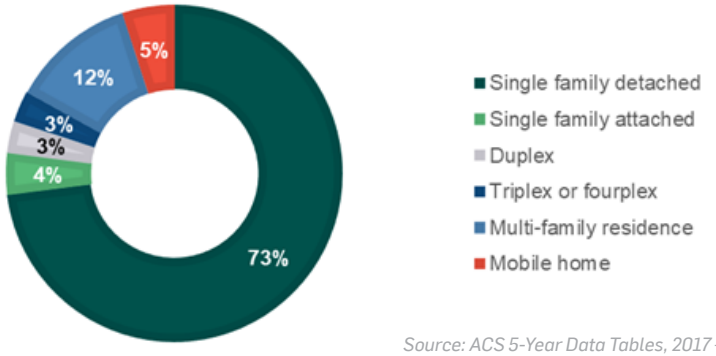


Historically, single family residences have been the dominant housing type in Marysville.

Residential Development Trends

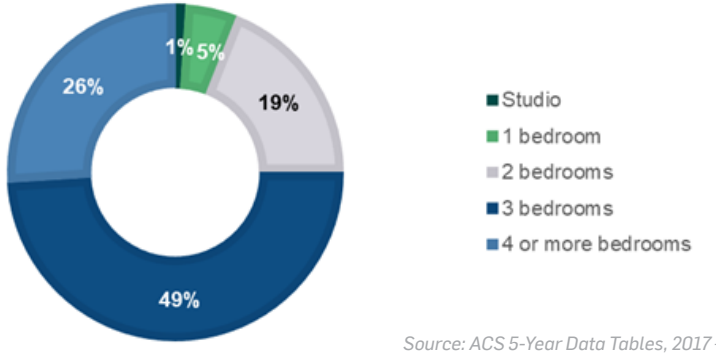
From 2010 to 2023, Marysville's housing stock increased by 4,560 units. Historically, single family residences have been the dominant housing type in Marysville. However, since 2011, the City has experienced a significant shift from this historic pattern with 41 percent of new housing stock comprised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

Figure 3.9
Marysville Housing Stock, 2021



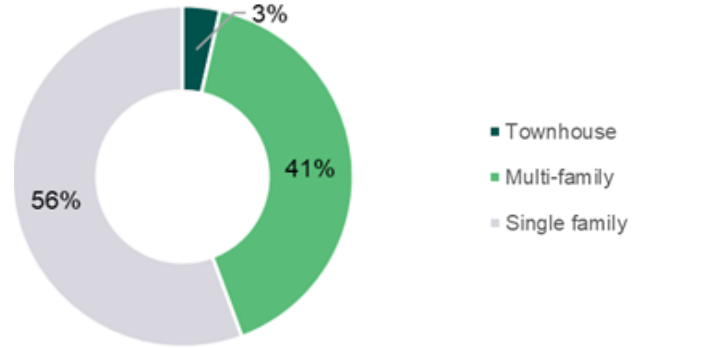
Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.10
Marysville Housing Stock by Bedroom, 2021



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

Figure 3.11
Marysville Housing Production, 2011 - 2023



Source: Marysville TrakIt permit data

Where is the Growth Occurring?

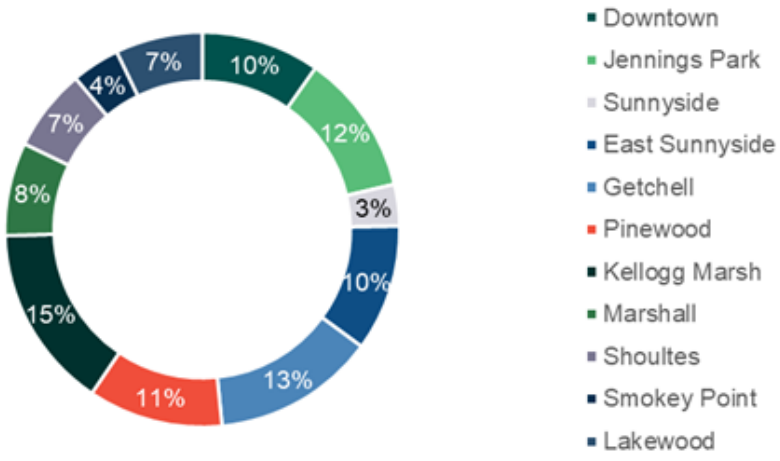
The City of Marysville is comprised of 11 neighborhoods as detailed in the Land Use Element. In 2019, the well-established neighborhoods of Kellogg Marsh, Getchell, and Jennings Park had the most housing (see Figure 3.12). Over the past several years, the East Sunnyside-Whiskey Ridge and Lakewood neighborhoods 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 3.12

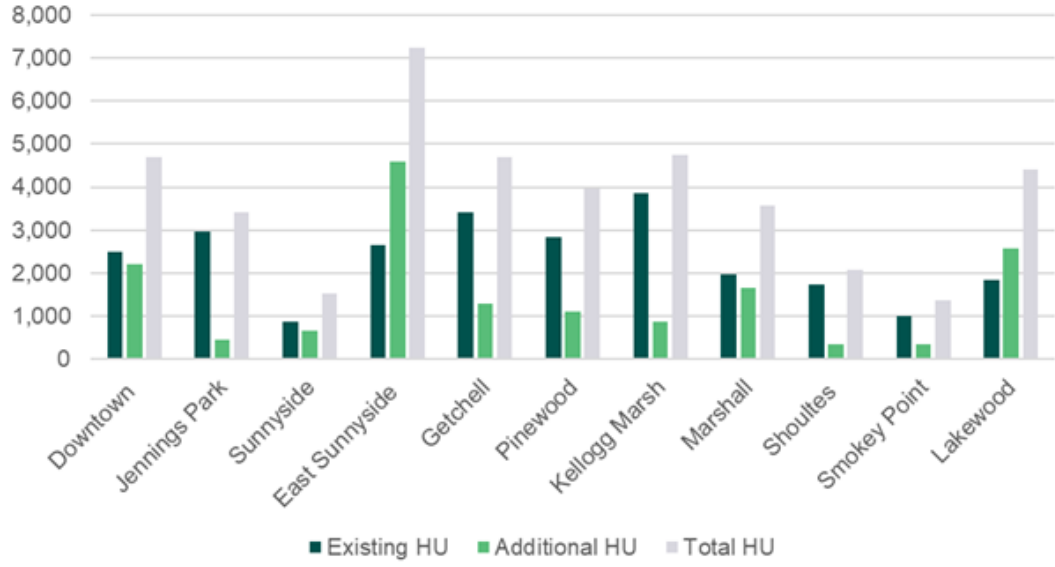
Marysville Neighborhoods Share of Housing Stock, 2019



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

Figure 3.13

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



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

Housing Market Trends

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

Ownership Housing

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

Rental Housing

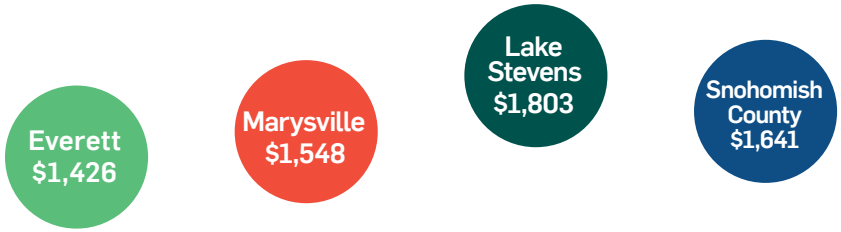
In 2021, Marysville's median rental rate of $1,548 was lower than nearby Lake Stevens and Snohomish County overall (see Figure 3.15). Marysville has seen a 53 percent increase in rents over the past decade plus with rates rising from $1,113 per unit in 2012 to $1,685 per unit in 2023.

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



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

Figure 3.15
Median Rent Rates, Marysville and Surrounding Jurisdictions 2021



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



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

Housing Affordability

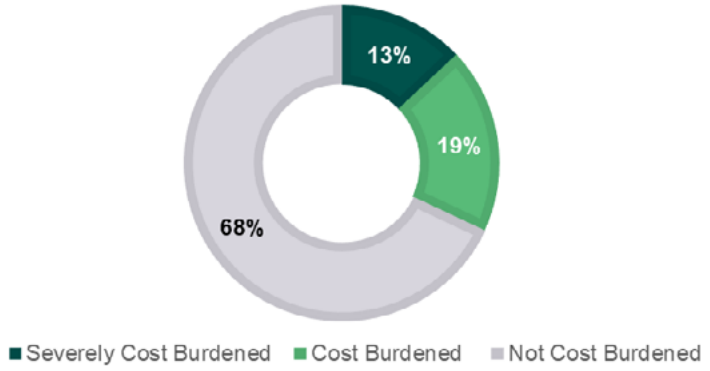
Housing costs are usually the largest portion of a household budget and typically include mortgage or rent payment, utilities, interest, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30 percent of their income on housing experience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

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

Cost Burdened Households

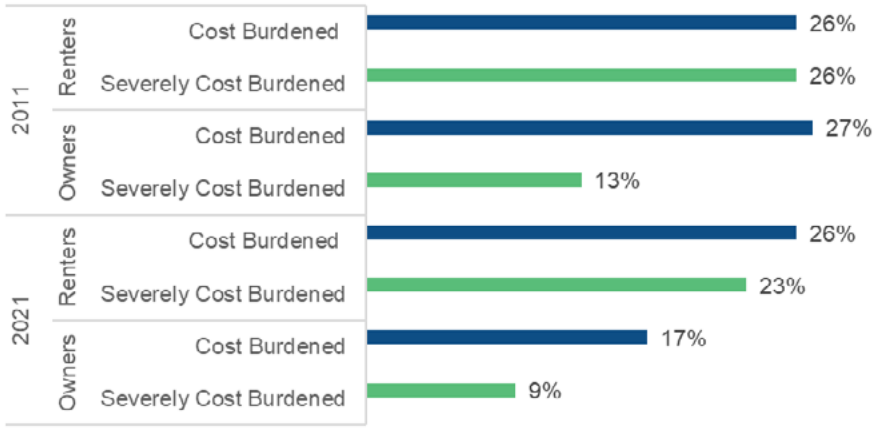
In 2022, 32 percent of Marysville residents were cost burdened (see Figure 3.16). Renters are more likely to be cost burdened than homeowners (see Figure 3.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease and renters seeing a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

Figure 3.16
Overall Cost Burden in Marysville 2021



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

Figure 3.17
Cost Burden by Tenure, Marysville 2011 – 2021



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

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

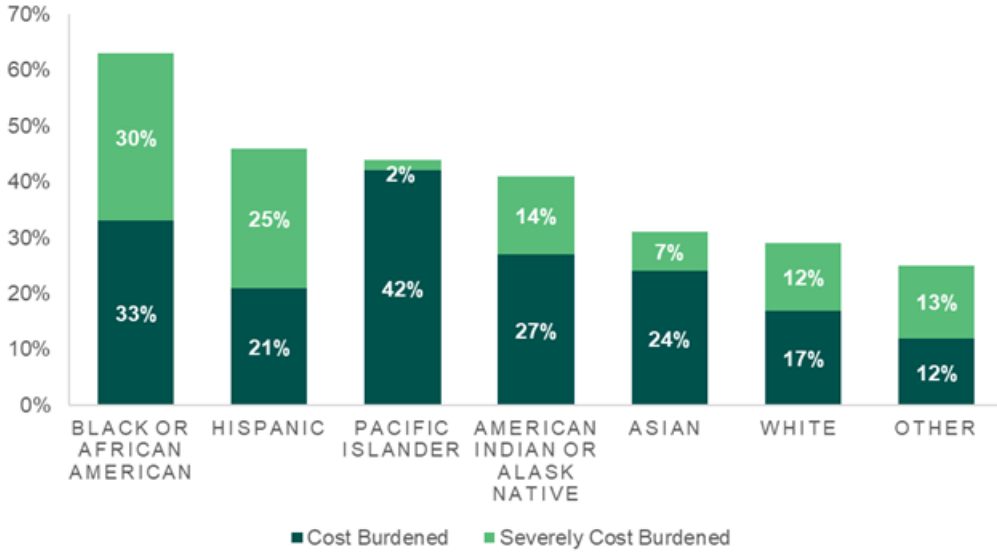
Housing Attainability

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

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

Figure 3.18

Cost Burden by Race, Marysville 2015 – 2019



Source: CHAS 2015 – 2019

Figure 3.19

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

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

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

Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts

House Bill (HB) 1220 requires local governments to assess displacement risk and establish policies to prevent or reduce displacement and related hardships. It also requires governments to review their policies, programs and zoning to identify and address any that may have racially disparate or exclusionary effects. With the City's 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.

WHAT IS SOCIOECONOMIC VULNERABILITY?

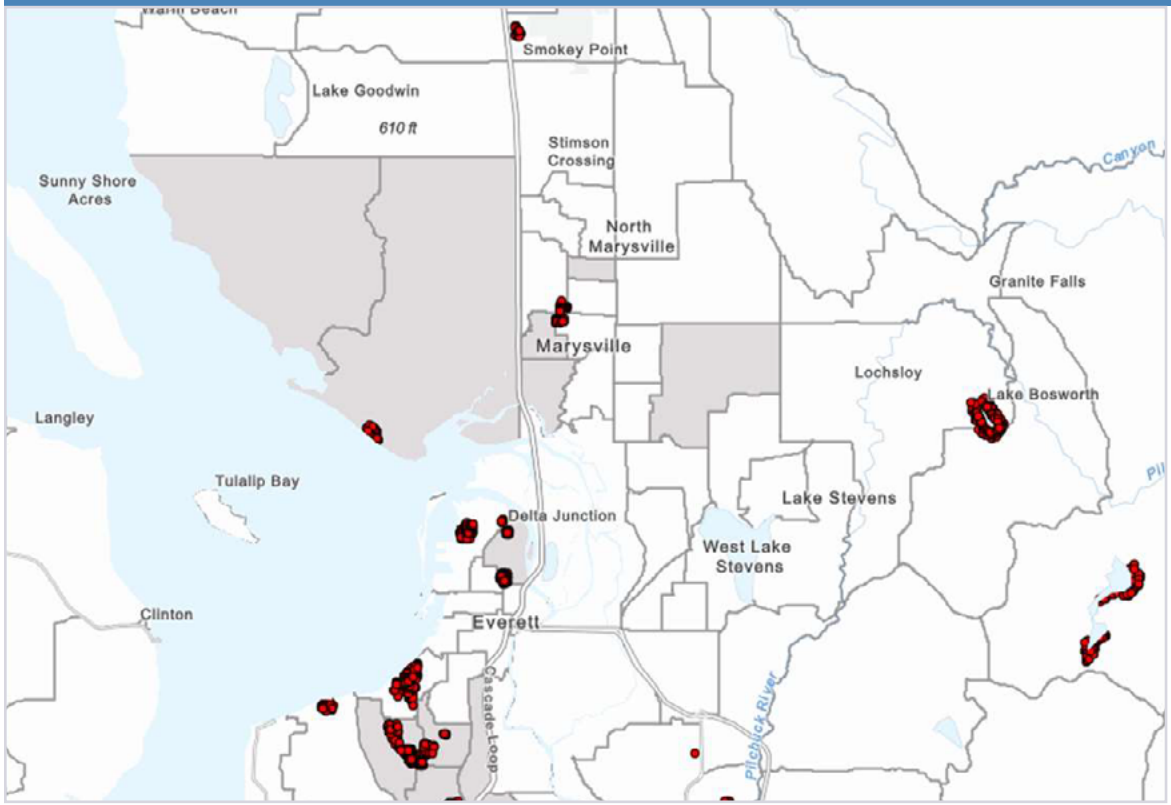
Socioeconomic vulnerability refers to social and economic factors, such as educational attainment, English language proficiency, disabilities, ethnicity, or income, that may leave individuals and household exposed to harm or damage, such as homelessness.

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

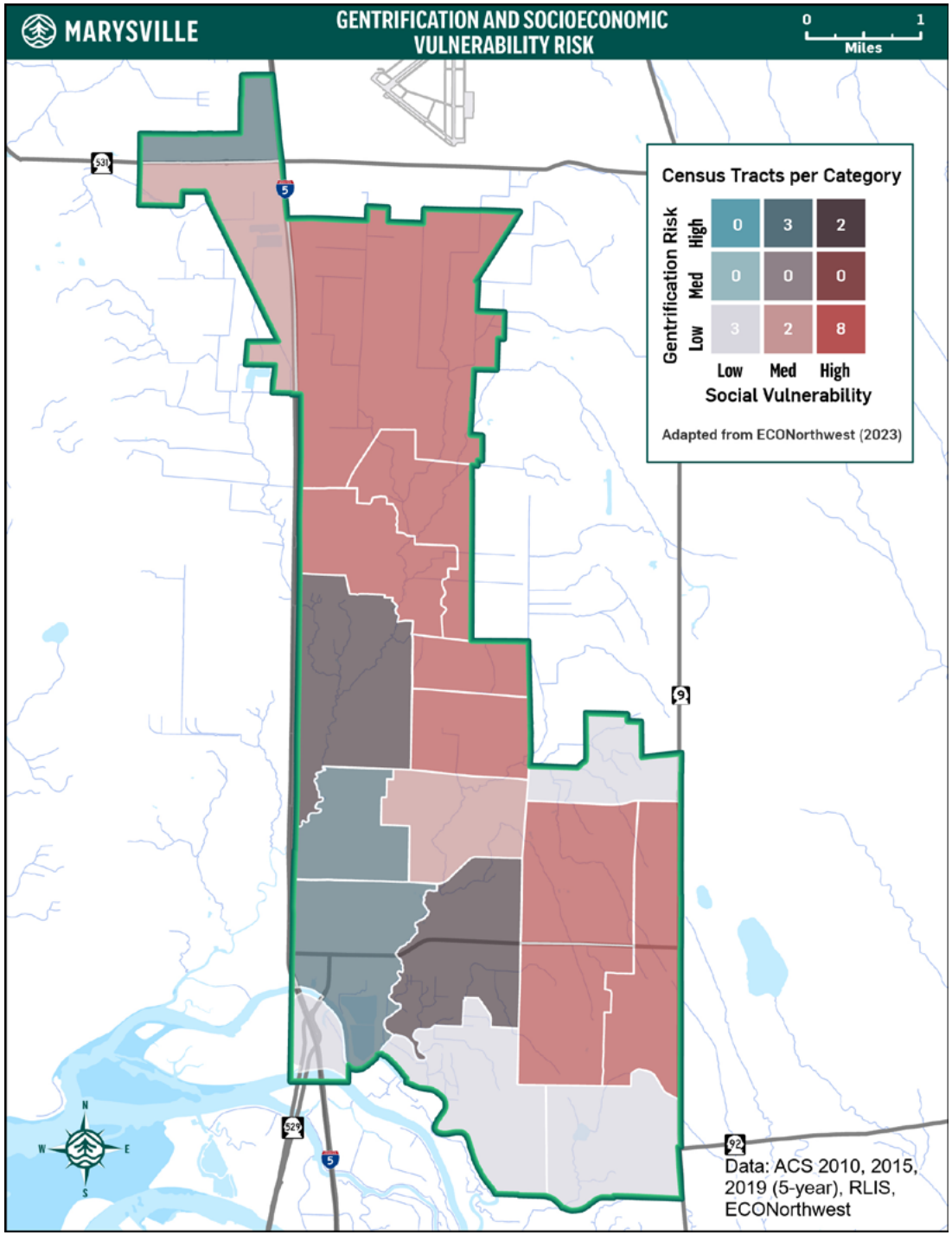
75. An in depth analysis of Gentrification Risk and Displacement is provided in Appendix B of the HAP while Racially Disparate Impacts are in the overall HAP.

76. 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.

Socioeconomic Vulnerability and Displacement Risk

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

Figure 3.20

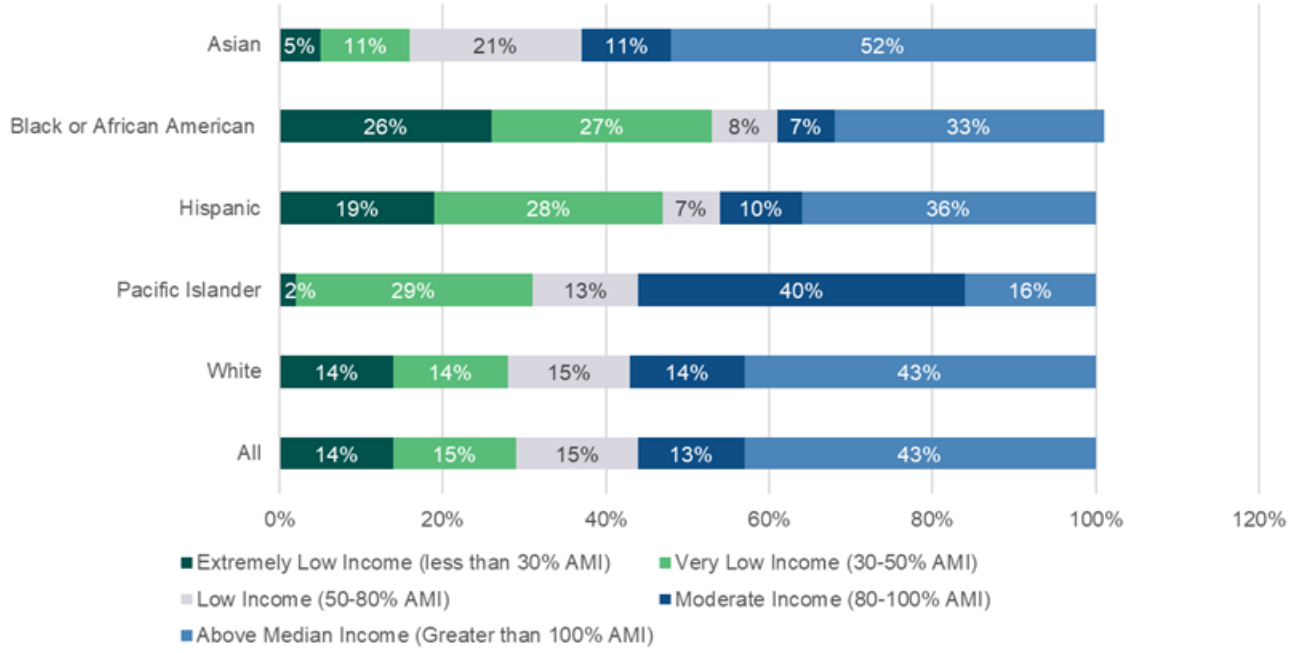


Racially Disparate Impacts[77]

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

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

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



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



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

77. 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 3.22

Marysville Existing Housing and 2044 Housing Need by Income Level

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

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



A detached single family condominium neighborhood

Section 3.3

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 3.23

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 3.24
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.

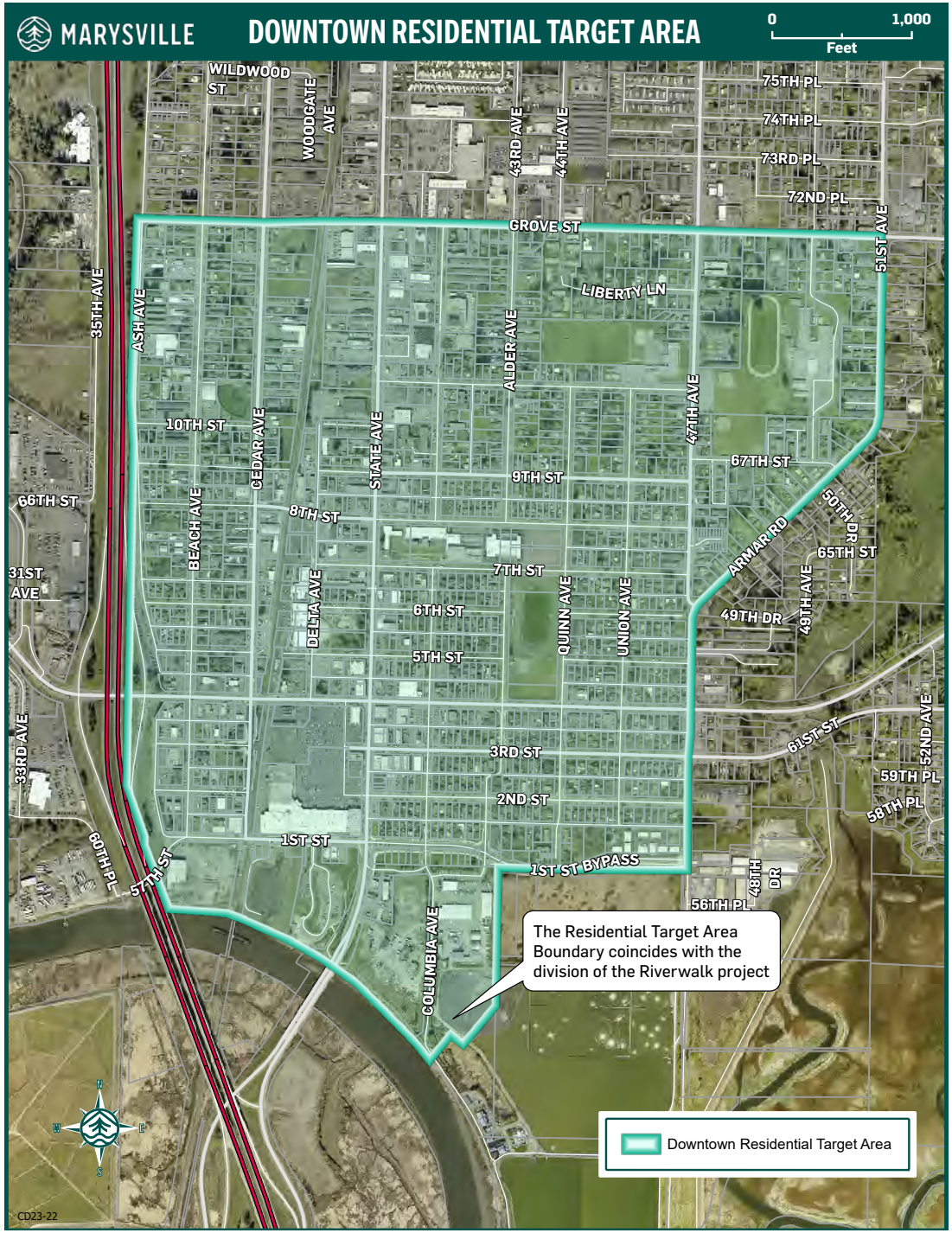
Expand and Calibrate Existing MFTE Program to Stimulate Program Participation

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 3.25



Consider Middle Housing Best Practices when Complying with HB 1110

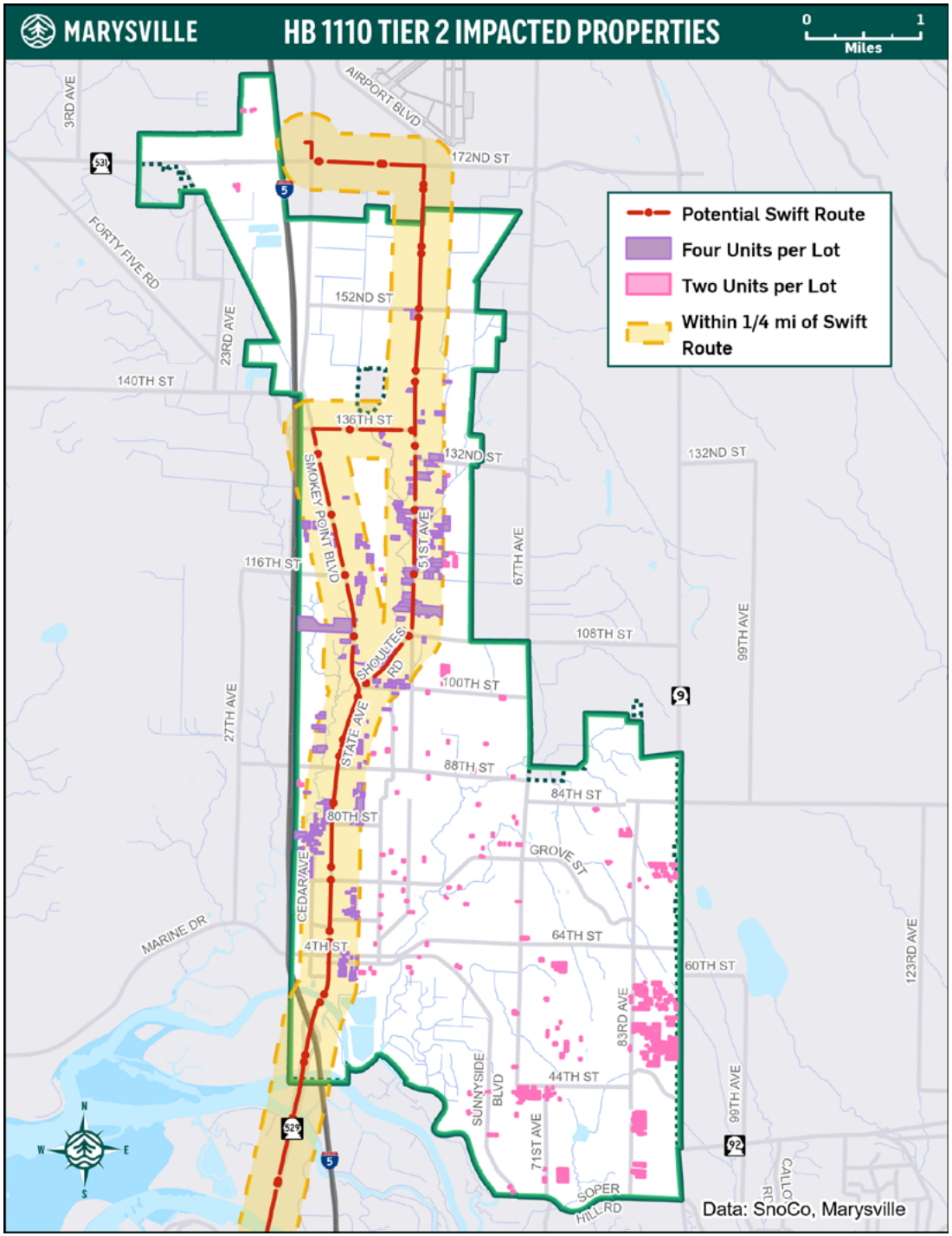
HAP Action 1.4

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 3.26



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.

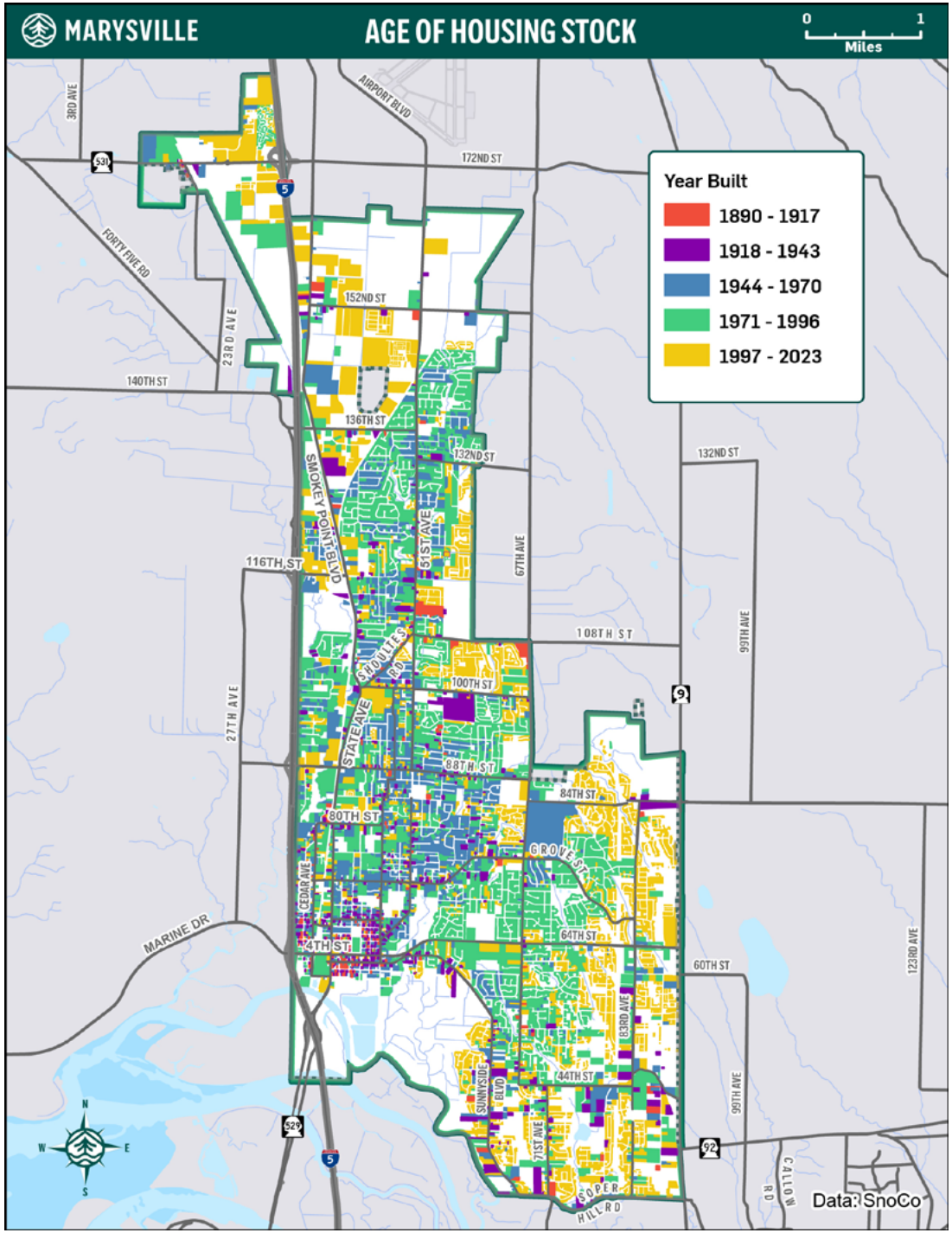
Incentivizing housing developments within the Marysville School District is a policy action that the City of Marysville could consider to help encourage households with children to live in the District which would increase enrollment, foster support for the District, and contribute to greater balance 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 3.27



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.

79. 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.

80. 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.



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.

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.

81. 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

Section 3.4

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.


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Chapter 4
ECONOMIC DEVELOPMENT

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

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 if 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.

Section 4.1

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.



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

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;
- 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.

Section 4.2

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%).

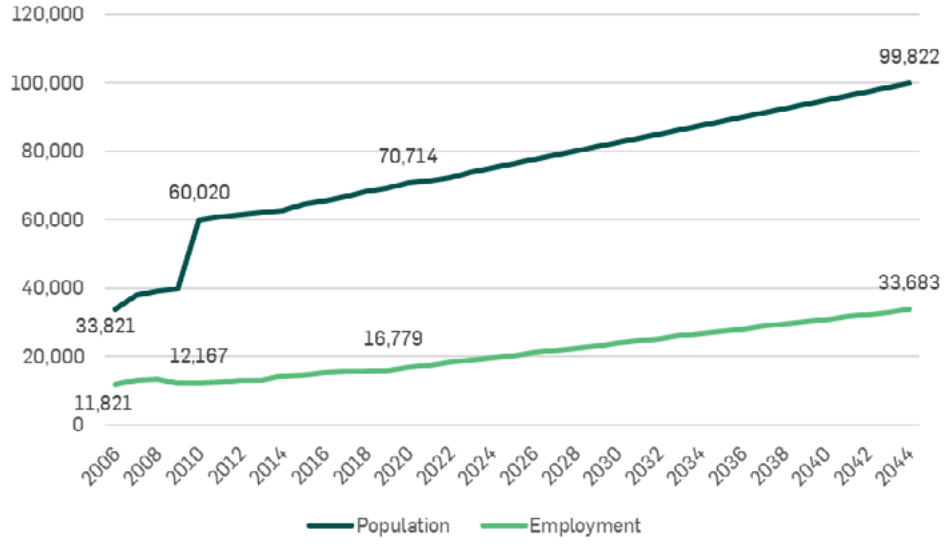
The importance of focusing on a strong economy in the city is rated as 4.3 on a scale of 1 to 5.

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]

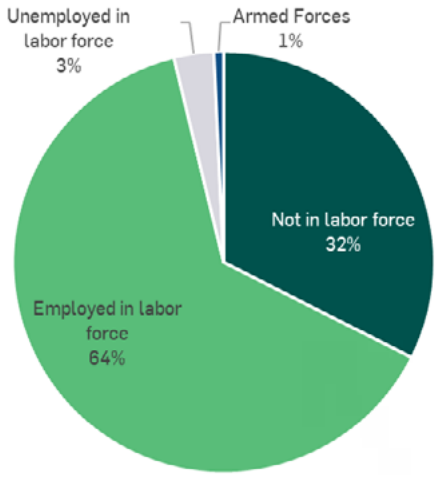
Labor Force and Employment Rate

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

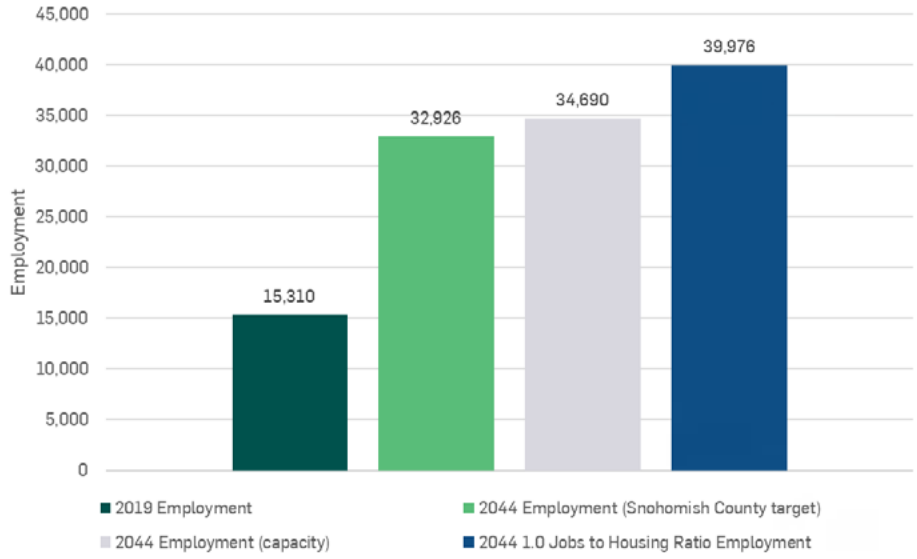
Achieving a greater jobs to housing balance has been a long-standing objective of the City. In 2005 the City established a goal of achieving a jobs to housing ratio of 1.0 by 2035 which represented a significant shift in historic patterns of residential and employment growth. A jobs to housing ratio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

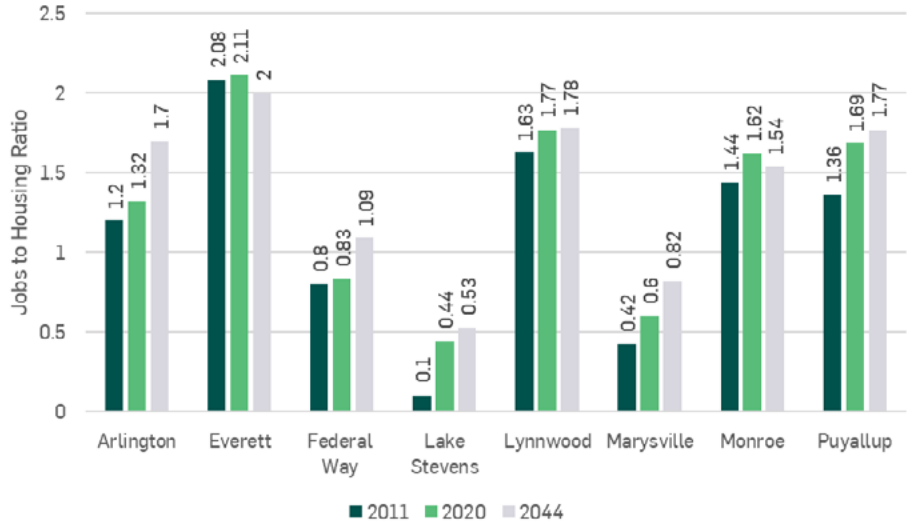
Commuting Patterns

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.

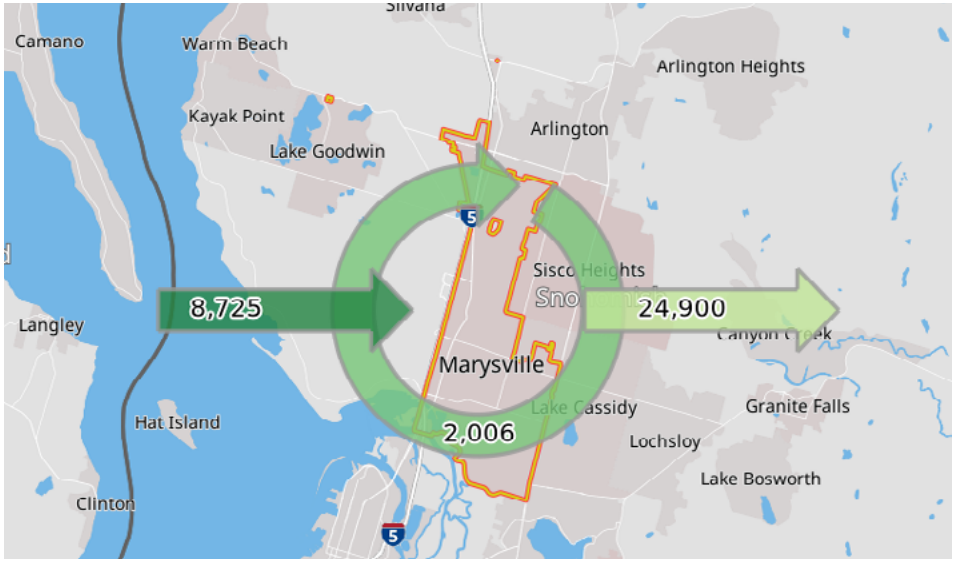
Driving alone is the primary commute mode (77 percent) followed by carpooling/vanpooling (11 percent), and working from home (see Figure 4.7). The mean travel time to work for Marysville residents is 31.4 minutes.

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

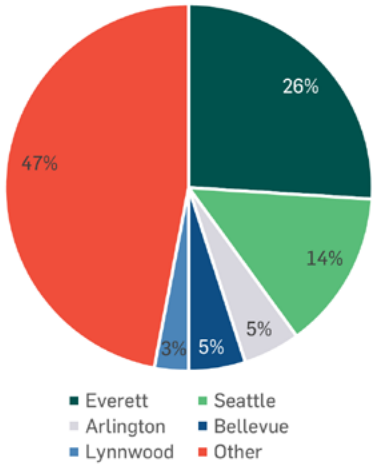
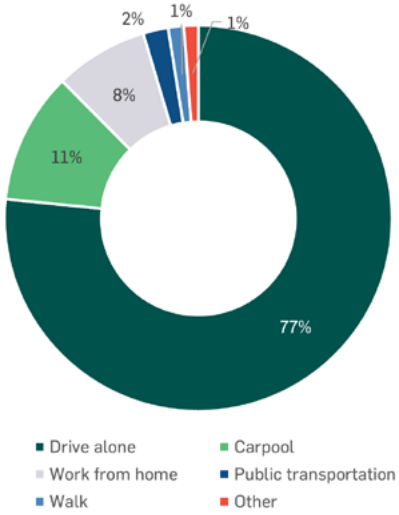
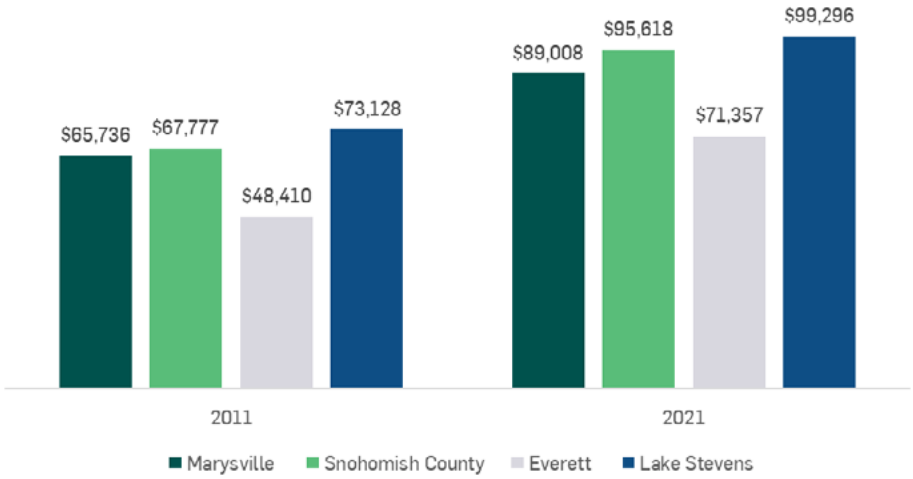


Figure 4.7
Commute Modes, 2021



Source: ACS 5-Year Data Tables, 2017 – 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

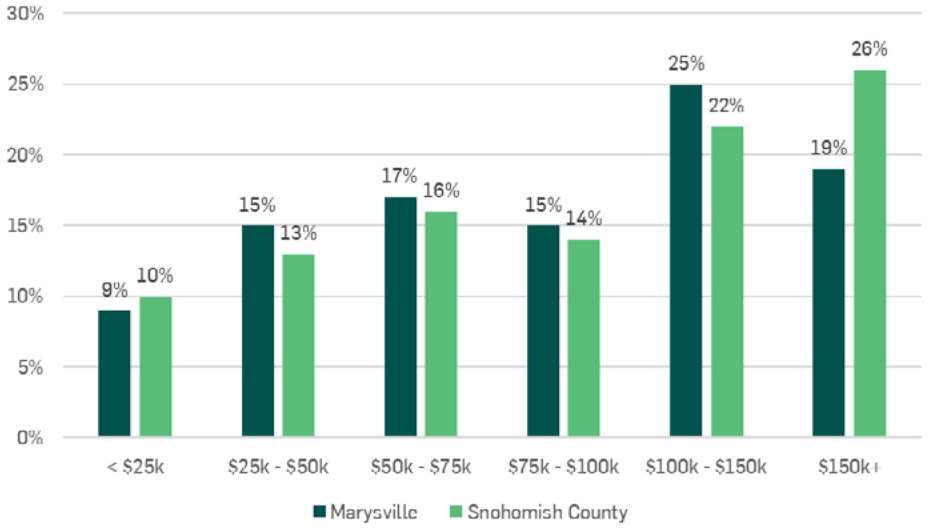
In 2021, Marysville's median household income was about $89,000 which is an approximately 35 percent increase from the 2011 median income of just under $66,000 as shown in Figure 4.8. This increase is partially driven by wage increases for existing residents but is also due to in-migration of higher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

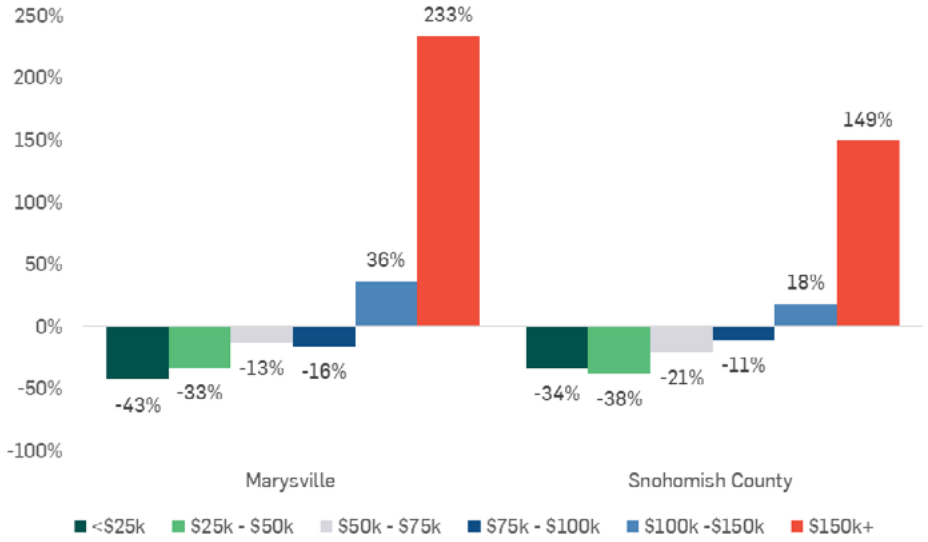
Additional analysis on median household income trends and comparisons to local jurisdictions can be found in the Housing Element (page 87) and 2023 Housing Action Plan.

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 4.10

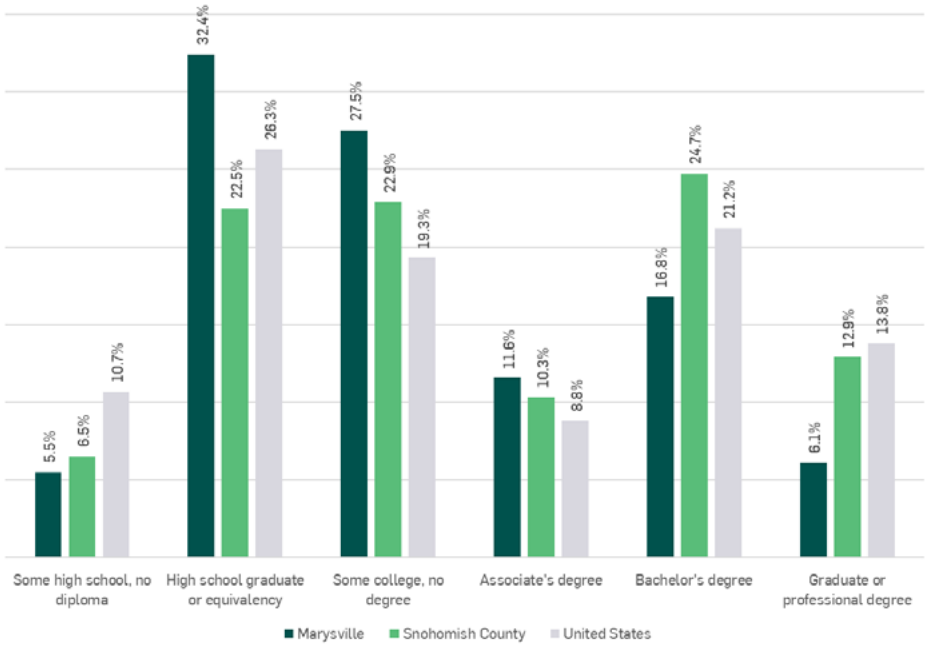
Change in Median Household Income Distribution, Marysville and Snohomish County, 2011 – 2021



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

Figure 4.11

Educational Attainment of Residents, Marysville and Snohomish County, 2021



Source: ACS 1-Year Data Table, 2021

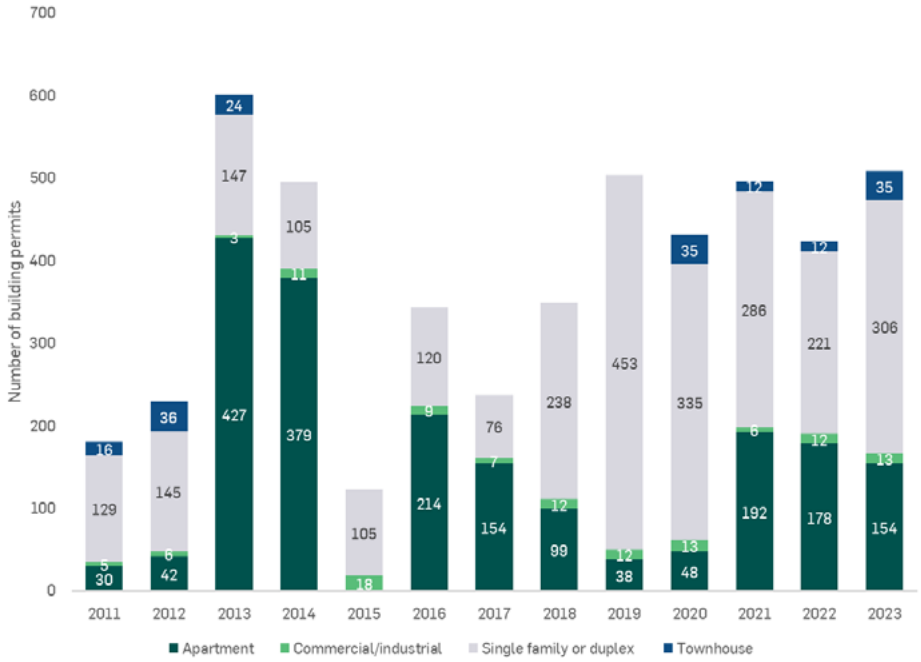
Permits, Licenses, and Sales Tax

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.

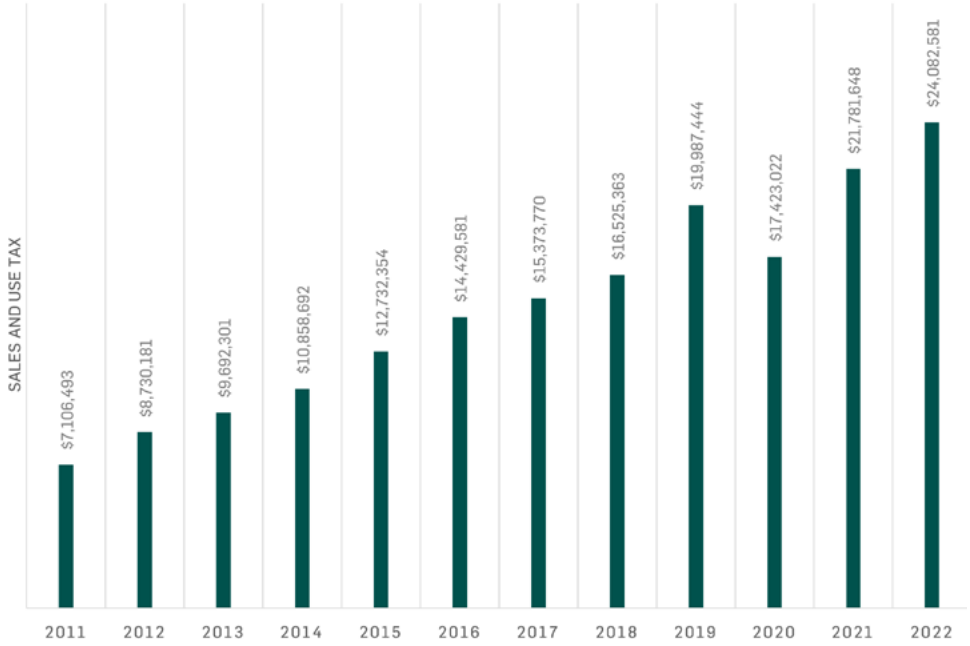
85. The Washington State Department of Revenue's Business Licensing Service appears to have improved their tracking of home-based business licenses in 2021 which is why the data cited above is limited to 2021 – 2023. Due to both the impacts of the pandemic and the growth of ecommerce platforms, home 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 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 4.13

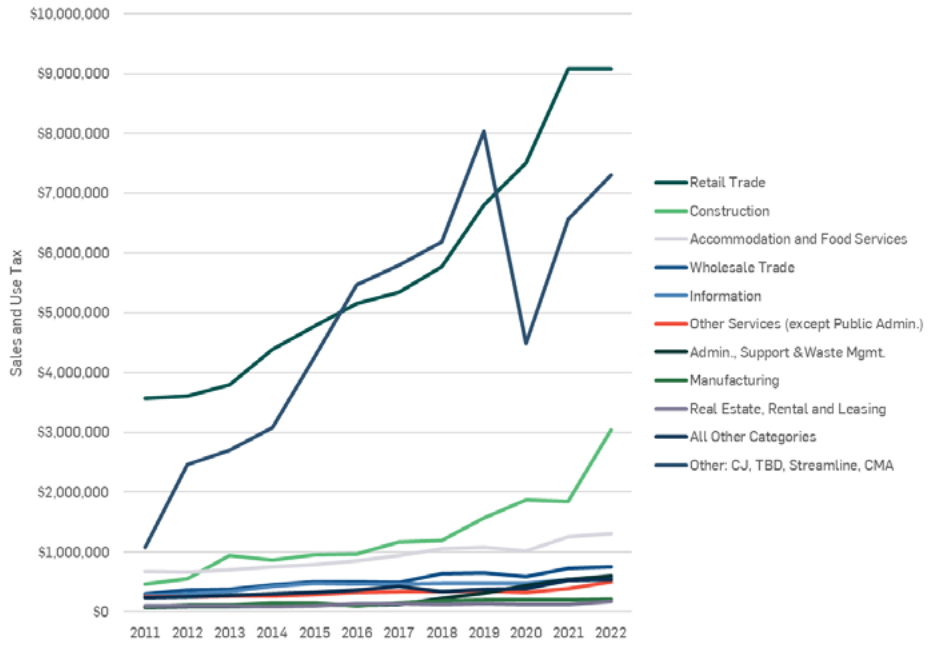
Total Annual Sales Tax Receipts, 2011 – 2022



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

Figure 4.14

Annual Sales Tax Receipts by Industry, 2011 - 2022[86]



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.

Section 4.3

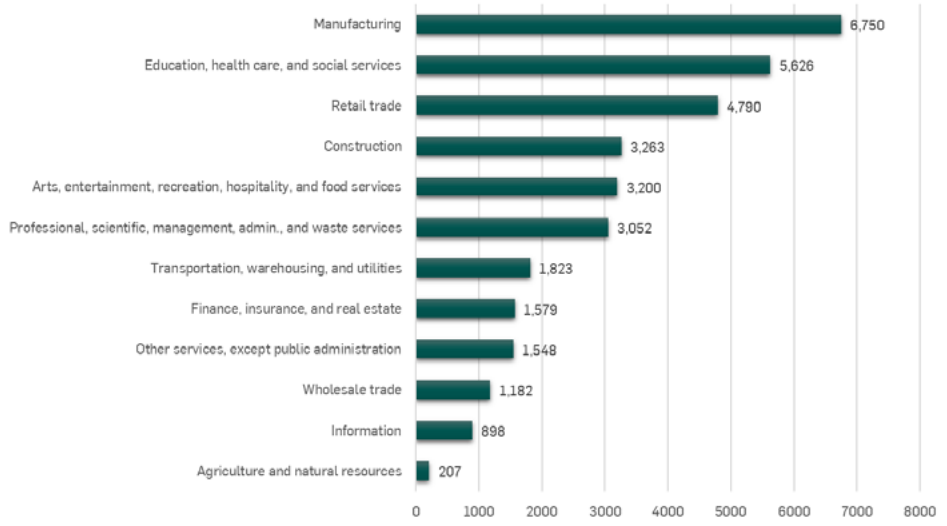
EMPLOYMENT AND WAGES BY INDUSTRY

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.

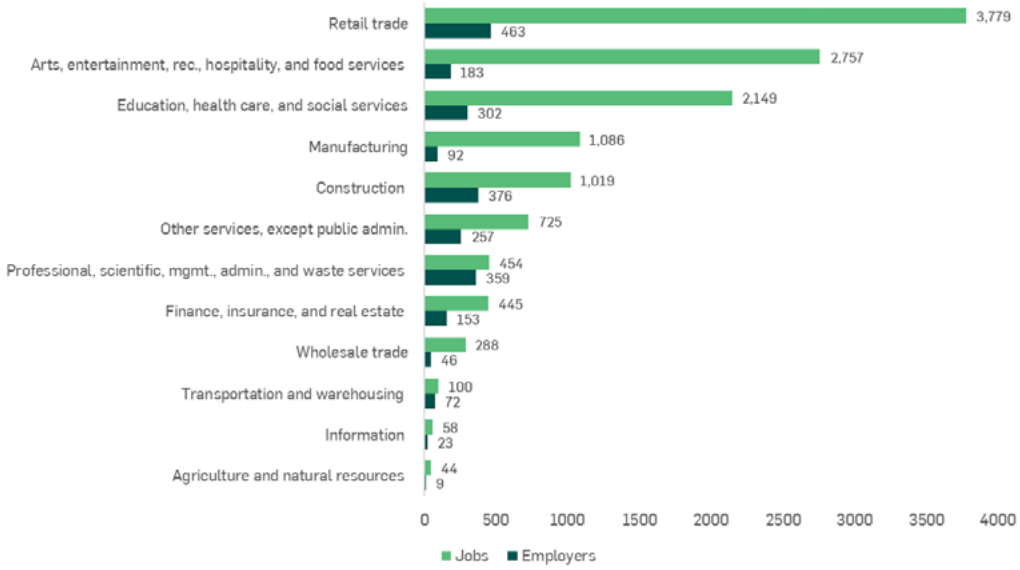
Wages by Industry

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%**

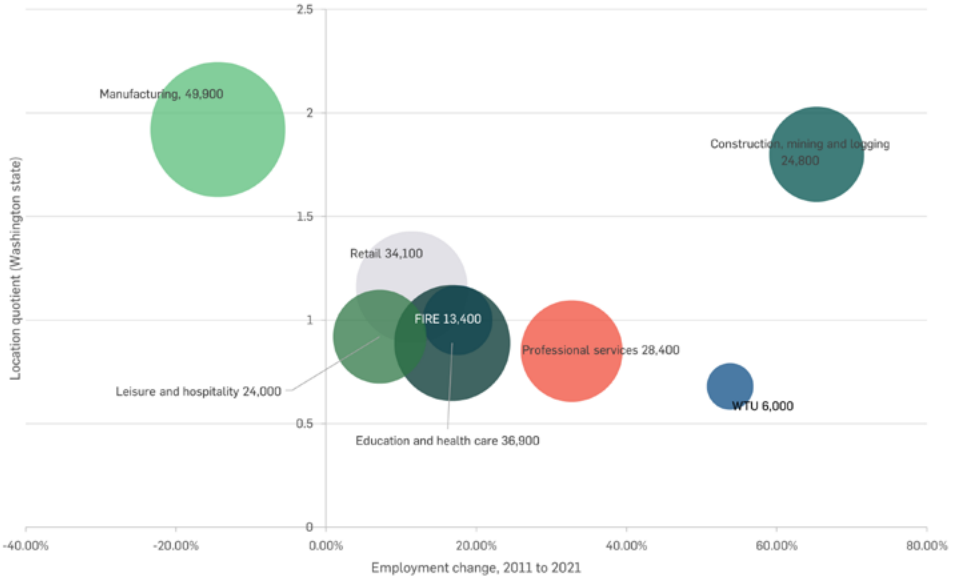
Source: ACS 5-Year Data Tables, 2017 – 2021

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 Center[90] 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.



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.

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 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 ecotourism[96] destination as a major objective in revitalizing the City's Downtown and Waterfont. 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-added[97] 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

	TOP SITE CRITERIA						
Industry	**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 Zone[102] 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 it's 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.

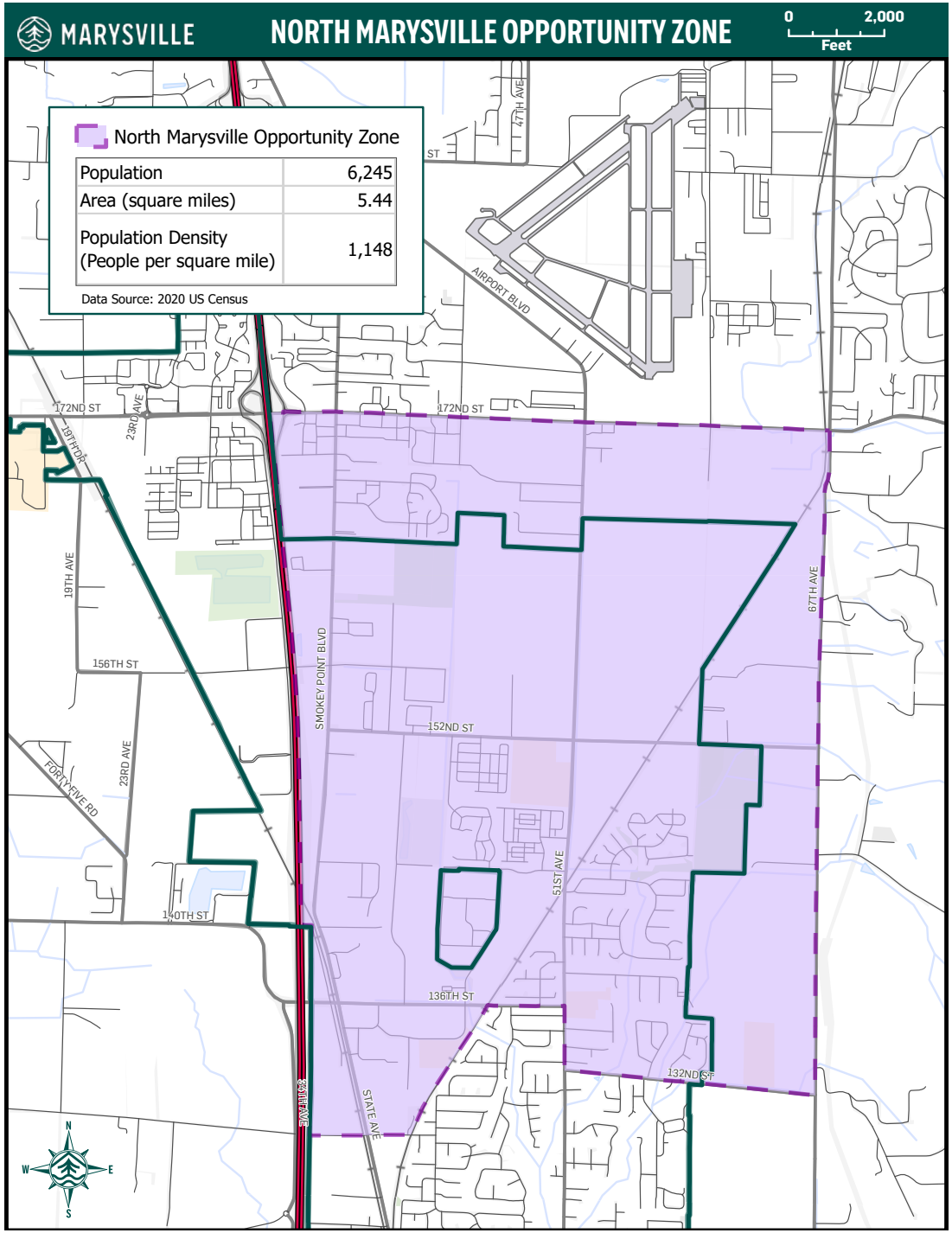
Proactive planning and investment

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]

Figure 4.20



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



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.

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

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

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

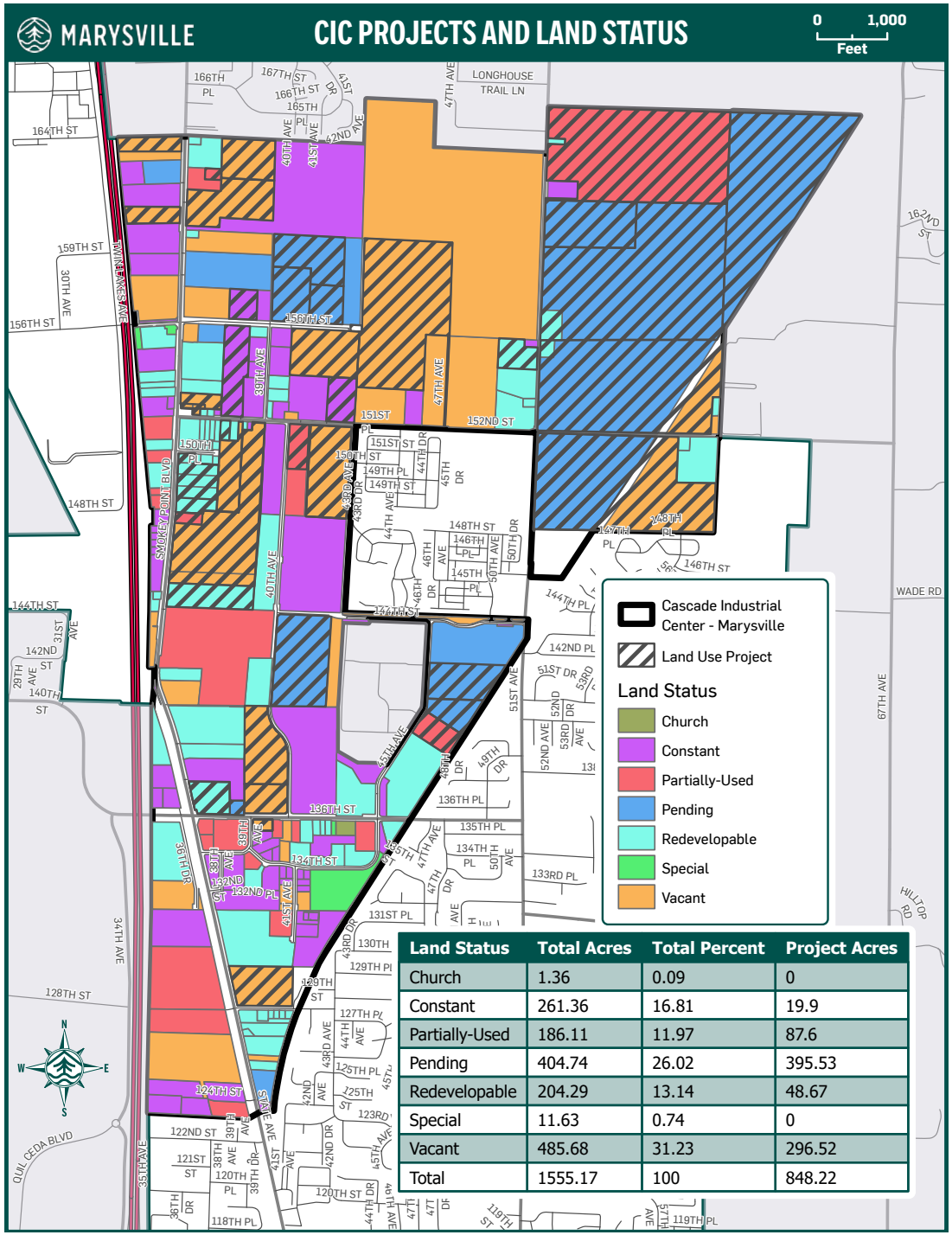
Providing additional middle and upper middle income housing opportunities along with affordable housing to ensure a healthier and more diverse mix of housing choices is both a challenge and opportunity for the City. Generally, quality housing that is available at different income levels, along with more 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.

Industrial Land Capacity

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

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

Figure 4.21



Land Status	Total Acres	Total Percent	Project Acres
Church	1.36	0.09	0
Constant	261.36	16.81	19.9
Partially-Used	186.11	11.97	87.6
Pending	404.74	26.02	395.53
Redevelopable	204.29	13.14	48.67
Special	11.63	0.74	0
Vacant	485.68	31.23	296.52
Total	1555.17	100	848.22

Section 4.6

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.

OUR COMMUNITY











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.

Section 5.1

INTRODUCTION

Public services, such as police protection, fire prevention and suppression, emergency medical services, education, library services, and human services, are vital to the safety and well-being of Marysville residents.[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.



Firefighters educating young children on public safety.

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.

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 informing the Department's requests and decision-making regarding growth and the corresponding increased needs related to Department staffing. These needs include commissioned officers, custody officers, and support staff as further detailed in the Functional Plan. Policing deployment strategies and crime rates will continue to drive citizens' perceptions of safety.

Public Safety Service Delivery and Level of Service



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 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

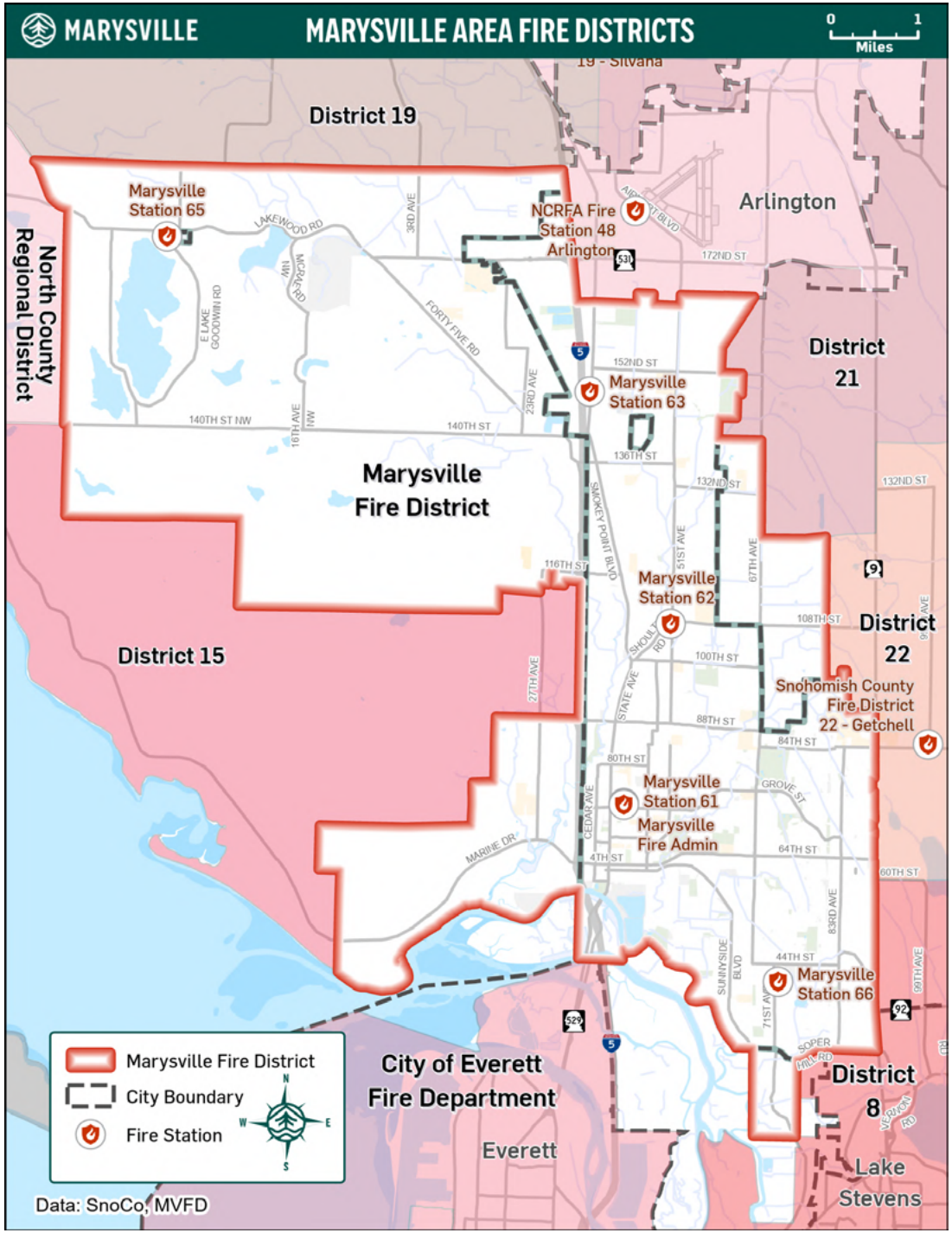
The Marysville Fire District provides fire prevention and suppression services, emergency medical services, special operations, and other preparedness/emergency management services for an approximately 55 square mile area. The District encompasses the City's entire UGA and some adjacent areas to the 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.

Figure 5.3



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.

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.

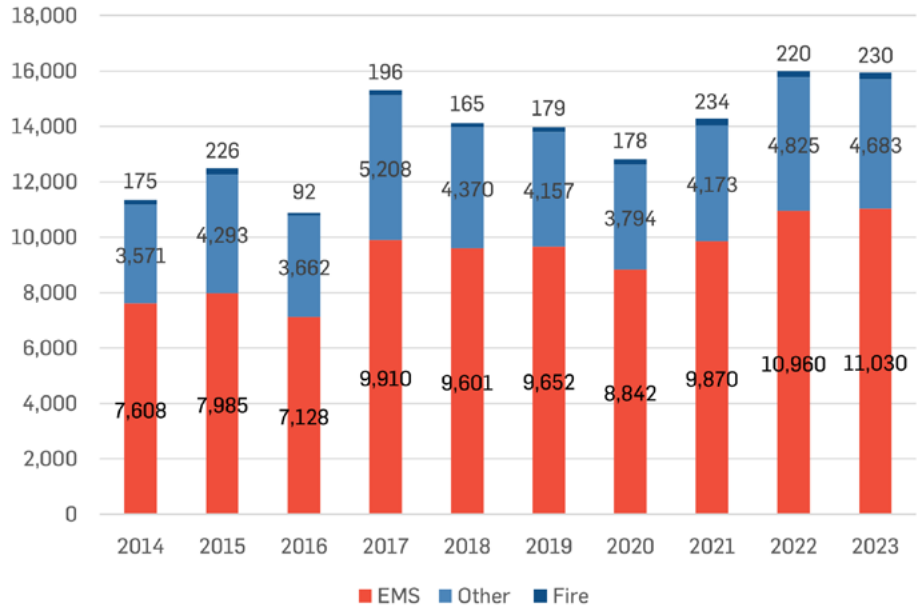
Special Operations

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.



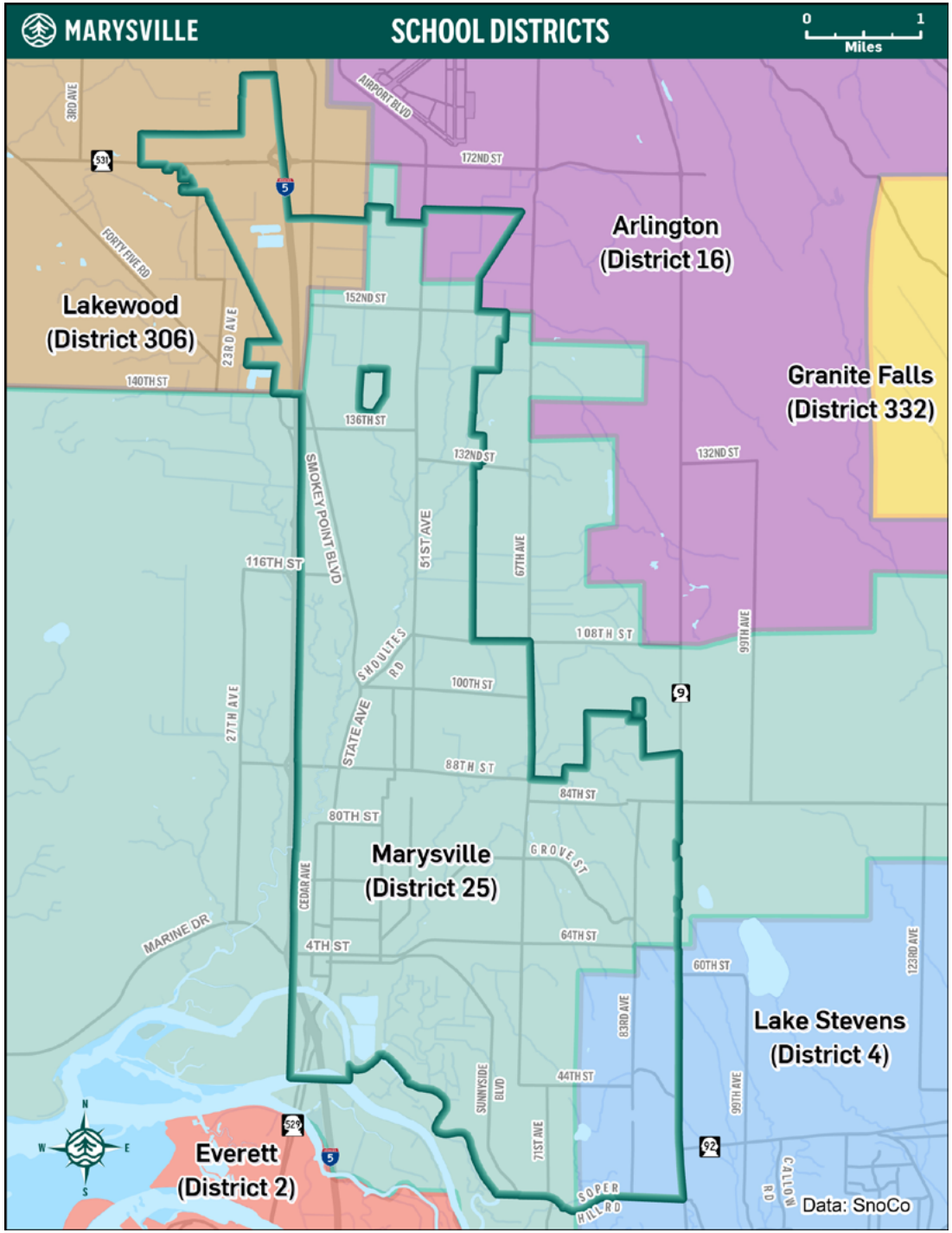
Marysville Fire District firefighters and Marysville Police respond to an emergency.

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



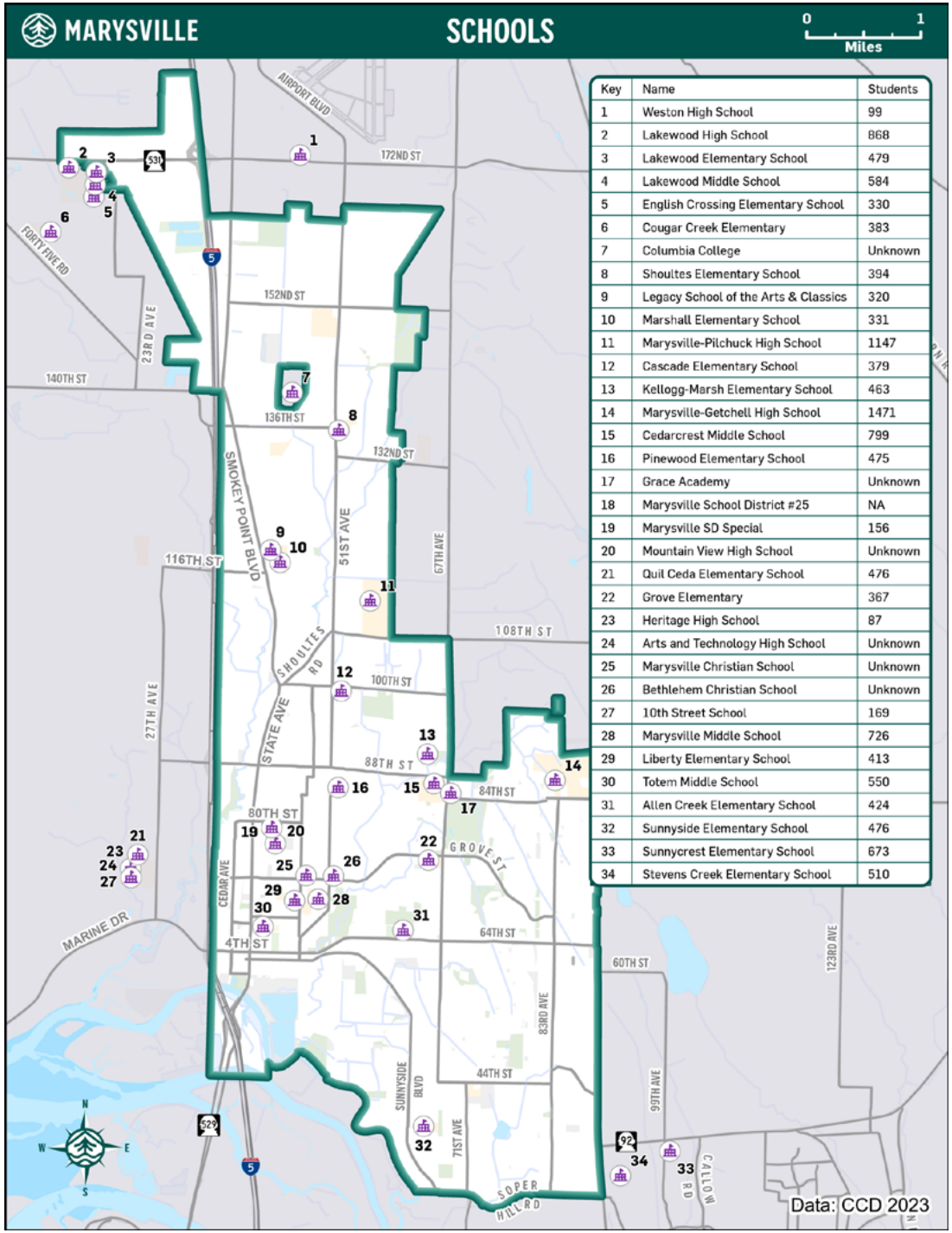
Marysville School District

The Marysville School District currently serves approximately 9,368 students with 11 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

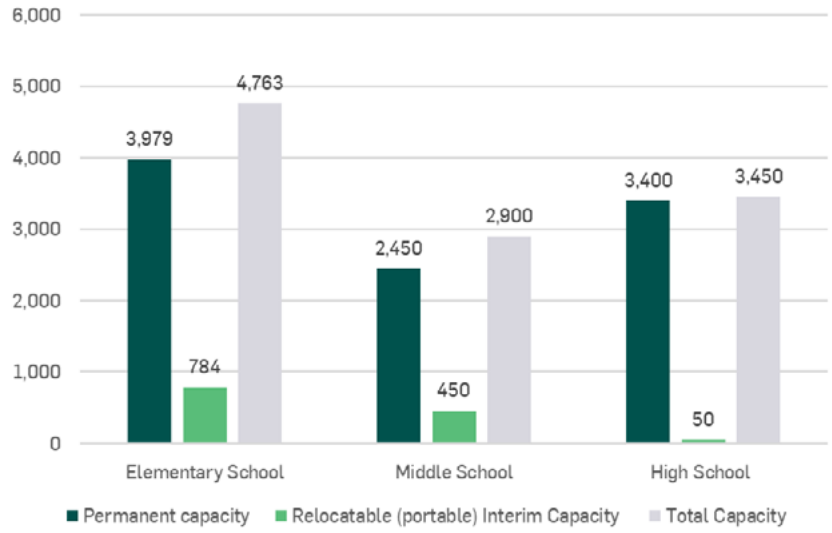


Key	Name	Students
1	Weston High School	99
2	Lakewood High School	868
3	Lakewood Elementary School	479
4	Lakewood Middle School	584
5	English Crossing Elementary School	330
6	Cougar Creek Elementary	383
7	Columbia College	Unknown
8	Shoultes Elementary School	394
9	Legacy School of the Arts & Classics	320
10	Marshall Elementary School	331
11	Marysville-Pilchuck High School	1147
12	Cascade Elementary School	379
13	Kellogg-Marsh Elementary School	463
14	Marysville-Getchell High School	1471
15	Cedarcrest Middle School	799
16	Pinewood Elementary School	475
17	Grace Academy	Unknown
18	Marysville School District #25	NA
19	Marysville SD Special	156
20	Mountain View High School	Unknown
21	Quil Ceda Elementary School	476
22	Grove Elementary	367
23	Heritage High School	87
24	Arts and Technology High School	Unknown
25	Marysville Christian School	Unknown
26	Bethlehem Christian School	Unknown
27	10th Street School	169
28	Marysville Middle School	726
29	Liberty Elementary School	413
30	Totem Middle School	550
31	Allen Creek Elementary School	424
32	Sunnyside Elementary School	476
33	Sunnycrest Elementary School	673
34	Stevens Creek Elementary School	510

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

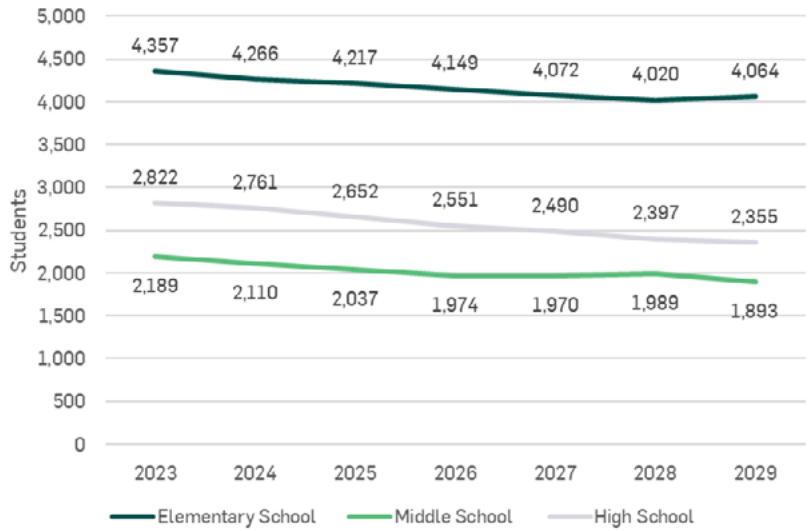
Marysville School District 2023 Capacity by School Type



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

Figure 5.8

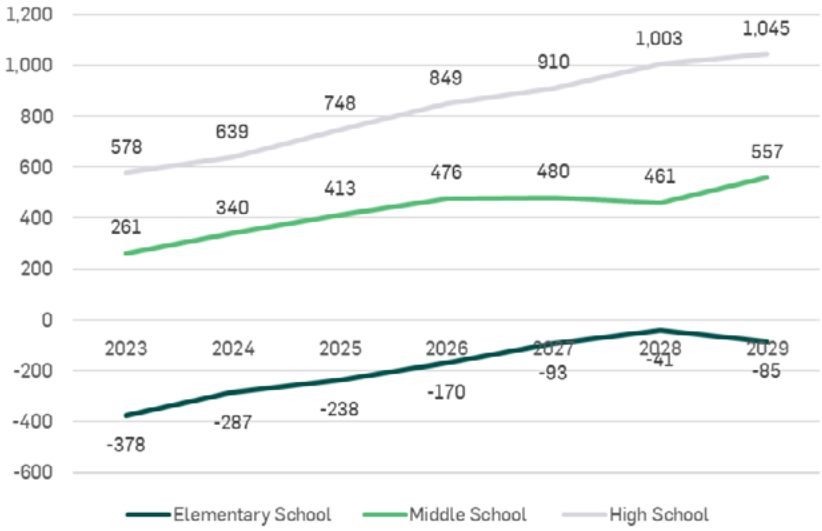
Marysville School District Student Enrollment, Existing and Projected through 2029



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.

Figure 5.10

Marysville School District 2023 Capacity by School Type

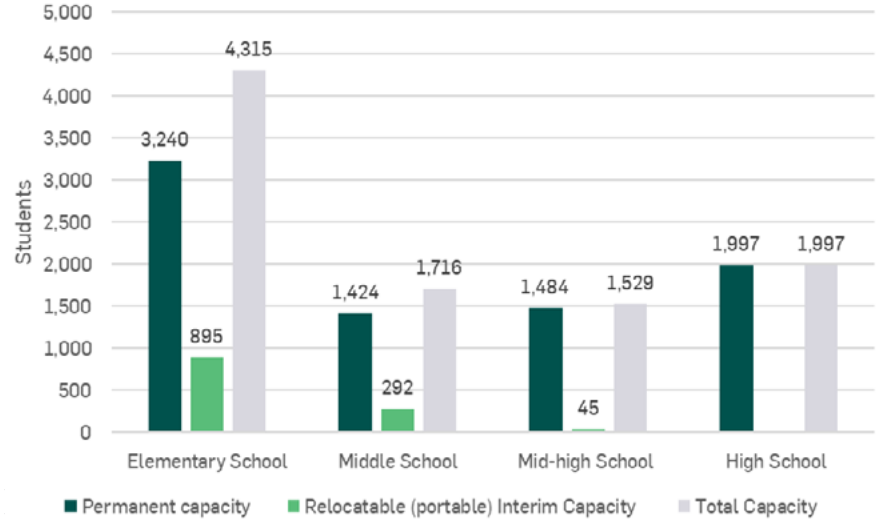
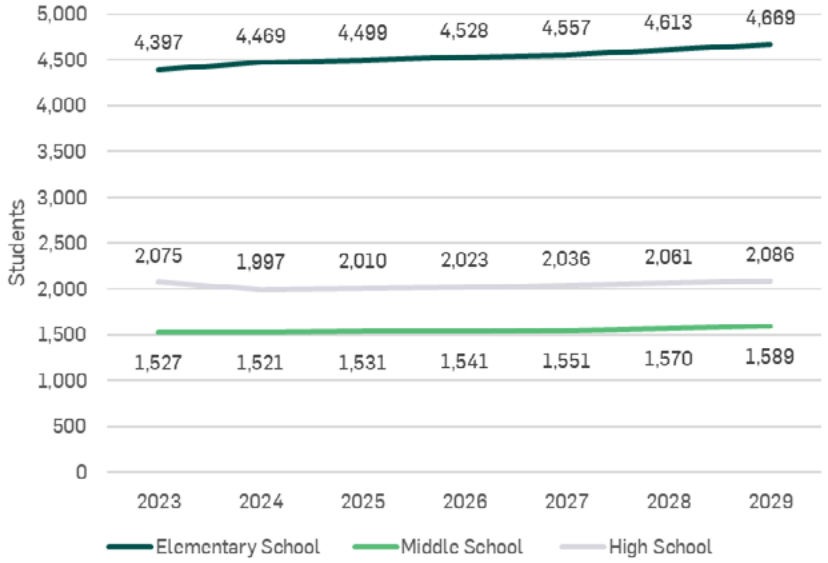


Figure 5.11

Marysville School District 2023 Capacity by School Type



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

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.

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

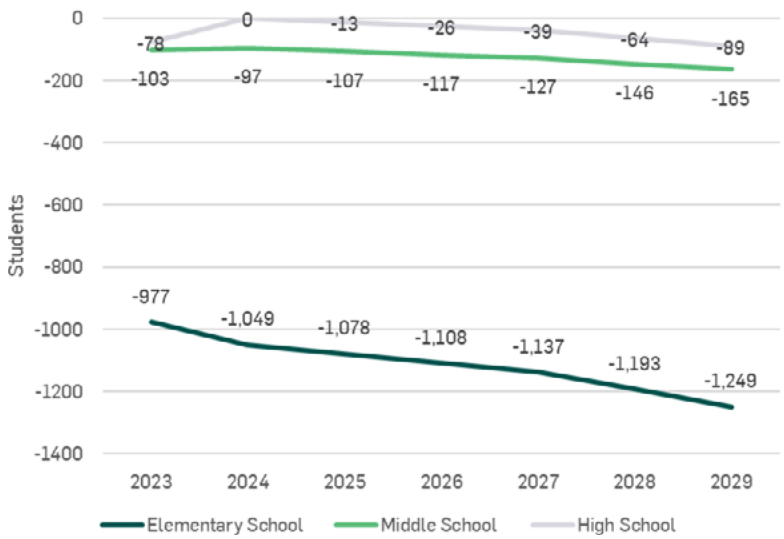
The Lakewood School District currently serves a population of 2,614 headcount students with an enrollment of 2,534 students. The District has three elementary schools, one middle school, and one high school. Elementary schools serve students in kindergarten through fifth grade, middle schools serve sixth 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

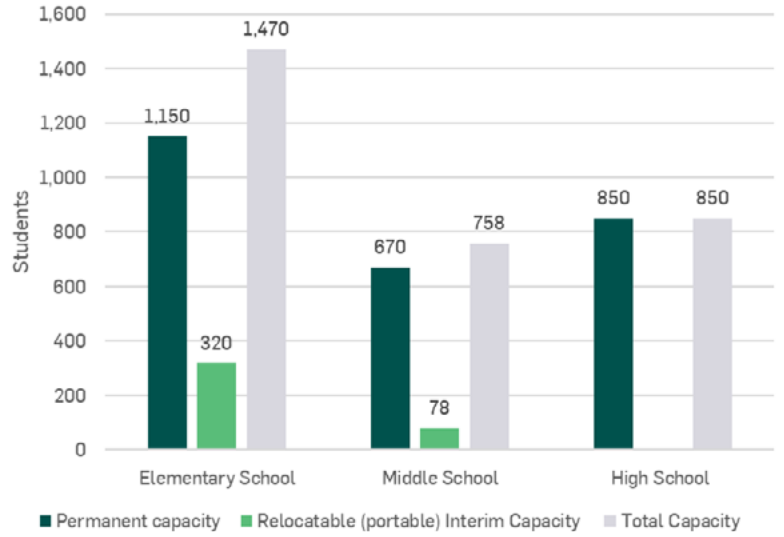
Lake Stevens School District Capacity Shortfalls, Existing and Projected through 2029



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.

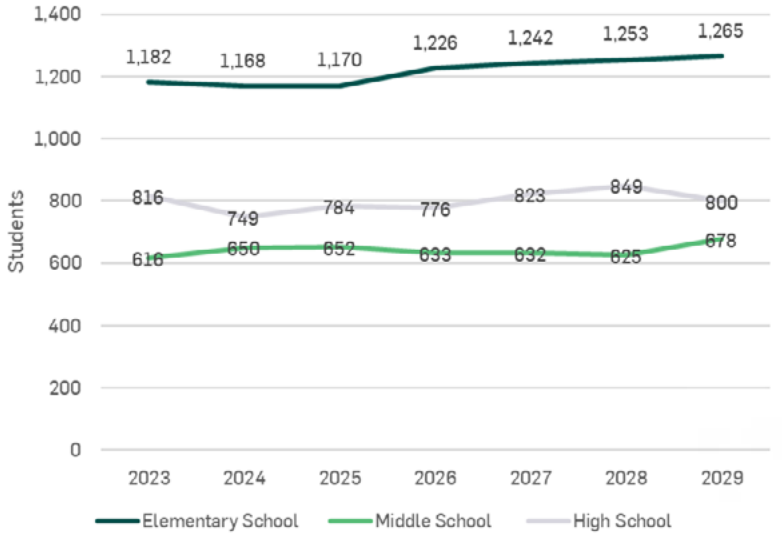


Lakewood High School, constructed in 2017, represents a significant investment in the Lakewood School District.

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

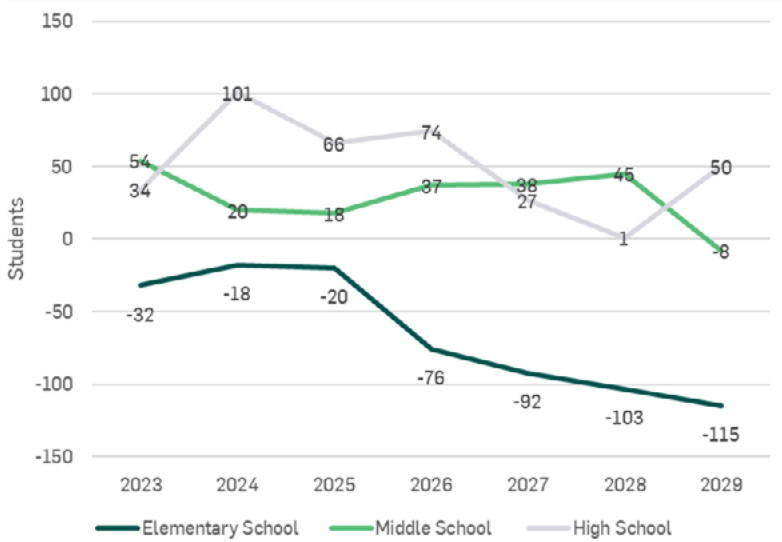
Lakewood School District Student Enrollment, Existing and Projected through 2029



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).



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.

124. The CDBG Program is authorized under Title 1 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.

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



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.

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)

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.

Section 5.7

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.



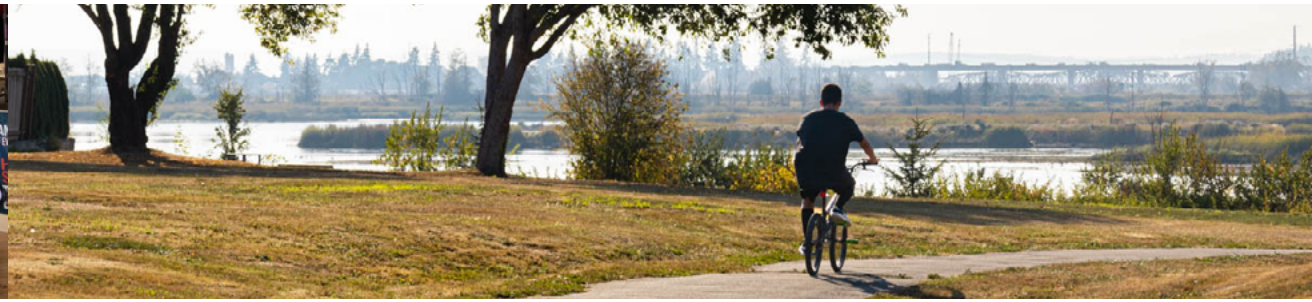


Shop with a Cop is one of the many ways that the MPD serves the community.

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


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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.

Section 6.1

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, it 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).

Section 6.2

DEPARTMENT STRUCTURE AND OPERATING BUDGET



MPCR staff perform many functions. The Recreation Division plans and hosts events such as Merrysville 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 ¾ 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	Doleshel 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**

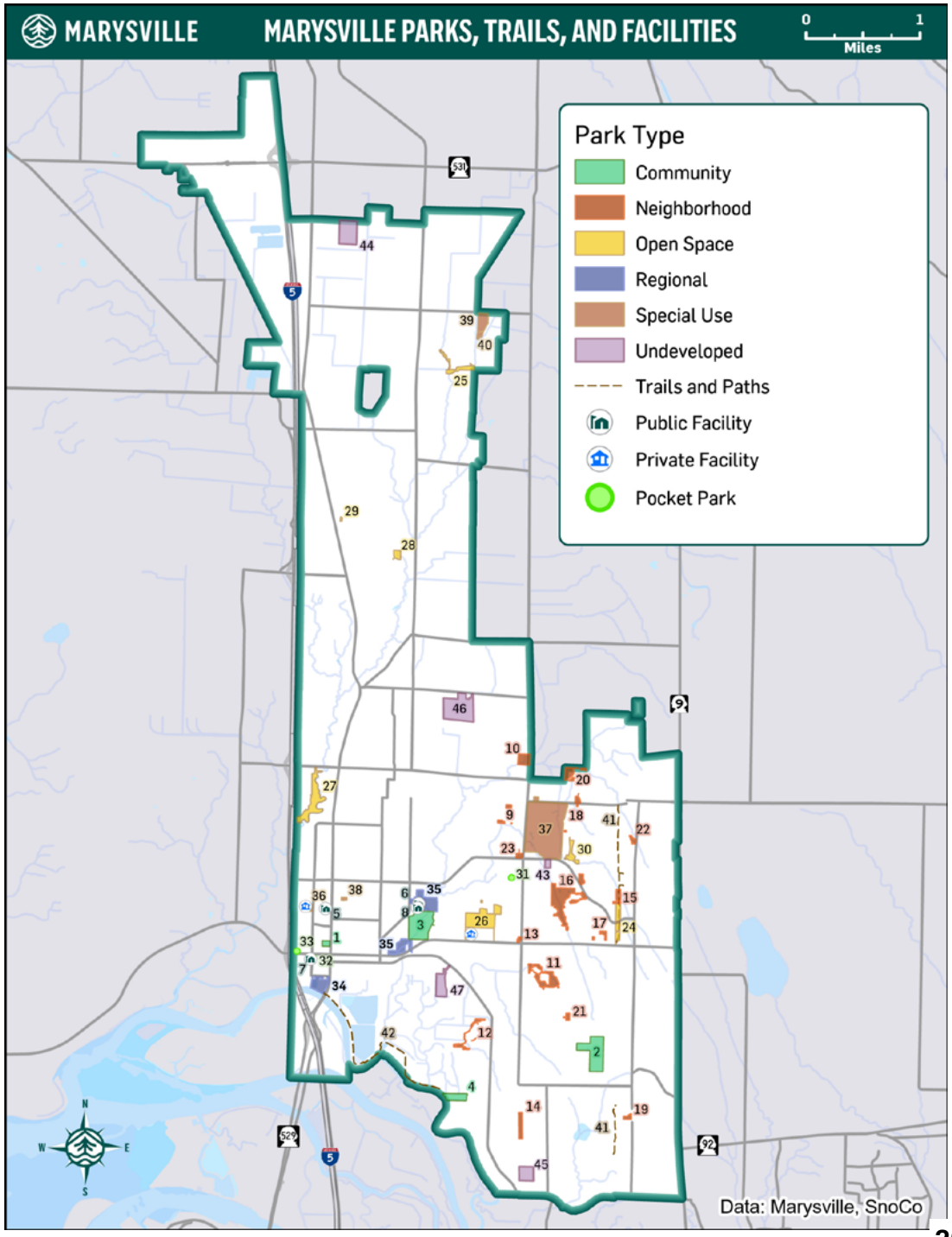
MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Open Space			
24	Bayview Trail Open Area	20	-
25	Heather Glen-Timberbrook	6.87	0.75
26	Holman Nature Park	20.84	0.25
27	Quilane Park	20.87	-
28	Sherwood Forest	2.78	-
29	Walter's Manor	0.33	-
30	Munson Creek	-	-
Totals		**71.69**	**1**
Pocket Parks			
31	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—Dedicated[1]			
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.

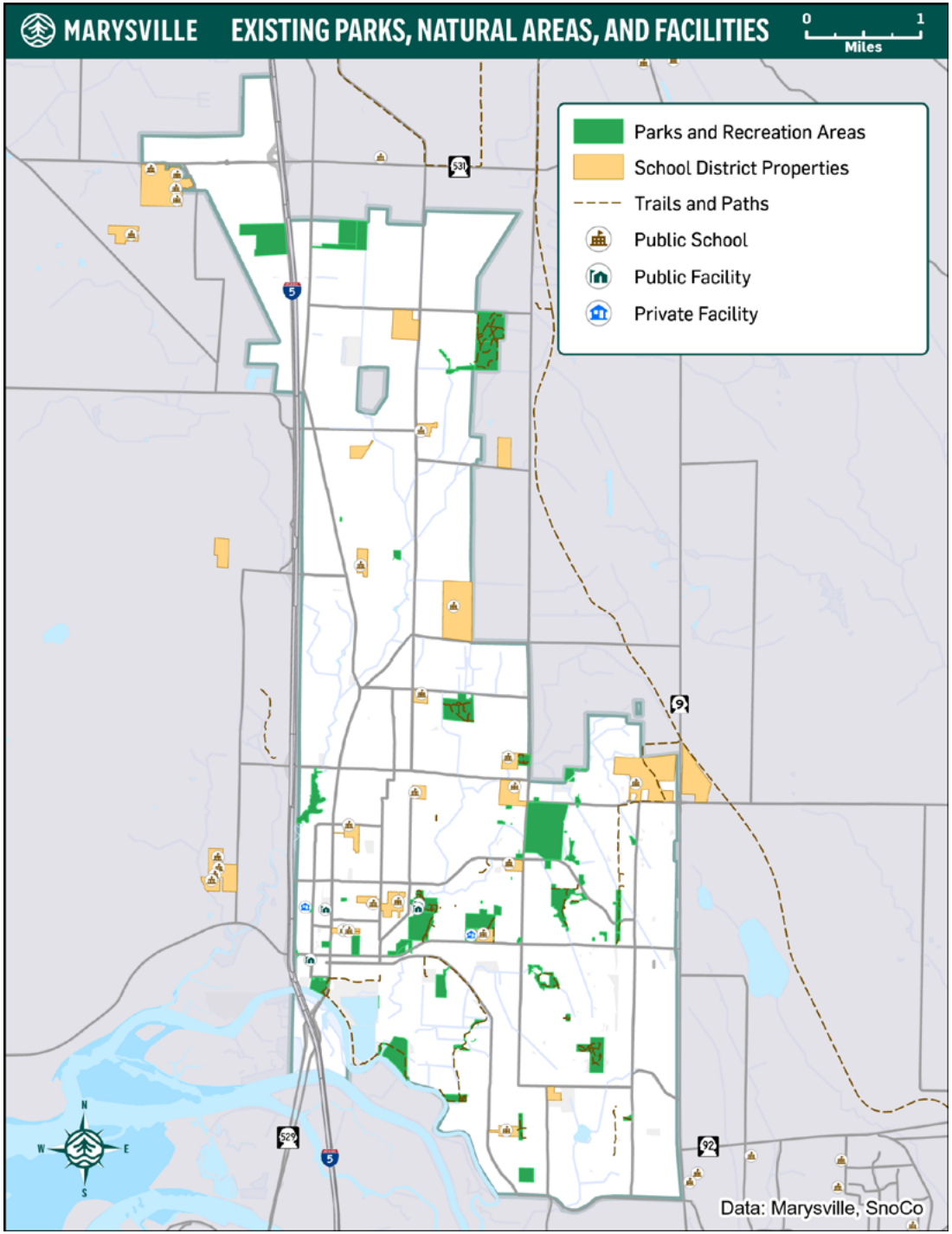
Marysville and Lakewood School Districts

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 schools sites in the City, and the Lakewood School District owns five school sites, four of which are in the City's Urban Growth Area. These school sites primarily offer athletic fields and playgrounds that provide additional recreational opportunities for Marysville residents.



A new playground at Cedar Field.

Figure 6.2



Section 6.4

TRAILS

Marysville Parks, Culture and Recreation maintains over 24 miles of trails. Eighteen (18) of the trail miles are within 17 City parks. The Bayview Trail and Ebey Waterfront Trail are the only dedicated trail systems, and are described further in the City Trails section below.

Table 6.2 Dedicated Trails

MAP ID (FIGURE 6.1)	TRAIL NAME	TRAIL MILES
41	Bayview Trail	2.75
42	Ebey Waterfront Trail	3.5
Totals		**6.25**



Walking and jogging trails are important to residents.

The 2020 parks community survey consistently showed the importance of trails to city residents. When asked about desired improvements within walking and driving distance from their home, walking trails was rated the highest for both questions with biking trails close behind. Respondents also rated the following amenities as the most needed facilities and spaces for passive recreation:

- nature trails (60 percent);
- paved walking and jogging trails (58 percent);
- paved bike trails (51 percent);
- unpaved trails for walking and jogging (43 percent); and
- designated bike lanes along streets and roads (41 percent).

Survey takers identified the Centennial Trail Connector and Ebey Waterfront Trail Phase 3 as the most important improvements; the Centennial Trail Connector was constructed in 2021.

City Trails

The City's two designated trail systems are the Bayview Trail and the Ebey Waterfront Trail.

- The Bayview Trail is an asphalt trail located in the Bayview-Whiskey Ridge utility corridor; this trail features soft hills and exceptional views, and is good for walking, cycling and skating. In 2021, the 1.3 mile Centennial Trail Connector was completed which connects the Bayview–Whiskey Ridge Trail with the Centennial Trail and extends the overall trail length to 2.75 miles.
- The Ebey Waterfront Trail takes you along the shore of the Ebey Slough and Qwuloolt Estuary providing beautiful vistas and abundant wildlife. Currently, three trail sections are complete (see Figure 6.3). The west side of the trail is a mile and a half long; the trailhead is at Ebey Waterfront Park and ends at the Qwuloolt Estuary. The east side of the trail is two miles long and starts at the Olympic View Park, travels north to Harborview Park, and then continues west to Rainier Vista Park. When the full trail is complete, it will loop nearly all the way around the Qwuloolt Estuary which is the second largest man-made estuary at 347 acres.





From left to right: Cheerful waste receptacles, painted by local elementary school children, can be found along the scenic Bayview Trail; Ebey Waterfront Trail provides beautiful vistas along the shore of Ebey Slough and the Qwuloolot Estuary.

A full trail inventory is in Appendix B and more detailed information on each trail, including trailhead addresses, inventory, management issues, and recommended improvements are in Appendix C of the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025. The City of Marysville has also developed almost 25 miles of striped bicycle lanes.

Other Public Trails

There are no other trails with public access in the City of Marysville, but there are a number of trails owned and operated by Washington State Parks and Snohomish County that are located in a 30-minute or less drive from Marysville. Of these trails, the trail closest to Marysville is the Centennial Trail which is owned by Snohomish County and spans 30 miles from the City of Snohomish to the Skagit County line. The Centennial Trail features a 10-foot wide, multi-purpose paved trail for walking, bicycling, and hiking that is accessible to persons of all physical abilities. An adjacent 6-foot wide natural surface equestrian trail runs parallel to the paved trail for approximately 19 miles. The trail currently has 12 trailheads and features amenities such as benches, picnic tables, and restroom facilities. It also serves as both a safe bike route, and a conservation corridor protecting sensitive natural and cultural resources. Other notable trails systems in Snohomish County include: the Lime Kiln Trail, Lord Hill Regional Park trails, Mount Pilchuck Trail, and Wallace Falls Trail.

Figure 6.3



Section 6.5

FACILITIES

Marysville Parks, Culture and Recreation has four facilities (i.e. buildings) that are used both for the Department's recreational programming and as public rental facilities. In the 2020 community survey, 28 parks, facilities, and trails were listed. All four of the City's facilities were included within the top twelve most-visited properties with Jennings Park Barn and the Marysville Opera House being visited the most often.

The benefits of public facilities has been well documented over the years. Community centers appear to improve health and well-being through building positive social relationships by an exchange of resources, information, and emotional support.[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 Merrysville 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 an as 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

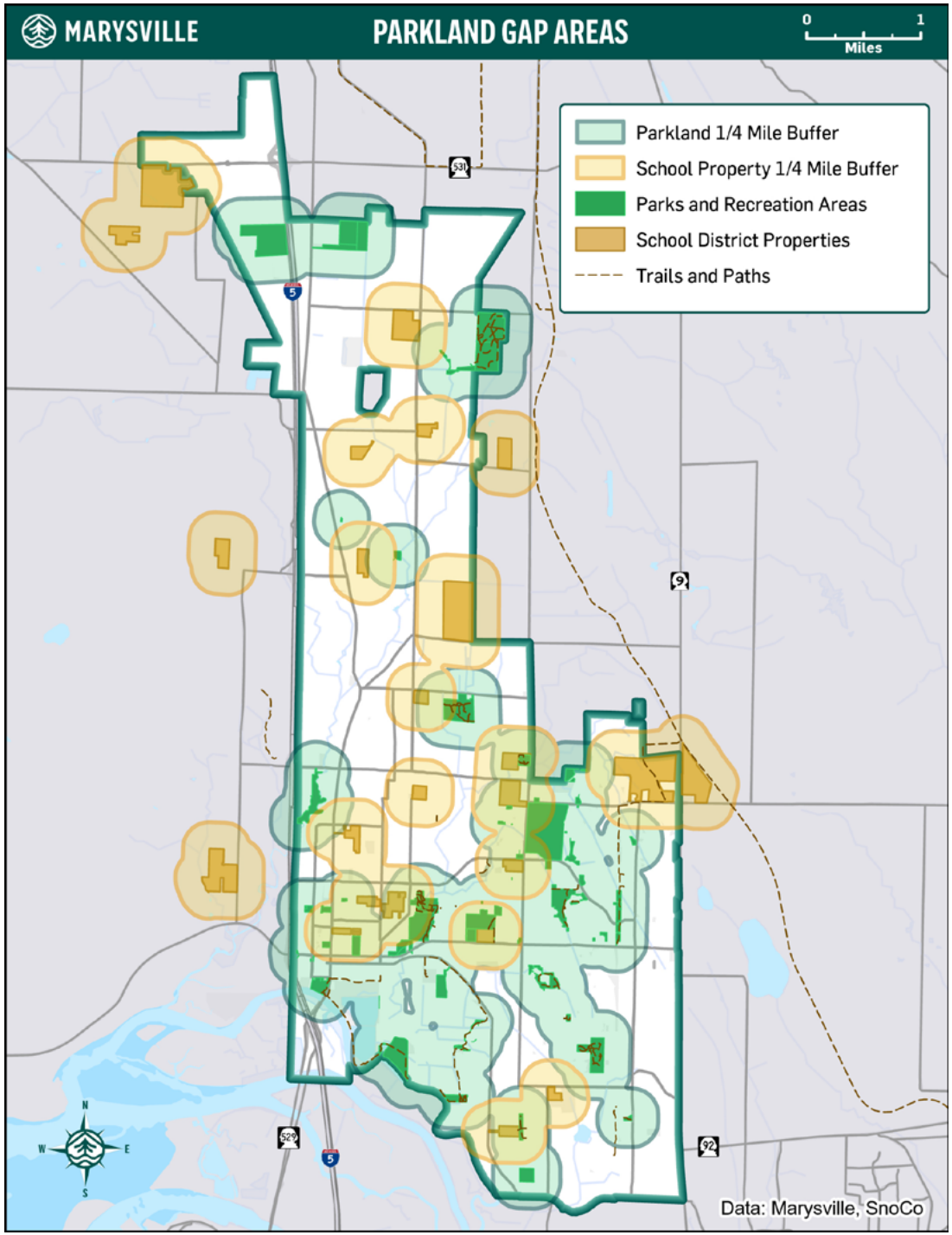
In addition to standards, it is also important to be aware of parkland locations and where there might be parkland gaps. The map (Figure 6.7) shows both city-owned parkland and parkland owned by others. A map showing only city-owned parklands and the resulting gaps is provided in the full Parks, Recreation 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



Section 6.9

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.

Section 6.10

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

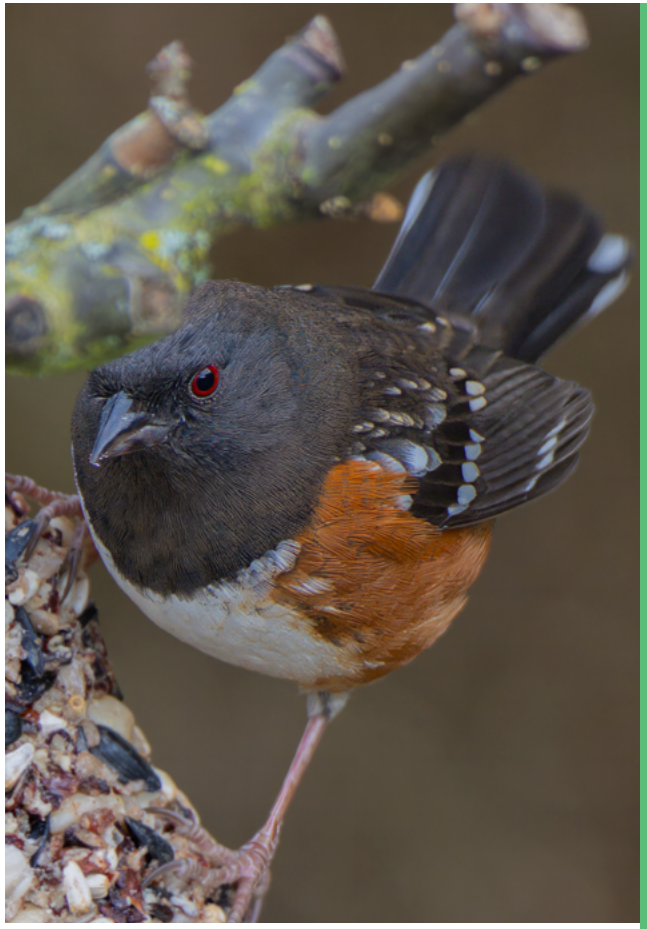
Section 7.1

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.

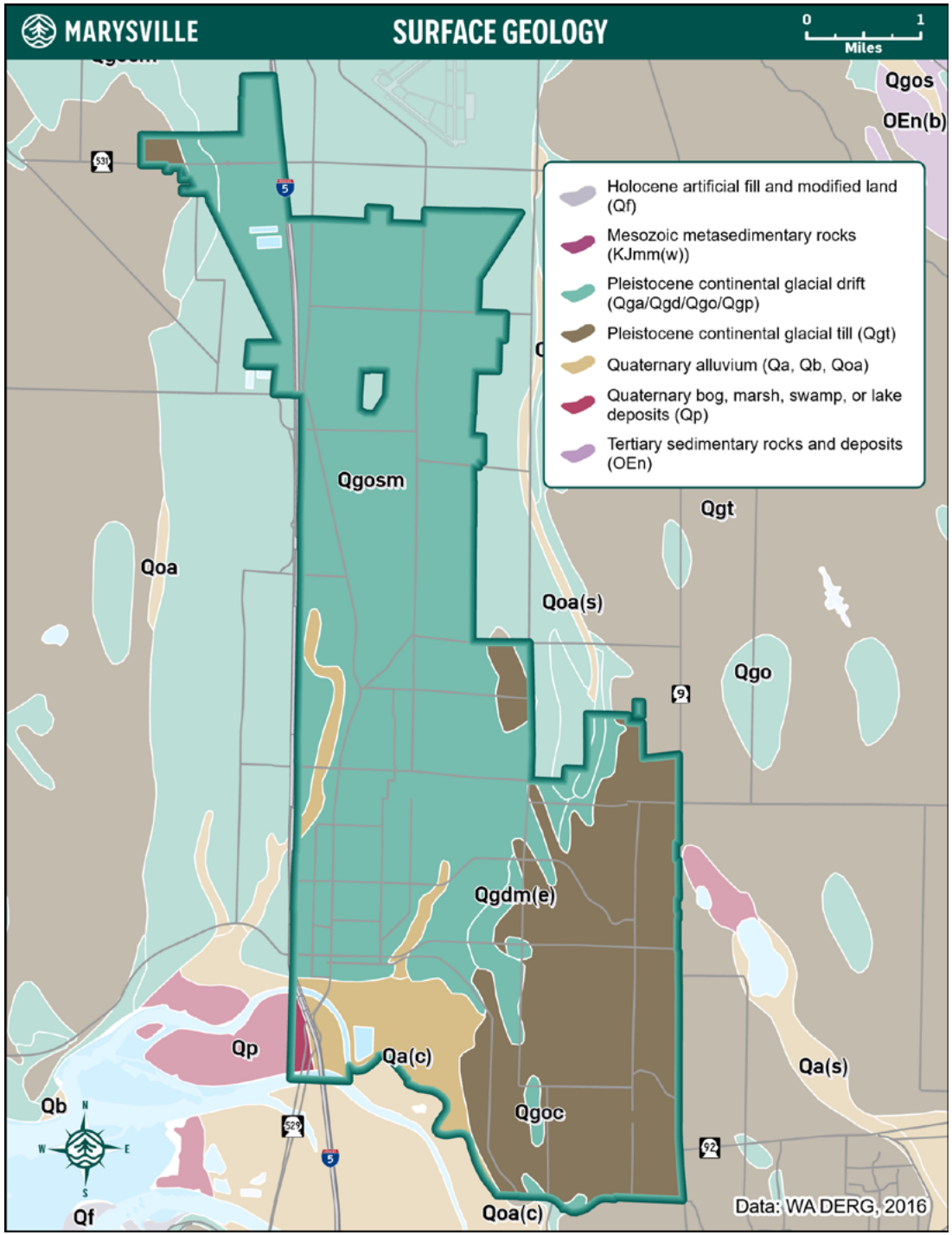
During the Vashon Stade, a large tongue of ice called the Puget Lobe advanced through the Puget Sound lowland. The meltwaters from the advancing glacier deposited sand and gravel, called Vashon advance outwash, directly on top of older glacial and nonglacial soils (transitional beds and tertiary sedimentary 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.

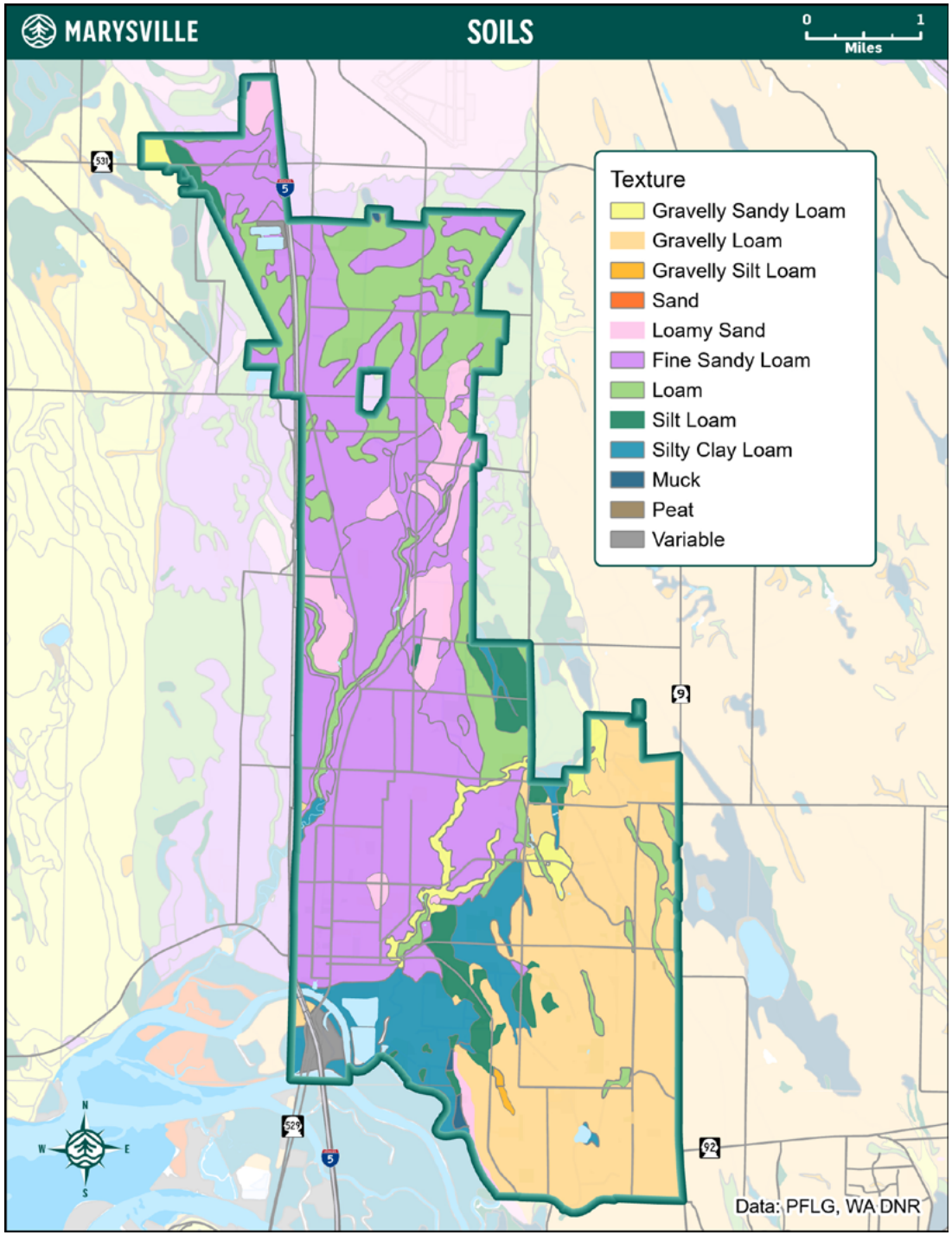
The Indianola-Hale-Custer soil series consists of poorly and somewhat excessively drained soils underlain by sand. The majority of well drained soils in this series have been previously developed while the preponderance of poorly drained soils has remained in agricultural use.

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

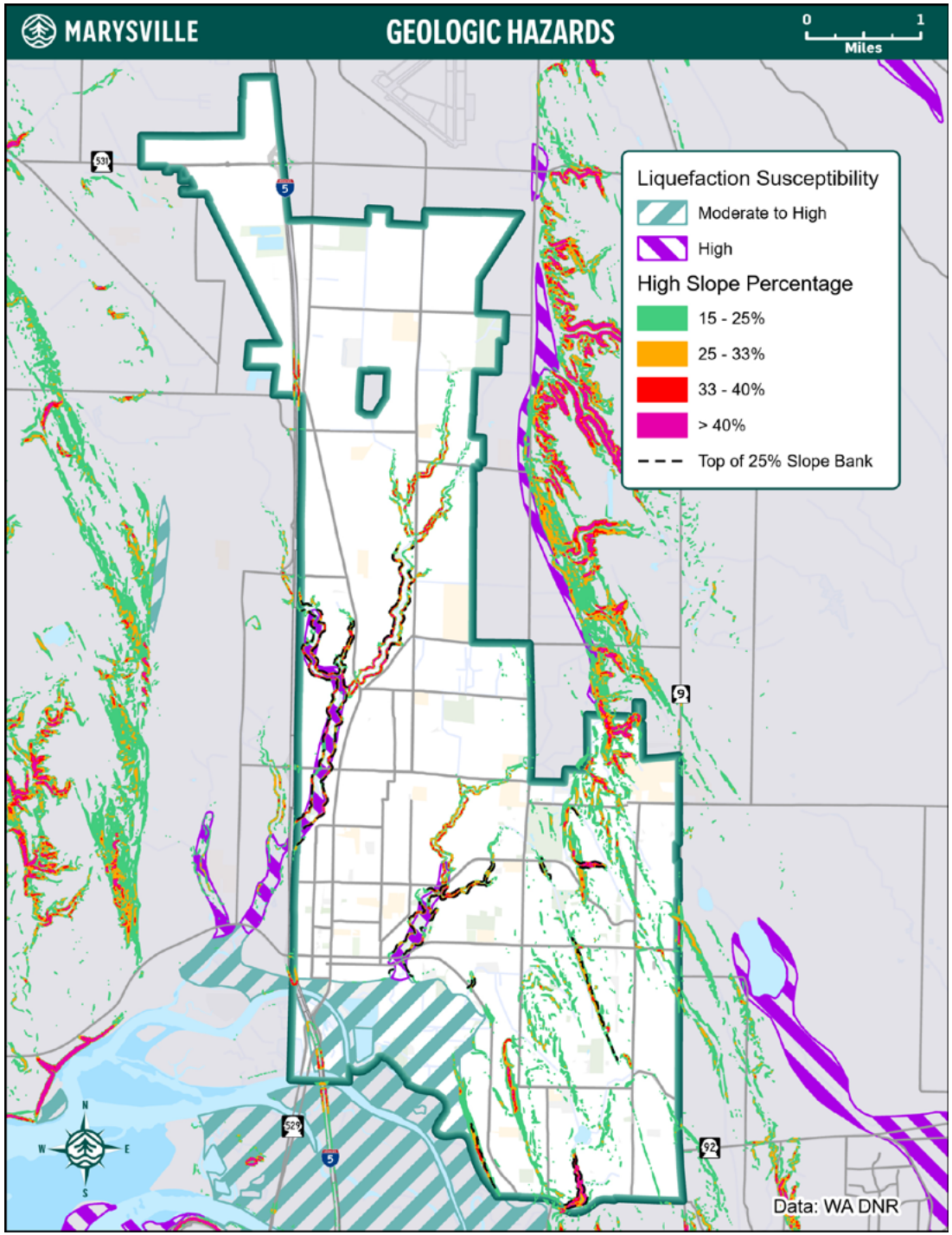
Geologic hazard areas have been defined through the City's critical areas ordinance by mapping created by the City's Geographic Information Systems (GIS) information. Geologic hazard areas include areas prone to landslides and earthquakes as shown in Figure 7.3. Landslide hazard areas are found along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



Air quality is vital to environmental and public health.

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

Section 7.4

WATER RESOURCES

Surface Water

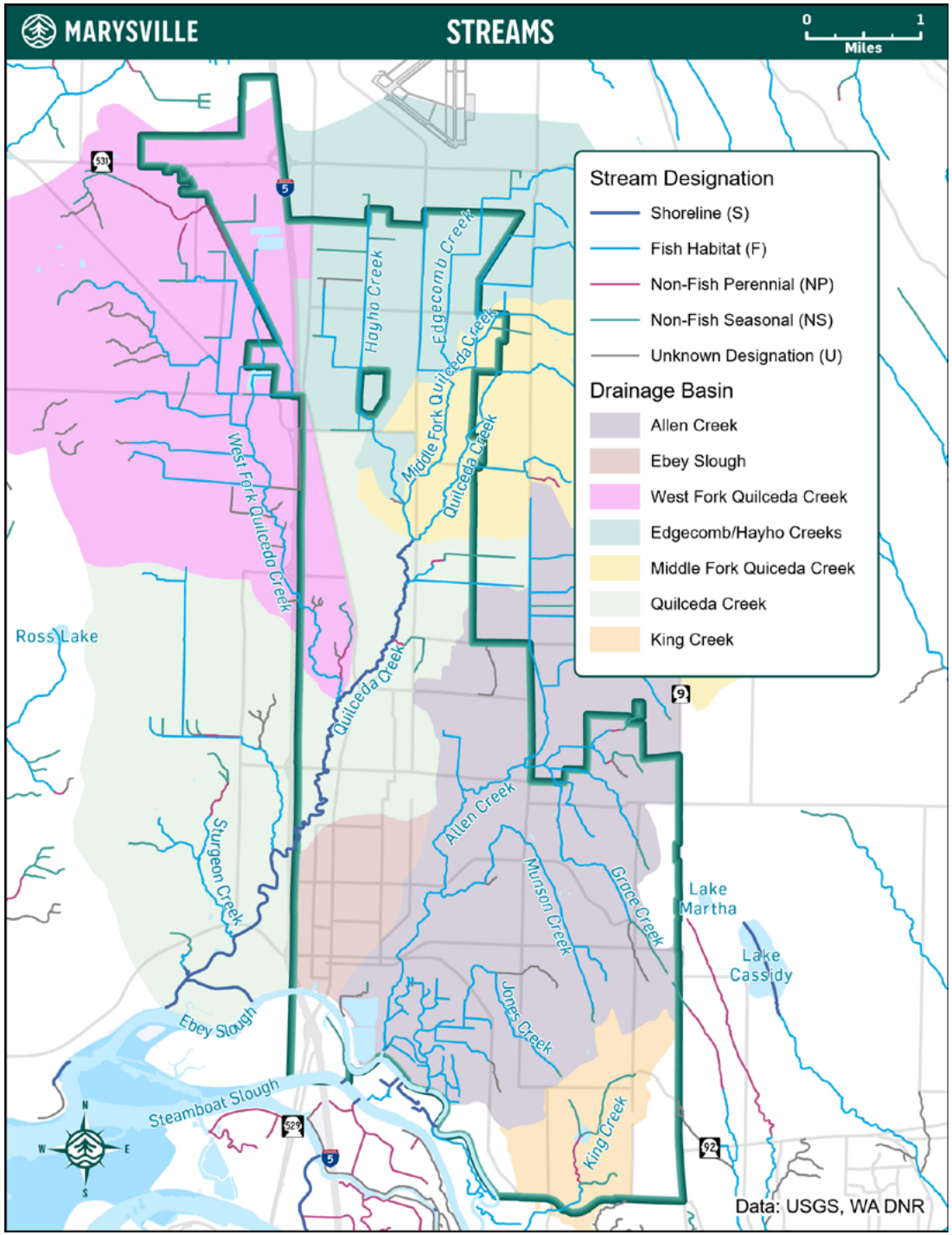
Surface water resources within the City are primarily located within the Quilceda/Allen creek watershed, which covers an area of about 49 square miles. The watershed has two stream systems: Quilceda and Allen Creeks. Quilceda Creek drains approximately 38 square miles and Allen Creek drains approximately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



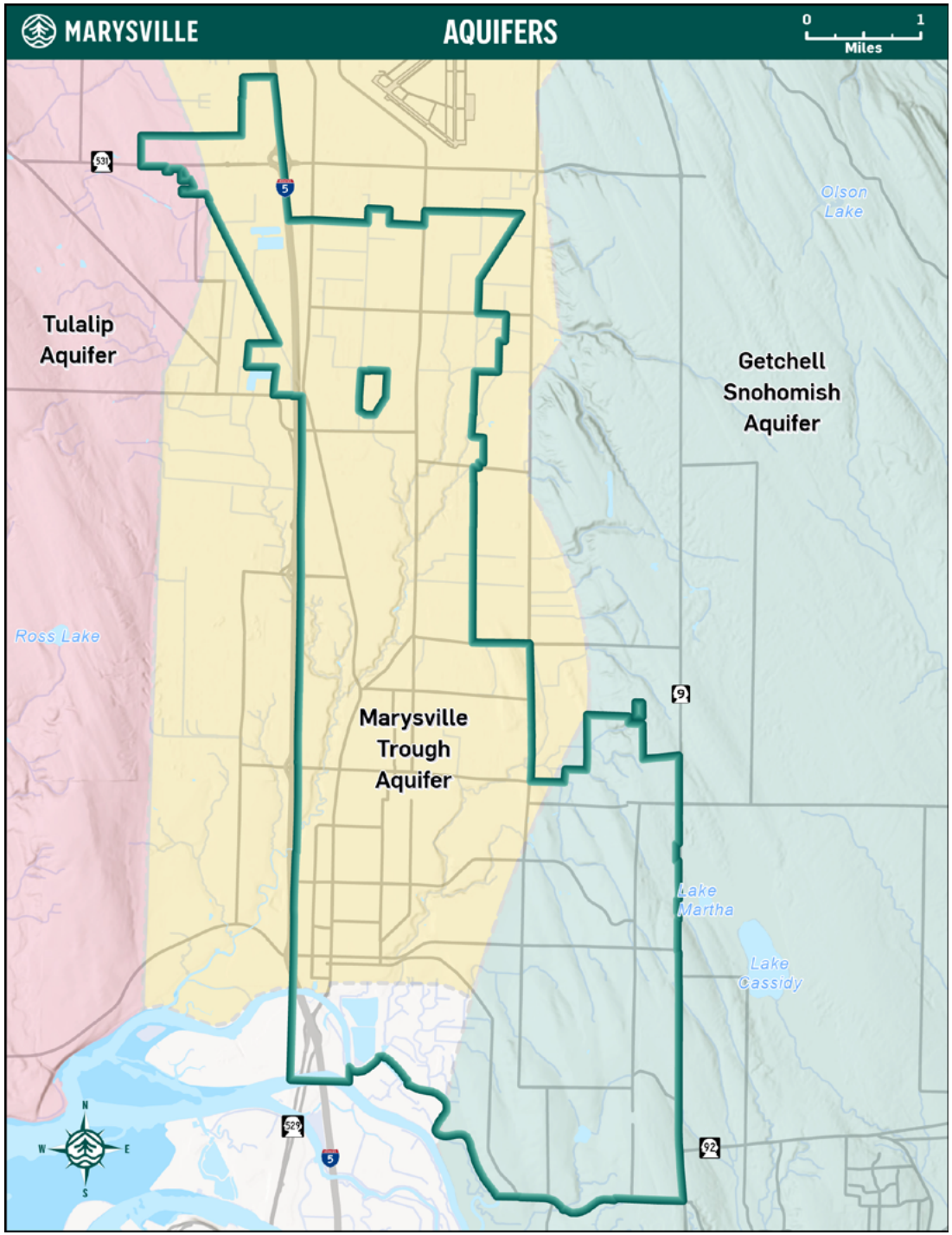
Ground Water

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.

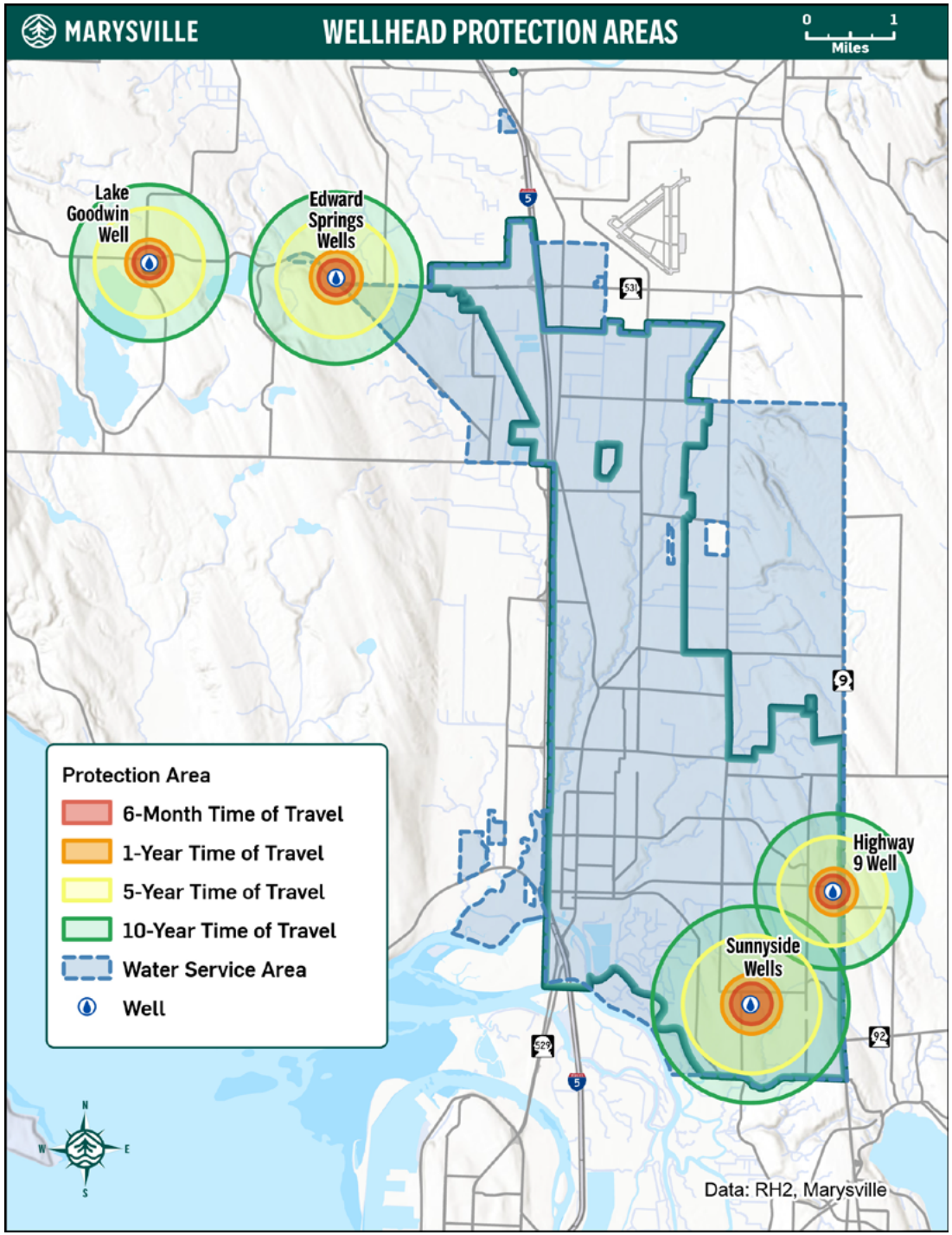
Figure 7.6



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 the State regulations.

Figure 7.7



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

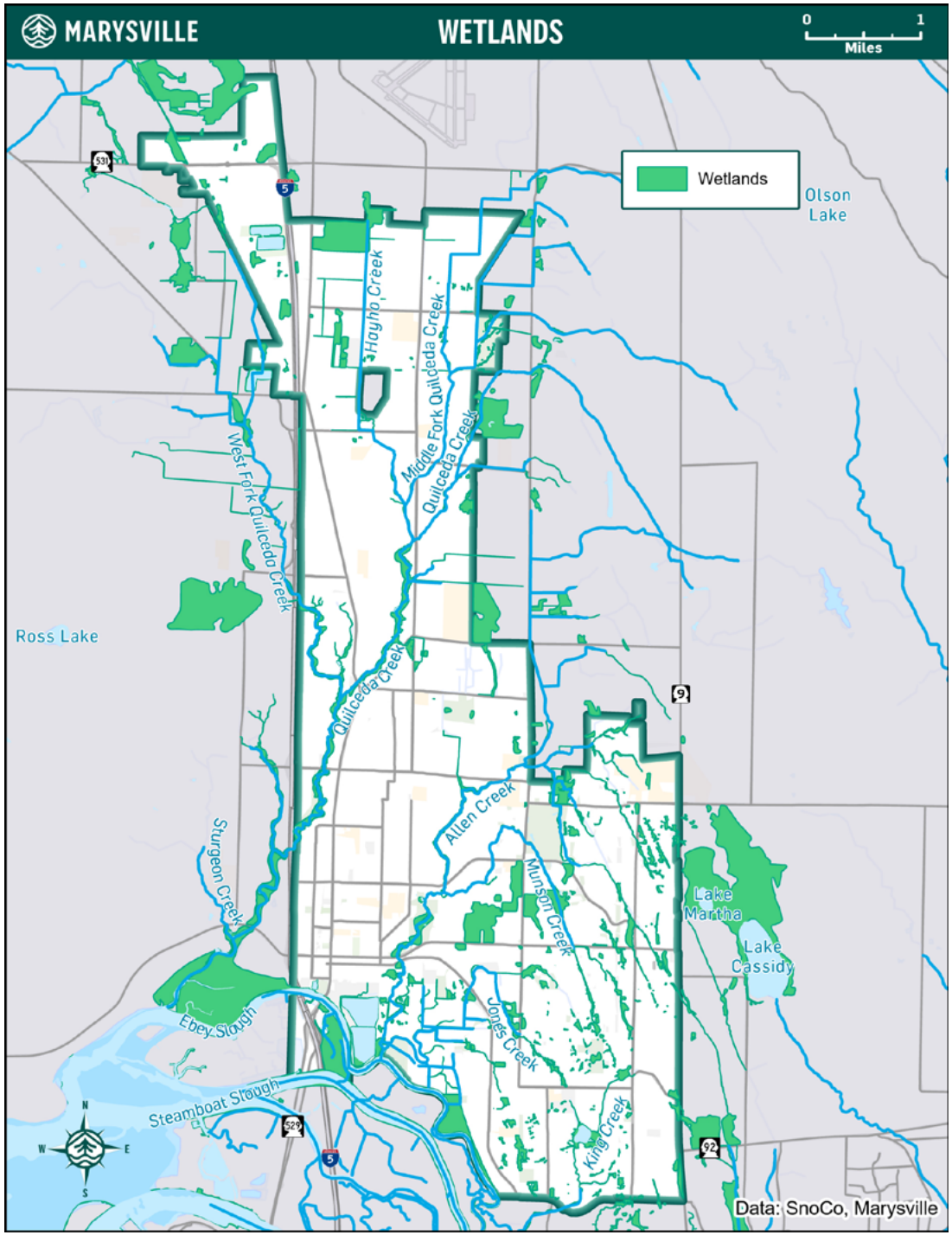
Streams and water bodies that fall within shoreline jurisdiction include Ebey Slough, Quilceda Creek, which flows from its confluence with the Middle Fork downstream to the mouth of Ebey Slough, and the West Fork Quilceda Creek along the eastern boundary of Interstate 5 to its confluence with the Mainstem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

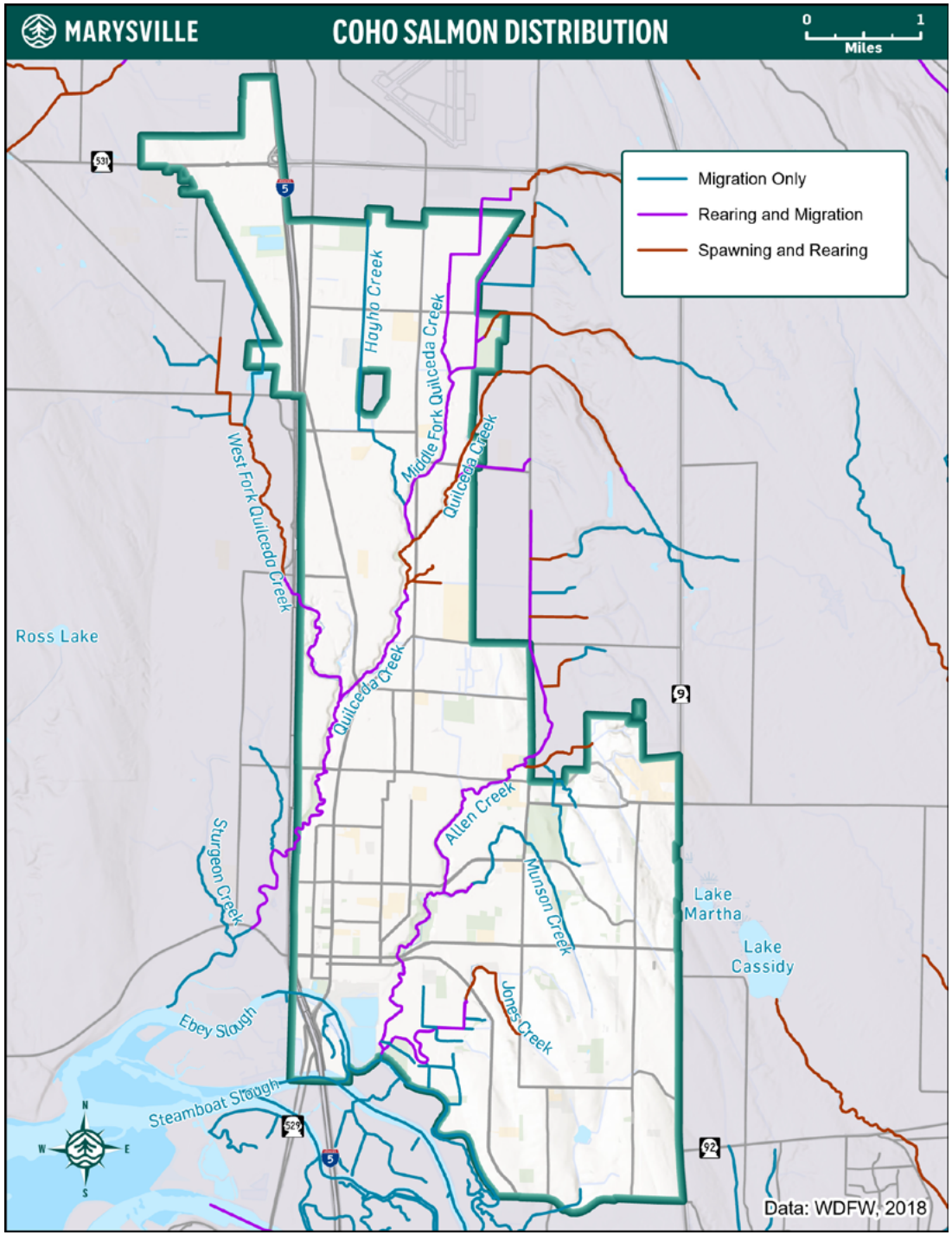
The headwaters of Edgecomb Creek, a tributary to the Middle Fork, contains spawning habitat for coho salmon and resident cutthroat. The spawning habitat extends south of 172nd Street NE, for over two miles through a newly relocated and enhanced stream and wetland mitigation corridor. This stream flows 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.

Section 7.7

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 see 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.
- 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 change 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.



The City received grant funding to increase levee heights to address sea level rise projections, flood mitigation, and estuary restoration.



Infrastructure and structures near the shoreline or floodplain are subject to risk of flooding and sea level rise. Photo Credit: Mark J. Photography.

Section 7.8

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 0.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.

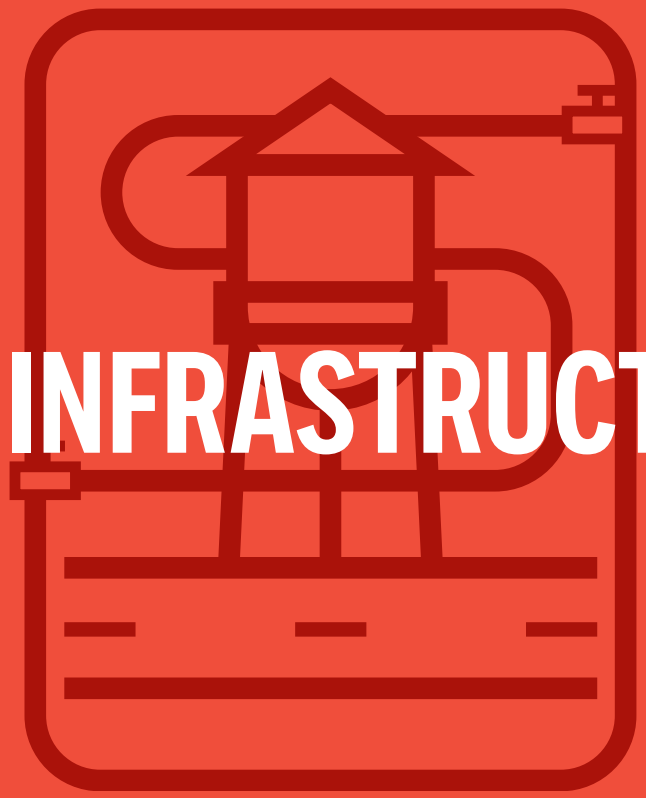
EN 0.58 Identify and reduce flooding through improvements to drainage systems and reductions in impervious surfaces and runoff.

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 Plan[139]; preliminary planning for Community Transit's SWIFT Gold Line[140]; 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

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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

Section 8.2

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.

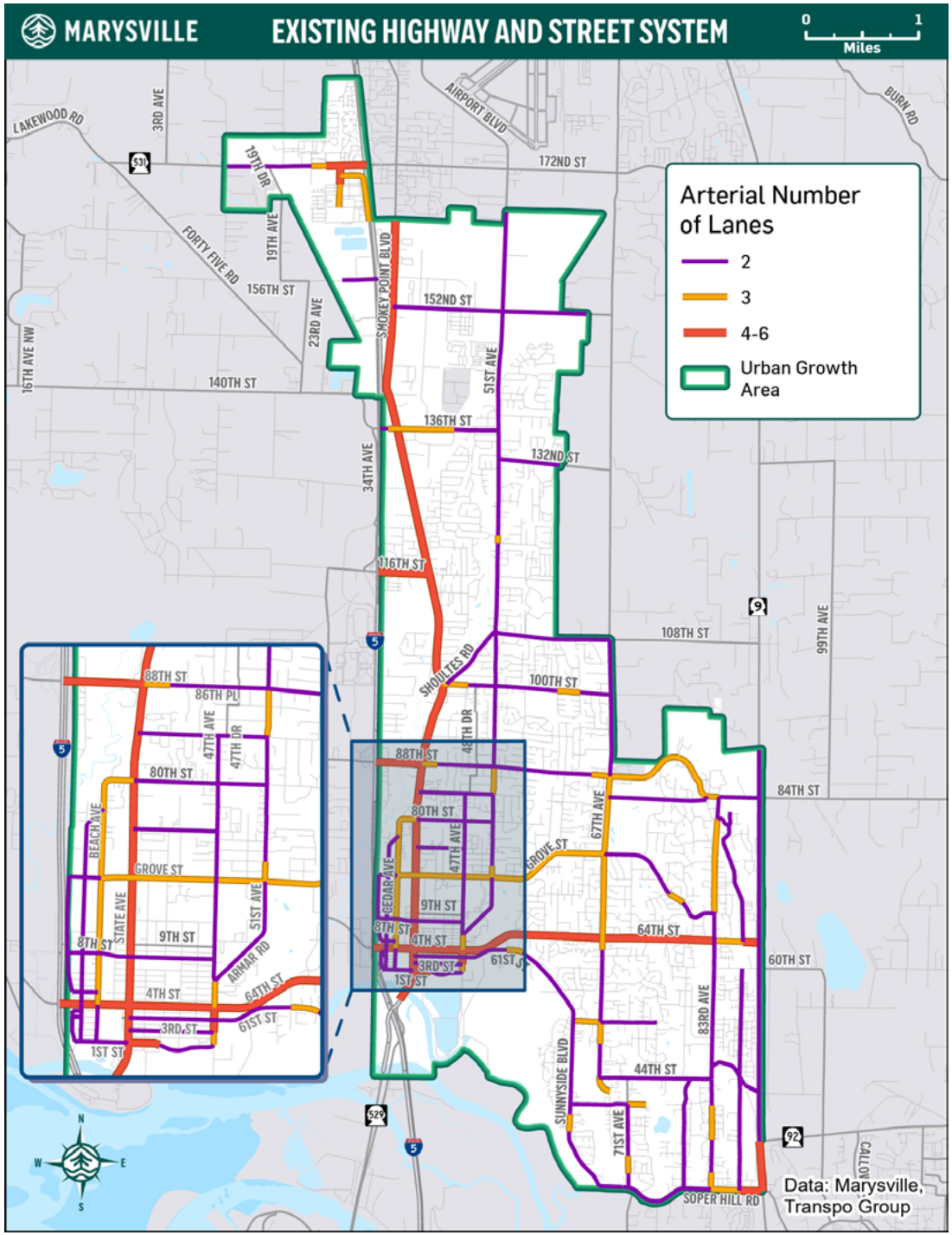
State Highways

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

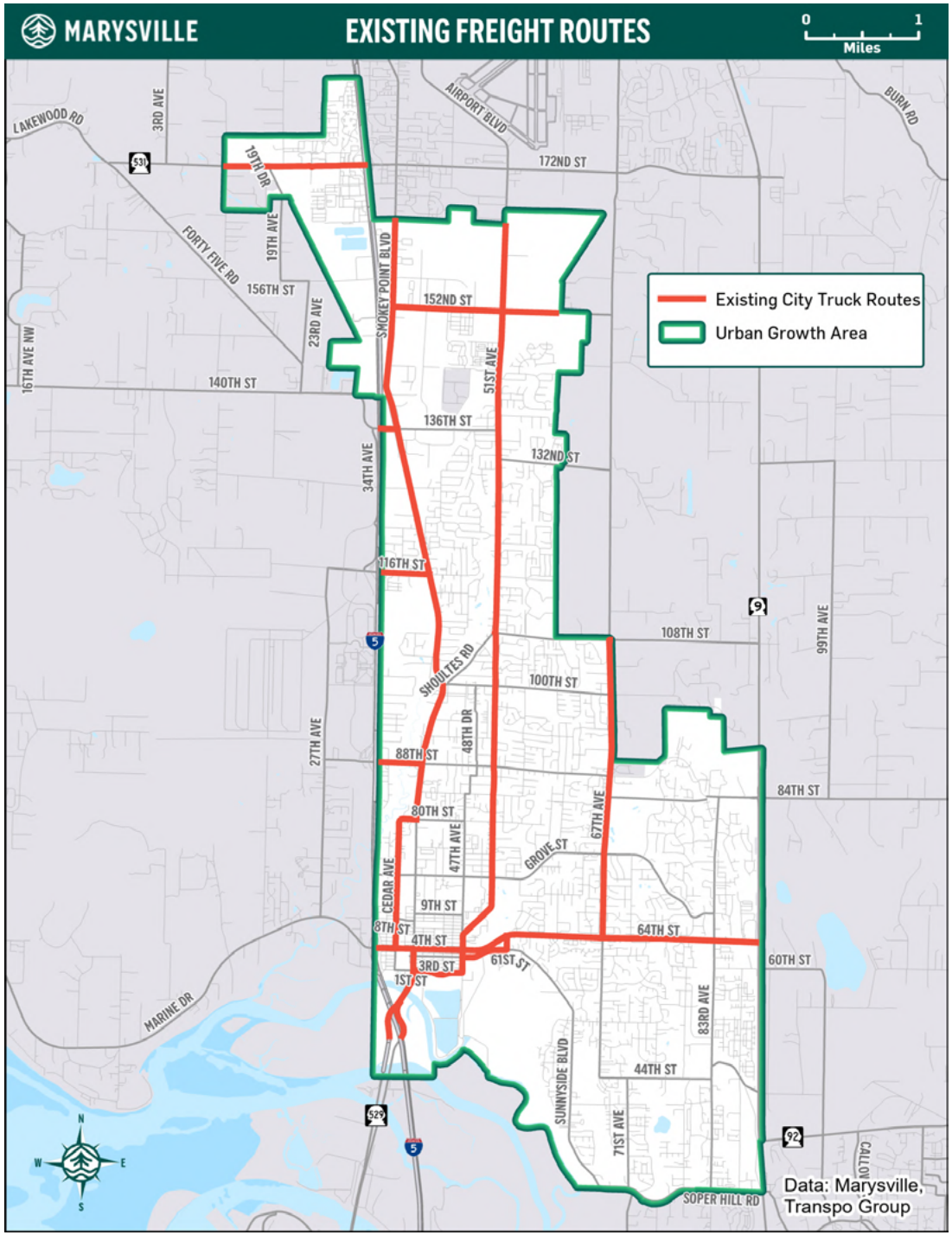
Few east-west City arterials provide direct connectivity through the City, but instead provide connectivity with major north-south arterials. Besides SR 528 and SR 531, only 88th Street NE/ Ingraham Boulevard/84th Street NE directly links I-5 with SR 9. The other main east-west arterials are 1st Street/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

Figure 8.2



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).

Rail Crossings

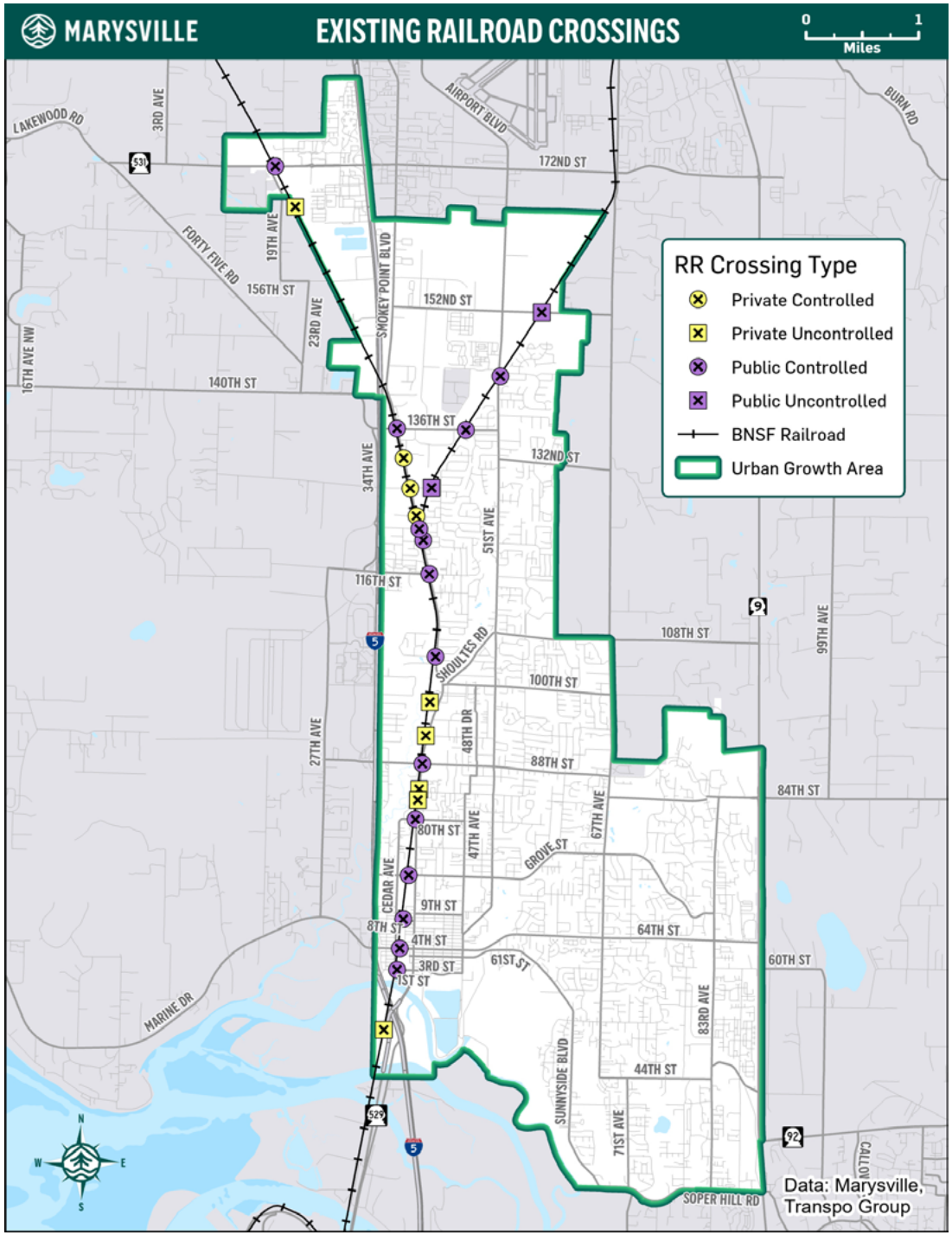
Burlington Northern Santa Fe (BNSF) Railway operates the main rail line through the City of Marysville and a spur that branches off from the main line north of 116th Street NE terminating in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street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



Non-Motorized System

The non-motorized transportation system, consisting of pedestrian and bicycle facilities, is a vital part of the transportation system. A well-developed non-motorized system provides healthy travel options, encourages recreational activities, reduces vehicle demand on roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensures that those people with mobility limitations can easily and safely access goods and services.

Pedestrian and bicycle facilities connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops. Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects; however, several major standalone non-motorized projects have also been completed.

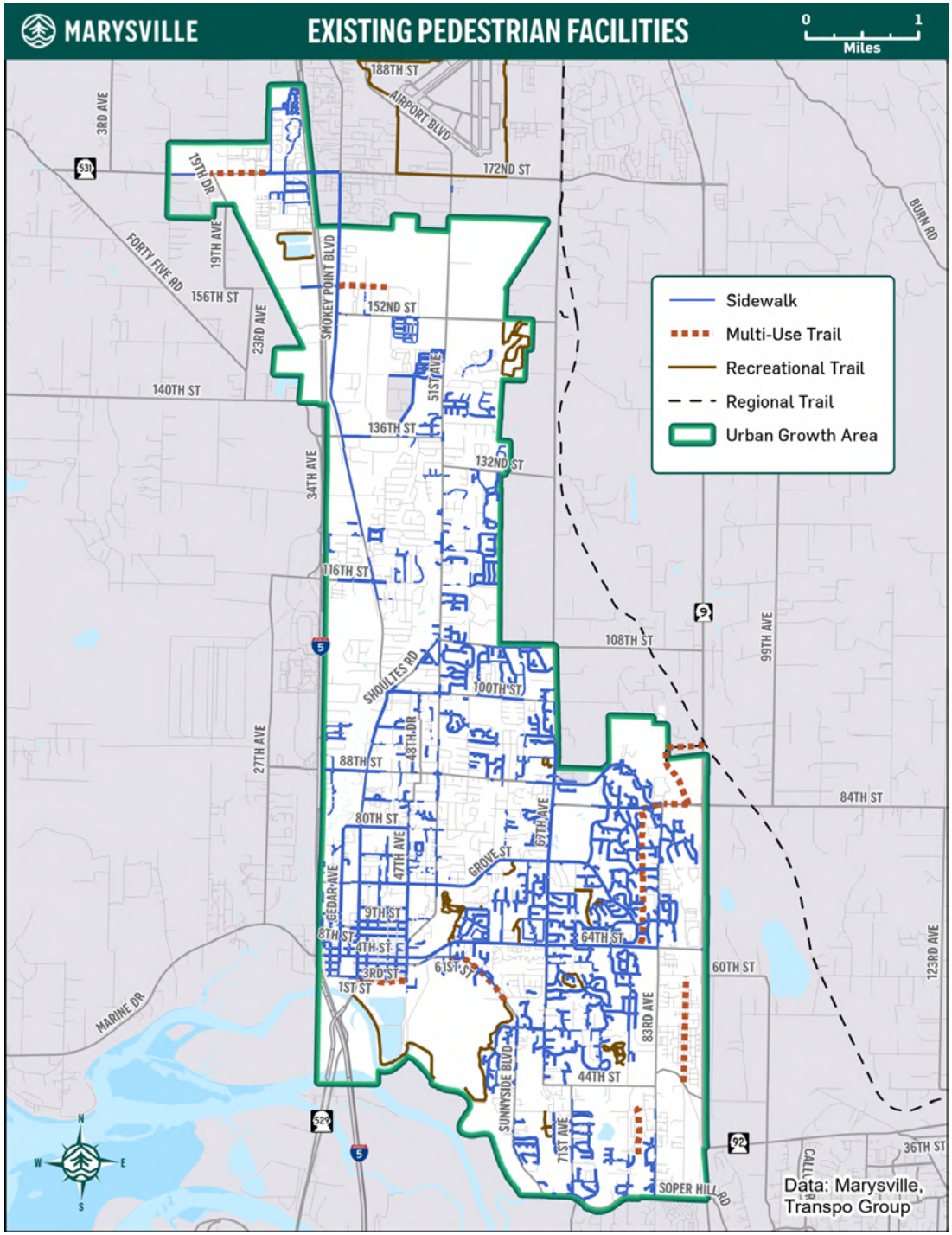
Pedestrian Facilities

As shown in Figure 4, most existing sidewalks and pedestrian pathways are located Downtown and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulders that serve as walkways are also provided elsewhere in the City. While many sidewalks have been constructed by the City, other sidewalks have been constructed by developers as new subdivisions or commercial projects were built. While this has resulted in many new sidewalks, 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 is also served by several multi-use trails and recreational trails.[146] The dedicated trails in Marysville are the Bayview-Whiskey Ridge Trail and the Ebey Waterfront Trail. In 2021, the City completed the Centennial Trail Connector which connects the Bayview Trail to the regional Centennial Trail.

146. Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes.

Figure 8.4





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

Bicycle Facilities

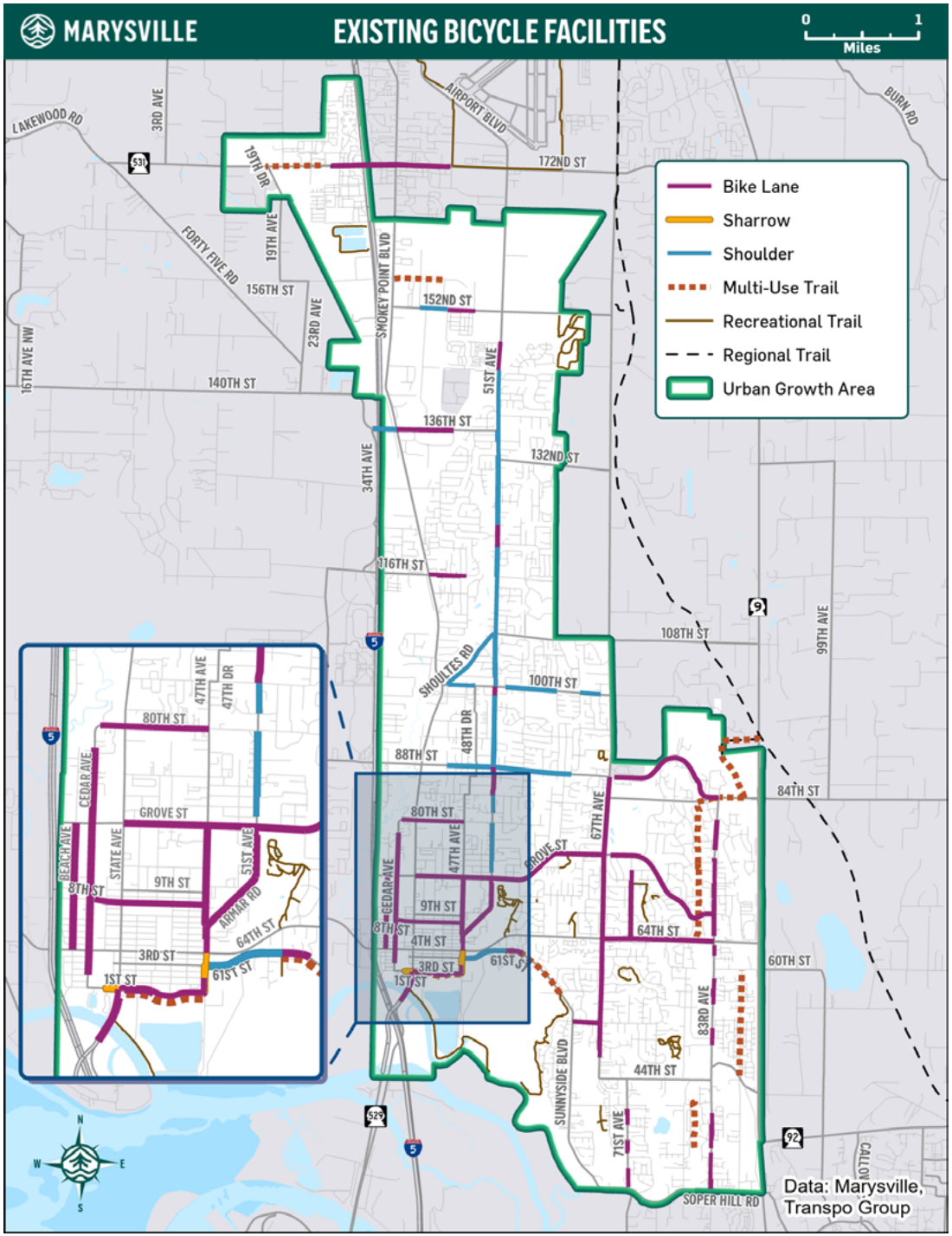
There are several existing bike lanes within Marysville and the surrounding communities as shown in Figure 8.5. Existing bicycle facilities are concentrated along a few select corridors: Beach Avenue, Cedar Avenue and Grove Street. Bike lanes are also found along some other roads although significant 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

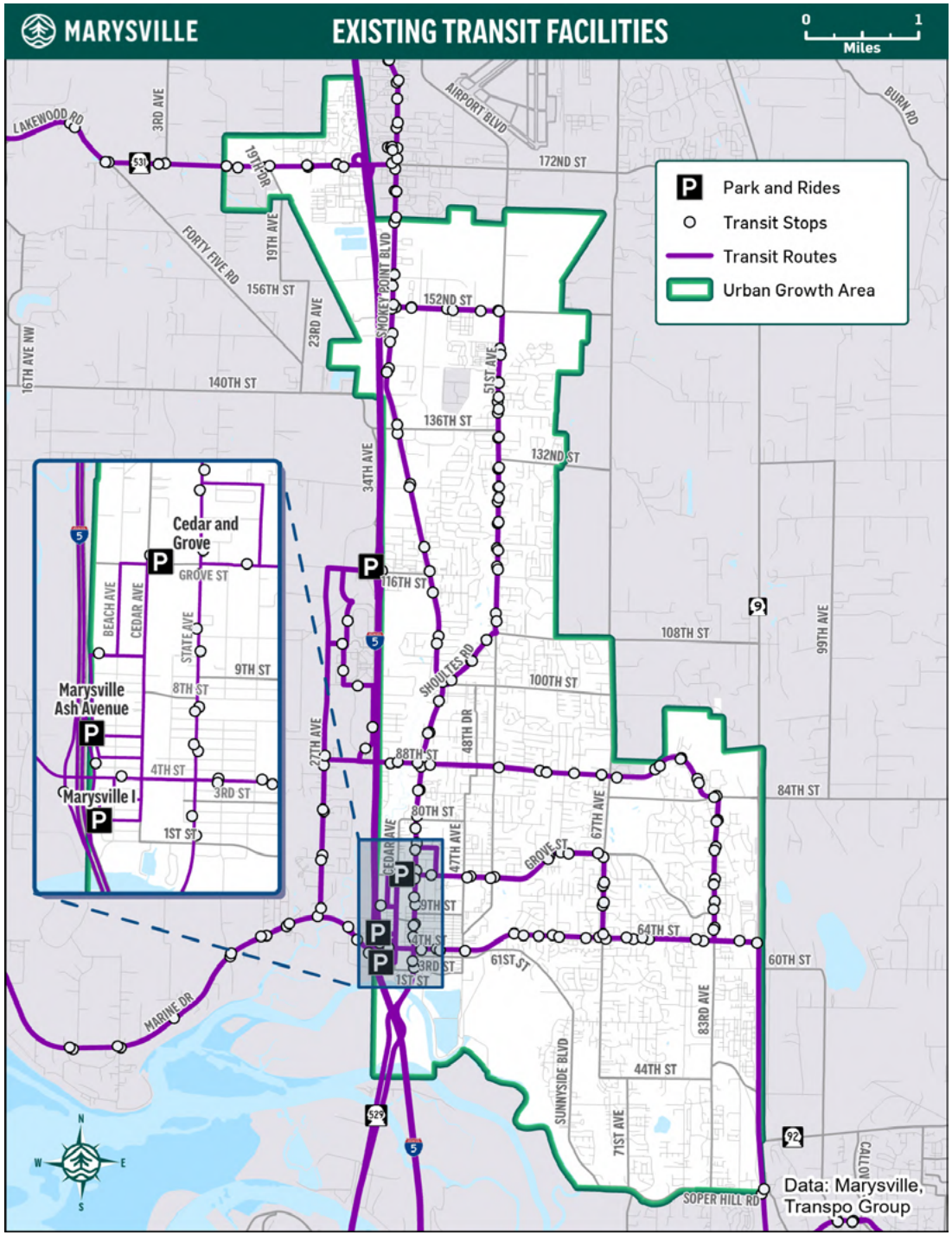
CT's vanpool program is one of the nation's largest and includes mobility device lift-equipped vans for those with disabilities. In 2023, vanpool represented five percent of all CT passenger trips, serving commuter groups with an origin or destination in Snohomish County. CT also offers ride-matching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

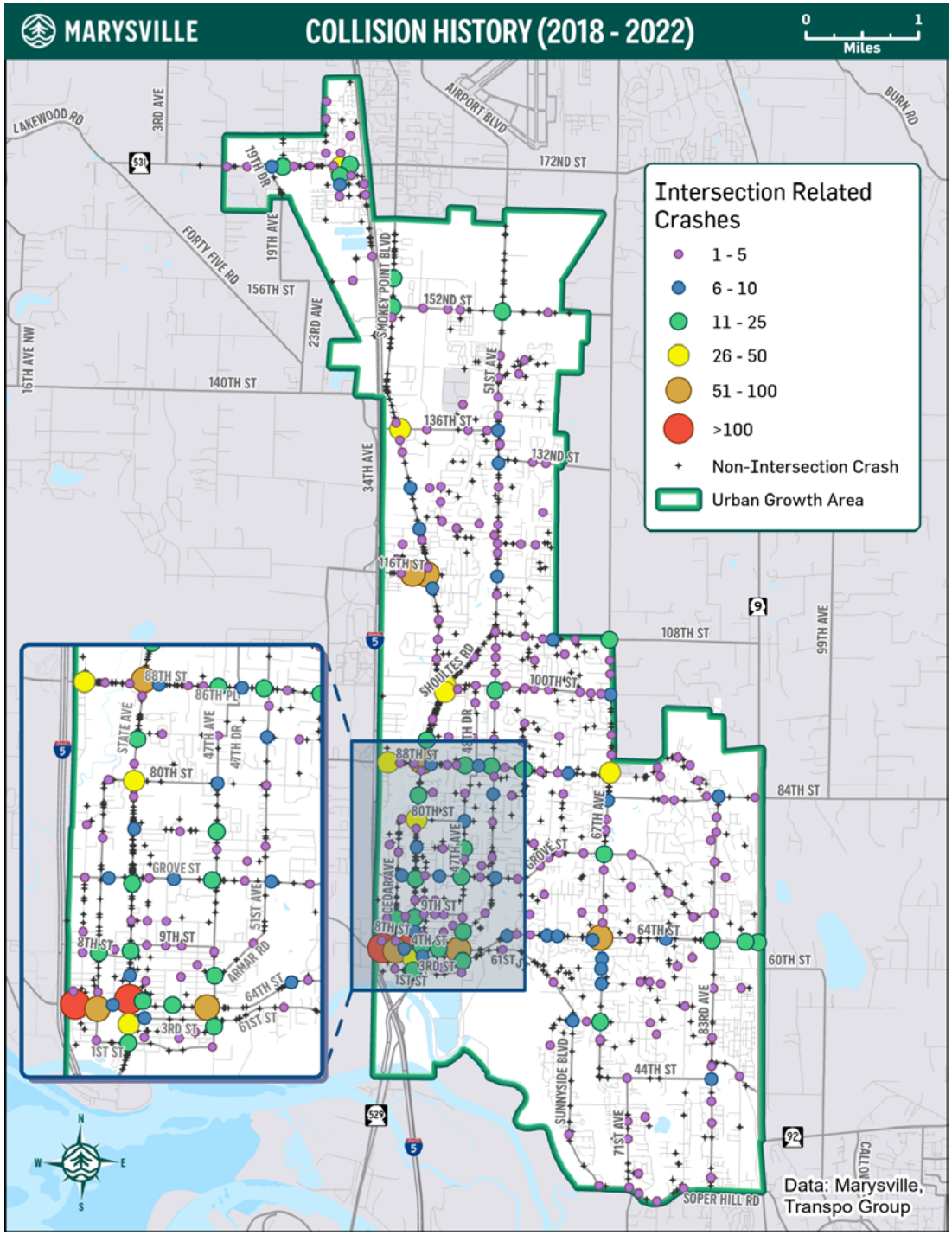
Traffic operations analyses provide a quantitative method to evaluate the transportation system's existing and forecast performance to assist in identifying problems and improvement options.

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.

Figure 8.7



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.

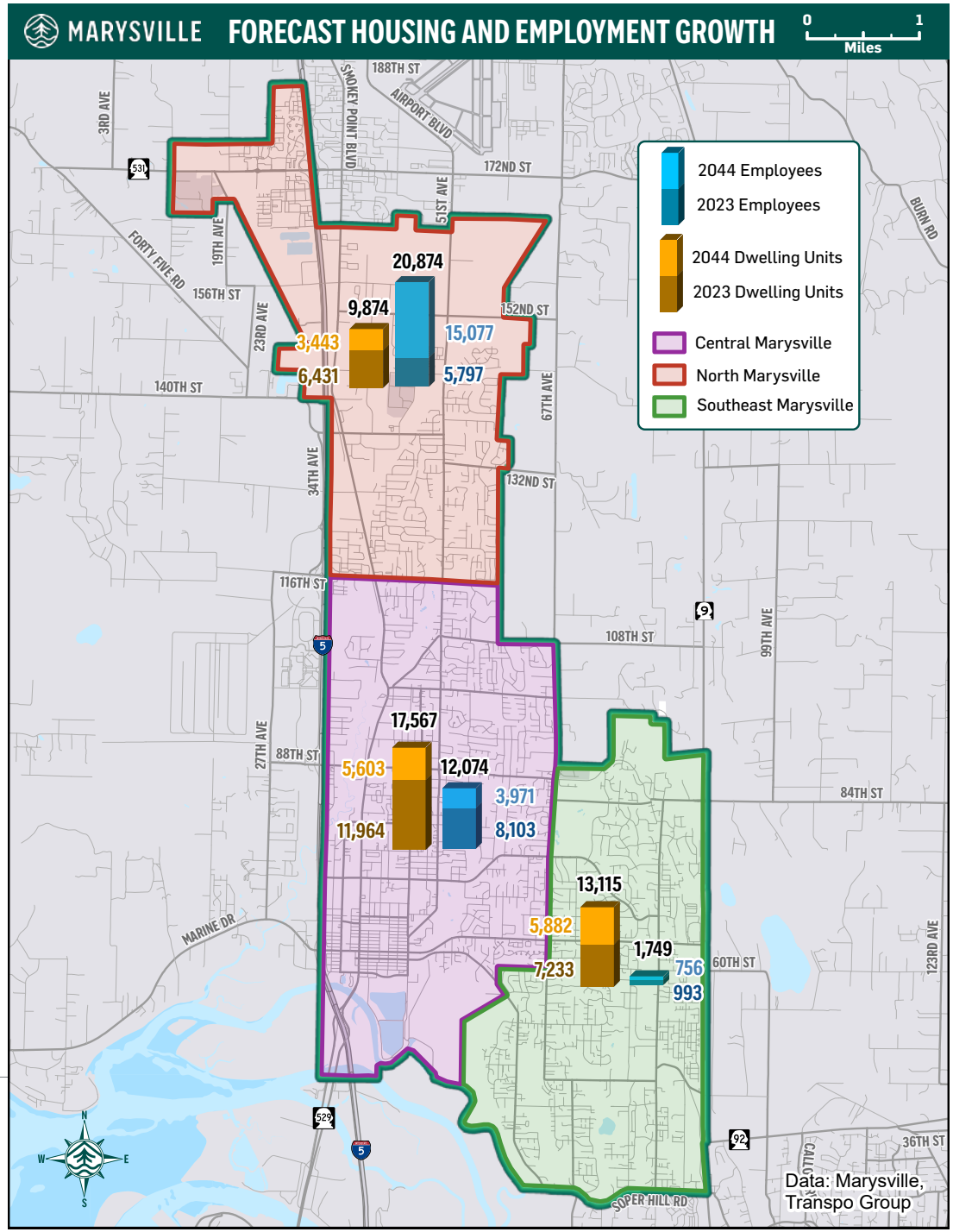
Land Use Forecasts

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 881 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 include[151]:

- 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.

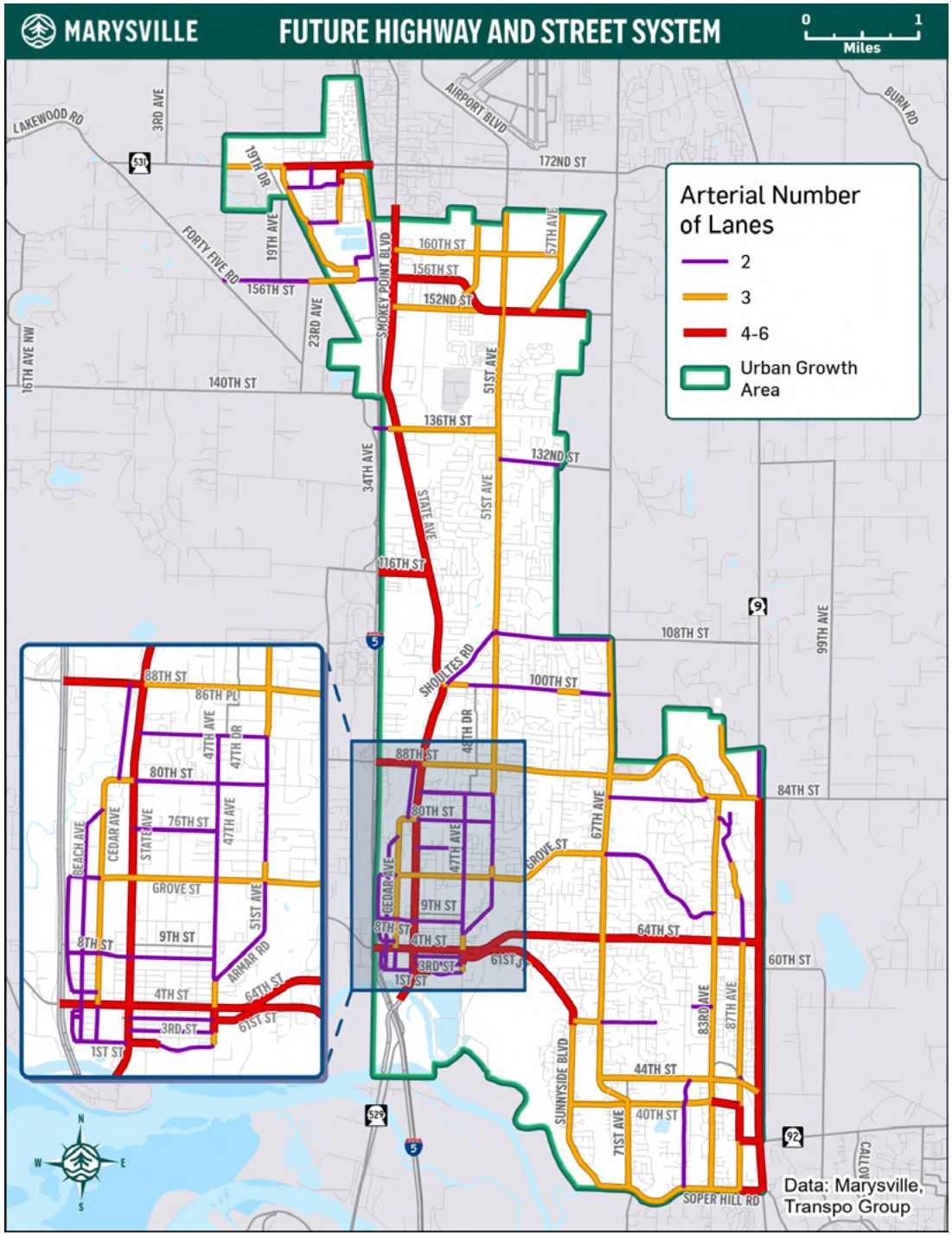
Need Evaluation and Project Identification

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



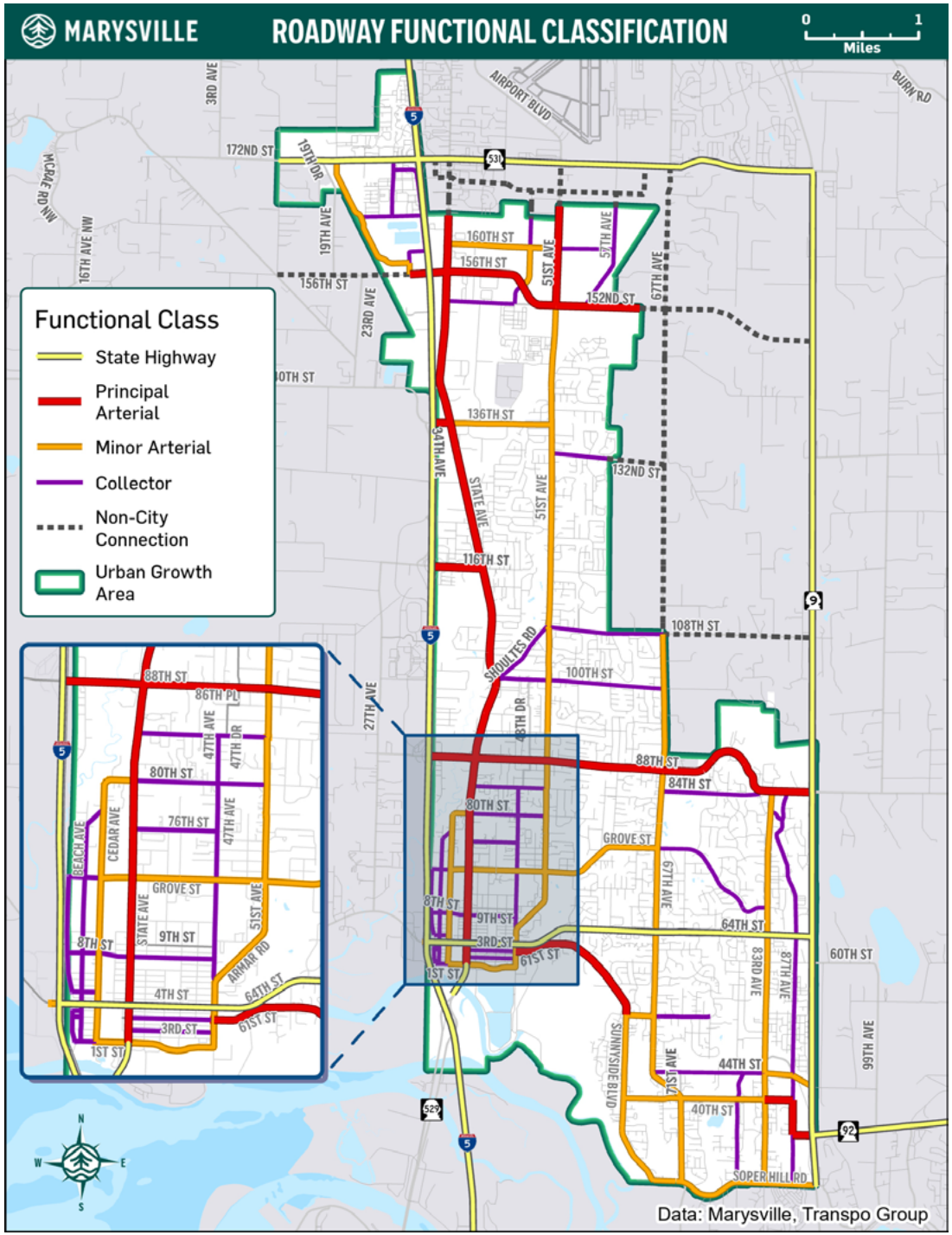
Arterial and Collector Classifications

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).

Figure 8.10



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.

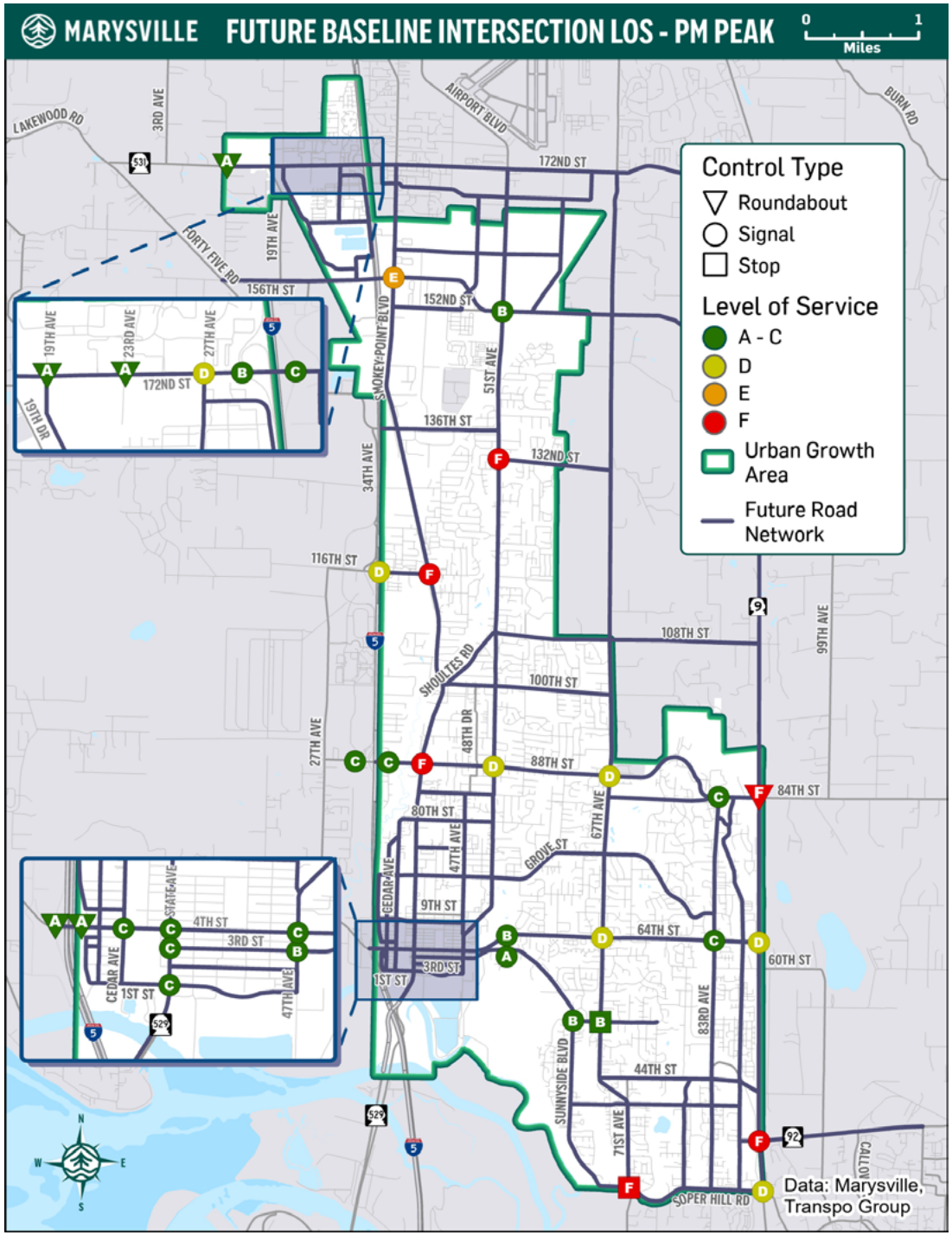
Highways of Statewide Significance

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.

Federal Functional Classification

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.

Figure 8.11

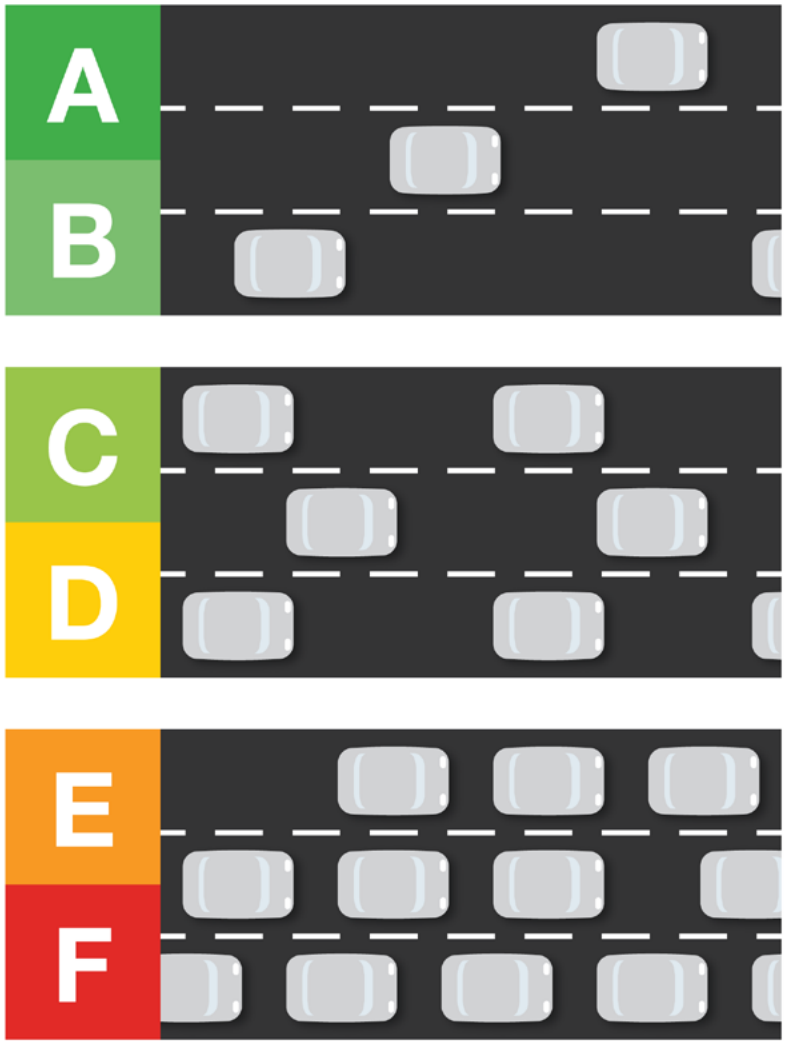


Vehicle LOS Standard

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

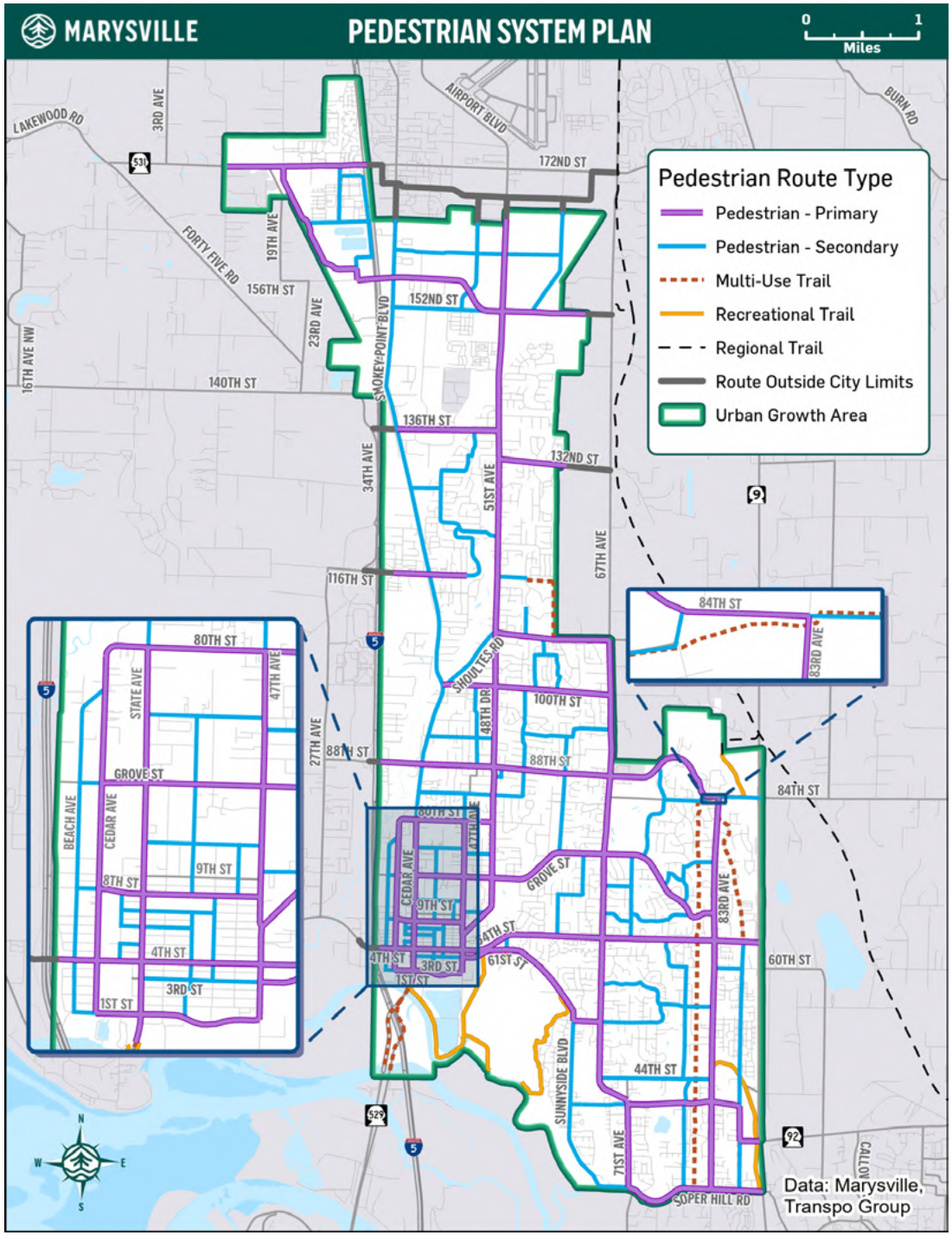
The future pedestrian system plan shown in Figure 8.13 aims to create a comprehensive network of sidewalks, walkways, and multi-use trails. The pedestrian system plan reduces vehicle demand, promotes health, and enhances safety. It is designed to facilitate travel to residential areas, recreational facilities,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

Figure 8.13



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.

Pedestrian LOS Standards

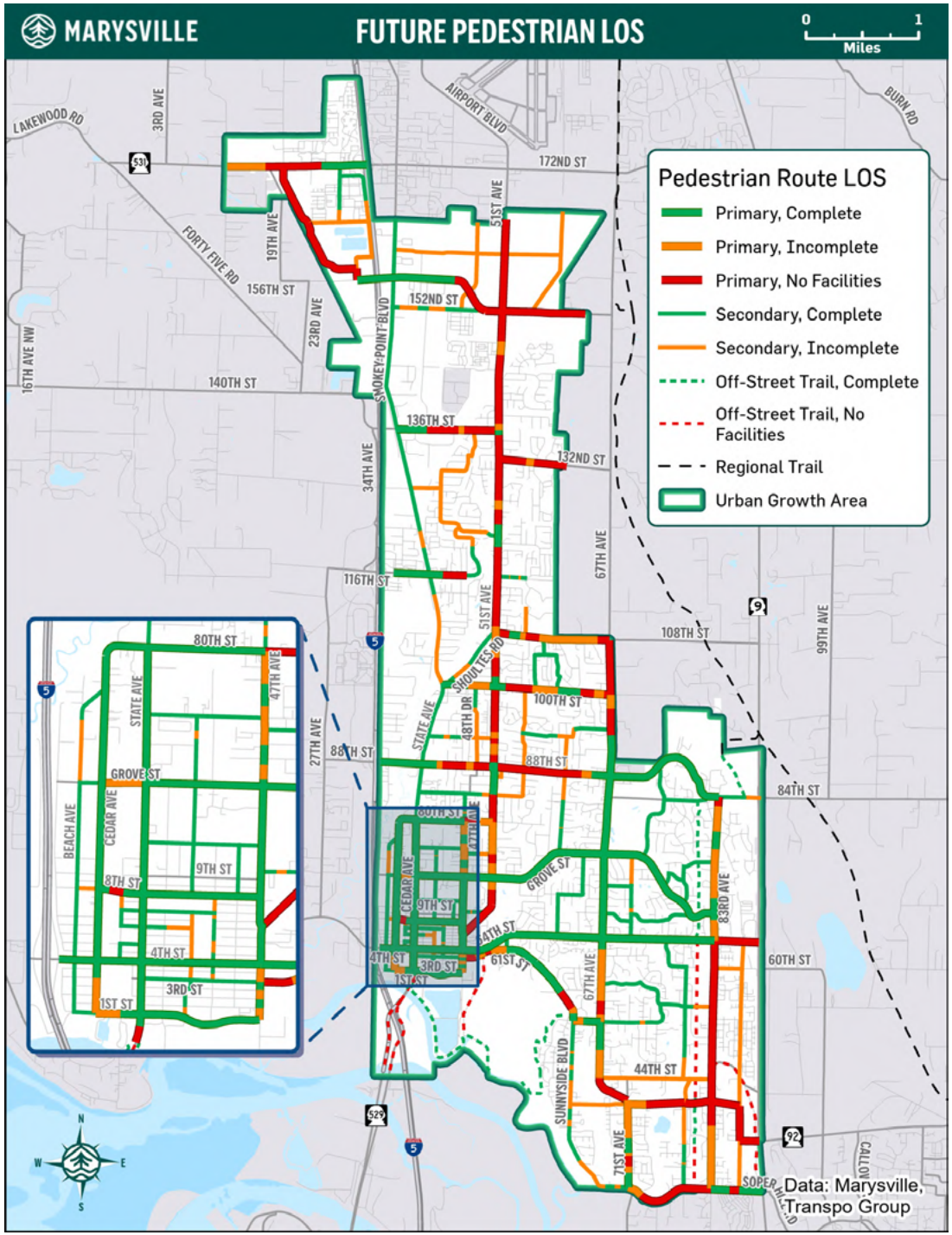
Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The pedestrian LOS standards are described in Figure 8.15 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are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



Bicycle System Evaluation

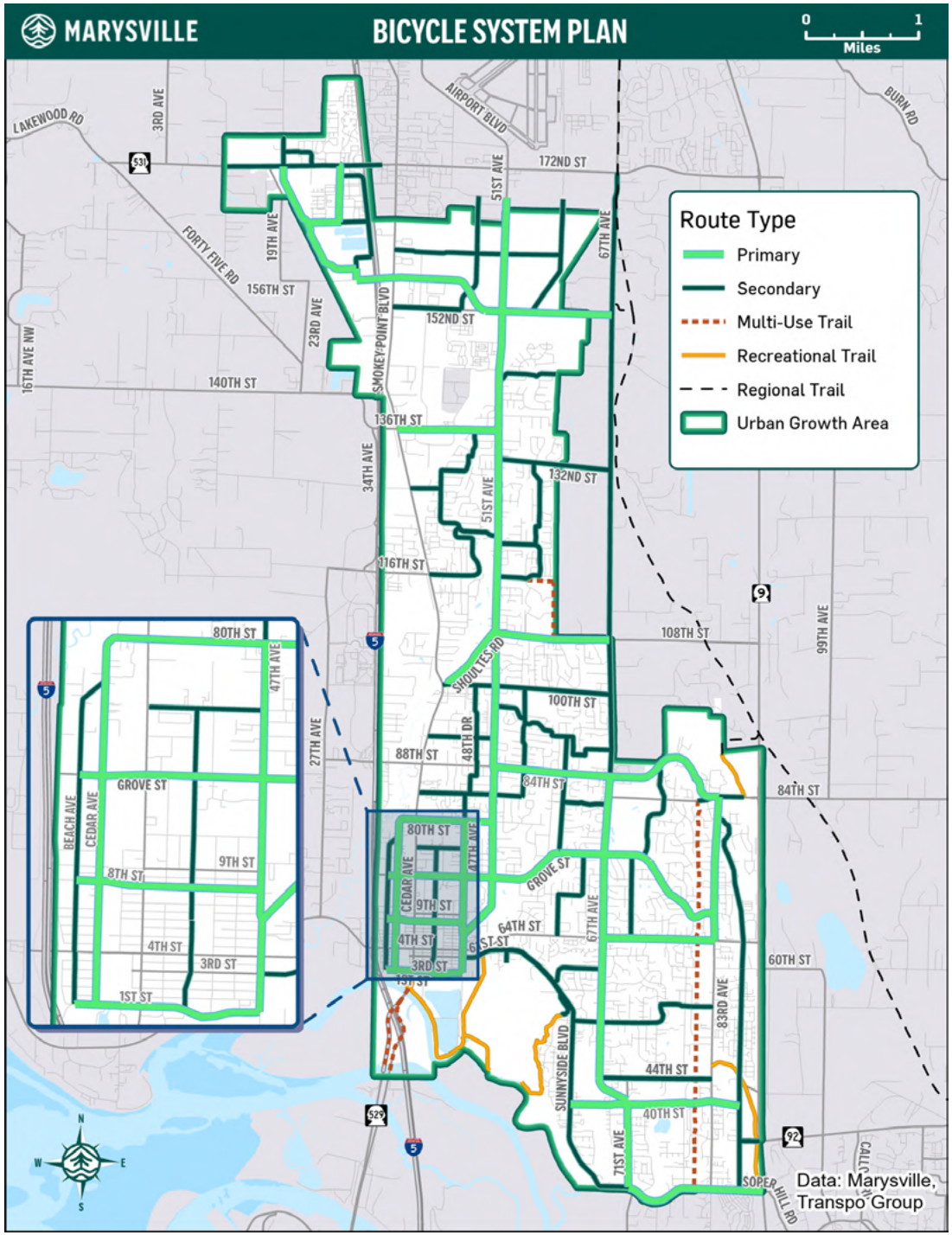
The bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways as shown in Figure 8.16. Many of the gaps are on roadways yet to be constructed.

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.

Figure 8.16



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.

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.

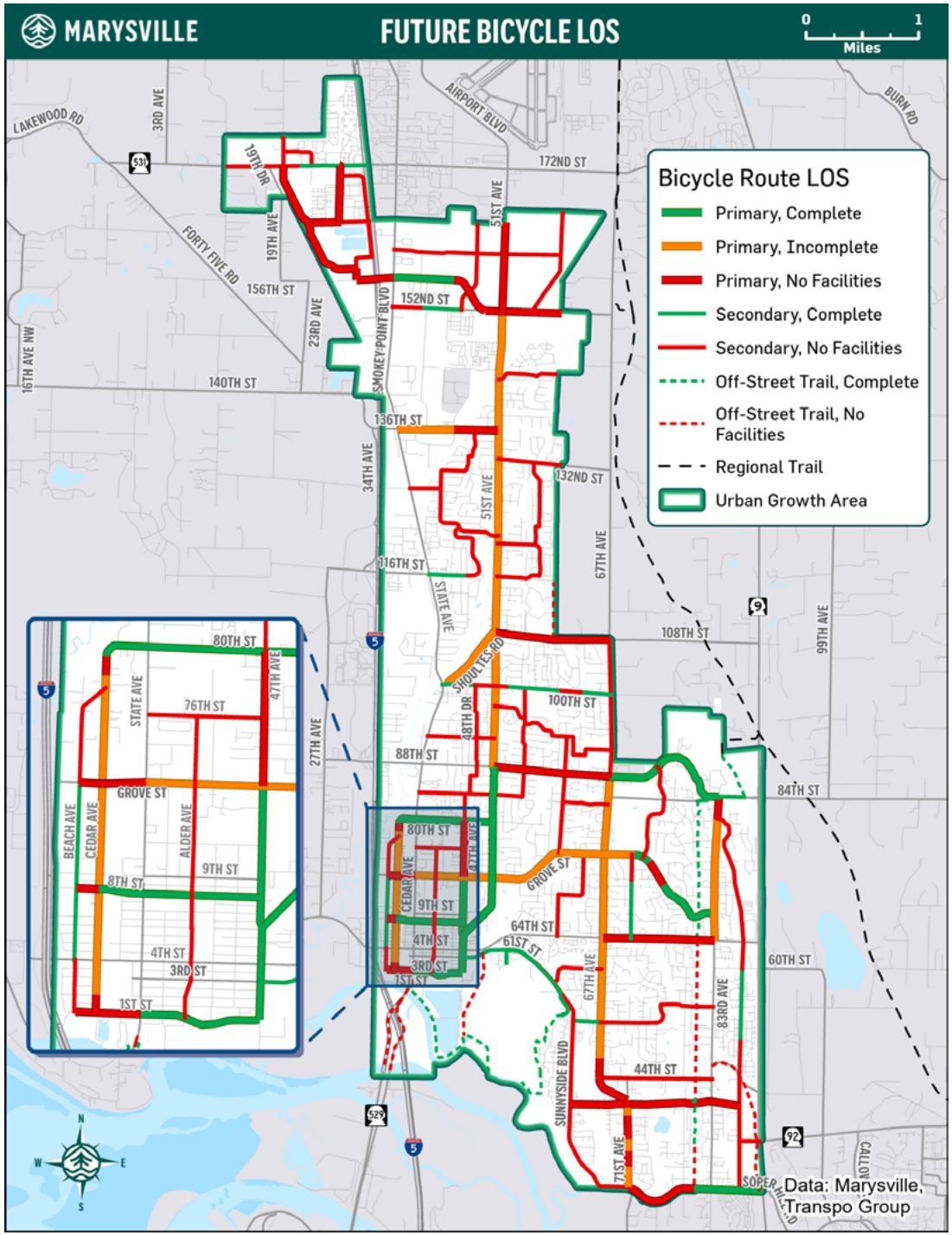
Figure 8.17
Pedestrian LOS Overview

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.

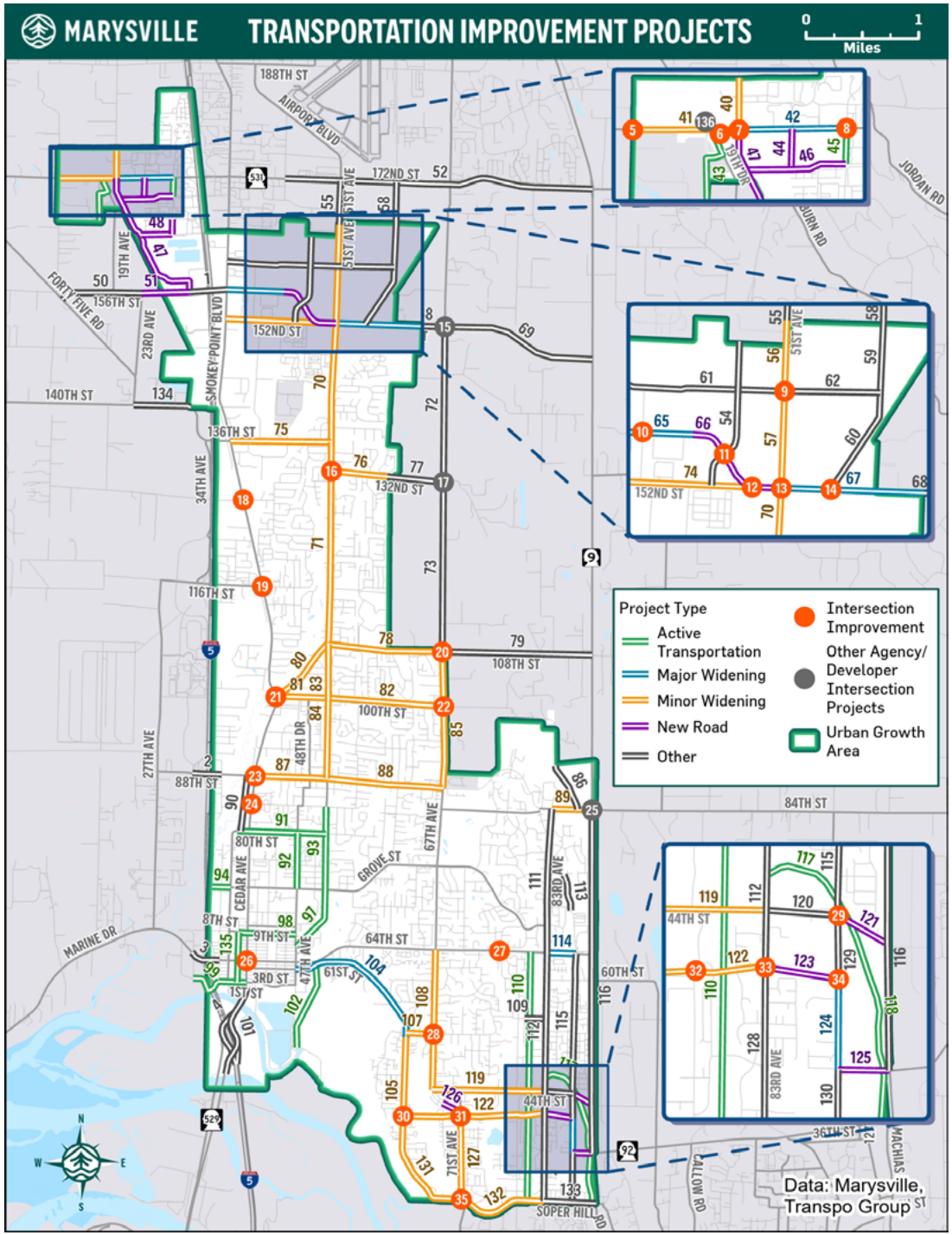


A new I-5 interchange is currently being constructed south of Ebey Slough, which will tie into the SR529 bridge shown here.

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]



Section 8.9

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 Everrett, 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.

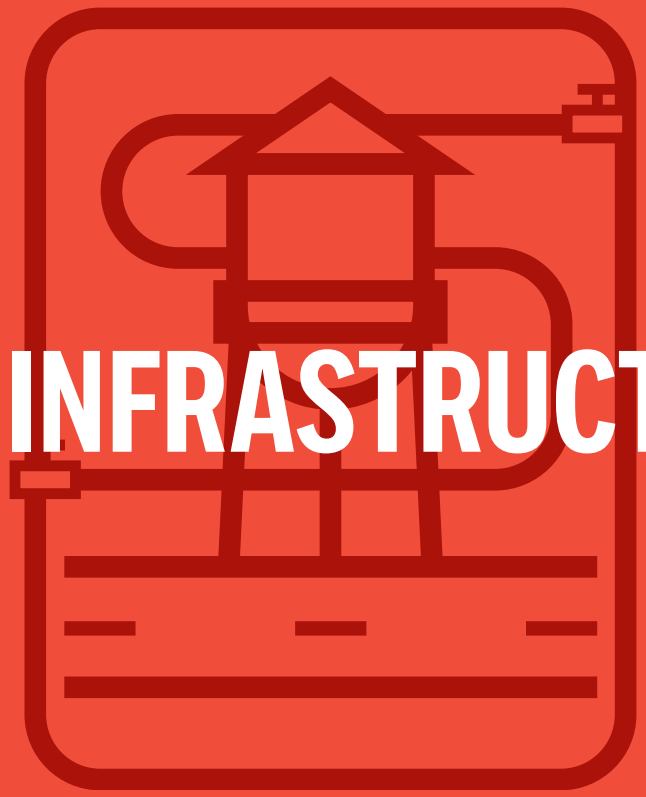
T 7.8 Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

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.

Section 9.1

INTRODUCTION

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

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



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

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

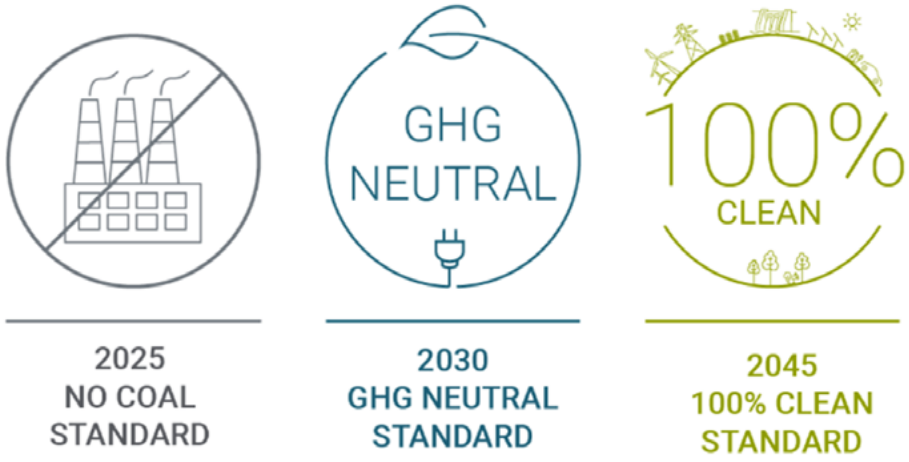
158. Pursuant to RCW 36.70A.030, (32)"Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (33)"Public services" include fire protection 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.

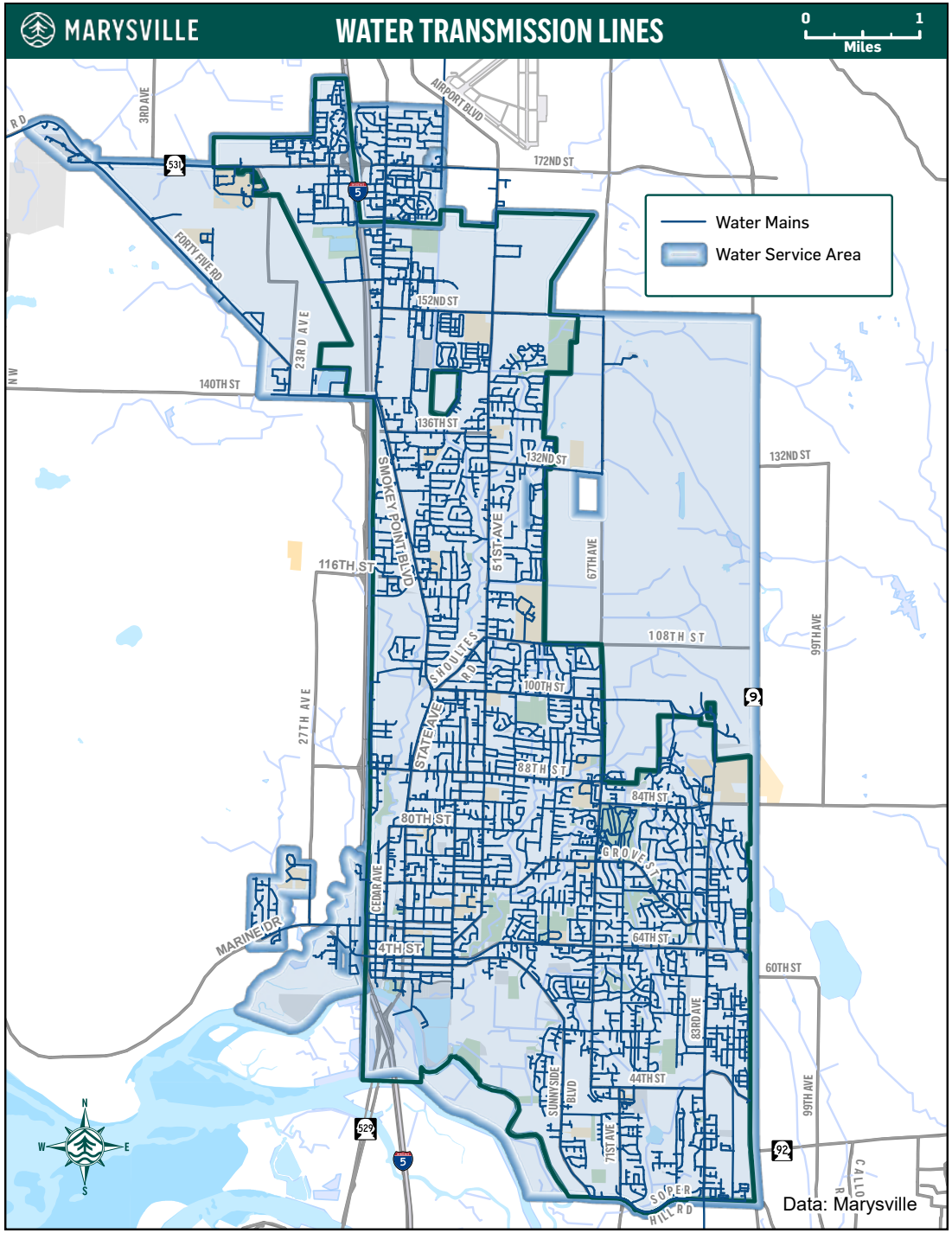
Section 9.2

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

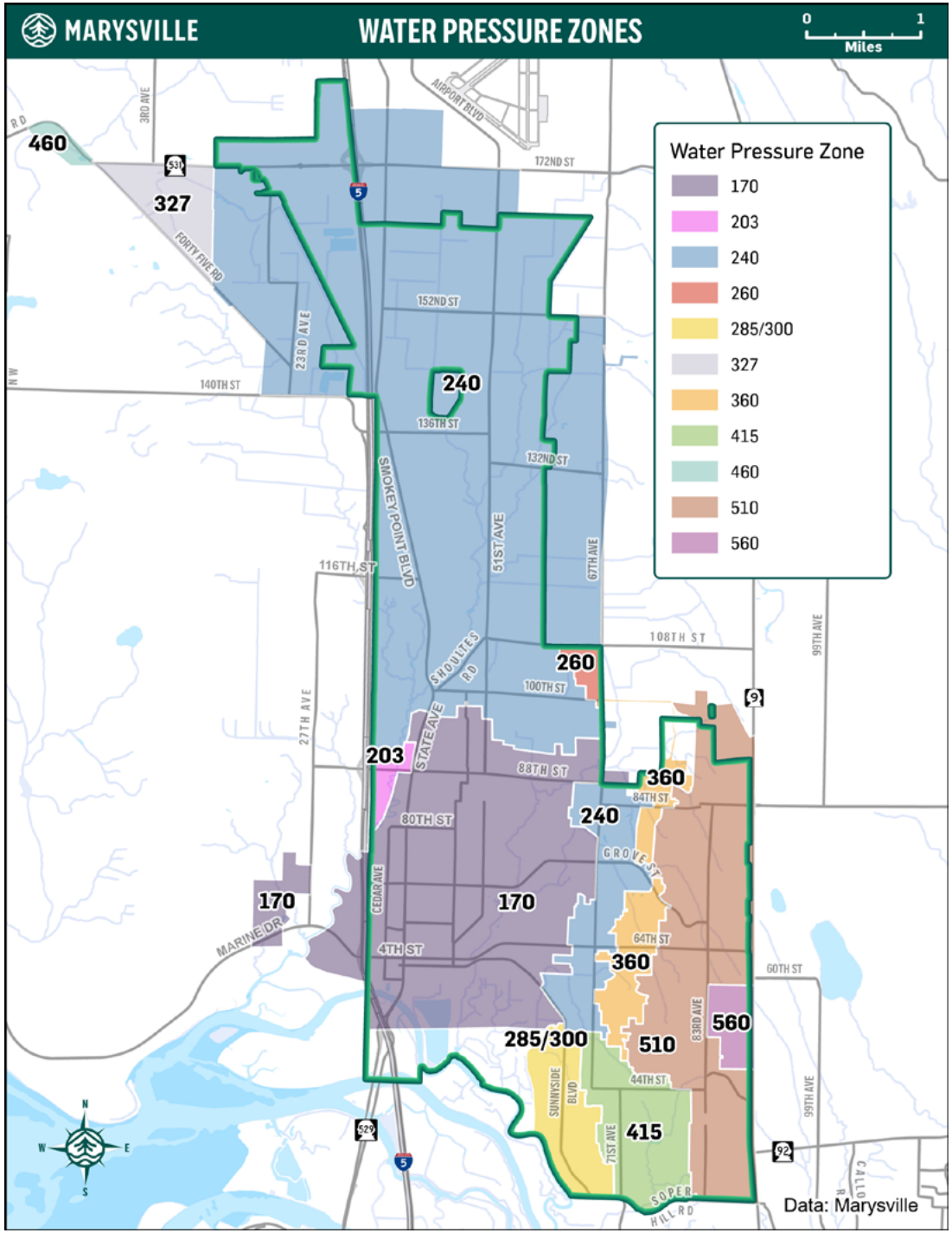


In 2000, the Stillaguamish River Ranney Well and Edward Springs sources were designated groundwater under the influence of surface water (GWI) sources. As a result of the GWI designation, the Edward Springs treatment plant was constructed in 2004, and the Stillaguamish River Water Treatment Plant (WTP)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

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

Water demand is expected to increase approximately commensurate with the City's projected population growth. A comprehensive overview of the City's water system and necessary improvements are set forth in the 2017 Water Comprehensive Plan, which is currently undergoing an update that is expected to be finalized in 2025 - 2026. The updated Water Comprehensive Plan will include detailed demand projections. The Water section of the Capital Facilities Element (page 292)also details necessary improvements.

Figure 9.2



Section 9.3

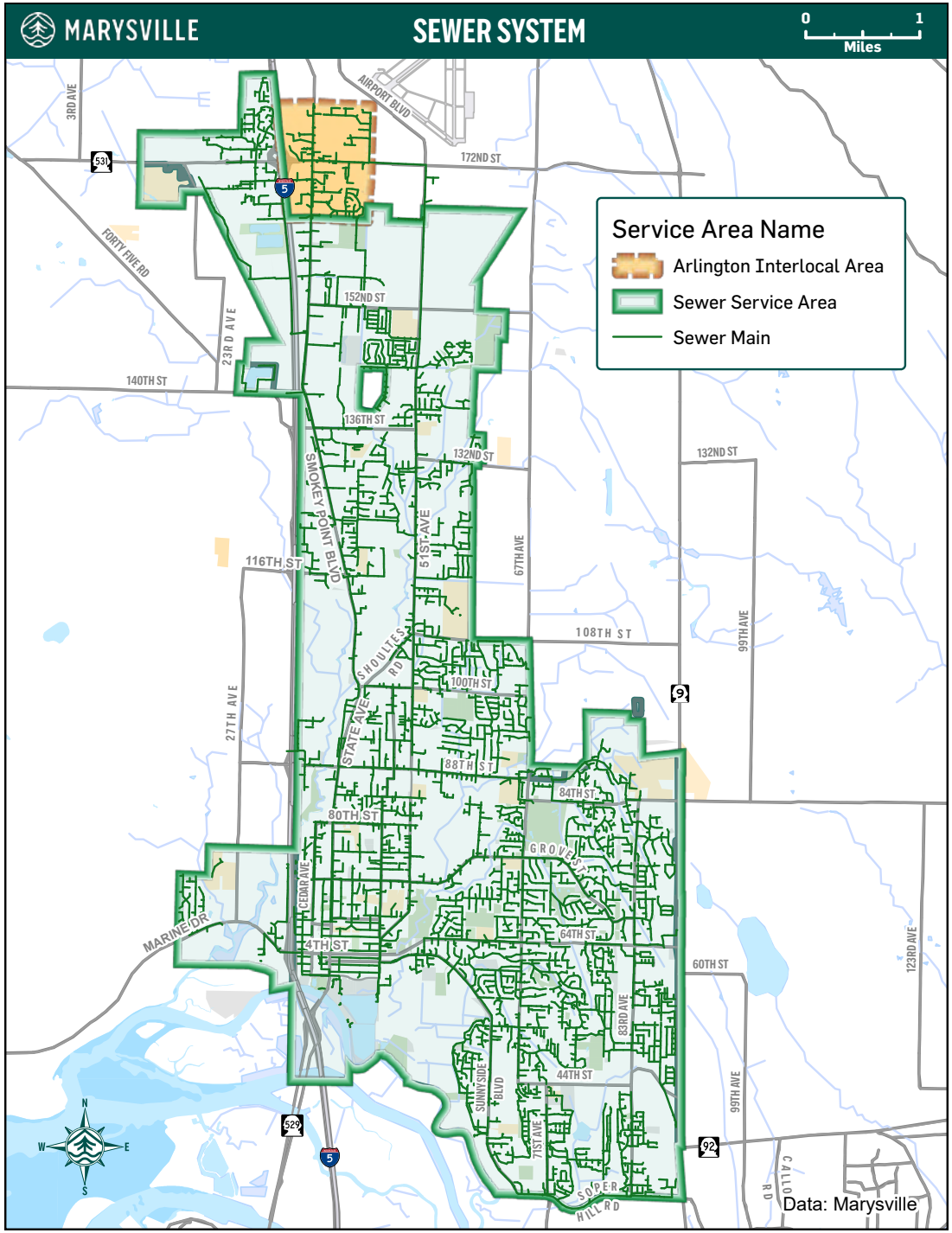
SEWER

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.

Figure 9.3



162. This figure does not include effluent discharge force mains.

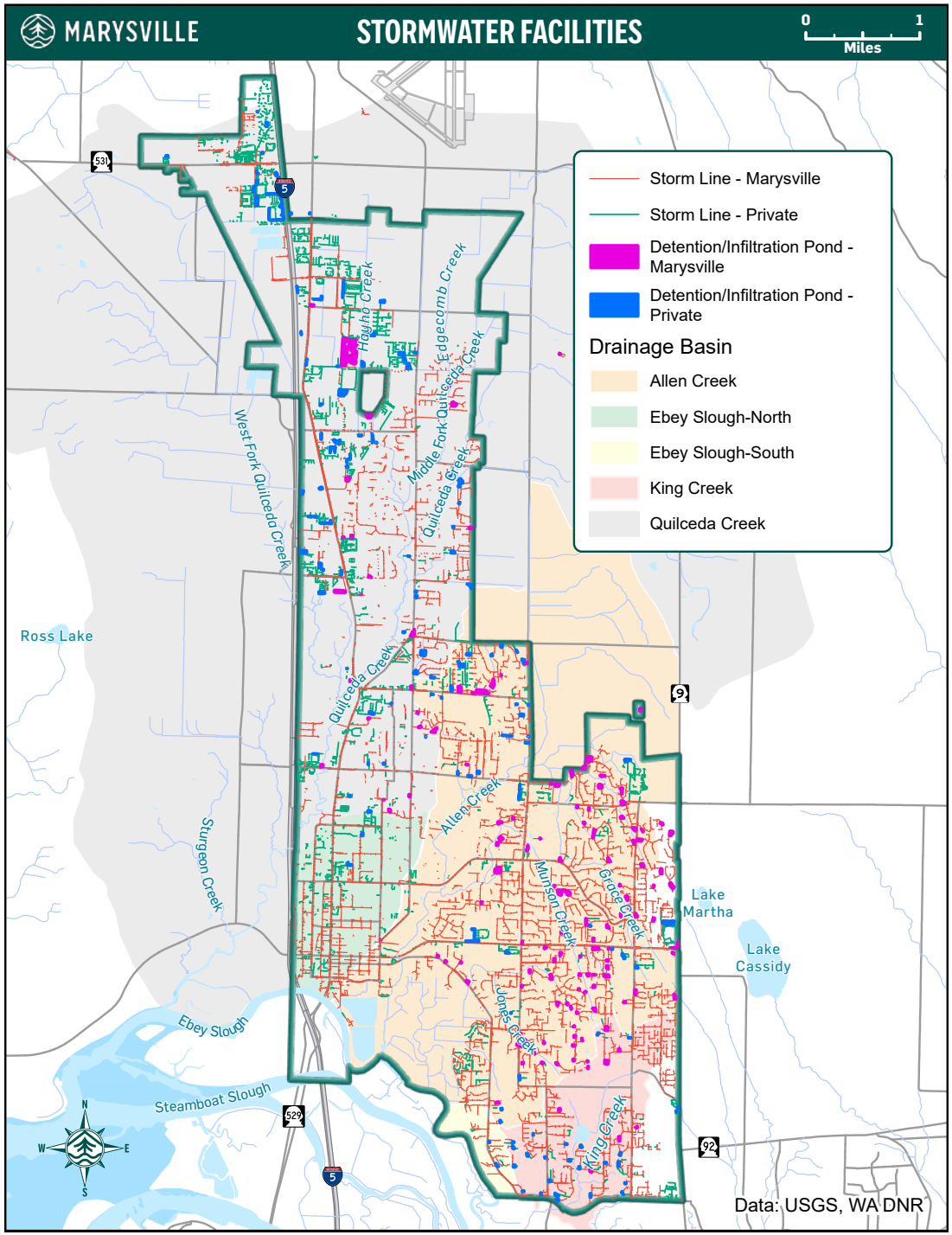
Section 9.4

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

Figure 9.4



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

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.

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

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

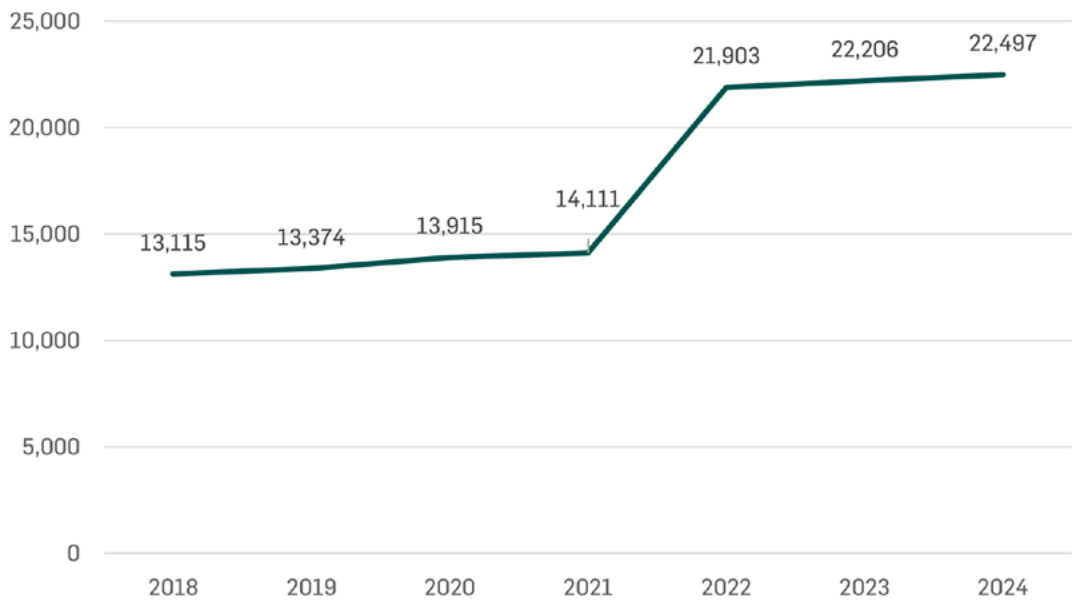
Solid waste management in the City is provided by the City of Marysville's Public Works Department with recycling services provided via a contractual agreement with WM – Marysville Recycle & Services.[171]

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)) 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.



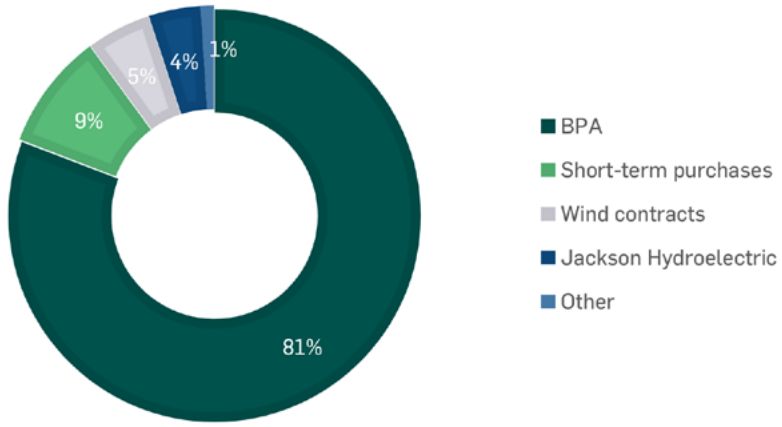
An electric vehicle (EV) charger at the Civic Center.

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)

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

Section 9.7

NATURAL GAS

Natural Gas System Overview

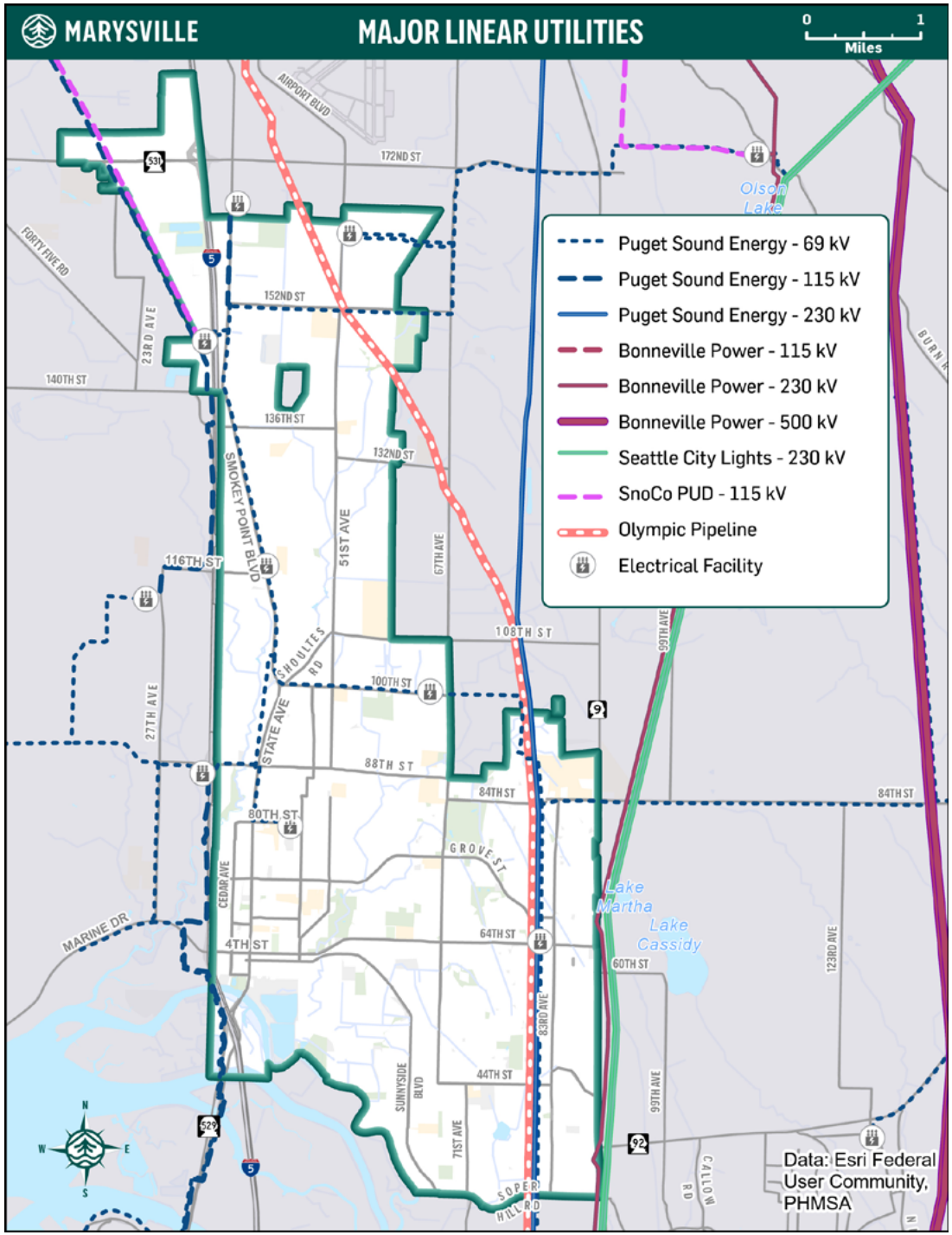
Puget Sound Energy (PSE) is a private utility company that provides natural gas service to Marysville. PSE is Washington State's oldest local energy company and serves approximately 1.2 million electric customers and more than 900,000 natural gas customers. PSE builds, operates, and maintains an extensive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

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

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (UTC). PSE's natural gas utility operations and standards are further regulated by the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA). Both the UTC and PHMSA monitor, assess, and enforce compliance and reliability standards for PSE. Natural gas utilities in Washington state are also subject

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.



A Puget Sound Energy (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 Ziply (formerly Frontier) provide landline telephone services to Marysville. Fiber optic cable connects switching offices and is used for transport of data and voice traffic.

Cable Services

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

Wireless Communication

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

Internet Service Providers

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

- **Broadband.** Broadband internet is the fastest and most common form of internet access. The term broadband means that the internet is always available.[177] Broadband is offered in Marysville by Comcast, Astound Broadband in the Lakewood neighborhood, Starlink, and Viasat. DSL, T1s and MPLS are offered by Ziply Fiber.
- **Fiber to the Premises (FTTP).** Fiber to the Premises (FTTP) is a fiber optic cable delivery medium that provides Internet access directly to a user or groups of users from an Internet service provider (ISP). FTTP runs at a much faster speed than a coaxial cable Internet or dial-up connection. This fiber optic communication delivery style is conducted through the use of an optical distribution network that links the central office to the premises occupied by the subscriber(s). Astound Business Solutions and Ziply Fiber offer FTTP service within Marysville.

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.



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

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.

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.

Section 9.11

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.

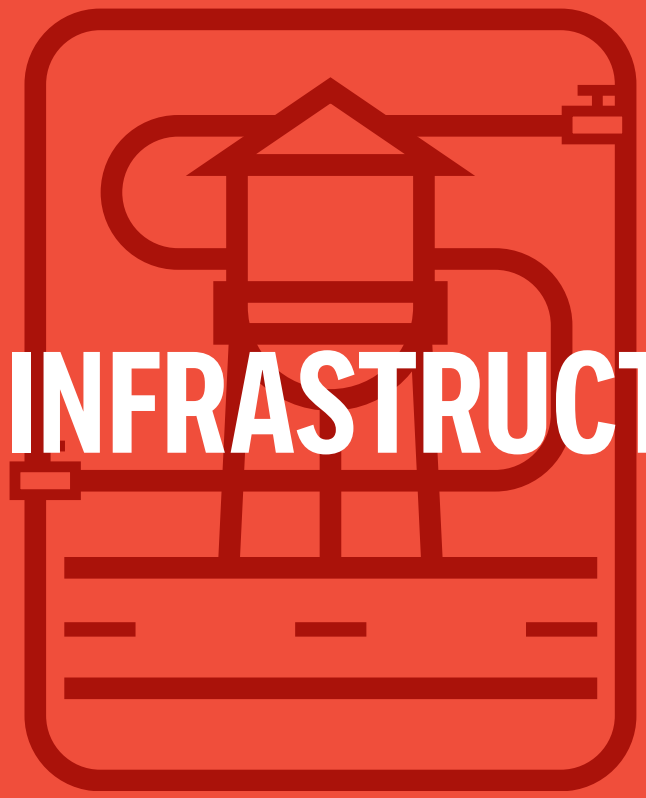
UT 4.2 Local Essential Public Facilities must first be considered for location inside Urban Growth Areas unless it is demonstrated that a non-urban site is the most appropriate location for location of the facility. Local Essential Public Facilities located outside of the UGA shall be self-contained 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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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.

Section 10.2

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**	**$10,343,000**	**$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 (GPM[1])

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
Total Available Supply	**14,397**	**16,416**	**16,435**	**16,502**

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

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 10.15
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 10.17
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 10.18
Transmission Capacity

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

Figure 10.16
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 10.19
Maximum System Capacity (ERU)

BASED ON LIMITING FACILITY - TRANSMISSION	72,835

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 10.21
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

Section 10.5

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.

Section 10.7

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	$ -	$ -	$ -	$ -	$ -

Capital Improvement Plan - Streets (cont.)

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
Cascade Elementary - 100th St NE (Shoultes Rd to 51st Ave NE) SRTS		WSDOT[6] SRTS1[5]	$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] NHS[11]	$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] NHS[11]	$ -	$1,500,000	$ -	$ -	$ -	$ -	$ -	$ -
State Ave Preservation (116th to Spur Track)		STBG[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**

** Note: 1 RAISE: Rebuilding American Infrastructure with Sustainability and Equity 2. CMAQ: Congestion Mitigation Air Quality 3. TIB: Transportation Improvement Board 4. FHWA: Federal Highways Administration 5. STP: Surface Transportation Program 6. WSDOT: Washington State Department of Transportation 7. ILA: Interlocal 8. DOE: Department of Ecology 9. CFI:Continuous Flow Intersection 10. NHS: National Highway System 11. STBG: Surface Transportation Block Grant 12. CW: Connecting Washington 13. TIB: Transportation Improvement Board 14. HSIP: Highway Safety Improvement Program 15. SRTS: Safe Route to Schools 16. CDBG: Community Development Block Grant*

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, 00408900000702, 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**

Section 10.10

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 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.



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

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-	$-	$-	$-	$-

Section 10.11

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 figure 10.35)	601 Delta Avenue	Houses 96 residents
Police Department	501 Delta Avenue	80,369 SF
Smokey Point Substation	15526 Smokey Point	2,160 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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EST. 1891

MARYSVILLE

WASHINGTON



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, 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. 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 2005Comprehensive 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, 51st Avenue connector, 156th 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.

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 88th 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 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.

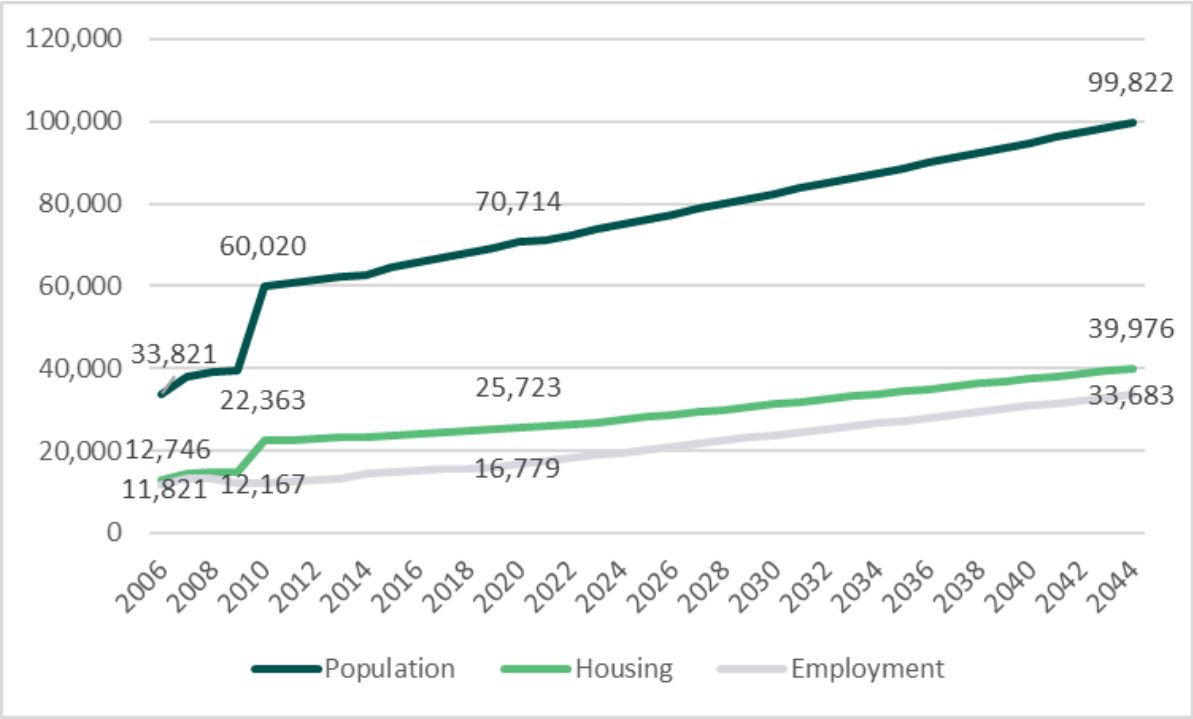
Figure 1 2044 Growth Targets and Capacity within the Marysville UGA
Source: 2021 Buildable Lands Reports and City of Marysville Capacity Analysis

	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 Analysis[4]

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 hosuing 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.

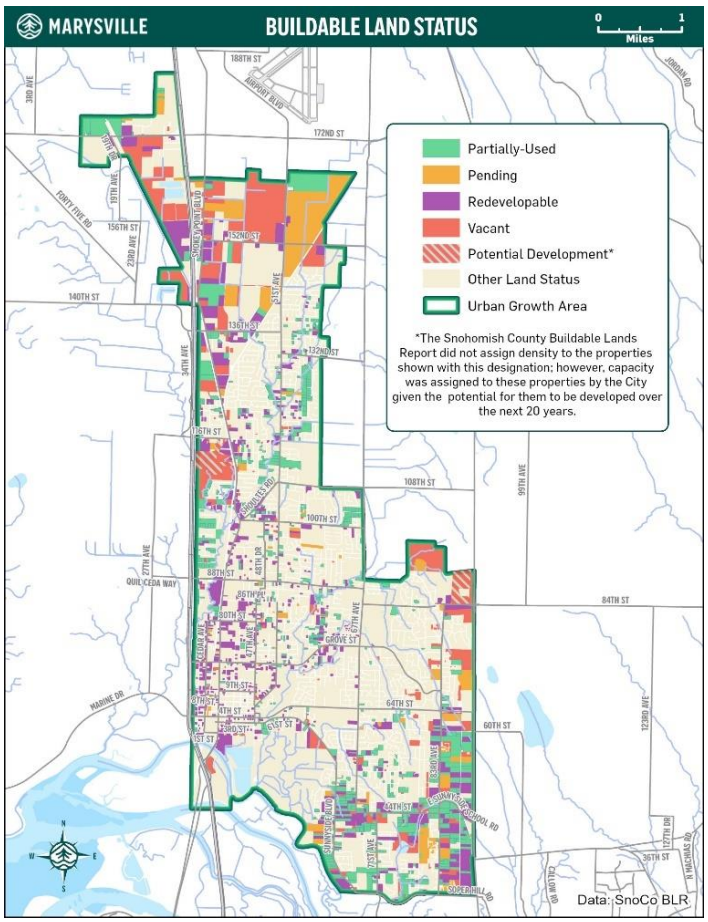
HOUSING AND POPULATION

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 CAPACTIY 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 development[8].

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 capacity[9].

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.

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[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 Availabilty 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	2.61	1 – 4 units/lot	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			176
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	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		
Totals[4]	1,200	1,549	-	25,629[5]	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 feet[12]. 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, condominums (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, condominums (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 MU[15]) 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 acre[16], 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 categories[18] 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.

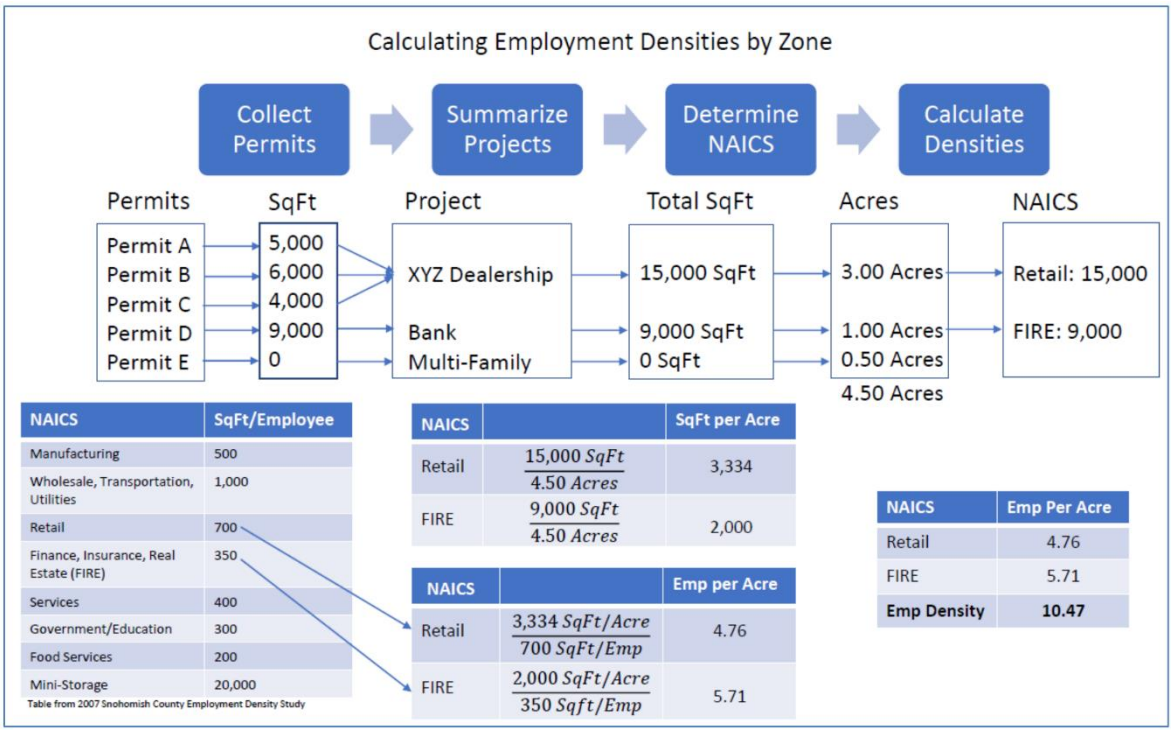
[18] The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 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



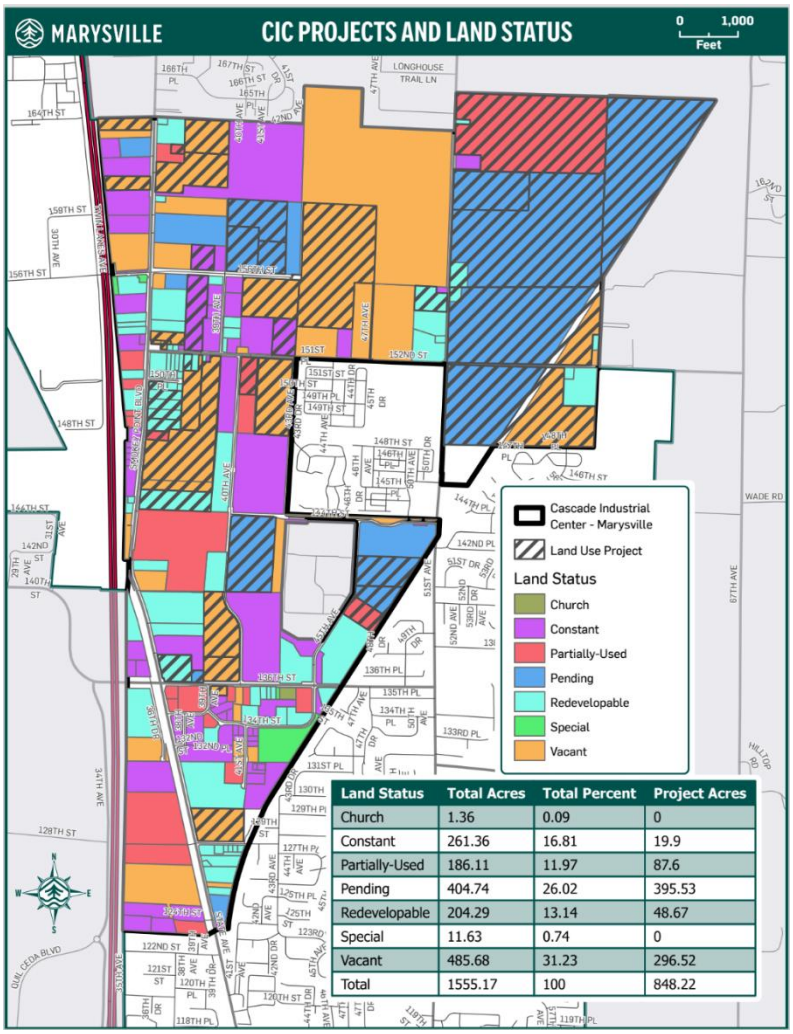
[19] It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

[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 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.

Figure 18



Land Status	Total Acres	Total Percent	Project Acres
Church	1.36	0.09	0
Constant	261.36	16.81	19.9
Partially-Used	186.11	11.97	87.6
Pending	404.74	26.02	395.53
Redevelopable	204.29	13.14	48.67
Special	11.63	0.74	0
Vacant	485.68	31.23	296.52
Total	1555.17	100	848.22

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

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

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

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 2.11.	Community Business (CB) and Community Business-Whiskey Ridge (CB-WR)	General Commercial (GC)	Mixed Use (MU)	Neighborhood Business (NB)
Original parcel criteria:	5 to 20 acres with a 1 ½ to 2 mile service area. Auto-oriented with the ability to complete several errands in a few stops.	5 acres or more with a 2 mile service area. Large, auto-oriented sites rather than pedestrian oriented, and close to the population served.	Not specified. Enable people to live, shop, and possibly work without always being dependent on automobiles.	¼ to 1 ½ acre maximum with a ½ mile radius service area. Pedestrian-oriented; one or two per neighborhood to serve the immediate neighborhood.
Access to:	Arterial streets and intersections.	Arterial streets and intersections and Interstate 5. Good access needed.	Arterial and neighborhood collector streets.	Arterial and neighborhood collectors. Preferably at an intersection.
Provide proximity to:		Light industrial and other non-pedestrian oriented areas.	High vehicular and transit access, and close proximity to services and employment.	Residential areas
Design and compatibility considerations:			Provide ability to buffer from adjacent residential and restrict site expansion. Use enhanced plantings/street trees, special paving and street furniture, appropriate signage, and/or the location	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 Industrial Areas and Industrial Development					
	General Industrial	**Light Industrial**	**Light Industrial with General Commercial Overlay**	**Public Institutional**	**Recreation**
Implementing zone; for identification of areas see Figure 2.12.	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.

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, SETTING FORTH THE BASIS OF THE CITY'S COMPLIANCE WITH THE GROWTH MANAGEMENT ACT'S (GMA) REQUIREMENT TO REVIEW AND UPDATE THE CITY'S COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS UNDER RCW 36.70A.130(5)(a), REPEALING THE COMPREHENSIVE PLAN ADOPTED BY ORDINANCE 3000, AND ADOPTING A NEW COMPREHENSIVE PLAN PURSUANT TO THE CITY'S PERIODIC GMA COMPREHENSIVE PLAN AMENDMENT AND UPDATE PROCESS.

WHEREAS, as one of the cities in Snohomish County, the City of Marysville is required under RCW 36.70A.130(5)(a) to review and, if needed, revise its Comprehensive Plan and development regulations to ensure that the Comprehensive Plan and regulations comply with the Growth Management Act (GMA); and

WHEREAS, the Washington State Department of Commerce has recommended that cities and counties required to comply with RCW 36.70A.130(5)(a) follow a three part process in complying with the statute: (1) establishing a public participation program that complies with RCW 36.70A.035, 36.70A.130, and 36.70A.140, (2) reviewing the Comprehensive Plan and development regulations and identifying needed revisions to ensure compliance with the GMA, and (3) adopting the identified revisions to the Comprehensive Plan and development regulations; and

WHEREAS, the City of Marysville has complied with RCW 36.70A.130(5)(a) and Chapter 22B.010 of the municipal code by:

(1) establishing a public participation program that complies with RCW 36.70A.035, 36.70A.130, and 36.70A.140,

(2) reviewing the Comprehensive Plan and development regulations as described in Section 3 below (along with the Planning Commission's recommendation set forth in the attached **Exhibit A**), and identifying needed revisions to ensure compliance with the GMA, and

(3) adopting a new Comprehensive Plan as set forth in the attached **Exhibit B**;

WHEREAS, the proposed 2024 Comprehensive Plan amendments include amending the Comprehensive Plan Map by updating its land use designations for the properties identified in the following table in order to align the designations to the official Zoning Map:

Amendment Name	Parcel Number(s)	Existing Comprehensive Plan Map Designation	Existing Zoning Map Designation	Amended Comprehensive Plan Map Designation
Belle Haven (PA14-032)	Original parcels: 00590700030200 00590700031600 00590700030700 Note: these parcels superseded due to subdivision.	Mixed Use	WR-R-6-18, Whiskey Ridge Multi-family Medium Density	Whiskey Ridge Multi-family Medium Density
Brodie (PA22-023)	30052500302300 30052500303800 30052500303900	Community Business – Whiskey Ridge	R-6.5 Single Family, High Density	Single Family, High Density

Del's Nursery Rezone (PA22-041)	30051600200100 30051600200300	R-4.5 Single Family, Medium Density	General Commercial (GC)	General Commercial
Empire Property Holdings (formerly 27th Avenue Corridor Rezone PA10-001)	31052900201700	Mixed Use, General Commercial, and R-18 Multi-family Medium Density	R-18 Multi-family, Medium Density	Multi-family, Medium Density
Josephine Caring Community (PA21-054)	31052900200100 31052900200400	General Commercial	R-12 Multi-family, Low Density	Multi-family, Low Density
Marysville 10 Degrees (PA21-039)	31052900303200	Community Business	R-12 Multi-family, Low Density	Multi-family, Low Density

WHEREAS, in taking the actions set forth in this Ordinance, the City of Marysville has coordinated with Snohomish County and other cities to ensure consistency with the County's Comprehensive Plan and with the Comprehensive Plans of other cities with which Marysville has regionally related issues, as required by RCW 36.70A.100; and

WHEREAS, the City received public comments from citizens on the revisions to the Comprehensive Plan, development regulations, and Official Zoning Map amendments, which comments the City has duly considered in adopting the needed revisions to the Comprehensive Plan, development regulations, and the Official Zoning Map amendments; and

WHEREAS, in taking the actions set forth in this Ordinance, the City of Marysville has complied with the requirements of the State Environmental Policy Act, Ch.43.21C RCW, (SEPA) by issuing a Supplemental Environmental Impact Statement (SEIS) to the Marysville Comprehensive Plan Draft Environmental Impact Statement (DEIS), dated January 13, 2005, and Final Environmental Impact Statement (FEIS), dated April 12, 2005 for the Comprehensive Plan amendments, development regulations, and the Official Comprehensive Plan Map amendments; and

WHEREAS, in taking the actions set forth in this Ordinance, the City of Marysville has complied with the recommendations of the Department of Commerce, and has submitted to the Washington State Department of Commerce and Puget Sound Regional Council the proposed revisions to the City's Comprehensive Plan, development regulations, and the Official Zoning Map amendments for 60-day review on August 12, 2024 (Submittal ID 2024-S-7353) as required by RCW 36.70A.106; and

WHEREAS, during public meetings on July 14, 2022, October 25, 2022, November 29, 2022, April 25, 2023, July 11, 2023, July 25, 2023, September 25, 2023, October 24, 2023, November 14, 2023, January 9, 2024, February 13, 2024, March 12, 2024, March 26, 2024, April 9, 2024, May 14, 2024, June 24, 2024, July 23, 2024, September 10, 2024, October 8, 2024, and October 22, 2024, the Planning Commission discussed the proposed revisions to the Comprehensive Plan, development regulations, and the Official Comprehensive Plan Map amendments; and

WHEREAS, on October 28, 2024, Puget Sound Regional Council (PSRC) requested amendments to the Comprehensive Plan to ensure compliance with Vision 2050, which were incorporated into the 2024 Comprehensive Plan;

WHEREAS, after providing notice to the public as required by law, the Marysville Planning Commission held a Public Hearing on November 12, 2024 regarding the proposed revisions to the Comprehensive Plan, development regulations, and the Official Comprehensive Plan Map amendments; and

WHEREAS, on November 12, 2024 the Planning Commission recommended that the Marysville City Council adopt the proposed revisions to the Comprehensive Plan, development regulations, and the Official Comprehensive Plan Map amendments; and

WHEREAS, at public meetings on November 4, December 2, and December 9, 2024, the Marysville City Council reviewed and considered the Planning Commission's Recommendation and proposed revisions to the Comprehensive Plan, development regulations, and the Official Comprehensive Plan Map, as well as the requested amendments submitted by PSRC to ensure compliance with Vision 2050;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The purpose of this Ordinance is to set forth the actions taken by the City of Marysville to comply with the Growth Management Act (GMA) requirements under RCW 36.70A.130(4)(a) that the City review and revise the City's Comprehensive Plan and development regulations to ensure that they comply with the GMA. As specifically described and set forth in Sections 2 through 11 below, the City's actions include (1) establishing a public participation program, (2) reviewing and identifying necessary revisions to the Comprehensive Plan and development regulations, and (3) adopting the necessary revisions to the Comprehensive Plan and development regulations. As specifically described and set forth in Section 10 below, the City is committing to consider additional actions as needed to coordinate with Snohomish County and other relevant entities, and to further meet the spirit and intent of RCW 36.70A.130(4)(a).

Section 2. The City of Marysville has established and implemented a public participation program for reviewing and identifying needed revisions to the City's Comprehensive Plan, development regulations, and Official Comprehensive Plan Map to ensure that the Plan, regulations, and map amendments comply with the GMA. The public participation plan was adopted by City Council via Resolution 2520 and also consists of the meeting and hearings described in the attached **Exhibit A**. The public participation plan has provided for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, open discussion, communication programs, and consideration of and response to public comments. Notice of the public meetings and hearings was given by:

(a) Publishing notices in newspapers of general circulation in the City;

(b) Posting notices at City buildings, the library, and post office;

(c) Posting notices on the Community Development's notice web page;

(d) Providing updates on the City's dedicated 2024 Comprehensive Plan update webpage including a project chronology, annual work plans, draft work product, the draft Comprehensive Plan, the Supplemental Environmental Impact Statement (SEIS), and other documents;

(e) Meeting with proponents of, and citizens impacted by, Comprehensive Plan amendments;

(f) Making copies of the proposal and alternatives available for review at Community Development; and

(g) Including information in the Marysville City Scene newsletter.

Section 3. The City of Marysville has conducted a thorough review of the City's Comprehensive Plan, development regulations, and Comprehensive Plan and zoning maps to

identify revisions needed to ensure compliance with the GMA. This review has been conducted by the City's Planning Commission, staff, and citizens, and has utilized the public participation plan set forth in Section 2 above. This review has furthermore focused on changes in the GMA and related laws that have occurred since the original adoption of the City's current Comprehensive Plan. The review process has included (but has not been limited to) the following activities:

(a) Review of Periodic Update checklist prepared by the Department of Commerce to ensure that critical areas, shoreline and other regulations are current and consistent with the GMA;

(b) Review of the VISION 2050 Consistency Tool for Local Comprehensive Plans prepared by Puget Sound Regional Council to ensure that regulations and policies are current and consistent with VISION 2050;

(c) Incorporation of Snohomish County Tomorrow's adopted population and employment projections for the City, and the Puget Sound Regional Council's Vision 2050 Regional Growth Strategy;

(d) Application of Census 2020 data and population projection updates from the Office of Financial Management to urban growth policies and regulations;

(e) Planning for housing affordable to all economic segments including the permanent supportive housing, emergency shelters, and emergency housing as required by Washington State House Bill 1220;

(f) Accommodating middle housing as required by Washington State House Bill 1110;

(g) Accommodation of essential public facilities, multi-modal transportation infrastructure, and public facilities and services for future needs; and

(h) Achieving consistency between the Comprehensive Plan and development regulations.

Based on this review, the City has identified needed revisions to the Comprehensive Plan, development regulations, and Comprehensive Plan Map, which are the subject of this ordinance.

Section 4. The Planning Commission's November 12, 2024 Recommendation regarding the proposed Comprehensive Plan update, including the Findings and Conclusions, as set forth in the attached **Exhibit A**, is adopted and incorporated by this reference.

Section 5. The Marysville City Council amends the Planning Commission's recommendation and incorporates amendments requested by PSRC to ensure compliance with Vision 2050.

Section 6. The City Council repeals the existing Comprehensive Plan that was adopted in Ordinance 3000.

Section 7. The City Council adopts a new Comprehensive Plan, to ensure compliance with the GMA as set forth in Section 3 above, and which is attached as **Exhibit B** and is incorporated by reference. This new Comprehensive Plan includes the following new or substantially updated chapters: 1 Introduction, 2 Land Use, 3 Housing, 4 Economic Development, 5 Public Services, 6 Parks, 7 Environment, 8 Transportation, 9 Utilities, 10 Capital Facilities.

Section 8. City Council amends the City's Official Comprehensive Plan Map, as previously amended, and the City's Unified Development Code MMC Title 22, by adopting the land use designations set forth in Figure 2.9 of **Exhibit B**. This amendment will ensure that the Comprehensive Plan Map is consistent with existing zoning designations and the Official Zoning Map.

Section 9. The City Council furthermore amends the City's Official Comprehensive Plan Map and Zoning Map, as previously amended, and the City's Unified Development Code MMC Title 22, by adopting the updated color scheme for the Comprehensive Plan Map and Zoning Map as shown in **Exhibit C and Exhibit D**, respectively.

Section 10. The amendments set forth in Section 8 and Section 9 shall be attested by the signature of the Mayor and City Clerk, with the seal of the municipality affixed, shall be included with the Official Comprehensive Plan Map on file in the office of the City Clerk, and shall be available for public inspection.

Section 11. In addition to the actions set forth above, the City of Marysville commits that it will consider further actions to coordinate with Snohomish County and other relevant entities and to ensure consistency with the County's Comprehensive Plan and to further meet the spirit and intent of RCW 36.70A.130(4)(a).

Section 12. If any section, subsection, sentence, clause, phrase or work 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 13. 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: _____
TINA BROCK, CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: _____
(5 days after publication)

Exhibit A

COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue • Marysville, WA 98270 • (360) 363-8100

PC Recommendation - 2024 Comprehensive Plan Update

The Planning Commission of the City of Marysville, having held a public hearing on November 12, 2024, in review of the NON-PROJECT action 2024 Comprehensive Plan Update and associated amendments to Marysville Municipal Code Title 22, *Unified Development Code*, and the Downtown Master Plan, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

FINDINGS:

1. The PC held public work sessions to review the NON-PROJECT action 2024 Comprehensive Plan Update and associated amendments to Marysville Municipal Code Title 22, *Unified Development Code*, and the Downtown Master Plan. Work sessions were held as follows:

   - July 14, October 25, and November 29, 2022;
   - April 25, July 11, July 25, September 25, October 24, and November 14, 2023; and
   - January 9, February 13, March 12, March 26, April 9, May 14, June 25, July 23, September 10, October 8, and October 22, 2024.

2. The proposal was submitted to the State of Washington Department of Commerce (DOC) for 60-day review on August 12, 2024 in accordance with RCW 36.70A.106. The Community Development Department received a letter from the DOC acknowledging receipt of the NON-PROJECT action and processed with Submittal ID 2024-S-7353. To-date no comments were received from State agencies.

3. The City issued a State Environmental Policy Act (SEPA) Supplemental Environmental Impact Statement (SEIS) on October 18, 2024, which adopts and supplements the:

   - Marysville Downtown Master Plan Final SEIS September 2021 and associated Draft SEIS February 23, 2021;
   - Marysville Downtown Master Plan Final SEIS October 9, 2009 and associated Draft SEIS July 20, 2009; and
   - Marysville Integrated 2005 Comprehensive Plan and Development Regulations Final Environmental Impact Statement (EIS) April 6, 2005 and associated Draft EIS January 13, 2005.

   The FINAL SEPA SEIS is anticipated to be issued on or shortly after November 19, 2024 and will incorporate responses to any comments received from the public or agencies during the comment period October 18 to November 18, 2024.

4. The PC held a duly-advertised public hearing on November 12, 2024 and received testimony from city staff and the public.

5. At the public hearing, the PC reviewed and considered the 2024 Comprehensive Plan Update and associated amendments to Marysville Municipal Code Title 22, *Unified Development Code*, and the Downtown Master Plan.

CONCLUSION:

At the public hearing held on November 12, 2024, the Planning Commission recommended ***approval*** of the 2024 Comprehensive Plan Update and associated amendments to Marysville Municipal Code Title 22, *Unified Development Code*, and the Downtown Master Plan.

RECOMMENDATION:

Forwarded to City Council as a Recommendation of APPROVAL of the NON-PROJECT action known as the 2024 Comprehensive Plan Update and associated amendments to Marysville Municipal Code Title 22, *Unified Development Code*, and the Downtown Master Plan this 12th day of November 2024.

By: _____

Steve Leifer, Planning Commission Chair

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING THE CITY'S UNIFIED DEVELOPMENT CODE (MMC TITLE 22) IN RESPONSE TO THE 2024 COMPREHENSIVE PLAN PERIODIC UPDATE.

WHEREAS, the State Growth Management Act, RCW Chapter 36.70A mandates that cities periodically review and amend development regulations which include but are not limited to zoning ordinances and official controls; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City of Marysville regularly updates development standards to address changing needs and to maintain compliance with changes in Washington State (State) laws; and

WHEREAS, amendments are needed to the Unified Development Code in response to the 2024 Comprehensive Plan Update; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, the City of Marysville has submitted the proposed amendments to Title 22 MMC in response to the comprehensive plan update, as contemplated herein (the "Proposed Amendments"), to the Washington State Department of Commerce on August 12, 2024 (Material ID 2024-S-7353) for 60-day review under RCW 36.70A.106(3)(b) and in compliance with the procedural requirements of RCW 36.70A.106; and

WHEREAS, the Proposed Amendments were included in the environmental review for the 2024 Comprehensive Plan update for which a State Environmental Policy Act (SEPA) Supplemental Environmental Impact Statement (SEIS) was issued on October 18, 2024; and

WHEREAS, during public meetings on September 10 and October 22, 2024, the Planning Commission discussed the Proposed Amendments; and

WHEREAS, on November 12, 2024, the Marysville Planning Commission held a duly-advertised public hearing, and recommended that the City Council adopt the Proposed Amendments; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, during the public hearing on December 9, 2024 the City Council discussed the Proposed Amendments and recommended approval of the same; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 22C.010.060 of the municipal code is amended as set forth in **Exhibit A**.

Section 2. Section 22C.010.070 of the municipal code is provided for reference purposes as set forth in **Exhibit B**.

Section 3. Section 22C.020.020 of the municipal code is amended as set forth in **Exhibit C**.

Section 4. Section 22C.020.030 of the municipal code is amended as set forth in **Exhibit D**.

Section 5. Section 22C.020.060 of the municipal code is amended as set forth in **Exhibit E**.

Section 6. Section 22C.020.070 of the municipal code is amended as set forth in **Exhibit F**.

Section 7. Section 22C.020.080 of the municipal code is amended as set forth in **Exhibit G**.

Section 8. Section 22C.020.090 of the municipal code is amended as set forth in **Exhibit H**.

Section 9. Section 22C.020.240 of the municipal code is amended as set forth in **Exhibit I**.

Section 10. Section 22C.020.245 of the municipal code is amended as set forth in **Exhibit J**.

Section 11. Section 22C.070.050 of the municipal code is amended as set forth in **Exhibit K**.

Section 12. Section 22C.080.105 of the municipal code is amended as set forth in **Exhibit L**.

Section 13. Section 22C.080.110 of the municipal code is amended as set forth in **Exhibit M**.

Section 14. Section 22C.080.120 of the municipal code is amended as set forth in **Exhibit N**.

Section 15. Section 22C.080.140 of the municipal code is amended as set forth in **Exhibit O**.

Section 16. Section 22C.080.305 of the municipal code is amended as set forth in **Exhibit P**.

Section 17. The amendments to MMC Title 22, consisting of the above-described amendments to MMC Sections 22C.010.060, 22C.010.070, 22C.020.020, 22C.020.030, 22C.020.060, 22C.020.070, 22C.020.080, 22C.020.090, 22C.020.240, 22C.020.245, 22C.070.050, 22C.080.105, 22C.080.110, 22C.080.120, and 22C.080.140, are consistent with the following required findings of MMC 22G.010.520:

(1) The amendments are consistent with the purposes of the comprehensive plan;

(2) The amendments are consistent with the purpose of MMC Title 22;

(3) There have been significant changes in the circumstances to warrant a change;

(4) The benefit or cost to the public health, safety and welfare is sufficient to warrant the action

Section 18. MMC Section 22A.010.160, entitled "Amendments," is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City's Unified Development Code (all unchanged provisions of MMC 22A.010.160 remain unchanged and in effect):

"**22A.010.160 Amendments**.

The following amendments have been made to the UDC subsequent to its adoption:

Ordinance	Title (description)	Effective Date
_____	Code Amendments for 2024 Comprehensive Plan	_____, 2024"

Section 19. 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 20. 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 21. 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: _____
TINA BROCK, CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: _____
(5 days after publication)

Exhibit A

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)	~~C~~P8	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	P~~3~~	P~~3~~	P~~3~~		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
Temporary Lodging:									

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
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					

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
Raising livestock and small animals	P35	P35	P35	P35					
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	

Exhibit B

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.

Exhibit C

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)

Exhibit D

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.

Exhibit E

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
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:											

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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
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		

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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:											
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

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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		
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)											

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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							_	P76	P		
Motor vehicle and boat dealers		P	P	P			P	P	P		
Motorcycle dealers		P~~C~~	P~~C~~	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		
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		

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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		
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	

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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		
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

Specific Land Use	NB	CB	CB-WR	GC	DTC	MU (63)	LI-GC	LI ~~(81)~~	GI	REC	P/I
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		

Exhibit F

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 over-water 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.~~

Exhibit G

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: Dwelling unit/acre	None (18)	27 (13)	None (13)	None	28	0	0	0	0	18 (13)	0
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%

Exhibit H

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.

Exhibit I

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.

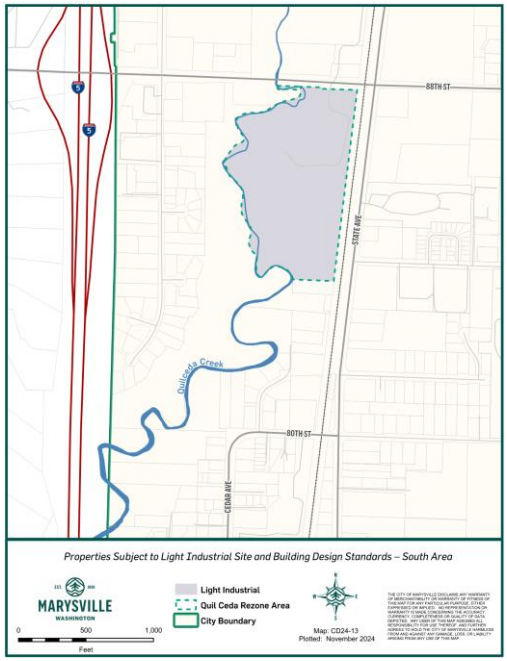
(a) The design standards in MMC 22C.020.245 apply to light industrial (LI) zoned properties as generally described below, and as depicted in Maps 1 and 2:

(i) Within the Smokey Point master plan area;

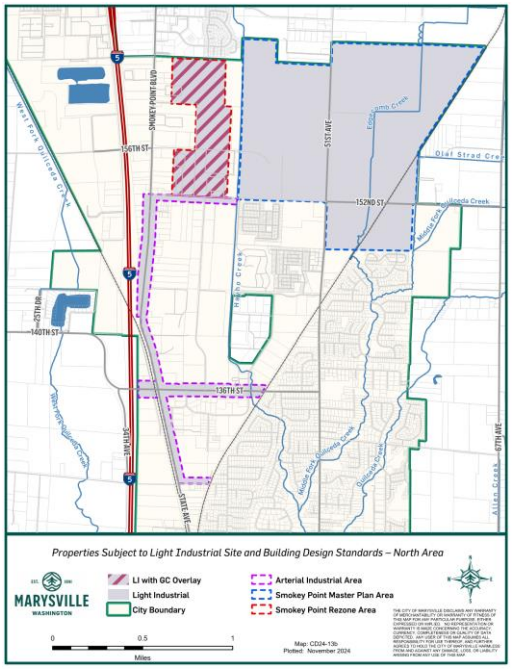
(ii) With a general commercial (GC) overlay;

(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
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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.

Exhibit J

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 (LI-GC) 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.

(2) Site Layout and Building Orientation.

(a) The site shall be planned to create an attractive and functional street edge that accommodates pedestrian access. Examples of ways that a development meets the requirements of this provision are to:

(i) Define the street edge with buildings, landscaping or other features.

(ii) Provide for building entrances that are visible from the street and primary parking area.

(iii) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way.

(iv) Provide building entries that are accessed from the sidewalk; preferably these access ways should be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised and clearly marked.

(b) The front building facade shall be oriented towards at least one street. For sites that front multiple streets, buildings are encouraged to orient towards both streets; provided, that priority shall be given to streets that are more visible and/or provide a better opportunity for increased pedestrian activity as determined by the director.

(c) Passenger vehicle parking should be located in front of the building near the entrance. Commercial vehicle parking should be located behind or to the side of buildings. Passenger and commercial vehicle accesses should be separated where allowed by the city's engineering design and development standards.

(d) Service areas shall be located behind buildings, and screened in accordance with MMC 22C.120.160, Screening and impact abatement. Service courts are encouraged

when the development includes multiple buildings, or as common facilities between sites when access is shared.

(e) Large sites (over two acres) shall provide amenities for employees and visitors such as benches, weather protected seating areas, covered walkways, or other features that are integrated into the site design. On-site open space is encouraged to be provided. The number and type of amenities shall be approved by the director based on site acreage, layout, and end users.

(3) Relationship of Buildings and Site to Adjoining Area.

(a) Where adjacent buildings and neighborhoods are consistent with the comprehensive plan and desired community character, new buildings and structures should consider the visual continuity between the proposed and existing development with respect to building setbacks, placement of structures, location of pedestrian/vehicular facilities and spacing from adjoining buildings. Solar access of the subject and adjacent properties should be considered in building design and location.

(b) Harmony in texture, lines and masses is encouraged.

(c) Attractive landscape transition to adjoining properties shall be provided.

(d) Public and quasi-public buildings and structures shall be consistent with the established neighborhood character.

(4) Landscape and Site Treatment.

(a) Parking lot screening and interior landscaping shall be provided consistent with Chapter 22C.120 MMC. The following criteria shall guide review of plans and administration of the landscaping standards in the zoning code:

(i) The landscape plan shall demonstrate visual relief from large expanses of parking areas.

(ii) The landscape plan shall provide some physical separation between vehicular and pedestrian traffic.

(iii) The landscape plan shall provide decorative landscaping as a focal setting for signs, special site elements, and/or pedestrian areas.

(iv) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.

(v) Where building sites limit planting, the placement of trees or shrubs in parkways or paved areas is encouraged.

(vi) Screening of outdoor service yards and other places which tend to be unsightly shall be accomplished by use of walls, fencing, planting, berms or combinations of these.

(vii) Landscaping should be designed to create definition between public and private spaces.

(viii) Where feasible, the landscape plan shall coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.

(ix) The landscape plan shall provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.

(x) The landscape plan shall use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open spaces.

(xi) Where feasible, the landscape plan shall integrate natural approaches to storm water management, including featured low impact development techniques.

(b) Street Landscaping. Where the site plan includes streetscape plantings, the following guidelines apply:

(i) Sidewalks and pathways should be separated from the roadway by planting strips with street trees wherever possible.

(ii) Planting strips should generally be at least five feet in width. They should include evergreen shrubs no more than four feet in height and/or ground cover in accordance with the city of Marysville landscape standards (Chapter 22C.120 MMC) and Marysville administrative landscaping guidelines.

(iii) Street trees placed in tree grates may be more desirable than planting strips in key pedestrian areas.

(iv) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) are strongly encouraged to unify development.

(c) Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security, and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards:

(i) All public areas shall be lighted with average minimum and maximum levels as follows:

(A) Minimum (for low or nonpedestrian and vehicular traffic areas) of one-half foot candle;

(B) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles; and

(C) Maximum (for high volume pedestrian areas and building entries) of four foot candles.

(ii) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

(iii) Parking lot lighting shall be subject to the provisions set forth in MMC 22C.130.050(3)(d).

(iv) Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

(v) Light levels at the property line should not exceed 0.1 foot candle (fc) adjacent to business properties, and 0.05 foot candle adjacent to residential properties.

All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.

(vi) Uplighting on trees and provisions for seasonal lighting are encouraged.

(vii) Accent lighting on architectural and landscape features is encouraged to add interest and focal points.

(5) Site Design Utilizing Crime Prevention Through Environmental Design (CPTED) Principles. Development that is subject to this section shall incorporate the following CPTED strategies into building design and site layout:

(a) Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.

(b) Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.

(c) Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of

areas as "ownerless" and, therefore, available for undesirable uses. Examples of ways in which a proposal can comply with CPTED principles are outlined in the CPTED Guidelines for Project Design and Review, prepared by the city.

(6) Building Design – Architectural Scale. The architectural scale standards are intended to encourage compatibility of structures with adjacent properties, to help the building fit in with its context, and to add visual interest to buildings.

(a) Facade Modulation. All new buildings shall provide modulation (measured and proportioned inflexion or setback in a building's facade) on facades facing a public street, trail, parking lot, park, or within 100 feet of and visible from a residential use in a residential zone as follows:

(i) Walls over 150 feet long must break up the length of the facade by providing vertical modulation at least eight feet deep and 20 feet long at appropriate intervals (on multistory buildings, the modulation must extend through at least half of the building floors).

(ii) The minimum modulation depth detailed in subsection (6)(a)(i) of this section may be reduced to two feet if tied to a change in color or building materials, and/or roofline modulation.

(iii) The director may consider departures from these standards, provided the proposed treatment meets or exceeds the intent of these standards.

(b) Facade Articulation. All new buildings shall provide facade articulation on facades facing a public street, trail, parking lot, park, or within 100 feet of and visible from a residential use in a residential zone as follows:

(i) Articulation of the building's base, middle, and top.

(A) The "base" shall be distinct at ground level through the use of articulation, or building materials that suggest stability and strength, such as stone, masonry, or concrete.

(B) The "middle" of the building shall be distinguished through a change in material or color, windows, or other architectural features.

(C) The "top" of the building shall emphasize a distinct profile or outline with elements such as a project parapet, cornice, variation in roofline, or other technique.

(ii) At least two of the following articulation features must be provided for every 60 feet of facade:

(A) Window fenestration.

(B) Weather protection.

(C) Change in roofline.

(D) Change in building material or siding.

(E) Vertical piers/columns.

(F) Trellises/art/living wall.

(G) Strong vertical and horizontal reveals, off-sets, or other three dimensional details; or

(H) Other methods that meet the intent of these standards.

Exception: Alternative articulation methods will be considered by the director provided such treatment meets or exceeds the intent of the standards and guidelines. For example, use of high-quality building materials (such as brick or stone) with attractive detailing may allow a building to meet the intent of the standards using greater articulation intervals. Also, where the articulated features are more effective in breaking up the facade into smaller components, then a greater distance between articulation intervals may be acceptable.

(c) Where the view of buildings from trails, parks, or residential zones is obscured due to the provision of high quality landscape screening and fencing, or existing vegetation or structures, the director may waive compliance with this section for the impacted facades.

(7) Building Materials. The building materials standards are intended to encourage the use of a variety of high-quality, durable materials that will enhance the visual image of the city; provide visual interest and distinct design qualities; and promote compatibility and improvement within surrounding neighborhoods through effective architectural detailing and the use of traditional building techniques and materials. The following standards apply:

(a) Building exteriors shall be constructed from high-quality, durable materials. Exterior building materials shall not project or reflect natural or artificial lighting or glare into residential areas. Exterior building materials shall be factory finished, stained, integrally colored, or otherwise suitably treated. Materials may include:

(i) Split face or fluted concrete masonry units (CMU).

(ii) Factory glazed concrete masonry units (CMU).

(iii) Face brick.

(iv) Stone veneer.

(v) Insulated glazing and framing systems.

(vi) Architectural pre-cast concrete.

(vii) Painted or stained site-cast concrete.

(viii) Architectural concrete.

(ix) Factory finished, standing seam metal roofing (for pitched roofs only).

(x) Architectural metal. Metal siding must have visible corner molding and trim, and must be factory finished with a matte, nonreflective surface.

(xi) Alternative materials may be approved by the director; provided, that the design quality and permanence meet the intent of this section.

(b) Prohibited materials in visible locations unless an exception is granted by the director based on the integration of the material into the overall design of the structure:

(i) Highly tinted or mirrored glass (except stained glass) covering more than 10 percent of the exterior of any building, or located at the ground level along the street.

(ii) Corrugated fiberglass.

(iii) Prefabricated metal buildings with corrugated metal siding.

(iv) Plywood siding, including T-111 and similar siding. Board and batten is an exception.

(v) Materials which project or reflect natural or artificial glare onto public streets (e.g., highly reflective sheet metal, etc.).

(vi) Vinyl siding on the ground floor.

(vii) Any sheet materials, such as wood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials as determined by the director.

(8) Blank Walls.

(a) The blank wall standards are intended to: reduce the visual impact of large, undifferentiated walls; reduce the apparent size of large walls through the use of various architectural and landscaping treatments; enhance the character and identity of the city; and ensure that visible sides of buildings provide visual interest. A wall (including building facades and other exterior building walls) is defined as a blank wall if a ground floor wall or portion of a ground floor wall over six feet in height has a horizontal length greater than 50 feet that does not have a significant building feature, such as a window, door, modulation, articulation, or other special wall treatment within that 50-foot section.

(b) All blank walls within 150 feet of and visible from a parking lot or drive aisle (excluding service area parking), public street, trail, park, or residential use in a residential zone shall be treated in one or more of the following measures:

(i) Incorporate windows or doors;

(ii) Install a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 50 percent of the wall's surface within three years; said landscaping shall be subject to a landscape maintenance security held for three years to ensure that the vines or plant materials successfully establish. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;

(iii) Provide a landscaped planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall. Plant materials must be able to obscure or screen at least 50 percent of the wall's surface within three years; said landscaping shall be subject to a landscape maintenance security held for three years to ensure that the landscape materials successfully establish;

(iv) Provide artwork (mosaic, mural, decorative masonry, metal patterns or grillwork, sculpture, relief or other art, etc.) over at least 50 percent of the blank wall surface. Artwork should be located in areas that have good visibility to the public, and artwork, particularly murals, are strongly encouraged to reflect the history and heritage of the city and state;

(v) Provide architectural features such as setbacks, indentations, overhangs, projections, articulated cornices, bays, reveals, canopies, or awnings;

(vi) Provide material variation, textural changes, brick or metal banding, or color changes;

(vii) Other method as approved by the director. For example, landscaping or other treatments may not be necessary on a wall that employs high-quality building materials (such as brick) and provides desirable visual interest.

(9) Building Entrances. The intent of the building entrances standards is to ensure that buildings are inviting and accessible, that entrances are easy to locate, and that pedestrian activity is encouraged.

(a) Distinctive Entrance Treatment. An architectural treatment that is distinctive and proportional to the facade must be provided by the primary building entrance. Distinctive entrance treatments may include, but are not limited to, a more prominent or higher roofline or parapet above the entrance, decorative columns or posts, or equivalent treatment as determined by the director.

(b) Weather Protection. Weather protection at least five feet deep and at least eight feet above ground level is required over the primary building entrances. Weather protection at least three feet deep and at least eight feet above ground level is required over the secondary entrances (applies only to entrances used by the public). Entrances may satisfy the weather protection requirements by being set back into the building facade.

(c) Lighting. Pedestrian entrances must be lit to at least four foot candles as measured on the ground plane.

(d) Visibility and Accessibility. Building entrances must be prominent and visible from the surrounding streets and must be connected by a walkway to the public sidewalk. Pedestrian pathways from public sidewalks to primary entrances or from parking lots to primary entrances shall be accessible, conforming to federal and state Americans with Disabilities Act requirements, and shall be clearly delineated.

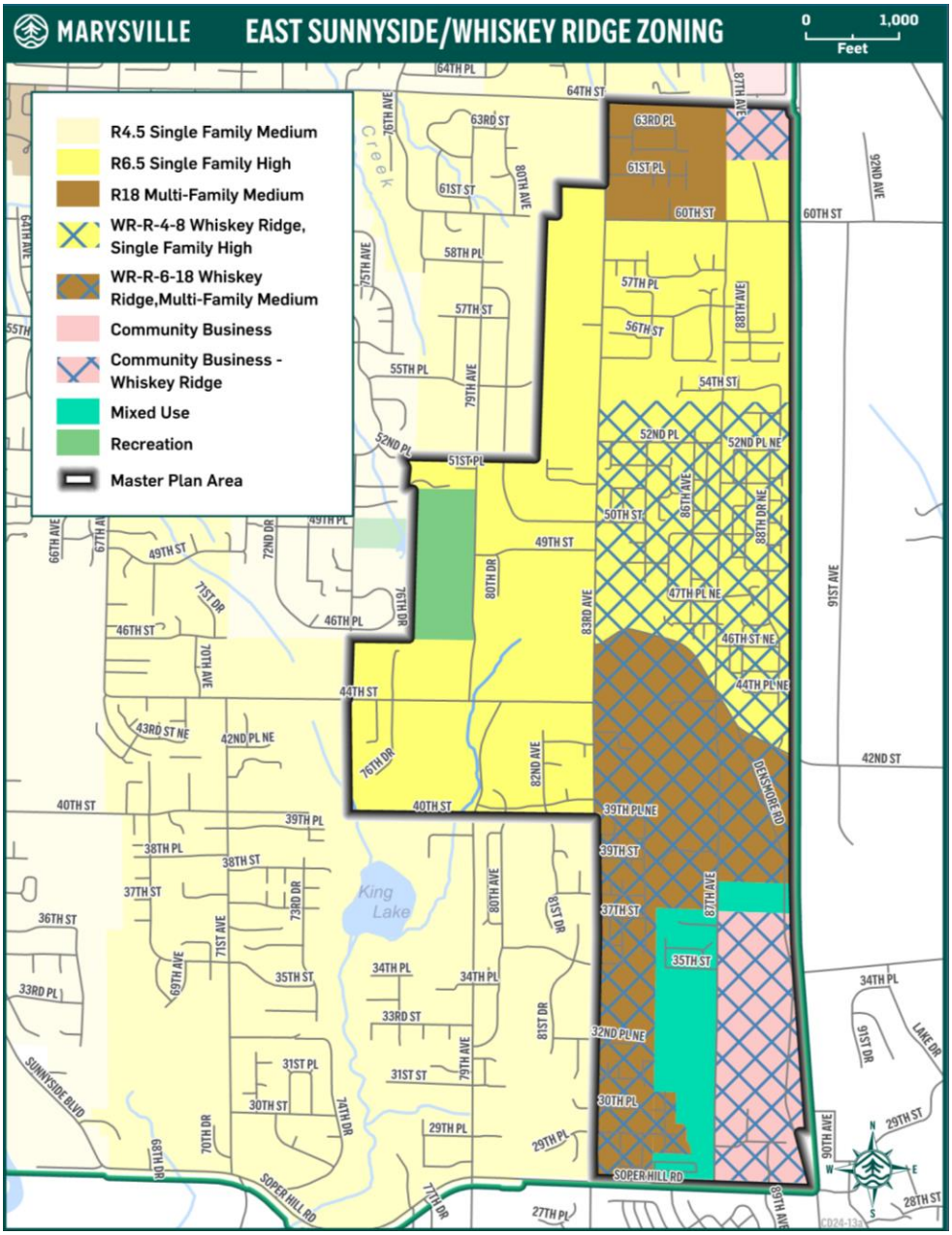
(e) Transparency. Entries must feature glass doors, windows, or glazing (window area) in or near the door so that the visitor and occupant can view people opening the door from the other side.

Exhibit K

22C.070.050 District map.

Figure 2-1 illustrates the location and boundaries of East Sunnyside-Whiskey Ridge area for reference.

Figure 2-1



Click for high-resolution PDF.

Exhibit L

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.

Exhibit M

22C.080.110 Districts map.

Figure 22C.080.110 illustrates the location and boundaries of downtown's zones for reference.

Figure 22C.080.110

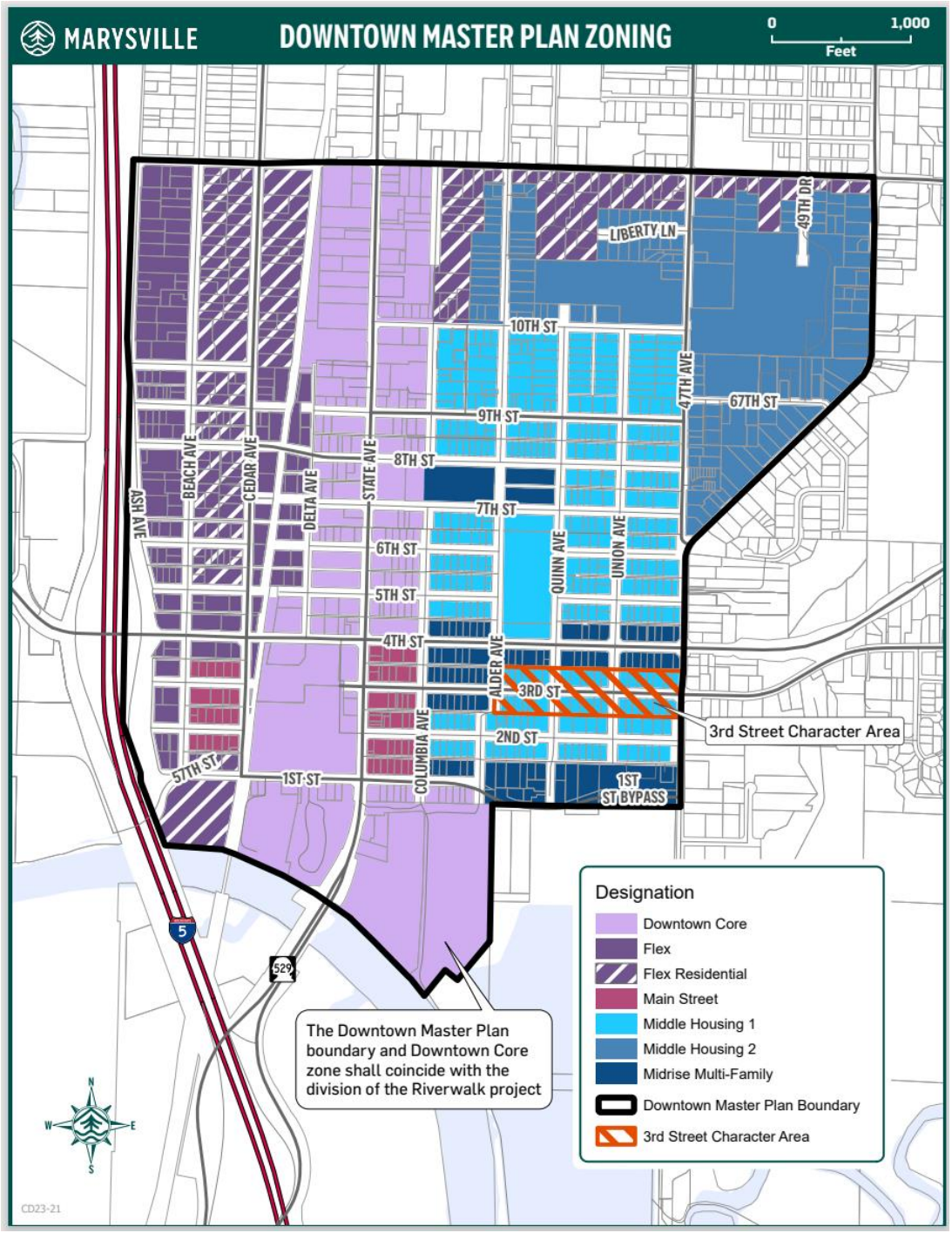


Exhibit N

22C.080.120 Uses permitted in downtown Marysville zones.

(1) Interpretation of Permitted Use Table. The permitted use table in this section determines whether a use is allowed in a zone. The name of the zone is located on the vertical column and the use is located on the horizontal row of these tables.

(a) Permitted Use (P). If the letter "P" appears in the box at the intersection of the column and the row, the use is permitted in the zone. These uses are allowed if they comply with the development standards and other standards of this chapter.

(b) Conditional Use (C). If the letter "C" appears in the box at the intersection of the column and the row, the use is allowed subject to the conditional use review process and approval criteria as stated in Chapter 22G.010 MMC, conditional use approval criteria for that use, the development standards and other standards of this chapter.

(c) Use Not Permitted ( ). Where no symbol appears in the box at the intersection of the column and the row, the use is not permitted in that zone, except for certain temporary uses.

(d) For uses containing a superscript letter (X), refer to the applicable condition in the "Additional Provisions" column to the right.

(e) Additional Provisions. The references, notes, and/or standards in the "Additional Provisions" column apply to all such permitted uses, except for those that apply to particular zones as noted in subsection (1)(d) of this section.

(f) For uses containing a superscript letter (Y) or (Z), refer to the "Notes" that are at the top of the "Nonresidential Uses" section.

(g) Unclassified Uses. See MMC 22A.010.070.

(2) Permitted Use Table. Table 22C.080.120 provides the list of permitted uses in downtown Marysville zones.

Table 22C.080.120

Permitted Use Table for Downtown Marysville Zones

Table legend: ***P = Permitted use*** ***C = Conditional use*** ***No letter = Use not permitted*** **Use Categories**	**DC**	**MS**	**F**	**FR**	**MMF[Y]**	**MH1**	**MH2[Z]**	**Additional Provisions**
Residential Uses								
Dwelling Units, Types								

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**
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.								
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 and F zones. 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.
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

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**
Home, rest, convalescent, or for the aged	P				P			
Residential care facilities	P	P	P	P	P	P	P	
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

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**
								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. [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. [X] Only as an accessory to residential use and subject to the criteria set forth in Chapter 22C.200 MMC
Day care I	P[X]	P[X]	P[X]	P[X]	P[X]	P[X]	P[X]	
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	

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**
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
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.

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**
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 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				

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**
>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								
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	

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**
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.

Exhibit O

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]	455[X,Y]	45[X,Y]	65	35	45	[X] Height may be increased by 1' for each 1' of street and interior setback beyond minimum requirement [Y] Max height is 75' for the SW waterfront parcel, as depicted in Map 3 of the Downtown Master Plan
Minimum density (du/acre)	20		20	20	20	10	10	The director may waive the minimum density requirement for: (a) mixed use projects that provide a wide variety of desirable nonresidential uses; or (b) for sites with unique size, shape, topography, location, critical areas encumbrance, or other feature that precludes the minimum density being achieved. A written justification must be provided by the applicant and is subject to director approval.
Maximum density (du/acre)	None	None	None	None	None	None	None	

Table 22C.080.140

Dimensional Regulations for Downtown Marysville Zones

Measure	DC	MS	F	FR	MMF	MH1	MH2	Additional Provisions
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
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'

Exhibit P

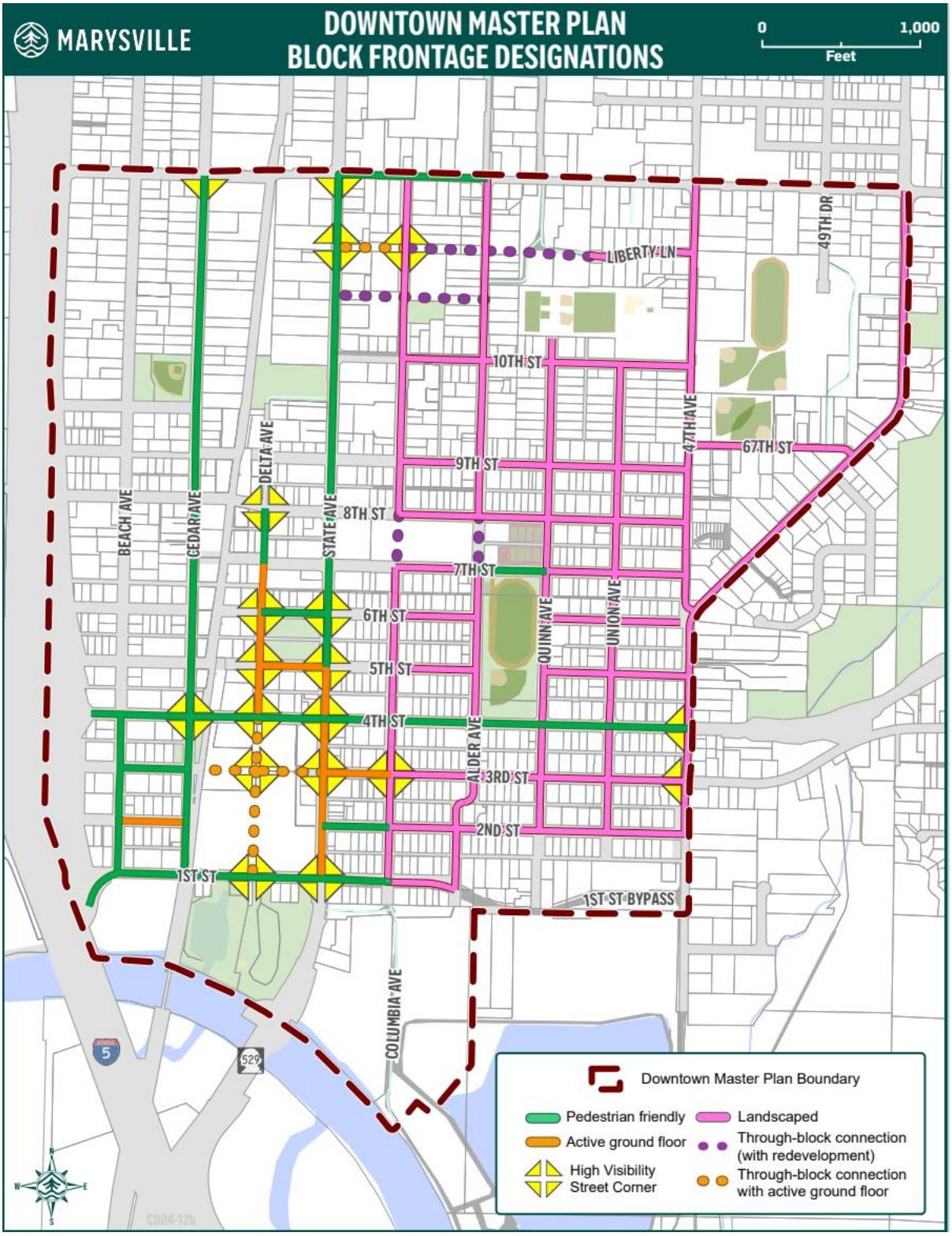
22C.080.305 Block frontage designation map.

(1) Application of Map and Block Frontage Standards. New development fronting on all streets in downtown Marysville is subject to applicable standards in this article based on the block frontage designation of the street.

(2) Sites with proposed new active ground floor or pedestrian friendly block frontage designations: New development shall integrate no less than 75 percent of the length of applicable active ground floor and/or pedestrian friendly block frontages illustrated in Figure 22C.080.305. The alignment of active ground floor and pedestrian-friendly block frontages may be adjusted during the development review process provided the configuration meets the goals and policies of the Marysville downtown master plan. For example, if a site includes approximately 100 lineal feet of an active ground floor designated block frontage and 200 lineal feet of pedestrian-friendly block frontage, the new development shall integrate at least 75 lineal feet of active ground floor block frontage compliant development and at least 150 lineal feet of pedestrian-friendly block frontage compliant development. Developments may exceed the amount of active ground floor and pedestrian-friendly block frontages illustrated in Figure 22C.080.305.

Figure 22C.080.305

Downtown Marysville block frontage designations map.



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CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING THE CITY'S COMPREHENSIVE PLAN BY AMENDING THE 2021 DOWNTOWN MASTER PLAN IN SUPPORT OF THE 2024 COMPREHENSIVE PLAN PERIODIC UPDATE.

WHEREAS, the State Growth Management Act, RCW Chapter 36.70A mandates that cities periodically review and amend development regulations which include but are not limited to zoning ordinances and official controls; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City of Marysville regularly updates development standards to address changing needs and to maintain compliance with changes in Washington State (State) laws; and

WHEREAS, the Marysville City Council adopted the current Downtown Master Plan on September 27, 2021 via Ordinance 3191 and subsequently amended the Downtown Master Plan on November 14, 2023 via Ordinance 3295; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, the City of Marysville has submitted proposed Comprehensive Plan revisions to the Washington State Department of Commerce on August 12, 2024 (Material ID 2024-S-7353) seeking 60-day review under RCW 36.70A.106(1) and in compliance with the procedural requirements of RCW 36.70A.106; and

WHEREAS, City staff have prepared proposed amendments to the Downtown Master Plan in support of the 2024 Comprehensive Plan periodic update, which proposed amendments were included in the environmental review for the 2024 Comprehensive Plan update, and for which a State Environmental Policy Act (SEPA) Supplemental Environmental Impact Statement (SEIS) was issued on October 18, 2024; and

WHEREAS, during a public meeting on September 10, 2024 the Planning Commission discussed the proposed amendments related to the Downtown Master Plan; and

WHEREAS, on November 12, 2024, the Marysville Planning Commission held a duly-advertised public hearing, and recommended that the City Council adopt the proposed Downtown Master Plan amendments; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, during the public hearing on December 9, 2024, the City Council discussed proposed amendments related to the Downtown Master Plan, and recommended approval of said changes; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. The Downtown Master Plan is amended as set forth in **Exhibit A**.

Section 2. The Downtown Master Plan amendments are shown in legislative format for reference purposes as set forth in **Exhibit B**.

Section 3. MMC Section 22A.010.160, entitled "Amendments," is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City's Unified Development Code (all unchanged provisions of MMC 22A.010.160 remain unchanged and in effect):

"**22A.010.160 Amendments**.

The following amendments have been made to the UDC subsequent to its adoption:

Ordinance	Title (description)	Effective Date
_____	Downtown Master Plan amendments supporting 2024 Comprehensive Plan Update _____, 2024"	

Section 4. 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 5. 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 6. 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: _____
TINA BROCK, CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: _____
(5 days after publication)

EST. 1891
MARYSVILLE
WASHINGTON



DOWNTOWN MASTER PLAN

September 27, 2021; amended November 13, 2023

Prepared by:
Makers architecture and urban design
BERK Consulting, Inc.
Perteet
Transpo Group

Acknowledgments

Land Acknowledgement

The City of Marysville acknowledges that the area covered by the Downtown Master Plan 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. Please see the Ebey Waterfront Expansion Project Cultural Resources Survey for more information about indigenous history in downtown Marysville.

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Marysville Community Members

The project team is deeply appreciative of the patience and commitment shown by the many community members of Marysville, especially downtown residents and business owners, who helped shape this plan's vision through an online remote engagement effort in the midst of the COVID-19 pandemic. We look forward to the opportunity to meet in person again as this plan's recommendations move toward implementation.

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1. Introduction

Purpose

The 2009 Downtown Master Plan (2009 DMP) set a vision and strategies for a vibrant, compact, mixed-use urban downtown core. Its study area included properties located north of Ebey Slough, east of I-5, south of 8th St, and west of Alder Ave. The plan identified street improvements and park upgrades to catalyze the envisioned redevelopment. Since 2009, Marysville has completed extensive public improvements, and many more are underway, but has yet to see significant development activity within the Downtown Master Plan area.

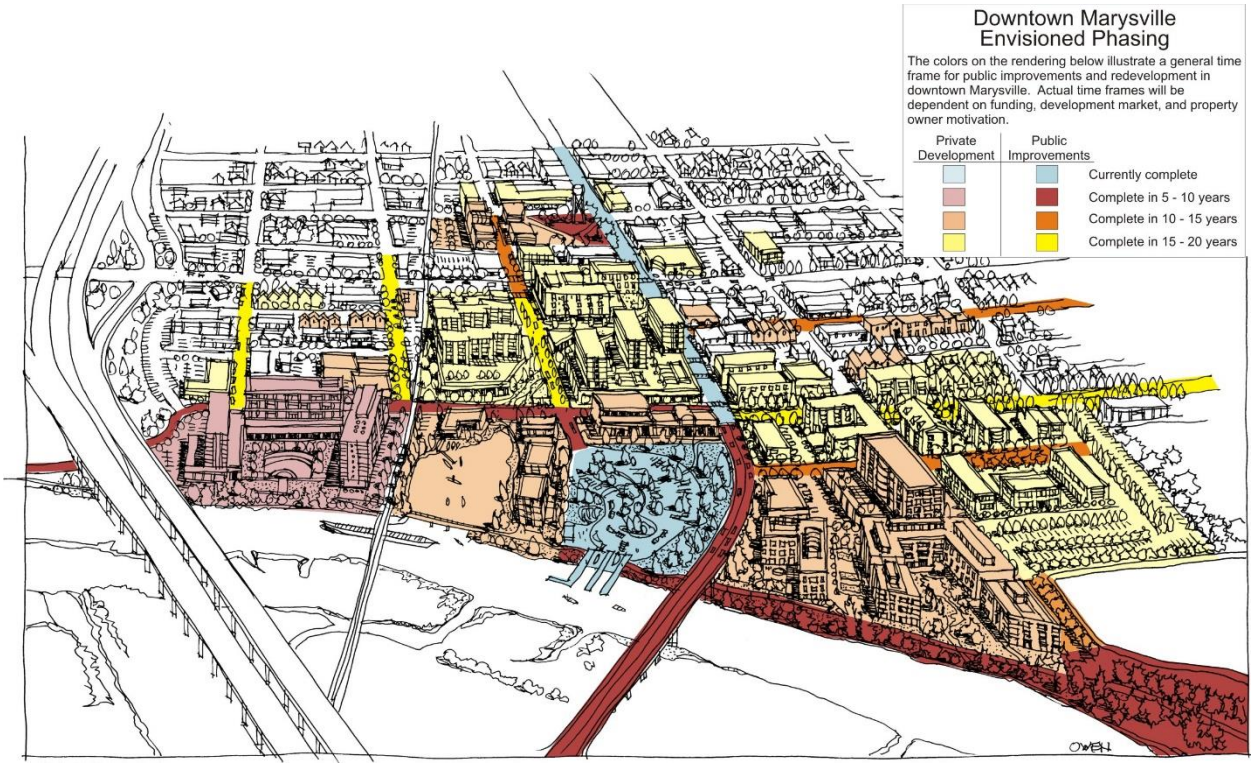


Figure 1. *2009 DMP envisioned public and private investment phasing*

This plan update's purpose is to increase Marysville's residential capacity, streamline regulations, and continue to attract private investment. It expands the downtown study area to explore a wider range of residential options and identify infrastructure and programmatic needs and priorities. This plan's horizon year is 2044.

The City of Marysville (City) received Engrossed Second Substitute House Bill (E2HSB) 1923 (Chapter 348, Laws of 2019) grant funding from the Washington State Department of Commerce for the 2019 – 21 Biennium to assist with this process. The goal is to adopt a subarea plan pursuant to RCW 43.21C.420, a Planned Action pursuant to RCW 43.21C.440(1)(b)(ii), and a form-based code.

Process

Public engagement thus far has included video-conference meetings with the Marysville Growth Management Task Force and online interactive maps and surveys for communitywide engagement.

Engagement Results Summary

Event	Date	What we learned
Growth Management Task Force Survey	May 2020	▪ Top priorities for the Downtown Master Plan are economic development, Land use/ development/community design, and civic/ social/cultural. ▪ The master plan area boundaries should be expanded north to Grove St and east to 47th Ave/Armar Rd/51st Ave. ▪ Retail, services and multifamily are the most desired land uses for downtown. Space for artisan manufacturing is desired as well. ▪ Community concerns about crime, affordability, parking and safety should be considered in plan recommendations.
Growth Management Task Force Meeting 1: Assets, Challenges, and Opportunities	June 2020	Developed list of assets, challenges and opportunities. See page 6.

Growth Management Task Force Meeting 2: Options	July 2020	Updated and revised project goals: ▪ Economic Development – Promote activities and improvements that enhance Marysville's economic vitality. ▪ Land Use, Development, and Community Design – Upgrade the character, identity, and appearance of downtown as the focal point of Marysville. ▪ Civic, Social, and Cultural – Promote activities, improvements, and diversity to foster a sense of community. ▪ Land use – Work towards holistic, well-functioning neighborhoods. ▪ Transportation – Leverage regional investments in transit. ▪ Transportation and Streetscape – Enhance pedestrian and vehicular connectivity throughout downtown and to surrounding areas. ▪ Transportation and Streetscape – Use unified streetscape elements to enhance the sense of identity of downtown. ▪ Land Use, Development, and Community Design – Foster the creation of sub-districts within downtown with their own focus and character.
Social PinPoint Interactive Map 128 unique users 252 comments	Summer 2020	▪ The new Civic Center and related investments are an exciting opportunity to reinvigorate the central part of downtown/State Ave. ▪ Traffic problems on 4th St have been a major issue – 1st Ave Bypass provides an opportunity for these to be addressed. ▪ Investment is needed along the State Ave corridor. Aging buildings, and cluttered signs and driveways are problems. There are similar issues on 4th St. ▪ Traffic calming and/or street safety improvements are needed on Columbia Ave and 51st St. A safe north/south bike route through downtown (east of tracks) is needed. ▪ The Marysville Opera House is popular, but needs more supportive businesses, activities, residences etc. ▪ Ebey Park improvements and waterfront development should be used to leverage and strengthen existing downtown assets and draw more people to the area. ▪ Some participants expressed concern about homelessness/panhandlers/drug use in public spaces, intersections, and core areas.

Social PinPoint Interactive Map: Waterfront Survey 39 responses	Summer 2020	▪ The Ebey Slough waterfront is an underdeveloped asset! ▪ Top priorities for undeveloped waterfront parcels are recreational amenities, leisure amenities like a restaurant, and ecological restoration. ▪ This would be a great area for senior housing. ▪ It's important to strengthen the connection between the waterfront and the rest of downtown with better walking conditions and sightlines.
Social PinPoint Interactive Map: Retail Core + Town Center 47 responses	Summer 2020	▪ The historic 3rd St retail node is charming but lacks variety. ▪ More restaurants and compact open space would attract people to this area. ▪ Nearby cities like Snohomish and Arlington have more lively downtown businesses districts. ▪ The Marysville Town Center Mall (Town Center) has problems. The stores don't meet residents' expectations and the parking lot creates dead space. The Town Center site could be adapted to have a more diverse and complex layout, with some green space, pedestrian-oriented areas etc.
Social PinPoint Interactive Map: Asbery Field 21 Responses	Summer 2020	▪ There's broad interest in the future of Asbery field, though people have a wide range of opinions about preferred uses. ▪ Existing sports and recreation facilities are an important asset and should be maintained. Other popular ideas include space for performances or gatherings
Growth Management Task Force Meeting 3: Action Alternatives	October, 2020	Action alternative goals: ▪ Focus on feasibility – what kinds of development are most likely to "pencil"? ▪ Town Center is key to the success of downtown but may not change for many years. Strategies need to stand on their own and set the stage for success when changes to Town Center do occur. ▪ Artisan/ light industrial spaces are positive but shouldn't compete with the Cascade MIC to the north. ▪ Housing development will drive investment in commercial real estate. ▪ A catalyst project is needed to jump start development.

Developers' Forum	November, 2020	▪ Marysville's assets need to be better communicated and leveraged: ▫ Proximity to expanding job center, Paine field airport, Tulalip outlet malls and casino, outdoor recreation ▫ Walkable downtown with "authentic" character ▫ Family-oriented civic culture ▪ Challenges to infill development: ▫ Distance from Seattle ▫ Smaller parcels with many owners ▫ Public schools need investment ▫ BNSF tracks and railroad traffic ▪ The waterfront sites present a great opportunity for a catalyst project. ▪ Regulatory changes like improving MFTE, reducing parking minimums, adjusting sewer fees, and performing a planned action EIS, would make development more attractive. ▪ Many project costs don't scale with size – 50 units is the minimum size for some developers. ▪ Vacant storefronts on ground floor are much worse than ground-floor residential for street activity. ▪ Port of Everett' Waterfront Place is a good case study: Public private partnership, waterfront redevelopment, with horizontal mixed use.

Review and Adoption Process

- Planning Commission workshops, public hearing and recommendation to City Council
- City Council briefings and Ordinance adoption

2. Concept

Assets, Challenges, & Opportunities

This section describes existing assets and the challenges this plan addresses. Also see Appendix A: Existing Conditions Report for additional detail. The following lists are not meant to be exhaustive but represent the range of downtown Marysville's unique features.

Assets

Activity Hubs & Well-rounded Neighborhoods

- 2nd St streetscape (west of Town Center)
- 3rd St streetscape/independent business district (east of Town Center)
- Albertsons
- El Rey Grocery
- La Michoacana Grocery
- Marysville Town Center Mall
- Safeway Shopping Center (just north of Grove)
- Variety of uses

Parks & Recreation

- Asbery Athletic Field
- Boys & Girls Club
- Cedar Field
- Comeford Park & Spray Park/Water Tower
- Ebey Slough/Ebey Waterfront Park (boating, etc.)
- Ebey Waterfront Trail
- Jennings Park
- Ken Baxter Community Center (at Comeford Park)
- Marysville Skate Center (roller skating rink)
- Marysville Skate Park
- Quil Ceda Creek Casino (just west of I-5 on 4th St (SR 528))
- Strawberry Lanes (bowling alley)

Community, Cultural, & Civic

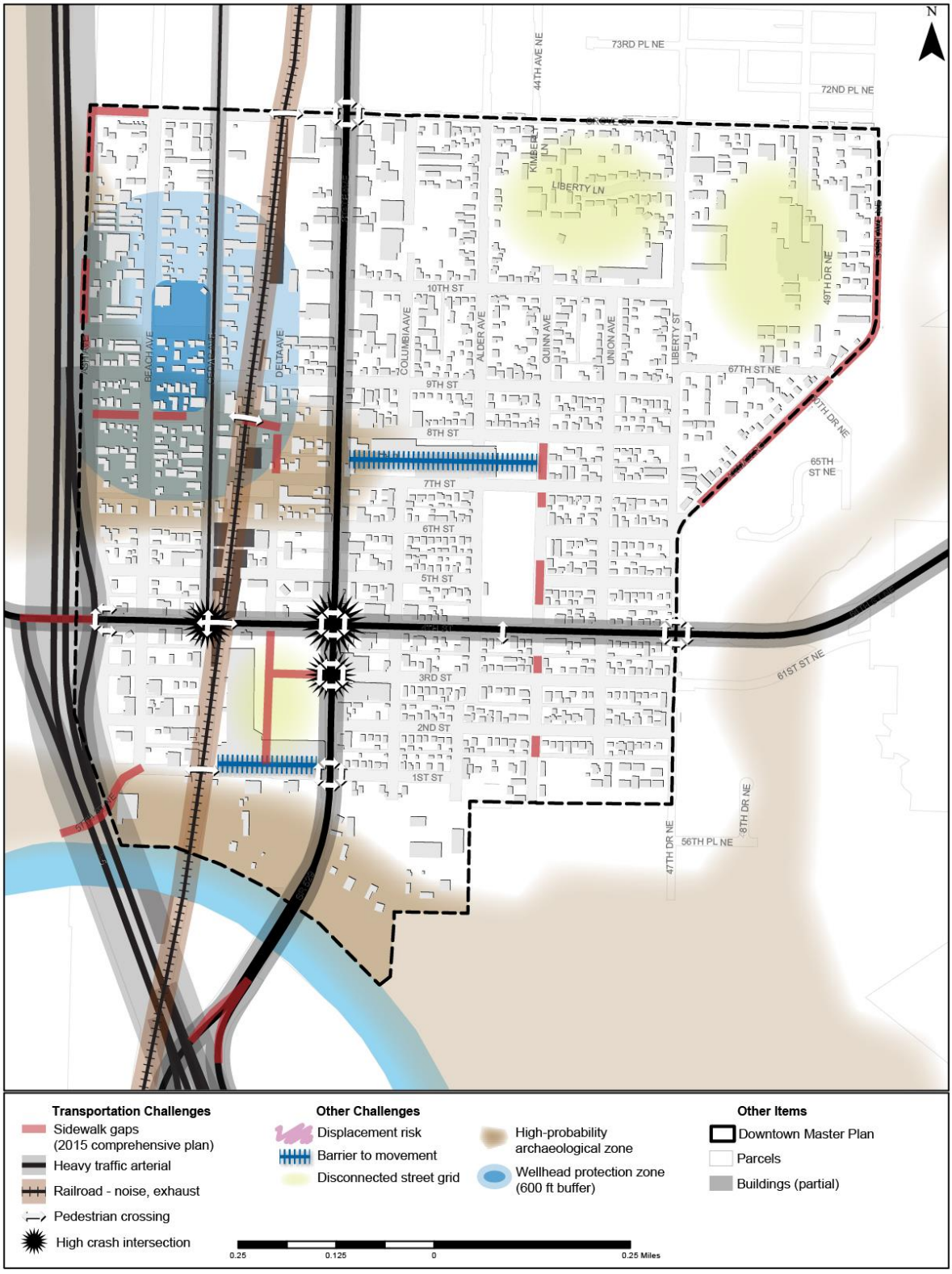
- American Legion
- Future Civic Campus
- Guru Nank Sikh Temple (just east of study area)
- Kingdom Hall of Jehovah's Witnesses (Filipino church)
- Liberty Elementary School
- Marysville Historical Society
- Marysville Middle School
- Northwest Baptist Church
- Opera House
- Proximity to Cascade Industrial Center
- Proximity to Everett Community College and Washington State University Everett
- Reset Church
- Totem Middle School
- Tulalip Tribe's Hibulb Cultural Center (west of study area)

Transportation

- 3rd St and Alder Ave new street design
- Access to I-5
- Access to SR 529 and Everett
- Access to transit
- Cedar and Grove Park and Ride (usually full, serves downtown Seattle routes)
- Marysville Ash Ave Park and Ride (not usually full)
- Marysville Ash Ave South Park and Ride
- Walkable block sizes south of 9th St

Challenges/Constraints

Map 1. *Challenges and constraints map*



General

- Stormwater treatment is needed, but it is challenging to accomplish in portions of Downtown due to a high water table
- Very high risk for archaeologic resources along Ebey Slough and high risk for most of downtown (monitoring is recommended for any ground disturbance below fill)
- BNSF noise, odor, and traffic issues impact livability and development feasibility
- Existing land use policy about locating multi-family near arterials and away from single family
- Low commercial vacancy rates and increasing rents may increase displacement risk
- Poor street lighting, off of the main transportation corridors and especially along east-west roadways where utilities are located in alleys
- Narrow or missing sidewalks
- Limited east-west bicycle routes (except 1st St Bypass, Grove St, and Ebey Waterfront Trail)
- No north-south bicycle routes between BNSF corridor and 47th Ave NE
- Unfunded transportation projects
- Closest high school is 4 miles away (1.5 miles is recommended by Safe Routes Partnership)
- Lack of neighborhood parks/pocket parks/tot lots
- Though no wastewater treatment constraints are for projected growth for next 10 years, need to study conveyance impacts of denser developments to relay improvements costs to developers
- Though no water capacity constraints, need to understand fire flow needs for denser development

Housing

- Aging population may increase need for accessible housing for older adults
- 32% of all households pay more than 30% of their income on housing costs (26% owners, 47% renters) (not as high as other cities)
- Limited home types other than single family houses

- "Redevelopable" area—land values rising faster downtown than home values may increase risk of displacement
- Limited multifamily development in past 20 years, particularly within the 2009 Downtown Master Plan boundary
- Rents lower than in rest of city, possibly due to age of buildings
- Lack of housing options, especially for retail and service workers (1/2 of people living in study area work in service industry)
- Regional job and population growth may increase demand for affordable housing
- Pandemic-related housing needs

Westside Neighborhood

- Wellhead in northwest quadrant—uses may be restricted in 26-acre area
- BNSF corridor as barrier, train traffic increasing
- I-5 air quality and noise impacts (westside neighborhood and BNSF sliver)
- Cedar Ave truck route

BNSF Sliver

- Triangular parcels near BNSF corridor
- BNSF noise and odor impacts

4th St

- 4th St pedestrian environment
- 4th St truck route
- High collision intersections: 4th St/Cedar Ave, 4th St/State Ave (4th St may improve with new 1st St bypass)

State Ave

- Pedestrian environment, constrained ROW
- High collision intersection: 3rd St/State Ave

Town Center

- Lack of private redevelopment at Town Center due to stability of anchor tenants
- Disconnected from adjacent land uses, especially to the west because of the BNSF corridor

Waterfront

- 200 ft Shoreline High Intensity Environment designation

Downtown Neighborhood

- Totem Middle School—barrier to north-south movement and pedestrian environment on State Ave



Figure 1. *Downtown Marysville with Mt. Pilchuck in the background.*

Opportunities

General/Throughout

- Ample publicly owned land
- Gateways into downtown
- Continue trend of mixing multiplexes and multifamily with single family (more mixing has occurred north of 9th; greater opportunity south of 9th)
- Activate parks and commercial areas with denser housing
- Surplus of on-street parking. In 2007, utilized around 50%, and less during pandemic; explore other uses such as street dining and parklets

Utilities

- City's LID study
- Regional stormwater facility will be constructed in 2022 to increase development feasibility
- Fire District achieved Class 3 rating in 2020, may lower insurance premiums
- Consider low flow toilets, grey water re-use, and water-efficient systems to reduce demand on water treatment system and water source
- Coordinate PSE's polyethylene pipe replacement and repair of cross-bored sewer lines with other infrastructure improvements
- Consider a "Master Utility Plan" to identify specific utility needs where higher densities proposed
- Consider development/building codes that enhance utility efficiency (e.g., water and energy efficiency, take advantage of shallow groundwater with heat-loop concepts)

Waterfront

- Ebey Slough shoreline enhancement west of park to improve water quality
- Extend waterfront experience/access west of park
- Former Crown Mill site redevelopment potential
- Potential for redevelopment along shoreline (City-owned sites, actively attracting developers)

Town Center/Downtown Core

- Extend water features/habitat into downtown (as shown in original Downtown Master Plan redevelopment concept)
- Pocket parks/pedestrian seating
- New Community Transit *Swift* Bus Rapid Transit (BRT) service expected by 2027/2028
- The 1st St bypass relieves traffic on 4th St

Westside Neighborhood, BNSF Sliver, & Entertainment

- Westside neighborhood and BNSF sliver—potential for affordable commercial space
- Opportunity to improve image from freeway (Comprehensive Plan policy)
- Acquire Class B water system and provide municipal water to wellhead protection zone (improve development feasibility)

Downtown Neighborhood

- Potential for Totem Middle School to redevelop in the long term
- Asbery Field could serve as a neighborhood park and provide walking/rolling paths
- "Redevelopable" area east of downtown core

North State Ave

- Make use of Community Transit's new *Swift* BRT service and leverage redevelopment opportunities adjacent to future *Swift* stations in the vicinity of Grove St and 4th St

Goals and Objectives

The following updates to the 2009 Downtown Master Plan goals and objectives are based on community (interactive map and surveys) and Growth Management Task Force (survey and discussion) engagement. These goals and objectives will be used as criteria to evaluate and refine the action alternative.

Land Use, Urban Design, & Economic Development

Goals

1. Promote activities and improvements that enhance Marysville's economic vitality.
2. Upgrade the character, identity, and appearance of downtown as a vibrant focal point of Marysville.
3. Promote neighborhoods with a mix of activities to live, work, play, educate, and thrive.
4. Encourage land uses that support and make use of transit and non-vehicular modes of transportation.
5. Encourage a variety of housing options to support current and future Marysville residents.
6. Foster subdistricts with their own focus and character.

Objectives

Redevelopment

1. Anticipate and plan for redevelopment options for City-owned and other key properties:
    a. **Town Center.** Spur investment and/or redevelopment in Town Center to become a central node with pedestrian connectivity, public space, local businesses, services, and residences.
    b. **Waterfront.** Catalyze development on City-owned waterfront properties.
    c. **Properties near Civic Campus and Comeford Park.** Encourage development that connects the Civic Campus, historic retail core, and Town Center.
2. Recommend key catalyst projects to spur private investment downtown.

3. Establish form-based code (development regulations based on the human experience of a building's exterior rather than its interior use) to direct new development to meet public and private objectives and provide graceful transitions between higher and lower intensities.
4. Reduce barriers (e.g., cost of development, land use and development regulations) to desired development.
5. Set parking regulations that balance development feasibility, parking impacts on the public realm, downtown resident and user parking needs, and downward trend in single-occupancy vehicle (SOV) use to ensure development provides adequate parking.

Housing

6. Increase the number and variety (e.g., duplex, triplex, small apartment) of downtown home types.
7. Increase the number of senior housing units.
8. Address concerns about apartments and other higher density home types, such as crime, parking, and traffic impacts.
9. Ensure that home types meet needs of newer Marysville residents.

Districts

10. Support the 2nd/3rd St historic downtown core.
11. Build on the success of the Opera House and foster an entertainment district.
12. Find opportunities to leverage the BNSF railroad corridor as an amenity, and address noise and odor impacts.
13. Strengthen visual connections between the waterfront, Town Center, historic retail core, entertainment district, and civic campus.

Economic Development

14. Support small and independent businesses, especially during the COVID-19 pandemic recovery.
15. Prevent or minimize small business displacement.
16. Attract more restaurants, shops, fitness opportunities/activities, and services.
17. Attract and support local farm to grocery, farmers market, and restaurant options.
18. Support office, light manufacturing, artisan, distribution, and makerspace types of land use.

Aesthetics

19. Improve the appearance of State Ave.
20. Improve the appearance of downtown from I-5.
21. Improve the appearance of 4th St.
22. Improve the appearance of downtown, preserving desirable historic character and increasing businesses' and residences' pride of ownership.

Transportation

Goals

1. Prioritize and leverage transit.
2. Enhance multimodal connectivity throughout downtown and to surrounding areas.
3. Improve transportation connectivity to facilitate access and handle continued growth.
4. Use street design to enhance downtown's identity.

Objectives

1. Design streetscape improvements that encourage pedestrian activity, connect the downtown, incorporate stormwater management facilities, and spur development in downtown.
2. Improve conditions and connections throughout downtown for people walking, biking, and rolling.
3. Improve the pedestrian environment on State Ave.
4. Create a north-south and an east-west bicycle route.
5. Respond to new traffic patterns following opening of the 1st St Bypass.
6. Respond to changing commute patterns following a work-from-home trend and interests of changing Marysville demographic.
7. Slow down traffic on neighborhood streets.
8. Provide additional grade-separated railroad crossings where possible for increased connectivity, and improve safety of existing railroad crossings.
9. Address micromobility, curb space, and transportation network company needs to support transit use and alternatives to single-occupancy vehicles (SOVs).

Community Livability

Goals

1. Promote activities and improvements to foster a sense of community and celebrate Marysville's diversity.
2. Improve access to parks, trails, and open spaces to enhance quality of life and environmental quality in the downtown study area.

Objectives

1. Encourage property upkeep, neighborhood block watch programs, volunteer clean-ups, and/or other social capital-building activities to improve neighborhood appearance and reduce the perception of crime.
2. Increase public gathering place, green space, trails, recreation, and urban agriculture opportunities.
3. Complete and improve access to the Ebey Waterfront Trail.
4. Infuse Asbery Field with a variety of programs and potential physical upgrades to support increased use.
5. Support programming and activities (e.g., farmers market) at Ebey Waterfront Park, Comeford Park, new Delta Ave woonerf, and/or other downtown public spaces.

Utilities

Goals

1. Ensure that sewer, water, and other utilities are adequate for potential redevelopment.
2. Enhance environmental conditions, especially the shoreline edge and stormwater quality.
3. Highlight downtown's waterfront location and water system through site and stormwater facility design.

Objectives

1. Use stormwater and utilities investment to catalyze desired development.

Urban Design Framework

This section summarizes the overarching vision for downtown and the plan's major proposals. It is organized geographically, whereas the chapters to follow organize recommendations by topic. Numbers are keyed to the Draft Action Alternative Framework Map (see page 20).

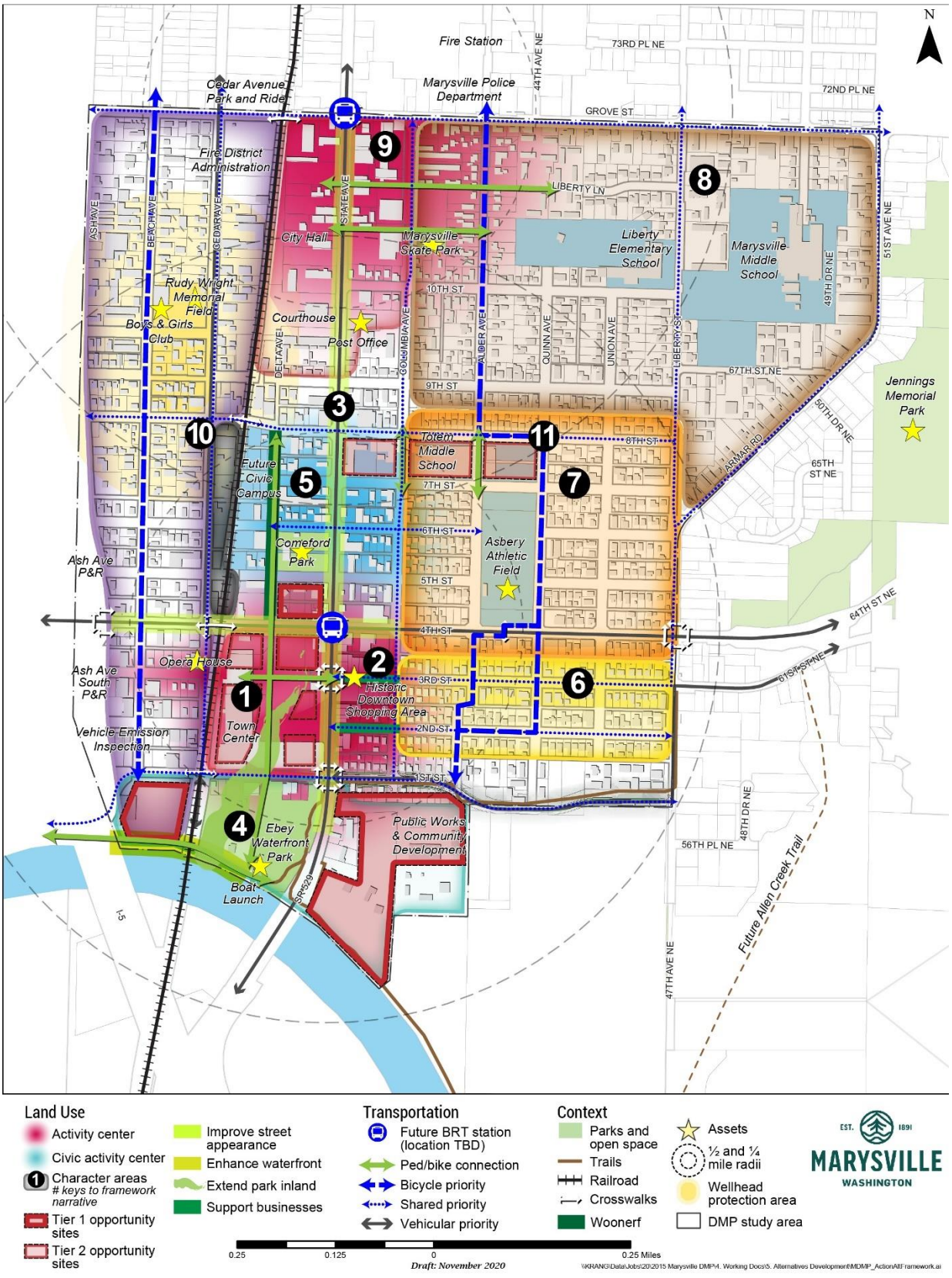
1. Town Center

1. Encourage infill (lateral or vertical) mixed-use development at Town Center in the near term.
2. Encourage full mixed-use redevelopment in the long-term.
3. Allow commercial, residential, and artisan/small workshop and encourage incubator businesses that support the Cascade Industrial Center (CIC).
4. With redevelopment, partner to extend open space inland and extend Delta Ave between the Civic Campus and the waterfront.
5. Actively seek partners, demonstrate the potential future, and incentivize/reduce any barriers to attract private investment and redevelopment.
6. Guide the architectural and site design of any redevelopment to:
    a. Improve the view of downtown from I-5 through skyline, trees, and iconic building forms.
    b. Make train viewing an amenity.
    c. Extend public space between the waterfront and the Civic Center along the Delta Ave alignment.



Figure 3. *Marysville Town Center Mall.*

Map 2. *Urban Design Framework*



2. 3rd/2nd St Old Town

1. Support the 3rd/2nd St historic business district with tenant/facade improvement programs. (Planned LID street improvements on 2nd St, mimicking the improvement to 3rd St, will be completed in 2022.)
2. Carefully consider zoning to balance community interest in small, local businesses, services, and amenities with housing needs. Consider reducing the height limit around 3rd St to minimize displacement of existing commercial space and maintain the transition between the Town Center site and existing residential neighborhoods.
3. Establish pocket parks and other public realm improvements as possible for an active outdoor environment.
4. Locate the southern downtown *Swift* BRT stop at 4th St to centrally serve the full range of downtown nodes—Civic Center, Historic Business District, Town Center, Waterfront, and Entertainment District.

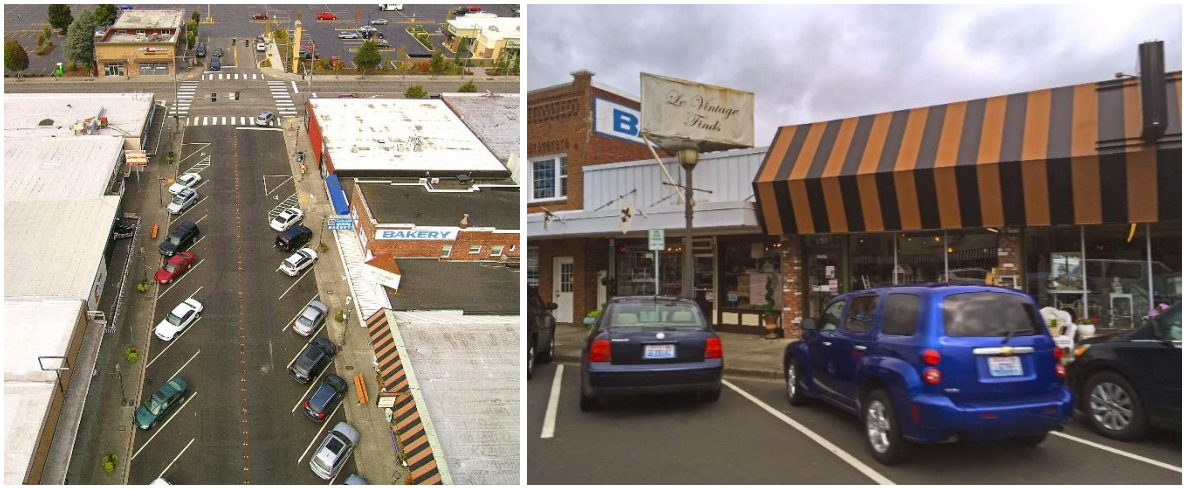


Figure 4. *3rd St Retail Core. Sources: City of Marysville 2020, Makers 2018*

3. State Ave and 4th St

1. Improve State Ave with trees and buffered pedestrian space as possible in the near term and over time with redevelopment. Replace trees as needed, repair/replace aging signals, and provide LED street lighting.
2. Improve 4th St streetscape with decorative lighting and landscaped buffers with redevelopment given reduced traffic volumes due to 1st St Bypass, especially considering the view upon arrival to downtown from I-5. (The 4th St ramp and interchange will be improved by the Tulalip Tribes/WSDOT project.)

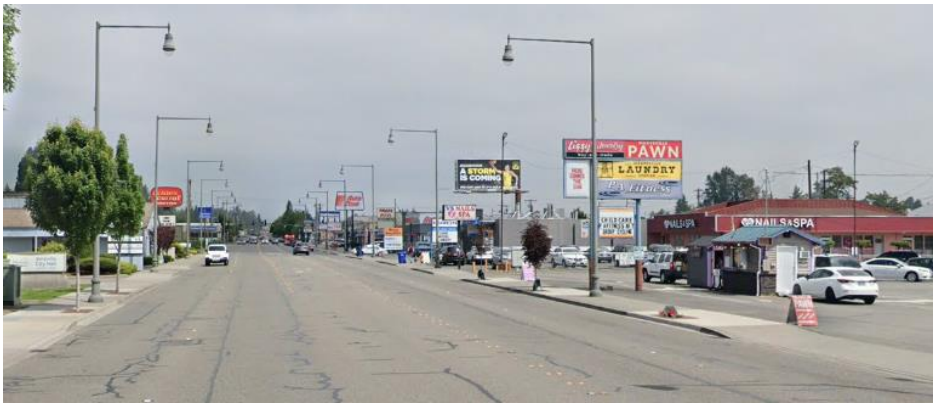


Figure 5. *State Ave. Source: Google Maps. © 2020 Google.*

4. Waterfront

1. Actively seek partners (e.g., Port, Tulalip Tribes) to redevelop waterfront properties.
2. Guide architectural design to consider the view from I-5 (e.g., skyline, iconic building form, trees, and landscaping).
3. When Town Center redevelops, partner with developers to extend open space inland and offer a public connection to Delta Ave. This public-private partnership should result in a linear park connecting the waterfront to the Delta Ave woonerf. The City is currently expanding Ebey Waterfront Park westward to the BNSF railroad corridor.
4. Work with the Tulalip Tribes to extend the Waterfront Trail westward from Ebey Waterfront Park.



Figure 6. *Ebey Waterfront Park boat launch .*

5. Enhance/naturalize the shoreline.

5. Civic Center

1. Leverage recent Civic Center, Delta Ave woonerf, and Comeford Park investments to support redevelopment of other key sites.
2. Add High-Intensity Activated Crosswalk System (HAWK) across 4th St (SR 528) at Delta Ave.
3. Minimize and/or mitigate displacement of existing businesses, nonprofits, and residences.
4. Analyze and prevent/mitigate impacts from the BNSF railroad corridor.
5. Complete missing sidewalks.



Figure 7. *Civic Center rendering with Delta Ave woonerf in foreground.*

6. Historic 3rd St Neighborhood

1. Allow a greater variety of home types while carefully guiding the form to fit in a historic neighborhood. For example, allow duplexes/triplexes/multiplexes that fit the scale and character of historic homes.



Figure 8. *3rd St and Alder Ave in the downtown neighborhood.*

7. Asbery Neighborhood

1. With any redevelopment of the Totem Middle School, restore north-south connections on Columbia Ave and Alder Ave.
2. Coordinate with the Marysville School District to improve Asbery Athletic Field as a multifunctional park, adding or improving sidewalks, trails/exercise opportunities, social gathering, outdoor performance, parking, and pea patch space.
3. Encourage missing middle homes and senior housing throughout the neighborhood.

8. Liberty Neighborhood

1. Encourage missing middle and higher density homes, especially close to transit. Allow the types of development appropriate for the irregular lot sizes and configurations.
2. Include midblock connections with redevelopment to break down large blocks and improve connectivity.

9. North State Ave/Grove St

1. Encourage high intensity redevelopment near transit.
2. Require midblock connections with redevelopment.
3. Leverage the proposed Grove St overcrossing at the BNSF railroad corridor with supportive land uses and walking, biking, and rolling connections.

10. BNSF Sliver and Beach Ave Neighborhood

1. Apply flexible zoning to allow a variety of affordable commercial and residential uses, except car lots/large outdoor sales or storage uses.
2. Treat Cedar Ave as a main thoroughfare for businesses and a pedestrian/bicycle route.
3. Encourage storage, light industrial, and general commercial while prohibiting heavy industrial and certain storage uses near I-5 and the BNSF railroad corridor to reduce air quality, noise, and odor impacts on residences.
4. Consider investing in hook-ups to the City water system to address the wellhead protection zone and support a Beach Ave neighborhood.
5. Consider parking reductions, especially near transit.
6. Require appropriate air filtration in buildings to improve indoor air quality.
7. Respond to changes in regional transit options when considering existing park-and-rides.

11. Multimodal Facilities

1. Add a north-south pedestrian and bicycle facility on Alder/Quinn Ave to make use of low-volume streets, connect to Asbery Field, serve *Swift* BRT stations, and connect high activity nodes.
2. Add an east-west ped/bike priority route to connect the Beach Ave neighborhood across the BNSF corridor to downtown and eastward.
3. Add an east-west pedestrian priority route to connect Civic Campus, Comeford Park, and Asbery Field on 6th St.
4. Continue prioritizing bicycles on Cedar Ave and improve facilities south of 4th St. (The City plans to improve Cedar Ave between 1st St and 4th St in 2021/2022.)
5. Improve shared priority streets for bicycles as mapped (Map 2 and Map 5), prioritizing east-west connections near transit and high activity areas.
6. Carry forward applicable street concepts from the 2009 DMP (see Appendix D).

3. Land Use & Urban Design

This element describes recommended changes to zoning and other development regulations that will shape the types and intensities of land use in downtown Marysville. These recommendations seek to align rules and guidelines with Marysville's vision and goals for its downtown and to leverage the civic investments completed and underway through the past ten years, including the Civic Center campus and improvements to Comeford Park, the 1st St Bypass and other streets, and Ebey Waterfront Park and Trail.

This plan proposes new form-based zoning classifications and concepts, targeted to encourage building types that will strengthen the vibrancy of downtown, bring in new residents and businesses in a walkable environment, and focus development activity around transit and major assets. With limited real estate development in downtown in the past several decades, a major focus of the plan is improving the feasibility of new development through tools like Multifamily Housing Property Tax Exemption (MFTE) and reconsideration of ground floor retail and minimum parking requirements. Specific redevelopment opportunity sites are identified and evaluated with a strategic lens for the role they could play in building upon existing downtown assets. Proposed design guidelines and block frontage designations will help ensure additions to downtown advance the city's goals for an attractive and functional built environment and preserve the fabric of historic areas.

Under these recommendations, approximately 2,600 new homes and 1,800 new jobs are expected in downtown Marysville by 2044. This represents an increase of 694 new homes and 468 new jobs compared to what is anticipated with no action taken.

Location	Existing (2007)		No Action (2035)		Proposed Action (2044)	
	Dwellings	Jobs	Dwellings	Jobs	Dwellings	Jobs
Total	1,683	2,384	3,568	3,744	4,262	4,212
Growth from 2007			*1,885*	*1,360*	*2,579*	*1,828*
Difference No Action					*694*	*468*

Figure 9. *Downtown Master Plan anticipated growth*

Zoning Proposals

This subarea plan recognizes the effort and forethought that went into crafting existing zoning in downtown Marysville and does not propose major changes. However, where land use activity has not met expectations, and to clarify the vision for a larger master plan area than the 2009 DMP boundaries, this plan proposes modest changes to better fulfill the vision for downtown. This plan proposes the following changes:

1) Introduce form-based code to ensure development achieves the desired streetscapes and architectural forms
2) Allow a horizontal mix of commercial and residential uses where a vertical mix was previously required
3) Allow additional housing types in expanded residential areas

The proposed zoning code and design standards allow the types of development that would implement the vision and objectives described in Concept section starting on page 6 and, in particular, the following objectives:

- Improve development feasibility in the downtown core and waterfront
- Allow a greater variety of small housing types in residential zones
- Enhance existing assets:
  - Ebey Waterfront Shoreline
  - Old Town's historic character on 3rd St and 2nd St
  - Human-scaled walkable residential neighborhoods
  - Locally owned businesses
  - Avoid I-5 and BNSF railroad corridor air and noise quality impacts on sensitive uses

What's Controlled & What's Not

These zones primarily control:

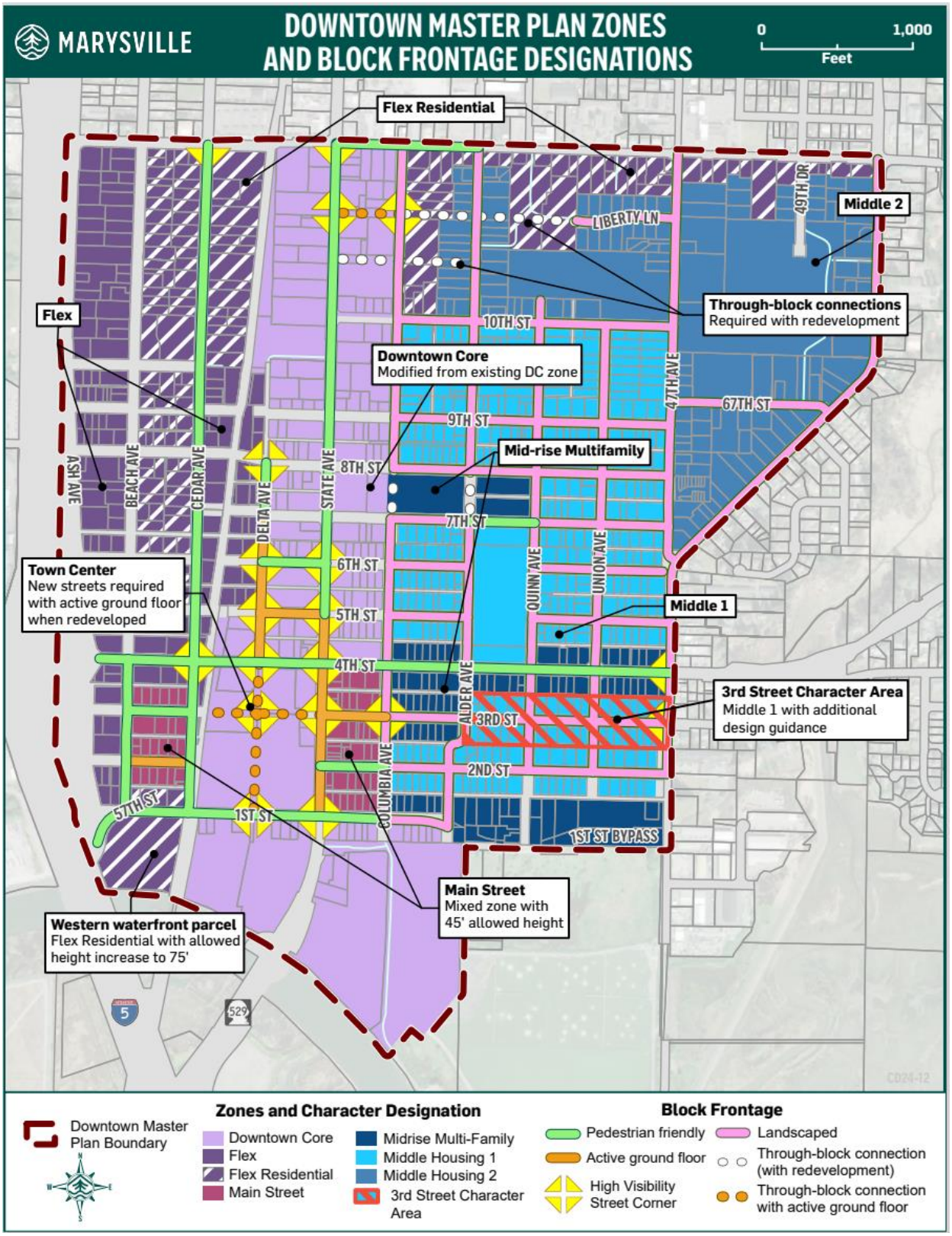
- Building envelope (i.e., height, lot coverage, floor area ratio (FAR))
- Parking amount and location
- Street-fronting building and streetscape elements, particularly on special streets
- Broad categories of land uses
- General building types
- Minimum densities in some cases
- Open space requirements

These zones do not control:

- Specific activities in buildings

The following section describes the specific zone proposals as shown on Map 3. It focuses on the form of buildings and the role they play within an urban environment. Each zone calls out specific types of uses that are preferred or encouraged, which will help planners and community members evaluate the effectiveness of codes and make changes if needed based on outcomes.

Map 3. *Zoning Proposals*



Downtown Core

The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial uses and multi-family residences are allowed. No active ground floor required except on designated streets (see Street Designations).

Prior zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Mid-rise apartments ▪ Office buildings ▪ Walk-up apartments (wood construction)	▪ Maximum height 85 feet ▪ Minimum density 20 dwelling units per acre except as allowed with director waiver ▪ No maximum density	▪ Reduced parking requirements for some uses in small buildings

Land Use

Allowed Uses	Prohibited Uses
▪ Office/commercial ▪ Retail/residential vertical mix ▪ Retail ▪ Multifamily Residential ▪ Light industrial/manufacturing (indoors)	▪ Single Family Residential ▪ Outdoor storage and sales ▪ Industrial ▪ Drive-throughs

Development Examples



Figure 10.*L-R: office building in Newcastle, WA; residential/retail vertical mixed use; stores in Mill Creek, WA*

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, 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.

Prior zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Zero lot-line storefronts ▪ Mid-rise mixed use (with ground floor commercial) ▪ Walk-up mixed use	▪ Maximum height 45 feet ▪ No minimum density ▪ No maximum density	▪ Limited on-site parking requirements for retail uses ▪ No or reduced parking minimum for some uses in commercial buildings less than 10,000 sf gross floor area

Land Use

Allowed Uses	Prohibited Uses

- Retail (conditional use if over 20,000 SF GFA)
- Retail/residential vertical mix
- Office
- Commercial/residential horizontal mix
- Artisan manufacturing
- Single family residential
- Large format commercial
- Industrial and light industrial/manufacturing
- Outdoor storage and sales
- Drive-throughs

Development Examples



Figure 11. *L-R: retail building in Duvall, WA; walk-up apartments above retail; four story midrise apartments above active ground floor in Seattle, WA*

Flex

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

Prior zoning: General Commercial, Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Workshops ▪ Single-story flexible buildings ▪ Small footprint retail/services	▪ Maximum height 55 feet ▪ Minimum residential density: 20 dwelling units/acre except as allowed with director waiver. ▪ No maximum density	▪ Standard parking code

Land Use

Allowed Uses	Prohibited Uses

- Light industrial/manufacturing (indoors)
- Retail
- Office
- Commercial
- Artisan manufacturing/small work shops
- Residential above a ground floor commercial use
- Outdoor storage and sales
- Industrial
- Drive-throughs

Development Examples



Figure 12. *L-R: flexible building in Bozeman, MT; small retail/office building in Seattle, WA; retail shop in converted industrial building in Bozeman, MT*

Flex Residential

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

Prior zoning: Mixed Use

Building Form

Expected Building Types	Development Standards	Parking
▪ Walk-up apartments ▪ Missing middle homes ▪ Workshops ▪ Single-story flexible buildings ▪ Small footprint retail/services	▪ Maximum height 45 feet ▪ Minimum residential density: 20 dwelling units/acre except as allowed with director waiver ▪ No maximum density	▪ Reduced residential parking requirements

Land Use

Allowed Uses	Prohibited Uses
▪ Multifamily residential ▪ Retail ▪ Office ▪ Commercial ▪ Artisan manufacturing/small work shops	▪ Outdoor storage and sales ▪ Industrial and light industrial/manufacturing (indoors) ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 13. *L-R: multi-family building with ground floor workspaces, Bozeman, MT; residential Building in Bozeman, MT*

Midrise Multifamily

This zone encourages dense multifamily 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.

Prior zoning: Downtown Commercial, Mixed Use, Residential-18, Residential-8

Building Form

Expected Building Types	Development Standards	Parking
▪ Mid-rise apartments ▪ Walk-up apartments (wood construction)	▪ Maximum height 65 feet ▪ Minimum residential density: 20 dwelling units/acre, except as allowed with director waiver ▪ No maximum density	▪ Standard parking code

Land Use

Allowed Uses	Prohibited Uses
▪ Medium/high-density Multifamily Residential ▪ Residential/retail mixed use ▪ Small commercial ▪ Office	▪ Industrial and light industrial/manufacturing ▪ Low-density residential ▪ Parking lot ▪ Drive-throughs

Development Examples





Figure 14.*L-R: "four over one" mid-rise apartment building with ground floor shop; four-story apartment building*

Middle Housing 1

This zone encourages small infill housing, especially "missing middle" housing. The zone protects the fine-grained, residential character of historic neighborhoods.

Prior zoning: R-18 Multi-family Medium and R-8 Single Family High, Small – Lot

Building Form

Expected Building Types	Development Standards	Parking
▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Cottage housing ▪ Detached houses with ADUs	▪ Maximum height 35 feet ▪ Minimum residential density: 10 dwelling units/acre except as allowed with director waiver ▪ No maximum density	▪ Parking provided on alley (if present) ▪ Reduced minimum

Land Use

Allowed Uses	Prohibited Uses
▪ Medium density residential ▪ Low-density residential ▪ Small cultural uses (conditional)	▪ Most non-residential uses ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 15. *L-R: modern duplex; townhouses; ADU in Seattle, WA*

Middle Housing 2

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.

Prior zoning: R-18 Multi-family Medium, R-8 Single Family High, Small – Lot, and R-6.5 Single Family High

Building Form

Expected Building Types	Development Standards	Parking
▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Small apartments ▪ Cottage housing ▪ Walk-up apartments	▪ Maximum height 45 feet ▪ Minimum residential density: 10 dwelling units/acre except as allowed with director waiver ▪ No maximum density	▪ Reduced minimums

Land Use

Allowed Uses	Prohibited Uses
▪ Medium density residential ▪ Low-density residential ▪ Small commercial on ground floor of mixed use building located along an arterial street (conditional)	▪ Most non-residential uses ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 16.*L-R: modern six-plex in Seattle, WA; traditional small apartment building in Seattle, WA; Townhouse in Seattle, WA*

3rd Street Character Area

This overlay places design standards along either side of 3rd St between Alder Ave and 47th Ave NE to promote building design consistent with existing character.

Prior Zoning: R-8 Single Family High, Small – Lot

Design standards should address the following elements to maintain a historic character:

- Peaked/gable roofs
- Parking in rear on alley
- Front yard set back
- Traditional materials
- Window design



Figure 17. *Sample guidelines for a corner lot triplex that emphasize traditional Pacific Northwest architectural characteristics and an active relationship with the street*

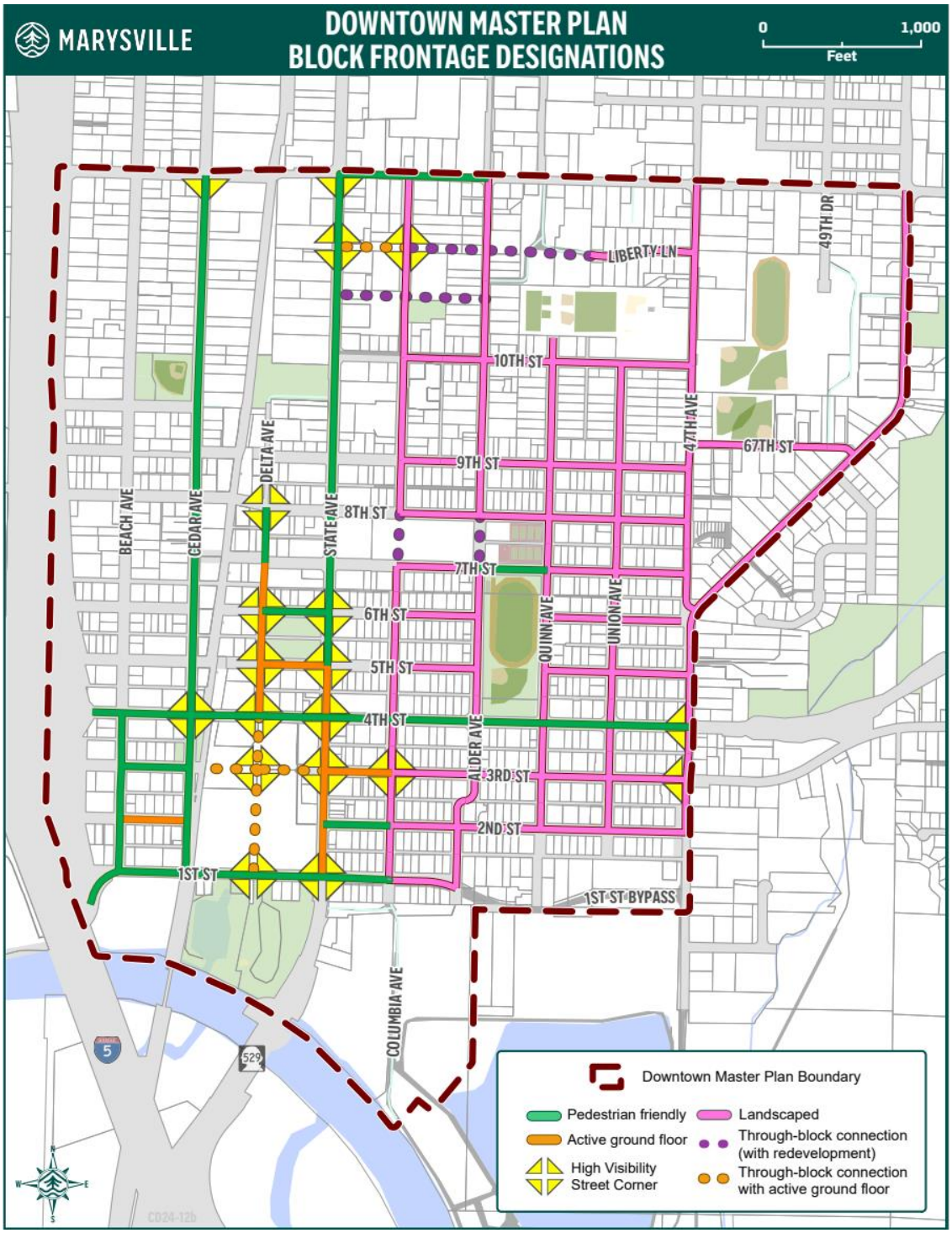
Recommendations

LU-1 Apply form-based code to new zones as shown in Map 3.

LU-2 Apply design guidelines promoting traditional/historic residential character to the 3rd St Character Area.

Street Designations

Map 4. *Street designations and through-block connections*



Block Fronts

The design and orientation of new buildings should foster vibrant neighborhood centers. To accomplish this, alongside form-based zoning updates to create mixed-use, transit-oriented neighborhoods, Marysville should designate certain streets (existing and future at conceptual locations as identified in Map 4) as:

- **Active Ground Floor**. These streets provide a comfortable and engaging experience for people on foot. They feature active ground floors (restaurants, small offices, building lobbies, fitness, retail, artisan manufacturing, etc.) with frequent building entries, 16 foot sidewalks with comfortable space for walking and outdoor dining, and street trees. Active ground floor streets are designated in limited areas to concentrate pedestrian activity and help create more vibrant urban character.
- **Pedestrian Friendly.** These streets create comfortable and safe paths that connect important destinations. They feature wide (8 or 12-foot) sidewalks, street-fronting buildings that may or may not have active uses at ground floor, and street trees. An 8-foot sidewalk is required when the landscape block frontage standards are pursued for properties with a pedestrian-friendly block frontage designation. A 12-foot sidewalk is required when the active ground floor block frontage standards are pursued for properties with the pedestrian-friendly block frontage designation. Ground level residential units along pedestrian friendly streets should have direct street access. Eight (8) feet of sidewalk width shall be located within the public right-of-way with the additional sidewalk width located on private property within a public easement.

These streets will play a critical role in the public realm of downtown Marysville, providing for public gathering places, cafes, bars, fitness, ground floor work spaces that interact with the street, and comfortable places to stroll, wheel, bike, linger, play, and rest.

Through-Block Connections

A foundation of a walkable urban environment is a well-connected street grid. Marysville's downtown benefits from such a grid, especially in the historic core; however, in the north part of the downtown master plan area, large blocks and few east-west connections make it more difficult to access amenities and transit near State Ave. New through-block connections should be created in locations specified on Map 4 as adjacent parcels redevelop.

Recommendations

LU-3 Designate Active Ground Floor and Pedestrian-friendly Streets as mapped on Map 3 as part of the new form-based code.

LU-4 Apply block front design standards to the existing and future streets identified in Map 3 (locations conceptual for future through-block connections). Designations should:

a. Require frequent entries (e.g., every 30 feet) and adequate transparency (windows) to foster a lively street and ensure space for small businesses.

b. Require commercial ground floors on active ground floor streets, while being flexible to allow a range of viable uses (e.g., cafes/restaurants, bars, fitness centers, coworking and cooperative spaces, artisan/small workshops/light manufacturing).

c. Allow commercial or residential uses (where future zoning allows) on the ground floor of active ground floor streets.

d. Encourage flexible ground floor layouts that accommodate small and growing businesses, as they expand and contract, accounting for creative models like condos and co-ownership.

e. Require commercial ground floors to accommodate a range of business and arts uses (e.g., high enough ceilings for a restaurant's ventilation system).

f. Set maximum retail size limits (except for grocery and hardware) or average storefront area or depth to ensure a diversity of sizes.

g. Disallow surface parking lots along primary streets and limit it along secondary streets to side/back/beneath buildings with proper screening.

h. Include wayfinding for pedestrian and bicycle routes.

LU-5 Apply through-block connection standards to new downtown zones to require easements or right-of-way dedication at the designated locations to create routes usable to pedestrian, bicycle, and vehicular traffic where noted on Map 4.

Housing

This section assesses the current status of housing downtown and provides recommendations to achieve the number and type of units desired, including affordable housing. It builds on the zoning proposals section above and add details about housing-specific outcomes.

Status of Downtown Housing

The proposed downtown master plan area currently has 677 single family detached houses, 570 apartments/condominiums, and about 250 duplexes, triplexes, and fourplexes. Housing is dispersed throughout the study area but is the predominant use in the eastern part of the subarea, where historic residential neighborhoods include a mix of detached houses and other building types. Housing production in this area peaked in the 1960s-70s, with minimal development activity in the past two decades.

Dwelling Type	Acreage	Parcels	Units
Single Family Detached Houses	127.3	618	677
Duplex	10.2	46	95
Triplex	2.5	12	42
Quad	6.1	24	96
Multifamily	29.4	38	494
Condominium	4.30	9	76
Total	179.9	747	1,480

Figure 18. *Residential property in study area, by acreage and parcel count. Sources: Snohomish County Assessor, 2020; BERK, 2020.*

Single Family Detached Houses

There are 618 single family parcels in the study area, located throughout the district, and totaling 71% of residential acreage. When adjusted for lot size, single family homes within the study area average about 10% lower in value than homes in Marysville overall. Raw land in the downtown neighborhoods is relatively valuable – for almost 95% of single family detached houses the value of the land is greater than the improvement value (the value of structures and site improvements), indicating potential for redevelopment.



Figure 19. *View looking north up Union Ave, starting at 5th St. Image: Google Maps*

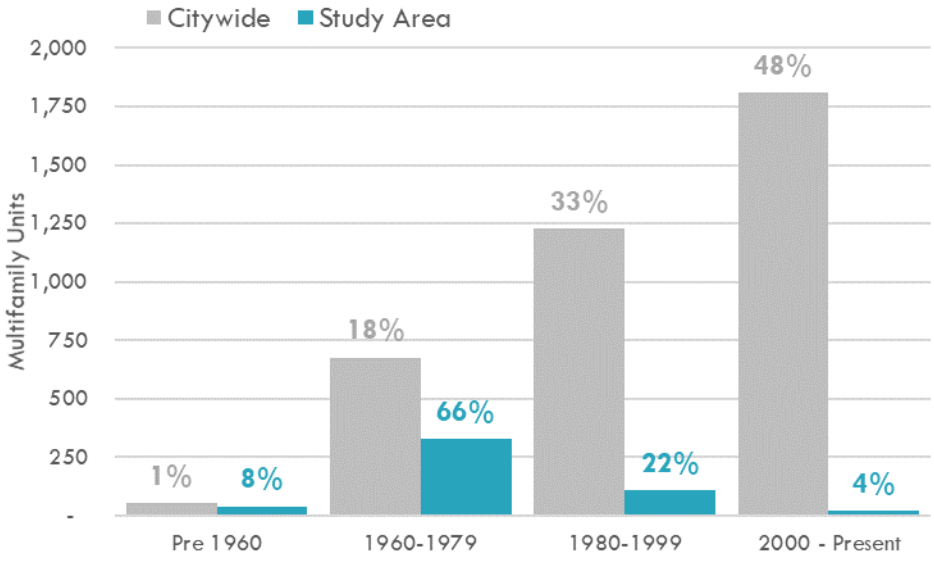
Multifamily Housing

There are 494 units of multifamily housing within the study area. Multifamily buildings in the study area are low-rise styles, up to 3 stories in height, ranging from 2 to 54 units. Most multifamily units are in buildings built in the 1960s and 1970s. There have only been two multifamily developments in the current Downtown Master Plan boundaries within the past 20 years (2000-2020): one 6-unit building built in 2002 and a 12-unit income-restricted affordable housing development constructed in 2009. Rents within the study area are lower than in the city overall, likely influenced by the age of the buildings.



Figure 20. *Properties south of Grove St on 47th Ave Northeast, Image: Google Maps*

Figure 21. *Multifamily units by year built, Marysville and study area (% Total). Sources: Costar, 2020; BERK, 2020.*



Housing Strategy/Desired Outcomes

To provide walkable, sustainable housing options, increase business viability, and add diversity to Marysville's housing stock, this plan supports increased residential development downtown. New housing built near transit stops will reduce automobile dependence and increase Marysville's downtown economic vitality. New homes in established neighborhoods, with excellent walking conditions and nearby amenities, will be places for both homegrown Marysville families and new families.

Housing Incentive Programs

Marysville has several existing programs to incentivize production of affordable and market rate housing downtown:

- Multifamily Housing Property Tax Exemption, Chapter 3.103 MMC: Applies to 2009 Downtown Master Plan study area that is smaller than the study area defined for the Downtown Master Plan Update. The City is proposing to expand the boundary to correspond with the Downtown Master Plan Update boundary and reduce the minimum size of the multifamily development from twenty to ten units in order to qualify for the tax exemption.
- Residential Density Incentives, Chapter 22C.090 MMC, for R-18, MU, and GC zones, e.g. 1.5 bonus units and 30-60 units per five acres for low-income or senior housing, respectively
- Affordable and Supportive Housing Sales Tax Credit Fund, Chapter 3.105 MMC, that identifies funding for acquiring, rehabilitating, or constructing affordable housing, or operations and maintenance costs of new units of affordable or supportive housing, or providing rental assistance to tenants
- These programs should be expanded to cover the new proposed Downtown Master Plan area.

Anticipated Housing Production

With proposed zoning changes, and following City investment in parks and infrastructure, and regional transit investment, housing production is likely to increase in several areas:

- **State Ave Corridor/Downtown Core zone.** Multi-story apartments in the State Ave corridor will become more feasible with the relaxation of ground-floor retail requirements and some parking minimums. The minimum density of 45 dwelling units per acre means that new apartments will likely be at least three stories.
- **Midrise Multifamily zones.** New medium density residential zoning along 1st St, 4th St, and at the Totem Middle School site will allow midrise apartments without ground floor

retail requirements. The minimum density of 45 dwelling units per acre means that new apartments will likely be at least three stories.

- **Missing Middle.** New "Middle Housing" zones in the downtown residential neighborhoods will allow small multifamily building types like duplexes and townhouses. New homes will be added incrementally to the neighborhood over time.

Recommendations

LU-6 Adopt proposed zoning changes to allow a wider range of housing types.

LU-7 Expand the Multifamily Housing Property Tax Exemption (MFTE) area to cover the proposed Downtown Master Plan area. Also see Multifamily Housing Property Tax Exemption (page 54).

LU-8 Explore residential density or height incentive programs for new proposed zoning classifications.

LU-9 Continue using the Affordable and Supportive Housing Sales Tax Credit Fund for acquisition, rehabilitation, and construction of affordable housing; operations and maintenance costs of new affordable or supportive housing units; and rental assistance provisions to tenants.

Redevelopment

This section includes recommendations to achieve the type of development desired beyond zoning changes, particularly at Town Center, waterfront properties, and the block just south of Comeford Park. It describes completed or potential future public realm designs and incentives to spur desired redevelopment.

Potential Redevelopment Sites Vision

Tier 1/Short-term Opportunities

Waterfront

The parcels between 1st St and Ebey Slough represent dramatic and enticing development opportunities. Marysville is actively inviting redevelopment in two phases (see Appendix E: Invitation to Submit Qualifications: Ebey Waterfront – Housing and Retail Development Opportunity and the 5-year Waterfront Strategic Plan):

1. **Phase 1.** A 15-acre site at the southeastern plan boundary including the City's Public Works yard, former Crown Mill property, and portions of residential properties acquired for the 1st St Bypass project.
2. **Phase 2.** A 4.5-acre City-owned former mill site bounded by I-5 and the BNSF railroad corridor.

Both sites front directly on Ebey Slough. The Ebey Waterfront Park and planned expansion (which includes an entertainment venue), the Ebey Waterfront Trail and connection to Centennial Trail, waterfront views, proximity to Old Town (historic 3rd/2nd streets) and Town Center commercial activity make this an amenity-rich area.

With redevelopment, the waterfront properties would transform into a vibrant place with quality housing with an emphasis on affordability options; unique retail, institutional, and/or commercial spaces; entertainment venues; and waterfront trails that change the legacy of a working waterfront into a publicly accessible recreation and community waterfront. Showcasing the environmentally significant Ebey waterfront and Qwuloolt estuary through connected open spaces and viewpoints; providing places for socializing; and fostering a unique sense of place through local businesses, public art, and quality design are major goals from the Waterfront Strategic Plan.

Residential, office/institutional/commercial, and recreational uses are likely to be drawn to the riverfront amenity, park activities, and proximity to highways and transit. The 2009 DMP

waterfront redevelopment vision is still relevant; however, the City is expanding Ebey Waterfront Park westward as shown in Figure 23. The blue outline in Figure 22 marks this area.



Figure 22. *Waterfront redevelopment vision*

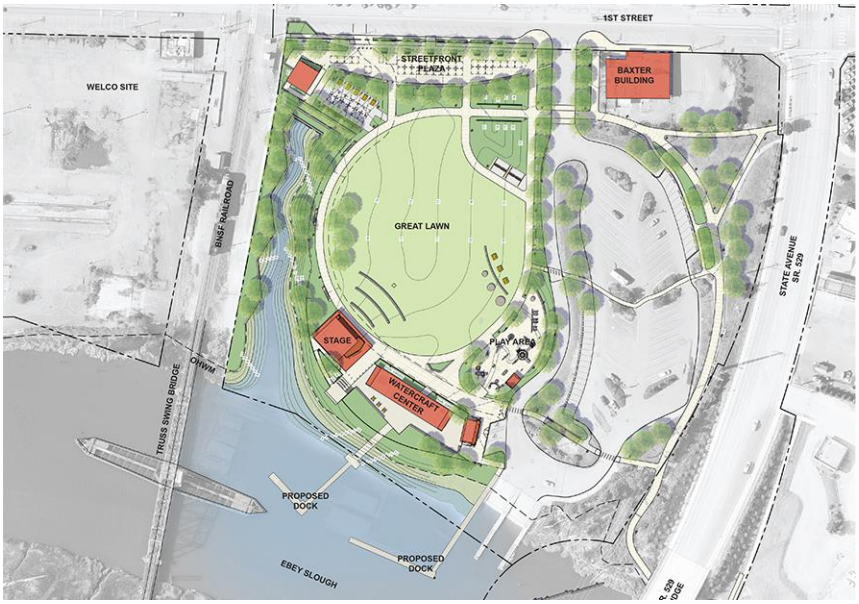


Figure 23. *Ebey Waterfront Park expansion concept*

The drawbacks of the waterfront properties include the freeway, highway, and railroad corridors trisecting the riverfront and producing noise and a sense of intrusion. While residential development will probably be a dominant use, the units will need to be designed to orient away from the intrusions. Also, it is unlikely that residential uses will locate near the wastewater treatment plant. The City's Shoreline Master Program encourages mixed-use development in the area.

Comeford Park Mixed Use Site

The block south of Comeford Park, bounded by Delta Ave, 5th St, State Ave, and 4th St, shows development potential with existing assets, recent City investment, interested property owners, and some City ownership. Comeford Park, the community center, and the new Civic Center and Delta Ave woonerf make this area one of the most pleasant in downtown. The park itself is a classic city "green" with trees, play areas, lawn, iconic water tower, and new spray park. A new *Swift* BRT station will likely serve the 4th St/Comeford Park area starting in 2027/28, connecting the area to Everett and the region. The site's central location within downtown makes it within walking distance of the waterfront and Ebey Park and Trail, Old Town, Town Center, Asbery Field, and the Beach Ave neighborhood.

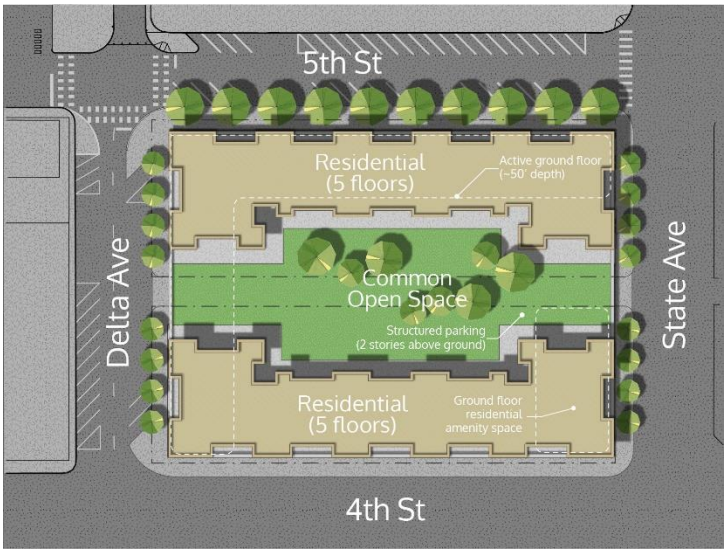


Figure 24. *Example Comeford Park site mixed use redevelopment*

The vision for this block includes residential and commercial uses in one or multiple buildings. The ground floors facing Delta Ave and Comeford Park (5th Street) would include active uses, such as restaurants, coworking spaces, artisan manufacturing, and micro-retail. A residential amenity space may anchor the 4th St and State Ave corner. The public alley may be vacated in exchange for public benefits like affordable commercial space, affordable housing, or improved outdoor seating areas. The additional residences and businesses on the block would enliven the park and woonerf.

The 4th St and State Ave pedestrian environments are currently challenged by narrow sidewalks next to heavy traffic. With redevelopment, wider sidewalks and street trees would improve the human experience. In addition, an improved pedestrian crossing of 4th St and Delta Ave will provide an important connection to the waterfront if Town Center redevelops.

Tier 2/Long-term Opportunities

Town Center

Located between 4th St, 1st St, State Ave, and the railroad tracks, the Town Center Mall provides the bulk of shopping opportunities in the downtown, and is the only place in the study area that features large footprint retail (50,000 SF and up) buildings that are necessary for a super market or department store. While it is not expected that the Town Center Mall will redevelop in the near term, competition from online and outlying retailers, general depreciation of the current buildings, new mixed use development opportunities, capitalizing on the City's nearby park and infrastructure investments, and expiration of existing long-term leases may induce the owners to consider redevelopment in the future.



Figure 25. *Mixed use redevelopment vision for Town Center*

The 2009 DMP envisioned a mixed-use lifestyle center (like U-Village in Seattle) with a reconnected street grid and central open space. The illustration incorporated daylighting of Lost Creek, which would physically and symbolically reconnect Town Center to the lagoon at the former Geddes Marina and the waterfront. This plan updates the vision to maintain a central open space, but due to high archeological risk factors and potential expense, removes the creek daylighting as a required aspect. It is still encouraged if feasible. Also, retail trends have changed dramatically since 2009. Town Center may redevelop with some retail, such as grocery, but other types of commercial uses are expected.

Town Center would most likely redevelop as a whole due to property ownership patterns. However, an alternative scenario could include shorter-term infill development on existing surface parking lots and smaller parcels. This would have the benefit of maintaining existing uses and functions like the grocery, while also seeing street connectivity improvements on any part redeveloping. Infill development would be challenged by having to provide parking for both its new uses and the remaining mall uses. To allow for infill development, this zone should allow horizontal mixing of uses.

Totem Middle School

Totem Middle School is near the heart of downtown Marysville, located on State Ave, just two blocks from the future Civic Center. The school is operated by the Marysville School District, but its buildings are aging, and the district operates another middle school just a half mile away to the northeast. In the long-term, and pending funding, the school district may consolidate middle schools at the Marysville Middle school site, which is less constrained. The Totem Middle School campus occupies 7.2 acres in the core downtown area, with excellent access to transit and amenities.

If this site became available to real estate development, it could support mixed-use 5-7 story buildings near State Ave, and mid-rise apartments and townhouses east of Columbia Ave. This would provide a substantial increase to the downtown population and a boost for local businesses. The Columbia and Alder Ave street grids would reconnect with streets designed primarily for people that also allow slow-moving vehicles.

Middle Housing Redevelopment

Revised zoning in the neighborhoods around downtown to allow "middle housing" would encourage investment in compact, relatively affordable homes within walking distance of downtown amenities and transit stops. Middle-density housing – such as townhouses, duplexes, cottage housing, and small apartments – was traditionally a part of American neighborhoods prior to the 1950's. The neighborhoods east and north of downtown already have buildings of these types, some of which date from before modern zoning ordinances. Middle housing types are at a similar scale as single-family detached housing, but because most middle housing types share walls and don't take up a whole lot, they are cheaper to build and more energy efficient than free-standing houses.

Current parking and access requirements are challenging for this scale of development, especially for parcels that do not abut alleys. The City should consider reducing minimum parking requirements and potentially required driveway widths to increase feasibility and reduce impacts to the human experience along residential sidewalks.

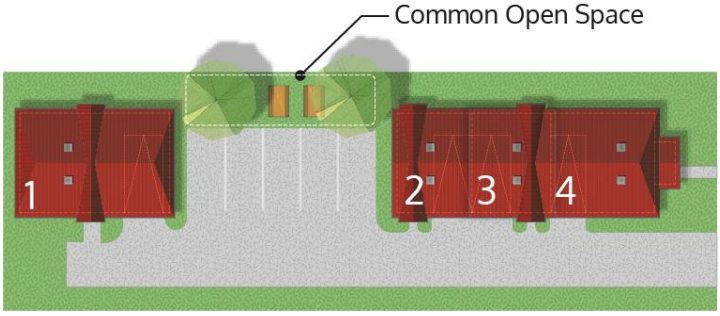


Figure 26. *Sample townhouse site plan on a typical north downtown lot showing modestly reduced parking and driveway requirements*

Encouraging Redevelopment

Parking Minimums

Most cities in the United States apply minimum parking standards to new development to ensure adequate off-street parking is available given the expected use. Because surface parking has significant space requirements and structured parking is expensive to construct, parking minimums have a powerful impact on development feasibility. In some cases, when parking minimums are set higher than actual demand, parking minimums can reduce or prevent real estate development.

In recent years, parking minimums have attracted the attention of state legislators who have reduced the amount of parking that cities can require in places served by frequent transit service for residential uses. Passed in 2019 and 2020, HB 1923 and 2343 placed limits on how much parking cities can require for senior housing, income restricted housing, and market-rate housing near frequent transit in RCW 36.70A.620.

Minimum parking requirements should be reduced in areas where development is most desired. See Proposals for more.

Multifamily Housing Property Tax Exemption

Multifamily Housing Property Tax Exemption (MFTE) is a program that allows property owners or developers in a prescribed area to forgo property taxes for a set period of time in exchange for providing market-rate or affordable rental units. This program helps to stimulate housing production by making it more financially feasible for developers to create new housing.

Marysville's MFTE program currently applies to projects with 20 or more units falling within the 2009 DMP boundary. The property tax exemption lasts 8 years for market-rate units or 12 years if 20% of units are affordable to low- or moderate-income households (unless owner-occupied, then 20% moderate-income is allowed). The program should be expanded to cover the multifamily and mixed-use zones in this plan's study area. In addition, the City should reduce the minimum unit threshold for MFTE eligibility so that smaller-scale projects are eligible.

Ground Floor Retail Requirement

The current Downtown Commercial zone requires ground floor commercial anywhere that multifamily units are proposed with a limited exception for disability-accessible units located to the rear of buildings. Though beneficial for maintaining commercial affordability, this can challenge development feasibility and, in some conditions, result in vacant ground floor space. Focusing active ground floor requirements along key streets allows for some residential-only buildings, which tend to be more financially feasible than vertically mixed-use buildings, especially those with extensive commercial ground floors. In additional, opening up "commercial" to mean a wide range of artisan, coworking, and small manufacturing uses in addition to the traditional retail and restaurant street-level uses would allow flexibility for changing market trends and support a vibrant, diverse downtown.



Anthem Park (Source: MAKERS)



University Village (Image base source: Google Maps)

Figure 27. *Horizontal mix of uses*

Middle Housing

New zoning classifications proposed in this plan would eliminate barriers to middle housing production in the residential neighborhoods of downtown. The proposed Middle Housing 1 and Middle Housing 2 zones would allow more housing types than are currently allowed under either the R-8 or R-18 zones and remove dwelling unit density provisions. To best optimize these zones, the City should also consider reducing parking and access requirements to maximize the site and reduce the impact of spaces designed for automobiles.

Planned Action EIS Expansion

This plan's associated Supplemental Environmental Impact Statement (SEIS) analyzes environmental conditions, potential impacts, and mitigation measures proposed for this study area. A Planned Action SEIS performs an upfront, detailed, comprehensive environmental analysis for the study area. By providing this analysis during the planning process, individual projects do not have to do extensive SEPA analysis and are exempt from SEPA appeals,

thereby streamlining permit review and reducing legal risks to individual projects. It can reduce development costs and attract development.

This DMP update expands the Planned Action area to this plan's study area. The Planned Action Ordinance should outline mitigation commitments and requirements.

Unique Identity and Sense of Place

A variety of small local businesses, waterfront location, wealth of parks and cultural institutions, human-scale grid pattern in many areas, and range of neighborhood centers with different foci (e.g., historic main street, Opera House, Civic Campus, Waterfront, residential/commercial Beach Ave neighborhood) bolster Downtown Marysville's unique sense of identity. To continue building Marysville's image and storyline, public and private investment should all work toward a common goal of places that are "unique, eclectic and artistic that highlight the resilient, independent, and authentic character of the community and its residents" (2021 Waterfront Strategic Plan, p 11). This includes updating design standards (see Zoning Proposals and Street Designations recommendations); supporting local, independent businesses (see Displacement Prevention for affordable commercial space strategies); and integrating public art and unique wayfinding into streets, trails, parks, and places.

Recommendations

LU-10 Continue promoting development sites and seeking partners (e.g., Port, Tulalip Tribes). Market recent investments—Ebey Waterfront Park expansion, Civic Center, Delta Ave woonerf, 1st St Bypass, 1st and 3rd St LID/beautification, and other nearby street improvements to spark interest.

LU-11 Actively facilitate a few catalyst projects (e.g., the block south of Comeford Park) to gain momentum and demonstrate rent capabilities while also preventing displacement (see Displacement Prevention on page 58). Also see the Waterfront Strategic Plan's catalyst projects.

LU-12 To improve development feasibility, remove the ground floor commercial requirement for multifamily buildings and instead focus the active ground floor requirement on key streets (see Street Designations on page 41). Include a wide range of allowed commercial uses.

LU-13 Expand the MFTE boundary to include the DMP study area's residential and mixed use zones.

LU-14 Reduce the MFTE unit threshold from 20 units to 10 units so that smaller projects can receive the tax benefit.

LU-15 Reduce minimum parking requirements where development benefits from transit investment and proximate resources and amenities.

LU-16 Market the benefits of the Planned Action SEIS such as reduced SEPA review and risk for developers.

LU-17 Consider reducing required driveway widths for middle housing types.

LU-18 Create an Arts Policy and integrate public art into public buildings, parks, and the public realm.

Displacement Prevention

Marysville envisions transformational redevelopment to achieve a lively, attractive downtown. However, downtown is already rich with a diverse range of small businesses and non-profits and many residences. Preventing or minimizing small business, nonprofit, and residential displacement will be important for serving Marysville's existing community and maintaining integrity to its roots.

Because of this plan's recommendation to reduce ground floor commercial requirements to a few key streets, paired with the vision for extensive redevelopment, maintaining affordable commercial space is of concern. As shown in the Assets list (page 6), downtown has businesses and service organizations making use of small, affordable commercial spaces. They are important for building and maintaining a sense of community and belonging, adding vibrancy to the public realm, and attracting locals and visitors. Around the region, as these kinds of places redevelop, existing businesses and organizations struggle to find comparable places with rents that work for their business model. Encouraging redevelopment to provide affordable commercial space, and considering business relocation needs and assistance, will be important to supporting Marysville's community.

Residential displacement, though a risk, is slightly less of a concern because of the overall large increase in units. However, the region is generally failing to meet its need for housing for extremely low-income households. See Housing Strategy/Desired Outcomes (page 47) for ways to encourage housing production and the range of housing types needed.

Recommendations

LU-19 Alter development standards and allowed uses in Old Town (3rd/2nd St) to minimize displacement of existing commercial space and maintain the transition between the Town Center site and existing residential neighborhoods.

LU-20 Apply building design standards to require a "flex shell" ground floor that is ready-made to accommodate small, start-up, microbusinesses, and nonprofits to reduce their initial financing needs. These include frequent entries, transparency, depth or size limits or averages, and ceiling height that accommodates commercial kitchen HVAC and arts uses.

LU-21 Explore partnerships with quasi-public entities (i.e., the Port and preservation and development authorities) and nonprofits (e.g., community land trusts, business incubators) to creatively expand commercial affordability options.

LU-22 Consider offering incentives to developers that retain current businesses or offer business relocation assistance.

LU-23 Develop a first right to return program for businesses and residents displaced by redevelopment.

LU-24 Consider establishing an inclusionary housing requirement that new mixed-use and multifamily development incorporates affordable housing or pays an in-lieu fee.

LU-25 Explore additional programs to minimize and/or mitigate displacement of existing businesses, nonprofits, and residences, especially in the Civic Center area.

4. Transportation

The transportation network consists of vehicle, bicycle, pedestrian and transit facilities. The recommendations provided for the downtown are intended to help achieve the goals and objectives related to transit, multimodal connectivity, and enhanced street design and streetscape.

Network classifications are one of the key implementation tools establishing priorities for how the transportation system is used and constructed. It is unreasonable and uneconomical to build each street to accommodate every function and user and so priorities must be set. The Functional Classification (i.e., highways, arterials, collectors, and local streets) identifies whether mobility or access to parcels is a priority for each street. The Truck Route Classification identifies routes that should be designed to accommodate regular truck activity. The City already has functional and truck route classifications for the corridors within the Downtown, and these would not change with this DMP. The Travel Context Classification is another tool for identifying whether automobiles, transit, bikes, or pedestrians are the priority for each street. This plan identifies Travel Context Classifications along key facilities within Downtown to support the additional densities proposed.

The following describes the three Travel Context Classifications recommended in this plan:

- **Bike/Pedestrian (Ped) Priority Classification** – The Bike/Ped Priority class emphasizes bicycle and pedestrian mobility over other modes. Posted vehicle speeds would be lower and the number of vehicle lanes would be minimized.
- **Shared Priority Classification** – The Shared Priority class represents corridors where vehicle mobility is balanced with nonmotorized travel comfort.
- **Vehicular Priority Classification** – The Vehicular Priority class emphasizes automobile and transit mobility over other modes. Pedestrian and bicycle facilities are focused on facilitating local access; however, overall non-motorized travel would be more comfortable on alternate parallel routes.

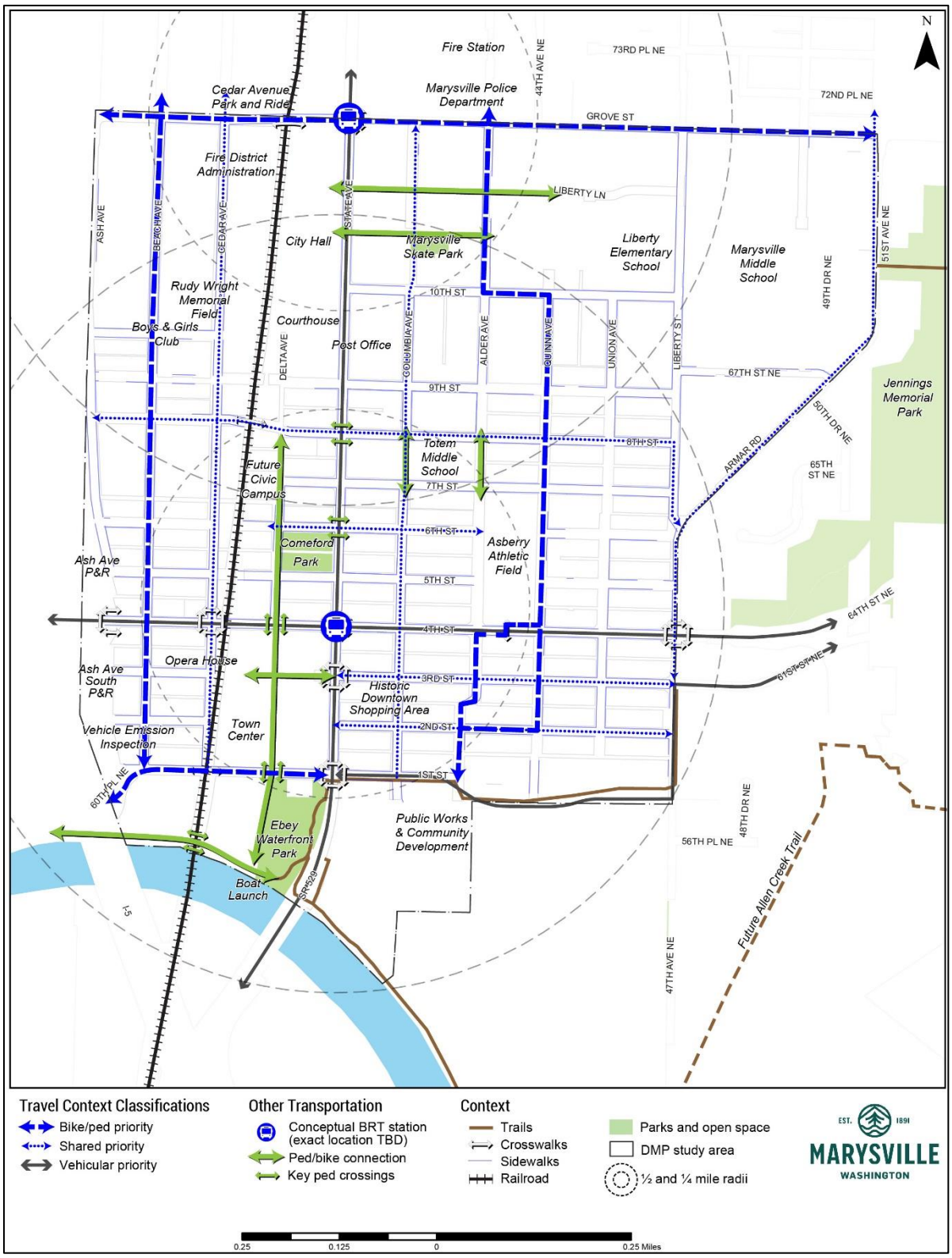
Travel Context Classifications

Map 5 illustrates the recommended priorities for key corridors within Downtown including:

- Bike/Ped Priority along Grove St, Beach Ave, and Alder Ave–10th St–Quinn Ave–2nd St–Alder Ave. These streets may provide treatments to deemphasize and slow vehicles along the corridor.
- Shared Priority along Columbia Ave, Cedar Ave, 8th St, 6th St, 3rd St, 2nd St, and 47th Ave NE–Armar Rd–51st Ave NE, facilitating access to activity nodes for all modes. Shared streets may accommodate various treatments such as parking, wider sidewalks, and bicycle lanes (if right-of-way allows).
- Vehicular Priority along 1st St, 4th St, and State Ave. The streets with vehicular priority have the highest traffic volumes, facilitate truck movement, and may accommodate transit and multiple travel lanes.

The street design section provides example cross-sections for downtown streets within these travel context classifications.

Map 5. *Transportation Recommendations Map*



Pedestrian and Bicycle

The pedestrian network in downtown is well connected with a gridded system making it easy to walk between destinations. The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. The developer improvements should address safety and security of the sidewalk network by improving lighting and providing pedestrian amenities. Developer improvements will continue to provide for a large portion of the downtown pedestrian system; however, the City may need to address gaps within downtown to provide a connected network. However, the BNSF rail line that runs north-south between Cedar Ave and State Ave creates a barrier to east-west walking and biking.

Pedestrian and bike travel should be prioritized on Beach Ave, Grove St, and Quinn Ave/Alder Ave. Beach Ave and Grove St have bike lanes along portions of the streets and the City has identified adding bike lanes along portions where they are missing. A new grade separated BNSF crossing improvement has also been identified at Grove St, which will help reduce conflicts and delays along Grove St.

Map 5 recommends new or key connections for pedestrians and bikes. The priority connections could feature wider sidewalks, pedestrian-scale lighting, decorative pavement, curb bulbs at intersections, and amenities and bicycle facilities such as bike lanes, shared lanes, or bike routes. As the connections are developed, consideration will need to be given to how crossings are made at the railroad and at vehicle priority corridors or corridors with higher traffic volumes. The City already has a pedestrian signal at Asbery Field along 4th St and is planning a signal along 4th St at Delta Ave. Signal timing to support pedestrian movement across intersections should be considered.

At the south side of the planning area, 60th Pl NE/1st St is a pedestrian/bicycle priority street that would connect downtown to the area west of I-5, including the Quil Ceda Creek Casino and Hibulb Cultural Center. With a 68-foot right-of-way on 1st St and extensive right-of-way under I-5 on 60th Pl NE, there is ample space for a buffered, wide multi-use path and two travel lanes. The pedestrian and bicycle facilities may locate on the south side to avoid I-5's structural columns and make use of limited vehicular access points on the south side.



Figure 28. *60th Pl NE, with the addition of pedestrian and bicycle facilities, would create a key connection from downtown to west of I-5.*

Recommendations

TR-1 Require new ped/bike connections with redevelopment in the following locations. As possible, seek opportunities to accomplish these through-block connections sooner by acquiring easements or through other methods.

a. Liberty Lane – East-west connection from the existing Liberty Lane to State Ave.

b. Marysville Skate Park – East-west connection between Alder and State avenues connecting through the Marysville Skate Park.

c. Totem Middle School Area – North-south connections between 7th and 8th streets on Columbia and Alder avenues.

d. Delta Ave – North-south connection between 8th St and Ebey Waterfront Park. The area within the Civic Center campus is being design as a woonerf, which is a shared facility for pedestrians and bicyclist. Delta Ave is also identified for a bicycle boulevard/woonerf as future areas develop south of the Civic Center campus.

TR-2 4th St pedestrian improvements – At-grade pedestrian improvements to provide a safe and comfortable connection between the Civic Center and the Entertainment District (west of BNSF tracks), Old Town business district (east of tracks) and Ebey Waterfront Park and Trail.

TR-3 4th St/Delta Ave intersection – Provide a pedestrian crossing on 4th St at Delta Ave connecting the Civic Campus and Town Center, such as a HAWK signal.

TR-4 1st St/60th Pl NE bicycle facilities – Add bicycle facilities to complete an east-west connection between downtown and west of I-5.

TR-5 Ped/bike and shared priority streets – With any redesign of the designated bike/ped and shared priority streets, feature wider sidewalks, pedestrian-scale lighting, decorative pavement, curb bulbs at intersections, appropriate signal timing for pedestrian movement, and amenities and bicycle facilities such as bike lanes, shared lanes, or bike routes. As the connections are developed, consider how crossings are made at the railroad and at vehicle priority corridors or corridors with higher traffic volumes. See Street Design for specific ped/bike recommendations for 8th St, Alder/Quinn avenues, and Armar Rd.

Transit

Swift BRT

The City will continue to work with Community Transit to improve transit services and develop a convenient, integrated and efficient transit system that supports future growth downtown. Community Transit's *Swift* bus rapid transit (BRT) along State Ave is anticipated in 2027/2028. A one-mile station spacing is desired for *Swift*, and a mix of uses around the station is ideal to maximize ridership. A *Swift* station has been identified at Grove St downtown due to proximity to the existing Cedar Ave park-and-ride and other amenities.

A second station is recommended in the vicinity of 4th St. A *Swift* station near 4th St would be most centrally located to a mix of uses and within walking distance from the Civic Center campus, waterfront, historic downtown shopping, Opera House, Town Center, and Beach Ave areas. Locations farther north or south are less ideal. A Comeford Park station walkshed would be vastly redundant with Grove St's. A waterfront location would serve a limited area because of the slough and limited developable land to the south.

Commute Trip Reduction

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. The DMP could result in additional density, which may reduce reliance on vehicular travel and increase transit and non-motorized use.

Employers in the Downtown should be encouraged to implement Transportation Demand Management (TDM) programs. In addition, residential developers and building managers could also be encouraged to provide a TDM strategy for buildings similar to what is outlined in TR-7.

Recommendations

TR-6 Continue coordinating with Community Transit and advocate for the southern station to locate near 4th or 3rd St.

TR-7 Facilitate and encourage downtown employers, residential developers, and building managers to implement Transportation Demand Management (TDM) programs. Building strategies may include commuter information, rideshare facilitation, bikeshare

promotion, vanpool/carpool spaces provision, and incentive programs such as transit passes.

Vehicular

The downtown vehicular network is generally well connected; however, the BNSF railroad provides a barrier between Downtown and I-5. Planned improvements such as the new I-5/SR 529 interchange will change travel patterns to and from downtown. In addition, Intelligent Transportation System (ITS) and access management implementation would improve vehicular network efficiency. The City identified the need for ITS in the Comprehensive Plan. ITS improvements such as adaptive signal control (ASC) systems would improve traffic operations at intersections and along corridors in downtown.

Travel demand can be variable and unpredictable, which often outpaces the signal timing plans that are programmed every 3 to 5 years. This can lead to inefficient operation of the signalized intersections resulting in vehicle delays and congestion. ASC seeks to remediate this issue by adjusting signal timing in real-time based on measured vehicle demand. ASC adjusts when green lights start and end to accommodate the current traffic patterns to promote smooth traffic flow and ease congestion. The main benefits of ASC over the conventional time-of-day plans typically include:

- Automatically adapts to unexpected changes in traffic conditions
- Reduces driver complaints and frustration by reducing travel times and increasing arrivals on green
- Improves travel time reliability so commute times are consistent throughout the week
- Reduces congestion and fuel consumption
- Makes traffic signal operation proactive by monitoring and responding to gaps in performance

Access management may also assist in vehicle flow and signal progression along vehicle priority corridors. Access management is achieved by limiting driveway access on major vehicle travel corridors, restricting turns, and limiting traffic signal control to key intersections such that signals are not spaced too close. Corridor access can be managed through landscape medians, curbs, or driveway treatments to restrict turns.

Emerging transportation trends may also change how people and goods travel and transportation systems operate. Transportation-related technology has advanced rapidly over the past decade and will continue to accelerate and create major shifts in transportation within downtown and the region. Technology-related trends that could impact the transportation system include:

- **Autonomous Vehicles (AVs)** – There is a great deal of uncertainty for communities planning for AVs. Over the next 15 years, a portion of the vehicles on the street and highway system could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies are likely within the Downtown 20-year planning horizon. Some of the ramification of these technologies that should be considered are an increase in capacity of streets and highways with AVs able to space closer, changes to how freight is transported, and reduction in cost of operating transit.
- **Curb Space Management and Parking Demand Shifts** – As on-demand and shared ride services change how people travel, the need for off-street parking at places of employment could decrease, but the demand for curbside areas set aside for loading/unloading activities could increase. The City should manage and prioritize how curb space is used within downtown relative to parking, deliveries, and passenger loading. Curb space management may include having designated areas near businesses for deliveries and passenger loading and time limits for parking. Management may also need to prioritize different modes relative to bicycling, transit, and vehicular; the travel context designations described earlier will help to prioritize the modes.
- **Connected Vehicles** – This technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities might look ahead to providing infrastructure as efficient reference points such as light poles to allow for vehicle-to-infrastructure communication.

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufacturers, and/or related industries. The shifts may be relatively quick (within a decade) or take much longer to develop. Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management.

Recommendations

Recommended strategies to continue to serve vehicular traffic more efficiently and accommodate emerging technologies include:

TR-8 Continue to evaluate the downtown transportation network as key infrastructure improvements are made, such as the I-5/SR 529 interchange, to understand changes to travel patterns and evaluate capacity and intersection traffic control needs along the downtown streets.

TR-9 Consider ITS improvements such as adaptive signal control (ASC) systems along major vehicular corridors in Downtown.

TR-10 Coordinate with Community Transit to integrate transit signal priority (TSP) for the *Swift* line; consider the City's ACS system on State Ave where appropriate.

TR-11 Manage access along major downtown corridors by restricting turns and limiting traffic signal control to key intersections and consider treatments such as landscape medians, c-curb, or driveway treatments to restrict turns.

TR-12 Evaluate potential decrease in off-street parking needs with increase in on-demand services and AV, how this parking could be repurposed, and/or how curb space is managed with future development planning.

TR-13 Consider roundabouts where effective for keeping traffic moving and enhancing safety.

Street Design

8th St

Objective

The 8th St corridor, offering a low-stress environment, would connect:

- Beach Ave bicycle lanes
- 47th Ave NE (Liberty St) bicycle lanes
- Alder/Quinn Ave bicycle lanes and neighborhood greenway treatment
- Ash Way Park and Ride for access to express buses

Existing Conditions

The 8th St corridor is an east-west oriented roadway extending from Ash Ave on the west to 47th Ave (Liberty St) on the east. The land use along the street is primarily residential with some commercial properties located between Delta Ave and just east of State Ave. The existing right-of-way is 75 feet wide.

The roadway is generally curbed east of Delta Ave. West of Delta Ave the roadway is uncurbed. Parking on this side of Delta Ave is not controlled and varies between angled and parallel.

8th St serves as one of the few streets that cross the BNSF railroad and, because of that, it serves as an important route for all transportation modes.



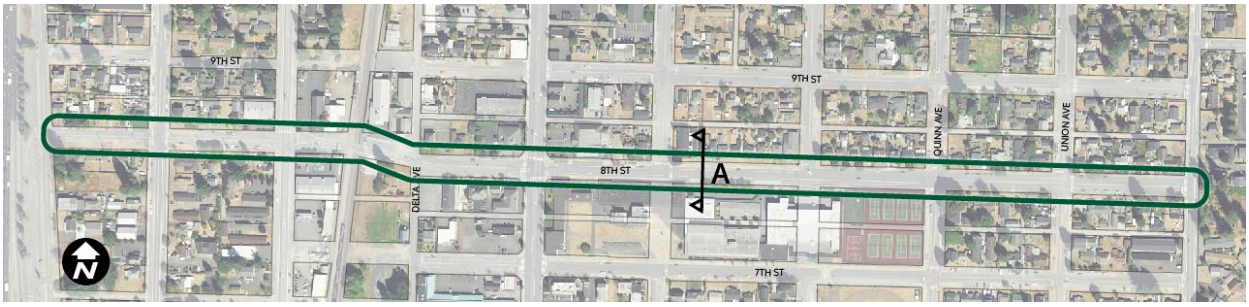
Figure 29. *8th St west of BNSF mainline tracks*



Figure 30. *8th St crossing of BNSF mainline tracks*

Constraints on the right-of-way occur at Delta Ave and east of State Ave at the Totem Middle School. Bus loading occurs at Totem Middle School on 8th Ave.

Map 6. *8th St corridor map*



Approach

The competing demands on this corridor include the desire for a bicycle priority route, middle school students on foot, parking, school buses, as well as general movement of vehicles and goods. To accommodate this, the street concept includes multi-use paths, landscaping, and parallel parking on each side, where feasible.

Multi-use paths will provide a low-stress connection between the bike lanes on Beach and 47th Avenues and the bike lanes on Alder Ave. This will require a full reconstruction between at least Delta Ave and Beach Ave. Care should be taken near the BNSF right-of-way to minimize impacts to the railroad and coordinate on any proposals. Bicycle and pedestrian movement following a train passing should be prioritized and space for non-motorized queuing provided.

At Totem Middle School, an interim option could be considered to avoid potential bus parking and loading conflicts with bicyclists. Bicyclists could be directed to use the north side multi-use path for this stretch.

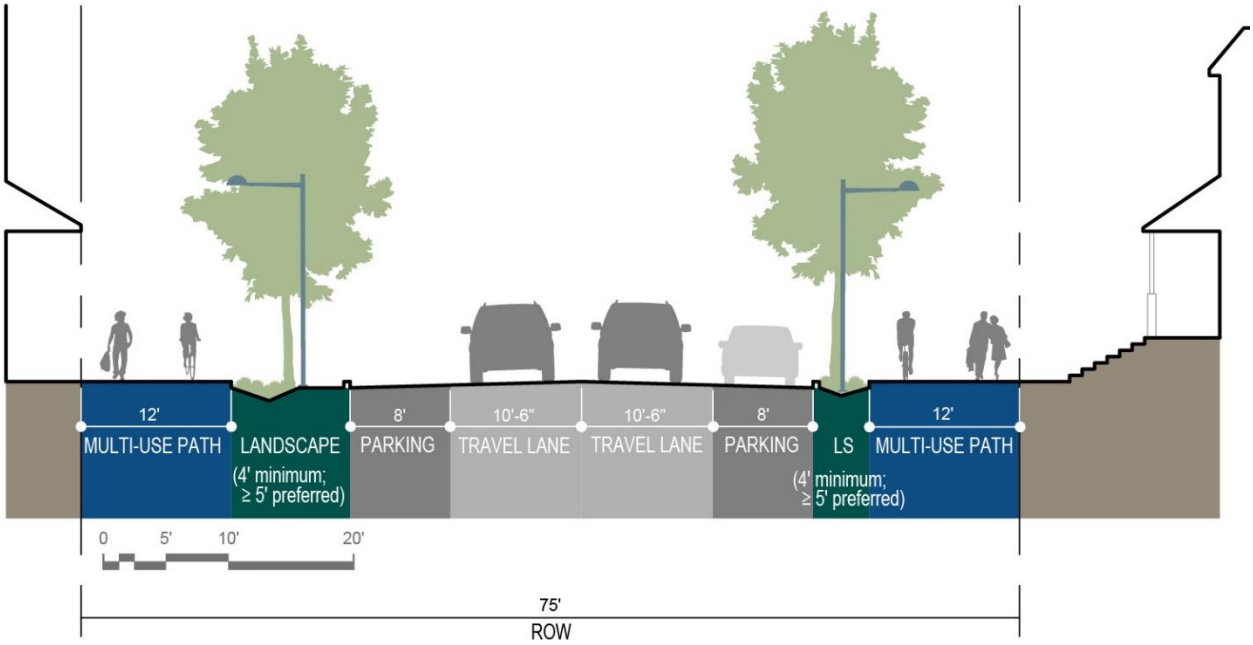


Figure 31. *Proposed cross-section – 8th St from Ash Ave to 47th Ave (looking west)*

Recommendations

TR-14 8th St bicycle facilities – Design and construct 8th St to accommodate multi-use paths, landscaping, and parallel street parking on both sides; bicycle priority features at the BNSF railroad corridor; and, where feasible, natural drainage features.

Alder/Quinn Ave

Objective

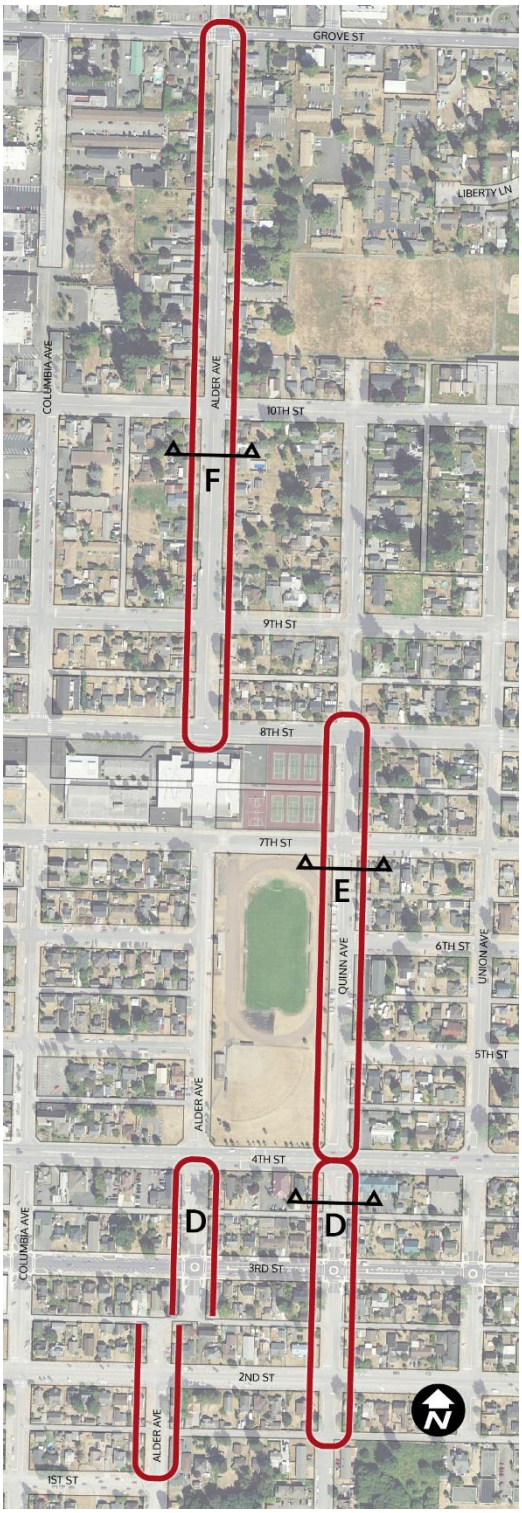
The Alder Ave/Quinn Ave segment is intended to create a low-stress, north-south bicycle and pedestrian connection between the 1st St Bypass and Grove St, connecting schools, proposed BRT stations on Grove St and 4th St, and the bike facility network north of Grove St. The Alder/Quinn corridor will be the preferred bike corridor paralleling State Ave to the east. This facility complements Beach Ave which serves north-south bike traffic west of State Ave.

Existing Conditions

The Alder Ave/Quinn Ave corridor is oriented north-south and consists of curbed and uncurbed residential roadways with one general purpose lane in each direction. Bikes are intended to share the travel lane. Sidewalks are provided on some segments and missing in others. On street parking is allowed in most areas with restrictions near intersections. The existing right-of-way width ranges from 48 to 75 feet.

Most of the roadways are low-volume, low speed facilities which lend themselves to lower stress facilities than parallel arterials.

The intersection of Quinn/Alder Ave with 4th St is a challenge. A high-intensity activated crosswalk (HAWK) beacon signal is located midblock between Quinn Ave and Alder Ave. Though it works well for pedestrians, its location presents challenges for cyclists because of limited sidewalk width to accommodate cyclists along 4th St. Though sidewalks may be widened over time with redevelopment, recent commercial development on the south side of 4th St west of Quinn Ave would likely prevent any near-term opportunities for wider sidewalks. Thus, route options are included south of 4th St for cyclists



Map 7. *Alder/Quinn Ave bike route*

to use Alder Ave or Quinn Ave, depending on their destination and desire to backtrack on the 4th St to reach the HAWK signal. The 2nd St alley also presents some challenges with a narrow right-of-way, but is currently navigable by people walking, biking, and rolling.

Alder Ave north of 8th St is much wider. This allows vehicles to travel at higher speeds, and is not as attractive to people bicycling as the portions of Alder and Quinn Ave south of 8th St.



Figure 32. *Quinn Ave north of 4th St*



Figure 33. *Alder Ave north of 8th St*



Figure 34. *Quinn Ave at 2nd*

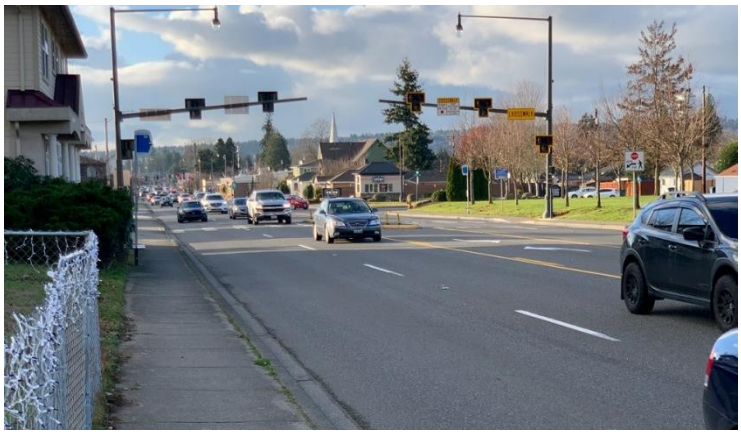


Figure 35. *4th St HAWK beacon*

Approach

To create an attractive corridor for non-motorized users, the corridor would be modified as follows:

- On 2nd St, the City is finalizing the roadway design to match similar improvements on 3rd St and on Quinn Ave. The addition of designated parking and sidewalks will narrow the roadway resulting in lower speeds.
- Between 4th St and 8th St, install a multi-use path on the west side, surrounded by landscape strips; angled parking on the west side for Asbery Field visitors; and a landscape-buffered sidewalk on the east side.
- For Alder/Quinn Ave route south of 8th St, add traffic circles or other traffic calming devices like chicanes or speed tables and consider sharrows to signify bicycle priority.
- For Alder Ave north of 8th St, rechannelize the roadway to include a multi-use path, landscape strip, and street parking on both sides.
- For all segments, include natural drainage where possible.
- In the future with any redevelopment of Totem Middle School, a continuous Alder Ave route could be considered, instead of the jog to Quinn Ave.

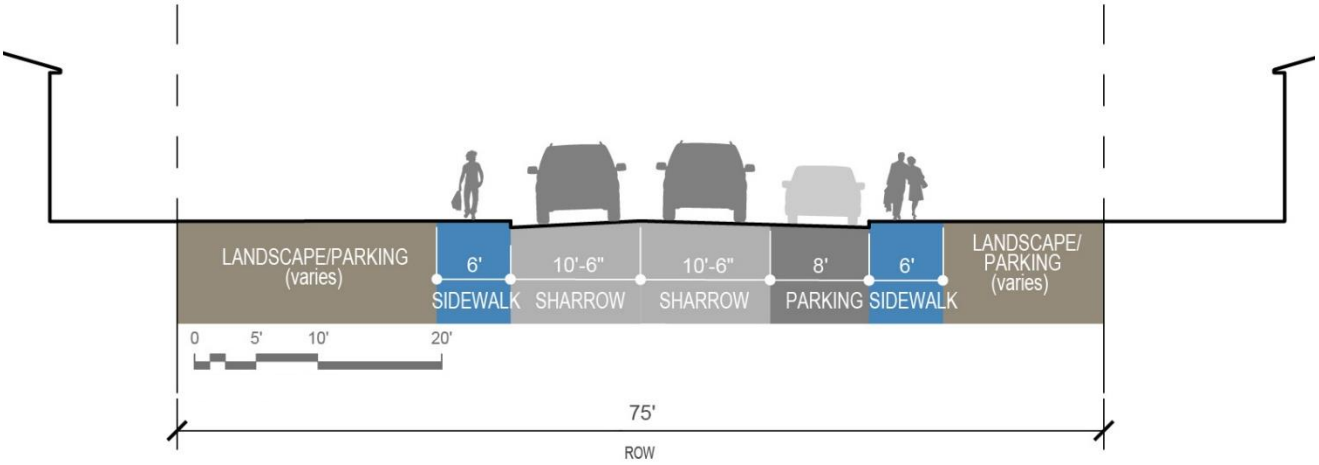


Figure 36. *Proposed cross-section D– Quinn Ave from 1st St Bypass to 4th St (looking north)*

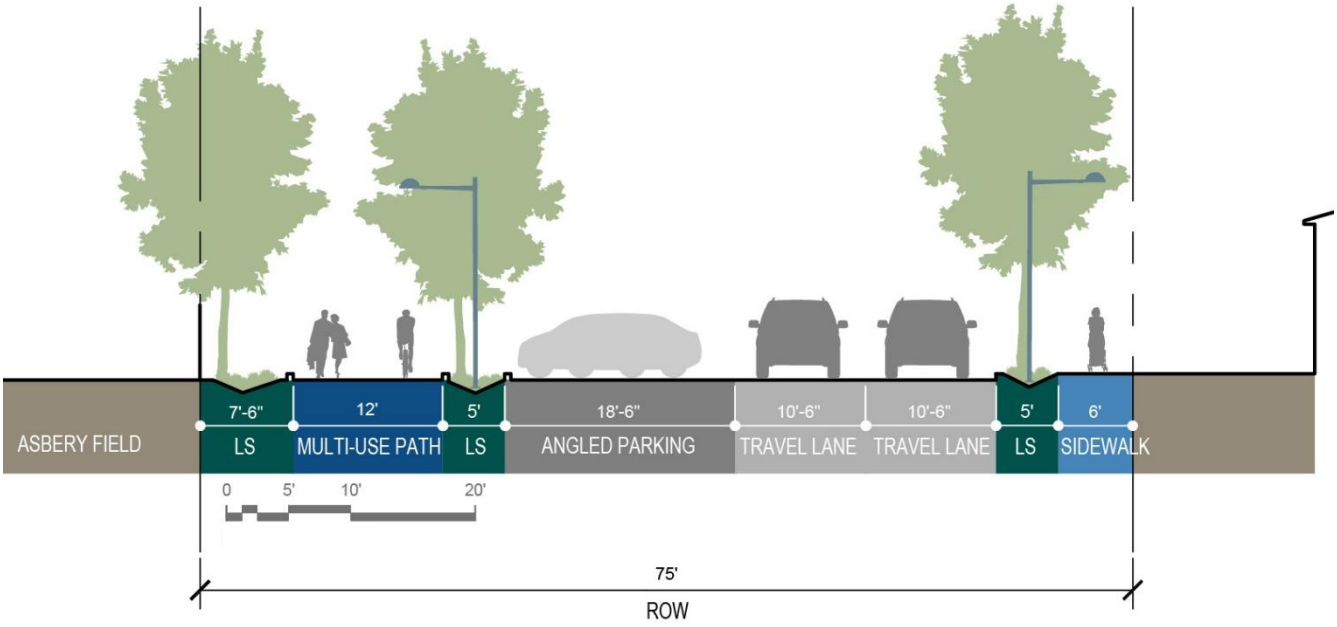


Figure 37. *Proposed cross-section E – Quinn Ave from 4th St to 8th St (looking north)*

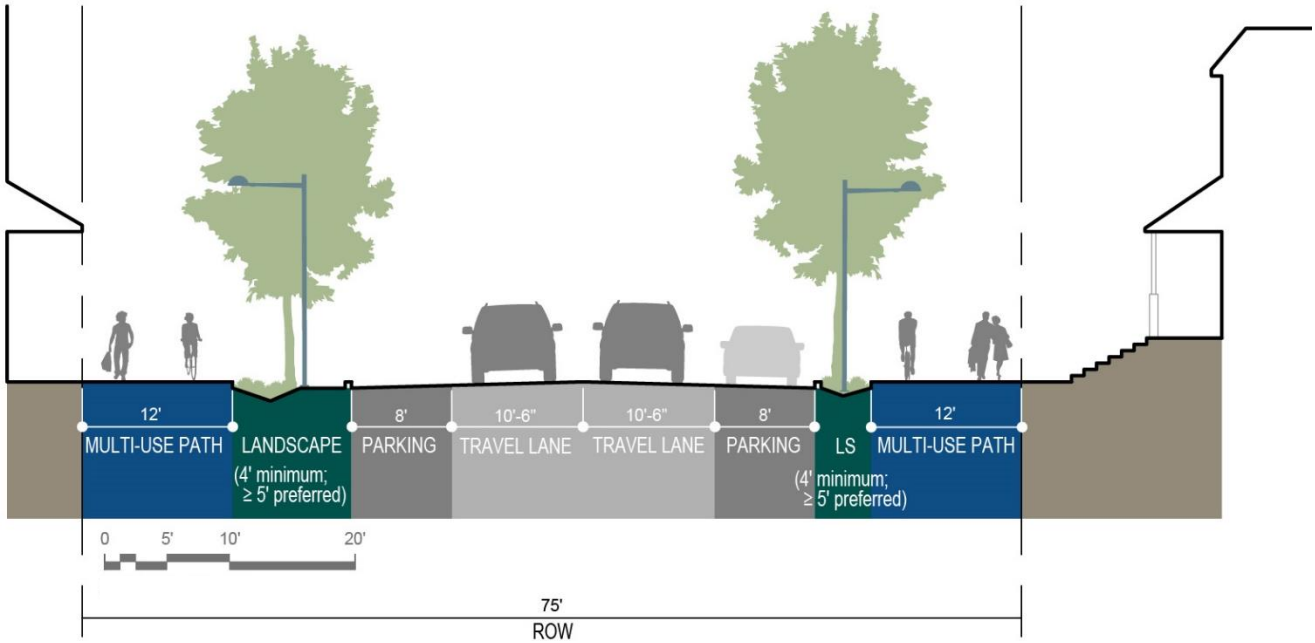


Figure 38. *Proposed cross-section F – Alder Ave from 8th St to Grove St (looking north)*

Key to the corridor's success as a bicycle and pedestrian travel way will be the treatment of crossings at both 4th St and 8th St. HAWK beacons are optimized for pedestrian use. However, treatments are being developed that may allow someone riding a bike to take advantage of the gaps in traffic created by the HAWK. These treatments are used in Bellingham and Tucson, AZ. In the long-term and in coordination with WSDOT, relocation could be considered to accommodate a more seamless 4th St crossing for cyclists.



Figure 39. *L-R: a rectangular rapid flashing beacon (RRFB); a high-intensity activated crosswalk (HAWK) beacon with bicycle accommodations.*

The crossings of Quinn and Alder Aves at 8th St are more typical of lower volume and speed roadways. Due to the cross-section, a rectangular rapid flashing beacon (RRFB) should be acceptable to enhance the crossing. See the discussion on 8th St for the cross-section.

Phasing

The Alder/Quinn Ave corridor requires 2nd St roadway reconstruction to be in place and a plan for the 2nd St alley area prior to formalizing. The 4th St crossing challenges should also be considered further, especially when considering potential long-term redevelopment of the Totem Middle School, which would allow Alder Ave to continue the full length of downtown.

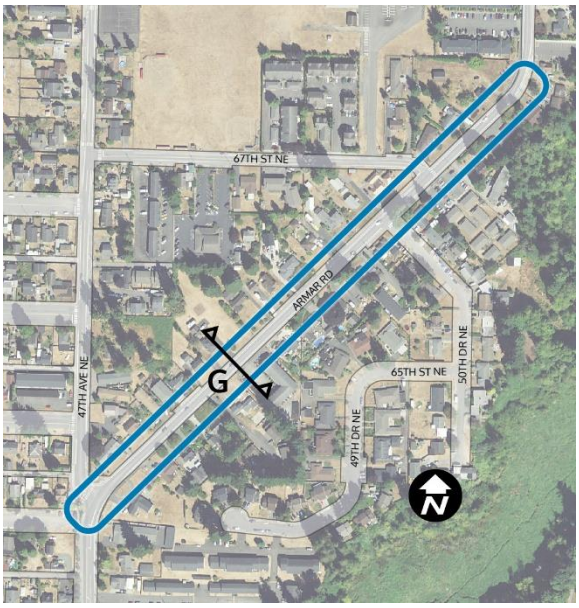
Recommendation

TR-15 Alder/Quinn Ave bicycle facilities – Design and construct street and intersection improvements for the Alder Ave/Quinn Ave corridor per Figures Figure 36, Figure 37, and Figure 38 to accommodate a bicycle boulevard south of 4th St, a westside multi-use path between 4th St and 8th St, and buffered multi-use paths north of 8th St; crossings useful to people walking, biking, or rolling; and parking where feasible.

Armar Rd

Objective

This project would install sidewalks on both sides of Armar Rd/ 51st Ave NE from 47th Ave NE (Liberty St) to Grove St and connect schools and parks along the corridor. This will also connect people to the new BRT station at Grove St.



Map 8. *Alder/Quinn Ave bike route*

Existing Conditions

Armar Rd / 51st Ave NE is a north-south curbed arterial road with one general purpose lane in each direction. Bike lanes and on-street parking are provided in both directions. There are discontinuous sidewalks as a result of improvements installed by developments rather than a coordinated public project. The existing right-of-way width ranges from 38 to 58 feet.



Figure 40. *L-R: existing cross section; school crossing at 67th St NE*

Land use along the corridor is primarily residential with both single- and multi-family residences. Marysville Middle School and Liberty Elementary School are located close to Armar Rd, and many students walk along Armar Rd to access these facilities.

Approach

The addition of sidewalks would complete the roadway while generally leaving existing curbs in place. The existing cross-section provides for multimodal transportation including both general purpose and bike traffic. Adding a painted buffer to the bike lane and replacing the underutilized parking/walking strips with landscape better protects pedestrians and cyclists and improves the streetscape character.

Major concerns on this project include:

- **Drainage.** The existing curb and drainage system will minimize potential project costs; however, the addition of impervious surface may result in water detention requirements.
- **Right-of-Way.** The right-of-way on the corridor is inconsistent and varies by parcel. The typical right-of-way ends at the curb line.
- **Property Owner Coordination**. Sidewalks along the corridor will require removal and replacements of landscaping and other physical improvements such as retaining walls.

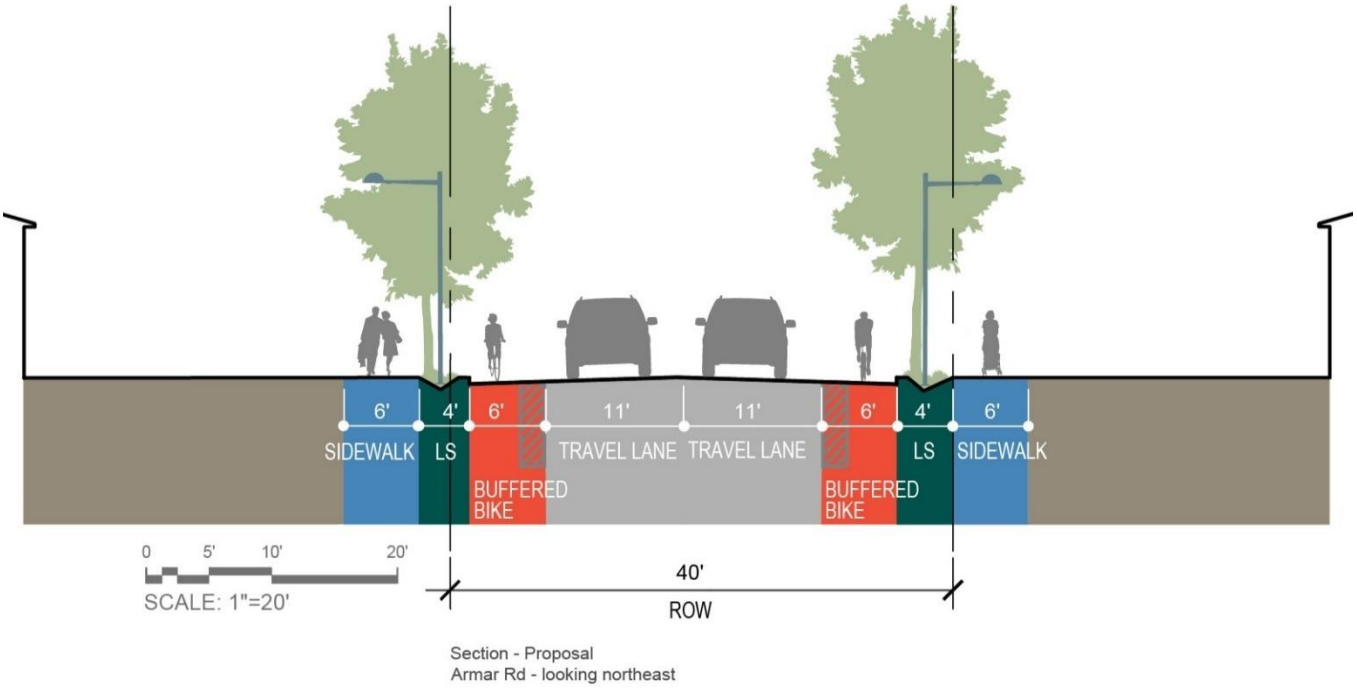


Figure 41. *Proposed cross-section G – Armar Rd looking north*

Phasing

A complete project would extend sidewalks on both sides from 47th Ave (Liberty St) to Grove St. Improvements will likely be installed over time with redevelopment. If completed as a City project, interim steps could include installing a sidewalk on one side first or initially limiting the length of the project. The corridor may be broken into two segments defined as Grove St to 67th St NE and 67th St NE to 47th Ave NE (Liberty St).

Recommendation

TR-16 Armar Rd complete street – Design and construct Armar Rd with continuous sidewalks, landscape strips, buffered bike facilities, and natural drainage where feasible.

Street Typology Kit of Parts

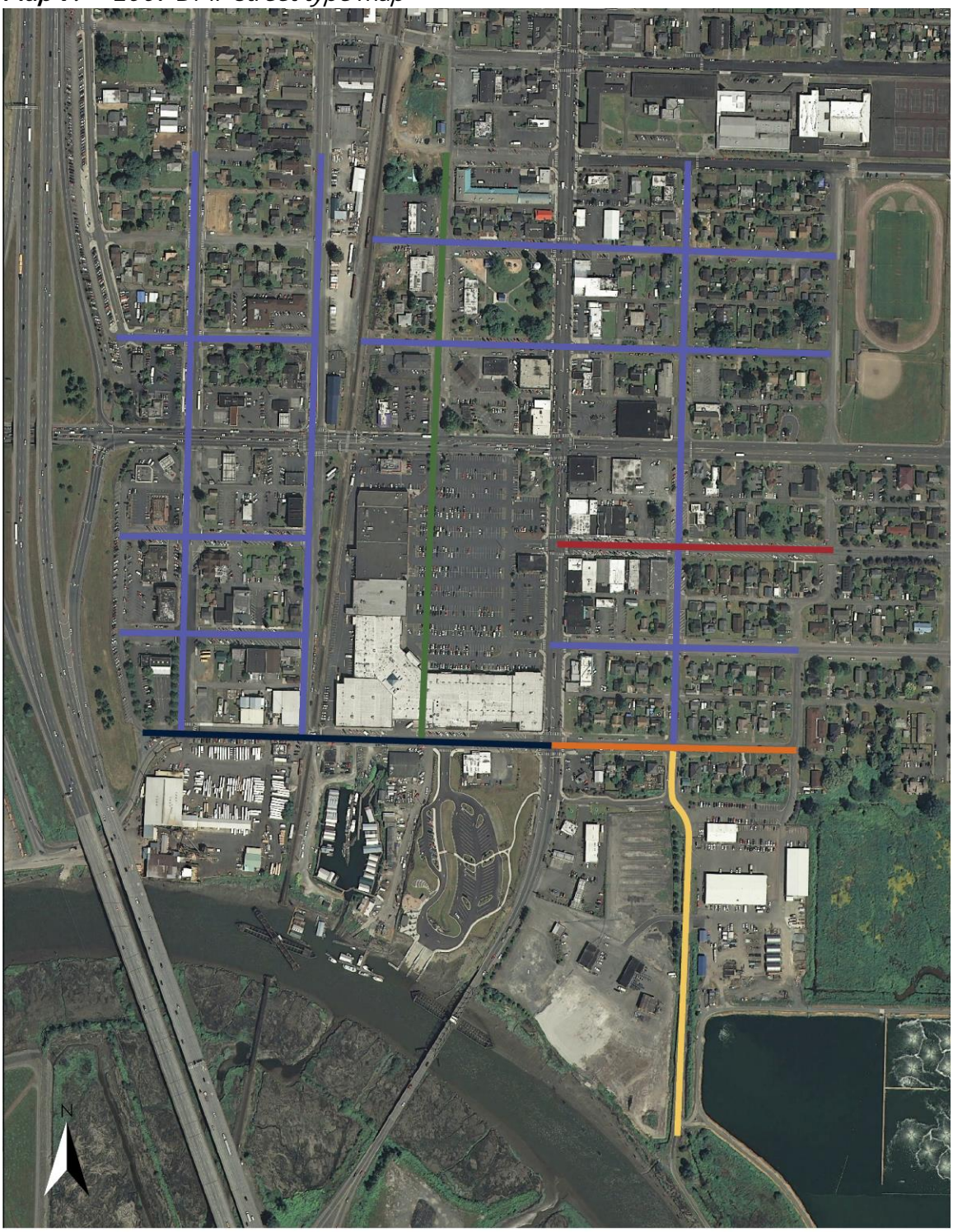
The 2009 DMP included a Standard Street Typology – Flexible Kit of Parts. It guides street design as parcels redevelop. While the City sets parameters for streetscape design, individual parcel owners construct and maintain the streetscape in front of their parcel, including natural drainage features in the right-of-way that are treating their runoff. This kit of parts is included as Appendix D.

The 2009 DMP proposed typologies for most downtown core streets as shown in Map 9. In addition, it made specific street improvement recommendations in its appendix, which are also included in this plan's Appendix D. Except for the streets with updated recommendations in this plan – 8th St, Alder Ave/Quinn Ave, and Armar Rd, these street types should extend north and east to this plan's study area boundary. Likewise, the east-west residential street typologies are applicable to residential streets north of the 2009 DMP boundary.

Recommendation

TR-17 Continue implementing the 2009 DMP's street type Flexible Kit of Parts and extend the street types north and east to the study area boundary (except for where street recommendations were updated in this plan – 8th St, Alder Ave/Quinn Ave, and Armar Rd).

Map 9. *2009 DMP street type map*



5. Parks and Public Services

Parks and Trails

This section discusses public space projects, including updates since the 2009 plan, in relationship to the overall vision for downtown.

Projects Completed or Underway

Waterfront Trail

The Ebey Waterfront Trail, one of the 2009 Master Plan proposals, has been partially completed as of Spring 2021. The trail, once completed, will connect Ebey Waterfront Park to the mouth of Qwuloolt Estuary (restored in 2015) and around the estuary and creek system to the Sunnyside neighborhood. The trail provides a valuable natural amenity and non-motorized transportation link for downtown and nearby neighborhoods.



Figure 42. *Newly constructed waterfront trail along Ebey Slough*

Civic Center, Delta Ave, and Comeford Park

As of 2021, Marysville's new Civic Center is under construction. The campus will occupy a six-acre site on Delta Ave between 5th and 8th streets. The facility will house Police, Jail, Municipal Court, City Council chambers, City Hall, Community Development, and Public Works Engineering offices, offering an attractive and accessible indoor public space.



Figure 43. *Marysville Civic Center rendering, as viewed from Comeford Park*

The project includes an expansion of Comeford Park across Delta Ave and around the new building. In many ways, Comeford Park is Marysville's town square and village green. With the playground, lawn space, mature trees, and iconic water tower, the park offers a variety of recreational activities and civic functions. A new spray park was built in 2014, providing a healthy, fun recreational amenity and drawing many families during the summer months. Comeford Park will be upgraded in the future following the Civic Campus construction. Plans for the upgrades are being developed.

Delta Ave is being rebuilt as a "woonerf" with the construction of the Civic Center – a street designed primarily for pedestrians which cars and cyclists may pass through – providing additional outdoor public space and an excellent connection between the Civic Center and Comeford Park. See Comeford Park Mixed Use Site for more about how Delta will interact with adjacent areas.



Figure 44. *Delta Ave woonerf and Comeford Park expansion (J.A. Brennan)*

Ebey Waterfront Park

The City is seeking funding to expand and improve Ebey Waterfront Park to develop a regional destination that will connect people to the Qwuloolt Estuary, Ebey Slough, and the Ebey Waterfront Trail system. The expansion will provide a plaza along 1st St, a pedestrian path around the park, and a stage for public events; restore the environmental quality of the tidal estuary; and improve stormwater treatment for much of downtown. Construction will remove the existing marina configuration, clean-up water areas, and expand the Ebey Waterfront Trail with landscaping and ancillary open space. The restored basin will provide additional habitat and remove human-made impacts to this section of the shoreline while offering an attractive public amenity.

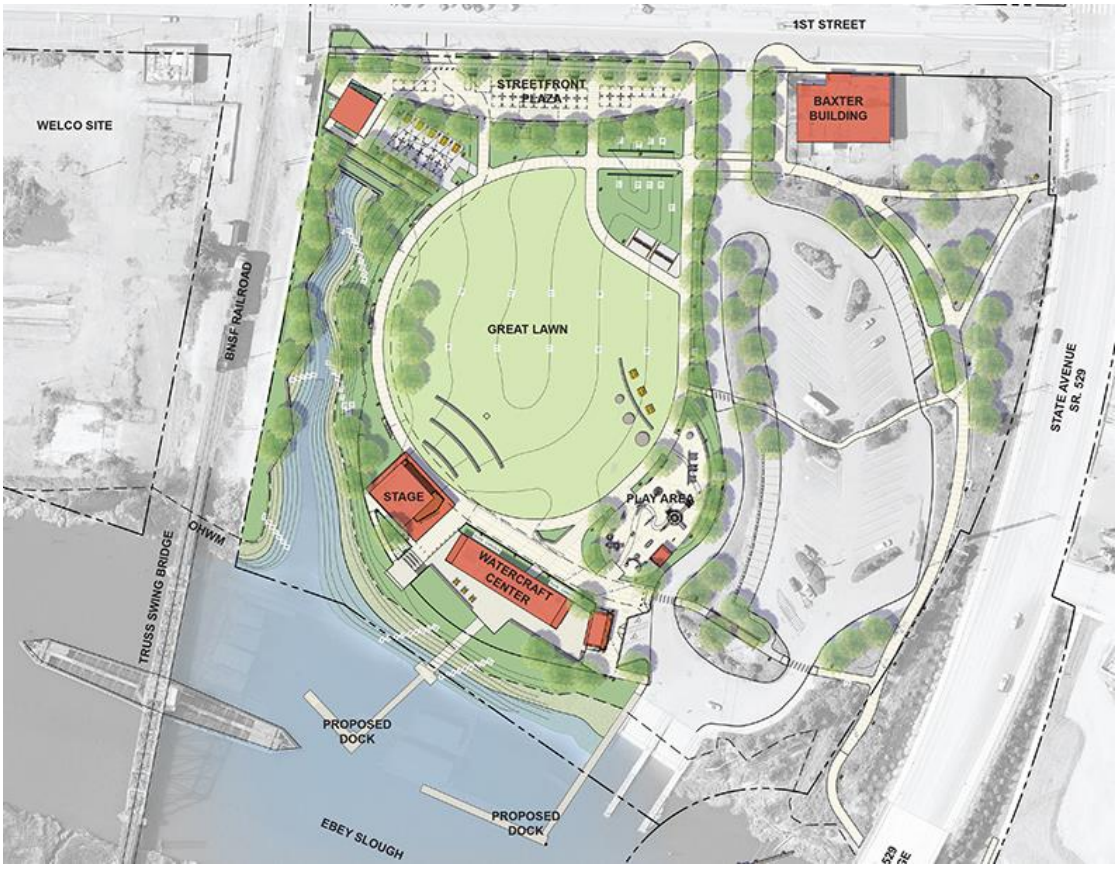


Figure 45. *Ebey Waterfront Park expansion site plan*

Asbery Field

Owned by the Marysville School District, Asbery Field is centrally located in downtown's residential neighborhood. The playfield has a track, baseball field, and open spaces that are publicly accessible when not in use for school sporting events. In the near term, the City and School district should work together to develop joint use and maintenance programs for this valuable amenity that is within close walking distance of many residents.

As the area around the park redevelops with additional homes, and especially if the Totem Middle School property redevelops, understanding community needs and interests and re-envisioning the park design and functions will be important. This parkland does not appear in the 2020 Parks Comprehensive Plan inventory due to its ownership by the Marysville School District. At approximately 7.3 acres, it could fulfill some parks level-of-service needs to accommodate population growth. Any redevelopment of the Totem Middle School site should consider design characteristics that would enliven the north side of the park with residences or active ground floors that relate to the park. Of particular importance is the transition from private to public space, with clear definitions of private, semi-private, and public space.

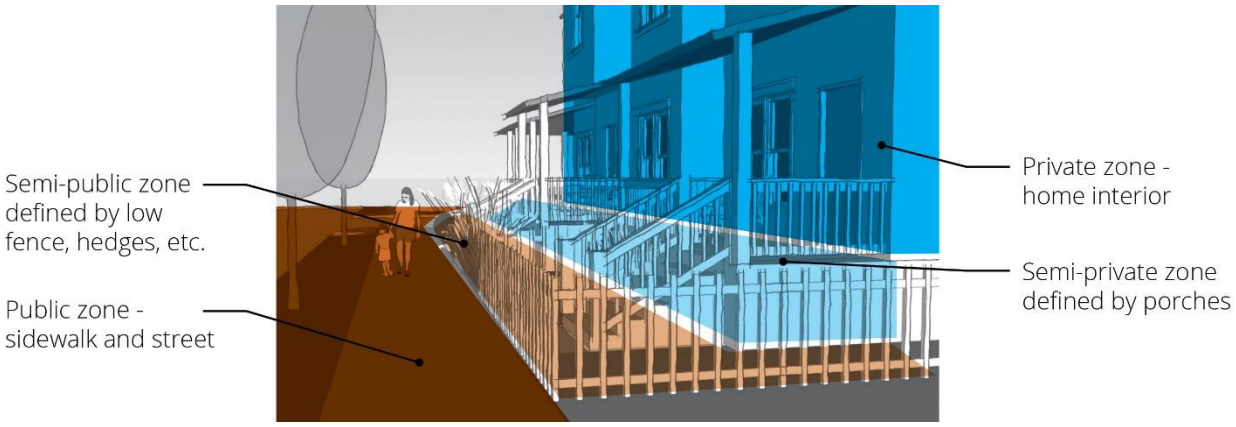


Figure 46. *For homes facing the park, distinctions between public, semi-private, and private spaces create a clear sense of ownership and help residents and passersby feel safer.*

Public Process Results

In online public engagement, Asbery Field attracted significant interest. Participants on the interactive survey map provided input on potential future uses or improvements to the playfield, with a fairly wide range of results. The most popular option was to keep the field's use for school and community sports. Participants also value the open space it provides for walking and jogging. The field's potential as a space for performances or social gatherings attracted significant interest as well. Additionally, some participants expressed the need for better connections between Asbery and amenities on State Ave for people walking and biking.



Figure 47. *Screenshot from interactive survey map*

Ebey Waterfront Trail

Ebey Slough shoreline was once a mix of old bulkheads, rubble walls, and banks remaining from previous mills and commercial activities. Over the past ten years, the City has built a waterfront trail along the slough, providing walking and cycling access to the shoreline. As the remaining waterfront parcels are redeveloped, this trail should be expanded and improved.

With any new development along the waterfront, Marysville's Shoreline Master Program (SMP) requires that the trail be expanded and the natural qualities of the shoreline restored. This trail will ultimately connect eastward to the Centennial Trail via surface street bike routes and the Bayview Trail and provide an important downtown amenity.



Figure 48. *Conceptual sketch of redevelopment on waterfront with Ebey Slough Trail.*

The 2009 DMP applied the following standards:

- Unless it includes water-dependent uses, new development must be set back from the shoreline at least 70 feet to accommodate a 50-foot native vegetation strip and a 20-foot trail corridor (public access easement). The City may reduce the required setback to 40 feet for mixed-use development as part of master planned marinas or water-dependent recreation facilities; provided that, public access to the shoreline is provided in some other way and vegetation enhancement is provided in the 40 foot setback.
- The trail and vegetation corridor must include: 1) a path constructed of asphalt or concrete, at least 12 feet wide plus 2 feet shy distance on each side with low vegetation, 2) a strip of native vegetation, including trees, shrubs, and groundcover, at least 50 feet wide, and 3) a shoreline outlook, rest stop, or other amenity for every parcel with over 500 linear feet of shoreline (both mill sites).

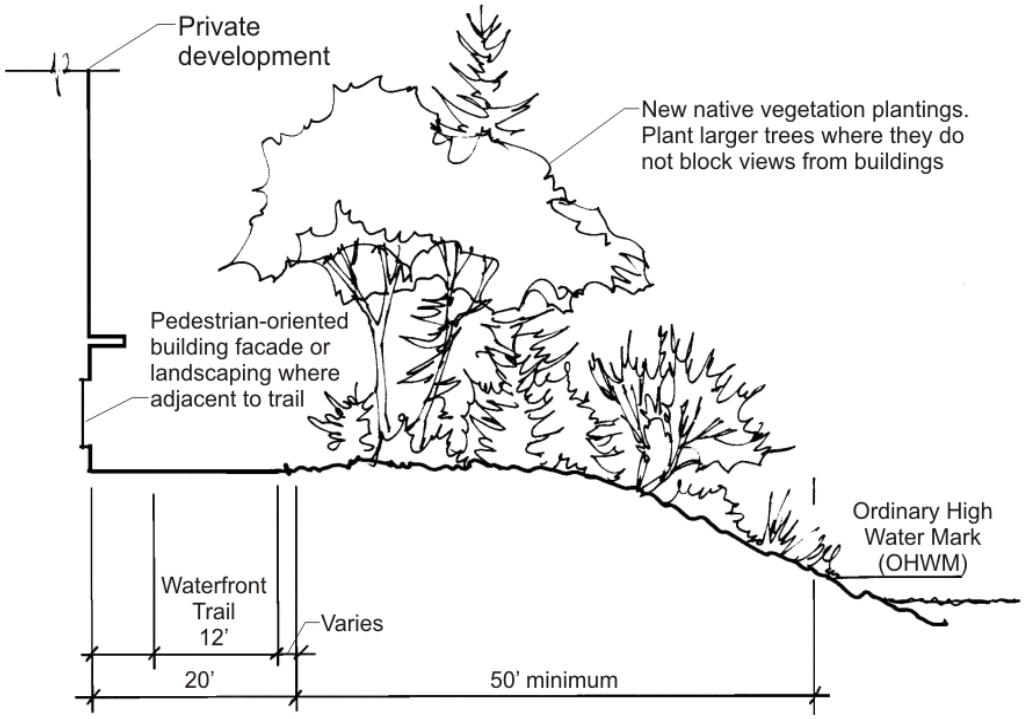


Figure 49. *Section through the trail where a new building abuts the property line*

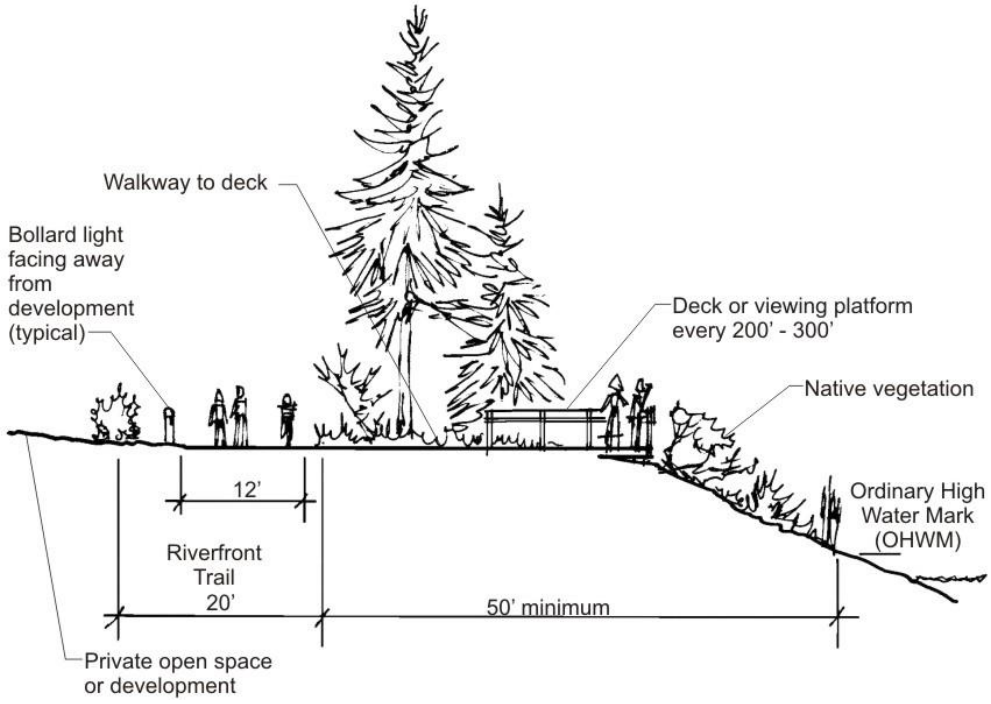


Figure 50. *Section through the trail at an overlook or deck*

Jennings Park

Just to the east of the Downtown Master Plan area, Jennings Memorial Park and Jennings Nature Park together form the centerpiece of Marysville's parks system. The parks feature green rolling hillsides and places to walk, picnic, or play ball and three playgrounds amid approximately 53 acres of open space, forest, and wetlands. These valuable open space resources should be accessible to as many residents as possible, including residents of downtown. The easiest access to the park from downtown is from 51st Ave NE. This road, which connects to Armar Rd, currently lacks sidewalks along the majority of the road. See Armar Rd in the Street Design section for recommendations for improving access.

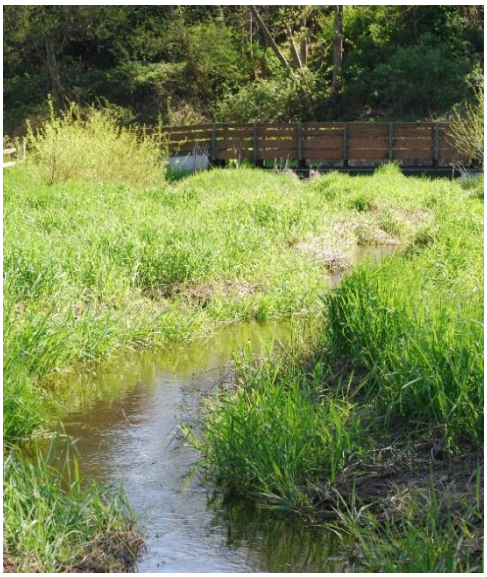


Figure 51. *Allan Creek runs through Jennings Park*

Marysville Skate Park

The Marysville Skate Park provides a popular and healthy active recreation amenity for youth in the northern part of downtown. The park is located on Columbia Ave, a street without sidewalks. The park is set well back from the street behind a planted area and small parking lot, limiting the park's visibility. The City should undertake an effort to improve safety on nearby streets, especially Columbia Ave, and to improve access to the park for people walking, riding, or skating. In the long-term the City should consider a redesign or, potentially a relocation, of the park for improved visibility and more defensible space.



Figure 52. *Marysville Skate Park*

This plan proposes a through block connection between State Ave and Alder Ave that would pass along the north edge of the skate park to improve east-west connectivity in the area. If major improvements to the skate park are undertaken, this would provide an opportunity to jump start completion of the through block connection.

Cedar Field



Figure 53. *Cedar Field*

Cedar Field is the only park space west of the BNSF tracks in the downtown area. The City should undertake efforts to ensure neighborhood residents have safe access to this park by walking or riding. Beach Ave and Cedar Ave, designated bike/ped priority and shared priority respectively and already provide safe conditions for people walking and rolling; these assets should be maintained and improved with east-west connections. Recently the City upgraded the athletic lighting and installed synthetic turf to enhance use of the athletic field and allow the field to be used for evening games.

Recommendations

PS-1 Develop a community vision for Asbery Field.

PS-2 Create safe connections for walking, rolling and cycling between Jennings Memorial Park and downtown via 8th St, 67th St, and Armar Rd.

PS-3 Continue implementing plans to expand Ebey Waterfront Trail to the east and west as opportunities arise and/or with redevelopment.

PS-4 Continue the planning effort to update the vision for Comeford Park and its role in downtown.

PS-5 Work with the Marysville School District to develop a joint use and maintenance program for Asbery Field.

PS-6 Ensure that any redevelopment of the Totem Middle School site creates a strong building-to-park relationship with ground-related units or active ground floors; clear private, semi-private, and public boundaries; and visual and physical walking/rolling connections to the park.

PS-7 Improve walking, rolling, and cycling access to Marysville Skatepark, including sidewalks from 10th St to the park on Columbia Ave.

PS-8 In the long-term, consider an effort to redesign or relocate Marysville Skate Park for better visibility.

PS-9 Explore options for improving access to Marysville Skate Park from Alder Ave on existing east-west easement.

PS-10 Explore community priorities for parks and gathering spaces in any incentive/amenity bonus system with private redevelopment.

Civic, Social Cultural

The New Marysville Story

Staff and residents of Marysville are building a new story about their city that reflects the most cherished aspects of their community and welcomes newcomers to share in these qualities. One element of this reinvention is the City's new logo, presented in Figure 54. Staff worked with a local design firm to create a new logo that "honors our past and looks to the future." It includes attributes that were repeatedly raised in discussions with focus groups: Friendly, small community; waterfront access; and proximity to outdoor recreation (mountains, rivers and Puget Sound).



Figure 54. *City of Marysville logo, adopted June, 2020*

Further development of this story will help the City attract new residents, real estate development and jobs. The City should continue to work with professional marketing firms and community organizations to flesh out a vision and marketing strategy for the community. This strategy should emphasize the role that Marysville's downtown plays as a foundation for much of the City's valued assets and identity.

Defensible Space

In urban environments, design is an important tool for creating safe, attractive environments. Defensible space strategies help public space users feel in control of their surroundings. When people feel comfortable and in control in a particular environment, they're more likely to choose to spend time or move through that environment – the more people go there, the more "eyes on the street" are available, and the safer the space becomes in a virtuous cycle.

Defensible spaces are intuitive to users, with public, semi-private, and private spaces clearly defined (see Figure 46 on page 86). The spaces that are defined as public are those that individual users typically won't feel responsible for maintaining. In these places, it is important that public entities, such as the City, a business district, or civic group take on the responsibility for maintaining the space so that people continue to feel safe there.

The City should work with Marysville downtown businesses to explore creation of a business improvement district to pick up trash, care for plants, or other streetscape maintenance activities.

Recommendations

PS-11 Continue efforts to craft a New Marysville Story and marketing strategy.

PS-12 Incorporate defensible space principles into design of new parks and development facing parks and trails.

PS-13 Explore creation of a Business Improvement District to care for public spaces downtown.

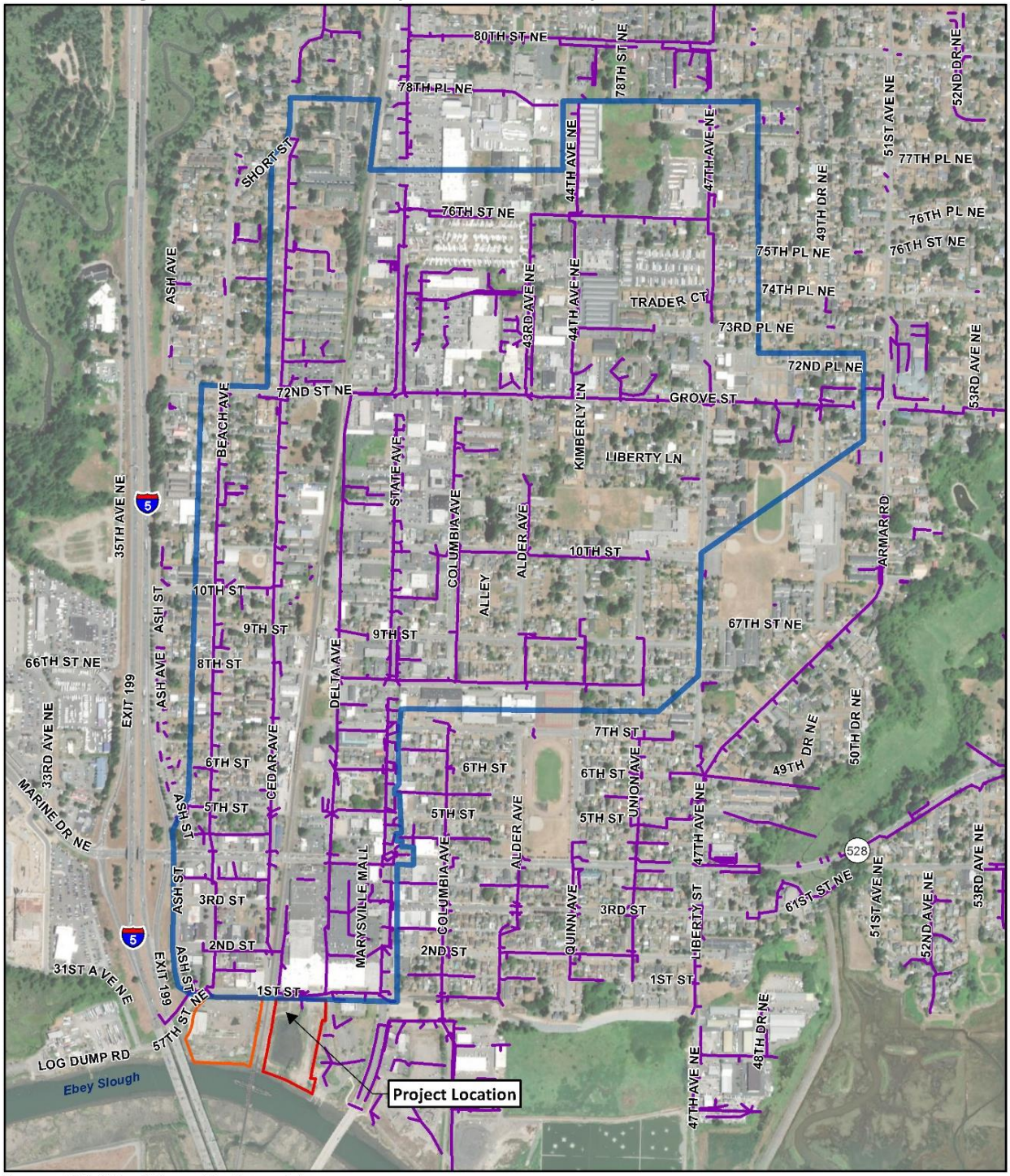
6. Water & Utilities

This section recommends stormwater and other utility improvements.

Surface Water

Continued investment in utility infrastructure maintenance and resiliency is necessary to ensure compliance with National Pollution Discharge Eliminate System (NPDES) requirements, and the City Surface Water Comprehensive Plan. This will be through the biennial updates to capital improvement plans and the utility rate structure. The Surface Water Comprehensive Plan provides specific project information for work in the planning area that relates to surface water features. Current plans that relate to the planning area focus on system maintenance, a new regional water quality treatment facility to address over 60% of the planning area (see Map 10), and continued LID improvements and LID planning studies.

Map 10. *Regional stormwater facility basin and conveyance network*



Source: ESRI, City of Marysville, Parametrix

Parametrix

0 750 1,500 Feet

Geddes Site
Welco Site
Basin Boundary
Storm Water Main

Figure 3
Conveyance Network

City of Marysville, WA

Stormwater objectives for downtown Marysville include:

- Continue to achieve NPDES and Department of Health regulations for sewer and water systems.
- Sustain Franchise Agreements with private utility partners and regularly assess commitments and fee structures.
- Require water efficiency practices in new buildings and provide education and incentives to improve household and business water use efficiency. This would enhance sustainability practices and reduce water consumption and discharges to storm and sanitary systems.

Recommendations

UT-1 Complete the implementation of end of pipe treatment and LID analyses to reduce runoff and improve runoff quality.

UT-2 Evaluate alternatives and provide builders with preferred stormwater management options for site development in the planning area. The application of preferred management alternatives may result in updates to the Surface Water code, Surface Water Management Plans, and City engineering design standards.

UT-3 Continue public information through the NPDES Phase II permit program to improve awareness of and response to illicit discharges in the planning area.

UT-4 Emphasize the review of water quality monitoring from the Allen Creek basin to document the improvement or degradation of water quality as the result of development and operations that discharge without end of pipe treatment. This will allow for the early detection of impacts or improvements resulting from the action alternative.

Utilities

The City should maintain and sustain the resiliency of the utility systems in the Downtown Planning area. Pro-active administrative measures such as planning for increases in maintenance and operations funding to sustain system resiliency should continue. Annual discussions with private utility providers specifically focused on City growth and new private utility investments to service planned growth and be building styles are recommended.

Utility Master Planning. To help developers understand utility improvement requirements, and to help the City in better prioritizing their capital plans to accommodate a denser and more transit-oriented downtown, the City could benefit from a Master Utility Plan for

commercial and high-density mixed uses planned for the downtown. A master utility plan for the planning area would identify specific utility improvements to meet growth and density goals and provide certainty for the City and development partners about the cost and assignment of utility improvements for new developments.

Utility Efficiency. To enhance sustainability, consider building codes and development policies that enhance efficiencies for each utility. These may range from reduction of infiltration and inflow (I/I) for storm and sanitary systems, water leakage, energy efficiency, and energy capture from concepts like head storage or Pressure Release Valve (PRV) energy capture. Explore the opportunity to implement heat-loop concepts by taking advantage of shallow groundwater and the steady thermal sink provided by Ebey Slough.

Recommendations

UT-5 Apply pro-active administrative measures to plan for increases in maintenance and operations funding to sustain system resilience.

UT-6 Facilitate annual discussions with private utility providers specifically focused on City growth and new private utility investments to service planned growth and building types.

UT-7 Explore the applicability of low-flow plumbing and water conservation standards for new development in the downtown.

UT-8 Develop a pilot study of ground loop energy systems to reduce heating and cooling demand in new developments between Ebey Slough and 4th St.

UT-9 Acquire the water right to the Class B water system and provide City water to that user.

UT-10 Develop Utility Master Plan for commercial and high-density mixed uses planned for the downtown area. The plan would identify specific utility improvements that would be tied to development of key lots within the downtown planning area.

UT-11 Continue to monitor infiltration and inflow (I/I) for storm and sanitary systems and water leakage.

UT-12 Assess energy efficiency improvements and energy capture concepts like head storage or PRV energy capture as part of future utility comprehensive plans.

7. Implementation

This section will summarize recommended actions, responsible parties, timing/priority, costs/resources needed, and relationships between actions.

Implementation Chart Key

Timing

- Short (S) – 1-5 years
- Medium (M) – 5-10 years
- Long (L) – 10-20 years
- Ongoing (S-L) – a continuous action over time
- Opportunistic (O) – as funding or opportunity arises

Priorities

- High (H)
- Medium (M)
- Low (L)

Responsible Parties

- City Council (CC)
- Community Development Department (CDD)
- Community Transit (CT)
- Marysville School District
- Parks, Culture, & Recreation (PCR)
- Public Works (PW)
- Sound Transit (ST)
- Utility providers (Utilities)

Cost Estimate

- **$** Less than $500,000
- **$$** $500,000 - $5,000,000
- **$$$** Greater than $5,000,000

Potential Resources/Funding

- Public – staff resources, public funds
- Private – required with redevelopment, private partner involvement

Land Use and Urban Design Implementation

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-1 Apply form-based code to new zones.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-2 Apply design guidelines to 3rd St Character Area.	S	M	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-3 Designate Active Ground Floor and Pedestrian-friendly Streets.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-4 Apply block front design standards.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-5 Apply through-block connection standards.	S	H	**CDD**, CC, PW	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-6 Adopt proposed zoning changes to allow a wider range of housing types.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-7 and **LU-13** Expand the Multifamily Housing Property Tax Exemption (MFTE) area.	S	H	**CDD**, CC	$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-8 Explore residential density or height incentive programs.	S	H	**CDD**	$	Public	Coincides with **LU-1**
LU-9 Continue using the Affordable and Supportive Housing Sales Tax Credit Fund.	S-L		**CDD**	$	Public	
LU-10 Continue promoting development sites and seeking partners (e.g., Port, Tulalip Tribes).	S-L	H	**CDD**	$	Public	
LU-11 Actively facilitate catalyst projects.	S-M	H	**CDD**	$	Public-private partnership	
LU-12 Update ground floor commercial requirement to focus on key streets.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
LU-14 Reduce the MFTE unit threshold.	S	H	**CDD**, CC	$	Public	Coincides with **LU-7** and **LU-13**
LU-15 Strategically reduce minimum parking requirements.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
LU-16 Market the benefits of the Planned Action SEIS.	S-L	M	**CDD**	$	Public	Supports **LU-11**

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-17 Consider reducing required driveway widths for middle housing types.	S	M	**CDD**, Fire, PW	$	Public	
LU-18 Create an Arts Policy and integrate public art into public buildings, parks, and the public realm, per the Waterfront Strategic Plan.	O	M	**PCR,** PW	$-$$	Public	
LU-19 Alter development standards and allowed uses in Old Town (3rd/2nd St) to minimize displacement of existing commercial space.	S	H	**CDD**, CC	$	Public	Coincides with LU-1
LU-20 Apply building design standards to require a "flex shell" ground floor.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
LU-21 Explore partnerships to expand commercial affordability options.	S-L	H	**CDD**	$	Public	
LU-22 Consider offering incentives for business retention and/or relocation.	S	H	**CDD**	$	Public	

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-23	Develop a first right to return program for displaced businesses and residents.	S	H	**CDD**	$	Public	
LU-24	Consider an inclusionary housing requirement for affordable housing or an in-lieu fee.	S	H	**CDD**	$	Public	Ideally coincides with **LU-1**
LU-25	Explore additional programs to minimize and/or mitigate displacement.	S	H	**CDD**	$	Public	

Transportation Implementation

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
TR-1	Require new ped/bike connections with redevelopment.	S-L	H	**CDD**, PW	$$	Private	
TR-2	4th St pedestrian improvements	M	M	CDD, PW, WSDOT	$$	Public	

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
TR-3	4th St/Delta Ave intersection pedestrian crossing improvement.	L	H	CDD, PW, WSDOT	$$	Public	Important with any redevelopment of Town Center
TR-4	1st St/60th Pl NE bicycle facilities.	M	M	**PW**, CDD	$$	Public, potentially private	Important with any redevelopment of waterfront site
TR-5	Ped/bike and shared priority streets design standards.	S	H	PW/CDD	$-$$	Private, potentially public	
TR-6	Continue coordinating with Community Transit on BRT stations.	S-L	H	**PW**, CDD, CT	$	Public	
TR-7	Facilitate Transportation Demand Management (TDM) programs.	S-L	H	**CDD**, PW, CT, ST	$$	Public, potential for private fees	
TR-8	Continue to evaluate capacity and intersection traffic control needs along the downtown streets.	S-L	M	**PW**	$	Public	
TR-9	Consider intelligent transportation system (ITS) improvements.	S-M	H	**PW**	$-$$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
TR-10 Coordinate with Community Transit to integrate transit signal priority (TSP).	S-M	H	**PW**	$-$$	Public	
TR-11 Manage access along major downtown corridors.	M-L	M	**PW**, CDD	$-$$$	Public	
TR-12 Evaluate off-street parking and curb space needs.	S-L	M	**PW**, CDD	$	Public	
TR-13 Consider roundabouts.	L	L	**PW**, CDD, WSDOT	$-$$$	Public	
TR-14 8th St bicycle facilities.	O	M	**PW**, CDD, BNSF	$$	Public and/or private	
TR-15 Alder/Quinn Ave bicycle facilities.	O	H	**PW**, CDD	$$	Public and/or private	
TR-16 Armar Rd complete street.	O	M	**PW**, CDD	$$	Public and/or private	
TR-17 Continue implementing the 2009 DMP's street type Flexible Kit of Parts.	O	H	**CDD**, PW	$-$$$	Private	

Parks and Public Services Implementation Plan

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
PS-1	Develop a community vision for Asbery Field.	M	M	**PCR**, CDD, PW, MSD	$	Public	
PS-2	Improve non-motorized connections to Jennings Memorial Park.	O	L	**CDD**, PW, PCR	$$	Public and/or private	
PS-3	Expand Ebey Waterfront Trail.	O	H	**CDD**, PCR, PW	$-$$	Private and/or public	
PS-4	Continue Comeford Park planning.	S	H	**PCR**, CDD	$	Public	
PS-5	Work with MSD to develop a joint program for Asbery Field.	S	M	**PCR**, MSD, CDD	$	Public	Only important prior to any redevelopment of Totem Middle School
PS-6	Ensure that any redevelopment of the Totem Middle School site relates to Asbery Field.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
PS-7 and **PS-9**	Improve ped/bike access to Marysville Skatepark.	O	H	**CDD**, PW, PCR	$-$$	Private and/or public	

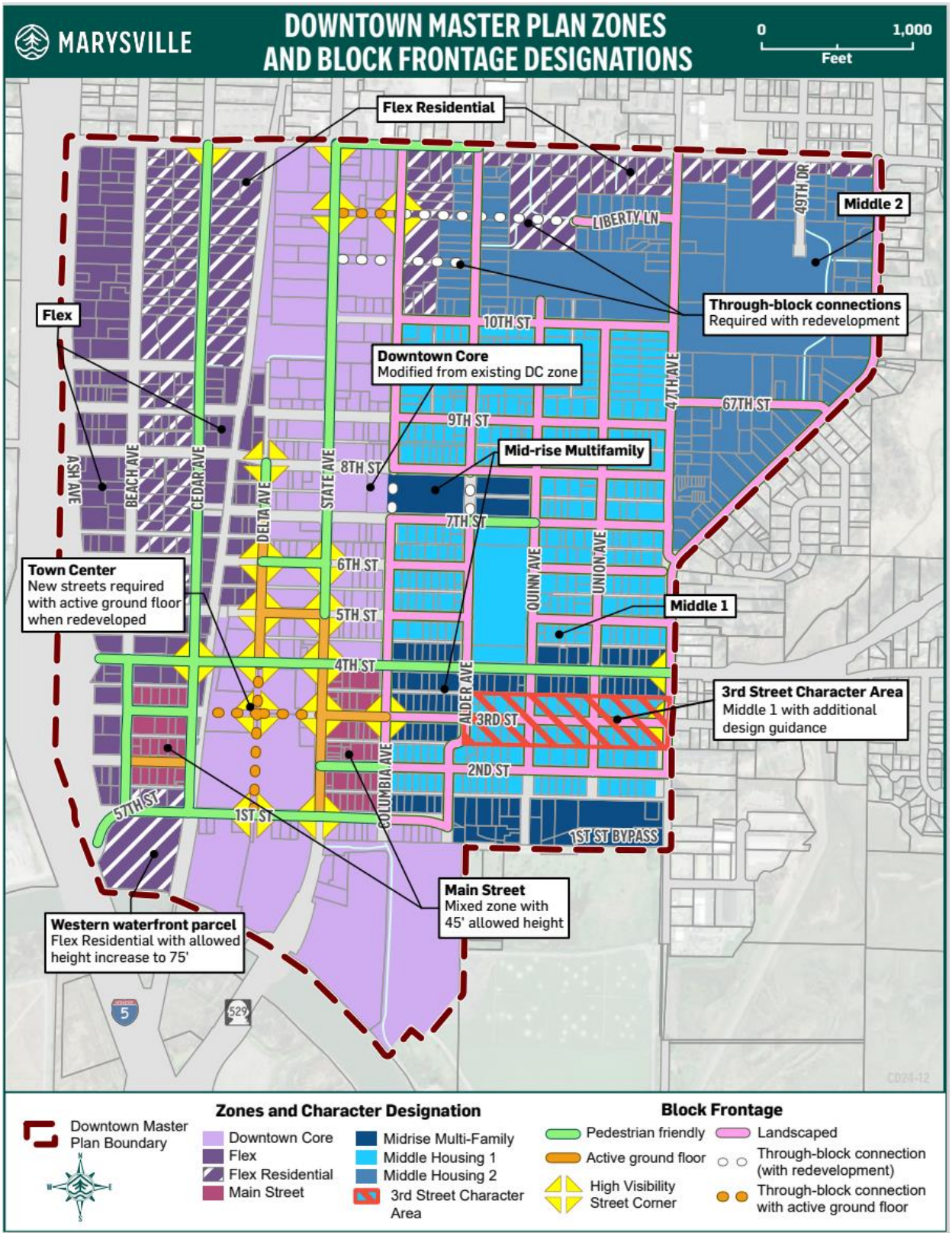
ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
PS-8	Redesign or relocate Marysville Skate Park for better visibility.	L	L	**PCR**, CDD	$$	Public	Parks planning
PS-10	Explore community priorities for parks and gathering spaces associated with private redevelopment.	S-M	H	CDD/PCR	$	Public	Coincides with zoning and design standard updates
PS-11	Continue efforts to market Marysville.	S-L	H	**CDD**, CC	$	Public	**LU-10** and **LU-10**
PS-12	Incorporate defensible space principles in and near parks and trails.	S	H	**CDD**, PCR	$	Public	Ideally coincides with LU-1
PS-13	Explore creation of a Business Improvement District to care for public spaces downtown.	S-M	H	**CDD**	$	Public	

Water & Utilities Implementation Plan

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
UT-1	**Error! Reference s ource not found.**Implement end of pipe treatment and LID analyses.	O	M	PW			
UT-2	Provide builders with preferred stormwater management options.	S	H	CDD/PW	$	Public	
UT-3	Continue informing public about the NPDES Phase II permit program.	S-L	H	**CDD**, PW	$	Public	
UT-4	Monitor Allen Creek basin water quality.	S-L	H	**PW**	$	Public	
UT-5	Pro-actively plan for increases in maintenance and operations funding to sustain system resilience.	S-L	H	**PW**	$	Public	
UT-6	Facilitate annual discussions with private utility providers.	S-L	H	**PW**, Utilities	$	Public	
UT-7	Explore low-flow plumbing and water conservation standards.	O	M	**PW**	$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
Error! Reference source not found. Develop a pilot study of ground loop energy systems.	O	M	**PW**, CDD	$$	Public/ private	
UT-9 Acquire the water right to the Class B water system and provide City water to that user.	O	L	**PW**, CDD	$	Public/ private	
UT-10 Develop Utility Master Plan for high-density areas.	O	H	**PW**, CDD	$	Public	
UT-11 Continue to monitor infiltration and inflow (I/I).	S-L	H	**PW**	$	Public	
UT-12 Assess energy efficiency improvements and energy capture concepts.	O	H	**PW**	$	Public	

Map 3. *Zoning Proposals*



Downtown Core

The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial uses and multi-family residences are allowed. No active ground floor required except on designated streets (see Street Designations).

~~Current~~Prior zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Mid-rise apartments ▪ Office buildings ▪ Walk-up apartments (wood construction)	▪ Maximum height 85 feet ▪ Minimum density 20 dwelling units per acre except as allowed with director waiver ▪ No maximum density	▪ Reduced parking requirements for some uses in small buildings

Land Use

Allowed Uses	Prohibited Uses
▪ Office/commercial ▪ Retail/residential vertical mix ▪ Retail ▪ Multifamily Residential ▪ Light industrial/manufacturing (indoors)	▪ Single Family Residential ▪ Outdoor storage and sales ▪ Industrial ▪ Drive-throughs

Development Examples



Figure 10.*L-R: office building in Newcastle, WA; residential/retail vertical mixed use; stores in Mill Creek, WA*

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, 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.

~~Current~~Prior zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Zero lot-line storefronts ▪ Mid-rise mixed use (with ground floor commercial) ▪ Walk-up mixed use	▪ Maximum height 45 feet ▪ No minimum density ▪ No maximum density	▪ Limited on-site parking requirements for retail uses ▪ No or reduced parking minimum for some uses in commercial buildings less than 10,000 sf gross floor area

Land Use

Allowed Uses	Prohibited Uses

- Retail (conditional use if over 20,000 SF GFA)
- Retail/residential vertical mix
- Office
- Commercial/residential horizontal mix
- Artisan manufacturing
- Single family residential
- Large format commercial
- Industrial and light industrial/manufacturing
- Outdoor storage and sales
- Drive-throughs

Development Examples



Figure 11. *L-R: retail building in Duvall, WA; walk-up apartments above retail; four story midrise apartments above active ground floor in Seattle, WA*

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 ▪ Single-story flexible buildings ▪ Small footprint retail/services	▪ Maximum height 45~~4~~5 feet ▪ Minimum residential density: 20 dwelling units/acre except as allowed with director waiver. ▪ No maximum density	▪ Standard parking code

Land Use

Allowed Uses	Prohibited Uses
▪ Light industrial/manufacturing (indoors) ▪ Retail ▪ Office ▪ Commercial ▪ Artisan manufacturing/small work shops ▪ Residential above a ground floor commercial use	▪ ~~Residential with limited exceptions~~ ▪ Outdoor storage and sales ▪ Industrial ▪ Drive-throughs

Development Examples



Figure 12. *L-R: flexible building in Bozeman, MT; small retail/office building in Seattle, WA; retail shop in converted industrial building in Bozeman, MT*

Flex Residential

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

~~Current~~Prior zoning: Mixed Use

Building Form

Expected Building Types	Development Standards	Parking
▪ Walk-up apartments ▪ Missing middle homes ▪ Workshops ▪ Single-story flexible buildings	▪ Maximum height 45 feet ▪ Minimum residential density: 20 dwelling units/acre except as allowed with director waiver	▪ Reduced residential parking requirements

- Small footprint retail/services
- No maximum density

Land Use

Allowed Uses	Prohibited Uses
▪ Multifamily residential ▪ Retail ▪ Office ▪ Commercial ▪ Artisan manufacturing/small work shops	▪ Outdoor storage and sales ▪ Industrial and light industrial/manufacturing (indoors) ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 13. *L-R: multi-family building with ground floor workspaces, Bozeman, MT; residential Building in Bozeman, MT*

Midrise Multifamily

This zone encourages dense multifamily 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.

~~Current~~Prior zoning: Downtown Commercial, Mixed Use, Residential-18, Residential-8

Building Form

Expected Building Types	Development Standards	Parking
▪ Mid-rise apartments ▪ Walk-up apartments (wood construction)	▪ Maximum height 65 feet ▪ Minimum residential density: 20 dwelling units/acre, except as allowed with director waiver ▪ No maximum density	▪ Standard parking code

Land Use

Allowed Uses	Prohibited Uses
▪ Medium/high-density Multifamily Residential ▪ Residential/retail mixed use ▪ Small commercial ▪ Office	▪ Industrial and light industrial/manufacturing ▪ Low-density residential ▪ Parking lot ▪ Drive-throughs

Development Examples





Figure 14.*L-R: "four over one" mid-rise apartment building with ground floor shop; four-story apartment building*

Middle Housing 1

This zone encourages small infill housing, especially "missing middle" housing. The zone protects the fine-grained, residential character of historic neighborhoods.

~~Current~~Prior zoning: R-18 Multi-family Medium and R-8 Single Family High, Small – Lot

Building Form

Expected Building Types	Development Standards	Parking
▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Cottage housing ▪ Detached houses with ADUs	▪ Maximum height 35 feet ▪ Minimum residential density: 10 dwelling units/acre except as allowed with director waiver ▪ No maximum density	▪ Parking provided on alley (if present) ▪ Reduced minimum

Land Use

Allowed Uses	Prohibited Uses
▪ Medium density residential ▪ Low-density residential ▪ Small cultural uses (conditional)	▪ Most non-residential uses ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 15. *L-R: modern duplex; townhouses; ADU in Seattle, WA*

Middle Housing 2

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.

~~Current~~Prior zoning: R-18 Multi-family Medium, R-8 Single Family High, Small – Lot, and R-6.5 Single Family High

Building Form

Expected Building Types	Development Standards	Parking
▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Small apartments ▪ Cottage housing ▪ Walk-up apartments	▪ Maximum height 45 feet ▪ Minimum residential density: 10 dwelling units/acre except as allowed with director waiver ▪ No maximum density	▪ Reduced minimums

Land Use

Allowed Uses	Prohibited Uses
▪ Medium density residential ▪ Low-density residential ▪ Small commercial on ground floor of mixed use building located along an arterial street (conditional)	▪ Most non-residential uses ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 16.*L-R: modern six-plex in Seattle, WA; traditional small apartment building in Seattle, WA; Townhouse in Seattle, WA*

3rd Street Character Area

This overlay places design standards along either side of 3rd St between Alder Ave and 47th Ave NE to promote building design consistent with existing character.

~~Current~~Prior Zoning: R-8 Single Family High, Small – Lot

Design standards should address the following elements to maintain a historic character:

- Peaked/gable roofs
- Parking in rear on alley
- Front yard set back
- Traditional materials
- Window design



Figure 17. *Sample guidelines for a corner lot triplex that emphasize traditional Pacific Northwest architectural characteristics and an active relationship with the street*

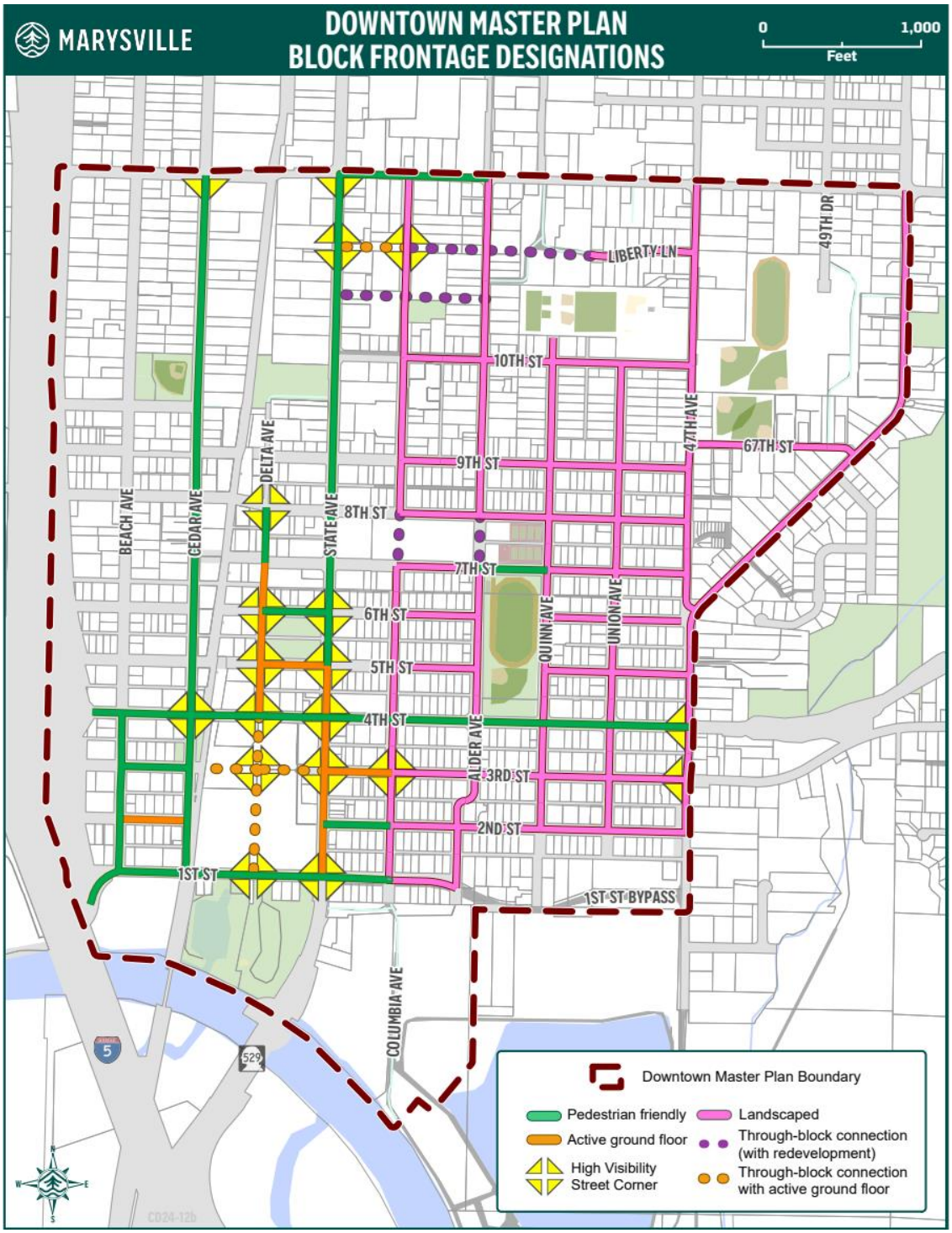
Recommendations

LU-1 Apply form-based code to new zones as shown in Map 3.

LU-2 Apply design guidelines promoting traditional/historic residential character to the 3rd St Character Area.

Street Designations

Map 4. *Street designations and through-block connections*



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

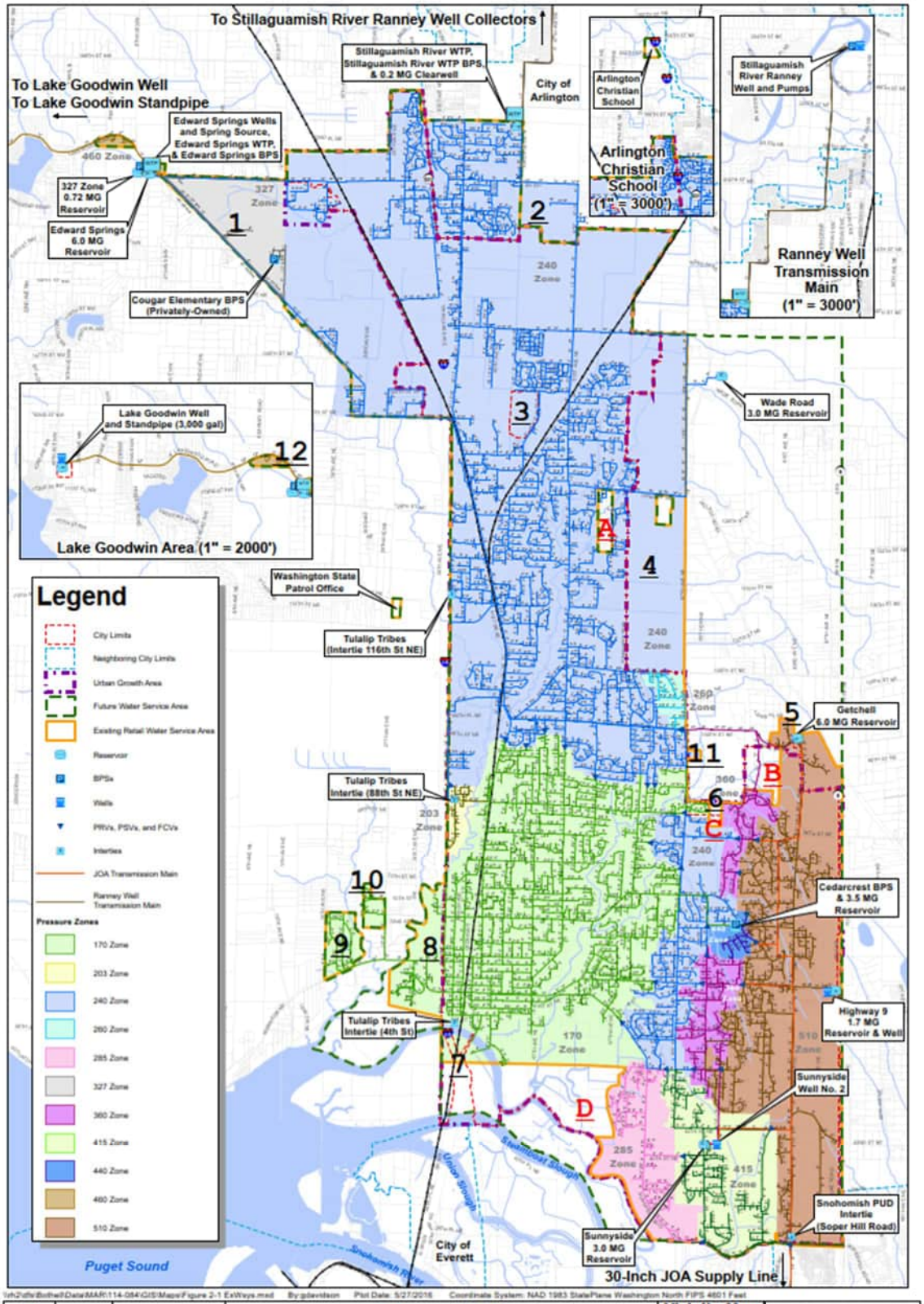
Attachment 2 – Figure 3-4 from 2011 GSP

Attachment 3 – Table 3-2 from 2016 WSP

Attachment 4 – Table 3-12 from 2011 GSP

Attachment 1

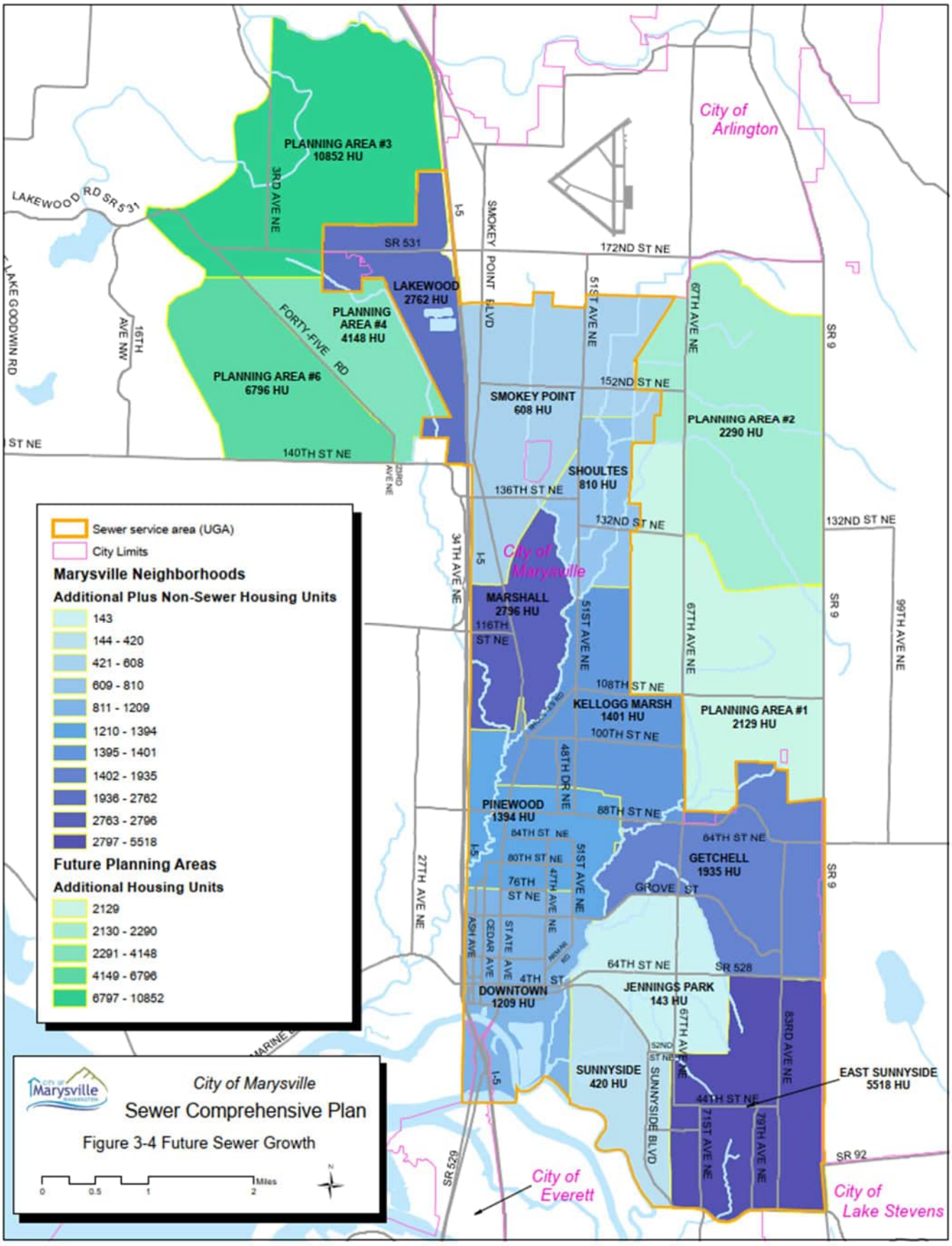
Existing Water System


To Stillaguamish River Ranney Well Collectors
To Lake Goodwin Well
To Lake Goodwin Standpipe
Stillaguamish River WTP, Stillaguamish River WTP BPS & 0.2 MG Clearwell
City of Arlington
Arlington Christian School
Arlington Christian School (1" = 3000')
Stillaguamish River Ranney Well and Pumps
Ranney Well Transmission Main (1" = 3000')
Edward Springs Wells and Spring Source, Edward Springs WTP, & Edward Springs BPS
460 Zone
327 Zone 0.72 MG Reservoir
Edward Springs 6.0 MG Reservoir
Cougar Elementary BPS (Privately-Owned)
Wade Road 3.0 MG Reservoir
Lake Goodwin Well and Standpipe (3,000 gal)
Lake Goodwin Area (1" = 2000')
Washington State Patrol Office
Tulalip Tribes (Intertie 116th St NE)
Tulalip Tribes Intertie (88th St NE)
Tulalip Tribes Intertie (4th St)
Getchell 6.0 MG Reservoir
Cedarcrest BPS & 3.5 MG Reservoir
Highway 9 1.7 MG Reservoir & Well
Sunnyside Well No. 2
Snohomish PUD Intertie (Soper Hill Road)
Sunnyside 3.0 MG Reservoir
City of Everett
30-Inch JOA Supply Line
Puget Sound
Legend
City Limits
Neighboring City Limits
Urban Growth Area
Future Water Service Area
Existing Retail Water Service Area
Reservoir
BPSs
Wells
PRVs, PSVs, and FCVs
Interties
JOA Transmission Main
Ranney Well Transmission Main
Pressure Zones
170 Zone
203 Zone
240 Zone
260 Zone
285 Zone
327 Zone
360 Zone
415 Zone
440 Zone
460 Zone
510 Zone
NORTH
1 inch = 2,000 feet
DRAWING IS FULL SCALE WHEN BAR MEASURES 2"
Figure 2-1
Existing Water System
City of Marysville
2016 Water System Plan
Vicinity Map

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 esitmate 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
Subtotal Planning Areas						70,140
UGA Capacity						88,032*
Non-UGA						3,382
Total Capacity						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.

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,



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 statem… policies, VISION 2050, and 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)	
Prioritize services and access to opportunity for people of color, people with low incomes, and his… ple can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)	

Indicates new or expanded emphasis in VISION

Provides relevant VISION 2050 policies or

Indicate where to find the best or most complete example. It is not necessary to list all

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
NEW Support achieving regional greenhouse gas emission reduction goals by: NEW 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)	
NEW Protect and restore natural resources that sequester and store carbon (MPP-CC-4)	
NEW 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)	
NEW Identify and address the impacts of climate change and natural hazards on the region to increase resilience (MPP-CC-7-10, CC-Action-4)	
NEW 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)	

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)	
NEW	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)	
NEW	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)	
NEW	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)	
NEW	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 sites[2]; and identify strategies and incentives for their protection for the enrichment of future generations. *(The underlined clause addresses PSRC's MPP- DP-5-7).*

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[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.

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,



David Dixon, Growth Management
Puget Sound Regional Council

cc: Review Team, Growth Management Services, Department of Commerce

Exhibit 8

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.

Washington State Department of Commerce

LOCAL GOVERNMENT DIVISION
GROWTH MANAGEMENT SERVICES

Periodic Update Checklist for Fully-Planning Cities

Marysville
City

Jeff Aken (Commerce)

Staff contact, phone + email

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.

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 *assumed densities*, 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. 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*	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). 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,*	Completed: ☐ Date:

Section I: Comprehensive Plan				
			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.	

	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. 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)	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 *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 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."*	*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.	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: *Narrative in future chapter should highlight equity and potential displacement impacts*.	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. *Port elements*, 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. *Urban Growth Areas:* 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. *By 2029, the City will need to pursue actions to address climate change and to track, measure and reduce ghg emissions.*(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 e through i 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, *including the participation of vulnerable populations and overburdened communities*, 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: *Obtain feedback from diverse perspectives, and engage with all segments of the community including: citizens, property owners, neighboring jurisdictions and tribes, community*	Completed: ☐ Date:

Consistency is required by the GMA				
vulnerable populations and overburdened communities. RCW 36.70A.035 *Public Participation* was not amended under HB 1181.			*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.*	

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.131and 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:

	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 *emergency* 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 not 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.

Washington State Department of Commerce

LOCAL GOVERNMENT DIVISION
GROWTH MANAGEMENT SERVICES

EXPANDED HOUSING CHECKLIST

Periodic Update Checklist for Fully-Planning Cities and Counties[1] 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.

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[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 DOCUMENTION 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 *assumed densities*, 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 SUFFICENT 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	

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 SUFFICENT 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 SUFFICENT 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 <hmiller@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 <hmiller@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 <hmiller@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 fores*ts (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, <u>anadromous fisheries</u>, 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, <u>geologically hazardous areas</u>, 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 <u>geologic hazards</u>, 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 <u>including solar energy</u>, 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 <u>and that all Comprehensive Plan elements are internally consistent</u>." 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 their 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!

Angela Gemmer, Principal Planner
CITY OF MARYSVILLE
Community Development Department
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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

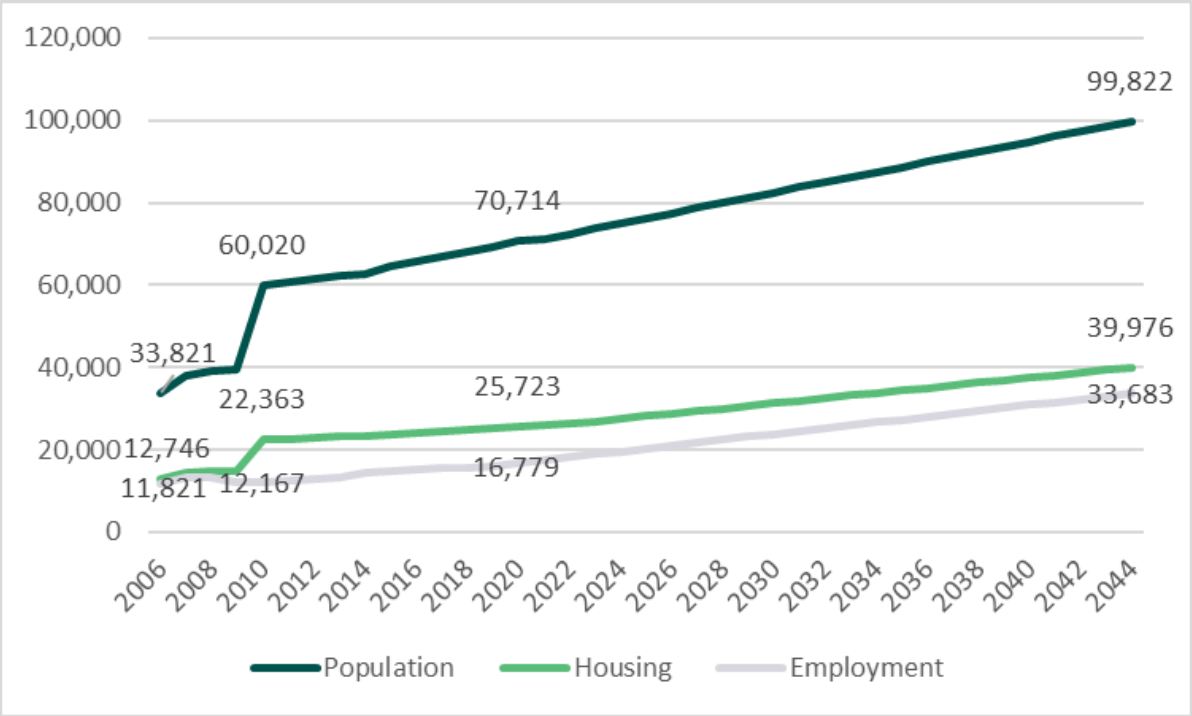
	Employment	Housing	Population
Existing	15,310[1]	25,630[2]	70,714
2044 Target[3]	33,683	39,976	99,822
Additional Capacity	19,380	14,931	30,454
2044 Total Capacity	34,690	40,561	101,283

[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 Analysis[4]

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 hosuing 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

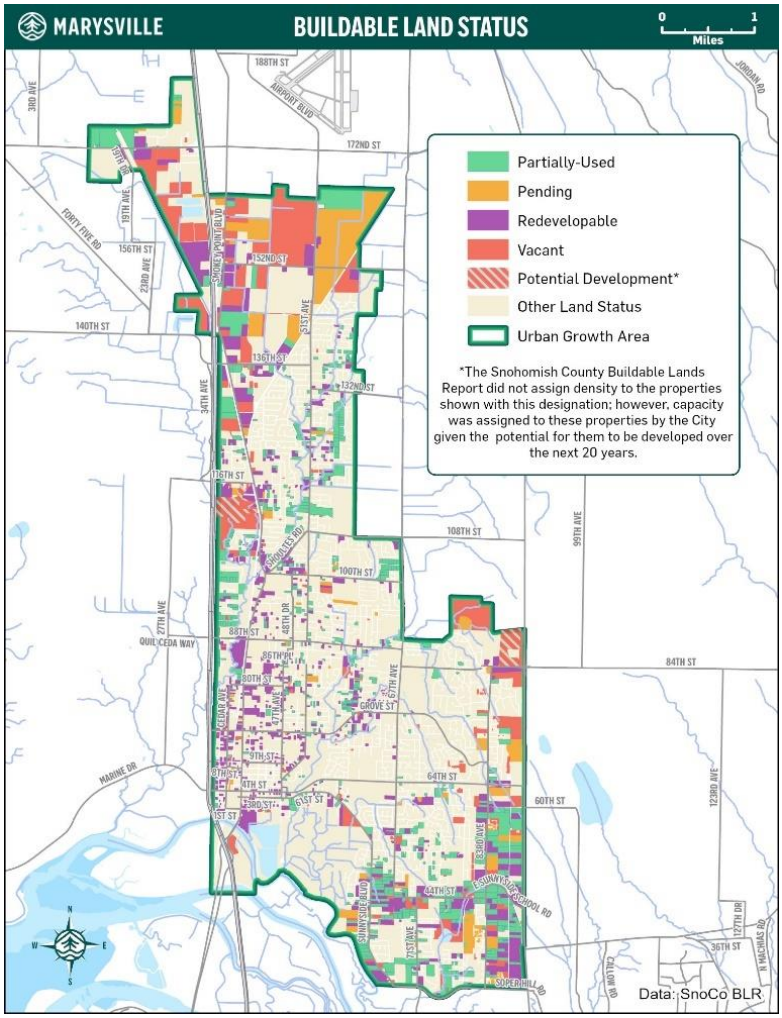
DEVELOPABLE LAND ANALYSIS (STEPS 1.1 – 1.3)[5]

STEP 1.1 IDENTIFY LAND SUPPLY AND ASSIGN LAND CAPACTIY 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 development[8].

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 capacity[9].

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 Availabilty 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	**2.61**	1 – 4 units/lot	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			
Mixed Use (MU) – Lakewood Neighborhood	Vacant	0.25	15%	0.21	70.6	20.23	1,428
	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			176
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	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		
Totals[5]	1,203	1,549	-	25,630[6]	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.

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, condominums (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, condominums (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 categories[14] 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.

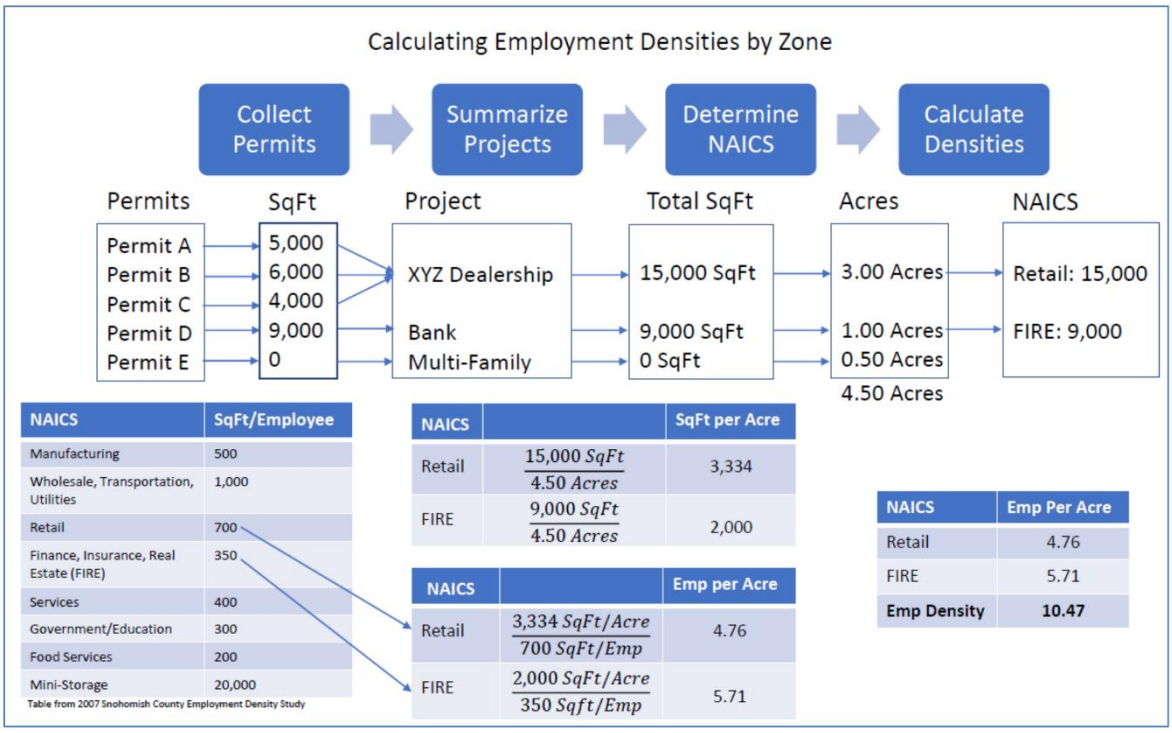
[14] The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 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



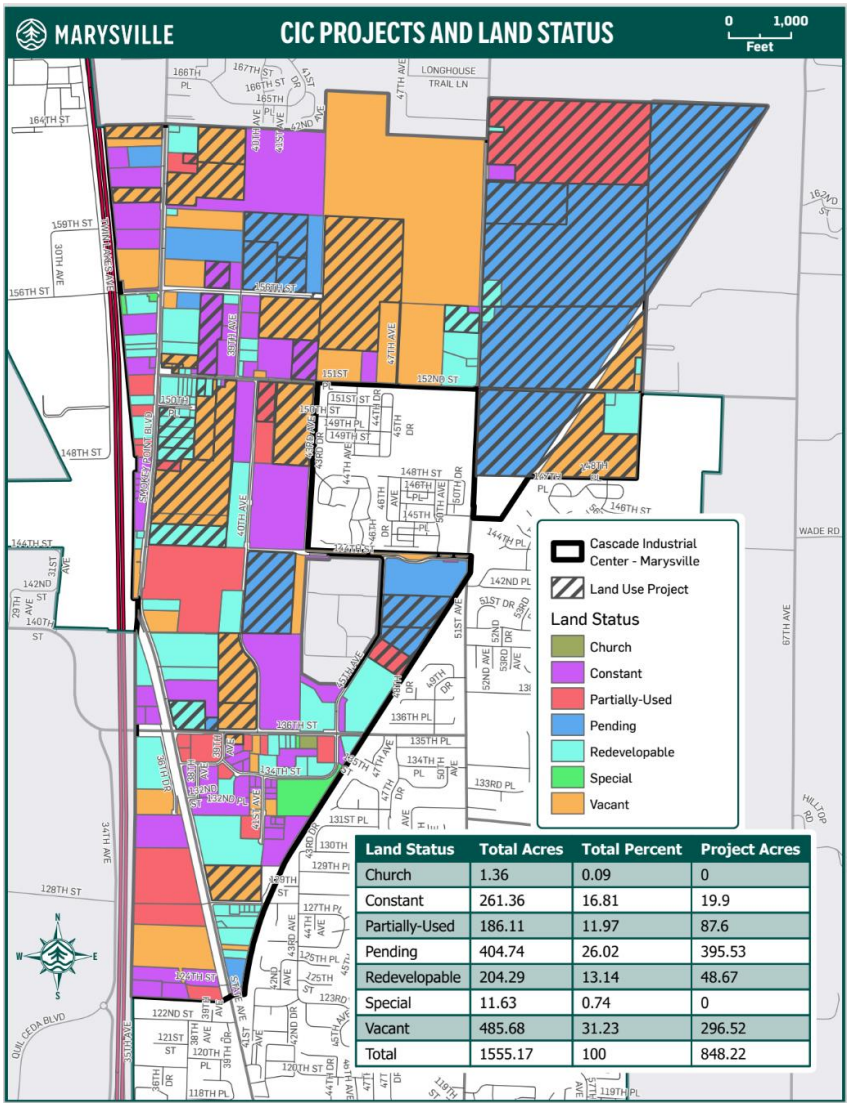
[15] It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

[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 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.

Figure 15



Land Status	Total Acres	Total Percent	Project Acres
Church	1.36	0.09	0
Constant	261.36	16.81	19.9
Partially-Used	186.11	11.97	87.6
Pending	404.74	26.02	395.53
Redevelopable	204.29	13.14	48.67
Special	11.63	0.74	0
Vacant	485.68	31.23	296.52
Total	1555.17	100	848.22

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.

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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.govor (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 <hmiller@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 <hmiller@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 <hmiller@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
1011 Plum Street
PO Box 42525
Olympia, WA 98504-2525

Desk: 360-725-2869
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STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
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www.commerce.wa.gov

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.govor (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

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

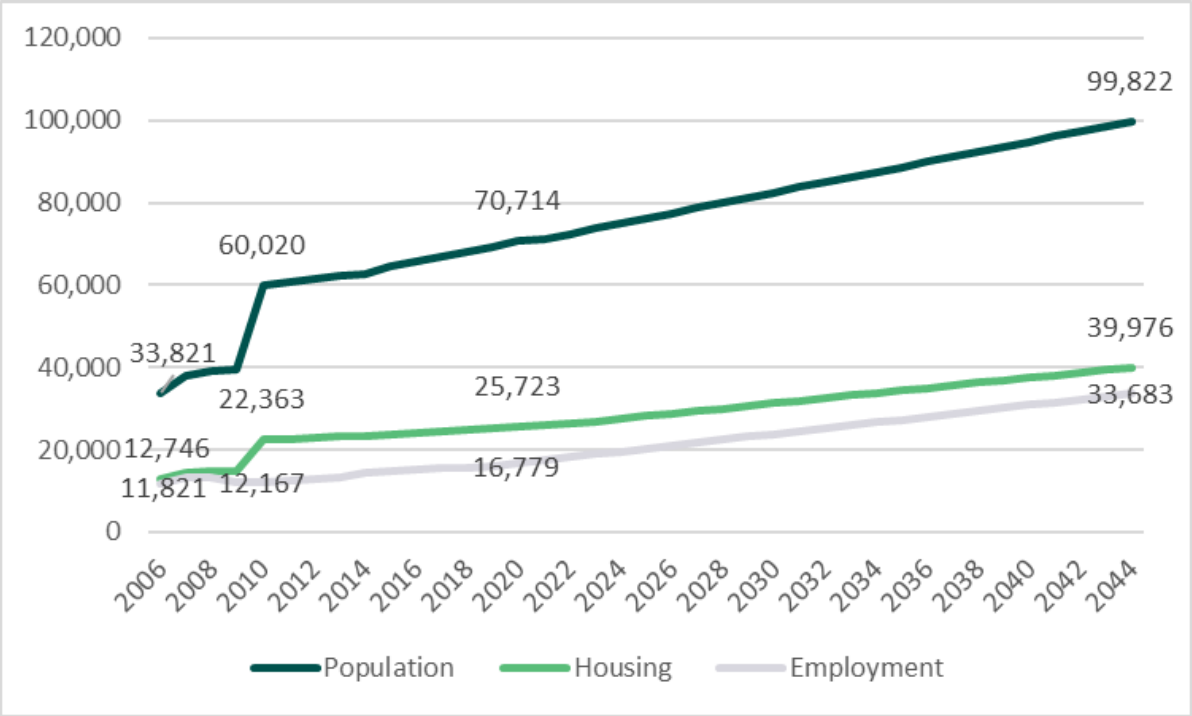
	Employment	Housing	Population
Existing	15,310[1]	25,629[2]	70,714
2044 Target[3]	33,683	39,976	99,822
Additional Capacity	19,380	14,928	30,454
2044 Total Capacity	34,330	40,557	101,283

[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 Analysis[4]

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 hosuing 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.

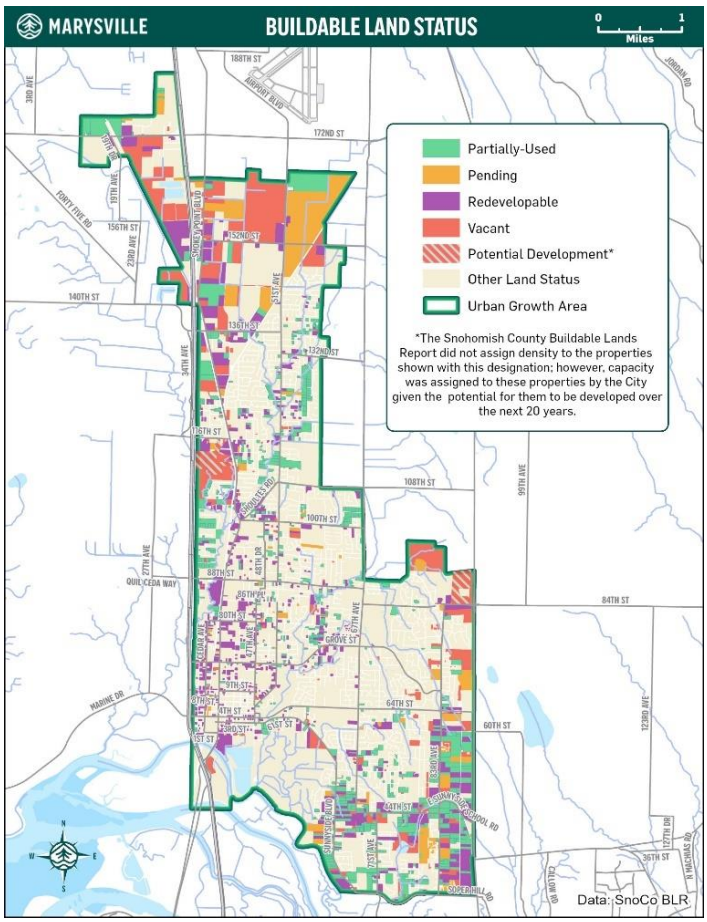
HOUSING AND POPULATION

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 CAPACTIY 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 development[8].

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 capacity[9].

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 Availabilty 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	2.61	1 – 4 units/lot	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			
Mixed Use (MU) – Lakewood Neighborhood	Vacant	0.25	15%	0.21	70.6	20.23	1,428
	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			176
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	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		
Totals[5]	1,203	1,549	-	25,630[6]	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 feet[12]. 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, condominums (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, condominums (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 MU[15]) 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 acre[16], 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 categories[18] 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.

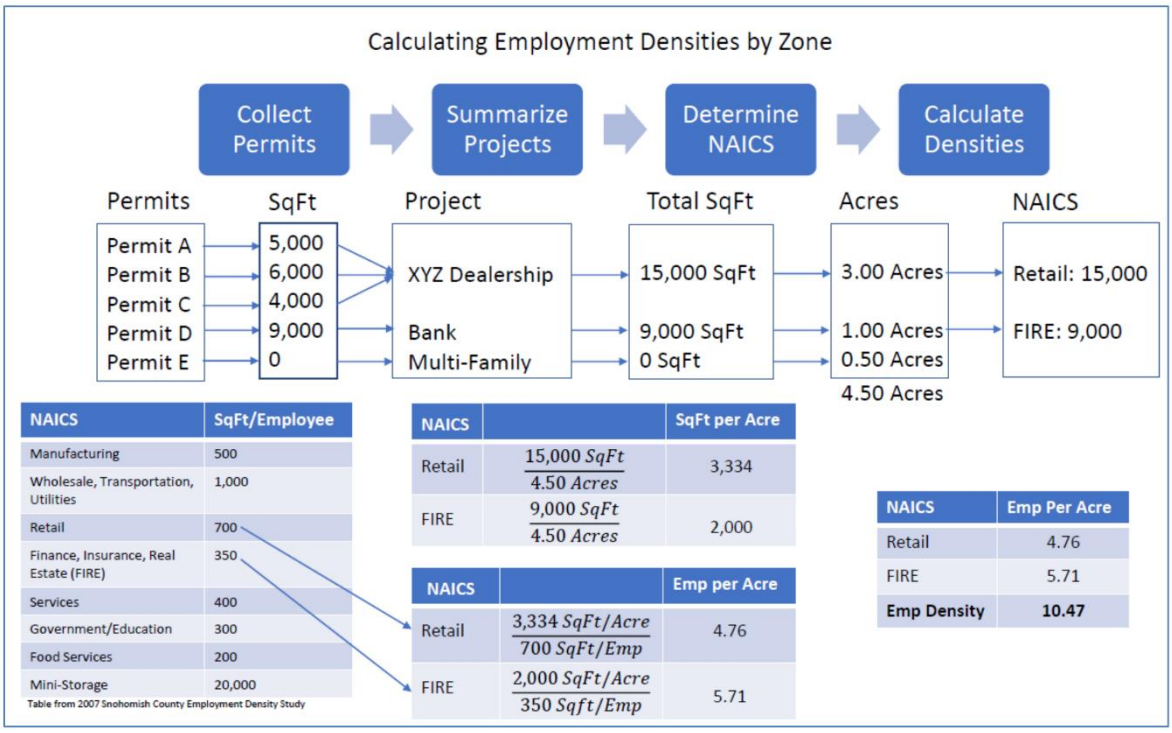
[18] The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 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



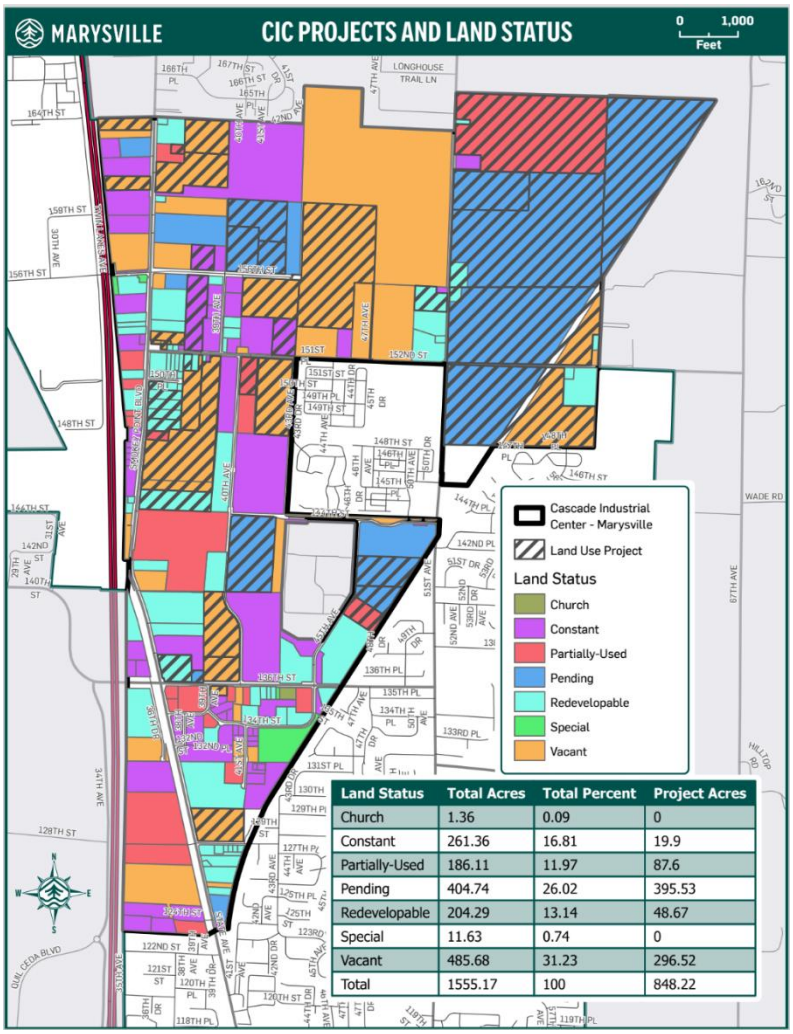
[19] It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

[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 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.

Figure 18



Land Status	Total Acres	Total Percent	Project Acres
Church	1.36	0.09	0
Constant	261.36	16.81	19.9
Partially-Used	186.11	11.97	87.6
Pending	404.74	26.02	395.53
Redevelopable	204.29	13.14	48.67
Special	11.63	0.74	0
Vacant	485.68	31.23	296.52
Total	1555.17	100	848.22

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.

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

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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.

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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?

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

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- 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 <hmiller@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 <hmiller@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 <hmiller@marysvillewa.gov>
Subject: [External!] Land Use Element Comment Letter

[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.

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
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PUGETSOUND PARTNERSHIP

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) <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@lakestevenswa.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@lakestevenswa.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

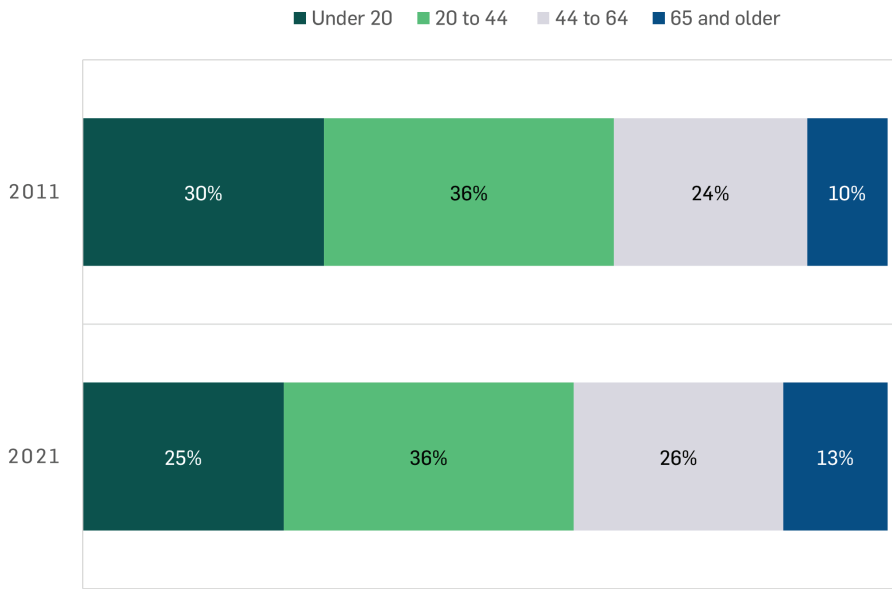
Age

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

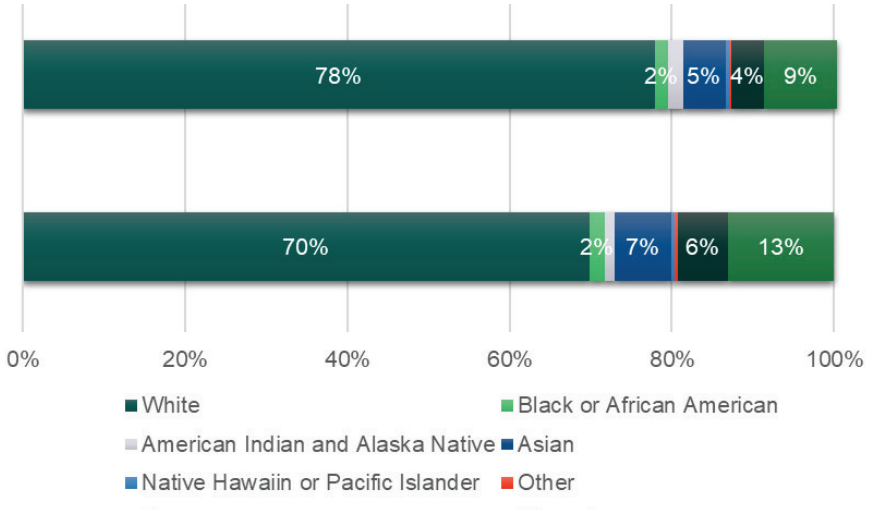
Marysville, like Snohomish County, has a majority White population; however, from 2011 to 2021, the City has become more racially and ethnically diverse, with increases in our Hispanic and Asian populations of four and two percent respectively (see Figure 3.3). Additional analysis on race and racially 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

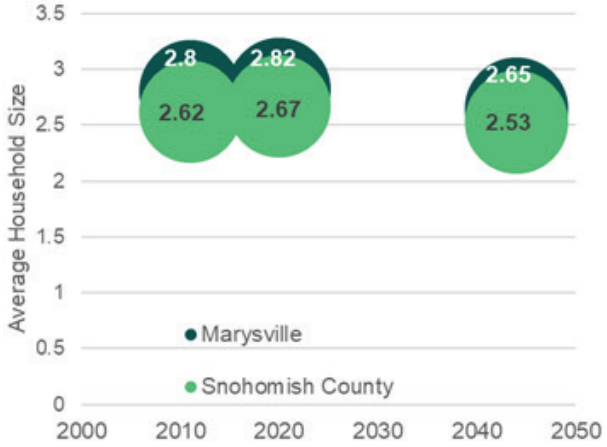
Average Household Size

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

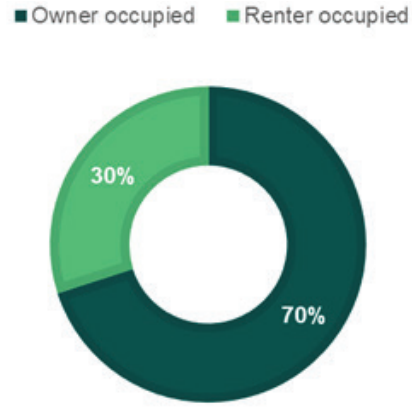
Housing tenure refers to whether a dwelling is owner- or renter-occupied. In 2021, 70 percent of housing in the City was owner-occupied (Figure 3.5) which is on par with Snohomish County where 68 percent of housing was owner-occupied. Owner-occupied units primarily consist of two-person households; the 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



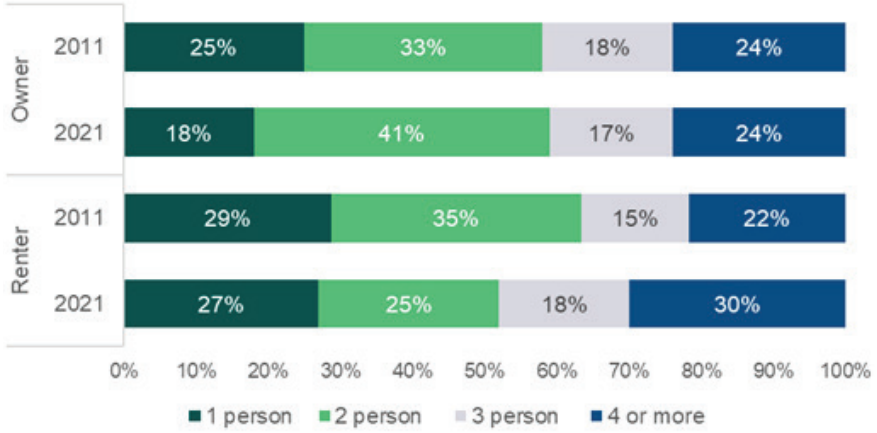
Source: 2023 Snohomish County Buildable Lands Report

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).

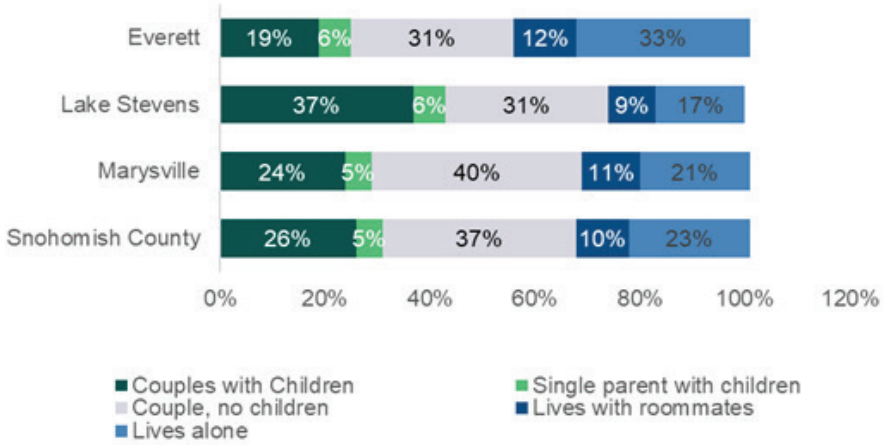
Vacancy Rates

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

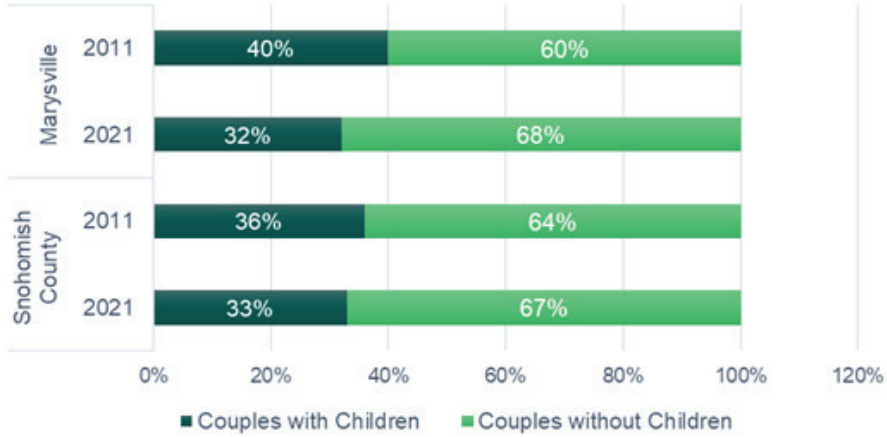
Income is an important determinant of housing choice, influencing both the type of housing a household chooses (e.g. single family detached, duplex, or multi-family residence) and household tenure (i.e. rent or own). Marysville's 2021 median household income was approximately $89,000, slightly lower 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

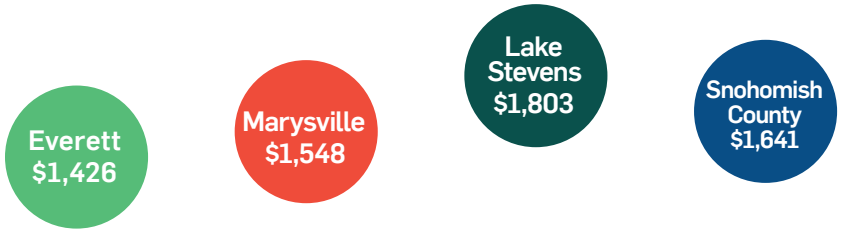
In 2021, Marysville's median rental rate of $1,548 was lower than nearby Lake Stevens and Snohomish County overall (see Figure 3.15). Marysville has seen a 53 percent increase in rents over the past decade plus with rates rising from $1,113 per unit in 2012 to $1,685 per unit in 2023.

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

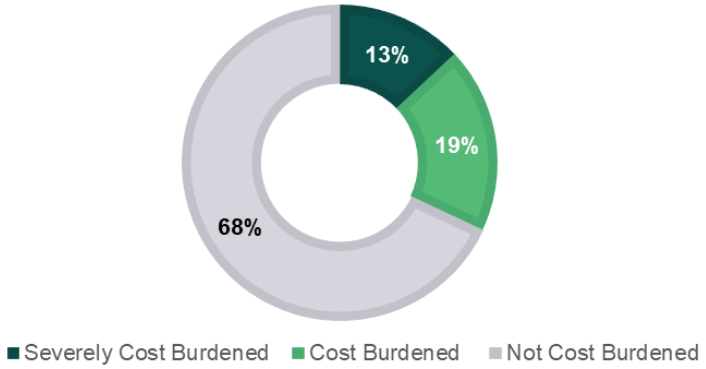
Housing costs are usually the largest portion of a household budget and typically include mortgage or rent payment, utilities, interest, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30 percent of their income on housing experience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

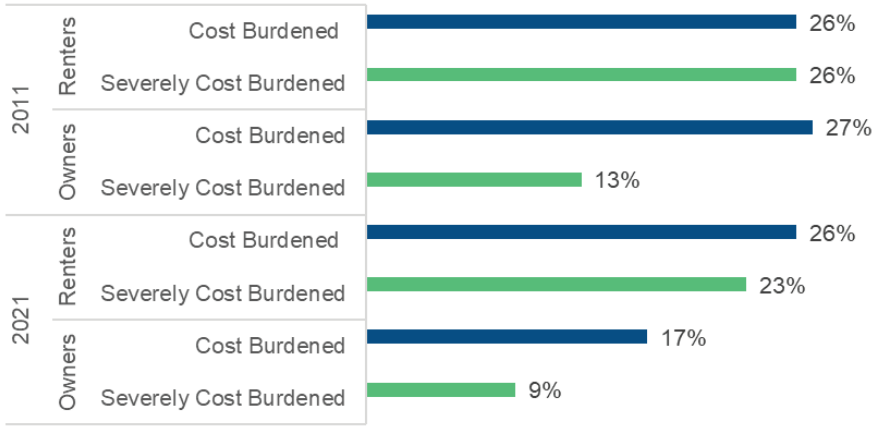
In 2022, 32 percent of Marysville residents were cost burdened (see Figure 3.16). Renters are more likely to be cost burdened than homeowners (see Figure 3.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease and renters seeing a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

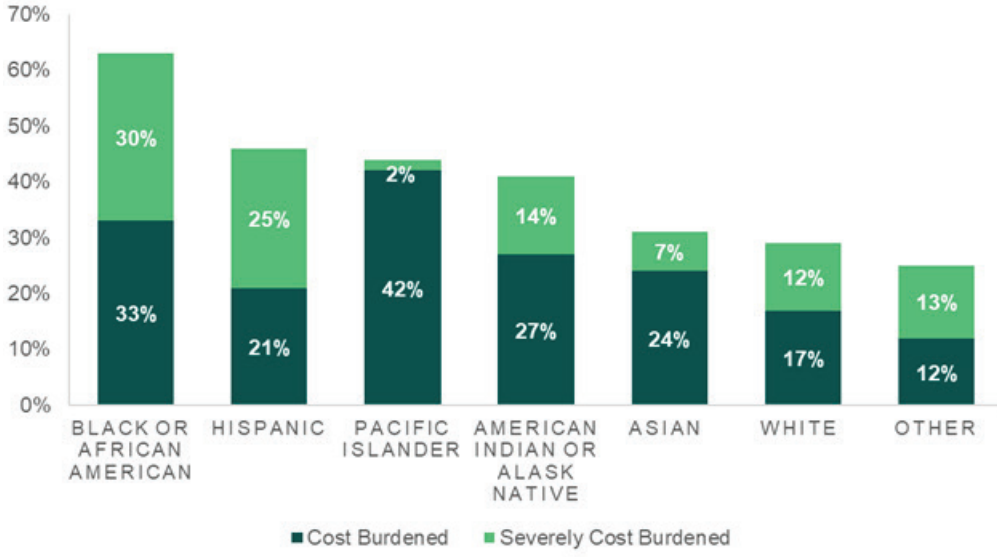
Housing Attainability

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

Section 3.3

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

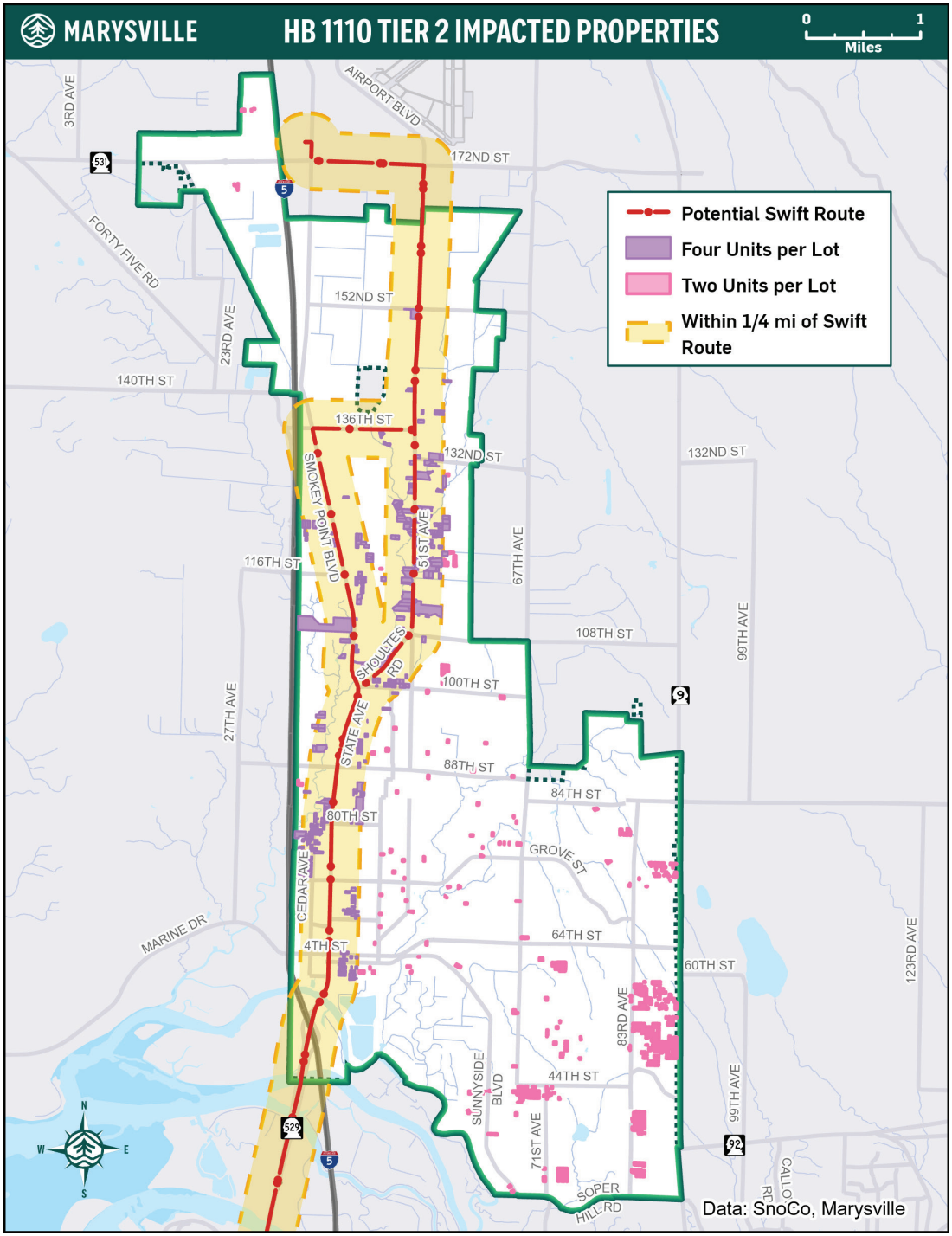
HAP Action 1.4

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.



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.

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

City of Marysville

2024
TRANSPORTATION ELEMENT

November 2024

Prepared by:

transpogroup
WHAT TRANSPORTATION CAN BE.

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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 Avene 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 Stret 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).

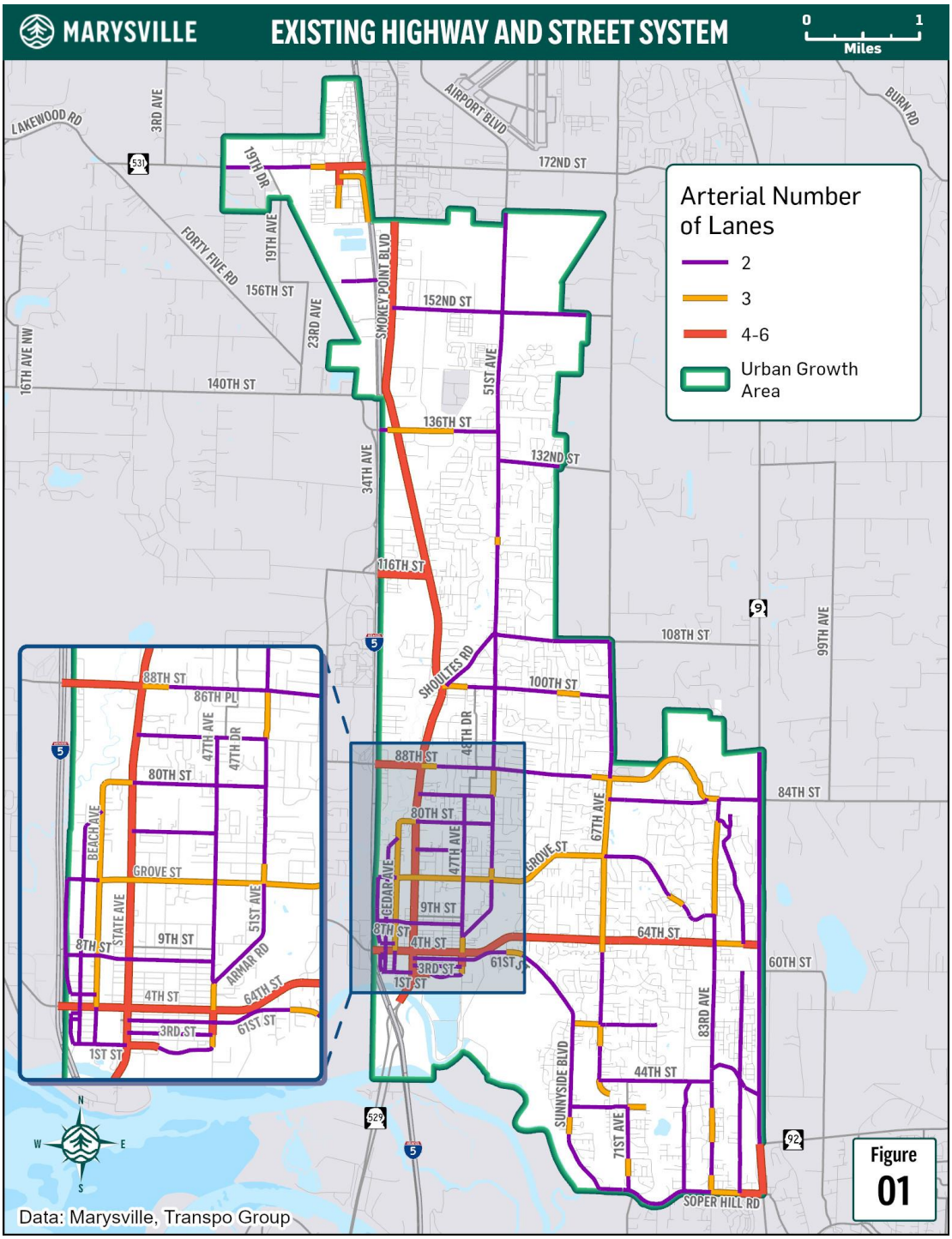


Figure 1. Existing Highway and Street System

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 /	e/o I-5 NB Ramps	2,115	2,190	75	0%
84th St NE	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	n/o 116th St NE	1,565	1,750	185	1%
Blvd	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 2015Transportation Element.
2. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2023 intersection counts.

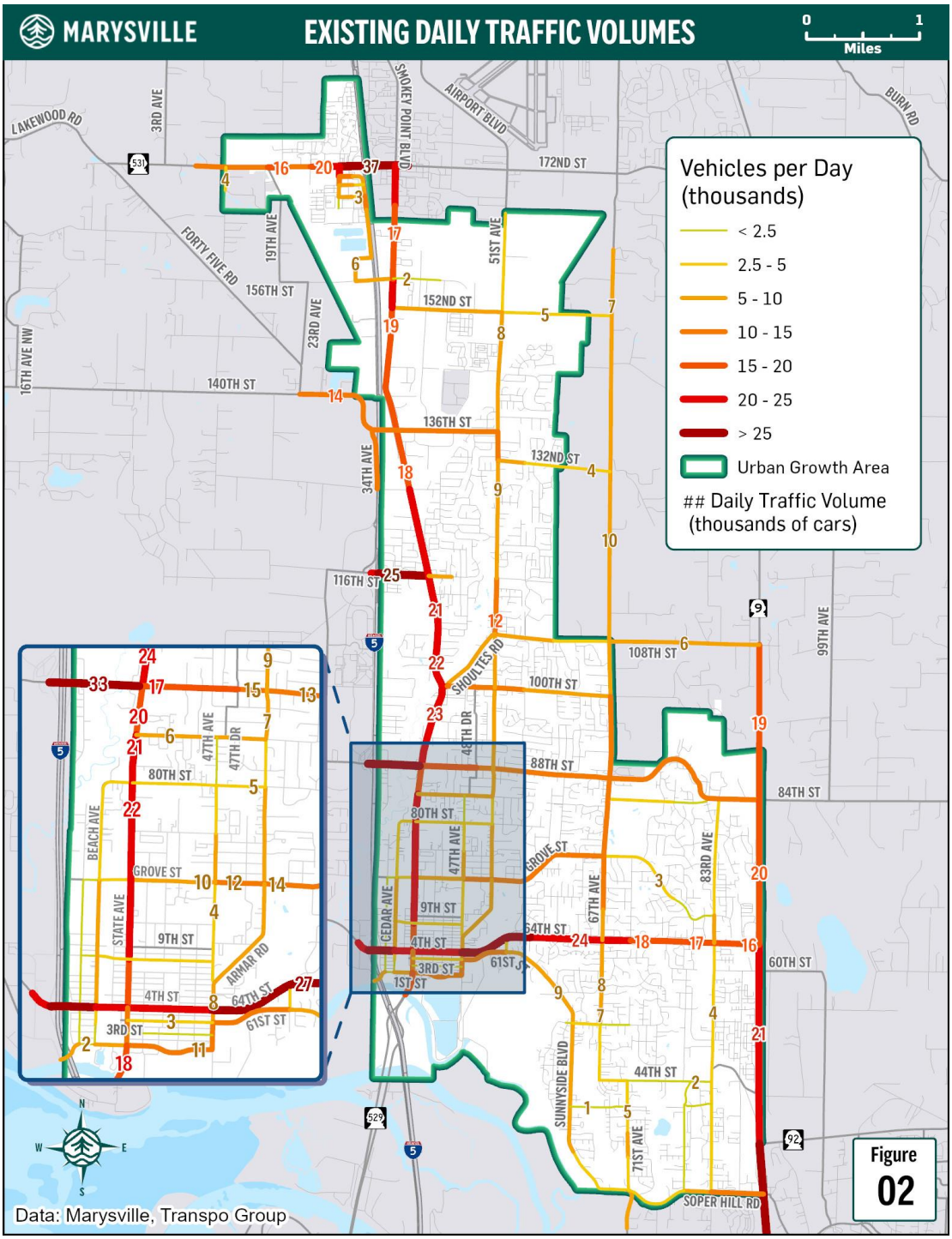


Figure 2. Existing Daily Traffic Volumes

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.

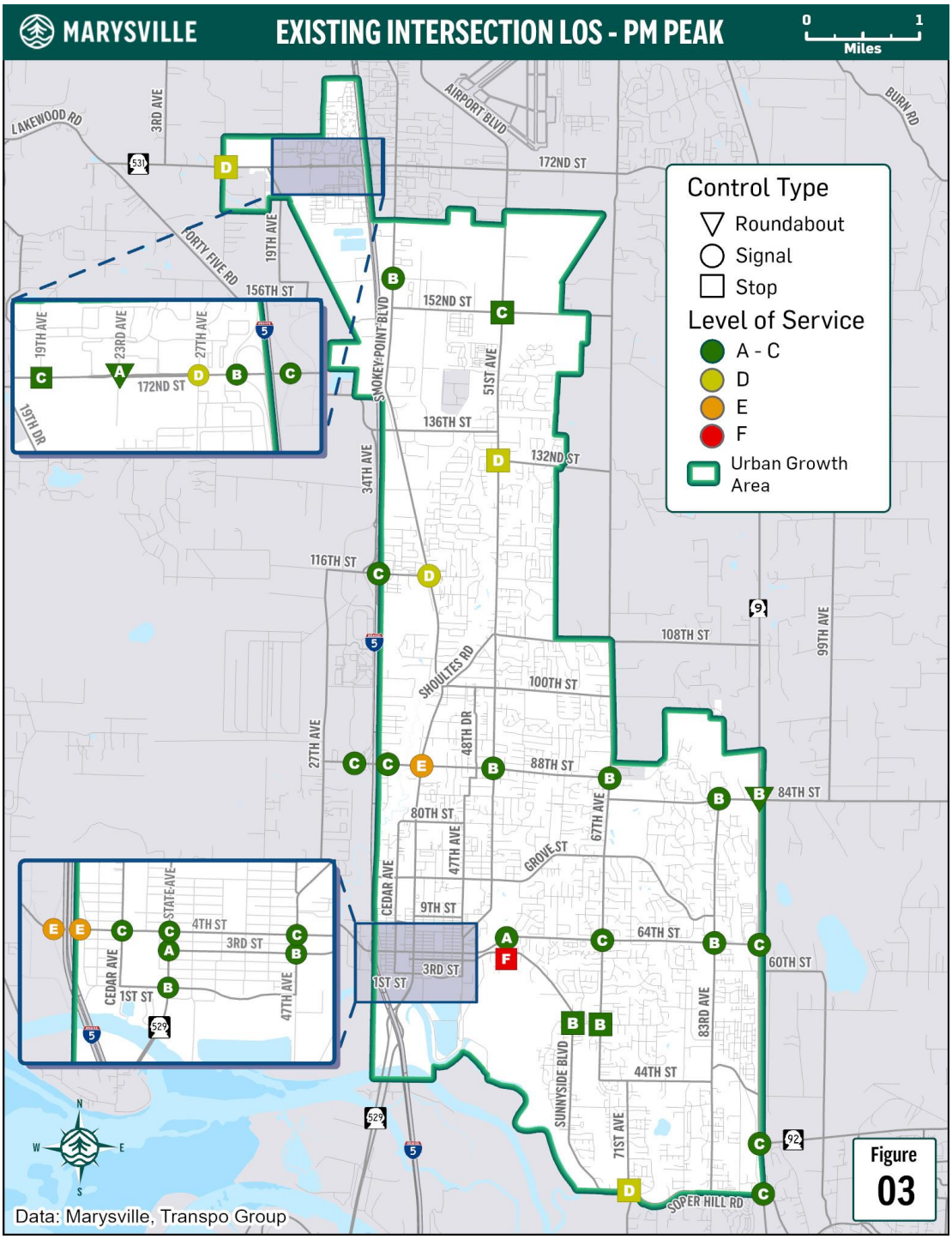


Figure 3. Existing Intersection LOS - PM Peak

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.

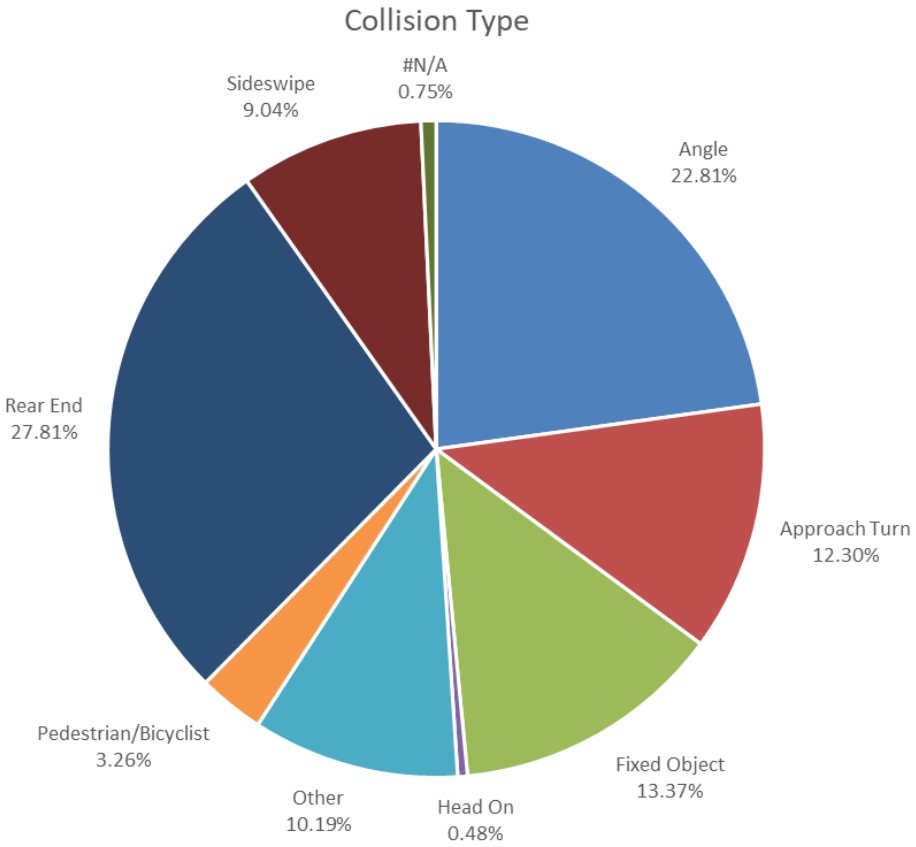


Figure 4. Collisions by Type

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.

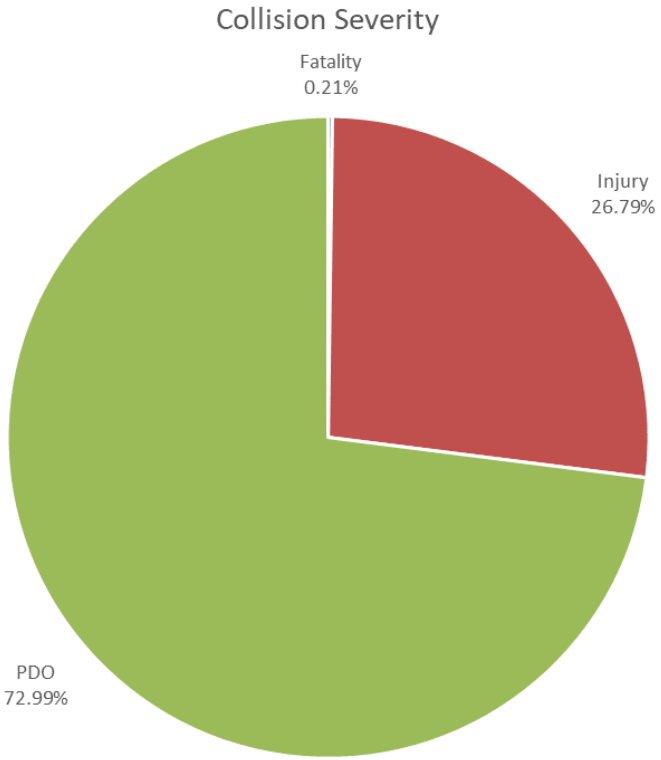


Figure 5. Collisions by Severity

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.

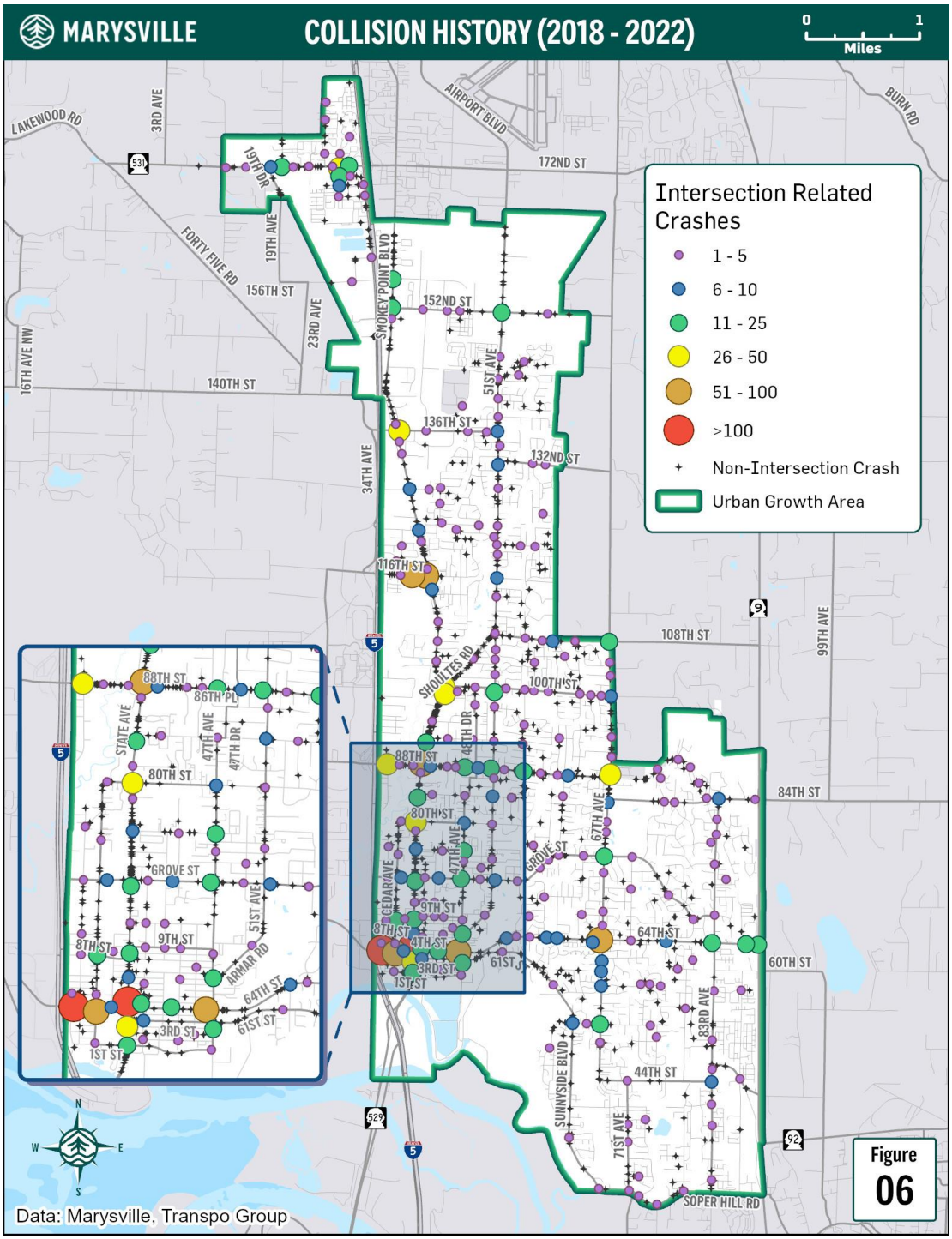


Figure 6. Collision History (2018 – 2022)

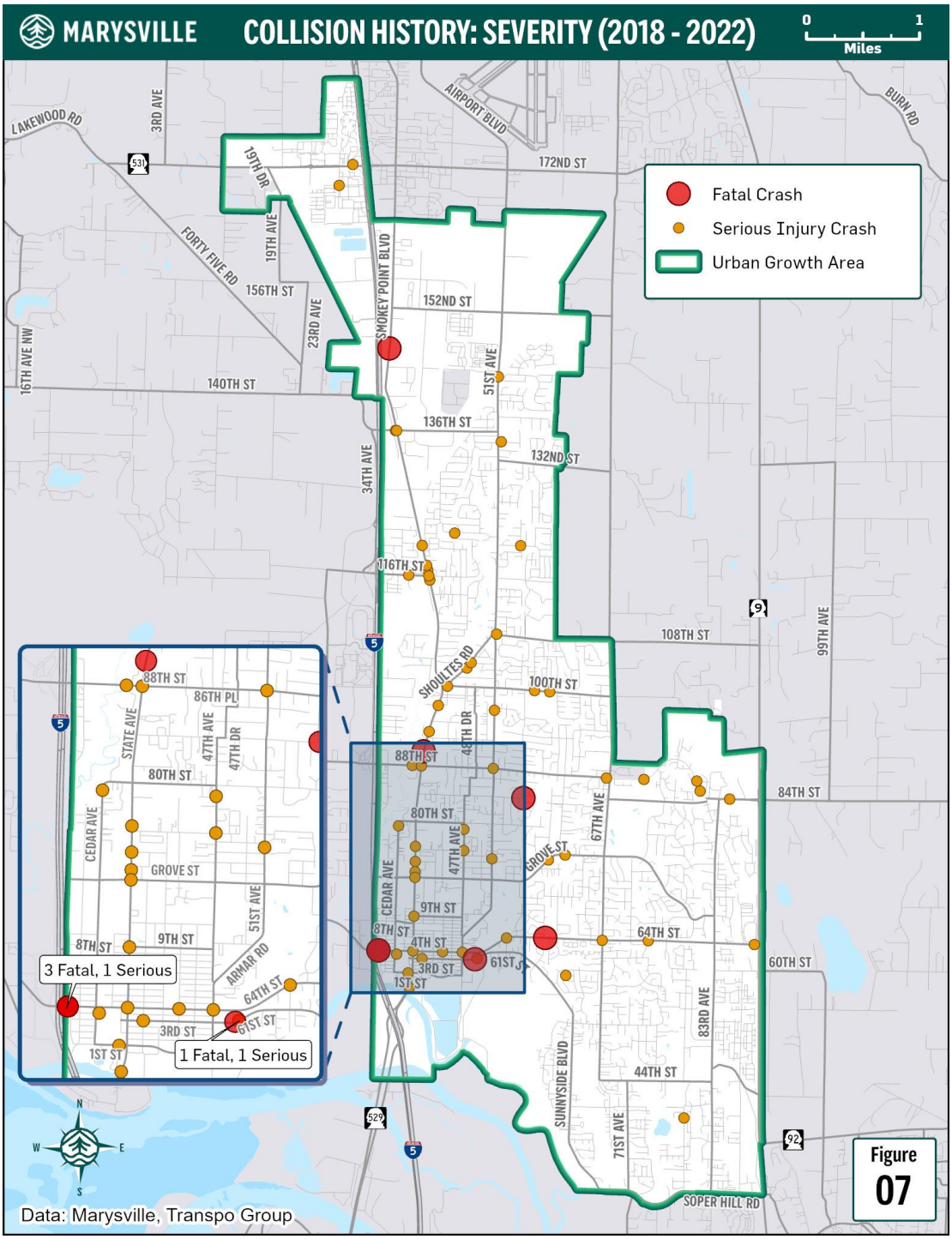


Figure 7. Collision History: Severity (2018 – 2022)

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
State Highway Intersections					
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
Marysville Intersections					
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.

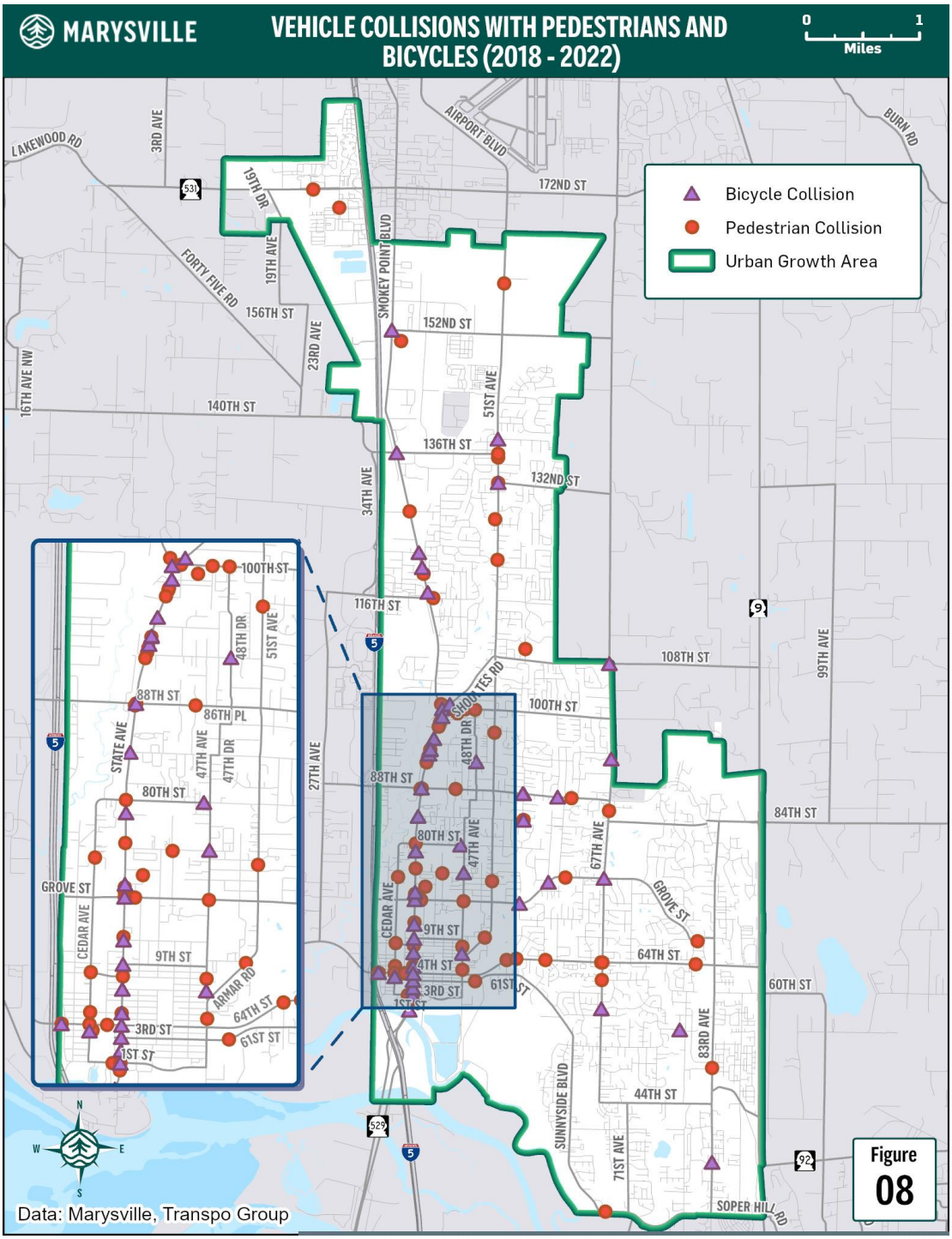


Figure 8. Pedestrian and Bicycle Collisions (2018 – 2022)

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.

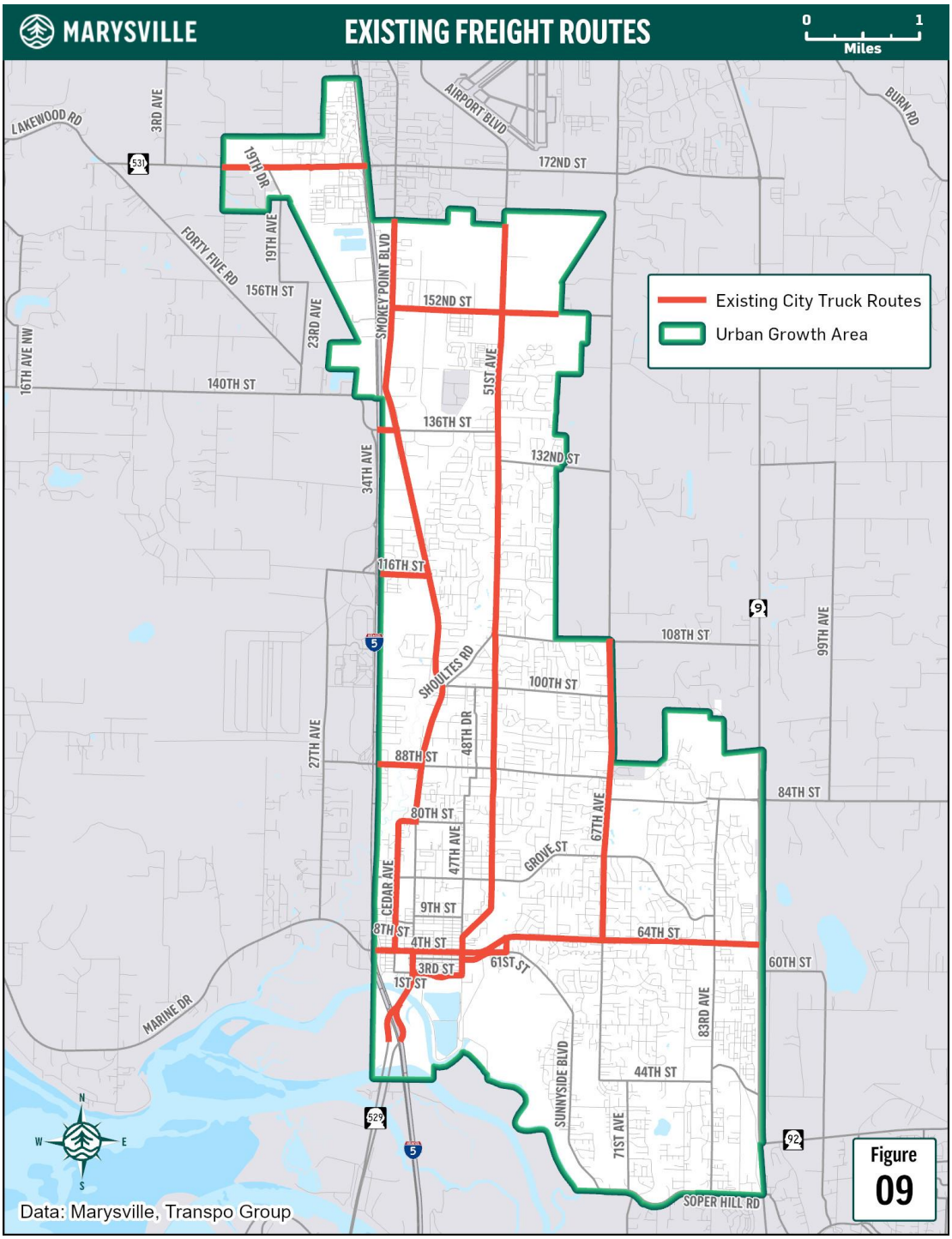


Figure 9. Existing Freight Routes

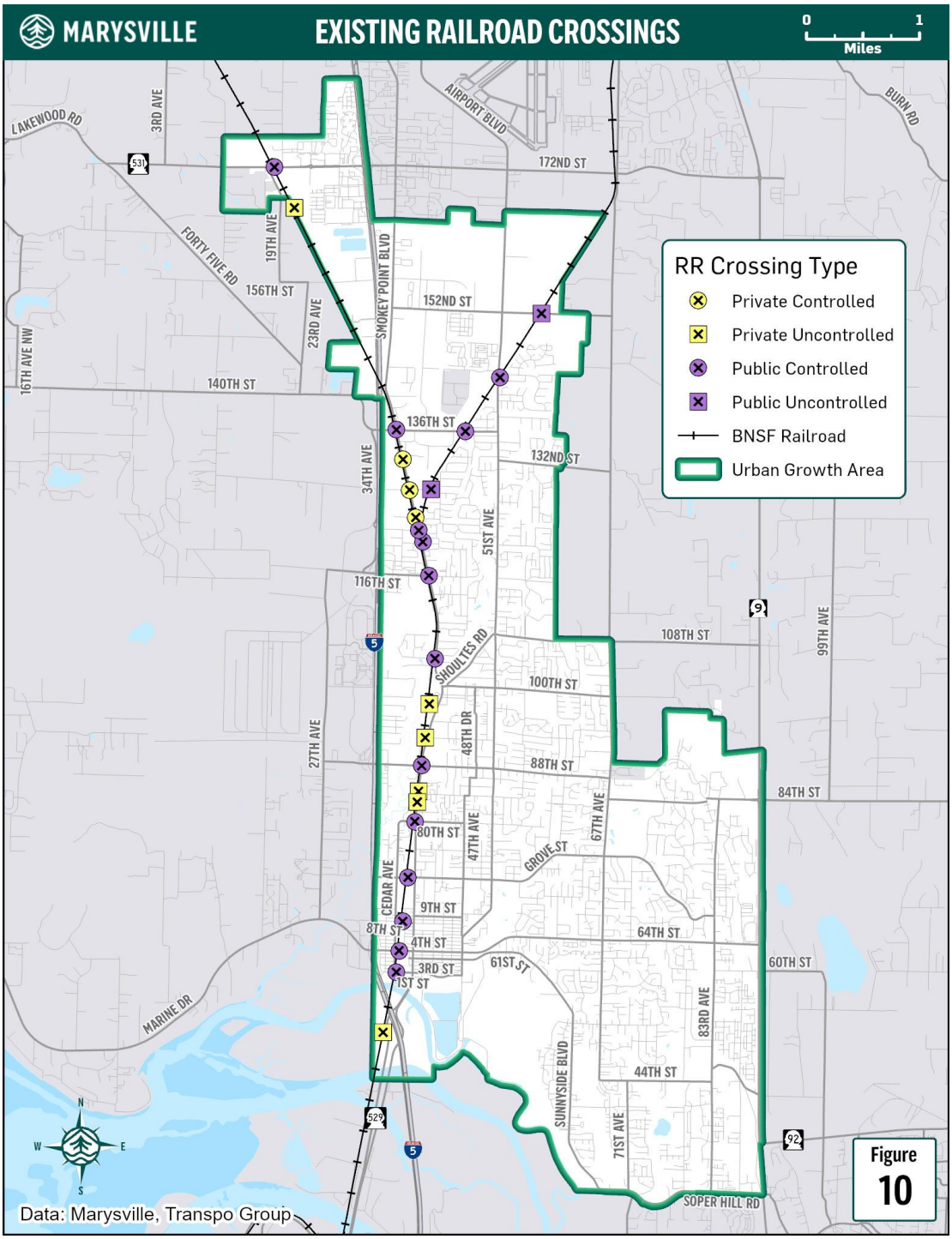


Figure 10. Existing Rail Crossings

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.

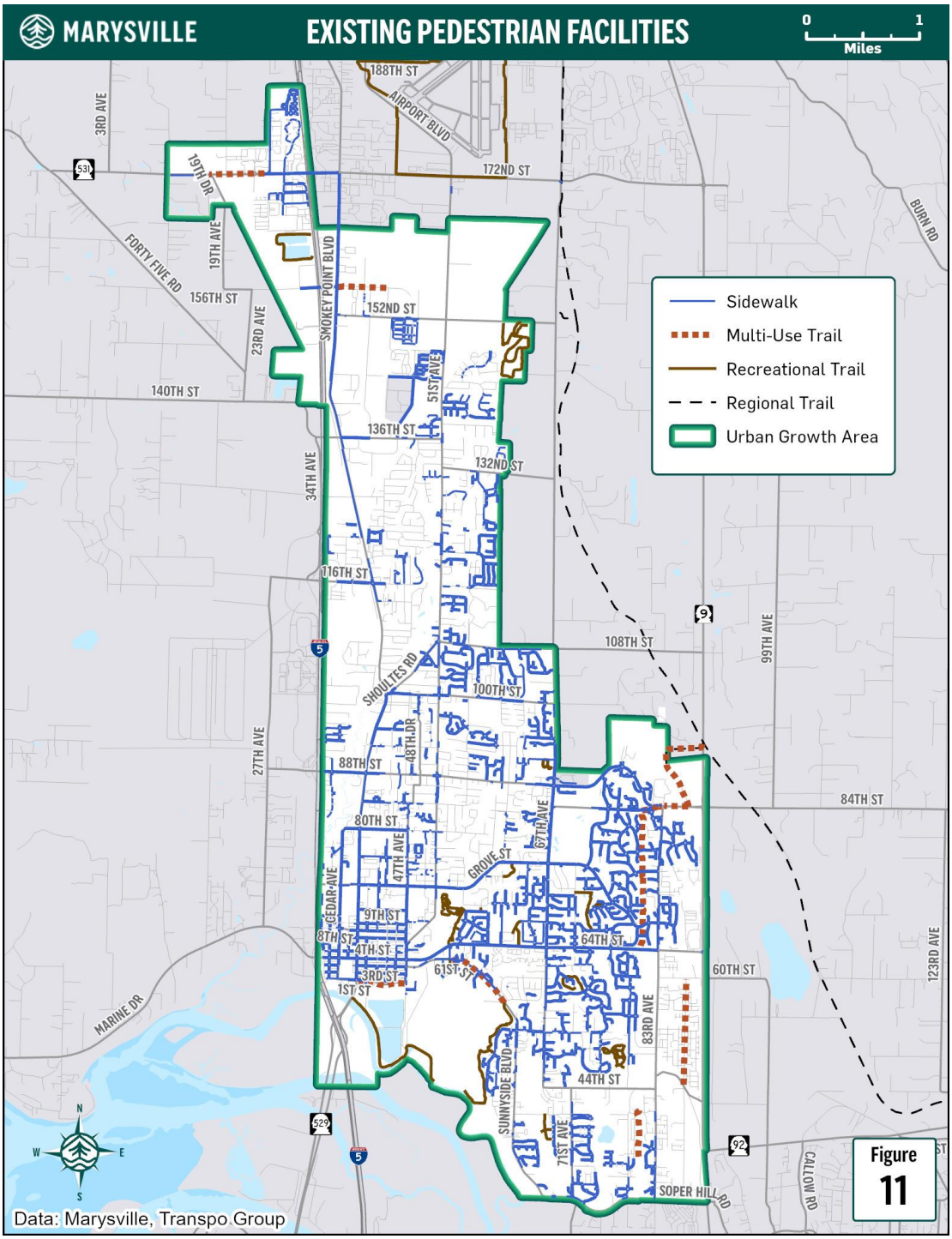


Figure 11. Existing Pedestrian Facilities

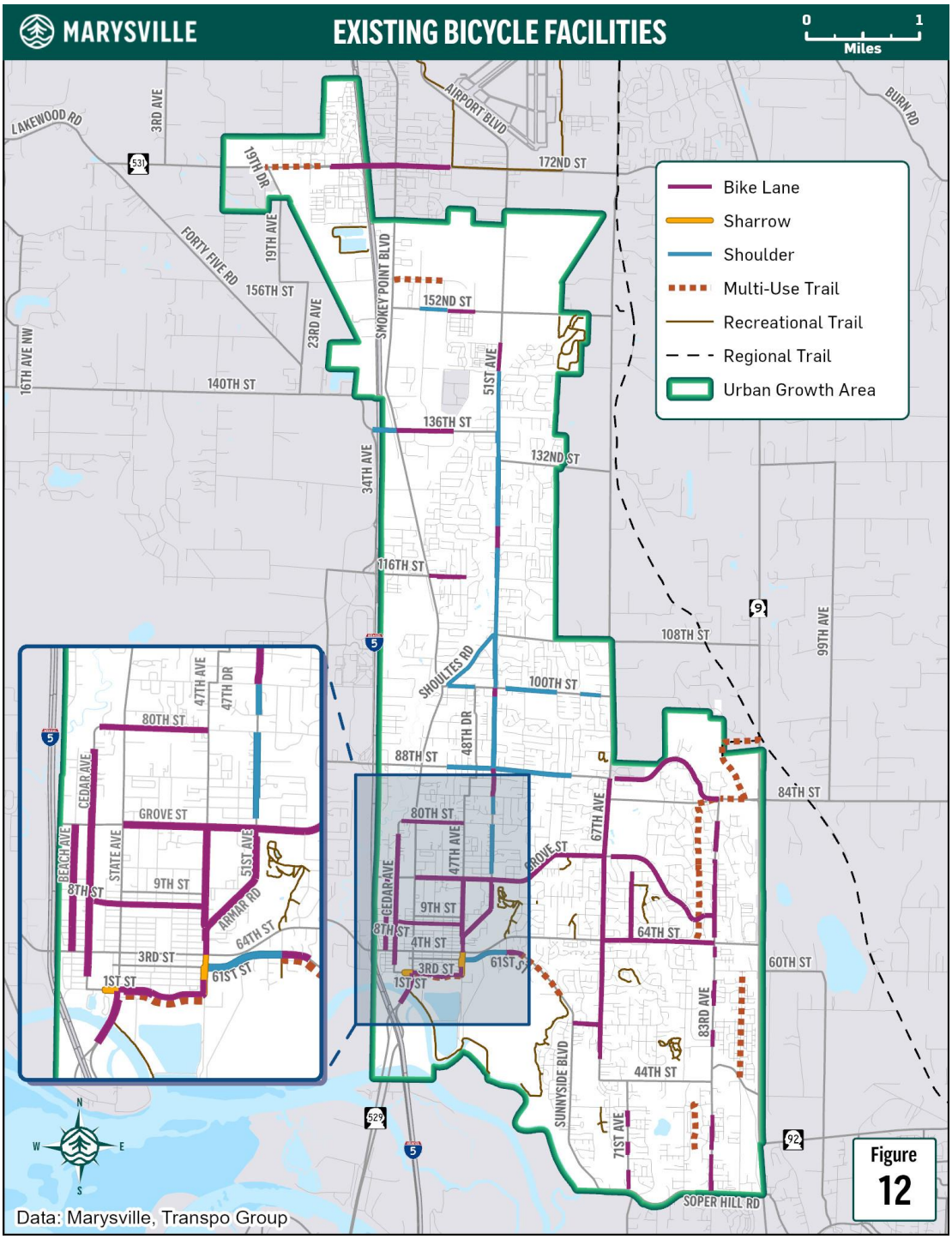


Figure 12. Existing Bicycle Facilities

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.

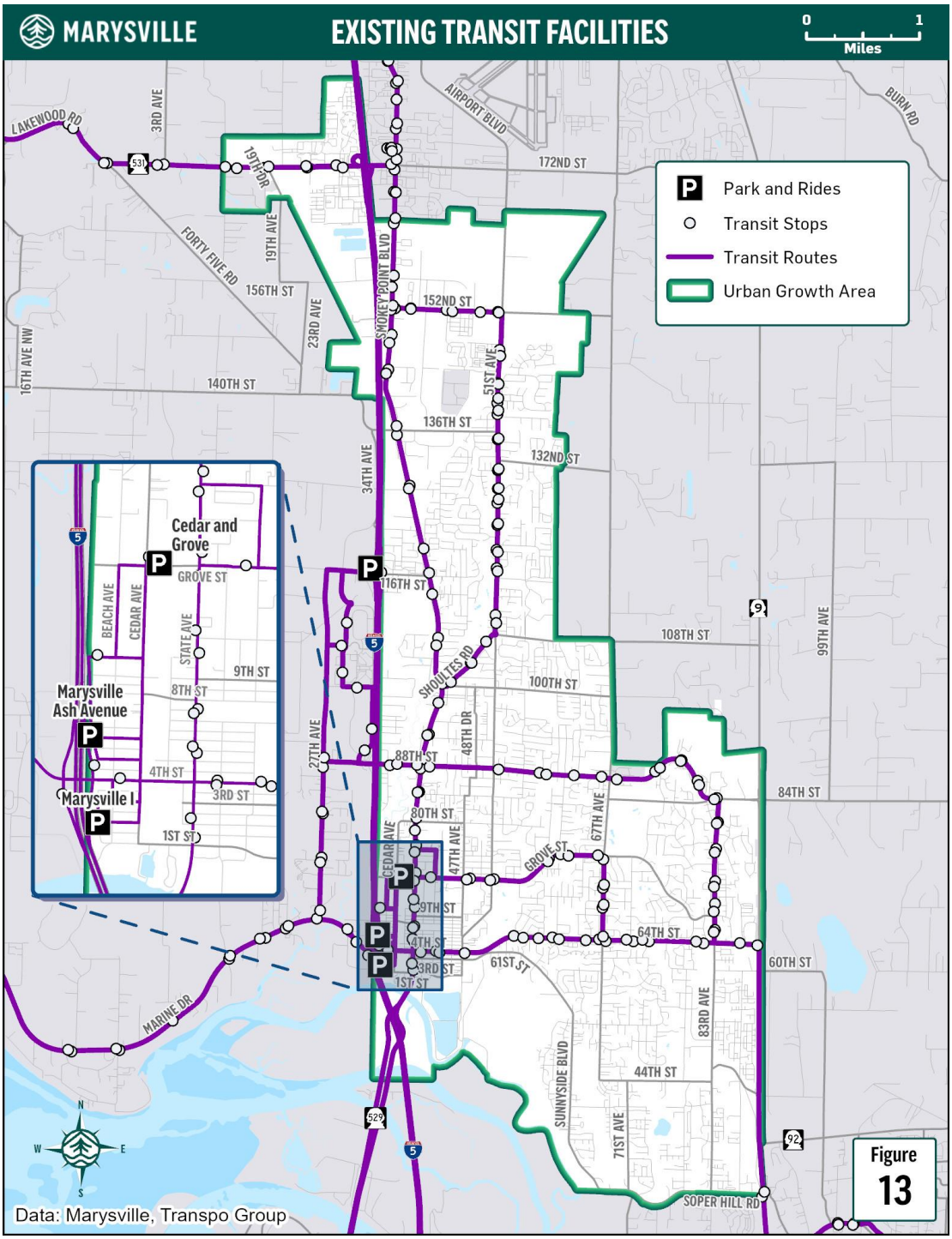


Figure 13. Existing Transit Facilities

Table 4. Transit Service Routes (2024)

Route Number	Route Description From	To	Via	Weekday Headways or # of Buses	Weekend Headways or # of Buses
Local Service					
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
Commuter Service					
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 14[1] 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.

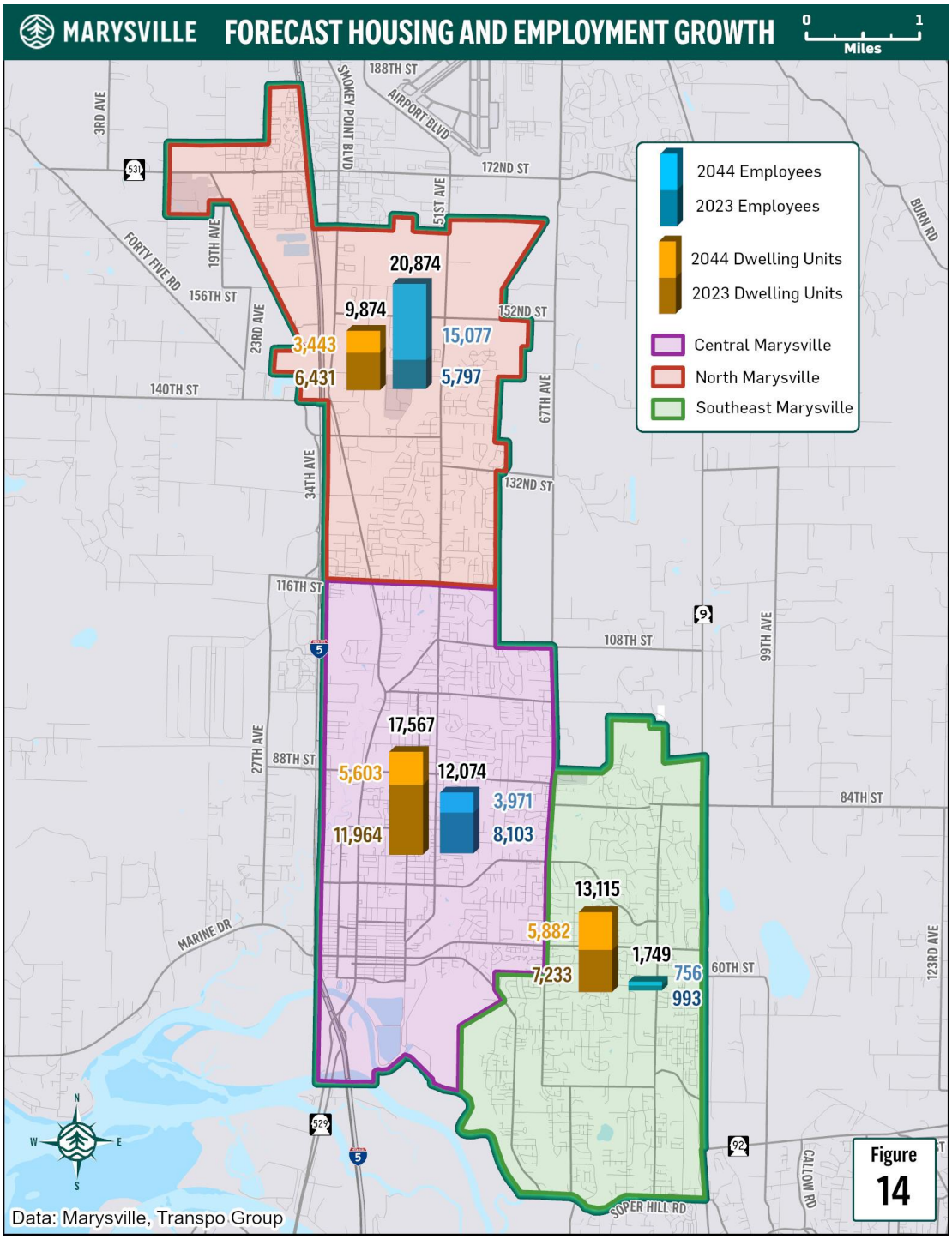


Figure 14. Forecast Housing and Employment Growth

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.

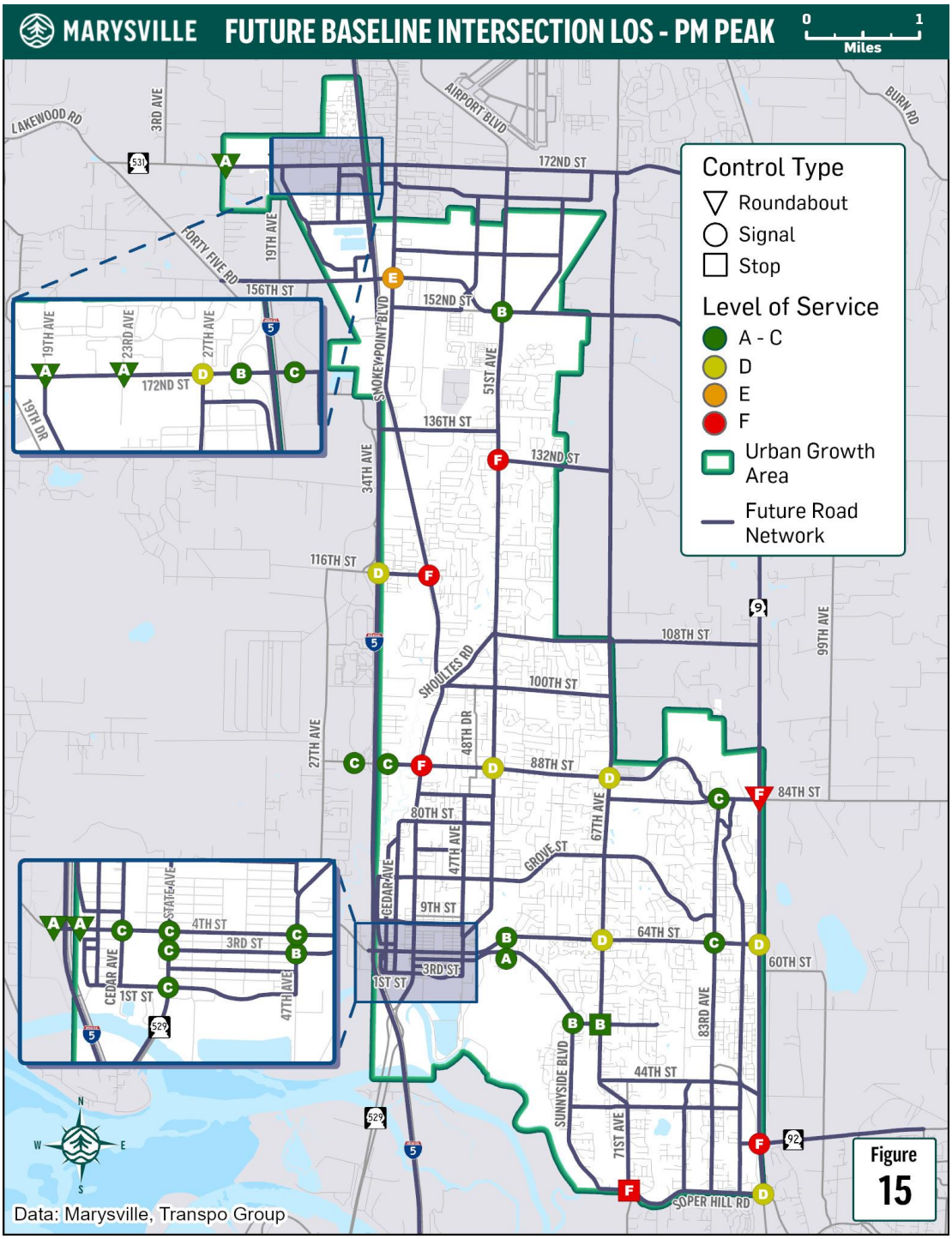


Figure 15. Future Baseline Intersection LOS - PM Peak

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.

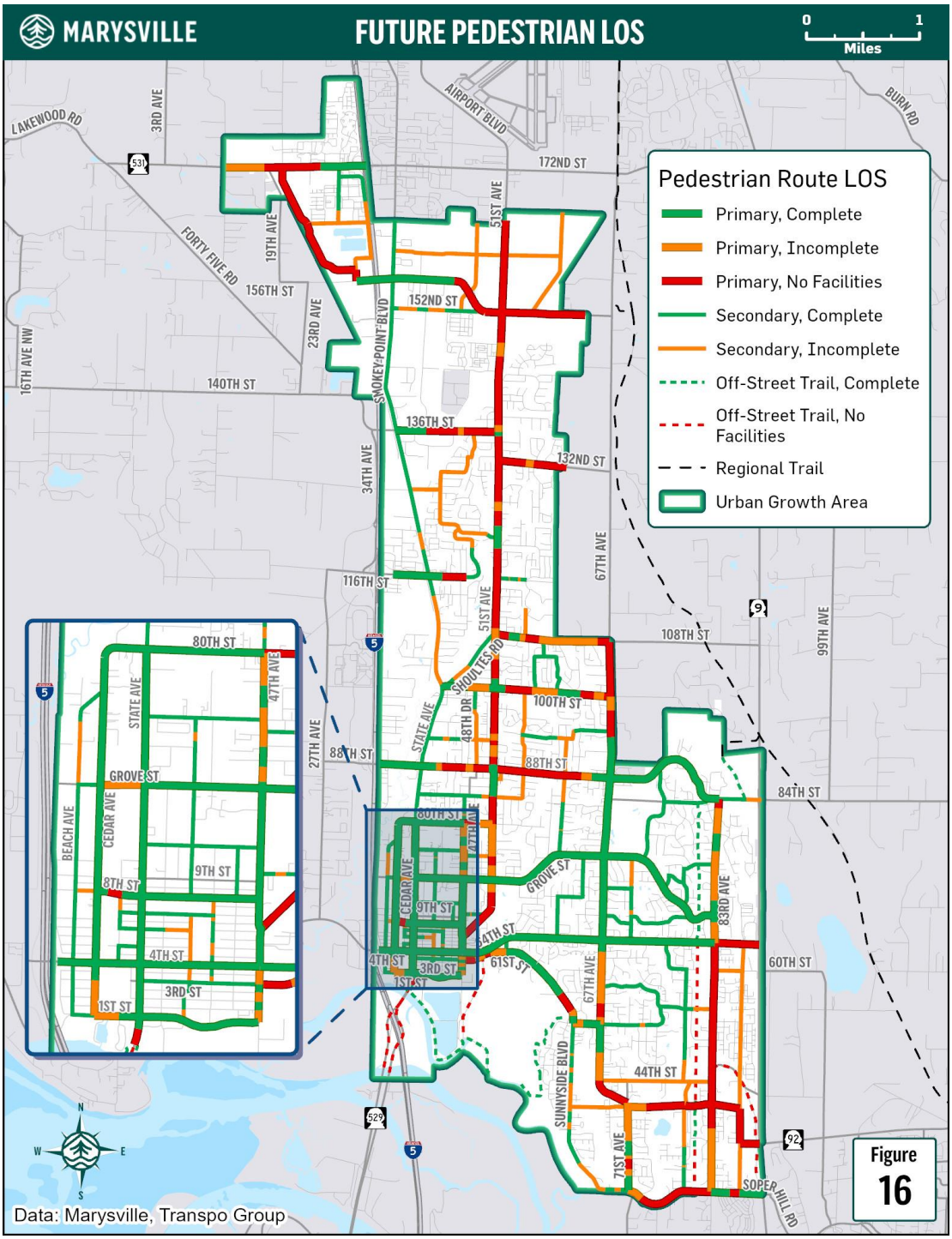


Figure 16. Future Pedestrian LOS

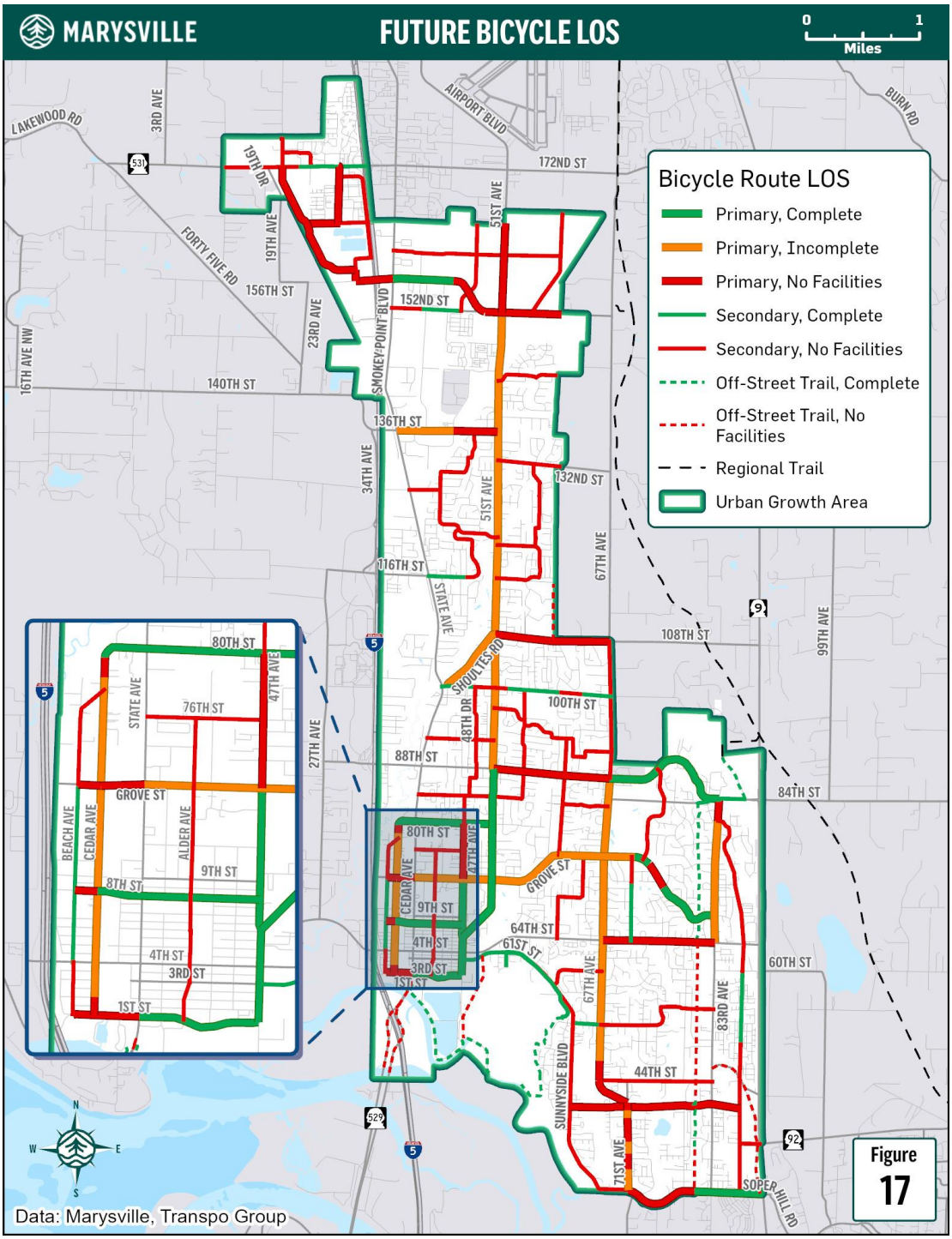


Figure 17. Future Bicycle LOS

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.

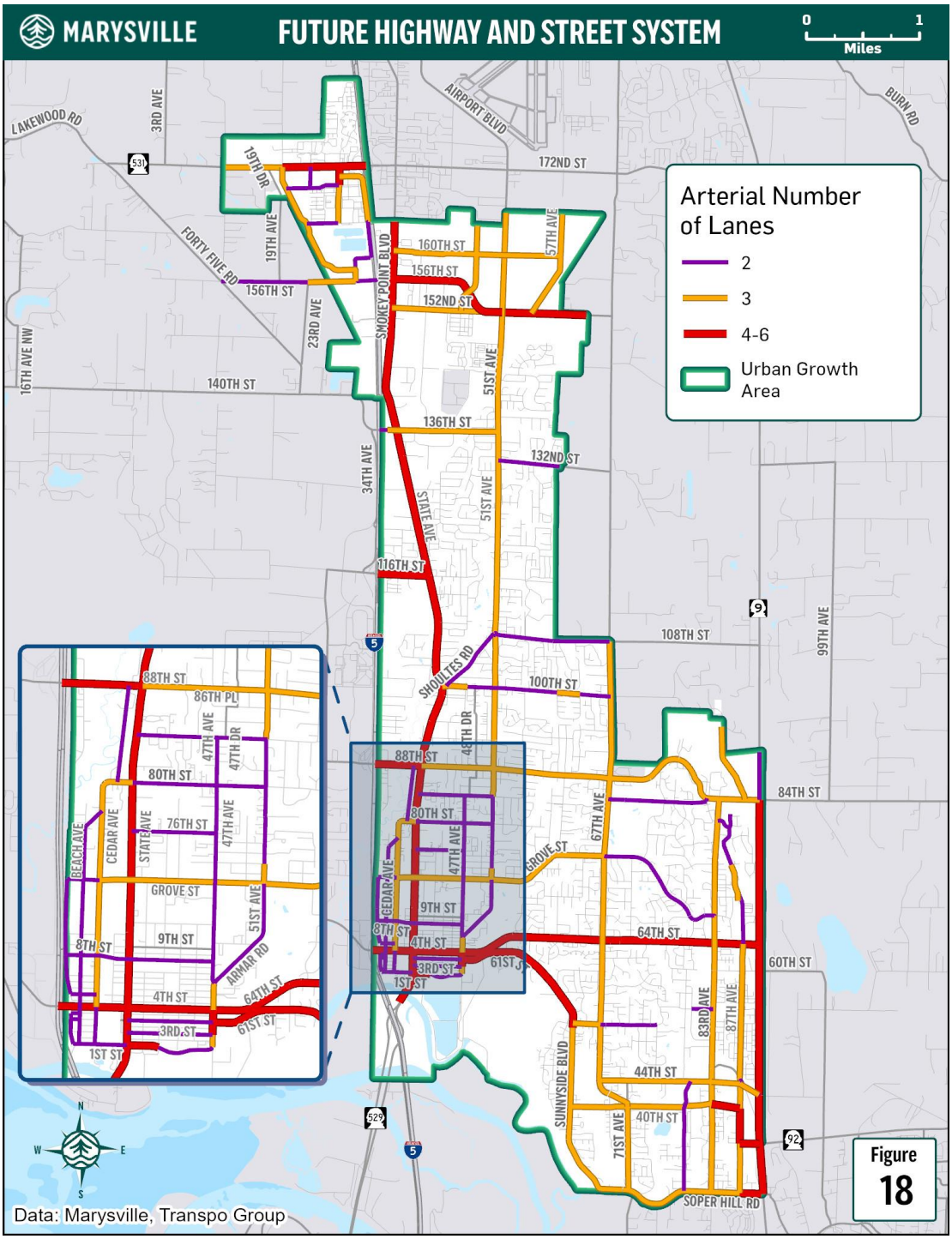


Figure 18. Highway and Street System Plan

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

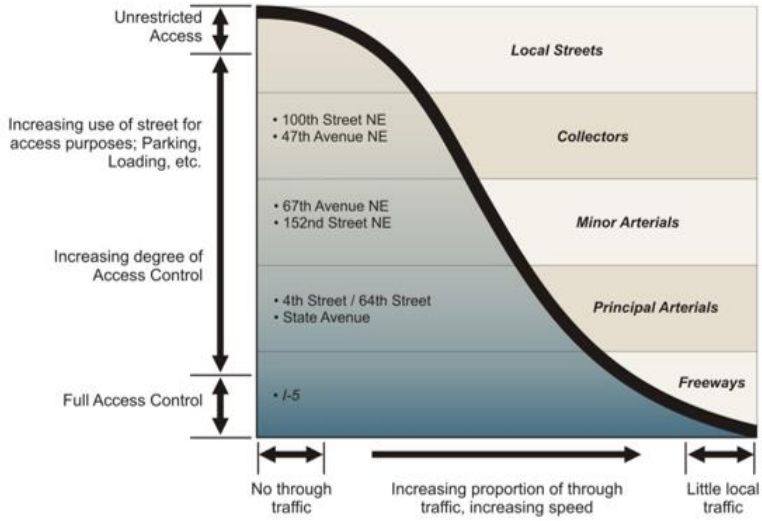


Figure 19. Classification Relationship between Mobility and Access

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.

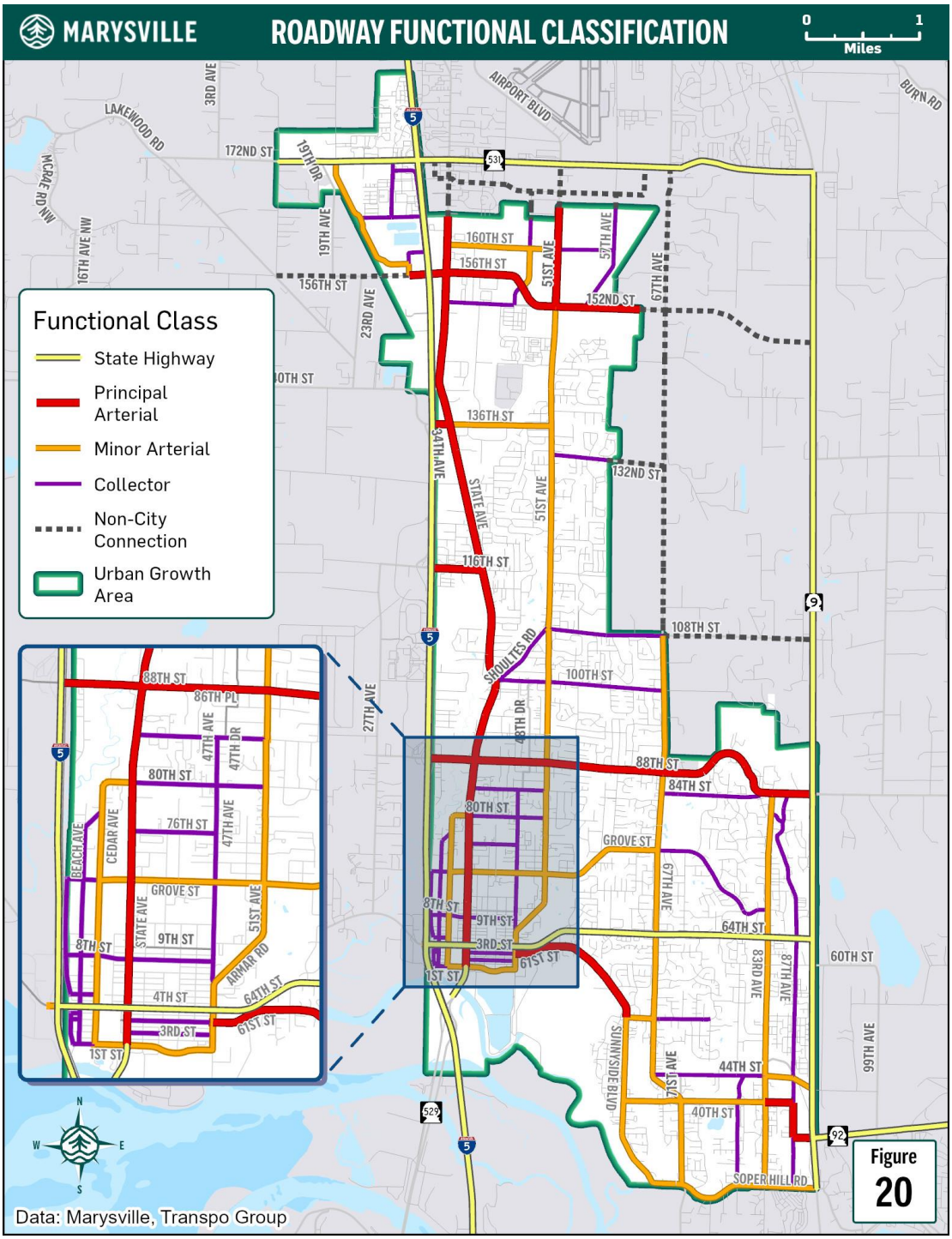


Figure 20. Roadway Functional Classification

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.

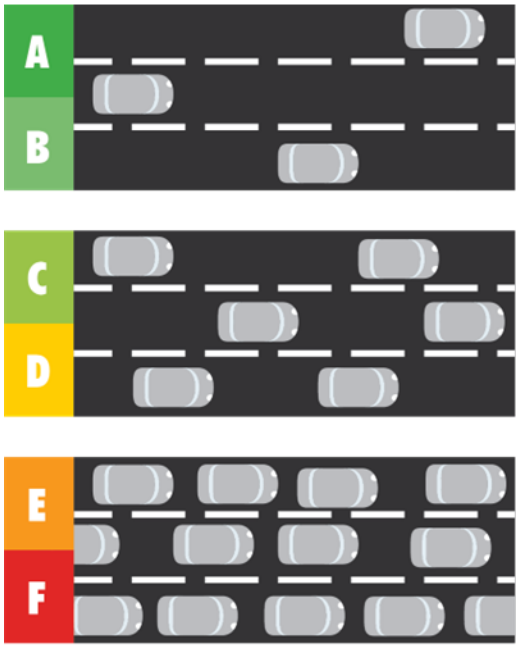


Figure 21. Illustration of Vehicle LOS

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.

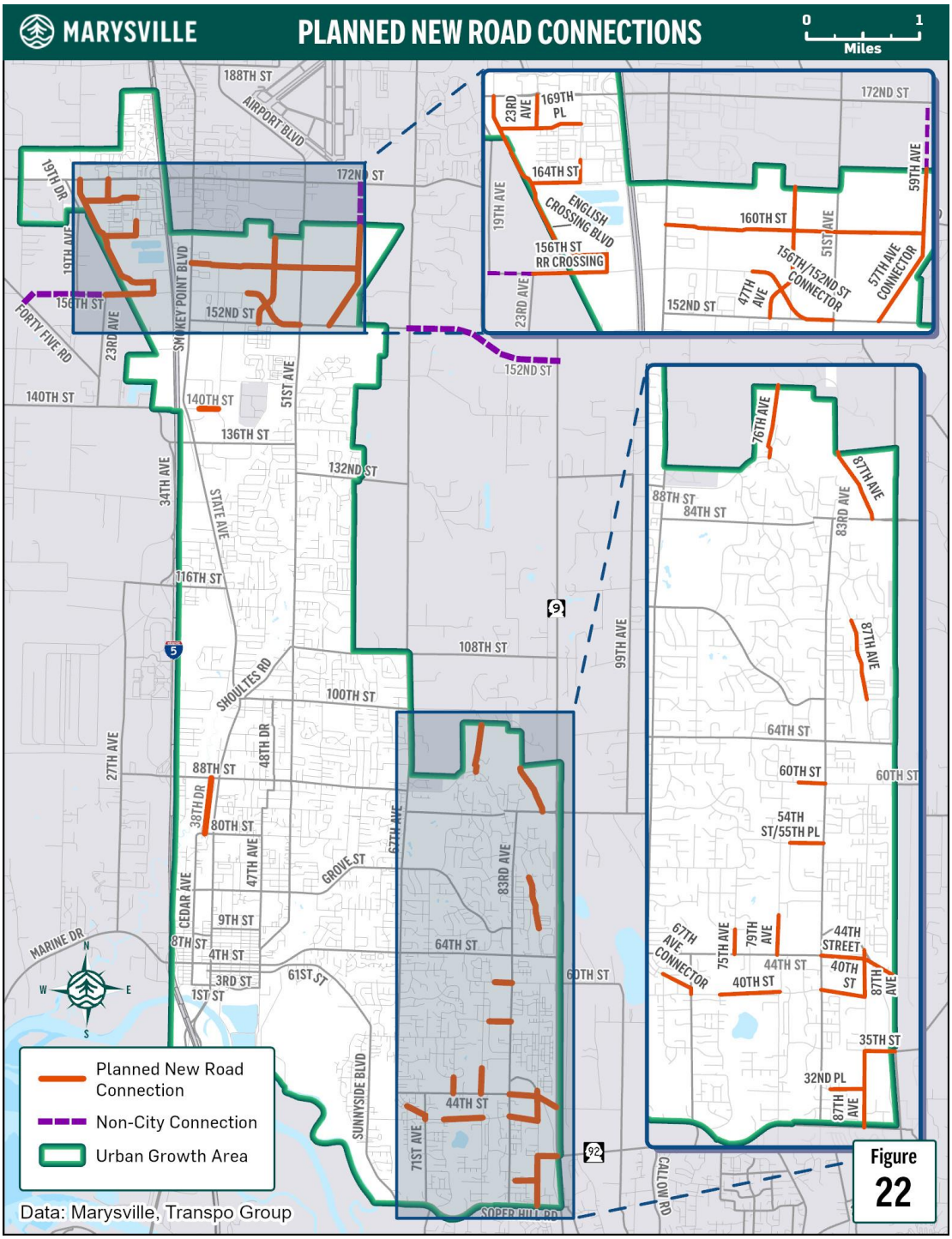


Figure 22. Planned New Road Connections

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.

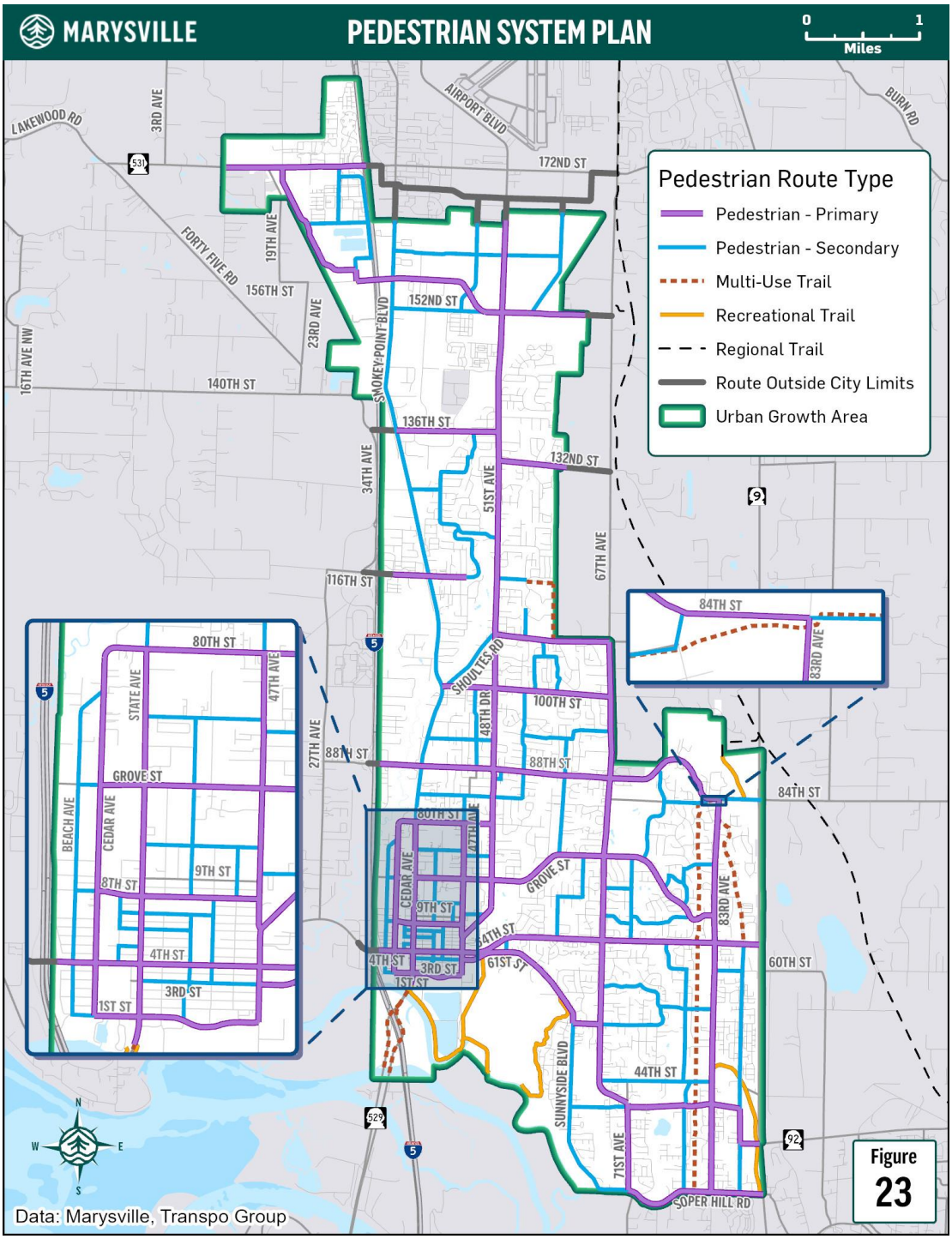


Figure 23. Pedestrian System Plan

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.

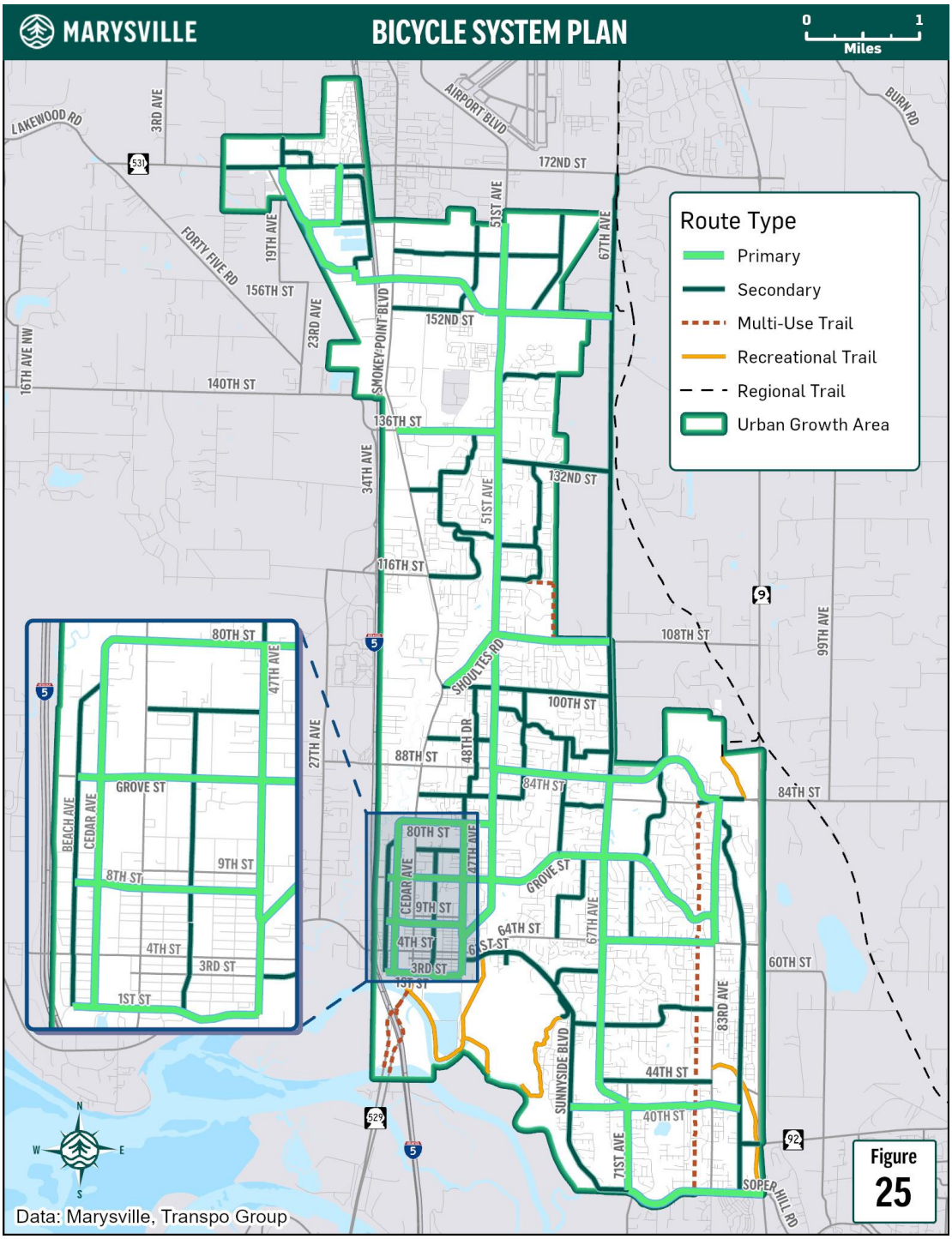


Figure 25. Bicycle System Plan: Classification

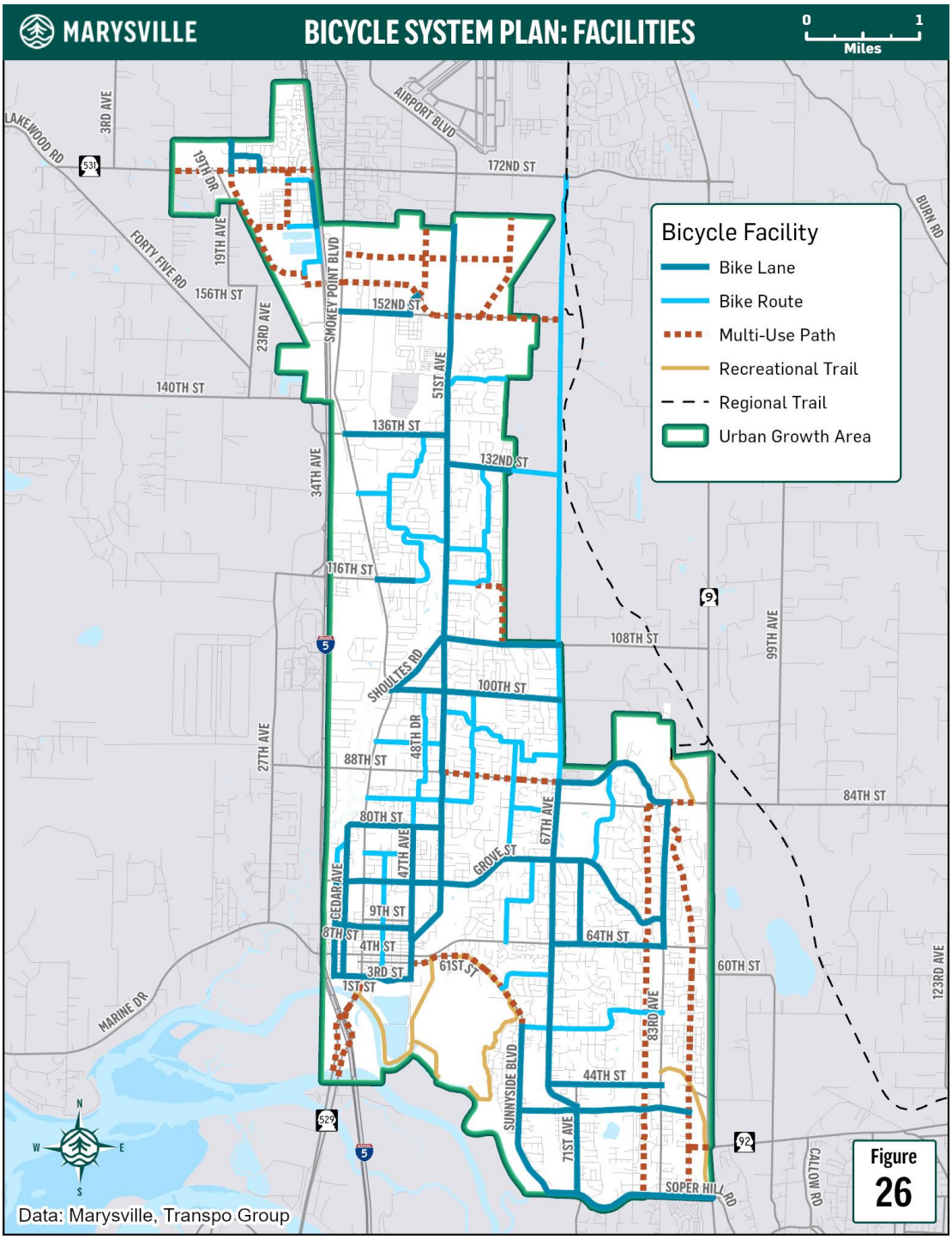


Figure 26. Bicycle System Plan: Facilities

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.

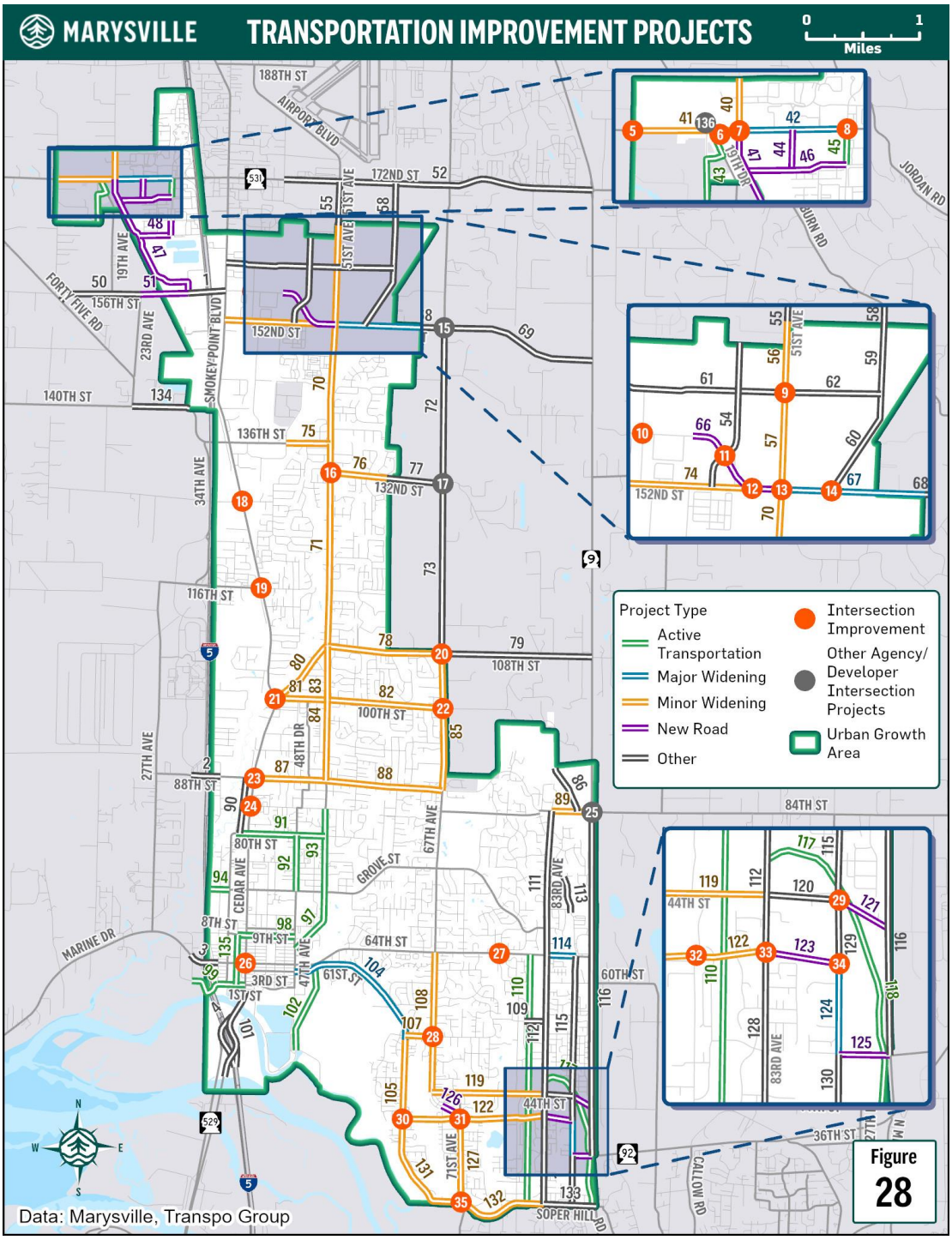


Figure 28. Transportation Improvement Projects

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 55st 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 Pl NE	1st St/Beach Ave to 60th Pl/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	PROG	Operations/Maintenance	NA	Operations/Maintenance Program	NA	NA
202	PROG	Transit	NA	Support implementation of Community Transit service	NA	NA

203	PROG	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	PROG	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	PROG	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	PROG	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)

Cost[1]	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 assed 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 and2044. 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.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	CD Director Haylie Miller, Community Development
ITEM TYPE:	Ordinance
AGENDA SECTION:	**New Business**
SUBJECT:	An **Ordinance** Amending Chapters 16.04, 16.08, 16.10, 16.12, 16.28 and 16.36 of the Municipal Code to Reflect Required Code Cycle Updates to the International Building Codes, International Existing Building Code, Uniform Plumbing Code, Washington State Energy Code and National Electrical Code.
SUGGESTED ACTION:	Recommended Motion: I move to adopt Ordinance No_____.
SUMMARY:	The City Council approved Ordinance 3311 (Attachment 1) on June 4, 2024, related to Building and Fire Code changes as summarized in the memorandum dated June 3, 2024 (Attachment 2). Ordinance 3311 needs to be revised and superseded by the proposed ordinance (Attachment 3) to correct a formatting issue within document. No other policy changes have occurred to the originally approved code change.

ATTACHMENTS:

1 Ordinance 3311 - June 2024.pdf
2 Council Memo - Building and Fire Code 6-2024 (2).pdf
3 Revised Ordinance - December 2024 (2).pdf

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. 3311

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING CHAPTERS 16.04, 16.08, 16.10, 16.12, 16.28 AND 16.36 OF THE MUNICIPAL CODE TO REFLECT REQUIRED CODE CYCLE UPDATES TO THE INTERNATIONAL BUILDING CODE, INTERNATIONAL EXISTING BUILIDNG CODE, UNIFORM PLUMBING CODE, WASHINGTON STATE ENERGY CODE AND NATIONAL ELECTRICAL CODE.

WHEREAS, the City of Marysville Community Development Department and the Marysville Fire District have recommended to the City Council amendments to Title 16 Building of the Marysville Municipal Code to be consistent with the 2021 International Codes;

WHEREAS, every three (3) years the International Code Council (ICC) updates and adopts new editions of all the International Codes (such as Building, Fire, and Electrical Codes);

WHEREAS, the State of Washington Building Code Council adopted the 2021 International Codes effective March 15, 2024, and the State adopted the 2023 National Electrical Code effective April 1, 2024;

WHEREAS, local jurisdictions, including Marysville, are required to revise the building and fire codes to, at minimum, comply with the International Code updates;

WHEREAS, the City Council has determined that the proposed amendments are in the best interest of the public health, safety, and welfare; and

WHEREAS, during the public meeting on June 3, 2024 the City Council discussed potential amendments related Title 16 Building of the Marysville Municipal Code; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Section 16.04.010 of the municipal code is amended as set forth in Exhibit A.

SECTION 2. Section 16.04.020 of the municipal code is amended as set forth in Exhibit B.

SECTION 3. Section 16.04.030 of the municipal code is amended as set forth in Exhibit C.

SECTION 4. Section 16.04.035 of the municipal code is amended as set forth in Exhibit D.

SECTION 5. Section 16.04.037 of the municipal code is amended as set forth in Exhibit E.

SECTION 6. Section 16.04.050 of the municipal code is amended as set forth in Exhibit F.

SECTION 7. Section 16.04.160 of the municipal code is amended as set forth in Exhibit G.

SECTION 8. Section 16.08.010 of the municipal code is amended as set forth in Exhibit H.

SECTION 9. Section 16.08.075 of the municipal code is amended as set forth in Exhibit I.

SECTION 10. Section 16.08.080 of the municipal code is amended as set forth in Exhibit J.

SECTION 11. Section 16.08.120 of the municipal code is amended as set forth in Exhibit K.

SECTION 12. Section 16.10.030 of the municipal code is amended as set forth in Exhibit L.

SECTION 13. Section 16.12.010 of the municipal code is amended as set forth in Exhibit M.

SECTION 14. Section 16.12.015 of the municipal code is amended as set forth in Exhibit N.

SECTION 15. Section 16.12.020 of the municipal code is amended as set forth in Exhibit O.

SECTION 16. Section 16.12.030 of the municipal code is amended as set forth in Exhibit P.

SECTION 17. Section 16.12.050 of the municipal code is amended as set forth in Exhibit Q.

SECTION 18. Section 16.12.100 of the municipal code is amended as set forth in Exhibit R.

SECTION 19. Section 16.12.200 of the municipal code is amended as set forth in Exhibit S.

SECTION 20. Section 16.28.010 of the municipal code is amended as set forth in Exhibit T.

SECTION 21. Section 16.28.015 of the municipal code is amended as set forth in Exhibit U.

SECTION 22. Section 16.36.010 of the municipal code is amended as set forth in Exhibit V.

SECTION 23. Section 16.36.020 of the municipal code is amended as set forth in Exhibit W.

SECTION 24. 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 25. Corrections. 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 26. 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 4th day of June, 2024.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
DEPUTY CITY CLERK, Chari Taber

Approved as to form:

By: _____
~~JON WALKER~~, CITY ATTORNEY
Burton Eggertsen Deputy

Date of Publication: June 6, 2024

Effective Date: June 11, 2024
(5 days after publication)

EXHIBIT A

16.04.010 Adoption by reference, exclusions and exemptions.

~~(1)~~ Certain documents, copies of which are on file in the office of the building official of the city of Marysville, being marked and designated as the "2021 International Building Code" and the "2021 International Residential Code," and the "2021 International Building Code Standards," ~~2018 Edition~~, published by the International Code Council, except for the provisions in subsections ~~(3)~~ (1), (2), and ~~(4)~~ (3) ~~and (5)~~ of this section, are adopted as the building code of the city of Marysville for regulating the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings or structures in the city of Marysville, providing for the issuance of permits and the collection of fees therefor, and providing for penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth in this chapter.

The following codes are also adopted by the City of Marysville, as adopted by the Washington State Building Code Council, including the Washington State Amendments and exclusions, as set forth in this chapter: ICC A117.1-2017 Standards for Accessibility and Usable Buildings and Facilities, and 2021 International Existing Building Code.

~~(2)~~ (1) 2021 IBC and IRC Sections 101.1 Title. These regulations shall be known as the building code of the city of Marysville, Washington, hereinafter referred to as "this code."

~~(3)~~ (2) Exclusions from Adoption by Reference. The following IBC Section 101.4 referenced codes are excluded and not adopted by reference as the building code for the city of Marysville:

101.4.~~1~~ Electrical

101.4.1 Gas

101.4.2 Mechanical

101.4.4 3 Plumbing

101.4.~~5~~ 4 Property Maintenance

101.4.~~7~~ 6 Energy

~~Chapter 34~~ 101.4.7 Existing Buildings

~~(4)~~ (3) Work Exempt from Permits. For purposes of Marysville Municipal Code, both 2021 IBC and 2021 IRC Sections 105.~~2~~, Work exempt from permits, are amended to read as follows:

Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any laws or ordinance of this jurisdiction. Permits shall not be required for the following:

Building:

(a) One story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the net floor area does not exceed 120 square feet.

(b) Fences not over 6 feet high.

(c) Oil derricks.

(d) Retaining walls which are not over 4 feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II, or III-A liquids.

(e) Water tanks supported directly on grade if the capacity does not exceed 5,000 gallons and ratio of height to diameter or width does not exceed 2 to 1.

(f) Sidewalks, platforms, decks and driveways not more than 30 inches above grade and not over any basement or story below and are not part of an accessible route.

(g) Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.

(h) Temporary motion picture, television, and theater stage sets and scenery.

(i) Prefabricated swimming pools accessory to Group R-3 occupancy that are less than 24 inches deep, are not greater than 5,000 gallons and are installed entirely above ground.

(j) Shade cloth structures constructed for nursery or agricultural purposes, not including service systems.

(k) Swings and other playground equipment accessory to detached one- and two-family dwellings.

(l) Window awnings in Group R-3 and U Occupancies, supported by an exterior wall that do not project more than 54 inches from the exterior wall and do not require additional support.

(m) Non-fixed and movable fixtures, cases, racks, counters, and partitions not over 5 feet 9 inches in height.

EXHIBIT B

16.04.020 Amendments – Subsequent.

All amendments or supplements to the 2021 International Building Code and 2021 International Residential Codes hereinafter adopted by the International Code Council and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

EXHIBIT C

16.04.030 Appendices adopted.

Appendices AF, AQ and AU ~~Q~~ of the 2021 International Residential Code, ~~2018 Edition~~, Chapters~~s~~ 11 and Chapters 25 through 43 of this code are not adopted. Appendi~~ces~~x E ~~and O~~ of the 2021 International Building Code, ~~2018 Edition~~, ~~are~~ is adopted, incorporated by this reference, and made a part of this chapter as if fully set forth in this chapter.

EXHIBIT D

16.04.035 Section 113 amended – Board of appeals.

Section 113 of the International Building Code is amended by adding the following additional subsection thereto:

(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~~ two hundred twenty four 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.

EXHIBIT E

16.04.037 Section 202, Definitions, amended – Story.

Section 202 of the International Building Code is amended at that paragraph entitled "Story" by adding the following paragraph:

If any portion of a basement or usable under-floor space in all group R occupancies consisting of five (5) or more units, including townhomes, is used or intended to be used for human habitation or assemblage of person for any purpose, such basement or usable space shall be considered a story.

16.04.045 Sections 109.2 and 109.3 amended – ~~IBC and IRC Fee Appendix L adopted and amended by reference~~ Building Permit Fees.

~~(1) The schedule of fees adopted in Appendix L titled "Building Permit Fees" is hereby adopted and amended as follows:~~

Building Permit Fees Table (based on valuation)

Total Valuation	Fee
$1.00 to $500.00	$50.00
$501.00 to $2,000.00	$50.00 for the first $500.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.25 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.00 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to $1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00

Building Permit Fees Table (based on valuation)

Total Valuation	Fee
$1,000,001.00 and up	$5,680.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

(2) (a) Plan review fees (paid at time of submitting plans) equal to 65% of the building permit fees.

(b) Reinspection fees for called inspections when access is not provided or work is not ready will be charged for one hour* of staff time.

(c) Revision fees for additional plan review or inspections when the work authorized by permit will be charged for one hour* of staff time.

(d) Inspections for which no fee is specifically indicated will be charged per hour* of staff time.

(3) Building valuation shall be based on the building valuation data sheet contained within the February 2023 issue of the Building Valuation Data** published by the International Code Council (ICC).

(4) Decks, carports (open on three sides), ramps, unheated sunrooms, covered porches and stairs are assessed per the February 2023 Building Valuation Data published by the ICC.**

(5) Unfinished basements (no heat, insulation and/or sheetrock) are assessed per the February 2023 Building Valuation Data published by the ICC. **

(6) Single-wide mobile homes (2 hours*), double-wide (3 hours*) for permit base fee.

(7) State Building Code Council surcharge fee: $6.50 per building permit, plus $2.00 each dwelling unit and $25.00 for commercial building permits.

(8) For miscellaneous applications, plan reviews and permits including expired applications and permits for which no fee is specified: Fee will be at a per hour* rate with a minimum fee of one hour.*

~~*Hourly rates (per hour) for the building division will increase three percent each year as shown below.~~

***Hourly Rates Table**

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

*Fees are based on February 2023 Building Valuation Data, published by the ICC, including a cost modifier of 1.03 applied each year starting in 2025.

EXHIBIT F

16.04.050 Section 109.2 amended – Plan review fees and refunds.

Section 109.2 of the International Residential Code is amended to read as follows:

(a) When a plan or other data are required to be submitted by Section ~~109~~R108, a plan review fee shall be paid at the time of submitting plans and specifications for review. Except as provided below, said plan review fee shall be 65 percent (65%) of the building permit fee as shown in MMC 16.04.045. Building Permit Fees. A plan may be established as a "basic" plan, to be used multiple times within a subdivision. "Basic" plan review fees are 35 percent (35%) of the building permit fee for each subsequent permit application utilizing an established plan. No structural modifications or increases in square footage are allowed on a basic plan. If additional engineering review is required due to lot conditions, a new plan must be submitted for review.

(b) Sections 109 and 109.6 amended – Refunds. The building official may authorize refunding of not more than 70 percent (70%) of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

EXHIBIT G

16.04.160 Requirements for moved buildings.

The term "moved building" shall mean any structure designed for human occupancy that is moved horizontally or vertically for 10 feet or more when either the original site or its new site is located within the city of Marysville; it does not mean factory-built housing which is being moved into the city directly from the factory, or mobile/manufactured homes. In addition to all requirements of the International Building and Residential Codes, the following provisions shall apply to moved buildings:

(1) Before any building shall be moved into or within the city of Marysville, a moving permit shall be obtained from the city building official. The fee for said permit shall be the minimum building permit fee specified in ~~the International Building and Residential Codes~~ MMC 16.04.045 plus the state surcharge. The application for the moving permit shall state the proposed moving date, the proposed moving route and the location of the new site for the building. A moving permit shall be issued only upon approval by both the building official and the street superintendent;

(2) No building shall be moved to or stored upon any site in the city of Marysville which is not a location approved in a moving permit issued by the city;

(3) Within 10 days after a building is moved to a new site in the city of Marysville, the owner shall apply for a building permit to place it on a permanent foundation and to bring it into compliance with the International Building and Residential Codes;

(4) Within 180 days after a building is moved to a new site within the city of Marysville, it shall be brought into full compliance with all applicable city codes and be ready for final approval by the building official. In hardship cases involving unforeseen circumstances, the building official shall be authorized to extend this time period for up to ~~60~~ 180 additional days, two times.

EXHIBIT H

16.08.010 Adoption.

A certain document, not less than one copy of which is on file in the office of the building official of the city of Marysville, being marked and designated as the "2021 Uniform Plumbing Code~~, 2018 Edition~~," published by the International Code Council, and appendices thereto, are adopted as the plumbing code of the city of Marysville for regulating the installation, removal, alteration or repair of plumbing and drainage systems and fixtures and water heating and treating equipment. Each and every one of the regulations, provisions, conditions and terms of the code are incorporated and made a part of this chapter as if fully set forth in this chapter.

EXHIBIT I

16.08.075 Table 104.5 amended – Schedule of fees and refunds.

The schedule of fees specified in Table 104.5 entitled "Plumbing Permit Fees" is hereby ~~adopted~~ amended.

Section 104.5.3 amended – Refunds.

The building official may authorize refunding of not more than 70 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

~~2018~~ 2021 Uniform Plumbing Code Table 104.5, amended

Permit Issuance

1.	For issuing each permit	1 hour*

Unit Fee Schedule (in addition to item 1 above)

1.	For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefor)	$20.00
2.	For each grinder pump	2 hours*
3.	Rainwater systems – per drain (inside building)	$20.00
4.	Water service connection: water line from meter to house or structure. Must add to building application for plumbing if new construction or connecting to city sewer and water	1 hour*
5.	For each private sewage disposal system	Approval required from Health/Snohomish County
6.	For each water heater and/or vent	$20.00
7.	For each gas piping system of one to five outlets	$20.00
8.	For each additional gas piping system outlet, per outlet	$20.00

9.	For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps	$20.00
10.	For each installation, alteration or repair of water piping and or water treating equipment, each	$20.00
11.	For each repair or alteration of drainage or vent piping, each fixture	$20.00
12.	For each lawn sprinkler system on any one meter including backflow protection devices therefor	$20.00
13.	For each backflow protective device other than atmospheric-type vacuum breakers:	
	2 inch (51 mm) diameter and smaller	$20.00
	over 2 inch (51 mm) diameter	$20.00
14.	For each graywater system	$20.00
15.	For initial installation and testing for a reclaimed water system	$20.00
16.	For each annual cross-connection testing of a reclaimed water system (excluding initial test)	$20.00
17.	For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas	$30.00
18.	For each additional medical gas inlet(s)/outlet(s)	$25.00
19.	For each fire sprinkler system including $0.50 per head	1 hour*
20.	For each industrial waste pretreatment grease interceptor including its trap and vent, and inspections	$30.00

Other Inspections and Fees:

1.	Inspections outside of normal business hours	2 hours*

2. Reinspection fee under Section 105.2.6 — 1 hour*

3. Inspections for which no fee is specifically indicated — 1 hour*

4. Additional plan review required by changes, additions or revisions to approved plans (minimum charge – one hour) — 1 hour*

5. Jurisdiction may issue permit fees from project valuation for commercial, townhomes, and multifamily and/or the hourly cost to cover employee inspection time, whichever is greatest.

6. Typical plan review fees for plumbing work shall be equal to 25% of the total permit fee as set forth in Section 104.5 as amended. Except for commercial and multifamily projects. Commercial and multifamily projects will be based on project valuation and a 65% plan review fee.

7. For miscellaneous applications, plan reviews and permits including expired applications and permits for which no fee is specified: Fee will be at a per hour rate* with a minimum fee of one hour* or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

*Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

EXHIBIT J

16.08.080 Section ~~20.14~~ 107.0 amended – Board of plumber appeals.

Appeals from any ruling made under this chapter may be made to the building code board of appeals. Procedural rules concerning appeals shall be as provided in the building code.

EXHIBIT K

16.08.120 Section 20.17 added – Appendices.

There is added to the administration chapter of the Uniform Plumbing Code a new Section 20.17, which shall read as follows:

20.17 Appendices. The following appendices A, B, ~~D~~, I, ~~L~~ and M of the 20~~18~~ 21 ~~Edition of the~~ Uniform Plumbing Code are incorporated by reference and made a part of this chapter.

EXHIBIT L

16.10.030 Washington State Energy Code adopted.

~~16.10.030 Washington State Energy Code adopted.~~

Pursuant to RCW 19.27A.020, the Washington State Energy Code, ~~(Chapter~~ WAC 51-11C and WAC 51-11R ~~or as amended) is~~ are adopted and incorporated into and made a part of this chapter by reference.

EXHIBIT M

16.12.010 Adoption.

(1) National Electrical Code (NEC) Adopted. The 202~~0~~3 National Electrical Code, published by the National Fire Protection Association, ~~2004 Edition,~~ the Department of Labor and Industries Rules and Regulations for installing electrical wires and equipment and Administrative Rules (Chapter 19.28 RCW), as adopted by the state of Washington, are hereby adopted by reference except such portions as are hereinafter deleted, amended or specified and incorporated herein as fully as if set out at length herein, collectively herein referred to as the "code" unless specifically provided otherwise.

(2) The 202~~0~~3 Washington Cities Electrical Code (WCEC) Dated ~~October 29,~~ April 1, 202~~0~~4, Adopted. The 202~~0~~3 Washington Cities Electrical Code dated ~~October 29,~~ April 1, 202~~0~~4, is adopted by reference except such portions as are hereinafter amended or specified and incorporated herein as fully as if set out at length herein collectively referred to as "Cities Electrical Code" or "WCEC" unless specifically provided otherwise.

(a) Page 10 of the Cities Electrical Code references ~~to RCW 19.28.010(2) is corrected to~~ RCW 19.28.010(3).

(b) Page ~~29~~43, Part 3, Article 100, Definitions~~,~~ of the 2023 Washington Cities Electrical Code only pertains to the 2023 National ~~e~~Electrical ~~e~~Code and is related to the electrical code enforcement and not to other chapters or sections of the Marysville Municipal Code.

(3) Code Conflict Resolution. Any conflict between the provisions of the city of Marysville Code, the 202~~0~~3 NEC and the 2023 Washington Cities Electrical Code will be resolved in favor of the most stringent code section.

EXHIBIT N

16.12.015 Amendments made in the National Electrical Code and Washington Cities Electrical Code.

(1) Subsequent Amendments. All amendments or supplements to the 2023 National Electrical Code (NEC) adopted by the NFPA National Fire Protection Association and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

(2) Subsequent Amendments. All amendments or supplements to the 2023 Washington Cities Electrical Code (WCEC) shall become part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

EXHIBIT O

16.12.020 WAC 296-46B-906 adopted – Schedule of fees and refunds.

The schedule of fees specified in WAC 296-46B-906, entitled "Electrical Fees," is hereby adopted.

The building official may authorize refunding of not more than 70 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

WCEC page ~~19~~23, Section N, Fees, (5) Refunds, is not adopted.

WAC 296-46B-906, amended

Residential (Single-Family or Duplex) Fees

New construction, addition or remodel. Additions and remodels based on size of project.

Under 1,000 square feet	2 hours*
1,001 to 2,000 square feet	3 hours*
2,001 to 3,000 square feet	3.5 hours*
3,001 square feet and over	4 hours*
Garages and outbuildings (stand-alone projects)	2 hours*
Service/panel change or alteration	2 hours*
Circuits added/altered without service change	
1 or 2 circuits	1 hour*
3 or more circuits	1.5 hours*
Meter/mast repair or alteration	1 hour*

Commercial and Multifamily Fees ~~(including fire alarm)~~

~~Total valuation (time and materials)~~

~~$250.00 or less~~	~~1 hour*~~
~~$251.00 to $5,000~~	~~1 hour* + 3% of cost over $250.00~~
~~$5,001 to $50,000~~	~~2 hours* + 1.5% of cost over $5,000~~
~~$50,001 to $250,000~~	~~12 hours* + 0.9% of cost over $50,000~~

~~$250,001 to $1,000,000~~ ~~42 hours* + 0.7% of cost over $250,000~~

~~$1,000,001 and above~~ ~~133 hours* + 0.4% of cost over $1,000,000~~

Total Valuation	Permit Fee*	Plan Review Fee
$250 or Less	1	Not applicable.
$250 - $5,000	2	
$5,001 to $25,000	4	
$25,001 to $50,000	5	65% of Permit Fee
$50,001 to $100,000	7	
$100,001 to $250,000	11	
$250,001 to $500,000	14	
$500,001 to 1,000,000	17	
$1,000,001 to $2,000,000	25	
$2,000,001 to $5,000,000	30	
$5,000,001 to $10,000,000	35	
$10,000,001 and Over	40	
*Permit fee units are based on hourly rates listed in the table below.		

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

* Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

Commercial low voltage/power limited permits are issued on the value of each installation

(Use the valuation schedule shown above for fire alarms)

Residential low voltage/power limited permits listed below are charged for one hour* of staff time each:

T-stat, intercom, low voltage wire security systems, multimedia systems, and miscellaneous low voltage system requiring permits, except wireless intrusion installations/security system for residential properties that are not a wired installation or adding a plug-in class 2 transformer does not require an electrical permit.

Miscellaneous Fees

Temporary service: 0 – 200 amps	1 hour*
Temporary service: 201 – 400 amps	1 hour*
Temporary service: 401 and more	by valuation
Manufactured/mobile home service (does not include outbuildings)	2 hours*
Signs	1 hour*
Solar panels	3 hours*
Carnival	2 hours*
Inspection of work done without permit: double fee (charge 2 hours* for every hour* of time)	*
Reinspection fee (not ready, corrections not made)	1 hour*
Plan review fee or inspection not specified elsewhere (one hour minimum)	1 hour*

~~Typical plan review fees for electrical work shall be equal to 65% of the total permit fee set forth in this table*~~

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

* Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

EXHIBIT P

16.12.030 Amendments – Administrative chapter.

There is added to the administration chapter of the 2023 National Electrical Code a new section which shall read as follows (reference 2023 WCEC applicable parts of Parts 1, 2 and 3):

1. EXISTING BUILDINGS. Reference – WCEC ~~(~~page ~~37-S~~12~~).~~

2. MAINTENANCE. Reference 2023 WCEC ~~(~~page ~~8~~12~~—85.5-C).~~

3. MOVED BUILDINGS. Reference 2023 WCEC ~~(~~page ~~10~~14~~—85.9-A).~~

4. ADMINISTRATIVE AUTHORITY AND ASSISTANTS. Reference 2023 WCEC ~~(~~page ~~10~~17~~—85.9-A).~~

5. RIGHT-OF-ENTRY. Reference 2023 WCEC ~~(~~page ~~28~~33~~—85.19I).~~ The Building Official or his/her authorized representative shall have recourse to every remedy provided by law to secure entry.

When the Building Official or his/her authorized representative shall have first obtained a proper inspection warrant or other remedy provided by law to secure entry, no owner or occupant or any other persons having charge, care or control of any building or premises shall fail or neglect, after proper request is made as herein provided, to promptly permit entry therein by the Building Official or his/her authorized representative for the purpose of inspection and examination pursuant to this Code.

6. STOP ORDERS. Reference 2023 WCEC ~~(~~page ~~31~~38~~—85.25-A through F).~~

7. LIABILITY. Also reference 2023 WCEC ~~(~~page ~~14~~18~~—85.11-11).~~ The Building Official or any employee charged with the enforcement of this Code, acting in good faith and without malice for the City in the discharge of his/her duties, shall not thereby render himself liable personally and he is hereby relieved from all personal liability for any damage that may accrue to person or property as a result of any act required or by reason of any act or omission in the discharge of his/her duties. Any suit brought against the Building Official or employee, because of such act or omission performed by him/her in the enforcement of any provisions of this Code, shall be defended by the legal department of the City until final termination of the proceedings. This code is one of general application and nothing herein is intended to create liability or cause action running in favor of individual members of the public.

8. UNSAFE CONDITIONS. Reference 2023 WCEC ~~(~~page ~~31~~36 and 37,~~—85.23~~-A through F~~).~~

9. VIOLATION. Reference 2023 WCEC ~~(~~page ~~32~~37~~—85.25).~~

10. PERMITS AND INSPECTIONS. Reference 2023 WCEC ~~(~~page ~~14~~18~~—85.13,~~ for Permit & Fees~~, and page 85.15,~~ and page ~~26~~31 for~~—85.19,~~ Inspections ~~&~~ and Testing).

(a) Permits required: Reference 2023 WCEC ~~(~~page ~~14~~18~~—85.13, Permit & Fees, and page 85.15, and page 26— 85.19, Inspections & Testing).~~

(b) Application: Reference 2023 WCEC ~~(page 1921—85.15).~~

(c) To Whom Permits May Be Issued: Reference 2023 WCEC ~~(page 1418—85.13, Permit & Fees, and page 85.15, and page 26—85.19, Inspections & Testing).~~

(d) Plans and Specifications: Reference 2023 WCEC ~~(page 19224—85.25).~~

(e) Plan Checking: Reference 2023 WCEC ~~(page 2125—85.15).~~

(f) Validity: Reference 2023 WCEC ~~(page 1822—85.13 K).~~

(g) Suspension or Revocation: Reference 2023 WCEC ~~(page 1822—85.13 M).~~

(h) Inspections: Reference 2023 WCEC ~~(page 2631—85.19).~~

11. ELECTRICAL PERMIT FEES. Reference 2023 WCEC ~~(page 2623—85.19).~~ A fee for each electrical permit shall be paid to the Building Official as set forth in ~~Table 1-A~~WAC 296-46B-906, amended, Electrical Fees.

12. VIOLATION CITATION – ORDER. Reference 2023 WCEC ~~(page 3237—85.25).~~

EXHIBIT Q

16.12.050 Code amendments – General provisions.

Reference the 2023 WCEC. (Ord. 2821 § 1, 2010; Ord. 2740 § 3, 2008; Ord. 2708 § 3, 2007).

16.12.060 Prohibited cables.

Reference WCEC ~~(page 26~~ 31~~—85.19).~~ (Ord. 2821 § 1, 2010; Ord. 2740 § 3, 2008; Ord. 2708 § 3, 2007).

16.12.070 Violations and penalties.

Each of the codes and regulations adopted in this chapter are hereby amended by the addition of the following:

Violations and Penalties. Also reference 2023 WCEC ~~(page 32~~37~~—85.25, sections B & C).~~

1. A violation of the provisions of this Code shall be subject to the City's Civil Enforcement Procedures as set forth in Title 4 MMC and any person, firm or corporation who violates any provision of this Code shall be subject to said enforcement procedures. Provided, however, notwithstanding language to the contrary, any violation citation issued concerning a violation of this Code shall be issued by the Building Official or his/her designee.

2. Any person, firm or corporation who violates any provision of this Code shall be deemed guilty of a misdemeanor, and each such person, firm or corporation shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this Code is committed, continued or permitted, and upon conviction of any such violation such person, firm or corporation shall be punishable by a fine not to exceed one thousand dollars, or imprisonment in jail not to exceed ninety days, or by both such fine and imprisonment.

3. The enforcement provisions and procedures provided in this Code are not exclusive and the City is authorized to pursue any remedy it deems appropriate or as otherwise provided by law.

4. The issuance or granting of a permit or approval of plans and/or specifications shall not be deemed or construed to be a permit for, or an approval of, any violation of any of the provisions of this Code or any other law or regulation. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work or use which it authorized is lawful.

5. The issuance or granting of a permit or approval of plans and/or specifications shall not prevent the building official or designee from thereafter requiring the correction of errors in said plans and/or specifications or from preventing construction operation being carried on thereunder when in violation of this Code or of any other ordinance, law or regulations or from revoking any certificate of approval when issued in error.

EXHIBIT R

16.12.100 Board of electrical appeals.

(1) Appeals from any ruling made under this chapter may be made to the building code board of appeals. Procedural rules concerning appeals shall be as provided in the building code.

(2) Section 85.27, Means of Appeal, is deleted from the 2023 WCEC ~~(page 3139—85.27).~~

EXHIBIT S

16.12.200 Annex ~~1 2 3~~ A, B, and C.

Annex A, B, and C ~~to~~ of the 2023 National Electrical Code~~, 2020 Edition,~~ are adopted, incorporated by this reference, and made a part of this chapter as if fully set forth in this chapter.

EXHIBIT T

16.28.010 Adoption by reference.

A certain document, not less than one copy of which is filed in the office of the building official of the city of Marysville, being marked and designated as the "2021 International Mechanical Code~~, 2018 Edition~~," and Appendix Chapter A thereto, published by the International Code Council, and the "2021 International Fuel Gas Code~~, 2018 Edition,~~" is adopted as the mechanical code of the city of Marysville for regulating the installation and maintenance of heating, ventilating, cooling and refrigeration systems, providing for the issuance of permits and the collection of fees therefor, and providing penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth herein.

EXHIBIT U

16.28.015 Fee schedule adopted and refunds.

Section 106.5.2 of the 20~~18~~21 International Mechanical Code, "Fee Schedule" and Appendix B, is hereby adopted and amended.

Section 106.5.3 Fee funds amended – Refunds:

The building official may authorize refunding of not more than 70 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

20~~18~~21 IMC INTERNATIONAL MECHANICAL CODE

"Fee Schedule" and Appendix B Amended

Permit Issuance and Heaters

1. For the issuance of each mechanical permit	1 hour*

Unit Fee Schedule

(Note: The following do not include permit-issuing fee.)

1. **Furnaces**

For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)	$25.00
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3 kW)	$25.00
For the installation or relocation of each floor furnace, including vent	$25.00
For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater	$25.00

2. **Appliance Vents**

For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit $25.00

3. **Repairs or Additions**

For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code $25.00

4. **Boilers, Compressors and Absorption Systems**

For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW) $25.00

For the installation or relocation of each boiler or compressor over 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW) $35.00

For the installation or relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (293.1 kW) $45.00

For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW) $65.00

For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW) $125.00

5. **Air Handlers**

For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4,719 L/s), including ducts attached thereto $25.00

Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler, or absorption unit for which a permit is required elsewhere in the Mechanical Code.

For each air-handling unit over 10,000 cfm (4,719 L/s) $25.00

6. **Evaporative Coolers**

For each evaporative cooler other than portable type	$25.00

7. **Ventilation and Exhaust**

For each ventilation fan connected to a single duct	$25.00
For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit	$25.00
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	$25.00

8. **Incinerators**

For the installation or relocation of each domestic-type incinerator	$25.00
For the installation or relocation of each commercial or industrial-type incinerator	$20.00

9. **Miscellaneous**

For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table, i.e., fire/smoke dampers	$25.00
For each additional supply or return air diffuser	$15.00

When Chapter 13 is applicable, permit fees for fuel gas piping shall be:

Gas Piping System

For each gas piping system of one to four outlets	$25.00
For each additional outlet exceeding four, each	$15.00

When Chapter 14 is applicable, permit fees for process piping shall be as follows:

For each hazardous process piping system (HPP) of one to four outlets	$15.00
For each hazardous process piping system of five or more outlets, per outlet	$15.00
For each nonhazardous process piping system (NPP) of one to four outlets	$15.00

For each nonhazardous piping system of five or more outlets, per outlet	$15.00

Other Inspections and Fees

1. Inspections outside of normal business hours, per hour (minimum charge – two hours)	2 hours*
2. Reinspection fees assessed under provisions of Section 107.3.3, per inspection	per hour*
3. Inspections for which no fee is specifically indicated, per hour (minimum charge – one-half hour)	per hour*
4. Additional plan review required by changes, additions or revisions to plans or to plans for which an initial review has been completed (minimum charge – one-half hour)	per hour*

5. Jurisdiction may issue permit fees from project valuation and/or the hourly cost to cover employee inspection time, whichever is greatest.

6. Typical plan review fees for mechanical work shall be equal to 25% of the total permit fee as set forth in ~~Table 1-A and 106.5.2.~~ MMC 16.28.015; ~~Except for commercial and multifamily projects.~~ provided that, fees for ~~C~~commercial and multifamily projects will be based on project valuation and a 65% plan review fee.

7. For miscellaneous applications, plan reviews and permits including expired applications and permits for which no fee is specified: Fee will be at a per hour* rate with a minimum fee of one hour.

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

* Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

EXHIBIT V

16.36.010 Adoption.

A certain document, not less than three copies of which are on file in the office of the clerk of the city of Marysville, being marked and designated as ~~Chapters~~ WAC 51-~~20~~10 ~~and 51-21 WAC~~ ("Rules and Regulations Setting Barrier-Free Design Standards"), and ~~Chapter~~ RCW 70.92 ~~RCW~~ ("Public Buildings – Provision for Aged and Handicapped"), are hereby adopted by reference, and incorporated herein as if the same were fully set forth in this chapter.

EXHIBIT W

16.36.020 Subsequent amendments.

All amendments or supplements to ~~Chapter~~ WAC 51-10 ~~WAC~~, and ~~Chapter~~ RCW 70.92 ~~RCW~~, shall become a part of this code in all respects insofar as the same are applied and enforced within the jurisdictional boundaries of the city of Marysville.

MEMORANDUM

TO: City Council

FROM: Michael Snook, Building Official - City of Marysville
Tom Maloney, Fire Marshal – Marysville Fire District

DATE: June 3, 2024

SUBJECT: Updates to 2021 International Building and Fire Codes

CC: Haylie Miller, Community Development Director

EXHIBITS:

- Ordinance MMC Title 16 – 2021 International Building Code Cycle Update
- Ordinance MMC Title 9 – 2021 International Fire Code Cycle Update

This memorandum covers the City Council agenda items for both Titles 9 and 16; however, since staff is requesting that the revisions to each Title be approved by separate actions/ordinances, please reference the respective agenda item for the specific ordinance.

INTRODUCTION:

City staff and Marysville Fire District Regional Fire Authority staff propose to adopt the new 2021 International Codes due to a new code cycle that occurs every three (3) years in the Marysville Municipal Code (MMC) Title 16 Building and Title 9 Fire.

BACKGROUND:

2021 Code Adoption. Every three (3) years the International Code Council (ICC) updates and adopts new editions of all the International Codes (i.e. Building, Fire, and Electrical Codes). The State of Washington Building Code Council adopted the 2021 International Codes effective March 15, 2024, and the State adopted the 2023 National Electrical Code effective April 1, 2024. Local jurisdictions, including Marysville, are required to adopt any local amendments and fee structures with their specific ordinance.

Origin of ICC. The International Code Council (ICC) was established in 1994. It is a nonprofit organization dedicated to developing a single set of comprehensive and coordinated national model construction codes. The founders of the ICC are the Building Officials and Code Administrators International, Inc. (BOCA), International Conference of Building Officials (ICBO), and Southern Building Code Congress International, Inc. (SBCCI). Since the early 1990s, these nonprofit organizations developed three separate sets of regional model codes used throughout the United States.

MARYSVILLE
COMMUNITY DEVELOPMENT

(360) 363-8100

Community Development
80 Columbia Avenue
Marysville, WA 98270

Although such regional code development was effective at the time, a global marketplace and technological advances in construction made a single set of codes a practical necessity. The nation's three model code organizations responded to this need by creating the International Code Council (ICC) and by developing codes without regional limitations – the International Codes. On February 1, 2003, the ICC became one consolidated organization, incorporating the staff and services of the three founding organizations.

The following codes will make up the new 2021 International Codes for Washington State:

- International Building Code, Standards and amendments - WAC 51-50
- International Residential, Standards and amendments – WAC 51-51
- International Existing Building Code – WAC 51-50
- International Mechanical, Standards and amendments – WAC 51-52
- International Fire Code, Standards and amendments – WAC 51-54A
- International Fuel Gas Code, Standards and amendments – WAC 51-52-21000
  Including 2020 Liquefied Petroleum Gas Code (NFPA 58), and 2021 National Fuel Gas Code (NFPA 54) as it applies to LP Gas installations – WAC 51-52
- Uniform Plumbing Code, Standards and amendments – WAC 51-56
- Washington State Energy Code, Standards and amendments –WAC 51-11C and 51-11R
- Washington State Barrier-Free Code Chapter 11- Standards WAC 51-50
- Washington Cities Electrical Code 2023, and 2023 National Electrical Code – RCW 19.28.010 and WAC 296-46B

PROPOSED CHANGES TO MMC TITLE 16 – BUILDING:

Staff proposes to adopt the 2021 International Codes as required by the State, and update the electrical fees table to more accurately reflect the time and cost spent on the City's end to process electrical permits. The table adopted in MMC 16.12.020, calculated the fees at a higher rate than intended. Staff was able to address this issue and correct the fees administratively as shown in the revised table proposed.

Below are the proposed International Codes to be adopted, as implemented by the State of Washington Building Code Council.

1. The 2021 International Building Code (IBC) format continues to be consistent with the 2018 IBC. New or revised sections are clearly high-lighted by black markings in the margins of each code book, which is helpful for users.
2. The 2021 International Residential Code (IRC) is for One-and-Two Family Dwelling Units and Townhomes. This is an updated version from the 2018 IRC.
3. The 2021 Uniform Plumbing Code (UPC) applies to both residential and nonresidential construction. This is an updated version from the 2018 UPC.
4. The 2021 International Mechanical Code (IMC) applies to both residential and nonresidential construction. Ventilation and Indoor Air Quality code standards are now located in Chapter 4 of the Mechanical Code. This is an updated version from the IMC 2018.
5. The 2021 International Fuel Gas Code (IFGC) is for fuel gas appliance and piping installations and is an updated version of the IFGC 2018.
6. The 2021 Washington State Energy Code.
7. The State Barrier-Free 2021 International Building Code Chapter 11, WAC 51-50 continues to apply to new construction and altered structures as well.

8. Electrical Program. The City will continue to execute its own electrical program that started in September 2008. Chapter 16.12 is updated to adopt the 2023 version of this code implemented by Washington Cities Electrical Code Committee (WCEC). No policy changes or major changes are identified with this change.

IBC Changes – State Adopted

1. **Section 429.2 and Table 429.2, Electrical Vehicle Charging Infrastructure:** Buildings and accessory structures shall be provided with EV charging stations, EV-Ready parking spaces, and EV-capable parking spaces in accordance with Table 429.2.
2. **Section 1008.2.1, Illumination Level Under Normal Power:** Along exits access stairways, exit stairways, and their required landings, the illumination level shall not be less than 10 foot-candles at the walking surface. Previous code allowed 1 foot-candle.
3. **ICC A117.1-2017:** Provides technical requirements for wheelchair charging stations, as well increased sizes of turning spaces, clear floor spaces, and toilet rooms, along with route of travel components.

IRC Changes – State Adopted

1. **R309.6 Electric Vehicle Charging:** Requires a dedicated 40-ampere circuit terminating at a junction box, receptacle outlet, or charging equipment.
2. **R506.2.3 Vapor Retarder:** A minimum 10 mil vapor retarder is now required below slabs-on – grade.
3. **R609.4.1 Garage Door Labeling:** Garage doors are required to be labeled to identify wind pressure rating.
4. **R301.2.1 Wind Design Criteria:** Wind speeds have been updated and reduced in many areas. The City's wind speed was reduced from 110 mph with 3 second gust to 95 mph with 3 second gust.

PROPOSED CHANGES TO MMC TITLE 9 – Fire:

Staff proposes to adopt the 2021 International Fire Code as implemented by the State, and current MMC Title 9. No other changes above and beyond State code other than what is currently adopted, and modifications of the radio program due to State code adoption are proposed at this time.

IFC Changes – State Adopted

1. **IFC 915.2 Group "E" Occupancies:** In new buildings, or by Chapter 11 (Existing Buildings) of the International Fire Code, carbon monoxide detection shall be installed in classrooms in Group "E" occupancies. Carbon Monoxide alarm signals shall be automatically transmitted to an on-site location that is staffed by school personnel.
2. **IFC 1207 Electrical Energy Storage Systems (ESS):** Operational and construction permits are now required for stationary or mobile ESS systems.

Summary and Conclusion:
Based on the proposed changes (see the Title 16 and Title 9 ordinances, attached in Peak Agenda), the largest impact to development is likely to be the 2021 Washington State Energy Code (WSEC). The WESC will now require for projects which will likely add cost to each development, due to the higher insulation

R-Value requirements in the walls and attic spaces. In addition, it is easier to obtain the correct number of energy credits by using electric heat pumps and electric heat pump water heaters.

The changes being made in Title 9, Fire are housekeeping due to the Snohomish County requirements for Emergency Responder Radio Systems. City and Fire District staff request the changes be approved in June.

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING CHAPTERS 16.04, 16.08, 16.10, 16.12, 16.28 AND 16.36 OF THE MUNICIPAL CODE TO REFLECT REQUIRED CODE CYCLE UPDATES TO THE INTERNATIONAL BUILDING CODE, INTERNATIONAL EXISTING BUILIDNG CODE, UNIFORM PLUMBING CODE, WASHINGTON STATE ENERGY CODE AND NATIONAL ELECTRICAL CODE.

WHEREAS, the City of Marysville Community Development Department and the Marysville Fire District have recommended to the City Council amendments to Title 16 Building of the Marysville Municipal Code to be consistent with the 2021 International Codes;

WHEREAS, every three (3) years the International Code Council (ICC) updates and adopts new editions of all the International Codes (such as Building, Fire, and Electrical Codes);

WHEREAS, the State of Washington Building Code Council adopted the 2021 International Codes effective March 15, 2024, and the State adopted the 2023 National Electrical Code effective April 1, 2024;

WHEREAS, local jurisdictions, including Marysville, are required to revise the building and fire codes to, at minimum, comply with the International Code updates;

WHEREAS, the City Council has determined that the proposed amendments are in the best interest of the public health, safety, and welfare; and

WHEREAS, during the public meeting on June 3, 2024, the City Council discussed potential amendments related Title 16 Building of the Marysville Municipal Code; and

WHEREAS, Ordinance 3311 was passed by the City Council and approved by the Mayor on June 4, 2024; and

WHEREAS, Ordinance 3311 is revised and superseded by this ordinance to correct a formatting issue within document; and

WHEREAS, the City Council discussed the formatting change during the public meeting on December 2, 2024; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Section 16.04.010 of the municipal code is amended as set forth in Exhibit A.

SECTION 2. Section 16.04.020 of the municipal code is amended as set forth in Exhibit B.

SECTION 3. Section 16.04.030 of the municipal code is amended as set forth in Exhibit C.

SECTION 4. Section 16.04.035 of the municipal code is amended as set forth in Exhibit D.

SECTION 5. Section 16.04.037 of the municipal code is amended as set forth in Exhibit E.

SECTION 6. Section 16.04.045 of the municipal code is amended as set forth in Exhibit F.

SECTION 7. Section 16.04.050 of the municipal code is amended as set forth in Exhibit G.

SECTION 8. Section 16.04.160 of the municipal code is amended as set forth in Exhibit H.

SECTION 9. Section 16.08.010 of the municipal code is amended as set forth in Exhibit I.

SECTION 10. Section 16.08.075 of the municipal code is amended as set forth in Exhibit J.

SECTION 11. Section 16.08.080 of the municipal code is amended as set forth in Exhibit K.

SECTION 12. Section 16.08.120 of the municipal code is amended as set forth in Exhibit L.

SECTION 13. Section 16.10.030 of the municipal code is amended as set forth in Exhibit M.

SECTION 14. Section 16.12.010 of the municipal code is amended as set forth in Exhibit N.

SECTION 15. Section 16.12.015 of the municipal code is amended as set forth in Exhibit O.

SECTION 16. Section 16.12.020 of the municipal code is amended as set forth in Exhibit P.

SECTION 17. Section 16.12.030 of the municipal code is amended as set forth in Exhibit Q.

SECTION 18. Section 16.12.050 of the municipal code is amended as set forth in Exhibit R.

SECTION 19. Section 16.12.060 of the municipal code is amended as set forth in Exhibit S.

SECTION 20. Section 16.12.070 of the municipal code is amended as set forth in Exhibit T.

SECTION 21. Section 16.12.100 of the municipal code is amended as set forth in Exhibit U.

SECTION 22. Section 16.12.200 of the municipal code is amended as set forth in Exhibit V.

SECTION 23. Section 16.28.010 of the municipal code is amended as set forth in Exhibit W.

SECTION 24. Section 16.28.015 of the municipal code is amended as set forth in Exhibit X.

SECTION 25. Section 16.36.010 of the municipal code is amended as set forth in Exhibit Y.

SECTION 26. Section 16.36.020 of the municipal code is amended as set forth in Exhibit Z.

SECTION 27. 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 28. Corrections. 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 29. 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

16.04.010 Adoption by reference, exclusions and exemptions.

~~(1)~~ Certain documents, copies of which are on file in the office of the building official of the city of Marysville, being marked and designated as the "2021 International Building Code" and the "2021 International Residential Code," and the "2021 International Building Code Standards," ~~2018 Edition~~, published by the International Code Council, except for the provisions in subsections ~~(3)~~ (1), (2), and ~~(4)~~ (3) ~~and (5)~~ of this section, are adopted as the building code of the city of Marysville for regulating the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of buildings or structures in the city of Marysville, providing for the issuance of permits and the collection of fees therefor, and providing for penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth in this chapter.

The following codes are also adopted by the City of Marysville, as adopted by the Washington State Building Code Council, including the Washington State Amendments and exclusions, as set forth in this chapter: ICC A117.1-2017 Standards for Accessibility and Usable Buildings and Facilities, and 2021 International Existing Building Code.

~~(2)~~ (1) 2021 IBC and IRC Sections 101.1 Title. These regulations shall be known as the building code of the city of Marysville, Washington, hereinafter referred to as "this code."

~~(3)~~ (2) Exclusions from Adoption by Reference. The following IBC Section 101.4 referenced codes are excluded and not adopted by reference as the building code for the city of Marysville:

101.4.~~1~~ Electrical

101.4.1 Gas

101.4.2 Mechanical

101.4.~~4~~ 3 Plumbing

101.4.~~5~~ 4 Property Maintenance

101.4.~~7~~ 6 Energy

~~Chapter 34~~ 101.4.7 Existing Buildings

~~(4)~~ (3) Work Exempt from Permits. For purposes of Marysville Municipal Code, both 2021 IBC and 2021 IRC Sections 105~~.2~~, Work exempt from permits, are amended to read as follows:

Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any laws or ordinance of this jurisdiction. Permits shall not be required for the following:

Building:

(a) One story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the net floor area does not exceed 120 square feet.

(b) Fences not over 6 feet high.

(c) Oil derricks.

(d) Retaining walls which are not over 4 feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II, or III-A liquids.

(e) Water tanks supported directly on grade if the capacity does not exceed 5,000 gallons and ratio of height to diameter or width does not exceed 2 to 1.

(f) Sidewalks, platforms, decks and driveways not more than 30 inches above grade and not over any basement or story below and are not part of an accessible route.

(g) Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.

(h) Temporary motion picture, television, and theater stage sets and scenery.

(i) Prefabricated swimming pools accessory to Group R-3 occupancy that are less than 24 inches deep, are not greater than 5,000 gallons and are installed entirely above ground.

(j) Shade cloth structures constructed for nursery or agricultural purposes, not including service systems.

(k) Swings and other playground equipment accessory to detached one- and two-family dwellings.

(l) Window awnings in Group R-3 and U Occupancies, supported by an exterior wall that do not project more than 54 inches from the exterior wall and do not require additional support.

(m) Non-fixed and movable fixtures, cases, racks, counters, and partitions not over 5 feet 9 inches in height.

EXHIBIT B

16.04.020 Amendments – Subsequent.

All amendments or supplements to the 2021 International Building Code and 2021 International Residential Codes hereinafter adopted by the International Code Council and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

EXHIBIT C

16.04.030 Appendices adopted.

Appendices AF, AQ and AU ~~Q~~ of the 2021 International Residential Code, ~~2018 Edition~~, Chapter~~s~~ 11 and Chapters 25 through 43 of this code are not adopted. Appendi~~ces~~x E ~~and O~~ of the 2021 International Building Code, ~~2018 Edition~~, ~~are~~ is adopted, incorporated by this reference, and made a part of this chapter as if fully set forth in this chapter.

EXHIBIT D

16.04.035 Section 113 amended – Board of appeals.

Section 113 of the International Building Code is amended by adding the following additional subsection thereto:

(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~~ two hundred twenty four 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.

EXHIBIT E

16.04.037 Section 202, Definitions, amended – Story.

Section 202 of the International Building Code is amended at that paragraph entitled “Story” by adding the following paragraph:

If any portion of a basement or usable under-floor space in all group R occupancies consisting of five (5) or more units, including townhomes, is used or intended to be used for human habitation or assemblage of person for any purpose, such basement or usable space shall be considered a story.

EXHIBIT F

16.04.045 Sections 109.2 and 109.3 amended – ~~IBC and IRC Fee Appendix L adopted and amended by reference~~ Building Permit Fees.

~~(1) The schedule of fees adopted in Appendix L titled "Building Permit Fees" is hereby adopted and amended as follows:~~

Building Permit Fees Table (based on valuation)

Total Valuation	Fee
$1.00 to $500.00	$50.00
$501.00 to $2,000.00	$50.00 for the first $500.00 plus $3.05 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$69.25 for the first $2,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$391.25 for the first $25,000.00 plus $10.10 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.00 to $100,000.00	$643.75 for the first $50,000.00 plus $7.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$993.75 for the first $100,000.00 plus $5.60 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to $1,000,000.00	$3,233.75 for the first $500,000.00 plus $4.75 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,001.00 and up	$5,680.75 for the first $1,000,000.00 plus $3.65 for each additional $1,000.00, or fraction thereof

(2) (a) Plan review fees (paid at time of submitting plans) equal to 65% of the building permit fees.

(b) Reinspection fees for called inspections when access is not provided or work is not ready will be charged for one hour* of staff time.

(c) Revision fees for additional plan review or inspections when the work authorized by permit will be charged for one hour* of staff time.

(d) Inspections for which no fee is specifically indicated will be charged per hour* of staff time.

(3) Building valuation shall be based on the building valuation data sheet contained within the February 2023 issue of the Building Valuation Data** published by the International Code Council (ICC).

(4) Decks, carports (open on three sides), ramps, unheated sunrooms, covered porches and stairs are assessed per the February 2023 Building Valuation Data published by the ICC.**

(5) Unfinished basements (no heat, insulation and/or sheetrock) are assessed per the February 2023 Building Valuation Data published by the ICC. **

(6) Single-wide mobile homes (2 hours*), double-wide (3 hours*) for permit base fee.

(7) State Building Code Council surcharge fee: $6.50 per building permit, plus $2.00 each dwelling unit and $25.00 for commercial building permits.

(8) For miscellaneous applications, plan reviews and permits including expired applications and permits for which no fee is specified: Fee will be at a per hour* rate with a minimum fee of one hour.*

~~*Hourly rates (per hour) for the building division will increase three percent each year as shown below.~~

***Hourly Rates Table**

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

*Fees are based on February 2023 Building Valuation Data, published by the ICC, including a cost modifier of 1.03 applied each year starting in 2025.

EXHIBIT G

16.04.050 Section 109.2 amended – Plan review fees and refunds.

Section 109.2 of the International Residential Code is amended to read as follows:

(a) When a plan or other data are required to be submitted by Section ~~109~~R108, a plan review fee shall be paid at the time of submitting plans and specifications for review. Except as provided below, said plan review fee shall be 65 percent (65%) of the building permit fee as shown in MMC 16.04.045. Building Permit Fees. A plan may be established as a "basic" plan, to be used multiple times within a subdivision. "Basic" plan review fees are 35 percent (35%) of the building permit fee for each subsequent permit application utilizing an established plan. No structural modifications or increases in square footage are allowed on a basic plan. If additional engineering review is required due to lot conditions, a new plan must be submitted for review.

(b) Sections 109 and 109.6 amended – Refunds. The building official may authorize refunding of not more than 70 percent (70%) of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

EXHIBIT H

16.04.160 Requirements for moved buildings.

The term “moved building” shall mean any structure designed for human occupancy that is moved horizontally or vertically for 10 feet or more when either the original site or its new site is located within the city of Marysville; it does not mean factory-built housing which is being moved into the city directly from the factory, or mobile/manufactured homes. In addition to all requirements of the International Building and Residential Codes, the following provisions shall apply to moved buildings:

(1) Before any building shall be moved into or within the city of Marysville, a moving permit shall be obtained from the city building official. The fee for said permit shall be the minimum building permit fee specified in ~~the International Building and Residential Codes~~ MMC 16.04.045 plus the state surcharge. The application for the moving permit shall state the proposed moving date, the proposed moving route and the location of the new site for the building. A moving permit shall be issued only upon approval by both the building official and the street superintendent;

(2) No building shall be moved to or stored upon any site in the city of Marysville which is not a location approved in a moving permit issued by the city;

(3) Within 10 days after a building is moved to a new site in the city of Marysville, the owner shall apply for a building permit to place it on a permanent foundation and to bring it into compliance with the International Building and Residential Codes;

(4) Within 180 days after a building is moved to a new site within the city of Marysville, it shall be brought into full compliance with all applicable city codes and be ready for final approval by the building official. In hardship cases involving unforeseen circumstances, the building official shall be authorized to extend this time period for up to ~~60~~ 180 additional days, two times.

EXHIBIT I

16.08.010 Adoption.

A certain document, not less than one copy of which is on file in the office of the building official of the city of Marysville, being marked and designated as the "2021 Uniform Plumbing Code~~, 2018 Edition~~," published by the International Code Council, and appendices thereto, are adopted as the plumbing code of the city of Marysville for regulating the installation, removal, alteration or repair of plumbing and drainage systems and fixtures and water heating and treating equipment. Each and every one of the regulations, provisions, conditions and terms of the code are incorporated and made a part of this chapter as if fully set forth in this chapter.

EXHIBIT J

16.08.075 Table 104.5 amended – Schedule of fees and refunds.

The schedule of fees specified in Table 104.5 entitled "Plumbing Permit Fees" is hereby ~~adopted~~ amended.

Section 104.5.3 amended – Refunds.

The building official may authorize refunding of not more than 70 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

~~2018~~ 2021 Uniform Plumbing Code Table 104.5, amended

Permit Issuance

1.	For issuing each permit	1 hour*

Unit Fee Schedule (in addition to item 1 above)

1.	For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefor)	$20.00
2.	For each grinder pump	2 hours*
3.	Rainwater systems – per drain (inside building)	$20.00
4.	Water service connection: water line from meter to house or structure. Must add to building application for plumbing if new construction or connecting to city sewer and water	1 hour*
5.	For each private sewage disposal system	Approval required from Health/Snohomish County
6.	For each water heater and/or vent	$20.00
7.	For each gas piping system of one to five outlets	$20.00
8.	For each additional gas piping system outlet, per outlet	$20.00

9.	For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps	$20.00
10.	For each installation, alteration or repair of water piping and or water treating equipment, each	$20.00
11.	For each repair or alteration of drainage or vent piping, each fixture	$20.00
12.	For each lawn sprinkler system on any one meter including backflow protection devices therefor	$20.00
13.	For each backflow protective device other than atmospheric-type vacuum breakers:	
	2 inch (51 mm) diameter and smaller	$20.00
	over 2 inch (51 mm) diameter	$20.00
14.	For each graywater system	$20.00
15.	For initial installation and testing for a reclaimed water system	$20.00
16.	For each annual cross-connection testing of a reclaimed water system (excluding initial test)	$20.00
17.	For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas	$30.00
18.	For each additional medical gas inlet(s)/outlet(s)	$25.00
19.	For each fire sprinkler system including $0.50 per head	1 hour*
20.	For each industrial waste pretreatment grease interceptor including its trap and vent, and inspections	$30.00

Other Inspections and Fees:

1.	Inspections outside of normal business hours	2 hours*

2. Reinspection fee under Section 105.2.6 — 1 hour*

3. Inspections for which no fee is specifically indicated — 1 hour*

4. Additional plan review required by changes, additions or revisions to approved plans (minimum charge – one hour) — 1 hour*

5. Jurisdiction may issue permit fees from project valuation for commercial, townhomes, and multifamily and/or the hourly cost to cover employee inspection time, whichever is greatest.

6. Typical plan review fees for plumbing work shall be equal to 25% of the total permit fee as set forth in Section 104.5 as amended. Except for commercial and multifamily projects. Commercial and multifamily projects will be based on project valuation and a 65% plan review fee.

7. For miscellaneous applications, plan reviews and permits including expired applications and permits for which no fee is specified: Fee will be at a per hour rate* with a minimum fee of one hour* or the total hourly cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wage and fringe benefits of the employees involved.

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

*Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

EXHIBIT K

16.08.080 Section ~~20.14~~ 107.0 amended – Board of plumber appeals.

Appeals from any ruling made under this chapter may be made to the building code board of appeals. Procedural rules concerning appeals shall be as provided in the building code.

EXHIBIT L

16.08.120 Section 20.17 added – Appendices.

There is added to the administration chapter of the Uniform Plumbing Code a new Section 20.17, which shall read as follows:

20.17 Appendices. The following appendices A, B, ~~D~~, I, ~~L~~ and M of the 20~~18~~ 21 ~~Edition of the~~ Uniform Plumbing Code are incorporated by reference and made a part of this chapter.

EXHIBIT M

16.10.030 Washington State Energy Code adopted.

~~16.10.030 Washington State Energy Code adopted.~~

Pursuant to RCW 19.27A.020, the Washington State Energy Code, ~~(Chapter~~ WAC 51-11C and WAC 51-11R ~~or as amended) is~~ are adopted and incorporated into and made a part of this chapter by reference.

EXHIBIT N

16.12.010 Adoption.

(1) National Electrical Code (NEC) Adopted. The 202~~0~~3 National Electrical Code, published by the National Fire Protection Association, ~~2004 Edition,~~ the Department of Labor and Industries Rules and Regulations for installing electrical wires and equipment and Administrative Rules (Chapter 19.28 RCW), as adopted by the state of Washington, are hereby adopted by reference except such portions as are hereinafter deleted, amended or specified and incorporated herein as fully as if set out at length herein, collectively herein referred to as the "code" unless specifically provided otherwise.

(2) The 202~~0~~3 Washington Cities Electrical Code (WCEC) Dated ~~October 29,~~ April 1, 202~~0~~4, Adopted. The 202~~0~~3 Washington Cities Electrical Code dated ~~October 29,~~ April 1, 202~~0~~4, is adopted by reference except such portions as are hereinafter amended or specified and incorporated herein as fully as if set out at length herein collectively referred to as "Cities Electrical Code" or "WCEC" unless specifically provided otherwise.

(a) Page 10 of the Cities Electrical Code references ~~to RCW 19.28.010(2) is corrected to~~ RCW 19.28.010(3).

(b) Page ~~29~~43, Part 3, Article 100, Definitions~~,~~ of the 2023 Washington Cities Electrical Code only pertains to the 2023 National ~~e~~Electrical ~~C~~Code and is related to the electrical code enforcement and not to other chapters or sections of the Marysville Municipal Code.

(3) Code Conflict Resolution. Any conflict between the provisions of the city of Marysville Code, the 202~~0~~3 NEC and the 2023 Washington Cities Electrical Code will be resolved in favor of the most stringent code section.

EXHIBIT O

16.12.015 Amendments made in the National Electrical Code and Washington Cities Electrical Code.

(1) Subsequent Amendments. All amendments or supplements to the 2023 National Electrical Code (NEC) adopted by the NFPA National Fire Protection Association and by the state of Washington as part of the State Building Code shall become a part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

(2) Subsequent Amendments. All amendments or supplements to the 2023 Washington Cities Electrical Code (WCEC) shall become part of this code in all respects insofar as it is applied and enforced within the jurisdictional boundaries of the city of Marysville.

EXHIBIT P

16.12.020 WAC 296-46B-906 **adopted – Schedule of fees and refunds.**

The schedule of fees specified in WAC 296-46B-906, entitled "Electrical Fees," is hereby adopted.

The building official may authorize refunding of not more than 70 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

WCEC page ~~19~~23, Section N, Fees, (5) Refunds, is not adopted.

WAC 296-46B-906**, amended**

Residential (Single-Family or Duplex) Fees

New construction, addition or remodel. Additions and remodels based on size of project.

Under 1,000 square feet	2 hours*
1,001 to 2,000 square feet	3 hours*
2,001 to 3,000 square feet	3.5 hours*
3,001 square feet and over	4 hours*
Garages and outbuildings (stand-alone projects)	2 hours*
Service/panel change or alteration	2 hours*
Circuits added/altered without service change	
1 or 2 circuits	1 hour*
3 or more circuits	1.5 hours*
Meter/mast repair or alteration	1 hour*

Commercial and Multifamily Fees ~~(including fire alarm)~~

~~Total valuation (time and materials)~~

~~$250.00 or less~~	~~1 hour*~~
~~$251.00 to $5,000~~	~~1 hour* + 3% of cost over $250.00~~
~~$5,001 to $50,000~~	~~2 hours* + 1.5% of cost over $5,000~~
~~$50,001 to $250,000~~	~~12 hours* + 0.9% of cost over $50,000~~

~~$250,001 to $1,000,000~~ ~~42 hours* + 0.7% of cost over $250,000~~

~~$1,000,001 and above~~ ~~133 hours* + 0.4% of cost over $1,000,000~~

Total Valuation	Permit Fee*	Plan Review Fee
$250 or Less	1	Not applicable.
$250 - $5,000	2	
$5,001 to $25,000	4	
$25,001 to $50,000	5	65% of Permit Fee
$50,001 to $100,000	7	
$100,001 to $250,000	11	
$250,001 to $500,000	14	
$500,001 to 1,000,000	17	
$1,000,001 to $2,000,000	25	
$2,000,001 to $5,000,000	30	
$5,000,001 to $10,000,000	35	
$10,000,001 and Over	40	
*Permit fee units are based on hourly rates listed in the table below.		

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

* Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

Commercial low voltage/power limited permits are issued on the value of each installation

(Use the valuation schedule shown above for fire alarms)

Residential low voltage/power limited permits listed below are charged for one hour* of staff time each:

T-stat, intercom, low voltage wire security systems, multimedia systems, and miscellaneous low voltage system requiring permits, except wireless intrusion installations/security system for residential properties that are not a wired installation or adding a plug-in class 2 transformer does not require an electrical permit.

Miscellaneous Fees

Temporary service: 0 – 200 amps	1 hour*
Temporary service: 201 – 400 amps	1 hour*
Temporary service: 401 and more	by valuation
Manufactured/mobile home service (does not include outbuildings)	2 hours*
Signs	1 hour*
Solar panels	3 hours*
Carnival	2 hours*
Inspection of work done without permit: double fee (charge 2 hours* for every hour* of time)	*
Reinspection fee (not ready, corrections not made)	1 hour*
Plan review fee or inspection not specified elsewhere (one hour minimum)	1 hour*

~~Typical plan review fees for electrical work shall be equal to 65% of the total permit fee set forth in this table*~~

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

* Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

EXHIBIT Q

16.12.030 Amendments – Administrative chapter.

There is added to the administration chapter of the 2023 National Electrical Code a new section which shall read as follows (reference 2023 WCEC applicable parts of Parts 1, 2 and 3):

1. EXISTING BUILDINGS. Reference – WCEC ~~(~~page ~~37-S~~12~~).~~

2. MAINTENANCE. Reference 2023 WCEC ~~(~~page ~~8~~12~~—85.5-C).~~

3. MOVED BUILDINGS. Reference 2023 WCEC ~~(~~page ~~10~~14~~—85.9-A).~~

4. ADMINISTRATIVE AUTHORITY AND ASSISTANTS. Reference 2023 WCEC ~~(~~page ~~10~~17~~—85.9-A).~~

5. RIGHT-OF-ENTRY. Reference 2023 WCEC ~~(~~page ~~28~~33~~—85.19I).~~ The Building Official or his/her authorized representative shall have recourse to every remedy provided by law to secure entry.

When the Building Official or his/her authorized representative shall have first obtained a proper inspection warrant or other remedy provided by law to secure entry, no owner or occupant or any other persons having charge, care or control of any building or premises shall fail or neglect, after proper request is made as herein provided, to promptly permit entry therein by the Building Official or his/her authorized representative for the purpose of inspection and examination pursuant to this Code.

6. STOP ORDERS. Reference 2023 WCEC ~~(~~page ~~31~~38~~—85.25-A through F).~~

7. LIABILITY. Also reference 2023 WCEC ~~(~~page ~~14~~18~~—85.11-11).~~ The Building Official or any employee charged with the enforcement of this Code, acting in good faith and without malice for the City in the discharge of his/her duties, shall not thereby render himself liable personally and he is hereby relieved from all personal liability for any damage that may accrue to person or property as a result of any act required or by reason of any act or omission in the discharge of his/her duties. Any suit brought against the Building Official or employee, because of such act or omission performed by him/her in the enforcement of any provisions of this Code, shall be defended by the legal department of the City until final termination of the proceedings. This code is one of general application and nothing herein is intended to create liability or cause action running in favor of individual members of the public.

8. UNSAFE CONDITIONS. Reference 2023 WCEC ~~(~~page ~~31~~36 and 37,~~—85.23-~~A through F~~)~~.

9. VIOLATION. Reference 2023 WCEC ~~(~~page ~~32~~37~~—85.25).~~

10. PERMITS AND INSPECTIONS. Reference 2023 WCEC ~~(~~page ~~14~~18~~—85.13,~~ for Permit & Fees~~, and page 85.15,~~ and page ~~26~~31 for~~—85.19,~~ Inspections ~~&~~ and Testing).

(a) Permits required: Reference 2023 WCEC ~~(~~page ~~14~~18~~—85.13, Permit & Fees, and page 85.15, and page 26—85.19, Inspections & Testing).~~

(b) Application: Reference 2023 WCEC ~~(~~page ~~19~~21~~—85.15).~~

(c) To Whom Permits May Be Issued: Reference 2023 WCEC ~~(~~page ~~14~~18~~—85.13, Permit & Fees, and page 85.15,~~ ~~and page 26—85.19, Inspections & Testing).~~

(d) Plans and Specifications: Reference 2023 WCEC ~~(~~page ~~192~~24~~—85.25).~~

(e) Plan Checking: Reference 2023 WCEC ~~(~~page ~~21~~25~~—85.15).~~

(f) Validity: Reference 2023 WCEC ~~(~~page ~~18~~22~~—85.13 K).~~

(g) Suspension or Revocation: Reference 2023 WCEC ~~(~~page ~~18~~22~~—85.13 M).~~

(h) Inspections: Reference 2023 WCEC ~~(~~page ~~26~~31~~—85.19).~~

11. ELECTRICAL PERMIT FEES. Reference 2023 WCEC ~~(~~page ~~26~~23~~—85.19).~~ A fee for each electrical permit shall be paid to the Building Official as set forth in ~~Table 1-A~~WAC 296-46B-906, amended, Electrical Fees.

12. VIOLATION CITATION – ORDER. Reference 2023 WCEC ~~(~~page ~~32~~37~~—85.25).~~

EXHIBIT R

16.12.050 Code amendments – General provisions.

Reference the 2023 WCEC. (Ord. 2821 § 1, 2010; Ord. 2740 § 3, 2008; Ord. 2708 § 3, 2007).

EXHIBIT S

16.12.060 Prohibited cables.

Reference WCEC ~~(~~page ~~26~~ 31 ~~85.19).~~ (Ord. 2821 § 1, 2010; Ord. 2740 § 3, 2008; Ord. 2708 § 3, 2007).

EXHIBIT T

16.12.070 Violations and penalties.

Each of the codes and regulations adopted in this chapter are hereby amended by the addition of the following:

Violations and Penalties. Also reference 2023 WCEC ~~(~~page ~~32~~37~~— 85.25, sections B & C).~~

1. A violation of the provisions of this Code shall be subject to the City's Civil Enforcement Procedures as set forth in Title 4 MMC and any person, firm or corporation who violates any provision of this Code shall be subject to said enforcement procedures. Provided, however, notwithstanding language to the contrary, any violation citation issued concerning a violation of this Code shall be issued by the Building Official or his/her designee.

2. Any person, firm or corporation who violates any provision of this Code shall be deemed guilty of a misdemeanor, and each such person, firm or corporation shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this Code is committed, continued or permitted, and upon conviction of any such violation such person, firm or corporation shall be punishable by a fine not to exceed one thousand dollars, or imprisonment in jail not to exceed ninety days, or by both such fine and imprisonment.

3. The enforcement provisions and procedures provided in this Code are not exclusive and the City is authorized to pursue any remedy it deems appropriate or as otherwise provided by law.

4. The issuance or granting of a permit or approval of plans and/or specifications shall not be deemed or construed to be a permit for, or an approval of, any violation of any of the provisions of this Code or any other law or regulation. No permit presuming to give authority to violate or cancel the provisions of this Code shall be valid, except insofar as the work or use which it authorized is lawful.

5. The issuance or granting of a permit or approval of plans and/or specifications shall not prevent the building official or designee from thereafter requiring the correction of errors in said plans and/or specifications or from preventing construction operation being carried on thereunder when in violation of this Code or of any other ordinance, law or regulations or from revoking any certificate of approval when issued in error.

EXHIBIT U

16.12.100 Board of electrical appeals.

(1) Appeals from any ruling made under this chapter may be made to the building code board of appeals. Procedural rules concerning appeals shall be as provided in the building code.

(2) Section 85.27, Means of Appeal, is deleted from the 2023 WCEC ~~(page 31~~39~~ 85.27).~~

EXHIBIT V

16.12.200 Annex ~~1 2 3~~ A, B, and C.

Annex A, B, and C ~~to~~ of the 2023 National Electrical Code~~, 2020 Edition,~~ are adopted, incorporated by this reference, and made a part of this chapter as if fully set forth in this chapter.

EXHIBIT W

16.28.010 Adoption by reference.

A certain document, not less than one copy of which is filed in the office of the building official of the city of Marysville, being marked and designated as the "2021 International Mechanical Code~~, 2018 Edition~~," and Appendix Chapter A thereto, published by the International Code Council, and the "2021 International Fuel Gas Code~~, 2018 Edition,~~" is adopted as the mechanical code of the city of Marysville for regulating the installation and maintenance of heating, ventilating, cooling and refrigeration systems, providing for the issuance of permits and the collection of fees therefor, and providing penalties for the violation thereof. Each and all of the regulations, provisions, penalties, conditions and terms of said code are incorporated and made a part of this chapter as if fully set forth herein.

EXHIBIT X

16.28.015 Fee schedule adopted and refunds.

Section 106.5.2 of the 20~~18~~21 International Mechanical Code, "Fee Schedule" and Appendix B, is hereby adopted and amended.

Section 106.5.3 Fee funds amended – Refunds:

The building official may authorize refunding of not more than 70 percent of the plan review or permit fee paid when no review or work has been done. The building official shall not authorize refunding of any fee paid except on written application filed by the original permittee not later than 90 days after the date of the fee payment.

20~~18~~21 IMC INTERNATIONAL MECHANICAL CODE

"Fee Schedule" and Appendix B Amended

Permit Issuance and Heaters

1. For the issuance of each mechanical permit	1 hour*

Unit Fee Schedule

(Note: The following do not include permit-issuing fee.)

1. **Furnaces**

For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)	$25.00
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3 kW)	$25.00
For the installation or relocation of each floor furnace, including vent	$25.00
For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater	$25.00

2. **Appliance Vents**

For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit $25.00

3. **Repairs or Additions**

For the repair of, alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code $25.00

4. **Boilers, Compressors and Absorption Systems**

For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW) $25.00

For the installation or relocation of each boiler or compressor over 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW) $35.00

For the installation or relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (293.1 kW) $45.00

For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW) $65.00

For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW) $125.00

5. **Air Handlers**

For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4,719 L/s), including ducts attached thereto $25.00

Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler, or absorption unit for which a permit is required elsewhere in the Mechanical Code.

For each air-handling unit over 10,000 cfm (4,719 L/s) $25.00

6. **Evaporative Coolers**

For each evaporative cooler other than portable type	$25.00

7. **Ventilation and Exhaust**

For each ventilation fan connected to a single duct	$25.00
For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit	$25.00
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	$25.00

8. **Incinerators**

For the installation or relocation of each domestic-type incinerator	$25.00
For the installation or relocation of each commercial or industrial-type incinerator	$20.00

9. **Miscellaneous**

For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table, i.e., fire/smoke dampers	$25.00
For each additional supply or return air diffuser	$15.00

When Chapter 13 is applicable, permit fees for fuel gas piping shall be:

Gas Piping System

For each gas piping system of one to four outlets	$25.00
For each additional outlet exceeding four, each	$15.00

When Chapter 14 is applicable, permit fees for process piping shall be as follows:

For each hazardous process piping system (HPP) of one to four outlets	$15.00
For each hazardous process piping system of five or more outlets, per outlet	$15.00
For each nonhazardous process piping system (NPP) of one to four outlets	$15.00

For each nonhazardous piping system of five or more outlets, per outlet	$15.00

Other Inspections and Fees

1. Inspections outside of normal business hours, per hour (minimum charge – two hours)	2 hours*
2. Reinspection fees assessed under provisions of Section 107.3.3, per inspection	per hour*
3. Inspections for which no fee is specifically indicated, per hour (minimum charge – one-half hour)	per hour*
4. Additional plan review required by changes, additions or revisions to plans or to plans for which an initial review has been completed (minimum charge – one-half hour)	per hour*

5. Jurisdiction may issue permit fees from project valuation and/or the hourly cost to cover employee inspection time, whichever is greatest.

6. Typical plan review fees for mechanical work shall be equal to 25% of the total permit fee as set forth in ~~Table 1-A and 106.5.2.~~ MMC 16.28.015; ~~Except for commercial and multifamily projects.~~ provided that, fees for ~~C~~commercial and multifamily projects will be based on project valuation and a 65% plan review fee.

7. For miscellaneous applications, plan reviews and permits including expired applications and permits for which no fee is specified: Fee will be at a per hour* rate with a minimum fee of one hour.

~~*Hourly rates for the building division will increase 3% each year as shown below.~~

* Hourly Rates Table

Year	2023/2024	2025	2026	2027	2028
Rate/Hour	$112	$115	$119	$122	$126

EXHIBIT Y

16.36.010 Adoption.

A certain document, not less than three copies of which are on file in the office of the clerk of the city of Marysville, being marked and designated as ~~Chapters~~ WAC 51-~~20~~10 ~~and~~ 51-21 ~~WAC~~ ("Rules and Regulations Setting Barrier-Free Design Standards"), and ~~Chapter~~ RCW 70.92 ~~RCW~~ ("Public Buildings – Provision for Aged and Handicapped"), are hereby adopted by reference, and incorporated herein as if the same were fully set forth in this chapter.

EXHIBIT Z

16.36.020 Subsequent amendments.

All amendments or supplements to ~~Chapter~~ WAC 51-10 ~~WAC~~, and ~~Chapter~~ RCW 70.92 ~~RCW~~, shall become a part of this code in all respects insofar as the same are applied and enforced within the jurisdictional boundaries of the city of Marysville.

AGENDA ITEM NO. 4.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Emily Morgan, Community Development
ITEM TYPE:	Ordinance
AGENDA SECTION:	**New Business**
SUBJECT:	An **Ordinance** Amending Chapters 22G.010 and 22G.030 of the Municipal Code Regarding Project Review Timeframes
SUGGESTED ACTION:	Recommended Motion: I move to adopt Ordinance No. _____.
SUMMARY:	An Ordinance of the City of Marysville amending Chapters 22G.010 and 22G.030 of the Municipal Code regarding project review timeframes established under SB 5290.

ATTACHMENTS:

FINAL_-_ORD-SB_5290.docx
Planning Commission Recommendation

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING CHAPTERS 22G.010 AND 22G.030 OF THE MUNICIPAL CODE REGARDING PROJECT REVIEW TIMEFRAMES.

WHEREAS, the State Growth Management Act, Chapter 36.70A RCW mandates that cities periodically review and amend development regulations, which include but are not limited to, zoning ordinances and official controls; and

WHEREAS, the Washington State Legislature approved Substitute Senate Bill 5290, requiring all cities and counties planning under RCW 36.70A to enact methods to increase the timeliness and efficiency of project review timeframes; and

WHEREAS, 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; and

WHEREAS, Chapter 36.70B RCW requires that final decisions for development proposals be made within the newly established timeframes depending on the project type; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, the Planning Commission, during a public meeting held on October 22, 2024, discussed proposed amendments to municipal code chapter 22G.010 and section 22G.030.020 to address the requirements of Senate Bill 5290 (hereafter referred to as the "Proposed Amendments"); and

WHEREAS, on November 12, 2024, the Marysville Planning Commission held a duly-advertised public hearing and recommended that the City Council adopt the proposed amendments to the City's development regulations; and

WHEREAS, at a public meeting on December 2, 2024, the Marysville City Council reviewed and considered the Marysville Planning Commission's Recommendation and proposed amendments to the City's development regulations; and

WHEREAS, the City of Marysville has submitted the Proposed Amendments to the Washington State Department of Commerce (DOC) on September 18, 2024 (Material ID 2024-S-7471), seeking expedited review under RCW 36.70A.160(3)(b) in compliance with the procedural requirement under RCW 36.70A.106; and

WHEREAS, the City of Marysville received a letter from the DOC granting expedited review for Submittal ID: 2024-S-7471 via email on October 2, 2024; and

WHEREAS, the Proposed Amendments are exempt from State Environmental Policy Act review under WAC 197-11-800(19); and

WHEREAS, the Proposed Amendments are consistent with the following required findings of MMC 22G.010.500:

(1) The amendments are consistent with the purposes of the comprehensive plan;

(2) The amendments are consistent with the purpose of Title 22 MMC;

(3) There have been significant changes in the circumstances to warrant a change;

(4) The benefit or cost to the public health, safety and welfare is sufficient to warrant the proposed action.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Amendment to MMC 22G.010.010. Section 22G.010.010 of the municipal code is amended as set forth in Exhibit A.

SECTION 2. Amendment to MMC 22G.010.050. Section 22G.010.050 of the municipal code is amended as set forth in Exhibit B.

SECTION 3. Amendment to MMC 22G.010. Section 22G.010.090 of the municipal code is amended as set forth in Exhibit C.

SECTION 4. Amendment to MMC 22G.010. Section 22G.010.200 of the municipal code is amended as set forth in Exhibit D.

SECTION 5. Amendment to MMC 22G.010. Section 22G.010.205 of the municipal code is amended as set forth in Exhibit E.

SECTION 6. Amendment to MMC 22G.030.020. Section 22G.030.020 of the municipal code is amended as set forth in Exhibit F.

SECTION 7. Tracking of Amendments. MMC Section 22A.010.160, entitled "Amendments," is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City's Unified Development Code (all unchanged provisions of MMC 22A.010.160 remain unchanged and in effect):

"22A.010.160 Amendments.

The following amendments have been made to the UDC subsequent to its adoption:

Ordinance	Title (description)	Effective Date
_____	Project Review Timeframes	_____, 2024"

SECTION 8. 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 9. Corrections. 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 10. Effective Date. This ordinance shall become effective January 1, 2025.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2024.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
CHARI TABER, DEPUTY CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: January 1, 2025

EXHIBIT A

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.

EXHIBIT B

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.

EXHIBIT C

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~~.

EXHIBIT D

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.

EXHIBIT E

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.

EXHIBIT F

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:

Type of Activity	2023/ 2024 Fees	2025 Fees	2026 Fees	2027 Fees	2028 Fees
Land Use Review Fees					
Administrative approval (bed and breakfast, zoning verification letter, or similar request)	$251	$259	$267	$275	$283
Annexation:					
Under 10 acres	$7,524	$7,750	$7,983	$8,222	$8,469
Over 10 acres	$10,031	$10,332	$10,642	$10,961	$11,290
Appeal (quasi-judicial):					
All appeal fees include the hearing examiner fee.					
For residential properties with 1 – 9 lots and/or units; or commercial properties that are 0 – 1 acres in size.	$1,000	$1,030	$1,061	$1,092	$1,125

For residential properties with 10 – 20 lots and/or units; or commercial properties that are 1.01 – 3 acres in size.	$1,750	$1,803	$1,857	$1,912	$1,970
For residential properties more than 20 lots and/or units; or commercial properties greater than 3 acres in size.	$2,500	$2,575	$2,652	$2,731	$2,814
Appeals (administrative)	$500	$515	$530	$546	$563
Boundary line adjustment	$1,003 for two lots plus $250 each additional lot	$1,033 for two lots plus $258 each additional lot	$1,064 for two lots plus $266 each additional lot	$1,096 for two lots plus $274 each additional lot	$1,129 for two lots plus $282 each additional lot
Comprehensive plan amendment:					
Map amendment with rezone (under 5 acres)	$3,261	$3,359	$3,460	$3,564	$3,671
Map amendment with rezone (over 5 acres)	$4,012	$4,132	$4,256	$4,384	$4,516
Text amendment	$2,445	$2,518	$2,594	$2,672	$2,752
Conditional use permit (administrative):					
Residential, group residence or communication facility	$2,006	$2,066	$2,128	$2,192	$2,258
Commercial (including RV park, churches)	$2,759	$2,842	$2,927	$3,015	$3,105

Conditional use permit (public hearing)	$2,508 plus the hearing examiner	$2,583 plus the hearing examiner	$2,660 plus the hearing examiner	$2,740 plus the hearing examiner	$2,822 plus the hearing examiner
Critical areas review:					
Under 0.50 acre	$534*	$550*	$567*	$584*	$602*
0.51 – 2 acres	$784*	$808*	$832*	$857*	$883*
2.01 – 10 acres	$1,034*	$1,065*	$1,097*	$1,130*	$1,164*
10.01 – 20 acres	$1,284*	$1,323*	$1,363*	$1,404*	$1,446*
20.01 – 50 acres	$1,536*	$1,582*	$1,629*	$1,678*	$1,728*
50.01+ acres	$1,913*	$1,970*	$2,029*	$2,090*	$2,153*
*Peer review costs for all critical areas reviews will also be charged in addition to the fees noted above, if applicable.					
EIS preparation and review	$10,031	$10,332	$10,642	$10,961	$11,290
Public hearing/hearing examiner cost: Hearing examiner costs typically range from $800 – $2,800 depending on the complexity of the project.	Cost as billed by the hearing examiner				
Lot status determination:					
Readily verifiable with documents submitted by applicant	$282	$290	$299	$308	$317

Requires research and detailed document evaluation and confirmation	$534	$550	$567	$584	$602
Modifications: Minor	$2,540	$2,616	$2,694	$2,775	$2,858
Major	The minor modification fees, or 80 percent of the original land use review fee, whichever is greater.				
Miscellaneous reviews not otherwise listed	$125/hour	$129/hour	$133/hour	$137/hour	$141/hour
Preapplication review fee	$900	$927	$955	$983	$1,043
Public notice fee: Per notice (includes land use sign, posting, mailings, publishing and staff time)	$200	$206	$212	$225	$232
Rezone	$2,508	$2,583	$2,660	$2,740	$2,822
SEPA checklist	$753	$776	$799	$823	$848
Shoreline permit (administrative review)	$2,508	$2,583	$2,660	$2,740	$2,822
Shoreline permit, shoreline conditional use permit, or shoreline	$2,508 plus the hearing examiner fee	$2,583 plus the hearing examiner fee	$2,660 plus the hearing examiner fee	$2,740 plus the hearing examiner fee	$2,822 plus the hearing examiner fee

variance permit with public hearing					
Site plan review (commercial, multifamily, PRD, master plan); this rate does not apply to subdivisions:					
Under 0.50 acre	$1,756 plus $50/unit	$1,809 plus $50/unit	$1,863 plus $50/unit	$1,919 plus $50/unit	$1,977 plus $50/unit
0.51 – 2 acres	$2,258 plus $50/unit	$2,326 plus $50/unit	$2,396 plus $50/unit	$2,468 plus $50/unit	$2,542 plus $50/unit
2.01 – 10 acres	$3,010 plus $50/unit	$3,100 plus $50/unit	$3,193 plus $50/unit	$3,289 plus $50/unit	$3,388 plus $50/unit
10.01+ acres	$3,762 plus $50/unit	$3,875 plus $50/unit	$3,991 plus $50/unit	$4,111 plus $50/unit	$4,234 plus $50/unit
Site/subdivision plan review (with utility availability for county projects):					
Under 0.50 acre	$1,505	$1,550	$1,597	$1,645	$1,694
0.51 – 2 acres	$2,006	$2,066	$2,128	$2,192	$2,258
2.01 – 10 acres	$3,010	$3,100	$3,193	$3,289	$3,388
10.01+ acres	$4,012	$4,132	$4,256	$4,384	$4,516
Subdivisions:					
Preliminary binding site plan (commercial, industrial)	$4,012 plus $100/lot or unit	$4,132 plus $100/lot or unit	$4,256 plus $100/lot or unit	$4,384 plus $100/lot or unit	$4,516 plus $100/lot or unit

Preliminary plat	$4,012 plus $100/lot or unit	$4,132 plus $100/lot or unit	$4,256 plus $100/lot or unit	$4,384 plus $100/lot or unit	$4,516 plus $100/lot or unit
Preliminary short plat	$3,010 plus $100/lot or unit	$3,100 plus $100/lot or unit	$3,193 plus $100/lot or unit	$3,289 plus $100/lot or unit	$3,388 plus $100/lot or unit
Final binding site plan, plat or short plat	$1,254 plus $100/lot or unit	$1,292 plus $100/lot or unit	$1,331 plus $100/lot or unit	$1,371 plus $100/lot or unit	$1,412 plus $100/lot or unit
Subdivision time extension requests	$187	$193	$199	$205	$211
Temporary use permit	$627	$646	$665	$685	$706
Transitory accommodations permit	$5,016	$5,166	$5,321	$5,481	$5,645
Variance (quasi-judicial decision – zoning, utility)	$1,034	$1,065	$1,097	$1,130	$1,164
Zoning code text amendment	$1,034	$1,065	$1,097	$1,130	$1,164
Engineering Review Fees and Grading Fees					
Engineering construction plan review:					
Early grade (EG) – site grading only. No utility plans.	$600 plus $130/hour with a $500 deposit*	$618 plus $134/hour with a $500 deposit*	$636 plus $138/hour with a $500 deposit*	$655 plus $142/hour with a $500 deposit*	$675 plus $146/hour with a $500 deposit*
Land disturbing activity (LDA) – Residential/multiple residential/commercial/industrial (applies to all engineering reviews	$976 plus $130/hour with a $2,000 deposit*	$1,005 plus $134/hour with a $2,000 deposit*	$1,035 plus $138/hour with a $2,000 deposit*	$1,066 plus $142/hour with a $2,000 deposit*	$1,098 plus $146/hour with a $2,000 deposit*

including: full/partial plan sets, roads, drainage, utilities and associated grading)					
*The average review time for engineering construction plan review ranges from 10 to 30 hours depending on the nature of the project and the quality of the submittal. The deposit is required at time of submittal. Remaining balance owed prior to issuance.					
Engineering, design and development standards modifications/variances (administrative)	$714	$735	$757	$780	$803
Miscellaneous reviews not otherwise listed	$130/hour	$134/hour	$138/hour	$142/hour	$146/hour
Construction Inspection Fees					
Inspection for security release	$260/lot or unit, with a minimum amount being $260	$268/lot or unit, with a minimum amount being $268	$276/lot or unit, with a minimum amount being $276	$284/lot or unit, with a minimum amount being $284	$292/lot or unit, with a minimum amount being $292
Inspection for water, sewer, storm, street improvements associated with approved residential construction plans	$260/lot or unit (for duplex or condominium projects), $2,000 minimum	$268/lot or unit (for duplex or condominium projects), $2,000 minimum	$276/lot or unit (for duplex or condominium projects), $2,000 minimum	$284/lot or unit (for duplex or condominium projects), $2,000 minimum	$292/lot or unit (for duplex or condominium projects), $2,000 minimum
Inspection for utilities only (residential)	$520 plus $260/lot or unit for inspections that exceed four hours (for duplex or condominium projects)	$536 plus $268/lot or unit for inspections that exceed four hours (for duplex or condominium projects)	$552 plus $276/lot or unit for inspections that exceed four hours (for duplex or condominium projects)	$568 plus $284/lot or unit for inspections that exceed four hours (for duplex or condominium projects)	$584 plus $292/lot or unit for inspections that exceed four hours (for duplex or condominium projects)

Multiple residential/commercial/industrial	$130/hour with a $2,500 deposit*	$134/hour with a $2,500 deposit*	$138/hour with a $2,500 deposit*	$142/hour with a $2,500 deposit*	$146/hour with a $2,500 deposit*
*The deposit is required prior to issuance of construction permit. The remaining balance for inspection hours (based on time spent) is due prior to project acceptance.					
Right-of-way permit	$648	$667	$687	$708	$729
Miscellaneous reviews and inspections not otherwise listed	$130/hour	$134/hour	$138/hour	$142/hour	$146/hour
Impact Fee Administration Charge					
School impact fee administrative charge	$63/single-family or duplex, or $125/apartment building	$65/single-family or duplex, or $129/apartment building	$67/single-family or duplex, or $133/apartment building	$69/single-family or duplex, or $137/apartment building	$71/single-family or duplex, or $141/apartment building

(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.

EST. 1891
MARYSVILLE
WASHINGTON

COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue • Marysville, WA 98270 • (360) 363-8000

PC Recommendation - SB 5290 - Project Review Timeframes

The Planning Commission of the City of Marysville, having held a public hearing on November 12, 2024, in review of proposed code amendments to comply with the permit review timeframes required per SB 5290, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

FINDINGS:

1. Community Development Staff submitted the draft amendments relating to SB 5290 permit review timeframes to the State of Washington Department of Commerce for expedited review pursuant to RCW 36.70A.106(3)(b).
2. The proposal was submitted to the State of Washington Department of Commerce (DOC) as a Request for Expedited Review/Notice of Intent to Adopt Amendment. The Community Development Department received a letter from the DOC acknowledging receipt of the request for expedited review relating to SB 5290 permit review timeframes on September 18, 2024.
3. The Community Development Department received a letter from the DOC granting expedited review for Submittal ID: 2024-S-7471 via email on October 2, 2024.
4. The proposed amendment to the City's development regulations is exempt from State Environmental Policy Act review under WAC 197-11-800(19).
5. The PC held a public work session to both introduce and review the proposed code amendments as described above, on October 22, 2024.
6. The PC held a duly advertised public hearing on November 12, 2024.
7. At the public hearing, the PC reviewed and considered the proposed code amendments to comply with SB 5290.

CONCLUSION:

At the public hearing held on November 12, 2024, the Planning Commission recommended **approval** of the proposed code amendments relating to SB 5290.

RECOMMENDATION:

Forwarded to City Council as a Recommendation of approval of the development code amendments relating to SB 5290, by the Marysville Planning Commission this 12th day of November 2024.

By: _____
Steve Leifer, Planning Commission Chair

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Emily Morgan, Community Development
ITEM TYPE:	Ordinance
AGENDA SECTION:	**New Business**
SUBJECT:	An **Ordinance** Amending Chapters 22G.090 and 22G.100 of the Municipal Code Regarding Subdivision Addressing Requirements.
SUGGESTED ACTION:	Recommended Motion: I move to adopt Ordinance No. _____.
SUMMARY:	An Ordinance of the City of Marysville amending Chapters 22G.090 and 22G.100 of the Municipal Code regarding Subdivision Addressing requirements of RCW 58.17.280.

ATTACHMENTS:
ORD-RCW_58.17.280.docx
Planning Commission Recommendation

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING CHAPTERS 22G.090 AND 22G.100 OF THE MUNICIPAL CODE REGARDING SUBDIVISION ADDRESSING REQUIREMENTS.

WHEREAS, the State Growth Management Act, Chapter 36.70A RCW mandates that cities periodically review and amend development regulations, which include but are not limited to, zoning ordinances and official controls; and

WHEREAS, Chapter 58.17 RCW regulates land divisions and provides guidelines for local government when reviewing and approving subdivisions; and

WHEREAS, RCW 58.17.280 requires that house addressing be included and clearly shown on the face of the final plat or short plat approval; and

WHEREAS, the amendments contemplated herein will bring the subdivision code into compliance with Chapter 58.17 RCW; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, the Planning Commission, during a public meeting held on October 22, 2024, discussed proposed amendments to municipal code sections 22G.090.200, 22G.090.400, and 22G.100.140 to address the requirements of RCW 58.17.280 (hereafter referred to as the "Proposed Amendments"); and

WHEREAS, on November 12, 2024, the Marysville Planning Commission held a duly-advertised public hearing and recommended that the City Council adopt the Proposed Amendments; and

WHEREAS, at a public meeting on December 2, 2024, the Marysville City Council reviewed and considered the Marysville Planning Commission's Recommendation and Proposed Amendments to the City's development regulations; and

WHEREAS, the City of Marysville has submitted the Proposed Amendments to the Washington State Department of Commerce on September 30, 2024 (Material ID 2024-S-

7517), seeking expedited review under RCW 36.70A.160(3)(b) in compliance with the procedural requirement under RCW 36.70A.106; and

WHEREAS, the Proposed Amendments to the development regulations are exempt from State Environmental Policy Act review under WAC 197-11-800(19); and

WHEREAS, the Proposed Amendments are consistent with the following required findings of MMC 22G.010.500:

(1) The amendments are consistent with the purposes of the comprehensive plan;

(2) The amendments are consistent with the purpose of Title 22 MMC;

(3) There have been significant changes in the circumstances to warrant a change;

(4) The benefit or cost to the public health, safety and welfare is sufficient to warrant the proposed action.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Amendment to MMC 22G.090.200. Section 22G.090.200 of the municipal code is amended as set forth in Exhibit A.

SECTION 2. Amendment to MMC 22G.090.400. Section 22G.090.400 of the municipal code is amended as set forth in Exhibit B.

SECTION 3. Amendment to MMC 22G.100.140. Section 22G.100.140 of the municipal code is amended as set forth in Exhibit C.

SECTION 4. Tracking of Amendments. MMC Section 22A.010.160, entitled "Amendments," is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City's Unified Development Code (all unchanged provisions of MMC 22A.010.160 remain unchanged and in effect):

"22A.010.160 Amendments.

The following amendments have been made to the UDC subsequent to its adoption:

Ordinance	Title (description)	Effective Date
_____	Subdivision Addressing Requirement	_____, 2024"

SECTION 4. 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 5. Corrections. 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 6. 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: _____
CHARI TABER, DEPUTY CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____

Effective Date: _____
(5 days after publication)

EXHIBIT A

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;

(~~7~~8) Reference to covenants and special plat restrictions, either to be filed separately or on the face of the plat;

(~~8~~9) Zoning setback lines, building sites when required by city;

(~~9~~10) Location, dimensions and purpose of any easements, noting if the easements are private or public;

(~~10~~11) Location and description of monuments and all lot corners set and found;

(~~11~~12) 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;

(~~12~~13) Existing structures, all setbacks, and all encroachments.

EXHIBIT B

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;

(~~5~~6) Reference to private covenants or special plat restrictions, either to be filed separately or on the face of the plat;

(~~6~~7) Zoning setback lines, building sites when required by the city;

(~~7~~8) Existing structures, all setbacks, and all encroachments;

(~~8~~9) Location, dimensions and purpose of any easements;

(~~9~~10) Location and description of monuments and lot corners set and found;

(~~10~~11) 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;

(~~11~~12) 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

EXHIBIT C

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;

(~~7~~8) Reference to covenants and special restrictions either to be filed separately or on the face of the binding site plan;

(~~8~~9) Zoning setback lines and building sites when required by the city;

(~~9~~10) Location, dimensions and purpose of any easements, noting if the easements are private or public;

(~~10~~11) Location, physical description, and date visited of monuments and all lot corners set and found;

(~~11~~12) Existing structures, including any within 50 feet of existing or proposed lot lines, all setbacks, and all encroachments;

(~~12~~13) 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;

(~~13~~14) A dedicatory statement acknowledging public and private dedications and grants;

(~~14~~15) Parking areas, general circulation and landscaping area when required;

(~~15~~16) Proposed use and location of buildings when required;

(~~16~~17) Loading areas when required;

(~~17~~18) Other restrictions and requirements as deemed necessary by the city;

(~~18~~19) 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.

EST. 1891
MARYSVILLE
WASHINGTON

COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ◆ Marysville, WA 98270 ◆ (360) 363-8000

PC Recommendation - RCW 58.17.280 Subdivision Addressing

The Planning Commission of the City of Marysville, having held a public hearing on November 12, 2024, in review of proposed amendments to *MMC Chapter 22G.090 Subdivisions and Short Subdivisions and MMC Chapter 22G.100 Binding Site Plans* to comply with subdivision addressing requirements of RCW 58.17.280, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

FINDINGS:

1. Community Development Staff submitted the draft amendments to *MMC Chapter 22G.090 Subdivisions and Short Subdivisions and MMC Chapter 22G.100 Binding Site Plans* to comply with addressing requirements of RCW 58.17.280, to the State of Washington Department of Commerce for expedited review pursuant to RCW 36.70A.106(3)(b).
2. The proposal was submitted to the State of Washington Department of Commerce (DOC) as a Request for Expedited Review/Notice of Intent to Adopt Amendment. The Community Development Department received a letter from the DOC acknowledging receipt of the request for expedited review relating to subdivision addressing requirements of RCW 58.17.280 on September 30, 2024.
3. The Community Development Department received a letter from the DOC granting expedited review for Submittal ID: 2024-S-7517 via email on October 10, 2024.
4. The proposed amendment to the City's development regulations is exempt from State Environmental Policy Act review under WAC 197-11-800(19).
5. The PC held a public work session to both introduce and review the proposed code amendments as described above, on October 22, 2024.
6. The PC held a duly advertised public hearing on November 12, 2024.
7. At the public hearing, the PC reviewed and considered the proposed code amendments to *MMC Chapter 22G.090 Subdivisions and Short Subdivisions and MMC Chapter 22G.100 Binding Site Plans* to comply with subdivision addressing requirements of RCW 58.17.280

CONCLUSION:

At the public hearing held on November 12, 2024, the Planning Commission recommended **approval** of the proposed code amendments relating to RCW 58.17.280.

RECOMMENDATION:

Forwarded to City Council as a Recommendation of approval of the development code amendments relating to RCW 58.17.280, by the Marysville Planning Commission this 12th day of November 2024.

By: _____

Steve Leifer, Planning Commission Chair

AGENDA ITEM NO. 6.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Jennifer Stapleton, Executive
ITEM TYPE:	Discussion Item
AGENDA SECTION:	**New Business**
SUBJECT:	Update and Presentation on the Waterfront Projects and Proposed Sports Facility
SUGGESTED ACTION:	
SUMMARY:	Council will receive an update on the progress and next steps on the Waterfront Projects including cleanup and fill and proposed scope of work under the awarded grant through Washington Commerce. This includes proceeding with an updated feasibility study and financial model update and economic impact study for the sports facility to include a schematic floor plan and all programming assets, site layout recommendations and parking requirements.

ATTACHMENTS:

Pinnacle -Market Feasibility Report - 05-01-23.pdf

PINNACLE
INDOOR SPORTS
Facility Development, Marketing & Management

November 18, 2024

Jennifer Stapleton
City Administrator
City of Marysville, WA

Dear Jennifer,

This will set forth the agreed terms and conditions for P I Sports, LLC (Pinnacle) to provide to you (Client) original and proprietary information in the form of a customized fesability study, financial model and economic impact study to estimate the additional revenues generated from the development of an indoor sports complex via sports tourism. The scope of Pinnacle's consulting services is as outlined in Attachments A. During the term of this agreement, and for the purpose of fulfilling the contracted deliverable(s), Pinnacle agrees that you and your designees will have reasonable access via telephone and email to the principals of Pinnacle.

Term: This agreement shall commence upon the signatures of principals for both parties (below) and receipt of the initial payment by Pinnacle. The agreement is non-cancelable and it will extend until all components contracted for in Attachment A are executed. Non-payment of any contractual fees and expense reimbursements will subject Client to liability for monetary damages; injunctive relief as appropriate; and all of Pinnacle's costs and expenses, including reasonable attorney's fees, which Pinnacle must reasonably expend in enforcement of this agreement.

Cost / Payment Schedule:

Base Component—Attachment A	Cost	Payment Schedule
Initial payment	$7,500	Due upon signing
Final payment	$17,500	Due upon submission of report

Time and effort: The time and effort that Pinnacle shall devote to the services, as well as the means or method by which Pinnacle shall perform the services, shall be within Pinnacle's control and discretion; but Pinnacle shall devote such time, effort and attention to the services as may be reasonably necessary to fulfill the purposes of this agreement.

P I Sports, LLC
12468 LaGrange Rd.
Louisville, KY 40245

Telephone: (502) 551-1974
e-mail: norm@pinnacleindoor.com

Relationship of parties: The parties intend that, under this Agreement, the relationship between Client and Pinnacle is an independent contractor relationship.

Governing law: This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the Commonwealth of Kentucky.

Paragraph headings: Paragraph headings have been inserted in this Agreement for convenience. If paragraph headings conflict with the text in the construction of this Agreement, the text shall control.

Severability: Each provision of this Agreement shall be considered severable, and if for any reason any provision or provisions of this Agreement are determined to be invalid and contrary to any existing of future law, the invalidity shall not affect or impair the operation of those portions of this Agreement that are valid, or the application of such provisions in situations in which that are not invalid.

Amendment; counterparts: No change or modification of any of the provisions of this Agreement shall be valid unless in writing and signed by the parties to this Agreement. This Agreement may be executed simultaneously in one (1) or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one (1) and the same instrument.

Standard of Care/Warranty: Pinnacle shall perform all work using reasonable diligence, exercising its best judgment, and using the care and skill ordinarily used by similar persons in providing the same or similar services under similar circumstances. You should realize, however, that there is no guarantee of success in any business and that all business ventures entail some risks that simply cannot be planned for in advance. PINNACLE MAKES NO ADDITIONAL WARRANTIES WITH RESPECT TO THE PRODUCTS OR SERVICES SOLD HEREUNDER. ANY IMPLIED WARRANTY OF MERCHANTABILITY, AND ANY IMPLIED WARRANTY THAT THE GOODS OR SERVICES ARE FIT FOR A PARTICULAR PURPOSE, ARE HEREBY DISCLAIMED. Pinnacle shall not be liable for any error of judgment or mistake of law or for any loss, except a loss resulting from willful malfeasance, bad faith or gross negligence on the part of Pinnacle. Neither Pinnacle nor its officers, members, managers, employees, or agents shall be liable for any special, incidental, indirect or consequential damages whatsoever.

Non-Compete: Pinnacle agrees not to contract with any other new, proposed or existing indoor sports facility located within 15 miles of the location listed in Attachment A during the term of this agreement and for the 90 days immediately following the completion of all services being provided by Pinnacle under this agreement. Pinnacle also agrees that it will keep confidential the market study report developed by it on your behalf and that it will not share the market study report with any persons or entities other than you and your representatives.

You acknowledge that in the course of providing services to you Pinnacle may reveal or you may be otherwise exposed to Pinnacle's confidential or proprietary business information ("Confidential Information"). Such Confidential Information shall not include any information that is: (i) already known to you prior to the date of this agreement or independently developed by you after the date hereof; or (ii) rightfully received by you from a third party without similar restriction from such party and the disclosure of which by such third party does not constitute a violation of any obligation by such third party to Pinnacle. For a period of two (2) years from the completion of this agreement you

will hold in confidence and for your own use the Confidential Information and will not, without prior written consent of Pinnacle, duplicate, disseminate, disclose or transfer any portion of the material or media on which the Confidential Information is presented to any other person or entity not directly related to your efforts to develop an indoor sports facility in the market specified in Attachment A. Disclosure of the Confidential Information to such persons or entities with a legitimate need to know for the purposes of developing an indoor sports facility in the market specified in Attachment A will not be prohibited so long as such persons or entities agree to hold the Confidential Information in confidence as set forth herein.

Pinnacle Indoor Sports; P I Sports, LLC; and Pinnacle all retain exclusive rights to all names, logos, programs (including names and logos) and operational procedures and have not licensed or otherwise transferred these to you as a part of this agreement.

Accepted and agreed to:

_____	_____	_____	_____
Norm Gill P I Sports, LLC	Date	Jennifer Stapleton City Administrator City of Marysville	Date

Attachment A

P I Sports, LLC
12468 LaGrange Rd.
Louisville, KY 40245

Telephone: (502) 551-1974
e-mail: norm@pinnacleindoor.com

Feasibility Study and financial model update

We propose to:

- Update feasibility study for current market conditions
- Provide schematic floor plan of proposed facility including all programming assets
- Recommendations of site layout and parking requirements
- Create a financial model that reflexes current market conditions including all operational revenue and expenses, capital required and cash flow projections

Economic Impact Analysis

With our partner, Impact DataSource, LLC, we will conduct a 20-year economic analysis of the proposed sports facility and prepare a report showing the results of that analysis.

We will estimate the impact of the indoor sports facility in terms of direct, indirect and induced economic activity. This economic activity would include both the facility's operations activity and the spending by visitors that takes place in the city but "off-site". We will then translate these economic impacts into tax revenues for city and other local taxing districts. This will include identifying the local vs. out-of-town visitor spending and lodging spending.

The economic impact of the operations of the facility will include the direct and indirect economic impacts, including:

- Amount of direct and indirect sales and revenues to be generated in the community
- Number of new direct and indirect jobs created in the community
- Salaries to be paid to these workers
- Number of out-of-town and area visitors to the facility
- Taxable sales expected in the community including sales generated by direct and indirect workers, sales at the facility and sales generated in the city by out-of-town visitors to the facility
- Lodging sales expected in the community

Further, these economic impacts will be translated into revenues for the city and other local taxing districts, including:

- Sales taxes
- Hotel taxes and other taxes and user fees
- The annual net benefits for the City, County and State will be calculated for ten years

AGENDA ITEM NO. 7.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Engineering Coordinator Laurie Barbosa, Engineering
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Supplemental Agreement No. 6 to the Professional Services Agreement with Perteet, Inc. for the Riverwalk Project
SUGGESTED ACTION:	Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental Agreement No. 6 to the Professional Services Agreement with Perteet, Inc. for the Riverwalk Project.

SUMMARY:

Council approved the original Professional Service Agreement in April of 2023 and previous supplemental agreements through May of 2024 for a total funding allocation of $172,102.00.

Supplemental No. 6 is the continuing effort to fill the Riverwalk parcels to an elevation above FEMA flood level for future development. Progress of the project has been impacted by the complex permitting required to allow filling of the site. This work included the application for shoreline, critical area, floodplain, and cultural resource approvals. This supplemental provides for continuation of engineered grading plans from 30% to 100%, specifications, and provides engineering & environmental support during contract administration. It extends the period of performance and adds additional budget to respond to comments on permit applications, public review and facilitates final permit issuance. Including modifying and/or creating environmental permit exhibits to satisfy comments from reviewing agencies.

Supplemental No. 6 to the PSA in the amount of $67,485.00 is needed to complete permitting and final design. The additional fee reflects the complex permitting and scale of effort needed to secure permitting and continually develop responsive documents consistent with that effort. The agreement date is also extended through December 31, 2025.

ATTACHMENTS:

Supplemental No. 6_Marysville Riverwalk.pdf
Original Contract - Perteet, Inc. - Marysville Riverwalk - Waterfront Redevelopment.pdf

SUPPLEMENTAL AGREEMENT NO. 6 TO PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND PERTEET, INC.

THIS SUPPLEMENTAL AGREEMENT NO. 6 ("Supplemental Agreement No. 6") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City") and Perteet, Inc., a Washington State for profit corporation ("Consultant").

WHEREAS, the parties hereto have previously entered into an agreement for environmental services related to the Riverwalk Project, site clearing and planning for development (the "Original Agreement"), said Original Agreement being dated April 12, 2023; and

WHEREAS, both parties desire to supplement the Original Agreement, by expanding the Scope of Services to provide for unanticipated related tasks requiring additional effort beyond the current approved scope of work and to provide compensation therefore;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein or attached and incorporated, and made a part hereof, the parties hereto agree as follows:

1. Exhibit A, as referenced and incorporated in Section 1 of the Original Agreement, "SCOPE OF SERVICES", shall be replaced by Exhibit A-6, attached hereto and by this references made part of this Supplemental Agreement No. 6, and a part of the Original Agreement.

2. Section 2 of the Original Agreement, "TERM", is amended to add that the parties agree to extend the term of the Original Agreement to terminate at midnight on December 31, 2025.

3. Section 3 of the Original Agreement, "COMPENSATION", is amended to include the additional Consultant fee of $67,485.00 and shall read as follows: "In no event shall the compensation paid to Consultant under this Agreement exceed $239,587.00 within the term of the Agreement, including extensions, without the written agreement of the Consultant and the City."

The total compensation payable to the Consultant is summarized as follows:

Original Agreement	$172,102.00
Supplemental Agreement No.6	$67,485.00
Grand Total	$239,587.00

4. Each and every provision of the Original Agreement for Professional Services dated April 12, 2023, shall remain in full force and effect, except as modified herein.

DATED _____

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATED this _____

PERTEET, INC.

By _____
Crystal L. Donner
Its: President

ATTEST/AUTHENTICATED:

_____
Chari Taber, Deputy City Clerk

Approved as to form:

_____
Jon Walker, City Attorney

EXHIBIT A
SCOPE OF SERVICES
City of Marysville
Riverwalk Brownfields Redevelopment
Supplement #6_rev.1

INTRODUCTION

The City of Marysville is continuing its efforts to develop a mixed-use center on the public works properties located at 60 State Avenue and 80 Columbia Avenue, along the Ebey Slough. Perteet staff have been assisting the City with site development planning and environmental permitting services to prepare the properties for private investment. This scope of services supplements Perteet's existing agreement with the City and extends the period of performance for the agreement until December 31, 2025.

The overall objective of this project is to fill the properties to proposed grades of greater than 13.5 feet and modify existing site utilities to service filled properties. This phase of the project is funded solely through local funds and agency coordination on design or environmental review is limited to City departments and environmental permitting agencies (Ecology, Fish and Wildlife, the Army Corps, FEMA, and Tribes).

As part of previous tasks under this agreement, Perteet has completed preliminary design and SEPA compliance documentation. These actions were necessary to submit permit applications for shoreline, critical area, floodplain, and cultural resource approvals. This supplement provides for the continuation of engineering needed to achieve City of Marysville grading permit submittal and review processes and to provide supplemental budget to extend existing tasks that require on-going technical or administrative effort. Specifically, this supplement:

- Extends the project period of performance through December 2025.
- Adds additional budget to Task 400 to provide on-going project management and administration between October 2024 and December 2025.
- Adds additional budget to Task 500 respond to comments on permit applications, public review, and facilitate permit issuance.
- Adds additional scope and budget to Task 600 to advance 30% grading plans to 100%, finalize specifications, complete the construction cost estimate, and provide engineering support during the start of construction in 2025.

The Consultant's services will be limited to those expressly set forth herein. If the service is not specifically identified herein, it is expressly excluded. The Consultant will have no other obligations, duties, or responsibilities associated with the project except as expressly provided in this Agreement.

Transferring Budget within Contract Maximum: The level of effort is specified in the scope of services. The budget may be transferred between discipline tasks at the discretion of the Consultant, provided that the total contracted amount is not exceeded. The Consultant will have the flexibility to manage budget within a given discipline on a subtask level.

SUPPLEMENTAL SCOPE OF SERVICES

This Scope of Services describes the work elements to be accomplished by the Consultant as summarized under each Task. This scope consists of the following elements. Other tasks identified in the original contract and Supplements 1 through 5 are complete.

Task 400 – Project Administration (revised)
Task 500 – Environmental Permitting (revised)
Task 600 – Grading Plans, Specifications, and Estimate (revised)

SUPPLEMENTAL SCOPE OF SERVICES DEFINED

Task 400 – Project Management and Administration (revised)

The Consultant will provide sufficient administration and management to deliver the scope of services and regularly report on progress of scope, budget, and schedule commitments.

Work elements include:

- Kickoff meeting with City project manager, public works, engineering, and other invited City staff.
- Internal project team coordination.
- Routine communication with the Client.
- Six (6) project coordination meetings with the City project manager and invited staff.
- Monthly progress report and invoices.
- Manage changes to scope, budget, or schedule elements of the project.

Assumptions:

- The level of effort for each task is limited to the amount of labor and expenses in the attached fee. Additional effort beyond these limits will be considered extra work.
- All deliverables will be submitted electronically.
- The project will extend through December 31, 2025.

Deliverables:

- Meeting agendas and summaries of meeting notes/action items for each meeting.
- Invoices and progress reports

Task 500 – Environmental Permitting (revised)

Under the current scope of services, the Consultant has prepared and submitted permit applications to the Army Corps of Engineers (Corps), the Federal Emergency Management Agency (FEMA), the Washington Department of Ecology (Ecology), and the Washington Department of Archaeological and Historic Preservation (DAHP). This task extends the period of performance, provides additional budget for unanticipated effort responding to agency inquiries, and provides additional level of effort to continue with agency coordination and responding to agency and public comments on permit documentation.

Task elements include:

- Review and update the Wetland Site Assessment Report and Mitigation Plan based on recent feedback from the Corps to reassess the wetland ratings classification of the nearby ditch.
- Develop and submit required regulatory documents such as the 404(b)(1) Alternatives Analysis, Water Quality Certification Request, and CZM form.
- Follow up with agencies on ESA review status and other regulatory feedback, ensuring alignment with requirements.
- Assist with mitigation bank credit usage agreement between the City and the Corps and Ecology.
- Continue to coordinate with FEMA on the LOMR-F application and eventual CLOMR.

Assumptions:

- Permits are expected to be issued in Q2 2025.
- Consultant will support permit applications for:
    - Clean Water Act Sections 404/404
    - Clean Water Act Section 401 Water Quality Certification
    - FEMA Certified Letter of Map Revision
- This task provides budget for existing non-invoiced effort and for continued permit coordination for subject matter experts working on specific agency approvals.
- This task assumes one (1) additional round of revisions based on agency feedback.
- City is responsible for all permit fees and permit signatures.

Deliverables:

- Written responses to comments received on permit documentation.
- Correspondence and meeting summaries of agency interactions regarding permit submittals.

Task 600 – Grading Plans, Specifications, and Estimate (revised)

The Consultant has prepared 30% engineering plans for the filling of the site. This revised task includes advancing the 30% grading plans to 100%, incorporating contaminated soil removal requirements, finalizing specifications, and preparing a construction cost estimate for permit approval. The Consultant will assist the City in preparing contract documents for bidding the construction project. This scope also includes bidding support (RFIs and clarifications) and engineering support during construction to address site-specific issues and collect confirmation samples from contaminated soil removal areas. Construction is currently scheduled for 2025.

Activities:

- Revise and advance 30% grading plans to 90% and 100% (Final) comprised of the following sheets:
    - Cover sheet
    - Site prep/TESC plans (1 sheets)
    - Site prep/TESC details (1 sheets)
    - Grading plans (1 sheets)
    - Grading sections (2 sheets)
    - Drainage plans (1 sheets)
    - Drainage profiles (2 sheets)

  - Drainage details (2 sheets)
- Develop draft (90%) specifications and advance to Final specifications.
- Develop 90%, and 100% opinions of probable construction costs.
- Submit final plans, reports, and documents for permit approval.
- Respond to bidder questions, issue addenda.
- Provide engineering support during construction.
- Collect confirmation samples from soil removal areas.
- Coordinate project activities for completion in 2025.

Assumptions:

- This scope does not include preparation of As-Built plans.
- All deliverables will be submitted electronically unless otherwise specified.
- Regular coordination meetings will be held to resolve any outstanding issues and confirm design details.
- Bid support is limited to providing electronic responses to the City of Marysville to questions submitted by bidders. One (1) addendum is assumed. Additional addenda can be provided as an added service.
- Construction support activities are limited to addressing minor revisions, submittal reviews, and requests for information, without full-time on-site presence.

Deliverables:

- 90% Design
  - One (1) electronic copy (11" x 17" PDF) of the 90% design plans
  - One (1) electronic copy (8.5" x 11" PDF) of the 90% opinion of probable construction costs
  - One (1) electronic copy (8.5" x 11" PDF) of the 90% project specifications
- 100% (Final) Design
  - One (1) electronic copy (11" x 17" PDF) of the Final design plans
  - One (1) electronic copy (8.5" x 11" PDF) of the Final opinion of probable construction costs
  - One (1) electronic copy (8.5" x 11" PDF) of the Final Project Manual
- Bidding Support
  - Respond to up to 4 request for clarification from bidders.
- Design Support During Construction
  - Electronic responses to contractor requests for information
  - Electronic review of contractor material submittals
- Contaminated soil removal documentation
  - Field notes
  - Weigh tickets
  - Confirmation soil sample laboratory reports

PERTEET

EXHIBIT B
FEE WORKSHEET

Project:	Marysville Riverwalk Brownfields Redevel
Client:	City of Marysville
Firm:	Perteet
Role:	Prime
Project No.:	20230034.000056
PM:	
Date updated:	11/15/2024

RATE TYPE	Standard
Rate Year	2023

Resources:	Peter Batuello	Jason Walker	Andrea Bachman	Andy Yim	Kern McGee	Nathan Hahne	Jack Johnson	Kellie Delisle	Timothy Smith	Raven Noel	Brian Caferro	Alex Paulk				Total Task Hours	Hourly Cost
Classification	Director	Senior Associate	Sr. Environmental Scientist/Manager	Planner III	Lead Engineer/Manager	Civil Designer II	Cultural Resources Specialist III	Accountant	Environmental Scientist III	Environmental Scientist II	Senior Associate	Technician III					
Billing Rate	*$310.00*	*$245.00*	*$175.00*	*$155.00*	*$190.00*	*$145.00*	*$145.00*	*$125.00*	*$130.00*	*$110.00*	*$245.00*	*$130.00*					
Total Hours	38	20	72	24	32	64	6	8	8	24	6	36	0	0	0	338	
Total Labor Cost	$11,780	$4,900	$12,600	$3,720	$6,080	$9,280	$870	$1,000	$1,040	$2,640	$1,470	$4,680					$ 60,060.00
TASK / PHASE																	
0004 Project Management and Administration	30	0	0	0	0	0	0	8	0	0	0	0	0	0	0	38	$ 10,300.00
0005 Environmental Permitting	6	20	72	24	0	0	6	0	0	0	0	0	0	0	0	128	$ 23,950.00
0006 Grading Plans, Specifications, and Estimate	2	0	0	0	32	64	0	0	8	24	6	36	0	0	0	172	$ 25,810.00
	2				32	64			8	24	6	36				172	$ 25,810.00
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Expenses

Expenses			
Expense	**Cost**	**Markup**	**Total**
Field Equipment	$600	1.1	$660
Mileage	$150	1.1	$165
Laboratory Fees	$6,000	1.1	$6,600
Total Expenses			**$7,425**

Summary

SUMMARY	
Labor Total	$ 60,060.00
Expenses	$ 7,425.00
Management Reserve	
Directed Services	$ -
Subconsultants Total	$ -
CONTRACT TOTAL	$ 67,485.00

PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND PERTEET, INC.

THIS AGREEMENT ("Agreement") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City"), and Perteet, Inc., a Washington for profit corporation incorporated in Washington], organized under the laws of the state of Washington, located and doing business at 2707 Colby Aveune, Suite 900, Everett WA 98201 ("Consultant").

In consideration of the terms, conditions, covenants, and performances contained herein, the parties hereto agree as follows:

1. SCOPE OF SERVICES. The Consultant shall provide the work and services described in the attached **EXHIBIT A**, incorporated herein by this reference (the "Services"). All services and materials necessary to accomplish the tasks outlined in the Scope of Services shall be provided by the Consultant unless noted otherwise in the Scope of Services or this Agreement. All such services shall be provided in accordance with the standards of the Consultant's profession.

2. TERM. The term of this Agreement shall commence on April 12, 2023 and shall terminate at midnight on December 31, 2024. The parties may extend the term of this Agreement by executing a written supplemental amendment.

3. COMPENSATION. The Consultant shall be paid by the City for Services rendered under this Agreement as described in **EXHIBIT A** and as provided in this section. In no event shall the compensation paid to Consultant under this Agreement exceed **Fifty-Seven Thousand Dollars ($57,000)** within the term of the Agreement, including extensions, without the written agreement of the Consultant and the City. Such payment shall be full compensation for the Services and for all labor, materials, supplies, equipment, incidentals, and any other expenses necessary for completion.

The Consultant shall submit a monthly invoice to the City for Services performed in the previous calendar month in a format acceptable to the City. The Consultant shall maintain time and expense records and provide them to the City upon request.

The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

4. CONSULTANT'S OBLIGATIONS.

4.1 MINOR CHANGES IN SCOPE. The Consultant agrees to accept minor changes, amendments, or revisions to the scope of the Services, as may be required by the City, when such

ORIGINAL

changes, amendments, or revisions will not have any impact on the cost of the Services or the proposed delivery schedule.

4.2 ADDITIONAL WORK. The City may desire to have the Consultant perform additional work or services which are not identified in the scope of the Services. If the parties agree to the performance of additional work or services, the parties will execute a written supplemental amendment detailing the additional work or services and compensation therefore. In no event will the Consultant be compensated for preparing proposals for additional work or services. In no event shall the Consultant begin work contemplated under a supplemental amendment until the supplemental amendment is fully executed by the parties.

4.3 WORK PRODUCT AND DOCUMENTS. The work product and all documents produced under this Agreement shall be furnished by the Consultant to the City, and upon completion of the Services shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the Services, the work product, and all documents produced under this Agreement, even though the Services have been accepted by the City.

In the event that the Consultant defaults on this Agreement or in the event that this Agreement is terminated prior to the completion of the Services or the time for completion, all work product and all documents and other materials produced under this Agreement, along with a summary of work as of the date of default or termination, shall become the property of the City. The summary of Services provided shall be prepared at no additional cost to the City. Upon request, the Consultant shall tender the work product, all documents, and the summary to the City within five (5) business days. Tender of said work product shall be a prerequisite to final payment under this Agreement.

The Consultant will not be held liable for reuse of work product or documents produced under this Agreement or modification of the work product or documents for any purpose other than those identified in this Agreement without the written authorization of the Consultant.

4.4 PUBLIC RECORDS ACT. Consultant acknowledges that the City is subject to the Public Records Act, chapter 42.56 RCW (the "PRA"). All records owned, used, or retained by the City are public records subject to disclosure unless exempt under the PRA, whether or not the records are in the possession or control of the City or Consultant. All exemptions to the PRA are narrowly construed.

a. **Confidential Information**. Any records provided to the City by the Consultant which contain information that the Consultant in good faith believes is not subject to disclosure under the PRA shall be marked "Confidential" and shall identify the specific information that the Consultant in good faith believes is not subject to disclosure under the PRA and a citation to the statutory basis for non-disclosure.

b. **Responding to Public Records Requests**. The City shall exercise its sole legal judgment in responding to public records requests.

(1) The City may rely upon the lack of notification from the Consultant in releasing any records that are not marked "Confidential."

(2) If records identified as "Confidential" by the Consultant are responsive to a PRA request, the City will seek to provide notice to Consultant at least ten (10) business days before the date on which the City anticipates releasing records. The City is under no obligation to assert any applicable exemption on behalf of the Consultant. The Consultant may seek, at its sole cost, an injunction preventing the release of information which it believes is protected. In no event will the City have any liability to Consultant for any failure of the City to provide notice prior to release.

(3) If the City, in its sole legal judgment, believes that the Consultant possesses records that (1) are responsive to a PRA request and (2) were used by the City, the City will request the records from the Consultant. The Consultant will, within ten (10) business days:

i. Provide the records to the City in the manner requested by the City;

ii. Obtain a court injunction, in a lawsuit involving the requester, covering all, or any confidential portion of, the records and provide any records not subject to the court injunction; or

iii. Provide an affidavit, in a form acceptable to the City Attorney, specifying that the Consultant has made a diligent search and did not locate any requested documents.

c. **Indemnification**. In addition to its other indemnification and defense obligations under this Agreement, the Consultant shall indemnify and defend the City from and against any and all losses, penalties, fines, claims, demands, expenses (including, but not limited to, attorneys fees and litigation expenses), suits, judgments, or damages (collectively "Damages") arising from or relating to any request for records related to this Agreement, to the extent such Damages are caused by action or inaction of the Consultant. This indemnification and defense obligation shall survive the expiration or termination of this Agreement.

4.5 MAINTENANCE/INSPECTION OF RECORDS. The Consultant shall maintain all books, records, documents, and other evidence pertaining to the costs and expenses allowable under this Agreement in accordance with generally accepted accounting practices. All such books and records required to be maintained by this Agreement shall be subject to inspection and audit by representatives of the City and/or the Washington State Auditor at all reasonable times, and the Consultant shall afford the proper facilities for such inspection and audit.

Representatives of the City and/or the Washington State Auditor may copy such books, accounts, and records where necessary to conduct or document an audit. The Consultant shall preserve and make available all such books of account and records for a period of three (3) years after final payment under this Agreement. In the event that any audit or inspection identifies any discrepancy in such financial records, the Consultant shall provide the City with appropriate clarification and/or financial adjustments within thirty (30) calendar days of notification of the discrepancy.

4.6 INDEMNITY.

a. Indemnification and Hold Harmless. The Consultant shall defend, indemnify, and hold the City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or resulting from the acts, errors, or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

b. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence.

c. The provisions of this Section 4.6 shall survive the expiration or termination of this Agreement.

d. The Consultant hereby knowingly, intentionally, and voluntarily waives the immunity of the Industrial Insurance Act, Title 51 RCW, solely for the purposes of the indemnity contained in subpart "a" of this Section 4.6. This waiver has been mutually negotiated by the parties.

____ (City Initials) ____ (Contractor Initials)

4.7 INSURANCE.

a. **Insurance Term**. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the Services hereunder by the Consultant, its agents, representatives, or employees.

b. **No Limitation.** Consultant's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

c. **Minimum Scope of Insurance.** Consultant shall obtain insurance of the types and coverage described below:

(1) Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.

(2) Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the Services performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.

(3) Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

(4) Professional Liability insurance appropriate to the Consultant's profession.

d. **Minimum Amounts of Insurance.** Consultant shall maintain the following insurance limits:

(1) Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

(2) Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $2,000,000 general aggregate.

(3) Professional Liability insurance shall be written with limits no less than $1,000,000 per claim and $1,000,000 policy aggregate limit.

e. **Other Insurance Provision.** The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

f. **Acceptability of Insurers.** Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

g. **Verification of Coverage.** The Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the Services.

h. **Notice of Cancellation.** The Consultant shall provide the City with written notice of any policy cancellation within two business days of the Consultant's receipt of such notice.

i. **Failure to Maintain Insurance.** Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days notice to the Consultant to correct the breach, immediately terminate the Agreement or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

j. **Insurance to be Occurrence Basis.** Unless approved by the City all insurance policies shall be written on an "Occurrence" policy as opposed to a "Claims-made" policy. The City may require an extended reporting endorsement on any approved "Claims-made" policy. Professional liability insurance may be written on a "Claims-made" basis if it is maintained for a period of three (3) years following completion of the services.

k. **City Full Availability of Consultant Limits.** If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

4.8 LEGAL RELATIONS. The Consultant shall comply with all federal, state, and local laws, regulations, and ordinances applicable to the Services to be performed under this Agreement. The Consultant represents that it and all employees assigned to perform any of the Services under this Agreement are in full compliance with the statutes of the State of Washington governing the Services and that all personnel to be assigned to the Services are fully qualified and properly licensed to perform the work to which they will be assigned.

4.9 INDEPENDENT CONTRACTOR.

a. The Consultant and the City understand and expressly agree that the Consultant is an independent contractor in the performance of each and every part of this Agreement. The Consultant expressly represents, warrants, and agrees that the Consultant's status as an independent contractor in the performance of the Services required under this Agreement is consistent with and meets the six-part independent contractor test set forth in RCW 51.08.195 or as hereafter amended. The Consultant, as an independent contractor, assumes the entire responsibility for carrying out and accomplishing the Services required under this Agreement. The Consultant shall not make

a claim of City employment and shall not claim any related employment benefits, social security, and/or retirement benefits.

b. The Consultant shall be solely responsible for paying all taxes, deductions, and assessments, including but not limited to federal income tax, FICA, social security tax, assessments for unemployment and industrial injury, and other deductions from income which may be required by law or assessed against either party as a result of this Agreement. In the event the City is assessed a tax or assessment as a result of this Agreement, the Consultant shall pay the same before it becomes due.

c. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work to the Services that the Consultant performs under this Agreement.

d. Prior to commencement of Services, the Consultant shall obtain a business license from the City.

4.10 EMPLOYMENT.

a. The term "employee" or "employees" as used herein shall mean any officers, agents, or employee of the Consultant.

b. Any and all employees of the Consultant, while performing any Services under this Agreement, shall be considered employees of the Consultant only and not of the City. The Consultant shall be solely liable for: (1) and any and all claims that may or might arise under the Workman's Compensation Act, Title 51 RCW, on behalf of any said employees while performing any Services under this Agreement, and (2) any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while performing any Services under this Agreement.

c. The Consultant represents, unless otherwise indicated below, that all employees of the Consultant that will perform any Services under this Agreement have never been retired from a Washington State retirement system, including but not limited to Teacher (TRS), School District (SERS), Public Employee (PERS), Public Safety (PSERS), law enforcement and fire fighters (LEOFF), Washington State Patrol (WSPRS), Judicial Retirement System (JRS), or otherwise. *(Please use initials to indicate No or Yes below.)*

X No, employees performing the Services have never been retired from a Washington state retirement system.

_____ Yes, employees performing the Services have been retired from a Washington state retirement system.

In the event the Consultant checks "no", but an employee in fact was a retiree of a Washington State retirement system, and because of the misrepresentation the City is required to defend a claim by the Washington State retirement system, or to make contributions for or on account of the employee, or reimbursement to the Washington State retirement system for benefits paid, the Consultant hereby agrees to save, indemnify, defend and hold the City harmless from and against all expenses and costs, including reasonable attorney fees incurred in defending the claim of the Washington State retirement system and from all contributions paid or required to be paid, and for all reimbursement required to the Washington State retirement system. In the event the Consultant checks "yes" and affirms that an employee providing work has ever retired from a Washington State retirement system, every said employee shall be identified by the Consultant and such retirees shall provide the City with all information required by the City to report the employment with Consultant to the Department of Retirement Services of the State of Washington.

4.11 NONASSIGNABLE. Except as provided in **EXHIBIT B**, the Services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

4.12 SUBCONTRACTORS AND SUBCONSULTANTS.

a. The Consultant is responsible for all work or services performed by subcontractors or subconsultants pursuant to the terms of this Agreement.

b. The Consultant must verify that any subcontractors or subconsultants the Consultant directly hires meet the responsibility criteria for the Services. Verification that a subcontractor or subconsultant has proper license and bonding, if required by statute, must be included in the verification process. If the parties anticipate the use of subcontractors or subconsultants, the subcontractors or subconsultants are set forth in **EXHIBIT B**.

c. The Consultant may not substitute or add subcontractors or subconsultants without the written approval of the City.

d. All subcontractors or subconsultants shall have the same insurance coverage and limits as set forth in this Agreement and the Consultant shall provide verification of said insurance coverage.

4.13 CONFLICTS OF INTEREST. The Consultant agrees to and shall notify the City of any potential conflicts of interest in Consultant's client base and shall obtain written permission from the City prior to providing services to third parties when a conflict or potential conflict of interest exists. If the City determines in its sole discretion that a conflict is irreconcilable, the City reserves the right to terminate this Agreement.

4.14 CITY CONFIDENCES. The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate, or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or the Services provided to the City.

4.15 DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION. The Consultant agrees to comply with equal opportunity employment and not to discriminate against any client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, sexual orientation, age, or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training; or rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth its nondiscrimination obligations. The Consultant understands and agrees that if it violates this nondiscrimination provision, this Agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

4.16 UNFAIR EMPLOYMENT PRACTICES. During the performance of this Agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

5. CITY APPROVAL REQUIRED. Notwithstanding the Consultant's status as an independent contractor, the Services performed pursuant to this Agreement must meet the approval of the City, which shall not be unreasonably withheld if the Services have been completed in compliance with the Scope of Services and City requirements.

6. GENERAL TERMS.

6.1 NOTICES. Receipt of any notice shall be deemed effective three (3) calendar days after deposit of written notice in the U.S. mail with proper postage and address.

Notices to the City shall be sent to the following address:

CITY OF MARYSVILLE
Gloria Hirashima, Chief Administrative Officer
501 Delta Avenue, Executive Department
Marysville WA 98270

Notices to the Consultant shall be sent to the following address:

PERTEET, INC.
Andrea Winder
2707 Colby Avenue
Everett, WA 98201

6.2 TERMINATION. The City may terminate this Agreement in whole or in part at any time by sending written notice to the Consultant. As per Section 6.1, the Consultant is deemed to have received the termination notice three (3) calendar days after deposit of the termination notice in the U.S. mail with proper postage and address. The termination notice is deemed effective seven (7) calendar days after it is deemed received by the Consultant.

If this Agreement is terminated by the City for its convenience, the City shall pay the Consultant for satisfactory Services performed through the date on which the termination is deemed effective in accordance with payment provisions of Section 3, unless otherwise specified in the termination notice. If the termination notice provides that the Consultant will not be compensated for Services performed after the termination notice is received, the City will have the discretion to reject payment for any Services performed after the date the termination notice is deemed received.

6.3 DISPUTES. The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this Agreement may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

6.4 EXTENT OF AGREEMENT/MODIFICATION. This Agreement, together with exhibits, attachments, and addenda, represents the entire and integrated Agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended, modified, or added to only by a written supplemental amendment properly signed by both parties.

6.5 SEVERABILITY.

a. If a court of competent jurisdiction holds any part, term, or provision of this Agreement to be illegal or invalid, in whole or in part, the validity of the remaining parts, terms, or provisions shall not be affected, and the parties' rights and obligations shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

b. If any part, term, or provision of this Agreement is in direct conflict with any statutory provision of the State of Washington, that part, term, or provision shall be deemed inoperative and null and void insofar as it may conflict, and shall be deemed modified to conform to such statutory provision.

6.6 NONWAIVER. A waiver by either party of a breach by the other party of any covenant or condition of this Agreement shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay, or failure of either party to insist upon strict performance of any agreement, covenant, or condition of this Agreement, or to exercise any right herein given in any one or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition, or right.

6.7 FAIR MEANING. The terms of this Agreement shall be given their fair meaning and shall not be construed in favor of or against either party hereto because of authorship. This Agreement shall be deemed to have been drafted by both of the parties.

6.8 GOVERNING LAW. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

6.9 VENUE. The venue for any action to enforce or interpret this Agreement shall lie in the Superior Court of Washington for Snohomish County, Washington.

6.10 COUNTERPARTS. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Agreement.

6.11 AUTHORITY TO BIND PARTIES AND ENTER INTO AGREEMENT. The undersigned represent that they have full authority to enter into this Agreement and to bind the parties for and on behalf of the legal entities set forth herein.

DATED this 12th day of April, 20 23.

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATED this 11th day of April, 20 23.

CONSULTANT

By Crystal L. Donner
Crystal L. Donner
Its: President

ATTEST/AUTHENTICATED:

Genevieve Geddis, Deputy City Clerk

Approved as to form:

Jon Walker, City Attorney

EXHIBIT A
Scope of Services

Scope of Services

Marysville Brownfields Redevelopment Services
for the Public Works Property

March 2023

City of Marysville

PERTEET
Better communities, by design

2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
800.615.9900 | 425.252.7700

INTRODUCTION

The City of Marysville is embarking on the mixed-use development of the Ebey Waterfront. The current project is envisioned to be a mix of multi-unit housing, tournament sports facilities, and a hotel that will be constructed on the current City public works yard at 80 Columbia Avenue and the former Interfor mill site, which is an adjacent parcel at 60 State Avenue. Perteet staff have been assisting the City with site master planning and environmental compliance strategies for the waterfront properties over the past several years. This scope of services provides for the continuation of environmental services and regulatory analysis to support the advancement of the planned development. The objective of this scope of services is to gather additional information about current environmental conditions and assist with development of risk and cost sharing approaches that help the City advance the waterfront development.

PROPOSED SCOPE OF SERVICES

Task 100 – Limited Field Investigation

For over 12 years, the City has been collaborating with the Washington Department of Ecology (Ecology) on cleanup actions for the former Interfor mill site (Figure 1). In 2023, the City commissioned a Phase I Environmental Site Assessment for the approximately 7.35-acre northern portion of Snohomish County parcel 30053300200l0, currently identified as the public works property located at 80 Columbia Avenue, in Marysville, WA (PW Parcel). The findings of the Phase I identified additional studies were needed to accurately define the presence and extent of soil and groundwater contamination at the PW Parcel. In 2019, the City completed a remedial investigation of the adjacent Interfor mill site. That investigation included some assessment of conditions at the PW Parcel. Based on the findings of the two investigations and the City's desire to advance development discussions with interested investors, Perteet proposes to implement Limited Field Investigations (LFI)[1] of the PW Parcel to further define contamination that would need to be addressed during construction of the planned development. The objective of this task is to perform soil and groundwater testing and preparation of a report of conditions that can be used to support the development discussions with the private partners.

Work Elements:

- Prepare and submit LFI planning documents to include the Sampling and Analysis Plan (SAP), Standard Operating Procedures (SOPs), and Site-Specific Health and Safety Plan (HASP).
- Solicit vendors to include: a driller (Direct-Push geoprobe), field equipment/supplies, and analytical laboratory.
- Perform private utility locate to identify utilities within the work area.
- Drilling contractor, under the direction of the Consultant, will perform environmental sample collection using a Direct-Push geoprobe. The Consultant will collect samples from up to five locations as shown on Figure 1.
- Collect one composite soil sample and one groundwater sample from each boring location. Collect one sediment sample from between 0-6" bgs and collect one surface water sample from the ditches along the eastern and western property boundaries.

[1] Limited Field Investigations are defined by EPA as studies to help confirm remediation objectives.

- Analyze samples using an Ecology-certified laboratory. Samples will be analyzed as shown in Table 1. analyzed. Anticipated depth to groundwater and analyses are based on information in the remedial investigation report.
- Conduct a groundwater flow assessment to better define groundwater depth and flow direction across the PW Parcel. This is needed to reconcile groundwater flow regimes between the PW Parcel and the Interfor mill site and better understand when groundwater might be encountered during site development. The Consultant will measure groundwater elevations in five existing groundwater wells shown on Figure 1. The City will provide excavation to install a new piezometer at the southern end of the public works yard. The excavation will extend to 12 feet and be completed as a piezometer with two-inch PVC pipe surrounded by coarse sand and covered with silt. The Consultant will coordinate for a flush mount surface seal to be installed.
- Prepare a summary report that describes the LFI findings and provides recommendations to support independent remedial actions that will be planned during construction of the development. The report will discuss sampling and analysis findings and identify the nature of contamination that would likely be encountered during construction of the development.

Table 1. Sampling Summary.

No.	Data Objectives	Media	Analytes
P1	Assess potential releases from oil/water separator and truck wash.	Soil/Groundwater	Arsenic/TPH/Volatiles
P2	Assess potential releases from oil/water separator and truck wash.	Soil/Groundwater	Arsenic/TPH/Volatiles
P3	Assess releases to floor drains or sumps.	Soil/Groundwater	Arsenic/TPH/Volatiles
P4	Assess soil conditions near maintenance and storage.	Soil	Metals/TPH/General Chemistry[2]/TSS[3]
P5	Assess groundwater conditions near salt and de-ice storage.	Groundwater	General Chemistry/Metals/TSS
MWBG-11	Assess groundwater conditions at downgradient end of PW yard.	Groundwater	General Chemistry/Metals/TPH/TSS
DITCH 1	Sample water and sediment in ditch.	Surface Water/Sediment	General Chemistry/Metals
DITCH 2	Sample water and sediment in ditch.	Surface Water/Sediment	General Chemistry/Metals

Assumptions:

- The City excavates/backfills the Piezometer well.
- Actions will be consistent with the independent remedial action approach presented to the City in December 2021 and March 2023
- LFI report will be completed within two weeks following receipt of final analytical reports.

Deliverables:

- Draft and Final Limited Field Investigation Report

[2] General Chemistry will be performed only on ground water samples and includes analyses for Chloride, Sulfate, Ammonia, Nitrate/Nitrite, Organic Carbon, Specific Conductance, Turbidity, Alkalinity, and Total Dissolved Solids.
[3] TSS (Total Suspended Solids) analysis will be performed only on groundwater samples.

Task 200 – Additional Environmental Services

The objective of this task is to provide environmental services in support of the City's discussions with developers and to support the permitting of the project.

Work Elements:

- The City is demolishing several buildings along the Marysville Riverwalk. The Consultant will provide qualified staff to verify hazardous materials abatement of four buildings being demolished by City crews. This will include on-site inspection of abatement areas prior to removal of hazard containment areas.
- Prepare shoreline permit documentation for City to submit for planning review. This will include application form, site plan (provided by City), and descriptions of the project and anticipated shoreline impacts.
- Provide technical consultation on regulatory issues and review developer environmental submittals in support of Purchase and Sale Agreements (PSAs).
- Prepare RFQ and assist the City oversee 'hot spot' removals from the Interfor property.
- Determine Area of Potential Effect (APE) and provide an archaeological review of the properties to identify the permitting requirements and construction constraints.
- Develop and submit a floodplain plan identifying the appropriate flood protection elevations and FEMA insurance obligations for developing the property. This plan will provide recommendations on advancing the project through a FEMA Conditional Letter of Map Revision (CLOMR) process Conditional Letter of Map Revision (CLOMR) | FEMA.gov.
- Additional environmental services as requested by the Client in support of Marysville Riverwalk development.

Assumptions:

- The project is eligible under the Downtown Master Plan Planned Action EIS. No SEPA is required.
- Abatement verification of four buildings.
- Abatement verification confirms adequacy of abatement in a single site visit/inspection.
- This task includes just the preparation of shoreline documentation for the City. No effort beyond the application documents is provided for in this scope of services.
- Archeological review includes WISSARD review and preliminary consultation with affected tribes. No on-site archeological survey or data collection is provided for in this scope of services.
- Technical consultation and review of developer submittals is limited to the labor hours included in the task budget.
- Requests for additional services will be performed on a time and materials basis. Additional effort will be agreed to with the Client before implementing additional services.

Deliverables:

- Written verification that abatement was completed in accordance with specifications
- Completed Shoreline Substantial Development Permit application
- Floodplain plan to be submitted to the City
- Summary of archeological review to be submitted to the City
- Meeting summaries

Task 300 – MTCA Risk Assignment

The development of the Marysville Riverwalk will involve the entitlement of new parcels that are affected by contaminated groundwater and distinct areas of soil contamination. The objective of this task is to develop environmental risk and cleanup cost allocation approaches to support negotiations with private investors. This task will be performed by Mr. William Chapman with support from Perteet staff. Specific tasks include:

- Site visit to assess site conditions and discuss the regulatory and cleanup liability strategy proposed for the development.
- Develop preliminary approaches for assigning environmental risk through the PSA, during construction and through the life of the development.
- Develop a preliminary cost allocation approach for additional costs associated with handling, transporting, treating, and disposing of contaminated media encountered during construction.
- Assess the extent of cleanup cost associated with the development of each parcel entitled as part of the development.
- Support the City in negotiating risk assignment and cost allocation during purchase and sale period.

Assumptions:

- One site visit and regulatory strategy meeting.
- Preliminary approaches for risk and cost allocation will be based on other development contracts for similar projects.
- Up to six hours of negotiation support.
- City legal staff or outside counsel will prepare legal agreements.

Deliverables:

- Preliminary approach summaries
- Meeting notes and recommended responses to developer comments on cost and risk allocation terms

Task 400 – Project Administration

The objective of this task is to provide sufficient administration and management to deliver the scope of services and regularly report on progress of scope, budget, and schedule commitments.

Work Elements:

- Internal project team coordination
- Routine communication with the Client.
- Submit monthly progress reports and invoices.
- Manage changes to scope, budget, or schedule elements of the project.

Assumptions (applies to all tasks):

- The level of effort for each task is limited to the amount of labor and expenses in the attached fee schedule. Additional effort beyond these limits will be considered extra work.
- All deliverables will be submitted electronically.
- The project will last for six months.

Deliverables:

- Monthly progress reports and invoices

Limitations

Perteet's services shall be limited to those expressly set forth in this scope of services. If the service is not specifically identified herein, it is expressly excluded. Perteet shall have no other obligations, duties, or responsibilities associated with the project except as expressly provided in this Scope of Services and any additional services authorized by amendment. Perteet reserves the right to shift funds within the contract between tasks, and between members of the Consultant Team during the prosecution of the work.

The proposed scope of work is designed consistent with the level of skill and care ordinarily exercised by members of the profession currently practicing in the same locality and under similar conditions. The analyses and recommendations described in this scope of services are based on our review of available information at the time of preparing this scope of services. Therefore, the recommended work elements and associated fee estimate are based solely on the limits of information obtained and may be subject to change based on the revelation of new information that may come to light during the project.



PERTEET

0 100 200
Feet

Limited Field Investigations - Public Works Property
80 Columbia Ave, Marysville WA

Path: X:\Marysville, City of\Projects\20210136 - MTCA Compliance Interior Site\GIS\Mapdocs\MTCA Compliance.aprx

Date Exported: 3/23/2023 4:14 PM Source: Snohomish County

ATTACHMENT A

Perteet Fee Estimate

Consultant Fee Determination Summary

PERTEET

2707 Colby Avenue, Suite 900, Everett, WA 98201 | P 425.252.7700

Project: Marysville Riverwalk Brownfields Redevelopment
Client: City of Marysville

Hourly Costs

Classification	Hours	Rate	Amount
Director	20	$310.00	$6,200
Sr Planner	10	$185.00	$1,850
Lead Planner	6	$165.00	$990
Planner II	32	$145.00	$4,640
Planner I	4	$100.00	$400
Sr Environmental Scientist	3	$175.00	$525
Lead Environmental Scientist	115	$160.00	$18,400
Accountant	4	$125.00	$500
Clerical	4	$115.00	$460
Cultural Resources Specialist II	16	$130.00	$2,080
Total Hourly Costs	**214**		**$36,045.00**

Reimbursables

Expenses	Amount
Shepherds Hill LLC	$10,560
Equipment Rental	$413
Testing Services	$8,239
Total Expenses	**$19,212.00**

Contract Total	$55,257.00

Prepared By: Andrea L Winder Date: April 4, 2023

EXHIBIT B

Subcontractors/Subconsultants

Below is a list of approved subcontractors/subconsultants. If left blank, there are no approved subcontractors or subconsultants.

Shepherds Hill, LLC

AGENDA ITEM NO. 8.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Engineering Coordinator Laurie Barbosa, Engineering
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Supplemental No. 3 to the Professional Services Agreement with Parametrix, Inc. for the Geddes Remediation Project
SUGGESTED ACTION:	Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental No. 3 to the Professional Services Agreement with Parametrix, Inc. for the Geddes Remediation Project.

SUMMARY:

Council approved the original Professional Services Agreement (PSA) with Parametrix, Inc. on May 12th, 2021, in the amount of $374,939.37 towards preliminary design and permitting. This project was undertaken in partnership with the insurer, SAFECO, to fund the improvements within policy limits to remediate the contaminated Geddes marina. The insurer has since paid for the design costs for the Geddes Remediation. The intent of the PSA was to design and permit a full sediment cap, reinforced to secure contaminated sediments below, and to prevent leaching of contaminants into Ebey Slough, while providing stormwater conveyance to extend the existing outfall near 1st Street through the site, to discharge directly to Ebey Slough. Progress of the project has been impacted by a complex permitting needed to obtain a federal USACE section 401 individual permit allowing fill for this 2-acre tidal wetland.

Since the notice of application for permit was advertised by USACE in April 2023, the City has provided a series of resubmittals to provide supplemental background and design information, and additional alternatives information. In order to secure acceptance for the City's preferred alternative, the project team needs to provide a final revision of the alternatives analysis. At this time, the engineer is preparing a revised matrix of alternatives with cost estimates and a cost-benefit analysis that includes costs and risks over time for all alternatives. The overall permitting process has impacted both the project schedule and budget. Additional funds and an extension of the project schedule are requested to complete permitting tasks and finalize the design. Completion of design and permitting are scheduled for completion by early 2026.

The attached Supplemental No. 3 to the PSA in the amount of $412,714.46 is needed to complete permitting and final design. The higher fee reflects the complex permitting and scale of effort needed to secure the individual 401 permit, and to develop responsive documents consistent with that process. This proposal has been reviewed by SAFECO representatives (attached) and has been approved for reimbursement under the current claim.

ATTACHMENTS:

2024-11-13_Geddes Remediation_PSA_Supp 3.pdf
2024-11-06_SAFECO Authorization_PSA_Supp 3.pdf
Original Contract - Parametrix - Geddes Remediation.pdf

SUPPLEMENTAL AGREEMENT NO. 3 TO PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND PARAMETRIX, INC.

THIS SUPPLEMENTAL AGREEMENT NO. 3 ("Supplemental Agreement No. 3") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City") and Parametrix, a corporation ("Consultant").

WHEREAS, the parties hereto have previously entered into an agreement for the Geddes Remediation Project (the "Original Agreement"), said Original Agreement being dated May 12th, 2021; and

WHEREAS, both parties desire to supplement the Original Agreement, by expanding the Scope of Services to provide for Permitting and Final Design and to provide compensation therefore;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein or attached and incorporated, and made a part hereof, the parties hereto agree as follows:

1. Exhibit A, as referenced and incorporated in Section 1 of the Original Agreement, "SCOPE OF SERVICES", shall be supplemented by Exhibit A-1, attached hereto and by this reference made part of this Supplemental Agreement No. 3, and a part of the Original Agreement.

2. Section 2 of the Original Agreement, "TERM", is amended to add that the parties agree to extend the term of the Original Agreement to terminate at midnight on December 31st 2026.

3. Section 3 of the Original Agreement, "COMPENSATION", is amended to include the additional Consultant fee of $412,746.46 and shall read as follows: "In no event shall the compensation paid to Consultant under this Agreement exceed $787,653.73 within the term of the Agreement, including extensions, without the written agreement of the Consultant and the City."

The total compensation payable to the Consultant is summarized as follows:

Original Agreement	$374,939.27
Supplemental Agreement No.3	$412,714.46
Grand Total	$787,653.73

4. Each and every provision of the Original Agreement for Professional Services dated May 12th, 2021, shall remain in full force and effect, except as modified herein.

DATED _____

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATED this _____

PARAMETRIX, INC.

By _____
[Name]
Its: [Title]

ATTEST/AUTHENTICATED:

_____
Chari Taber, Deputy City Clerk

Approved as to form:

_____
Jon Walker, City Attorney

City of Marysville
Geddes Marina Remediation Permit Coordination Supplement 3
Remediation Permitting (Phase 2A) and Final Design (Phase 3)

Introduction

The City of Marysville (City) owns property on Ebey Slough, a tidal distributary of the Snohomish River, that are formerly the sites of the Geddes Marina at 1326 First Street in Marysville, Washington. Historically, the property was used for timber- and marine-related operations. A former log pond was modified to be the marina boat basin (referred to as the on-site lagoon). A weir formerly controlled tidal inflow and discharge from the lagoon. The weir is non-operational but partially remains. Sediment has accumulated behind the weir structure. A municipal stormwater outfall is present at the north end of the lagoon and stormwater and tidal waters discharge to Ebey Slough south from the derelict weir structure. The Geddes Marina property is currently vacant, with no buildings/structures present.

In 2016, the City initiated an interim remedial action (Phase 1 Remediation Project) on upland portions of the Geddes Marina property, which included the removal of existing structures and the placement of a cap of 6 inches of clean, imported soil. In 2018 the City initiated work on two associated projects: the Ebey Waterfront Park Expansion project, which would expand the adjoining Ebey Waterfront Park onto the Geddes Marina property, and the Downtown Stormwater Treatment (DSTP) project, which is a stormwater retrofit project to treat stormwater runoff from downtown Marysville. The DSTP facility was completed in 2024.

In 2020 the City completed a Remedial Investigation and Feasibility Study (RI/FS). The RI/FS was conducted on the site as an independent action. The RI/FS evaluated three cleanup alternatives for the site. Alternative 1 was no further action. Alternative 2 was to cap impacted sediment to the ordinary high-water mark (OHWM) of the former boat basin/lagoon area with imported clean material. Alternative 3 involved removal of impacted sediment from the lagoon through mechanical dredging. The RI/FS recommended that the City advance Alternative 2 as the Phase 2 remedial approach. The Phase 2 Remediation will be implemented as an independent action. The City will lead the coordination with Ecology to facilitate review and approval of the project.

Parametrix has been supporting critical areas assessments, endangered species act assessments, and environmental permitting support. On-going permitting needs from the Army Corps of Engineers (ACOE) 404 process has resulted in additional preliminary design and permitting coordination.

This scope of work includes supplements to the following tasks as noted to extend the project timeline, support the City's permitting and concept design process to support the permitting, and complete the design of the RI/FS Alternative 2 for the remediation project.

Task 1 – Project Administration

Task 1.1 – Administration and Coordination

Objectives

The purpose of this task is to provide oversight, communications, and management of the contract and scope of work. Work includes administrative project support, subconsultant management, project team coordination, and quality control/assurance program.

Activities

Activities for this task are as follows:

- Update the project schedule.
- Prepare a design delivery schedule update.
- Prepare monthly billing review and invoices.
- Prepare monthly progress reports and project status updates.
- Conduct Subconsultant management and contracting.
- Monthly administrative project support.

Deliverables

- Updated Project and Design Schedules.
- Monthly invoices with progress reports and schedule updates.

Task 1.2 – Team Meetings

The project includes up to 36 team meetings. Anticipated meetings are:

- Routine bi-weekly progress meetings (30 over 21 months).
- Up to three delivery status and coordination meetings.
- Review of geotechnical exploration prior to initiation of Final Design
- Comment review of Plans following City Review of 60% design
- Comment review of Plans and Specifications following City Review of 90% design

Assumptions

Assumptions for this task are as follows:

- The budget amendment provides for 21 months of project management (October 1, 2024 through July 2026).
- All submittals will be in electronic file format.
- Subconsultant contracting is limited to two firms.
- Oversight and review of subconsultant products is included in task-specific budgets.
- The project meetings are assumed to be 30 minutes with 2 Parametrix staff.

- This scope of work does not include additional remedial investigations. Previous investigations are sufficient for the implementation of the Phase 2 Remediation project
- The City selected alternative will be consistent with Alternative 2 identified in the RI/FS
- This scope of work does not include additional remedial investigations. Previous investigations are sufficient for the implementation of the Phase 2 Remediation project
- All meetings will be remote via MS Teams or similar platform.

Deliverables

- There are no deliverables for this task.

Task 2 – Alternatives Analysis and Preliminary Design

The purpose of this task is to provide design support to additional alternatives required by the ACOE process.

Task 2.1 – Alternatives Analysis

Activities

- There are no anticipated additional activities under this subtask.

Assumptions

- Additional preliminary design work for permitting will be covered in Subtask 2.3.

Deliverables

- There are no additional deliverables for this task.

Task 2.2 – Geotechnical Characterization

The purpose of this task is to collect subsurface information of the site to support the final design of the lagoon cap and the preliminary and final design of the lagoon cap and stormwater conveyance pipeline.

Activities

- Geotechnical Support Services for Final Design
  - Construct 2 geologic profiles for evaluating potential differential settlements across lagoon and along stormwater outfall alignment
  - Estimate potential consolidation settlements due to placement of fill and stormwater conveyance pipeline.
  - Perform liquefaction analyses to determine depth of liquefaction.
  - Evaluate slope stability and potential of lateral spreading of the riverbank along the Slough
  - Provide earth pressures for stormwater pipeline energy dissipation vault design

  - Provide recommendations for fill placement in the lagoon
  - Provide recommendations to resist buoyancy for stormwater pipeline energy dissipation vault
  - Provide recommendations for utilities and earthwork
  - Provide recommendations for selected liquefaction mitigation method
  - Miscellaneous design support
  - Review geotechnical aspects of the plans and specifications
  - Prepare draft and final geotechnical report
- Participate in kick-off and up to 2 workshops/team meetings.
- Inadvertent Discovery Plan (Sub Consultant, See SUBS 02 in Budget)

Assumptions

- Scope includes analytical testing of cuttings from borings for profiling and disposal at a suitable facility and does not include environmental testing for purposes of characterization of subsurface soils.
- The drums can be left on the Geddes Marina site while they are being tested for contamination. HWA will coordinate the disposal of drummed investigation derived waste (IDW). IDW disposal estimate assumes that IDW meets Subtitle D landfill criteria and is not considered hazardous waste.
- All required rights of entry will be provided by others at no cost to HWA.
- Boring locations will be field located using handheld GPS and measurement from existing known features. Locations will be stakes for location during the supplemental survey.

Deliverables

- Geotechnical Exploration Work Plan
- Geotechnical Findings Report

Task 2.3 – Preliminary (30%) Design

Activities

- Complete preliminary design drawings, including civil, structural, and landscape restoration drawings to support ACOE permitting activities.
- The proposed plan sheets to be delivered for this task are listed as follows:
  - Grading and Drainage Plan.
  - Grading and Drainage Profiles.
  - Grading and Drainage Details.
  - Shoreline design plans and sections.
  - Conveyance design and details.
  - Modified channel design.
  - Outfall details.

- Landscape design.

- Preliminary Engineer's Opinion of Probable Cost (EOPC).

Assumptions

- Landscape restoration design will be limited to turf restoration for the lagoon cap area for upland portions of the Geddes Marina site and shoreline/buffer restoration as needed to meet anticipated regulatory and environmental permit requirements. The design of compensatory mitigation is not included.
- The 30% Plans will be the basis for the Corps of Engineers and Ecology 404/401 Permit applications.

Deliverables

- Preliminary design (30%) drawings (plus one revision).
- Preliminary (30%) engineer's estimate of probable cost.

Task 3 – Detailed Design

This phase includes services for detailed design and includes tasks for intermediate (60%), pre-final (90%), and final (100%) design.

Task 3.1 – Intermediate (60%) Design

Activities

- Advancement of drawings to intermediate design level, including civil, structural, and landscape restoration design drawings.
- The proposed plan sheets to be delivered for this task are listed as follows:

Cover with Vicinity Map and Sheet List	1 sheet
Notes, Legend and Abbreviations	1 sheet
Sheet Index Map	1 sheet
Survey Notes and Control	1 sheet
Site Preparation, Demolition, and TESC Plan	1 sheet at 1 inch = 20 feet scale
Site Preparation, Demolition, and TESC Details	1 sheet
Grading and Surface Drainage Plan	2 sheets at 1 inch = 20 feet scale
Grading and Drainage Profiles	2 sheets
Grading and Drainage Details	2 sheets
Landscape Restoration Plan	1 sheet at 1 inch = 20 feet scale
Landscape Restoration Details	1 sheet
Channel Design Plan	1 sheet at 1 inch = 20 feet scale
Channel Design Profile	1 sheet
Channel Design Details	2 sheets
Shoreline Restoration Plan	1 sheet at 1 inch = 20 feet scale
Shoreline Restoration Details	1 sheet

➢ Outfall and Piling Plan	1 sheet
➢ Outfall and Piling Details	1 sheet
	22 sheets total

- Develop draft technical specifications.
- Advancement of EOPC to intermediate design level.
- Update Basis of Design TM describing basis of design.
- Prepare 60% design set and 60% Basis of Design TM for submittal to Ecology for review of the proposed independent action.

Assumptions

- The plan does not include site remediation or contaminated material handling
- Site dewatering plans are not included. Specifications for site dewatering plan by the contractor will be included.
- The City will provide one set of resolved and consolidated comments on the 60% design, which will be incorporated into the 90% design submittal. This task does not include a draft and final 60% design submittal.
- Technical specifications will be prepared in WSDOT format.
- Division 1 special provisions will be provided by the City for compilation with special provisions by Parametrix.
- One meeting with the City is included to discuss the intermediate design before the City's review of the submittals.
- Parametrix will prepare the updated Basis of Design TM as part of the 60% submittal to Ecology.
- Ecology will approve the proposed independent remedial action based on the 90% design submittal.
- The City will lead coordination with Ecology and others related to the independent clean up action.
- City and Ecology Comments on the updated Basis of Design TM will be incorporated into the 90% design submittal.
- This task does not include a draft and final 60% Basis of Design TM.
- Ecology will concur with the proposed remediation design concept prior to implementation of Task 3.2.

Deliverables

- Intermediate {60%) design drawings.
- Draft contract documents including special provisions as single pdf file, electronic only
- Intermediate (60%) EOPC
- Updated Basis of Design TM

Task 3.2 – Pre-Final (90%) Design

Activities

- Advancement of drawings to pre-final design level.
- Develop pre-final contract documents and technical specifications.
- Provide input contract documents and Division 1 special provisions such as bid form, summary of work, price and payment.
- Advancement of EOPC to pre-final design level.

Assumptions

- The list of plan sheets is the same as for 60% design
- Same assumptions as described for 60% design.
- Contract documents will be provided by the City for compilation with the special provisions by Parametrix
- One meeting with the City is included to discuss the pre-final design before the City's review. The meeting will be attended by three Parametrix staff.
- Parametrix will update and finalize the Basis of Design TM as part of the 90% submittal to Ecology.
- Ecology will approve the proposed independent remedial action based on the 90% design submittal.
- The City will provide one set of resolved and consolidated comments on the 90% design, which will be incorporated into the final design submittal. This task does not include a draft and final 90% design submittal.

Deliverables

- Pre-final {90%) design drawings
- Pre-final technical specifications
- Pre-final (90%) EOPC
- Updated Basis of Design TM

Task 3.3 – Final (100%) Design

Activities

- Advancement of drawings to final design level, including civil, mechanical, and structural design drawings.
- Draft final contract documents and technical specifications.
- Advancement of EOPC to final design level
- Prepared responses to Ecology 90% comments in a TM format.
- Revise the Basis of Design TM per Ecology comments as directed by the City.

Assumptions

- Same assumptions described for previous design iterations.
- One meeting with the City is included to discuss and review the final design prior to submittal.
- The City's engineering comments and building department comments on 90% design will be incorporated into the final {100%) design submittal.
- Assumes one bid package and no pre-procurement packages.

Deliverables

- Final design (100%) drawings, as single pdf and CAD file
- Final (100%) EOPC
- Responses to Ecology Comments on 90% Design
- Revised Basis of Design TM

Task 4 – Environmental Analysis and Permitting Support for Phase 2 Remediation Project

This task includes additional services to support obtaining the following environmental and land use permits and approvals:

- Corps of Engineers Section 404/10 Nationwide Permit.
- Ecology 401 Individual Water Quality Certification.
- Washington Department of Fish and Wildlife Hydraulic Project Approval.

Task 4.1 -Technical Studies and Plans

There are no additional activities under this task.

Task 4.2 – City Permit Applications

There are no additional activities under this task.

Task 4.3 – State and Federal Permit Applications

There are no additional activities under this task.

Task 4.4 – Coordination and Permit Support

The City has submitted for the long-lead time permits and reviews identified above, many of which have been obtained. This task provides on-going support for Corps of Engineers 404/10 and Ecology 401 Certification using intermediate level design information. Ongoing coordination may be required to provide the regulatory agencies additional project information to support the permit application process as design is advanced.

Activities

- Provide additional comment responses to the ACOE.
- Provided ongoing coordination with the City and additional project information to support the permit application process as design is advanced.
- Provide additional design to support alternatives analysis and permitting decision (this work is prepared in Task 3).
- Support includes additional designs materials (provided for in Task 3), coordination meetings, comment response, and narrative reports to support technical analyses.

Assumptions

- Level of effort for Coordination/Permit Support assumes up to 16 hours each month for two staff for 15 months (to the end of 2025).

Deliverables

- Responses to Requests for Information from the ACOE or Ecology.
- Responses to comments from the ACOE or Ecology.

Task 4.5 – Coordination and Permit Support – Subconsultant

The City has submitted for the long-lead time permits and reviews identified above, many of which have been obtained. This task provides on-going support for Corps of Engineers 404/10 and Ecology 401 Certification.

Activities

- Provide additional comment responses to the ACOE.
- Provided ongoing coordination with the City and additional project information to support the permit application process as design is advanced.
- Support includes coordination meetings, comment response, and narrative reports to support technical analyses.

Assumptions

- Level of effort for Coordination/Permit Support assumes up to 10 hours each month for one staff for 9 months.

Deliverables

- Responses to Requests for Information from the ACOE or Ecology.
- Responses to comments from the ACOE or Ecology.

Client: City of Marysville
Project: DSTP Welco Site
Project No: P5532967805Welco

EXHIBIT A-1 BUDGET

Geddes Marina Phase 2A and 3 Remediation Design - Supplement 3

					Name	Paul S. Fendt	Theo Prince	Structural Engineer	Joe Mitzel	Copper Odegard	Nikki Redden	Jason McDonald
					Classification	Principal Consultant	Sr. Engineer	Sr. Engineer	Sr. Engineer	Engineer III	Engineer III	Engineer II
					Cost Rates:	$108.07	$73.65	$73.65	$70.42	$50.62	$48.25	$40.24
					Billing Rates:	$351.23	$239.36	$239.36	$228.87	$164.52	$156.81	$130.78
Task	**Subtask**	**Description**	**Labor Dollars**	**Labor Hours**								
01		**Project Administration**	**$32,851.96**	**124**	**58**	**28**	**0**	**0**	**0**	**0**	**0**
01	01	Project Administration and Coordination	$15,612.98	66	28						
01	03	Team Meetings	$17,238.98	58	30	28					
02		**Alternatives Analysis and Preliminary Design**	**$41,892.88**	**224**	**16**	**56**	**0**	**8**	**16**	**64**	**64**
02	01		$0.00	0							
02	02	Geotechnical Characterization	$7,867.00	36	4	16			16		
02	03	Preliminary (30%) Design	$34,025.88	188	12	40		8		64	64
03		**Detailed Design**	**$162,225.56**	**804**	**44**	**216**	**48**	**24**	**396**	**0**	**0**
03	01	Intermediate (60%) Design	$62,758.08	312	16	88	16	8	160		
03	02	Prefinal (90%) Design	$62,772.32	312	16	88	16	8	152		
03	03	Final (100%) Design	$36,695.16	180	12	40	16	8	84		
04		**Environmental Analysis and Permitting Support**	**$85,044.96**	**288**	**144**	**144**	**0**	**0**	**0**	**0**	**0**
04	01	Technical Studies and Plans	$0.00	0							
04	02	City Permit Applications	$0.00	0							
04	03	State and Federal Permit Applications	$0.00	0							
04	04	Coordination and Permit Support	$85,044.96	288	144	144					
SUBS		**Subconsultants**	**$0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
SUBS	01	HWA Geosciences	$0.00	0							
SUBS	02	Willamette CRA	$0.00	0							
SUBS	03	Confluence	$0.00	0							
EXP		**Expenses**	**$0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
EXP	01	Expenses	$0.00	0							
		Labor Totals:		1,440	262	444	48	32	412	64	64
		Totals:	**$322,015.36**		**$92,022.26**	**$106,275.84**	**$11,489.28**	**$7,323.84**	**$67,782.24**	**$10,035.84**	**$8,369.92**

Subconsultants	
HWA Geosciences (SUBS 01)	$50,000.00
Willamette CRA (SUBS 02)	$5,000.00
Confluence (SUBS 03)	$35,199.10
Subconsultants Total:	**$90,199.10**

Other Direct Expenses	
Mileage - $0.67/mile	$500.00
Survey Equipment (xxx/Use)	
Other Direct Expenses Total:	**$500.00**

Project Total **$412,714.46**

Client: City of Marysville
Project: DSTP Welco Site
Project No: P5532967805Welco

EXHIBIT A-1 BUDGET

Geddes Marina Phase 2A and 3 Remediation Design - Supplement 3

					Name	Jens Swenson	Jean Johnson	Shanon Harris	Debra Fetherston	Jessica Lavaris
					Classification	Planner IV	Sr. Contracts Administrator	Project Controls Specialist	Publications Supervisor	Sr. Project Accountant
					Cost Rates:	$51.17	$62.39	$47.89	$55.00	$41.99
					Billing Rates:	$166.30	$202.77	$155.64	$178.75	$136.47
Task	**Subtask**	**Description**	**Labor Dollars**	**Labor Hours**						
01		**Project Administration**	**$32,851.96**	**124**	**0**	**2**	**24**	**0**	**12**
01	01	Project Administration and Coordination	$15,612.98	66		2	24		12
01	03	Team Meetings	$17,238.98	58					
02		**Alternatives Analysis and Preliminary Design**	**$41,892.88**	**224**	**0**	**0**	**0**	**0**	**0**
02	01		$0.00	0					
02	02	Geotechnical Characterization	$7,867.00	36					
02	03	Preliminary (30%) Design	$34,025.88	188					
03		**Detailed Design**	**$162,225.56**	**804**	**52**	**0**	**0**	**24**	**0**
03	01	Intermediate (60%) Design	$62,758.08	312	16			8	
03	02	Prefinal (90%) Design	$62,772.32	312	24			8	
03	03	Final (100%) Design	$36,695.16	180	12			8	
04		**Environmental Analysis and Permitting Support**	**$85,044.96**	**288**	**0**	**0**	**0**	**0**	**0**
04	01	Technical Studies and Plans	$0.00	0					
04	02	City Permit Applications	$0.00	0					
04	03	State and Federal Permit Applications	$0.00	0					
04	04	Coordination and Permit Support	$85,044.96	288					
SUBS		**Subconsultants**	**$0.00**	**0**	**0**	**0**	**0**	**0**	**0**
SUBS	01	HWA Geosciences	$0.00	0					
SUBS	02	Willamette CRA	$0.00	0					
SUBS	03	Confluence	$0.00	0					
EXP		**Expenses**	**$0.00**	**0**	**0**	**0**	**0**	**0**	**0**
EXP	01	Expenses	$0.00	0					
		Labor Totals:		1,440	52	2	24	24	12
		Totals:	**$322,015.36**		**$8,647.60**	**$405.54**	**$3,735.36**	**$4,290.00**	**$1,637.64**

Subconsultants	
HWA Geosciences (SUBS 01)	$50,000.00
Willamette CRA (SUBS 02)	$5,000.00
Confluence (SUBS 03)	$35,199.10
Subconsultants Total:	**$90,199.10**

Other Direct Expenses	
Mileage - $0.67/mile	$500.00
Survey Equipment (xxx/Use)	
Other Direct Expenses Total:	**$500.00**

Project Total **$412,714.46**

Steven Miller

From: Stefanie Haines <shaines@resolutemgmt.com>
Sent: Wednesday, November 6, 2024 2:26 PM
To: Steven Miller
Subject: [External!] RE: Proposed PSA supplement - Geddes Remediation Project - City of Marysville

[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.

Thank you, Steve. Based on our review, you have Safeco's authority to move forward with the two supplemental budgets.

Stefanie L. Haines | *Sr. Account Manager*
CA Adjuster's License No. 2K38874
FL Adjuster's License No. E122146
Resolute Management Inc. | Direct Claims Department
125 High Street, Suite 1010, Boston, MA 02110
Tel. +1 (617) 441-2428 | shaines@resolutemgmt.com
linkedin.com/resolute | resolutemgmt.com
Resolute Management Inc.

From: Steven Miller <smiller@marysvillewa.gov>
Sent: Wednesday, November 6, 2024 3:55 PM
To: Stefanie Haines <shaines@resolutemgmt.com>
Subject: Proposed PSA supplement - Geddes Remediation Project - City of Marysville

[CAUTION EXTERNAL EMAIL]

Hello Stephanie:

As discussed, our Professional Services Agreement (PSA) with Parametrix for the Geddes Remediation project will be terminating soon at the end of this year. See attached for your reference. I have attached our current proposal to supplement the contract and to complete the design phase with our consultant Parametrix. This proposal is in the form of two separate supplements for your consideration. The first one takes us through remaining permitting coordination necessary to secure approval for our preferred alternative, a full cap. After this scope of work, it will be necessary to finish the design and associated work. I am showing these separately in case you would like us to proceed with supplement #3 now, and supplement #4 later, near the end of 2025. To reduce the amount of coordinating and approval process, my preference would be to combine both of these in a single supplement.

Please see the proposal summary below, and attachments for your review:

1. Supplement #3

a. Scope - Permitting Coordination (2024-2025)
b. Budget $159,892.23

2. Supplement #4

    a. Scope - Final Design (2025-2026)
    b. Budget $252,822.23

3. Total PSA supp #3 and 4 = $412,714.46

(FYI - we had prior supplements 1 and 2 but these were time only extensions, moving our contract deadline from 12/31/2022 to 12/31/2024.)

Let me know how you / Resolute would like to proceed. Due to scheduling deadlines, I will need to have the proposal ready by end of next week.

Let me know if you have any review comments or questions to discuss.

Thank you.

Steven Miller, Senior Project Manager

City of Marysville

Public Works Department

501 Delta Avenue

Marysville, WA 98270

360.363.8285
smiller@marysvillewa.gov

PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND PARAMETRIX, INC.

THIS AGREEMENT ("Agreement") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City"), and Parametrix, Inc., a corporation, organized under the laws of the state of Washington, located and doing business at 719 2nd Avenue, Suite 200, Seattle, WA 98104 ("Consultant").

In consideration of the terms, conditions, covenants, and performances contained herein, the parties hereto agree as follows:

1. SCOPE OF SERVICES. The Consultant shall provide the work and services described in the attached **EXHIBIT A**, incorporated herein by this reference (the "Services"). All services and materials necessary to accomplish the tasks outlined in the Scope of Services shall be provided by the Consultant unless noted otherwise in the Scope of Services or this Agreement. All such services shall be provided in accordance with the standards of the Consultant's profession.

2. TERM. The term of this Agreement shall commence on May 12, 2021 and shall terminate at midnight on December 31, 2022. The parties may extend the term of this Agreement by executing a written supplemental amendment.

3. COMPENSATION. The Consultant shall be paid by the City for Services rendered under this Agreement as described in **EXHIBIT A** and as provided in this section. In no event shall the compensation paid to Consultant under this Agreement exceed **Three hundred-seventy-four-thousand, nine-hundred-thirty-nine dollars and thirty-seven cents ($374,939.37)** within the term of the Agreement, including extensions, without the written agreement of the Consultant and the City. Such payment shall be full compensation for the Services and for all labor, materials, supplies, equipment, incidentals, and any other expenses necessary for completion.

The Consultant shall submit a monthly invoice to the City for Services performed in the previous calendar month in a format acceptable to the City. The Consultant shall maintain time and expense records and provide them to the City upon request.

The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

4. CONSULTANT'S OBLIGATIONS.

4.1 MINOR CHANGES IN SCOPE. The Consultant agrees to accept minor changes, amendments, or revisions to the scope of the Services, as may be required by the City, when such changes, amendments, or revisions will not have any impact on the cost of the Services or the

ORIGINAL

proposed delivery schedule.

4.2 ADDITIONAL WORK. The City may desire to have the Consultant perform additional work or services which are not identified in the scope of the Services. If the parties agree to the performance of additional work or services, the parties will execute a written supplemental amendment detailing the additional work or services and compensation therefore. In no event will the Consultant be compensated for preparing proposals for additional work or services. In no event shall the Consultant begin work contemplated under a supplemental amendment until the supplemental amendment is fully executed by the parties.

4.3 WORK PRODUCT AND DOCUMENTS. The work product and all documents produced under this Agreement shall be furnished by the Consultant to the City, and upon completion of the Services shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the Services, the work product, and all documents produced under this Agreement, even though the Services have been accepted by the City.

In the event that the Consultant defaults on this Agreement or in the event that this Agreement is terminated prior to the completion of the Services or the time for completion, all work product and all documents and other materials produced under this Agreement, along with a summary of work as of the date of default or termination, shall become the property of the City. The summary of Services provided shall be prepared at no additional cost to the City. Upon request, the Consultant shall tender the work product, all documents, and the summary to the City within five (5) business days. Tender of said work product shall be a prerequisite to final payment under this Agreement.

The Consultant will not be held liable for reuse of work product or documents produced under this Agreement or modification of the work product or documents for any purpose other than those identified in this Agreement without the written authorization of the Consultant.

4.4 PUBLIC RECORDS ACT. Consultant acknowledges that the City is subject to the Public Records Act, chapter 42.56 RCW (the "PRA"). All records owned, used, or retained by the City are public records subject to disclosure unless exempt under the PRA, whether or not the records are in the possession or control of the City or Consultant. All exemptions to the PRA are narrowly construed.

a. **Confidential Information**. Any records provided to the City by the Consultant which contain information that the Consultant in good faith believes is not subject to disclosure under the PRA shall be marked "Confidential" and shall identify the specific information that the Consultant in good faith believes is not subject to disclosure under the PRA and a citation to the statutory basis for non-disclosure.

b. **Responding to Public Records Requests**. The City shall exercise its sole legal judgment in responding to public records requests.

(1) The City may rely upon the lack of notification from the Consultant in releasing any records that are not marked "Confidential."

(2) If records identified as "Confidential" by the Consultant are responsive to a PRA request, the City will seek to provide notice to Consultant at least ten (10) business days before the date on which the City anticipates releasing records. The City is under no obligation to assert any applicable exemption on behalf of the Consultant. The Consultant may seek, at its sole cost, an injunction preventing the release of information which it believes is protected. In no event will the City have any liability to Consultant for any failure of the City to provide notice prior to release.

(3) If the City, in its sole legal judgment, believes that the Consultant possesses records that (1) are responsive to a PRA request and (2) were used by the City, the City will request the records from the Consultant. The Consultant will, within ten (10) business days:

i. Provide the records to the City in the manner requested by the City;

ii. Obtain a court injunction, in a lawsuit involving the requester, covering all, or any confidential portion of, the records and provide any records not subject to the court injunction; or

iii. Provide an affidavit, in a form acceptable to the City Attorney, specifying that the Consultant has made a diligent search and did not locate any requested documents.

c. **Indemnification**. In addition to its other indemnification and defense obligations under this Agreement, the Consultant shall indemnify and defend the City from and against any and all losses, penalties, fines, claims, demands, expenses (including, but not limited to, attorneys fees and litigation expenses), suits, judgments, or damages (collectively "Damages") arising from or relating to any request for records related to this Agreement, to the extent such Damages are caused by action or inaction of the Consultant. This indemnification and defense obligation shall survive the expiration or termination of this Agreement.

4.5 MAINTENANCE/INSPECTION OF RECORDS. The Consultant shall maintain all books, records, documents, and other evidence pertaining to the costs and expenses allowable under this Agreement in accordance with generally accepted accounting practices. All such books and records required to be maintained by this Agreement shall be subject to inspection and audit by representatives of the City and/or the Washington State Auditor at all reasonable times, and the Consultant shall afford the proper facilities for such inspection and audit.

Representatives of the City and/or the Washington State Auditor may copy such books, accounts, and records where necessary to conduct or document an audit. The Consultant shall preserve and make available all such books of account and records for a period of three (3) years after final payment under this Agreement. In the event that any audit or inspection identifies any discrepancy in such financial records, the Consultant shall provide the City with appropriate clarification and/or financial adjustments within thirty (30) calendar days of notification of the discrepancy.

4.6 INDEMNITY.

a. Indemnification and Hold Harmless. The Consultant shall defend, indemnify, and hold the City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or resulting from the acts, errors, or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

b. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence.

c. The provisions of this Section 4.6 shall survive the expiration or termination of this Agreement.

d. The Consultant hereby knowingly, intentionally, and voluntarily waives the immunity of the Industrial Insurance Act, Title 51 RCW, solely for the purposes of the indemnity contained in subpart "a" of this Section 4.6. This waiver has been mutually negotiated by the parties.

_____ (City Initials) _____ (Contractor Initials)

4.7 INSURANCE.

a. **Insurance Term**. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the Services hereunder by the Consultant, its agents, representatives, or employees.

b. **No Limitation.** Consultant's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

c. **Minimum Scope of Insurance.** Consultant shall obtain insurance of the types and coverage described below:

(1) Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.

(2) Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the Services performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.

(3) Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

(4) Professional Liability insurance appropriate to the Consultant's profession.

d. **Minimum Amounts of Insurance.** Consultant shall maintain the following insurance limits:

(1) Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

(2) Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $2,000,000 general aggregate.

(3) Professional Liability insurance shall be written with limits no less than $1,000,000 per claim and $1,000,000 policy aggregate limit.

e. **Other Insurance Provision.** The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

f. **Acceptability of Insurers.** Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

g. **Verification of Coverage.** The Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the Services.

h. **Notice of Cancellation.** The Consultant shall provide the City with written notice of any policy cancellation within two business days of the Consultant's receipt of such notice.

i. **Failure to Maintain Insurance.** Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days notice to the Consultant to correct the breach, immediately terminate the Agreement or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

j. **Insurance to be Occurrence Basis.** Unless approved by the City all insurance policies shall be written on an "Occurrence" policy as opposed to a "Claims-made" policy. The City may require an extended reporting endorsement on any approved "Claims-made" policy. Professional liability insurance may be written on a "Claims-made" basis if it is maintained for a period of three (3) years following completion of the services.

k. **City Full Availability of Consultant Limits.** If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

4.8 LEGAL RELATIONS. The Consultant shall comply with all federal, state, and local laws, regulations, and ordinances applicable to the Services to be performed under this Agreement. The Consultant represents that it and all employees assigned to perform any of the Services under this Agreement are in full compliance with the statutes of the State of Washington governing the Services and that all personnel to be assigned to the Services are fully qualified and properly licensed to perform the work to which they will be assigned.

4.9 INDEPENDENT CONTRACTOR.

a. The Consultant and the City understand and expressly agree that the Consultant is an independent contractor in the performance of each and every part of this Agreement. The Consultant expressly represents, warrants, and agrees that the Consultant's status as an independent contractor in the performance of the Services required under this Agreement is consistent with and meets the six-part independent contractor test set forth in RCW 51.08.195 or as hereafter amended. The Consultant, as an independent contractor, assumes the entire responsibility for carrying out and accomplishing the Services required under this Agreement. The Consultant shall not make

a claim of City employment and shall not claim any related employment benefits, social security, and/or retirement benefits.

b. The Consultant shall be solely responsible for paying all taxes, deductions, and assessments, including but not limited to federal income tax, FICA, social security tax, assessments for unemployment and industrial injury, and other deductions from income which may be required by law or assessed against either party as a result of this Agreement. In the event the City is assessed a tax or assessment as a result of this Agreement, the Consultant shall pay the same before it becomes due.

c. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work to the Services that the Consultant performs under this Agreement.

d. Prior to commencement of Services, the Consultant shall obtain a business license from the City.

4.10 EMPLOYMENT.

a. The term "employee" or "employees" as used herein shall mean any officers, agents, or employee of the Consultant.

b. Any and all employees of the Consultant, while performing any Services under this Agreement, shall be considered employees of the Consultant only and not of the City. The Consultant shall be solely liable for: (1) and any and all claims that may or might arise under the Workman's Compensation Act, Title 51 RCW, on behalf of any said employees while performing any Services under this Agreement, and (2) any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while performing any Services under this Agreement.

c. The Consultant represents, unless otherwise indicated below, that all employees of the Consultant that will perform any Services under this Agreement have never been retired from a Washington State retirement system, including but not limited to Teacher (TRS), School District (SERS), Public Employee (PERS), Public Safety (PSERS), law enforcement and fire fighters (LEOFF), Washington State Patrol (WSPRS), Judicial Retirement System (JRS), or otherwise. *(Please use initials to indicate No or Yes below.)*

_____ No, employees performing the Services have never been retired from a Washington state retirement system.

_____ Yes, employees performing the Services have been retired from a Washington state retirement system.

In the event the Consultant checks "no", but an employee in fact was a retiree of a Washington State retirement system, and because of the misrepresentation the City is required to defend a claim by the Washington State retirement system, or to make contributions for or on account of the employee, or reimbursement to the Washington State retirement system for benefits paid, the Consultant hereby agrees to save, indemnify, defend and hold the City harmless from and against all expenses and costs, including reasonable attorney fees incurred in defending the claim of the Washington State retirement system and from all contributions paid or required to be paid, and for all reimbursement required to the Washington State retirement system. In the event the Consultant checks "yes" and affirms that an employee providing work has ever retired from a Washington State retirement system, every said employee shall be identified by the Consultant and such retirees shall provide the City with all information required by the City to report the employment with Consultant to the Department of Retirement Services of the State of Washington.

4.11 NONASSIGNABLE. Except as provided in **EXHIBIT B**, the Services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

4.12 SUBCONTRACTORS AND SUBCONSULTANTS.

a. The Consultant is responsible for all work or services performed by subcontractors or subconsultants pursuant to the terms of this Agreement.

b. The Consultant must verify that any subcontractors or subconsultants the Consultant directly hires meet the responsibility criteria for the Services. Verification that a subcontractor or subconsultant has proper license and bonding, if required by statute, must be included in the verification process. If the parties anticipate the use of subcontractors or subconsultants, the subcontractors or subconsultants are set forth in **EXHIBIT B**.

c. The Consultant may not substitute or add subcontractors or subconsultants without the written approval of the City.

d. All subcontractors or subconsultants shall have the same insurance coverage and limits as set forth in this Agreement and the Consultant shall provide verification of said insurance coverage.

4.13 CONFLICTS OF INTEREST. The Consultant agrees to and shall notify the City of any potential conflicts of interest in Consultant's client base and shall obtain written permission from the City prior to providing services to third parties when a conflict or potential conflict of interest exists. If the City determines in its sole discretion that a conflict is irreconcilable, the City reserves the right to terminate this Agreement.

4.14 CITY CONFIDENCES. The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate, or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or the Services provided to the City.

4.15 DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION. The Consultant agrees to comply with equal opportunity employment and not to discriminate against any client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, sexual orientation, age, or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training; or rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth its nondiscrimination obligations. The Consultant understands and agrees that if it violates this nondiscrimination provision, this Agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

4.16 UNFAIR EMPLOYMENT PRACTICES. During the performance of this Agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

5. CITY APPROVAL REQUIRED. Notwithstanding the Consultant's status as an independent contractor, the Services performed pursuant to this Agreement must meet the approval of the City, which shall not be unreasonably withheld if the Services have been completed in compliance with the Scope of Services and City requirements.

6. GENERAL TERMS.

6.1 NOTICES. Receipt of any notice shall be deemed effective three (3) calendar days after deposit of written notice in the U.S. mail with proper postage and address.

Notices to the City shall be sent to the following address:

CITY OF MARYSVILLE
Steven Miller, P.E.
80 Columbia Avenue
Marysville, WA 98270

Notices to the Consultant shall be sent to the following address:

PARAMETRIX, INC.
Benn Burke
719 2nd Avenue, Suite 200
Seattle, WA 98104

6.2 TERMINATION. The City may terminate this Agreement in whole or in part at any time by sending written notice to the Consultant. As per Section 6.1, the Consultant is deemed to have received the termination notice three (3) calendar days after deposit of the termination notice in the U.S. mail with proper postage and address. The termination notice is deemed effective seven (7) calendar days after it is deemed received by the Consultant.

If this Agreement is terminated by the City for its convenience, the City shall pay the Consultant for satisfactory Services performed through the date on which the termination is deemed effective in accordance with payment provisions of Section 3, unless otherwise specified in the termination notice. If the termination notice provides that the Consultant will not be compensated for Services performed after the termination notice is received, the City will have the discretion to reject payment for any Services performed after the date the termination notice is deemed received.

6.3 DISPUTES. The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this Agreement may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

6.4 EXTENT OF AGREEMENT/MODIFICATION. This Agreement, together with exhibits, attachments, and addenda, represents the entire and integrated Agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended, modified, or added to only by a written supplemental amendment properly signed by both parties.

6.5 SEVERABILITY.

a. If a court of competent jurisdiction holds any part, term, or provision of this Agreement to be illegal or invalid, in whole or in part, the validity of the remaining parts, terms, or provisions shall not be affected, and the parties' rights and obligations shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

b. If any part, term, or provision of this Agreement is in direct conflict with any statutory provision of the State of Washington, that part, term, or provision shall be deemed inoperative and null and void insofar as it may conflict, and shall be deemed modified to conform to such statutory provision.

6.6 NONWAIVER. A waiver by either party of a breach by the other party of any covenant or condition of this Agreement shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay, or failure of either party to insist upon strict performance of any agreement, covenant, or condition of this Agreement, or to exercise any right herein given in any one or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition, or right.

6.7 FAIR MEANING. The terms of this Agreement shall be given their fair meaning and shall not be construed in favor of or against either party hereto because of authorship. This Agreement shall be deemed to have been drafted by both of the parties.

6.8 GOVERNING LAW. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

6.9 VENUE. The venue for any action to enforce or interpret this Agreement shall lie in the Superior Court of Washington for Snohomish County, Washington.

6.10 COUNTERPARTS. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Agreement.

6.11 AUTHORITY TO BIND PARTIES AND ENTER INTO AGREEMENT. The undersigned represent that they have full authority to enter into this Agreement and to bind the parties for and on behalf of the legal entities set forth herein.

DATED this 12th day of May, 20 21.

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATED this _____ day of _____, 20_____.

PARAMETRIX, INC.

By _____
Roger W. Flint (Name)
Its: Chief Operating Officer (Title)

ATTEST/AUTHENTICATED:

Tina Block

Tina Block, Deputy City Clerk

Approved as to form:

Jon Walker, City Attorney

EXHIBIT A

Scope of Services

EXHIBIT A- SCOPE OF WORK

City of Marysville
Geddes Marina Phase 2
Remediation Design and Permitting

PROJECT BACKGROUND

The City of Marysville (City) owns property on Ebey Slough, a tidal distributary of the Snohomish River, that are formerly the sites of the Geddes Marina at 1326 First Street in Marysville, Washington. Historically, the property was used for timber- and marine-related operations. A former log pond was modified to be the marina boat basin (referred to as the on-site lagoon). A weir formerly controlled tidal inflow and discharge from the lagoon. The weir is non-operational but partially remains. Sediment has accumulated behind the weir structure. A municipal stormwater outfall is present at the north end of the lagoon and stormwater and tidal waters discharge to Ebey Slough south from the derelict weir structure. The Geddes Marina property is currently vacant, with no buildings/structures present.

In 2016, the City initiated an interim remedial action (Phase 1 Remediation Project) on upland portions of the Geddes Marina property, which included the removal of existing structures and the placement of a cap of 6 inches of clean, imported soil. In 2018 the City initiated work on two associated projects: the Ebey Waterfront Park Expansion project, which would expand the adjoining Ebey Waterfront Park onto the Geddes Marina property, and the Downtown Stormwater Treatment (DSTP) project, which is a stormwater retrofit project to treat stormwater runoff from downtown Marysville. The DSTP facility will be located on an upland area at the Geddes Marina site adjoining Front Street. Parametrix has been supporting both projects by providing survey, utility location, civil design, surface water design, critical areas assessments, endangered species act assessments, and environmental permitting support.

In 2020 the City completed a Remedial Investigation and Feasibility Study (RI/FS). The RI/FS was conducted on the site as an independent action. The RI/FS evaluated three cleanup alternatives for the site. Alternative 1 was no further action. Alternative 2 was to cap impacted sediment to the ordinary high-water mark (OHWM) of the former boat basin/lagoon area with imported clean material. Alternative 3 involved removal of impacted sediment from the lagoon through mechanical dredging. The RI/FS recommended that the City advance Alternative 2 as the Phase 2 remedial approach. The Phase 2 Remediation will be implemented as an independent action. The City will lead the coordination with Ecology to facilitate review and approval of the project. This scope of work includes the following tasks to support the City's implantation of the RI/FS Alternative 2 as the Phase 2 Remediation project:

TASK 1 – PROJECT ADMINISTRATION

Task 1.1 – Administration and Coordination

The purpose of this task is to provide oversight, communications, and management of the contract and scope of work. Work includes administrative project support, subconsultant management, project team coordination, and quality control/assurance program.

Activities:

- Prepare a project schedule.
- Prepare monthly billing review and invoices.
- Prepare monthly progress reports and project status updates.
- Conduct Subconsultant management and contracting.
- Monthly administrative project support.

Deliverables:

- Base Project Schedule
- Monthly invoices with progress reports and schedule updates

Task 1.2 – Team Meetings

The project includes up to six team meetings. Anticipated team meetings are:

- Kick off
- Alternatives Analysis Workshop
- Review of geotechnical exploration and additional survey prior to initiation of Preliminary Design
- Review of Preliminary Design and Associated Cost Estimate
- Review of Plans Specifications following City Review of 60% design
- Review of Plans Specifications following City Review of 90% design

General Project Assumptions:

- The budget provides for 16 months of project management (May 2021 through September 2022).
- All submittals will be in electronic file format. The City is responsible for publication and distribution of printed materials and notices, if necessary.
- All submittals include draft and final versions unless otherwise specified.
- Subconsultant contracting is limited to two firms.
- Oversight and review of subconsultant products is included in task-specific budgets.
- The project includes up to six team meetings. Anticipated team meetings are:
    - Kick off
    - Alternatives Analysis Workshop
    - Review of geotechnical exploration and additional survey prior to initiation of Preliminary Design
    - Review of Preliminary Design and Associated Cost Estimate
    - Review of Plans, Specifications, and Estimate following City Review of 60% design
    - Review of Plans, Specifications, and Estimate following City Review of 90% design
- The City selected alternative will be consistent with Alternative 2 identified in the RI/FS.
- This scope of work does not include additional remedial investigations. Previous investigations are sufficient for the implementation of the Phase 2 Remediation project.
- All meetings will be remote via MS Teams or similar platform.

- This scope of work does not include additional remedial investigations. Previous investigations are sufficient for the implementation of the Phase 2 Remediation project.

TASK 2 – ALTERNATIVES ANALYSIS AND PRELIMINARY DESIGN

The purpose of this phase is to evaluate alternatives for a stormwater pipeline to convey flows from the DSTP discharge location to Ebey Slough and to identify the preferred approach for the lagoon cap to advance to preliminary design. This task does not include revisiting the recommended remediation alternative identified in the RI/FS. This task will focus on evaluating alternative approaches to mitigate or manage anticipated settlement associated with the proposed cap and lagoon fill.

Task 2.1 – Alternatives Analysis

Activities:

- Evaluate two alternatives for the stormwater conveyance pipeline. Perform cost-benefit evaluations and determine the preferred stormwater conveyance pipeline alignment and configuration. Alternatives will include concepts for mitigating or managing settlement of the pipeline.
- Evaluate two alternatives for mitigating or managing anticipated settlement for the lagoon cap.
- Present the proposed approaches to City staff in a 2-hour workshop meeting (included in Task 1)
- Identify potential below-ground constraints and considerations.
- Perform preliminary hydraulic conveyance analysis for the stormwater pipeline.
- Provide planning level cost opinion for each alternative.
- Prepare an Alternatives Technical Memorandum (TM) to support preliminary design and permit applications.
- Prepare a Permit Matrix for the City-selected stormwater conveyance and lagoon cap alternatives.

Assumptions:

- One alternative will be consistent with the stormwater conveyance concept described under Alternative 2 in the RI/FS. One alternative will evaluate an easterly pipeline alignment. One alternative will evaluate a central pipeline alignment.
- Each alternative pipeline alignment will include an assessment of the feasibility of designing the pipeline to tolerate anticipated settlement versus the feasibility of constructing the pipeline to mitigate for anticipated settlement.
- The evaluation of alternatives for the lagoon cap will be limited to evaluating up to two grading concepts for managing or mitigating anticipated settlement resulting from the lagoon fill.
- The City will select the preferred lagoon cap and stormwater conveyance pipeline alternative prior to start of Tasks 2.2 and 2.3.

Deliverables:

- Alternatives TM
- Permit Matrix

2.2 – Geotechnical Characterization

The purpose of this task is to collect subsurface information of the site to support the evaluation of alternatives for the stormwater conveyance pipeline and lagoon cap and the preliminary and final design of the lagoon cap and stormwater conveyance pipeline.

Activities:

- Alternatives Analysis and Preliminary Design Support
    - Evaluate impacts the existing subsurface conditions will have on the design and long-term performance of the lagoon cap and up to three alignments for the stormwater conveyance pipeline (based on review of existing subsurface data of lagoon sediment and Geddes Marina).
    - Evaluate up to three alternatives for mitigation of settlement based on proposed fill/placement stormwater pipeline.
    - Evaluate anticipated impacts of a design level seismic event to the functionality of the stormwater conveyance system and alternatives for mitigation of seismic slope stability and liquefaction/lateral spreading.
    - Provide input for subgrade preparation and placement of lagoon fill
    - Provide input for excavation support for stormwater pipeline during construction.
    - Provide input of construction costs for alternatives for planning level cost evaluation
    - Prepare Geotechnical Alternatives TM
- Geotechnical Explorations for Lagoon Fill and Outfall Design
    - Generate Geotechnical Work Plan for borings once the preferred alignment for stormwater conveyance pipeline is selected.
    - Perform site reconnaissance and utility locates for borings.
    - Drill 2 Borings to explore subsurface conditions soils for installation of stormwater conveyance and evaluate compressibility of existing alluvial/marsh deposits within the stormwater conveyance pipeline alignment.
    - Submit samples for analytical testing for profiling cuttings
    - Prepare logs and assign laboratory testing for samples obtained during drilling.
    - Review profile testing of Geddes site and coordinate disposal.
- Geotechnical Support Services for Final Design
    - Construct 2 geologic profiles for evaluating potential differential settlements across lagoon and along stormwater outfall alignment
    - Estimate potential consolidation settlements due to placement of fill and stormwater conveyance pipeline.
    - Perform liquefaction analyses to determine depth of liquefaction.
    - Evaluate slope stability and potential of lateral spreading of the riverbank along the Slough
    - Provide earth pressures for stormwater pipeline energy dissipation vault design
    - Provide recommendations for fill placement in the lagoon
    - Provide recommendations to resist buoyancy for stormwater pipeline energy dissipation vault
    - Provide recommendations for utilities and earthwork
    - Provide recommendations for selected liquefaction mitigation method
    - Miscellaneous design support
    - Review geotechnical aspects of the plans and specifications
    - Prepare draft and final geotechnical report
- Participate in kick-off and up to 2 workshops/team meetings.

Assumptions:

- Proposed number of borings assumes that the preferred stormwater conveyance alignment has been selected prior to drilling.

- Scope includes analytical testing of cuttings from borings for profiling and disposal at a suitable facility and does not include environmental testing for purposes of characterization of subsurface soils.
- The drums can be left on the Geddes Marina site while they are being tested for contamination. HWA will coordinate the disposal of drummed investigation derived waste (IDW). IDW disposal estimate assumes that IDW meets Subtitle D landfill criteria and is not considered hazardous waste.
- All required rights of entry will be provided by others at no cost to HWA.
- Boring locations will be field located using handheld GPS and measurement from existing known features. Locations will be stakes for location during the supplemental survey.

Deliverables:

- Geotechnical Exploration Work Plan
- Geotechnical Alternatives TM
- Geotechnical Findings Report

Task 2.3 – Preliminary (30%) Design

Activities:

- Complete preliminary design drawings, including civil, structural, and landscape restoration drawings

The proposed plan sheets to be delivered for this task are listed as follows:

➢ Cover with Vicinity Map and Sheet Index	1 sheet
➢ Notes, Legend and Abbreviations	1 sheet
➢ Survey Notes and Control	1 sheet
➢ Grading and Drainage Plan	2 sheets at 1 inch = 20 feet scale
➢ Grading and Drainage Profiles	2 sheets
➢ Grading and Drainage Details	2 sheets
➢ Landscape Restoration Plan and Details	1 sheet
	10 sheets total

- Develop preliminary Engineer's Opinion of Probable Cost (EOPC).
- Identify supplemental field survey needs, including utility locates, and provide survey to base map.
- Conduct Supplemental Survey
- Coordinate design with ongoing DSTP and Ebey Waterfront Park development projects
- Perform hydraulic and civil design and prepare basis of design memorandum.

Assumptions:

- Significant conflicts with existing utilities or site features and are not anticipated. This will be identified and evaluated in Task 2.1.
- Supplemental survey is assumed to require up to two days of in the field and 12 hours of office time.
- Additional utility locates are not included. The City will provide additional survey location services, if needed.
- Key decisions will be made by the City during the Task 2.1 work including: preferences for stormwater pipeline alignment, and outfall energy dissipator type and location, preferences for the look and aesthetic considerations, a preferred approach to mitigate or manage settlement of lagoon cap, a preferred

approach to mitigate or manage settlement of the stormwater conveyance pipeline, and a preferred approach to providing the required compensatory wetland and shoreline mitigation.

- Stormwater pipeline and energy dissipater design will be coordinated with the ongoing DSTP design. It is imperative that the hydraulic characteristics of the pipeline and outfall consider upstream effects at the stormwater treatment system.
- Landscape restoration design will be limited to turf restoration for the lagoon cap area for upland portions of the Geddes Marina site and shoreline/buffer restoration as needed to meet anticipated regulatory and environmental permit requirements. The design of compensatory mitigation is not included.
- The City will provide one set of resolved and consolidated comments on 30% design, which will be incorporated into the 60% design submittal. This task does not include a draft and final 30% design submittal.
- Comments on the updated Basis of Design TM will be incorporated into the 60% design submittal. This task does not include a draft and final 30% Basis of Design TM.
- Deliverables will be submitted electronically using a City-selected platform.
- The 30% Plans will be the basis for the Corps of Engineers and Ecology 404/401 Permit applications.
- The City will facilitate coordination with Ebey Waterfront Park design elements.

Deliverables:

- Draft and final Basis of Design TM describing basis of design including a description of how hydraulic performance at the outfall does not negatively affect the upstream stormwater treatment system.
- Preliminary design (30%) drawings.
- Preliminary (30%) engineer's estimate of probable cost.
- Draft Basis of Design TM.

TASK 3 – DETAILED DESIGN

This phase includes services for detailed design and includes tasks for intermediate (60%), pre-final (90%), and final (100%) design.

Task 3.1 – Intermediate (60% Design)

Activities:

- Advancement of drawings to intermediate design level, including civil, structural, and landscape restoration design drawings.
- The proposed plan sheets to be delivered for this task are listed as follows:
  - Cover with Vicinity Map and Sheet List — 1 sheet
  - Notes, Legend and Abbreviations — 1 sheet
  - Sheet Index Map — 1 sheet
  - Survey Notes and Control — 1 sheet
  - Site Preparation, Demolition, and TESC Plan — 1 sheet at 1 inch = 20 feet scale
  - Site Preparation, Demolition, and TESC Details — 1 sheet
  - Grading and Drainage Plan — 2 sheets at 1 inch = 20 feet scale
  - Grading and Drainage Profiles — 2 sheets

➢ Grading and Drainage Details	2 sheets
➢ Landscape Restoration Plan and Details	1 sheet
➢ Structural Plan	1 sheet
➢ Structural Details	2 sheets
➢ Piling Plan	1 sheet at 1 inch = 20 feet scale
➢ Piling Details	1 sheet
	18 sheets total

- Develop draft technical specifications.
- Advancement of EOPC to intermediate design level.
- Update Basis of Design TM describing basis of design.
- Prepare 60% design set and 60% Basis of Design TM for submittal to Ecology for review of the proposed independent action.

Assumptions:

- The same applicable assumptions described for preliminary (30%) and intermediate (60%) design apply.
- Technical specifications will be prepared in WSDOT format.
- Division 1 special provisions will be provided by the City for compilation with special provisions by Parametrix.
- One meeting with the City is included to discuss the intermediate design before the City's review of the submittals.
- Parametrix will prepare the updated Basis of Design TM as part of the 60% submittal to Ecology.
- Ecology will approve the proposed independent remedial action based on the 90% design submittal.
- The City will lead coordination with Ecology and others related to the independent clean up action.
- The City will provide one set of resolved and consolidated comments on the 60% design, which will be incorporated into the 90% design submittal. This task does not include a draft and final 60% design submittal.
- City and Ecology Comments on the updated Basis of Design TM will be incorporated into the 90% design submittal. This task does not include a draft and final 60% Basis of Design TM.
- Ecology will concur with the proposed remediation design concept prior to implantation of Task 3.2.
- The 60% Plans will be the basis for the City Environmental and Land Use Permit Applications

Deliverables:

- Intermediate (60%) design drawings.
- Draft contract documents including special provisions as single pdf file, electronic only
- Intermediate (60%) EOPC
- Updated Basis of Design TM

Task 3.2 – Pre-Final (90% Design)

Activities:

- Advancement of drawings to pre-final design level.
- Develop pre-final contract documents and technical specifications.

- Provide input contract documents and Division 1 special provisions such as bid form, summary of work, price and payment.
- Advancement of EOPC to pre-final design level.

Assumptions:

- The list of plan sheets is the same as for 60% design
- Same assumptions as described for 30% and 60% design.
- Contract documents will be provided by the City for compilation with the special provisions by Parametrix
- One meeting with the City is included to discuss the pre-final design before the City's review. The meeting will be attended by three Parametrix staff.
- Parametrix will update and finalize the Basis of Design TM as part of the 90% submittal to Ecology.
- Ecology will approve the proposed independent remedial action based on the 90% design submittal.
- The 90% plans will provide the basis for the WDFW HPA and NPDES Permits.
- The City will provide one set of resolved and consolidated comments on the 90% design, which will be incorporated into the final design submittal. This task does not include a draft and final 90% design submittal.

Deliverables:

- Pre-final (90%) design drawings
- Pre-final technical specifications
- Pre-final (90%) EOPC
- Updated Basis of Design TM

Task 3.3 – Final (100% Design)

- Activities:
- Advancement of drawings to final design level, including civil, mechanical, structural, and electrical design drawings.
- Draft final contract documents and technical specifications.
- Advancement of EOPC to final design level
- Prepared responses to Ecology 90% comments in a TM format.
- Revise the Basis of Design TM per Ecology comments as directed by the City.

Assumptions:

- Same assumptions described for previous design iterations.
- One meeting with the City is included to discuss and review the final design prior to submittal.
- The City's engineering comments and building department comments on 90% design will be incorporated into the final (100%) design submittal.
- Assumes one bid package and no pre-procurement packages.

Deliverables:

- Final design (100%) drawings, as single pdf and CAD file
- Final (100%) EOPC

- Responses to Ecology Comments on 90% Design
- Revised Basis of Design TM

TASK 4 – ENVIRONMENTAL ANALYSIS AND PERMITTING SUPPORT FOR PHASE 2 REMEDIATION PROJECT

This task includes services to support obtaining the following environmental and land use permits and approvals:

- City of Marysville
  - Shoreline Permit
  - Floodplain Development Permit
  - SEPA (via addendum of existing determination)
  - Critical Area review
- Corps of Engineers Section 404/10 Nationwide Permit
- Ecology 401 Individual Water Quality Certification
- Washington Department of Fish and Wildlife Hydraulic Project Approval
- Ecology NPDES Construction Stormwater General Permit (CSWGP)

Task 4.1 – Technical Studies and Plans

Parametrix will prepare technical studies and plans to support submittal of the environmental permits and approvals listed above. The studies and plans will be based on those formerly completed for the Ebey Waterfront Park Expansion Project and the DSTP project.

Activities:

- Wetland Delineation/OHWM Determination. Wetland and OHWM Determinations on the Geddes Marina were completed during the Ebey Waterfront Park Expansion project preliminary design phase. This scope of work includes a site visit to confirm and reflag the delineated wetland and OHWM boundary in proximity to the proposed new outfall prior to submittal of City environmental and land use permit applications but does not include additional delineations or determinations prior to completing the Critical Areas Study.
- SEPA Documentation. The City as the SEPA lead agency issued a determination of non-significance (DNS) for the Phase 2 Remediation Project in 2016. The DNS is assumed to be valid. Parametrix will prepare a SEPA addenda in TM format that identifies key similarities between the 2016 and current proposal and identify additional impacts and mitigation measures, if applicable.
- Technical Studies and Reports. The Consultant shall also prepare the following technical materials to supplement local, state, and federal permit applications:
  - Geotechnical Report: (per Task 2.3)
  - Critical Areas Study: Revise the Critical Areas Study prepared for the Ebey Waterfront Park project to address Wetlands, Fisheries, and regulated buffers per City of Marysville requirements specific to the Geddes Marina Site.
  - Prepare a conceptual mitigation plan specific the proposed Geddes Marina Phase 2 Remediation Project. The project with utilize mitigation credits available at the City's Qwuloolt advanced mitigation site and/or credits purchased from a certified wetland or habitat bank. The conceptual mitigation plan will include a project specific Advanced Mitigation Site Use/Bank Use Plan.
  - Section 106/Cultural Resources Report: Revise the Section 106/Cultural Resources Report prepared for the Ebey Waterfront Park project to address conditions specific to the Geddes Marina Site.

- Biological Assessment: Revise the Biological Assessment prepared for the Ebey Waterfront Park project to address conditions specific to the Geddes Marina Site.
- Stormwater Pollution Prevision Plan: Prepare a Preliminary SWPPP Report prior to preparation of the CSWGP.

Assumptions:

- The previously conducted wetland and OHWM determinations will be sufficient for approval of the Phase 2 Remediation project.
- There are sufficient credits available at the Qwuloolt advance mitigation site to meet the project needs and/or sufficient credits are available at an approved mitigation or habitat bank. Currently the project is not within the service area of an approved mitigation bank; however, the site is within the service area of a mitigation bank that is pending certification.
- Purchase of mitigation credits or associated fees is not included.
- The City will be the SEPA lead agency.
- The previously issued DNS will be sufficient for approval of the Phase 2 Remediation by state agencies.
- No additional technical analysis or special studies will be required to support a City review of the SEPA beyond those identified in this scope of work or previously prepared for prior phases of work.
- The project will not utilize state or federal funding for construction, which would trigger additional environmental documentation.
- Completion of the NHPA Section 106 consultation can be competed based on existing site-specific information. No additional field survey or investigation will be required.
- No on-site features will be determined eligible for listing on the National Register of Historic Places. The project will not result in impacts to eligible cultural or historic resources.
- The ESA Section 7 consultation can be competed based on existing site-specific information. No additional field survey or investigation will be required.
- The project can be designed to meet ESA Section 7 guidelines for informal consultation. Support of the preparation of a Biological Opinion is not included.
- The project can be designed to meet state and federal guidelines for outfalls, bank armoring, fish screens, and fish exclusion.
- Ecology will not require submittal of the Preliminary SWPPP prior to issuance of CSWGP. This scope of work does not include the preparation of a final SWPPP. A final SWPPP will be contractor-provided.

Deliverables:

- Critical Areas Study
- Mitigation Plan
- SEPA Addendum Technical Memoranda
- Section 106/Cultural Resources Report
- Biological Assessment
- Preliminary Stormwater Pollution Prevention Plan

Task 4.2 – City Permit Applications

Compile and prepare applications for identified City environmental and land use permits.

Activities:

- Prepare SEPA addendum TM.
- Prepare Shoreline Substantial Development Permit.
- Prepare Shoreline Master Plan Consistency Memorandum.
- Prepare Shoreline Permit JARPA application.
- Floodplain Development Permit application.
- Floodplain Permit ESA Checklist.
- Coordinate with City planning department to identify permit thresholds and submittal requirements.
- Respond to City planning department comments on permit materials.
- Revise permit materials per City planning department comments.

Assumptions:

- A Railroad Use permit will not be required.
- A Conditional Use permit will not be required.
- The project will not require issuance of a critical area exemption, exception, or variance.
- The project will not trigger the need for compensatory floodplain storage.
- The project will not trigger the need for a zero-rise analysis.
- The project will not require modeling to demonstrate compliance with floodplain development requirements.
- The project will not require completion of a flood hazard certification.
- The City will lead and be responsible for applications for construction, utility, and right-of-way use permits.
- No evaluation of traffic impacts will be required.
- The City will be responsible for all permit application fees and third-party review fees.
- The City will be responsible for the publication of all notices and announcements.

Deliverables:

- Shoreline Substantial Development Permit Application and associated materials
- Floodplain Development Permit Application and associated materials

Task 4.3 – State and Federal Permit Applications

Compile and prepare applications for State and Federal Environmental Permits and supporting materials

Activities:

- Agency Coordination and Preapplication Meetings. Lead coordination with regulatory agencies. Anticipated agency coordination meetings include site visits with: WDFW, Ecology (Water and Shorelines), Ecology (Waste and Toxics), and Tribes.
- Prepare JARPA for Corps/Ecology Section 404/10/401 Submittal
- Prepare JARPA figures for Corps/Ecology Section 404/10/401 Submittal
- Prepare and coordination Public Notice materials for Ecology 401 Individual Water Quality Certification
- Update critical areas study/mitigation plan/Advanced Mitigation Site Use/Bank Use Plan to support Corps and Ecology permit submittals.
- Prepare Coastal Zone Management Consistency Determination submittal.
- Revise JARPA to support WDFW HPA on-line submittal.

- Complete HPA submittal process.
- Complete materials for CSWGP Notice of Intent documentation.
- Prepare Substantial Development Permit application
- Prepare Shoreline Master Plan Consistency Memorandum
- Prepare Shoreline Permit JARPA application
- Floodplain Development Permit application
- Floodplain Permit ESA Checklist
- Coordinate with City planning department to identify permit requirements.
- Respond to City planning department comments on permit materials
- Revise permit materials per City planning department comments

Assumptions:

- The project will not utilize state or federal funding for construction, which would trigger additional environmental documentation.
- The project will qualify for a Corps of Engineers Nationwide Permit.
- The current Corps Nationwide Permit program expires in March 2022 and may be updated prior to that date. The Corps will issue new Nationwide Permits prior to construction. The project will be grandfathered under the current permit program or the newly issued Nationwide Permits will have similar requirements and conditions as the current program.
- A Corps of Engineers Individual Permit will not be required.
- A Corps of Engineers 404(b)(1) Alternatives Analysis will not be required.
- A Coast Guard permit will not be required.
- A FEMA CLOMR or LOMR will not be required.
- The project will qualify for a CSWGP.
- The current NPDES General Permit program expires on December 31, 2020. Ecology will issue a new NPDES CSWGP prior to completion of final design, which will have similar requirements and conditions as the current program.
- The project will not require review under NEPA. The Corps of Engineers NWP program has been evaluated programmatically under NEPA.
- The scope of work anticipates up to 2 agency site visits and anticipates combined attendance at the site visits.
- The City will be responsible for all permit application fees and third-party review fees.
- The City will be responsible for the publication of all notices and announcements.

Deliverables:

- Corps/Ecology JARPA form and figures
- Ecology 401 Public Notice materials
- CZM Consistency Determination Submittal
- WDFW JARPA/on-line HPA submittal materials
- NPDES Notice of Intent Submittal

Task 4.4 – Coordination/Permit Support

The City is anticipated to submit for the long-lead time permits and reviews identified above (City of Marysville Shoreline Permit, City of Marysville Floodplain Development Permit and City of Marysville Critical Areas Review,

Corps of Engineers 404/10 and Ecology 401) using preliminary and/or intermediate level design information. Ongoing coordination will be required to provide the City and regulatory agencies additional project information to support the permit application process as design is advanced.

Assumptions:

- Parametrix will provide ongoing support to the City during the permit review and approval process up the level of effort identified in project budget.
- Level of effort for Coordination/Permit Support assumes 16 hours each month for 12 months.

Deliverables:

- Responses to Requests for Information from regulatory agencies.
- Responses to comments from the regulatory agencies on permit submittals.

Client: City of Marysville
Project: Geddes Marina Phase 2 Remediation
Project No:

EXHIBIT A

Geddes Marina Phase 2 Remediation Design

Labor Summary

			Name	Benn Burke	David Dinkuhn	Joel Linke	Brandon Moss	Steve Wagner	Cooper Odegard	Alvin Valencia	Jason Ceralde	Paul S. Fendt	Adam Merrill	Alyssa Worsham	Steve Krueger	Bob Pusey	Griffin Harger		Shanon Harris	Debra Fetherston	Lori Gilbertson
			Classification	Sr Consultant	Sr Consultant	Senior Engineer	Engineer III	Sr Structural Engineer	Engineer II	Designer IV	Planner II	Sr Consultant	Scientist IV	Planner III	Sr. Scientist	Survey Supervisor	Surveyor III	Survey Crew	Project Controls Specialist	Publications Supervisor	Sr. Project Accountant
			Role	Project Manager / Environmental Lead	Design Manager Civil Lead	H&H Lead	Conveyance Designer	Structural Lead	Civil Designer	Structural Details	Restoration Design	Surface Water Lead	Critical Areas Lead	Project Planner	Fish and Wildlife Lead	Survey Lead	Survey Crew Lead	Survey Crew	Project Controls	Publications Lead	Project Accountant
		2-Oct-20	Billing Rates:	$258.83	$250.87	$205.30	$136.08	$229.16	$120.28	$172.41	$117.07	$281.29	$165.78	$121.06	$178.33	$225.29	$131.33	$295.13	$127.95	$143.49	$134.58
Task	**Subtask**	**Description**	**Labor Dollars**	**Labor Hours**																	
01		**Project Administration and Coordination**	**$40,721.55**	**203**	**91**	**12**	**3**	**3**	**3**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**32**
01	01	Project Administration	$32,168.10	166	80	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	32
01	03	Team Meetings	$8,553.45	37	11	10	3	3	3	3	0	0	4	0	0	0	0	0	0	0	0	0
02		**Alternatives Analysis and Preliminary Design**	**$69,064.95**	**384**	**22**	**61**	**42**	**66**	**14**	**105**	**0**	**2**	**10**	**0**	**12**	**0**	**2**	**15**	**20**	**4**	**9**	**0**
02	01	Alternatives Analysis	$32,238.23	168	20	38	18	22	6	31	0	2	10	0	12	0	0	2	0	2	5	0
02	03	Geotechnical Characterization	$2,154.21	9	2	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
02	04	Preliminary (30%) Design	$34,672.51	207	0	17	24	44	8	74	0	0	0	0	0	0	2	12	20	2	4	0
03		**Detailed Design**	**$86,103.39**	**520**	**10**	**76**	**22**	**62**	**44**	**170**	**80**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**
03	01	Intermediate (60%) Design	$46,655.63	294	2	30	10	48	28	97	40	26	1	0	0	0	0	0	0	0	12	0
03	02	Prefinal (90%) Design	$18,954.57	116	3	18	1	8	6	44	24	6	0	0	0	0	0	0	0	0	6	0
03	03	Final (100%) Design	$20,493.19	110	4.5	28	11	6	10	29	16	1	0	0	0	0	0	0	0	0	4	0
04		**Environmental Analysis and Stormwater Improvement Permits**	**$102,113.48**	**590**	**158**	**0**	**0**	**40**	**0**	**44**	**0**	**4**	**8**	**88**	**182**	**48**	**0**	**0**	**0**	**0**	**18**	**0**
04	01	Technical Studies and Reports	$35,146.07	217	26	0	0	32	0	0	0	4	0	40	54	48	0	0	0	0	13	0
04	01	City Permit Applications	$14,133.79	83	20	0	0	0	0	24	0	0	8	0	28	0	0	0	0	0	3	0
04	01	State and Federal Permit Applications	$14,217.62	98	16	0	0	8	0	20	0	0	0	0	52	0	0	0	0	0	2	0
04	04	Agency Coordination and Permit Coordination	$38,616.00	192	96	0	0	0	0	0	0	0	0	48	48	0	0	0	0	0	0	0
		Labor Totals:		1,697	281	149	67	171	61	322	80	39	23	88	194	48	2	15	20	56	49	32
		Totals:	**$298,003.37**		**$72,601.82**	**$37,379.63**	**$13,755.10**	**$23,269.68**	**$13,978.76**	**$38,730.16**	**$13,792.80**	**$4,565.73**	**$6,469.67**	**$14,588.64**	**$23,485.64**	**$8,559.84**	**$450.58**	**$1,969.95**	**$5,902.60**	**$7,165.20**	**$7,031.01**	**$4,306.56**

Subconsultants	
HWA Geosciences	$71,434.00
Willamette CAR	$4,960.00
Subconsultants Total:	**$76,394.00**

Other Direct Expenses	
Mileage - $0.58/mile	$232.00
Survey Equipment ($155/Use)	$310.00
Other Direct Expenses Total:	**$542.00**

Project Total **$374,939.37**

Client: City of Marysville
Project: Geddes Marina Phase 2 Remediation
Project No:

EXHIBIT A

Geddes Marina Phase 2 Remediation Design

Labor Detail

		Description	Labor Dollars	Labor Hours	Name	Benn Burke	David Dinkuhn	Joel Linke	Brandon Moss	Steve Wagner	Cooper Odegard	Alvin Valencia	Jasona Ceralde	Paul S. Fendt	Adam Merrill	Alyssa Worsham	Steve Krueger	Bob Pusey	Griffin Harger		Shanon Harris	Debra Fetherston	Lori Gilbertson
					Classification	Sr Consultant	Sr Consultant	Senior Engineer	Engineer III	Sr Structural Engineer	Engineer II	Designer IV	Planner II	Sr Consultant	Scientist IV	Planner III	Sr. Scientist	Survey Supervisor	Surveyor III	Survey Crew	Project Controls Specialist	Publications Supervisor	Sr. Project Accountant
					Role	Project Manager Environmental Lead	Design Manager Civil Lead	H&H Lead	Conveyance Designer	Structural Lead	Civil Designer	Structural Details	Restoration Design	Surface Water Lead	Critical Areas Lead	Project Planner	Fish and Wildlife Lead	Survey Lead	Survey Crew Lead	Survey Crew	Project Controls	Publications Lead	Project Accountant
				2-Oct-20	Billing Rates:	$258.83	$250.87	$205.30	$136.08	$229.16	$120.28	$172.41	$117.07	$281.29	$165.78	$121.06	$178.33	$225.29	$131.33	$295.13	$127.95	$143.49	$134.58
1	1	**Project Administration**	**$32,168.10**	**166.0**		**80**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**32**
		Prepare a project schedule.	$2,048.86	10.0		4	2														4		
		Prepare monthly billing review and invoices.	$6,294.56	32.0		16																	16
		Prepare monthly progress reports and project status updates.	$8,235.68	48.0		16															32		
		Conduct Subconsultant management and contracting.	$7,306.44	44.0		12															16		16
		Monthly administrative project support.	$8,282.56	32.0		32																	
1	2	**Team Meetings**	**$8,553.45**	**37.0**		**11**	**10**	**3**	**3**	**3**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Kick off	$1,481.81	7.0		1	1	1	1	1	1			1									
		Alternatives Analysis Workshop	$2,601.38	10.0		4	4							2									
		Review of geotechnical and survey work	$1,049.82	4.0		2	1							1									
		Review of Preliminary Design and Associated Cost Estimate	$1,888.32	8.0		2	2	2		2													
		Review of Plans Specifications following City Review of 60% design	$1,532.12	8.0		2	2		2		2												
2	1	**Alternatives Analysis**	**$32,238.23**	**168.0**		**20**	**38**	**18**	**22**	**6**	**31**	**0**	**2**	**10**	**0**	**12**	**0**	**0**	**2**	**0**	**2**	**5**	**0**
		Evaluate two alternatives for the stormwater conveyance pipeline.	$9,297.12	40.0		8	16				8			8									
		Evaluate two alternatives for the lagoon cap.	$3,042.28	12.0		4	8																
		Identify potential below-ground constraints and considerations.	$754.09	5.0			1				2								2				
		Perform preliminary hydraulic conveyance analysis for the stormwater pipeline.	$6,629.59	37.0			1	16	16	4													
		Provide planning level cost opinion for each alternative.	$6,345.16	35.0		2	8	2	6	2	9		2	2							2		
		Prepare an Alternatives TM	$5,024.60	32.0		4	4				12					8						4	
		Prepare a Permit Matrix\	$1,145.39	7.0		2										4						1	
2	2	**Geotechnical (See HWA Budget for Details)**	**$2,154.21**	**9.0**		**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
		Coordinate Geotechnical Work	$633.07	3.0			2												1				
		Review Geotechnical Deliverables	$1,521.14	6.0		2	4																
2	3	**Preliminary Design**	**$34,672.51**	**207.0**		**0**	**17**	**24**	**44**	**8**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	**20**	**2**	**4**	**0**
		Supplemental Survey	$8,676.47	39.0			1				2							2	12	20	2		
		Cover with Vicinity Map and Sheet List (1 sheet)	$366.00	2.5			0.5				2												
		Notes, Legend and Abbreviations (1 sheet)	$366.00	2.5			0.5				2												
		Survey Notes and Control (1 sheet)	$491.43	3.0			1				2												
		Grading and Drainage Plan and Profiles (4 sheets at 1"=20')	$5,570.46	40.0			2	4	10		24												
		Grading and Drainage Details 2 Sheets (2 sheets at 1" = 20')	$5,570.46	40.0			2	4	10		24												
		Landscaping Plan (1 sheet at 1" = 40')	$371.15	2.0			1				1												
		Landscaping Details (1 sheet)	$371.15	2.0			1				1												
		30% BOD TM	$12,889.40	76.0			8	16	24	8	16											4	
03		**60% Design**	**$46,655.63**	**294.0**		**2**	**30**	**10**	**48**	**28**	**97**	**40**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**
		Cover with Vicinity Map and Sheet List (1 sheet)	$120.28	1.0							1												
		Notes, Legend and Abbreviations (1 sheet)	$120.28	1.0							1												
		Sheet Index Map (1 sheet)	$240.56	2.0							2												
		Survey Notes and Control (1 sheet)	$120.28	1.0							1												
		Site Preparation and Demolition Plan (1 sheet at 1" = 40')	$1,463.98	10.0			2				8												
		Site Preparation and Demolition Details (1 sheet)	$1,463.98	10.0			2				8												
		Grading and Drainage Plan (2 sheets at 1"=20')	$7,156.12	52.0			4		24		24												
		Grading and Drainage Details 2 Sheets (2 sheets at 1" = 20')	$5,310.54	37.0			4	1	16		16												
		Structural Plan (1 sheet)	$6,654.29	34.0			1	1		12		20											
		Structural Details (2 sheets)	$6,448.99	33.0			1			12		20											
		Piling Plan (1 sheet)	$972.55	7.0			1				6												
		Piling Details (1 sheet)	$972.55	7.0			1				6												
		Landscaping Plan (1 sheet at 1" = 40')	$2,123.99	17.0			1						16										
		Landscaping Details (1 sheet)	$1,187.43	9.0			1						8										
		60% BOD TM	$5,326.60	32.0			8	4			16											4	
		60% Specifications	$6,973.21	41.0		2	4	4	8	4	8		2	1								8	

Client: City of Marysville
Project: Geddes Marina Phase 2 Remediation
Project No:

Geddes Marina Phase 2 Remediation Design

Labor Detail

2-Oct-20

	Description	Labor Dollars	Labor Hours	Benn Burke	David Dinkuhn	Joel Linke	Brandon Moss	Steve Wagner	Cooper Odegard	Alvin Valencia	Jasona Ceralde	Paul S. Fendt	Adam Merrill	Alyssa Worsham	Steve Krueger	Bob Pusey	Griffin Harger		Shanon Harris	Debra Fetherston	Lori Gilbertson
	Name			Benn Burke	David Dinkuhn	Joel Linke	Brandon Moss	Steve Wagner	Cooper Odegard	Alvin Valencia	Jasona Ceralde	Paul S. Fendt	Adam Merrill	Alyssa Worsham	Steve Krueger	Bob Pusey	Griffin Harger		Shanon Harris	Debra Fetherston	Lori Gilbertson
	Classification			Sr Consultant	Sr Consultant	Senior Engineer	Engineer III	Sr Structural Engineer	Engineer II	Designer IV	Planner II	Sr Consultant	Scientist IV	Planner III	Sr. Scientist	Survey Supervisor	Surveyor III	Survey Crew	Project Controls Specialist	Publications Supervisor	Sr. Project Accountant
	Role			Project Manager Environmental Lead	Design Manager Civil Lead	H&H Lead	Conveyance Designer	Structural Lead	Civil Designer	Structural Details	Restoration Design	Surface Water Lead	Critical Areas Lead	Project Planner	Fish and Wildlife Lead	Survey Lead	Survey Crew Lead	Survey Crew	Project Controls	Publications Lead	Project Accountant
	Billing Rates:			$258.83	$250.87	$205.30	$136.08	$229.16	$120.28	$172.41	$117.07	$281.29	$165.78	$121.06	$178.33	$225.29	$131.33	$295.13	$127.95	$143.49	$134.58
03	**90% Design**	**$18,954.57**	**116.0**	**3**	**18**	**1**	**8**	**6**	**44**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**
	Cover with Vicinity Map and Sheet List (1 sheet)	$60.14	0.5						0.5												
	Notes, Legend and Abbreviations (1 sheet)	$60.14	0.5						0.5												
	Sheet Index Map (1 sheet)	$60.14	0.5						0.5												
	Survey Notes and Control (1 sheet)	$60.14	0.5						0.5												
	Site Preparation and Demolition Plan (1 sheet at 1" = 40')	$491.43	3.0		1				2												
	Site Preparation and Demolition Details (1 sheet)	$491.43	3.0		1				2												
	Grading and Drainage Plan (2 sheets at 1"=20')	$1,255.02	8.0		2		2		4												
	Grading and Drainage Details 2 Sheets (2 sheets at 1" = 20')	$1,357.67	8.5		2	0.5	2		4												
	Structural Plan (1 sheet)	$3,602.44	21.5		1	0.5		2	6	12											
	Structural Details (2 sheets)	$3,499.79	21.0		1			2	6	12											
	Piling Plan (1 sheet)	$491.43	3.0		1				2												
	Piling Details (1 sheet)	$731.99	5.0		1				4												
	Landscaping Plan (1 sheet at 1" = 40')	$719.15	5.0		1						4										
	Landscaping Details (1 sheet)	$485.01	3.0		1						2										
	90% BOD TM	$2,511.53	15.0	1	4				8											2	
	90% Specifications	$3,077.12	18.0	2	2		4	2	4											4	
03	**Final Design**	**$20,493.19**	**109.5**	**5**	**28**	**11**	**6**	**10**	**29**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
	Cover with Vicinity Map and Sheet List (1 sheet)	$162.79	1.0			0.5			0.5												
	Notes, Legend and Abbreviations (1 sheet)	$162.79	1.0			0.5			0.5												
	Sheet Index Map (1 sheet)	$162.79	1.0			0.5			0.5												
	Survey Notes and Control (1 sheet)	$162.79	1.0			0.5			0.5												
	Site Preparation and Demolition Plan (1 sheet at 1" = 40')	$696.73	4.0		1	1			2												
	Site Preparation and Demolition Details (1 sheet)	$696.73	4.0		1	1			2												
	Grading and Drainage Plan (2 sheets at 1"=20')	$968.89	6.0		1	1	2		2												
	Grading and Drainage Details 2 Sheets (2 sheets at 1" = 20')	$968.89	6.0		1	1	2		2												
	Structural Plan (1 sheet)	$3,243.52	17.0		2	1		4	2	8											
	Structural Details (2 sheets)	$3,243.52	17.0		2	1		4	2	8											
	Piling Plan (1 sheet)	$696.73	4.0		1	1			2												
	Piling Details (1 sheet)	$696.73	4.0		1	1			2												
	Landscaping Plan (1 sheet at 1" = 40')	$472.20	2.5		1	0.5			0.5		0.5										
	Landscaping Details (1 sheet)	$472.20	2.5		1	0.5			0.5		0.5										
	Final BOD TM	$2,029.67	11.5	0.5	4		2		4											1	
	100% Specifications and Bid Package	$1,771.58	10.0		4				4											2	
	Ecology Comment Responses	$3,884.65	17.0	4	8			2	2											1	
04	**Technical Studies and Plans**	**$35,146.07**	**217.0**	**26**	**0**	**0**	**32**	**0**	**0**	**0**	**4**	**0**	**40**	**54**	**48**	**0**	**0**	**0**	**0**	**13**	**0**
	Critical Areas Study	$5,323.30	38.0	2									8	24						4	
	Mitigation Plan	$10,067.82	62.0	8							4		32	16						2	
	Section 106/Cultural Resources Report	$759.78	4.0	2										2							
	Biological Assessment	$10,169.12	56.0	4											48					4	
	Preliminary Stormwater Pollution Prevention Plan Report	$5,159.20	36.0	2			32													2	
	SEPA Addendum Technical Memoranda	$3,666.85	21.0	8										12						1	
04	**City Permit Applications**	**$14,133.79**	**83.0**	**20**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**8**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
	Shoreline Substantial Development Permit Application	$5,737.94	38.0	8					12					16						2	
	Floodplain Development Permit Application	$8,395.85	45.0	12					12			8		12						1	
04	**State and Federal Permit Applications**	**$14,217.62**	**102.0**	**16**	**0**	**0**	**8**	**0**	**20**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
	Corps/Ecology JARPA form and figures	$6,706.42	46.0	8					12					24						2	
	Ecology 401 Public Notice materials	$2,484.92	16.0	4					4					8							
	CZM Consistency Determination Submittal	$1,001.90	6.0	2										4							
	WDFW JARPA/on-line HPA submittal materials	$481.12	8.0						4												
	NPDES Notice of Intent Submittal	$3,543.26	26.0	2			8							16							
04	**Coordination/Permit Support**	**$38,616.00**	**192.0**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Coordination/Permit Support	$38,616.00	192.0	96									48	48							
	Labor Totals:		560.0	281	149	67	171	61	322	80	39	23	88	194	48	2	15	20	56	49	32
	Totals:	**$298,003.37**		**$72,601.82**	**$37,379.63**	**$13,755.10**	**$23,269.68**	**$13,978.76**	**$38,730.16**	**$13,792.80**	**$4,565.73**	**$6,469.67**	**$14,588.64**	**$23,485.64**	**$8,559.84**	**$450.58**	**$1,969.95**	**$5,902.60**	**$7,165.20**	**$7,031.01**	**$4,306.56**

AGENDA ITEM NO. 9.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Engineering Coordinator Laurie Barbosa, Engineering
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Supplemental Agreement No. 3 to the Professional Services Agreement with BHC Consultants, LLC for the Wastewater Treatment Plant (WWTP) Near Term Tertiary Treatment Improvements Project
SUGGESTED ACTION:	Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental Agreement No. 3 to the Professional Services Agreement with BHC Consultants, LLC for the Wastewater Treatment Plant (WWTP) Near Term Tertiary Treatment Improvements project.

SUMMARY:

On March 8, 2021, Council authorized the Mayor to execute a Professional Services Agreement (PSA) with BHC Consultants, LLC, to provide design and bid support for the Wastewater Treatment Plant (WWTP) Near Term Tertiary Treatment Improvements project.

This Supplemental Agreement No. 3 to the PSA will extend the existing Contract with the design consultant to support the City's construction management team as it oversees construction of the project. Specifically, this will extend services including project management and quality control, coordination of preconstruction activities, review of submittals, requests for information, change orders and force account, preparation of field memoranda and clarification letters, attend site visits and meetings, geotechnical support, startup assistance, operations and maintenance manual update and complete record drawings. While most of the construction work is now complete, there are a few items remaining within the scope of work left to be performed by BHC before the contract expires on December 31, 2024.

This is a time only supplement with no additional scope or fees. This supplement provides for a time extension through June 30, 2025.

ATTACHMENTS:

PSA_SuppTime (3).docx
Original Contract - BHC Consultants - WWTP Near Term Improvement Design.pdf

SUPPLEMENTAL AGREEMENT NO. 3 TO PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND BHC CONSULTANTS, LLC

THIS SUPPLEMENTAL AGREEMENT NO. 3 ("Supplemental Agreement No. 3") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City") and BHC Consultants, LLC, a Washington State LLC ("Consultant").

WHEREAS, the parties hereto have previously entered into an agreement for Design Services for the WWTP Near Term Tertiary Improvements (the "Original Agreement"), said Original Agreement being dated March 9, 2021; and

WHEREAS, both parties desire to supplement the Original Agreement, by extending the term of the Original Agreement;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein or attached and incorporated, and made a part hereof, the parties hereto agree as follows:

1. Section 2 of the Original Agreement, "TERM", is amended to provide that the term will terminate at midnight on June 30, 2025.

2. Each and every provision of the Original Agreement for Professional Services dated March 9, 2021, shall remain in full force and effect, except as modified herein.

DATED _____

CITY OF MARYSVILLE

By _____

Jon Nehring, Mayor

DATED _____

BHC CONSULTANTS, LLC

By _____

Tom Giese

Its: Senior Project Manager

ATTEST/AUTHENTICATED:

_____

Chari Taber, Deputy City Clerk

Approved as to form:

_____

Jon Walker, City Attorney

PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND BHC CONSULTANTS, LLC

THIS AGREEMENT ("Agreement") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City"), and BHC Consultants, LLC, a limited liability corporation, licensed/incorporated in Washington, organized under the laws of the state of Washington, located and doing business at 1601 Fith Avenue Suite 500, Seattle, WA 98101 ("Consultant").

In consideration of the terms, conditions, covenants, and performances contained herein, the parties hereto agree as follows:

1. SCOPE OF SERVICES. The Consultant shall provide the work and services described in the attached **EXHIBIT A**, incorporated herein by this reference (the "Services"). All services and materials necessary to accomplish the tasks outlined in the Scope of Services shall be provided by the Consultant unless noted otherwise in the Scope of Services or this Agreement. All such services shall be provided in accordance with the standards of the Consultant's profession.

2. TERM. The term of this Agreement shall commence on Marth 14th 2021 and shall terminate at midnight on December 31 2022. The parties may extend the term of this Agreement by executing a written supplemental amendment.

3. COMPENSATION. The Consultant shall be paid by the City for Services rendered under this Agreement as described in **EXHIBIT A** and as provided in this section. In no event shall the compensation paid to Consultant under this Agreement exceed **Two hundred fifty seven thousand fifty five dollars and zero cents ($257,055.00)** within the term of the Agreement, including extensions, without the written agreement of the Consultant and the City. Such payment shall be full compensation for the Services and for all labor, materials, supplies, equipment, incidentals, and any other expenses necessary for completion.

The Consultant shall submit a monthly invoice to the City for Services performed in the previous calendar month in a format acceptable to the City. The Consultant shall maintain time and expense records and provide them to the City upon request.

The City will pay timely submitted and approved invoices received before the 20th of each month within thirty (30) days of receipt.

4. CONSULTANT'S OBLIGATIONS.

4.1 MINOR CHANGES IN SCOPE. The Consultant agrees to accept minor changes, amendments, or revisions to the scope of the Services, as may be required by the City, when such

ORIGINAL

changes, amendments, or revisions will not have any impact on the cost of the Services or the proposed delivery schedule.

4.2 ADDITIONAL WORK. The City may desire to have the Consultant perform additional work or services which are not identified in the scope of the Services. If the parties agree to the performance of additional work or services, the parties will execute a written supplemental amendment detailing the additional work or services and compensation therefore. In no event will the Consultant be compensated for preparing proposals for additional work or services. In no event shall the Consultant begin work contemplated under a supplemental amendment until the supplemental amendment is fully executed by the parties.

4.3 WORK PRODUCT AND DOCUMENTS. The work product and all documents produced under this Agreement shall be furnished by the Consultant to the City, and upon completion of the Services shall become the property of the City, except that the Consultant may retain one copy of the work product and documents for its records. The Consultant will be responsible for the accuracy of the Services, the work product, and all documents produced under this Agreement, even though the Services have been accepted by the City.

In the event that the Consultant defaults on this Agreement or in the event that this Agreement is terminated prior to the completion of the Services or the time for completion, all work product and all documents and other materials produced under this Agreement, along with a summary of work as of the date of default or termination, shall become the property of the City. The summary of Services provided shall be prepared at no additional cost to the City. Upon request, the Consultant shall tender the work product, all documents, and the summary to the City within five (5) business days. Tender of said work product shall be a prerequisite to final payment under this Agreement.

The Consultant will not be held liable for reuse of work product or documents produced under this Agreement or modification of the work product or documents for any purpose other than those identified in this Agreement without the written authorization of the Consultant.

4.4 PUBLIC RECORDS ACT. Consultant acknowledges that the City is subject to the Public Records Act, chapter 42.56 RCW (the "PRA"). All records owned, used, or retained by the City are public records subject to disclosure unless exempt under the PRA, whether or not the records are in the possession or control of the City or Consultant. All exemptions to the PRA are narrowly construed.

a. **Confidential Information**. Any records provided to the City by the Consultant which contain information that the Consultant in good faith believes is not subject to disclosure under the PRA shall be marked "Confidential" and shall identify the specific information that the Consultant in good faith believes is not subject to disclosure under the PRA and a citation to the statutory basis for non-disclosure.

b. **Responding to Public Records Requests**. The City shall exercise its sole legal judgment in responding to public records requests.

(1) The City may rely upon the lack of notification from the Consultant in releasing any records that are not marked "Confidential."

(2) If records identified as "Confidential" by the Consultant are responsive to a PRA request, the City will seek to provide notice to Consultant at least ten (10) business days before the date on which the City anticipates releasing records. The City is under no obligation to assert any applicable exemption on behalf of the Consultant. The Consultant may seek, at its sole cost, an injunction preventing the release of information which it believes is protected. In no event will the City have any liability to Consultant for any failure of the City to provide notice prior to release.

(3) If the City, in its sole legal judgment, believes that the Consultant possesses records that (1) are responsive to a PRA request and (2) were used by the City, the City will request the records from the Consultant. The Consultant will, within ten (10) business days:

i. Provide the records to the City in the manner requested by the City;

ii. Obtain a court injunction, in a lawsuit involving the requester, covering all, or any confidential portion of, the records and provide any records not subject to the court injunction; or

iii. Provide an affidavit, in a form acceptable to the City Attorney, specifying that the Consultant has made a diligent search and did not locate any requested documents.

c. **Indemnification**. In addition to its other indemnification and defense obligations under this Agreement, the Consultant shall indemnify and defend the City from and against any and all losses, penalties, fines, claims, demands, expenses (including, but not limited to, attorneys fees and litigation expenses), suits, judgments, or damages (collectively "Damages") arising from or relating to any request for records related to this Agreement, to the extent such Damages are caused by action or inaction of the Consultant. This indemnification and defense obligation shall survive the expiration or termination of this Agreement.

4.5 MAINTENANCE/INSPECTION OF RECORDS. The Consultant shall maintain all books, records, documents, and other evidence pertaining to the costs and expenses allowable under this Agreement in accordance with generally accepted accounting practices. All such books and records required to be maintained by this Agreement shall be subject to inspection and audit by representatives of the City and/or the Washington State Auditor at all reasonable times, and the Consultant shall afford the proper facilities for such inspection and audit.

Representatives of the City and/or the Washington State Auditor may copy such books, accounts, and records where necessary to conduct or document an audit. The Consultant shall preserve and make available all such books of account and records for a period of three (3) years after final payment under this Agreement. In the event that any audit or inspection identifies any discrepancy in such financial records, the Consultant shall provide the City with appropriate clarification and/or financial adjustments within thirty (30) calendar days of notification of the discrepancy.

4.6 INDEMNITY.

a. Indemnification and Hold Harmless. The Consultant shall defend, indemnify, and hold the City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or resulting from the acts, errors, or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

b. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence.

c. The provisions of this Section 4.6 shall survive the expiration or termination of this Agreement.

d. The Consultant hereby knowingly, intentionally, and voluntarily waives the immunity of the Industrial Insurance Act, Title 51 RCW, solely for the purposes of the indemnity contained in subpart "a" of this Section 4.6. This waiver has been mutually negotiated by the parties.

_____ (City Initials) RD (Contractor Initials)

4.7 INSURANCE.

a. **Insurance Term**. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the Services hereunder by the Consultant, its agents, representatives, or employees.

b. **No Limitation.** Consultant's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

c. **Minimum Scope of Insurance.** Consultant shall obtain insurance of the types and coverage described below:

(1) Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage.

(2) Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the Services performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.

(3) Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

(4) Professional Liability insurance appropriate to the Consultant's profession.

d. **Minimum Amounts of Insurance.** Consultant shall maintain the following insurance limits:

(1) Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.

(2) Commercial General Liability insurance shall be written with limits no less than $1,000,000 each occurrence, $2,000,000 general aggregate.

(3) Professional Liability insurance shall be written with limits no less than $1,000,000 per claim and $1,000,000 policy aggregate limit.

e. **Other Insurance Provision.** The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

f. **Acceptability of Insurers.** Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

g. **Verification of Coverage.** The Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the Services.

h. **Notice of Cancellation.** The Consultant shall provide the City with written notice of any policy cancellation within two business days of the Consultant's receipt of such notice.

i. **Failure to Maintain Insurance.** Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days notice to the Consultant to correct the breach, immediately terminate the Agreement or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

j. **Insurance to be Occurrence Basis.** Unless approved by the City all insurance policies shall be written on an "Occurrence" policy as opposed to a "Claims-made" policy. The City may require an extended reporting endorsement on any approved "Claims-made" policy. Professional liability insurance may be written on a "Claims-made" basis if it is maintained for a period of three (3) years following completion of the services.

k. **City Full Availability of Consultant Limits.** If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

4.8 LEGAL RELATIONS. The Consultant shall comply with all federal, state, and local laws, regulations, and ordinances applicable to the Services to be performed under this Agreement. The Consultant represents that it and all employees assigned to perform any of the Services under this Agreement are in full compliance with the statutes of the State of Washington governing the Services and that all personnel to be assigned to the Services are fully qualified and properly licensed to perform the work to which they will be assigned.

4.9 INDEPENDENT CONTRACTOR.

a. The Consultant and the City understand and expressly agree that the Consultant is an independent contractor in the performance of each and every part of this Agreement. The Consultant expressly represents, warrants, and agrees that the Consultant's status as an independent contractor in the performance of the Services required under this Agreement is consistent with and meets the six-part independent contractor test set forth in RCW 51.08.195 or as hereafter amended. The Consultant, as an independent contractor, assumes the entire responsibility for carrying out and accomplishing the Services required under this Agreement. The Consultant shall not make

a claim of City employment and shall not claim any related employment benefits, social security, and/or retirement benefits.

b. The Consultant shall be solely responsible for paying all taxes, deductions, and assessments, including but not limited to federal income tax, FICA, social security tax, assessments for unemployment and industrial injury, and other deductions from income which may be required by law or assessed against either party as a result of this Agreement. In the event the City is assessed a tax or assessment as a result of this Agreement, the Consultant shall pay the same before it becomes due.

c. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work to the Services that the Consultant performs under this Agreement.

d. Prior to commencement of Services, the Consultant shall obtain a business license from the City.

4.10 EMPLOYMENT.

a. The term "employee" or "employees" as used herein shall mean any officers, agents, or employee of the Consultant.

b. Any and all employees of the Consultant, while performing any Services under this Agreement, shall be considered employees of the Consultant only and not of the City. The Consultant shall be solely liable for: (1) and any and all claims that may or might arise under the Workman's Compensation Act, Title 51 RCW, on behalf of any said employees while performing any Services under this Agreement, and (2) any and all claims made by any third party as a consequence of any negligent act or omission on the part of the Consultant or its employees while performing any Services under this Agreement.

c. The Consultant represents, unless otherwise indicated below, that all employees of the Consultant that will perform any Services under this Agreement have never been retired from a Washington State retirement system, including but not limited to Teacher (TRS), School District (SERS), Public Employee (PERS), Public Safety (PSERS), law enforcement and fire fighters (LEOFF), Washington State Patrol (WSPRS), Judicial Retirement System (JRS), or otherwise. *(Please use initials to indicate No or Yes below.)*

__X__ No, employees performing the Services have never been retired from a Washington state retirement system.

_____ Yes, employees performing the Services have been retired from a Washington state retirement system.

In the event the Consultant checks "no", but an employee in fact was a retiree of a Washington State retirement system, and because of the misrepresentation the City is required to defend a claim by the Washington State retirement system, or to make contributions for or on account of the employee, or reimbursement to the Washington State retirement system for benefits paid, the Consultant hereby agrees to save, indemnify, defend and hold the City harmless from and against all expenses and costs, including reasonable attorney fees incurred in defending the claim of the Washington State retirement system and from all contributions paid or required to be paid, and for all reimbursement required to the Washington State retirement system. In the event the Consultant checks "yes" and affirms that an employee providing work has ever retired from a Washington State retirement system, every said employee shall be identified by the Consultant and such retirees shall provide the City with all information required by the City to report the employment with Consultant to the Department of Retirement Services of the State of Washington.

4.11 NONASSIGNABLE. Except as provided in **EXHIBIT B**, the Services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

4.12 SUBCONTRACTORS AND SUBCONSULTANTS.

a. The Consultant is responsible for all work or services performed by subcontractors or subconsultants pursuant to the terms of this Agreement.

b. The Consultant must verify that any subcontractors or subconsultants the Consultant directly hires meet the responsibility criteria for the Services. Verification that a subcontractor or subconsultant has proper license and bonding, if required by statute, must be included in the verification process. If the parties anticipate the use of subcontractors or subconsultants, the subcontractors or subconsultants are set forth in **EXHIBIT B**.

c. The Consultant may not substitute or add subcontractors or subconsultants without the written approval of the City.

d. All subcontractors or subconsultants shall have the same insurance coverage and limits as set forth in this Agreement and the Consultant shall provide verification of said insurance coverage.

4.13 CONFLICTS OF INTEREST. The Consultant agrees to and shall notify the City of any potential conflicts of interest in Consultant's client base and shall obtain written permission from the City prior to providing services to third parties when a conflict or potential conflict of interest exists. If the City determines in its sole discretion that a conflict is irreconcilable, the City reserves the right to terminate this Agreement.

4.14 CITY CONFIDENCES. The Consultant agrees to and will keep in strict confidence, and will not disclose, communicate, or advertise to third parties without specific prior written consent from the City in each instance, the confidences of the City or any information regarding the City or the Services provided to the City.

4.15 DISCRIMINATION PROHIBITED AND COMPLIANCE WITH EQUAL OPPORTUNITY LEGISLATION. The Consultant agrees to comply with equal opportunity employment and not to discriminate against any client, employee, or applicant for employment or for services because of race, creed, color, religion, national origin, marital status, sex, sexual orientation, age, or handicap except for a bona fide occupational qualification with regard, but not limited to, the following: employment upgrading; demotion or transfer; recruitment or any recruitment advertising; layoff or terminations; rates of pay or other forms of compensation; selection for training; or rendition of services. The Consultant further agrees to maintain (as appropriate) notices, posted in conspicuous places, setting forth its nondiscrimination obligations. The Consultant understands and agrees that if it violates this nondiscrimination provision, this Agreement may be terminated by the City, and further that the Consultant will be barred from performing any services for the City now or in the future, unless a showing is made satisfactory to the City that discriminatory practices have been terminated and that recurrence of such action is unlikely.

4.16 UNFAIR EMPLOYMENT PRACTICES. During the performance of this Agreement, the Consultant agrees to comply with RCW 49.60.180, prohibiting unfair employment practices.

5. CITY APPROVAL REQUIRED. Notwithstanding the Consultant's status as an independent contractor, the Services performed pursuant to this Agreement must meet the approval of the City, which shall not be unreasonably withheld if the Services have been completed in compliance with the Scope of Services and City requirements.

6. GENERAL TERMS.

6.1 NOTICES. Receipt of any notice shall be deemed effective three (3) calendar days after deposit of written notice in the U.S. mail with proper postage and address.

Notices to the City shall be sent to the following address:

CITY OF MARYSVILLE
Matthew Eyer
80Columbia Ave
Marysville WA 98270

Notices to the Consultant shall be sent to the following address:

BHC CONSULTANT
Tom Giese
950 Pacific Ave, Suite 905
Tacoma, Washington 98402

6.2 TERMINATION. The City may terminate this Agreement in whole or in part at any time by sending written notice to the Consultant. As per Section 6.1, the Consultant is deemed to have received the termination notice three (3) calendar days after deposit of the termination notice in the U.S. mail with proper postage and address. The termination notice is deemed effective seven (7) calendar days after it is deemed received by the Consultant.

If this Agreement is terminated by the City for its convenience, the City shall pay the Consultant for satisfactory Services performed through the date on which the termination is deemed effective in accordance with payment provisions of Section 3, unless otherwise specified in the termination notice. If the termination notice provides that the Consultant will not be compensated for Services performed after the termination notice is received, the City will have the discretion to reject payment for any Services performed after the date the termination notice is deemed received.

6.3 DISPUTES. The parties agree that, following reasonable attempts at negotiation and compromise, any unresolved dispute arising under this Agreement may be resolved by a mutually agreed-upon alternative dispute resolution of arbitration or mediation.

6.4 EXTENT OF AGREEMENT/MODIFICATION. This Agreement, together with exhibits, attachments, and addenda, represents the entire and integrated Agreement between the parties and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended, modified, or added to only by a written supplemental amendment properly signed by both parties.

6.5 SEVERABILITY.

a. If a court of competent jurisdiction holds any part, term, or provision of this Agreement to be illegal or invalid, in whole or in part, the validity of the remaining parts, terms, or provisions shall not be affected, and the parties' rights and obligations shall be construed and enforced as if the Agreement did not contain the particular part, term, or provision held to be invalid.

b. If any part, term, or provision of this Agreement is in direct conflict with any statutory provision of the State of Washington, that part, term, or provision shall be deemed inoperative and null and void insofar as it may conflict, and shall be deemed modified to conform to such statutory provision.

6.6 NONWAIVER. A waiver by either party of a breach by the other party of any covenant or condition of this Agreement shall not impair the right of the party not in default to avail itself of any subsequent breach thereof. Leniency, delay, or failure of either party to insist upon strict performance of any agreement, covenant, or condition of this Agreement, or to exercise any right herein given in any one or more instances, shall not be construed as a waiver or relinquishment of any such agreement, covenant, condition, or right.

6.7 FAIR MEANING. The terms of this Agreement shall be given their fair meaning and shall not be construed in favor of or against either party hereto because of authorship. This Agreement shall be deemed to have been drafted by both of the parties.

6.8 GOVERNING LAW. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

6.9 VENUE. The venue for any action to enforce or interpret this Agreement shall lie in the Superior Court of Washington for Snohomish County, Washington.

6.10 COUNTERPARTS. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Agreement.

6.11 AUTHORITY TO BIND PARTIES AND ENTER INTO AGREEMENT. The undersigned represent that they have full authority to enter into this Agreement and to bind the parties for and on behalf of the legal entities set forth herein.

DATED this 9th day of March, 20 21.

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATED this 19th day of February, 2021.

CONSULTANT

By _____
Ronald A. Dorn
Its: President

ATTEST/AUTHENTICATED:

Tina Brock

Tina Brock, Deputy City Clerk

Approved as to form:

Jon Walker, City Attorney

EXHIBIT A

Scope of Services

EXHIBIT A

City of Marysville
WWTP Near Term Tertiary Treatment Improvement Project
Scope of Work
2/9/2021

Statement of Understanding

The City of Marysville's (City's) wastewater treatment plant (WWTP) uses sand filtration to remove remaining solids from lagoon effluent prior to disinfection and discharge to Port Gardner Bay via the marine outfall shared with the City of Everett. In recent years, the sand filters have experienced significant clogging due to the presence of daphnia, which feed off algae present in the lagoon, and debris that is windblown or from aquatic/shoreline vegetation. Sand filter clogging has led to significant maintenance requirements, as well as difficulty in maintaining effluent total suspended solids (TSS) in compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit due to limited hydraulic throughput. The City anticipates a significant WWTP upgrade to address pending requirements for nitrogen removal that will abandon lagoon treatment in the long-term, at which point daphnia and debris are not expected to be an issue. However, in the near-term, improvements are needed to reduce the significant maintenance requirements of sand filter operation and maintain adequate hydraulic throughput to ensure effluent TSS remains compliant with the City's NPDES permit.

The City has retained BHC Consultants, LLC (BHC) to design near-term improvements for removal of daphnia and debris from the lagoon effluent. As part of the recently completed "WWTP Improvement Plan," BHC had identified and evaluated options for near-term improvements. It was recommended that a band screen be installed to remove debris and larger daphnia, and an automatic strainer be used to remove the bulk of the remaining daphnia prior to filtration. The strainer would be sized to treat at least the average dry weather flow when daphnia are most persistent. BHC will prepare a report amending the "City of Marysville Wastewater Treatment Plant Capital Facilities Plan" (Tetra Tech/KCM, February 2001) summarizing the evaluation of alternatives included in the "WWTP Improvement Plan," describing the proposed improvements, refining the sizing and design criteria used as the basis for evaluation in the "WWTP Improvement Plan," developing a preliminary layout and control strategy, and defining a sequence of construction. This amendment will serve as approval of an engineering report as required by Chapter 173-240-060 of the Washington Administrative Code (WAC), as discussed with Ecology via e-mail on August 7, 2020. BHC will then prepare design documents and final bid documents and provide services during bidding as described herein. Services during construction are identified as a future phase of work that can be added to the agreement via amendment.

Schedule

BHC will undertake to complete the Scope of Work based on the following milestones:

- Project Kickoff Workshop – 2 weeks from Notice-to-Proceed (NTP).
- Draft Engineering Report Amendment – 8 weeks from NTP.
- Final Engineering Report Amendment – 10 weeks from NTP.
- 50% Design Submittal (Drawings, Specifications, OPCC, SEPA Checklist) – 20 weeks from NTP.
- 90% Design Submittal (Drawings, Specifications, OPCC) – 30 weeks from NTP.
- Final Bid Documents Submittal (Stamped and Signed Drawings and Specifications) – 36 weeks from NTP.

If necessary, this schedule shall be equitably adjusted to allow for changes in scope or for delays beyond BHC's reasonable control.

Budget

The budget for this Scope of Work is $257,055. Compensation will be on a time and materials basis per the attached budget estimate. Compensation shall not exceed the budgeted amount without prior authorization from the City.

Scope of Work

Tasks for the Scope of Work include the following:

Task 1 – Project Management and Quality Control

1.1 Project setup and invoicing, communications with the City, project planning and coordination, and subconsultant contracting and coordination.

1.2 Internal quality control review of the draft report and 90% design submittal.

Receivables:

- None.

Deliverables:

- Invoices.

Task 2 – Site Visits and Workshops

The site visits and workshops listed below are anticipated as part of this Scope of Work. Each site visit is assumed to be 2 hours, plus time for travel and preparation. Each workshop is also assumed to be 2 hours, plus time for preparation and notes. No travel time is included with the workshops as they will either coincide with a site visit or be conducted virtually using Microsoft Teams, depending on local and national health guidelines at the time. For each workshop BHC will prepare an agenda and notes to document direction and decisions resulting from the meeting. Workshop notes will be provided in electronic format.

2.1 BHC will conduct a project kickoff workshop to establish project criteria (e.g., redundancy, capacity, etc.), constraints (e.g., locations, permitting, etc.) and schedule. This will build off the near term improvement concept developed in the recently completed WWTP Improvement Plan. This workshop will include two representatives from BHC.

2.2 BHC will conduct a 50% design review workshop to collect and discuss comments from the City on the 50% design submittal, review the Opinion of Probable Construction Cost (OPCC), and review the project schedule. This workshop will include up to four representatives from BHC.

2.3 BHC will conduct a 90% design review workshop to collect and discuss comments from the City on the 90% design submittal, discuss comments from the Washington State Department of Ecology (Ecology) on the 90% design submittal and responses to those comments, review the opinion of probable construction cost, and review the project schedule. This workshop will include up to four representatives from BHC.

2.4 BHC will conduct an initial site visit to take field measurements and photographs, gather information from City staff, and verify existing conditions and equipment compared to record drawings. If the design kickoff workshop can be conducted in person, BHC will conduct this initial site visit concurrent with the design kickoff workshop. Otherwise, this site visit will be arranged separately. The site visit will be attended by up to four representatives from BHC.

2.5 BHC will conduct a second site visit to review the proposed improvements to identify potential conflicts, verify critical dimensions, and confirm integration with existing structures and equipment. If the 50% design workshop can be conducted in person, BHC will conduct this second site visit concurrent with the 50% review workshop. Otherwise, this site visit will be arranged separately. The site visit will be attended by up to three representatives from BHC.

Receivables:

- None.

Deliverables:

- Workshop agenda and presentation materials.
- Workshop meeting/site visit notes.

Task 3 – Site Investigations and Permitting Assistance

3.1 BHC's geotechnical engineering subconsultant (Landau) will conduct site investigations and prepare a report documenting geotechnical findings and considerations. Site investigations will involve one soil boring conducted near the existing sand filters in the location where we the new band screen (installed in a precast vault), booster pump, and automatic strainer will be located.

3.2 Permitting assistance will include preparation of a SEPA checklist and responding to technical questions from the City associated with the SEPA process. BHC will prepare a SEPA checklist and submit it to the City for review and action with the 50% submittal. The City will be responsible for completing and overseeing the SEPA process. The City will be also responsible for preparation of a shoreline permit application and associated agency coordination and required information. Although the WWTP is in the floodplain, existing grade and berm elevations are above the flood elevation.

3.3 BHC will submit 90% design submittal to Ecology for review and approval. Comments received from Ecology will be discussed during the 90% design review workshop, addressed in the final bid documents, and a list of responses to Ecology comments prepared and submitted to Ecology with the final bid documents for verification that the manner in which the comments were addressed is acceptable.

Receivables:

- None.

Deliverables:

- Final geotechnical report with boring log.
- The SEPA checklist will be provided as part of the 50% design submittal.
- Responses to Ecology comments on the 90% design submittal.

Task 4 – Preliminary Design and Engineering Report Amendment

4.1 Develop a request for information from the City, review the information received, and follow-up with the City on items requiring further clarification. Information may include record drawings, WWTP data, existing equipment information, photos, and laboratory analyses. BHC will review existing lagoon effluent quality data to establish solids loading to the new screen and strainer. BHC will request the City analyze effluent samples for particle size distribution to help size the screening elements and determine capture rates that could be expected in each stage. BHC will use this information to refine the conceptual sizing, layout, and design criteria included in the "WWTP Improvement Plan" and verify appropriate hydraulic conditions.

4.2 BHC will develop a preliminary layout drawing, preliminary process and instrumentation diagrams, a draft control narrative, and a draft construction sequence. This information will be included and summarized in the engineering report amendment.

4.3 BHC will prepare a report amending the "City of Marysville Wastewater Treatment Plant Capital Facilities Plan" (Tetra Tech/KCM, February 2001). This will allow for approval of an engineering report in accordance with WAC 173-240-060 without having to address items that are not impacted by the proposed project. The report will include the description and evaluation of alternatives considered from the "WWTP Improvement Plan," a description of the proposed improvements, summary of the refined sizing and design criteria to be used, preliminary layout, preliminary control narrative and construction sequence, discussion of permitting requirements, and preliminary opinion of probable construction cost (OPCC) . The draft report will be provided to the City for review as a PDF document. The City will provide consolidated comments to

BHC for inclusion in the final report. BHC will incorporate comments from the City into a final report. The final report will be provided as a PDF document signed and stamped by a professional engineer registered in Washington state. BHC will prepare a cover letter indicating that the report is amending the 2001 facilities plan. The City will submit the letter and final report to Ecology for review and approval. BHC will prepare responses to Ecology comments and, if necessary, revise the final report.

Receivables:

- Requested information including WWTP data, equipment information, and laboratory data.
- Consolidated review comments on the draft report.

Deliverables:

- Draft Engineering Report Amendment.
- Final Engineering Report Amendment.
- Responses to Ecology comments (and revised final report, if necessary).

Task 5 – Bid Document Preparation

BHC will prepare drawings and specifications for the proposed improvements. BHC will prepare 50% and 90% design submittals in PDF format for review by the City, address City comments on each and Ecology comments on the 90% submittal, and produce a final set of documents for bidding. Bid document preparation will include the following activities:

5.1 Prepare general, civil, demolition, mechanical, structural, electrical and instrumentation drawings. Time budgeted for preparation of the drawings is based on having to recreate drawing backgrounds from PDF files of record drawings and using the aerial site plan created for the effluent flow splitting project as a basis for the site plan for this project. The following is a list of anticipated drawings, which is the basis of the budget estimate (drawings in **BOLD** will be included in the 50% submittal):

- **G1** **Cover Sheet, Index of Drawings, Location and Vicinity Maps**
- **G2** **Symbols, Designations and Abbreviations**
- **G3** **Site Map, Legend and General Notes**
- **G4** **Design Criteria**
- **G5** **Process Flow Diagram and Hydraulic Profile**
- **C1** **Site Plan**
- **C2** **Screen Vault Plan and Sections**
- C3 Civil Details
- **D1** **Effluent Filtration Area Demolition Plan**
- **D2** **Effluent Filtration Area Demolition Sections and Details**
- S1 Structural General Notes and Abbreviations
- S2 Structural Details
- S3 Equipment Pads
- **M1** **Lagoon Effluent Screening Plan and Sections**
- **M2** **Automatic Strainer Plan**
- **M3** **Automatic Strainer Sections**
- M4 Pipe Penetrations and Supports
- M5 Miscellaneous Details
- **E1** **Electrical Symbols and Abbreviations**
- E2 Electrical Details
- **E3** **One-Line Diagram**
- E4 Panel Schedule and Load Calculations
- **E5** **Electrical Site Plan**

- E6 Lagoon Effluent Screening Power and Control Plan
- E7 Automatic Strainer Power and Control Plan
- E8 Conduit and Wire Schedule
- E9 Equipment Wiring Diagrams
- **I1 P&ID Symbols and Abbreviations**
- **I2 Network System Diagram**
- **I3 Lagoon Effluent Screening P&ID**
- **I4 Automatic Strainer P&ID**
- I5 PLC Wiring Diagrams

5.2 Prepare bid specifications. The 50% specifications will consist of a table of contents, construction sequence specification, drafts of major equipment and instrument specifications and control narratives in CSI format. These CSI formatted specifications (Divisions 1 – 17) will be referenced and included as Special Provisions to the WSDOT Standard Specifications referenced in the City's standard front end (Division 0) documents. The 90% specifications will incorporate comments received on the 50% specifications, include drafts of the remaining technical specifications and edits to the City's standard bidding and contract documents. The following is a list of anticipated specifications, which is the basis of the engineering budget estimate (specifications in **BOLD** will be included in the 50% submittal):

- **Table of Contents**
- Division 0 Bidding and Contract Documents
- 01010 General Requirements
- 01025 Measurement and Payment
- **01040 Construction Constraints and Sequence**
- 01300 Submittals
- 01400 Testing and Quality Control
- 01410 Regulatory Requirements
- 01500 Construction Facility and Temporary Controls
- 01660 Facility Startup and Testing
- 01710 Closeout Procedures
- 01720 Record Drawings
- 01730 Operation and Maintenance Data
- 02050 Demolition
- 03002 Cast-in-Place Concrete and Reinforcing Steel
- 03600 Grout
- 05120 Structural Steel Framing
- 05500 Metal Fabrications
- 06611 FRP Grating
- 09920 Protective Coatings
- 11010 Equipment General Provisions
- **11150 Band Screen**
- **11160 Automatic Strainer**
- **11330 Centrifugal Pump**
- **11501 Electric Actuators**
- 15010 Mechanical General Provisions
- 15051 Coding and Identification
- 15060 Process Pipe
- 15070 Piping Appurtenances
- 15075 Pipe Support Systems

- 15100 Valves
- 16010 Electrical Work – General
- 16020 Identification for Electrical Systems
- 16110 Raceways and Boxes for Electrical Systems
- 16120 Conductors and Cables
- 16140 Wiring Devices
- 16180 Overcurrent and Short Circuit Protective Devices
- 16190 Hangers and Supports for Electrical Systems
- 16440 Panelboards
- 16450 Grounding and Bonding for Electrical Systems
- 16910 Variable Frequency Drives
- 16940 Control Panels
- 17010 Instrumentation and Controls General Requirements
- **17113 Magnetic Flow Meter**
- **17500 Control Narratives**

5.3 Comments from the City and Ecology on the 90% submittal will be incorporated into the final bid documents. Final drawings and specifications will be provided as electronically signed PDF files.

5.4 Prepare design milestone OPCCs based on the following American Association of Cost Engineering guidelines:

- The 50% OPCC will reflect a Class 2 estimate (applicable for 30% to 75% design) with an expected accuracy range of -15% to +20%.
- The 90% OPCC will reflect a Class 1 estimate (applicable for 65% to 100% design) with an expected accuracy range of -10% to +15%.

Receivables:

- Consolidated comments on the 50% Design Submittal.
- Consolidated comments on the 90% Design Submittal.

Deliverables:

- 50% Design Submittal.
- 90% Design Submittal.
- Final Bid Documents.

Task 6 – Services During Bidding

6.1 BHC will organize and attend the pre-bid meeting, including preparation of an agenda. One person from BHC will attend the pre-bid meeting.

6.2 BHC will respond to bidder questions and prepare addenda. For budgetary purposes, it is assumed that three addenda will be prepared and the bid period will not exceed 5 weeks. The City will be responsible for advertisement, providing documents to bidders, maintaining the plan holder list, distributing addenda, and preparing a tabulation of bids.

6.3 BHC will assist with evaluation of bids and advise the City on contract award.

Receivables:

- None.

Deliverables:

- Addenda.

Task 7 – Services During Construction

This task is not included in this initial Scope of Work, but is intended to be added as an amendment once the design documents are complete and a more accurate scope for this work can be determined from the final design. BHC's subconsultant Akana would provide construction management services including contract administration, document management, preparation of a construction quality assurance plan (CQAP), on-site observation, and as-needed inspection services. BHC would provide engineering services including preparation of conformed documents, review of submittals, responses to RFIs, preparation of field memos, change order review, startup assistance, and general technical support. Additionally, BHC will prepare record drawings and update the WWTP operation and maintenance (O&M) manual to incorporate the new systems. Preparation of the record drawings would include documenting the final design based on contractor redline markups and known changes documented in submittals, RFIs, field memos, and change orders. Updates to the O&M manual would include descriptions of the function and purpose of the new systems, discussion of normal and emergency operations and impacts to/from related processes, startup, shutdown, relevant safety concerns, and routine preventative maintenance activities. Figures including photos, SCADA screen shots, and diagrams will be included as appropriate.

City Responsibilities

The following items are specific responsibilities of the City in support of this Scope of Work:

- Provide requested information as available.
- Provide access to staff to answer questions.
- Participate in workshops and arrange the meeting location if in person.
- Provide consolidated review comments on submittals.
- Advertise the project for bidding, review bids, and award the contract.
- Conduct the SEPA process.
- Prepare the Shoreline Permit application and facilitate the permitting process.
- Preparation of the building permit application (if required) and facilitating the permit process.
- Paying permit fees.

Exclusions

The following items are excluded from this Scope of Work, but can be added via amendment to the original agreement or included in a future Scope of Work if the City so desires:

- Hard copies of the design review submittals, final bid documents, or other deliverables. All deliverables will be submitted electronically.
- Site visits or workshops beyond those identified in the Scope of Work.
- Permitting assistance beyond preparation of a SEPA checklist, technical assistance with the SEPA process, and coordinating Ecology review. The City will facilitate the SEPA process. If required, the City will be responsible for preparing and submitting the necessary building permit and shoreline permit applications and paying any required permit fees. The contractor will be responsible for procuring the required electrical permit.
- Environmental reviews.
- Amendments or updates to the general sewer plan.
- Preparation of a complete engineering report beyond the engineering report amendment included in the Scope of Work.
- Addenda, meetings, site visits, drawings, and specifications beyond those budgeted.
- Assistance with pre-procurement or pre-selection of equipment.

- Council briefings.
- Cultural resources survey.
- Site surveying and creation of a base map.
- Stormwater or drainage improvements.
- Utility potholing.
- Additional soil borings and geotechnical investigation beyond what is budgeted.
- Condition assessments of existing equipment, structures, etc.
- Preparation of bid advertisement, advertisement of project, providing bid documents to bidders, maintaining plan holder list, distributing clarifications and addenda, and preparing a tabulation of bids. These are responsibilities of the City.
- Bid support services if the project is re-bid.
- Services during construction (as identified herein) including record drawings and O&M manual updates, except if added via amendment.
- Programming services for programmable logic controllers or any other electrical devices.
- No new control panels will be required. All controls will be connected to existing control panels.

EXHIBIT B - BUDGET SPREADSHEET

P.M.: Tom Giese **Project No.:**

Date: 2/9/21 **Project Name** WWTP Near Term Improvements

Task No.	Task Description	QA/QC Dorn		Proj. Manager Giese		Elect. Engr. Palmatier		Struct. Engr. Franco		Staff Engr. Bryant		CAD Manager Simon		CAD Drafter Caldwell		Project Admin Coughlin		Clerical/WP Sifferman		Subconsultant		Total	
	Hourly Billing Rate:	$250		$230		$210		$210		$135		$175		$125		$120		$115					
		Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost			Hours	Cost	Hours	Cost	Hours	Cost	Cost	10% Markup	Hours	Cost
1	**Project Management and Quality Control**																						
1.1	Project Setup, Invoicing, Communications, Coordination		$0	44	$10,120		$0		$0		$0		$0		$0	14	$1,680		$0		$0	58	$11,800
1.2	Quality Control Review	12	$3,000		$0		$0		$0		$0		$0		$0		$0		$0		$0	12	$3,000
2	**Site Visits and Workshops**																						
2.1	Design Kickoff Workshop		$0	4	$920		$0		$0	4	$540		$0		$0		$0		$0		$0	8	$1,460
2.2	50% Design Review Workshop		$0	4	$920	2	$420	2	$420	4	$540		$0		$0		$0		$0		$0	12	$2,300
2.3	90% Design Review Workshop		$0	4	$920	2	$420	2	$420	4	$540		$0		$0		$0		$0		$0	12	$2,300
2.4	Initial Site Visit		$0	6	$1,380	4	$840	4	$840	4	$540		$0		$0		$0		$0		$0	18	$3,600
2.5	Second Site Visit		$0	6	$1,380	4	$840		$0	4	$540		$0		$0		$0		$0		$0	14	$2,760
3	**Site Investigations and Permitting Assistance**																						
3.1	Geotechnical Investigations		$0	4	$920		$0		$0		$0		$0		$0		$0		$0	$16,300	$1,630	4	$18,850
3.2	SEPA Checklist		$0	4	$920		$0		$0	10	$1,350		$0		$0		$0		$0		$0	14	$2,270
3.3	Ecology Bid Document Review		$0	8	$1,840		$0		$0	4	$540		$0		$0		$0		$0		$0	12	$2,380
4	**Preliminary Design & Engineering Report Amendment**																						
4.1	Information Request, Review, and Analysis		$0	6	$1,380		$0		$0	16	$2,160		$0		$0		$0		$0		$0	22	$3,540
4.2	Preliminary Drawings, Control Narrative, Const. Sequence		$0	12	$2,760		$0	4	$840	24	$3,240		$0	24	$3,000		$0		$0		$0	64	$9,840
4.3	Engineering Report Amendment		$0	16	$3,680	4	$840		$0	40	$5,400		$0		$0		$0	4	$460		$0	64	$10,380
5	**Bid Document Preparation**																						
5.1	50% Drawings		$0	38	$8,625	26	$5,513	0	$0	90	$12,150	9	$1,575	135	$16,875	0	$0	0	$0		$0	298	$44,738
	90% Drawings		$0	30	$6,900	72	$15,089	43	$9,072	65	$8,748	2	$315	182	$22,725	0	$0	0	$0		$0	393	$62,849
5.2	50% Specifications		$0	39	$8,901	0	$0	0	$0	30	$4,010	0	$0	0	$0	0	$0	4	$466	$4,000	$400	72	$17,776
	90% Specifications		$0	32	$7,245	32	$6,804	10	$2,079	32	$4,374	0	$0	0	$0	0	$0	17	$1,967		$0	123	$22,469
5.3	Final Drawings		$0	8	$1,725	11	$2,289	5	$1,008	17	$2,322	1	$210	35	$4,400	0	$0	0	$0		$0	77	$11,954
	Final Specifications		$0	8	$1,794	4	$756	1	$231	7	$932	0	$0	0	$0	0	$0	2	$270		$0	22	$3,983
5.4	Opinions of Probable Construction Cost		$0	8	$1,840	12	$2,520	8	$1,680	18	$2,430		$0		$0		$0		$0		$0	46	$8,470
6	**Services During Bidding**																						
6.1	Pre-Bid Meeting		$0	8	$1,840		$0		$0		$0		$0		$0		$0	6	$690		$0	14	$2,530
6.2	Bidder Questions and Addenda		$0	12	$2,760	4	$840	2	$420	8	$1,080		$0	6	$750		$0		$0		$0	32	$5,850
6.3	Assistance with Bid Evaluation		$0	3	$690		$0		$0	3	$405		$0		$0		$0		$0		$0	6	$1,095
8	**Services During Construction (Future Task)**																						$0
TOTAL DIRECT LABOR		12	$3,000	302	$69,460	177	$37,170	81	$17,010	384	$51,840	12	$2,100	382	$47,750	14	$1,680	34	$3,853	$20,300	$2,030	1,398	$256,193
TOTAL REIMBURSABLE EXPENSES		$784 (Mileage, mailings, misc.)																					$784
	Markup @	10%																					$78
TOTAL BUDGET																							$257,055

EXHIBIT B

Subcontractors/Subconsultants

Below is a list of approved subcontractors/subconsultants. If left blank, there are no approved subcontractors or subconsultants.

Landau Associates

Akana

AGENDA ITEM NO. 10.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Senior Project Manager Steven Miller, Engineering
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Supplemental Agreement No. 5 to the Professional Services Agreement with HDR Engineering, Inc. for the 88th ST NE Corridor Improvement Project
SUGGESTED ACTION:	Recommended Motion: I move to authorize the Mayor to sign and execute Supplemental Agreement No. 5 to the Professional Services Agreement with HDR Engineering, Inc. for the 88th ST NE Corridor Improvement Project.
SUMMARY:	Council approved a professional services agreement (PSA) with HDR Engineering, Inc. (HDR) for design of the 88th Corridor Improvement project in May 2018. Since then, the project has reached 60% design, NEPA permit approval and is currently advancing through Phase 1 right-of-way acquisition. This Supplemental Agreement No. 5 to the PSA is a time extension only as the current PSA expires on December 31, 2024. Additional time is needed for HDR to continue to provide engineering support towards right-of-way acquisition. A future supplement for final design and permitting services for phase 1 is anticipated in early 2025.

ATTACHMENTS:
2024-11-18_Supplment No. 5_140-063.pdf
Original Contract - HDR Engineering - 88th St NE Corridor Widening.pdf

Washington State Department of Transportation

Supplemental Agreement Number 05	Organization and Address HDR Enginering 929 108th Ave. NE, Suite1300 Bellevue, WA 98005 Phone: 425-450-6200	
Original Agreement Number		
Project Number R1101	Execution Date	Completion Date 12/31/2025
Project Title 88th ST NE Corridor Improvement Project	New Maximum Amount Payable N/A	
Description of Work Extend completion date for design, permitting, and right-of-way services contract from 12/31/2024 to 12/31/2025.		

The Local Agency of Marysville, WA
desires to supplement the agreement entered in to with HDR, Inc.
and executed on May 18, 2018 and identified as Agreement No. _____
All provisions in the basic agreement remain in effect except as expressly modified by this supplement.
The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:
N/A

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: Extend completion date to 12/31/2025.

III

Section V, PAYMENT, shall be amended as follows:

N/A

as set forth in the attached Exhibit A, and by this reference made a part of this supplement.
If you concur with this supplement and agree to the changes as stated above, please sign in the Appropriate spaces below and return to this office for final action.

By:_____ By:_____

Consultant Signature

Approving Authority Signature

Date

Local Agency A&E Professional Services Cost Plus Fixed Fee Consultant Agreement

Agreement Number:

Firm/Organization Legal Name (do not use dba's): HDR Engineering, Inc.	
Address: 929 108th Ave. NE, Suite 1300, Bellevue, WA 98005	Federal Aid Number: HSIP-000S(441)
UBI Number: 6010021437	Federal TIN or SSN Number: 47-0680568
Execution Date:	Completion Date: September 30, 2019
1099 Form Required: ☐ Yes ☒ No	Federal Participation: ☐ Yes ☒ No
Project Title: City of Marysville - 88th Street NE Corridor Improvement Project - State Avenue to 67th Avenue NE	
Description of Work: See Exhibit "A", Scope of Work attached hereto and made a part of this agreement.	
☐ Yes ☒ No DBE Participation ☐ Yes ☒ No MBE Participation ☐ Yes ☒ No WBE Participation ☐ Yes ☒ No SBE Participation	Total Amount Authorized: $999,165.63 Management Reserve Fund: Maximum Amount Payable:

Index of Exhibits

Exhibit A Scope of Work
Exhibit B DBE Participation/SBE Plan
Exhibit C Preparation and Delivery of Electronic Engineering and Other Data
Exhibit D Prime Consultant Cost Computations
Exhibit E Sub-consultant Cost Computations
Exhibit F Title VI Assurances
Exhibit G Certification Documents
Exhibit H Liability Insurance Increase
Exhibit I Alleged Consultant Design Error Procedures
Exhibit J Consultant Claim Procedures

Agreement Number:

THIS AGREEMENT, made and entered into as shown in the "Execution Date" box on page one (1) of this AGREEMENT, between the
hereinafter called the "AGENCY," and the "Firm / Organization Name" referenced on page one (1) of this AGREEMENT, hereinafter called the "CONSULTANT."

WHEREAS, the AGENCY desires to accomplish the work referenced in "Description of Work" on page one (1) of this AGREEMENT and hereafter called the "SERVICES;" and does not have sufficient staff to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary SERVICES; and

WHEREAS, the CONSULTANT represents that they comply with the Washington State Statutes relating to professional registration, if applicable, and has signified a willingness to furnish consulting services to the AGENCY.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

I. General Description of Work

The work under this AGREEMENT shall consist of the above-described SERVICES as herein defined, and necessary to accomplish the completed work for this project. The CONSULTANT shall furnish all services, labor, and related equipment and, if applicable, sub-consultants and subcontractors necessary to conduct and complete the SERVICES as designated elsewhere in this AGREEMENT.

II. General Scope of Work

The Scope of Work and projected level of effort required for these SERVICES is described in Exhibit "A" attached hereto and by this reference made a part of this AGREEMENT. The General Scope of Work was developed utilizing performance based contracting methodologies.

III. General Requirements

All aspects of coordination of the work of this AGREEMENT with outside agencies, groups, or individuals shall receive advance approval by the AGENCY. Necessary contacts and meetings with agencies, groups, and/or individuals shall be coordinated through the AGENCY. The CONSULTANT shall attend coordination, progress, and presentation meetings with the AGENCY and/or such State, Federal, Community, City, or County officials, groups or individuals as may be requested by the AGENCY. The AGENCY will provide the CONSULTANT sufficient notice prior to meetings requiring CONSULTANT participation. The minimum required hours or days' notice shall be agreed to between the AGENCY and the CONSULTANT and shown in Exhibit "A."

The CONSULTANT shall prepare a monthly progress report, in a form approved by the AGENCY, which will outline in written and graphical form the various phases and the order of performance of the SERVICES in sufficient detail so that the progress of the SERVICES can easily be evaluated.

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations, and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

Participation for Disadvantaged Business Enterprises (DBE) or Small Business Enterprises (SBE), if required, per 49 CFR Part 26, shall be shown on the heading of this AGREEMENT. If DBE firms are utilized at the commencement of this AGREEMENT, the amounts authorized to each firm and their certification number will be shown on Exhibit "B" attached hereto and by this reference made part of this AGREEMENT. If the Prime CONSULTANT is a DBE certified firm they must comply with the Commercial Useful Function (CUF) regulation outlined in the AGENCY's "DBE Program Participation Plan" and perform a minimum of 30% of the total amount of this AGREEMENT. It is recommended, but not required, that non-DBE Prime CONSULTANTS perform a minimum of 30% of the total amount of this AGREEMENT.

In the absents of a mandatory UDBE, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall submit a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

The CONSULTANT, on a monthly basis, shall enter the amounts paid to all firms involved with this AGREEMENT into the wsdot.diversitycompliance.com program. Payment information shall identify any DBE Participation. Non-minority, woman owned DBEs does not count towards UDBE goal attainment.

All Reports, PS&E materials, and other data furnished to the CONSULTANT by the AGENCY shall be returned. All electronic files, prepared by the CONSULTANT, must meet the requirements as outlined in Exhibit "C – Preparation and Delivery of Electronic Engineering and other Data."

All designs, drawings, specifications, documents, and other work products, including all electronic files, prepared by the CONSULTANT prior to completion or termination of this AGREEMENT are instruments of service for these SERVICES, and are the property of the AGENCY. Reuse by the AGENCY or by others, acting through or on behalf of the AGENCY of any such instruments of service, not occurring as a part of this SERVICE, shall be without liability or legal exposure to the CONSULTANT.

Any and all notices or requests required under this AGREEMENT shall be made in writing and sent to the other party by (i) certified mail, return receipt requested, or (ii) by email or facsimile, to the address set forth below:

If to AGENCY:
Name: Steven Miller
Agency: City of Marysville
Address: 80 Columbia Avenue
City: Marysville State: wa Zip: 98270
Email: smiller@marysvillewa.gov
Phone: (360) 363-8285
Facsimile: (360) 651-5099

If to CONSULTANT:
Name: Michael Pawlak, PE
Agency: HDR Engineering, Inc.
Address: 2707 Colby Avenue, Suite 715
City: Everett State: WA Zip: 98201
Email: Michael.Pawlak@hdrinc.com
Phone: (425) 245-9140
Facsimile:

IV. Time for Beginning and Completion

The CONSULTANT shall not begin any work under the terms of this AGREEMENT until authorized in writing by the AGENCY. All work under this AGREEMENT shall be completed by the date shown in the heading of this AGREEMENT titled "Completion Date."

The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the AGENCY in the event of a delay attributable to the AGENCY, or because of unavoidable delays caused by an act of GOD, governmental actions, or other conditions beyond the control of the CONSULTANT. A prior supplemental AGREEMENT issued by the AGENCY is required to extend the established completion time.

V. Payment Provisions

The CONSULTANT shall be paid by the AGENCY for completed SERVICES rendered under this AGREEMENT as provided hereinafter. Such payment shall be full compensation for SERVICES performed or SERVICES rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete SERVICES, specified in Section II, "Scope of Work". The CONSULTANT shall conform to all applicable portions of 48 CFR Part 31 (www.ecfr.gov). The estimate in support of the Cost Plus Fixed Fee amount is attached hereto as Exhibits "D" and "E" and by this reference made part of this AGREEMENT.

A. Actual Costs: Payment for all consulting services for this PROJECT shall be on the basis of the CONSULTANT'S actual cost plus a fixed fee. The actual cost shall include direct salary cost, indirect cost rate, and direct non-salary costs.

1. Direct (RAW) Labor Costs: The Direct (RAW) Labor Cost is the direct salary paid to principals, professional, technical, and clerical personnel for the time they are productively engaged in work necessary to fulfill the terms of this AGREEMENT. The CONSULTANT shall maintain support data to verify the direct salary costs billed to the AGENCY.

2. Indirect Cost Rate (ICR) Costs: ICR Costs are those costs, other than direct costs, which are included as such on the books of the CONSULTANT in the normal everyday keeping of its books. Progress payments shall be made at the ICR rates shown in attached Exhibits "D" and "E" of this AGREEMENT. Total ICR payment shall be based on Actual Costs. The AGENCY agrees to reimburse the CONSULTANT the actual ICR costs verified by audit, up to the Maximum Total Amount Payable, authorized under this AGREEMENT, when accumulated with all other Actual Costs.

   A summary of the CONSULTANT'S cost estimate and the ICR percentage is shown in Exhibits "D" and "E", attached hereto and by this reference made part of this AGREEMENT. The CONSULTANT (prime and all sub-consultants) will submit to the AGENCY within six (6) months after the end of each firm's fiscal year, an ICR schedule in the format required by the AGENCY (cost category, dollar expenditures, etc.) for the purpose of adjusting the ICR rate for billings received and paid during the fiscal year represented by the ICR schedule. It shall also be used for the computation of progress payments during the following year and for retroactively adjusting the previous year's ICR cost to reflect the actual rate. The ICR schedule will be sent to Email: ConsultantRates@wsdot.wa.gov.

   Failure to supply this information by either the prime CONSULTANT or any of their sub-consultants shall cause the AGENCY to withhold payment of the billed ICR costs until such time as the required information is received and an overhead rate for billing purposes is approved.

   The AGENCY's Project Manager and/or the Federal Government may perform an audit of the CONSULTANT'S books and records at any time during regular business hours to determine the actual ICR rate, if they so desire.

3. Direct Non-Salary Costs: Direct Non-Salary Costs will be reimbursed at the Actual Cost to the CONSULTANT. These charges may include, but are not limited to, the following items: travel, printing, long distance telephone, supplies, computer charges and fees of sub-consultants. Air or train travel will be reimbursed only to economy class levels unless otherwise approved by the AGENCY. The CONSULTANT shall comply with the rules and regulations regarding travel costs (excluding air, train, and rental car costs) in accordance with WSDOT's Accounting Manual M 13-82, Chapter 10 – Travel Rules and Procedures, and revisions thereto. Air, train, and rental car costs shall be reimbursed in accordance with 48 Code of Federal Regulations (CFR) Part 31.205-46 "Travel Costs." The billing for Direct Non-Salary Costs shall include an itemized listing of the charges directly identifiable with the PROJECT. The CONSULTANT shall maintain the original supporting documents in their office. Copies of the original supporting documents shall be supplied to the AGENCY upon request. All above charges must be necessary for the services provided under this AGREEMENT.

4. Fixed Fee: The Fixed Fee, which represents the CONSULTANT'S profit, is shown in attached Exhibits "D" and "E" of this AGREEMENT. This fee is based on the Scope of Work defined in this AGREEMENT and the estimated person-hours required to perform the stated Scope of Work. In the event the CONSULTANT enters into a supplemental AGREEMENT for additional work, the supplemental AGREEMENT may include provisions for the added costs and an appropriate additional fee. The Fixed Fee will be prorated and paid monthly in proportion to the percentage of work completed by the CONSULTANT and reported in the Monthly Progress Reports accompanying the billings. Any portion of the Fixed Fee earned but not previously paid in the progress payments will be covered in the final payment, subject to the provisions of Section IX entitled "Termination of Agreement."

5. Management Reserve Fund (MRF): The AGENCY may desire to establish MRF to provide the Agreement Administrator with the flexibility to authorize additional funds to the AGREEMENT for allowable unforeseen costs, or reimbursing the CONSULTANT for additional work beyond that already defined in this AGREEMENT. Such authorization(s) shall be in writing and shall not exceed the lesser of $100,000 or 10% of the Total Amount Authorized as shown in the heading of this AGREEMENT. The amount included for the MRF is shown in the heading of this AGREEMENT. This fund may not be replenished. Any changes requiring additional costs in excess of the MRF shall be made in accordance with Section XIII, "Extra Work."

6. Maximum Total Amount Payable: The Maximum Total Amount Payable by the AGENCY to the CONSULTANT under this AGREEMENT shall not exceed the amount shown in the heading of this AGREEMENT. The Maximum Total Amount Payable is comprised of the Total Amount Authorized, and the MRF. The Maximum Total Amount Payable does not include payment for Extra Work as stipulated in Section XIII, "Extra Work." No minimum amount payable is guaranteed under this AGREEMENT.

B. Monthly Progress Payments: The CONSULTANT may submit billings to the AGENCY for reimbursement of Actual Costs plus the ICR and calculated fee on a monthly basis during the progress of the work. Such billings shall be in a format approved by the AGENCY and accompanied by the monthly progress reports required under Section III, "General Requirements" of this AGREEMENT. The billings will be supported by an itemized listing for each item including Direct (RAW) Labor, Direct Non-Salary, and allowable ICR Costs to which will be added the prorated Fixed Fee. To provide a means of verifying the billed Direct (RAW) Labor costs for CONSULTANT employees, the AGENCY may conduct employee interviews. These interviews may consist of recording the names, titles, Direct (RAW) Labor rates, and present duties of those employees performing work on the PROJECT at the time of the interview.

C. Final Payment: Final Payment of any balance due the CONSULTANT of the gross amount earned will be made promptly upon its verification by the AGENCY after the completion of the work under this AGREEMENT, contingent, if applicable, upon receipt of all PS&E, plans, maps, notes, reports, electronic data and other related documents which are required to be furnished under this AGREEMENT. Acceptance of such Final Payment by the CONSULTANT shall constitute a release of all claims for payment, which the CONSULTANT may have against the AGENCY unless such claims are specifically reserved in writing and transmitted to the AGENCY by the CONSULTANT prior to its acceptance. Said Final Payment shall not, however, be a bar to any claims that the AGENCY may have against the CONSULTANT or to any remedies the AGENCY may pursue with respect to such claims.

The payment of any billing will not constitute agreement as to the appropriateness of any item and at the time of final audit; all required adjustments will be made and reflected in a final payment. In the event that such final audit reveals an overpayment to the CONSULTANT, the CONSULTANT will refund such overpayment to the AGENCY within thirty (30) calendar days of notice of the overpayment. Such refund shall not constitute a waiver by the CONSULTANT for any claims relating to the validity of a finding by the AGENCY of overpayment. The CONSULTANT has twenty (20) working days after receipt of the final POST AUDIT to begin the appeal process to the AGENCY for audit findings.

D. Inspection of Cost Records: The CONSULTANT and their sub-consultants shall keep available for inspection by representatives of the AGENCY and the United States, for a period of six (6) years after receipt of final payment, the cost records and accounts pertaining to this AGREEMENT and all items related to or bearing upon these records with the following exception: if any litigation, claim or audit arising out of, in connection with, or related to this AGREEMENT is initiated before the expiration of the six (6) year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed.

An interim or post audit may be performed on this AGREEMENT. The audit, if any, will be performed by the State Auditor, WSDOT's Internal Audit Office and/or at the request of the AGENCY's Project Manager.

VI. Sub-Contracting

The AGENCY permits subcontracts for those items of SERVICES as shown in Exhibit "A" attached hereto and by this reference made part of this AGREEMENT.

The CONSULTANT shall not subcontract for the performance of any SERVICE under this AGREEMENT without prior written permission of the AGENCY. No permission for subcontracting shall create, between the AGENCY and sub-consultant, any contract or any other relationship.

Compensation for this sub-consultant SERVICES shall be based on the cost factors shown on Exhibit "E" attached hereto and by this reference made part of this AGREEMENT.

The SERVICES of the sub-consultant shall not exceed its maximum amount payable identified in each sub-consultant cost estimate unless a prior written approval has been issued by the AGENCY.

All reimbursable direct labor, indirect cost rate, direct non-salary costs and fixed fee costs for the sub-consultant shall be negotiated and substantiated in accordance with section V "Payment Provisions" herein and shall be memorialized in a final written acknowledgement between the parties.

All subcontracts shall contain all applicable provisions of this AGREEMENT, and the CONSULTANT shall require each sub-consultant or subcontractor, of any tier, to abide by the terms and conditions of this AGREEMENT. With respect to sub-consultant payment, the CONSULTANT shall comply with all applicable sections of the STATE's Prompt Payment laws as set forth in RCW 39.04.250 and RCW 39.76.011.

The CONSULTANT, sub-recipient, or sub-consultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this AGREEMENT. The CONSULTANT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the recipient deems appropriate.

VII. Employment and Organizational Conflict of Interest

The CONSULTANT warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warrant, the AGENCY shall have the right to annul this AGREEMENT without liability or, in its discretion, to deduct from this AGREEMENT price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

Any and all employees of the CONSULTANT or other persons while engaged in the performance of any work or services required of the CONSULTANT under this AGREEMENT, shall be considered employees of the CONSULTANT only and not of the AGENCY, and any and all claims that may arise under any Workmen's

Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the CONSULTANT's employees or other persons while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of the CONSULTANT.

The CONSULTANT shall not engage, on a full- or part-time basis, or other basis, during the period of this AGREEMENT, any professional or technical personnel who are, or have been, at any time during the period of this AGREEMENT, in the employ of the United States Department of Transportation or the AGENCY, except regularly retired employees, without written consent of the public employer of such person if he/she will be working on this AGREEMENT for the CONSULTANT.

VIII. Nondiscrimination

During the performance of this AGREEMENT, the CONSULTANT, for itself, its assignees, sub-consultants, subcontractors and successors in interest, agrees to comply with the following laws and regulations:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. Chapter 21 Subchapter V § 2000d through 2000d-4a)
- Federal-aid Highway Act of 1973 (23 U.S.C. Chapter 3 § 324)
- Rehabilitation Act of 1973 (29 U.S.C. Chapter 16 Subchapter V § 794)
- Age Discrimination Act of 1975 (42 U.S.C. Chapter 76 § 6101 *et. seq.*)
- Civil Rights Restoration Act of 1987 (Public Law 100-259)
- American with Disabilities Act of 1990 (42 U.S.C. Chapter 126 § 12101 *et. seq.*)
- 23 CFR Part 200
- 49 CFR Part 21
- 49 CFR Part 26
- RCW 49.60.180

In relation to Title VI of the Civil Rights Act of 1964, the CONSULTANT is bound by the provisions of Exhibit "F" attached hereto and by this reference made part of this AGREEMENT, and shall include the attached Exhibit "F" in every sub-contract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

IX. Termination of Agreement

The right is reserved by the AGENCY to terminate this AGREEMENT at any time with or without cause upon ten (10) days written notice to the CONSULTANT.

In the event this AGREEMENT is terminated by the AGENCY, other than for default on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for actual hours charged and any appropriate fixed fee percentage at the time of termination of this AGREEMENT, plus any direct non-salary costs incurred up to the time of termination of this AGREEMENT.

No payment shall be made for any SERVICES completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. If the accumulated payment made to the CONSULTANT prior to Notice of Termination exceeds the total amount that would be due when computed as set forth in paragraph two (2) of this section, then no final payment shall be due and the CONSULTANT shall immediately reimburse the AGENCY for any excess paid.

If the services of the CONSULTANT are terminated by the AGENCY for default on the part of the CONSULTANT, the above formula for payment shall not apply.

In the event of a termination for default, the amount to be paid to the CONSULTANT shall be determined by the AGENCY with consideration given to the actual costs incurred by the CONSULTANT in performing SERVICES to the date of termination, the amount of SERVICES originally required which was satisfactorily completed to

date of termination, whether that SERVICE is in a form or a type which is usable to the AGENCY at the time of termination, the cost to the AGENCY of employing another firm to complete the SERVICES required and the time which may be required to do so, and other factors which affect the value to the AGENCY of the SERVICES performed at the time of termination. Under no circumstances shall payment made under this subsection exceed the amount, which would have been made using the formula set forth in paragraph two (2) of this section.

If it is determined for any reason that the CONSULTANT was not in default or that the CONSULTANT's failure to perform is without the CONSULTANT's or its employee's fault or negligence, the termination shall be deemed to be a termination for the convenience of the AGENCY. In such an event, the CONSULTANT would be reimbursed for actual costs and appropriate fixed fee percentage in accordance with the termination for other than default clauses listed previously.

The CONSULTANT shall, within 15 days, notify the AGENCY in writing, in the event of the death of any member, partner, or officer of the CONSULTANT or the death or change of any of the CONSULTANT's supervisory and/or other key personnel assigned to the project or disaffiliation of any principally involved CONSULTANT employee. The CONSULTANT shall also notify the AGENCY, in writing, in the event of the sale or transfer of 50% or more of the beneficial ownership of the CONSULTANT within 15 days of such sale or transfer occurring. The CONSULTANT shall continue to be obligated to complete the SERVICES under the terms of this AGREEMENT unless the AGENCY chooses to terminate this AGREEMENT for convenience or chooses to renegotiate any term(s) of this AGREEMENT. If termination for convenience occurs, final payment will be made to the CONSULTANT as set forth in the second and third paragraphs of this section.

Payment for any part of the SERVICES by the AGENCY shall not constitute a waiver by the AGENCY of any remedies of any type it may have against the CONSULTANT for any breach of this AGREEMENT by the CONSULTANT, or for failure of the CONSULTANT to perform SERVICES required of it by the AGENCY. Forbearance of any rights under the AGREEMENT will not constitute waiver of entitlement to exercise those rights with respect to any future act or omission by the CONSULTANT.

X. Changes of Work

The CONSULTANT shall make such changes and revisions in the completed work of this AGREEMENT as necessary to correct errors appearing therein, without additional compensation thereof. Should the AGENCY find it desirable for its own purposes to have previously satisfactorily completed SERVICES or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the AGENCY. This work shall be considered as Extra Work and will be paid for as herein provided under section XIII "Extra Work."

XI. Disputes

Any disputed issue not resolved pursuant to the terms of this AGREEMENT shall be submitted in writing within 10 days to the Director of Public Works or AGENCY Engineer, whose decision in the matter shall be final and binding on the parties of this AGREEMENT; provided however, that if an action is brought challenging the Director of Public Works or AGENCY Engineer's decision, that decision shall be subject to judicial review. If the parties to this AGREEMENT mutually agree, disputes concerning alleged design errors will be conducted under the procedures found in Exhibit "J". In the event that either party deem it necessary to institute legal action or proceeding to enforce any right or obligation under this AGREEMENT, this action shall be initiated in the Superior Court of the State of Washington, situated in the county in which the AGENCY is located. The parties hereto agree that all questions shall be resolved by application of Washington law and that the parties have the right of appeal from such decisions of the Superior Court in accordance with the laws of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, situated in the county in which the AGENCY is located.

XII. Legal Relations

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

The CONSULTANT shall defend, indemnify, and hold The State of Washington (STATE) and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the negligence of, or the breach of any obligation under this AGREEMENT by, the CONSULTANT or the CONSULTANT's agents, employees, sub consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable; provided that nothing herein shall require a CONSULTANT to defend or indemnify the STATE and the AGENCY and their officers and employees against and hold harmless the STATE and the AGENCY and their officers and employees from claims, demands or suits based solely upon the negligence of, or breach of any obligation under this AGREEMENT by the STATE and the AGENCY, their agents, officers, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the STATE and/or the AGENCY may be legally liable; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT is legally liable, and (b) the STATE and/or AGENCY, their agents, officers, employees, sub-consultants, subcontractors and or vendors, of any tier, or any other persons for whom the STATE and or AGENCY may be legally liable, the defense and indemnity obligation shall be valid and enforceable only to the extent of the CONSULTANT's negligence or the negligence of the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable. This provision shall be included in any AGREEMENT between CONSULTANT and any sub-consultant, subcontractor and vendor, of any tier.

The CONSULTANT shall also defend, indemnify, and hold the STATE and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions by the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable, in performance of the Work under this AGREEMENT or arising out of any use in connection with the AGREEMENT of methods, processes, designs, information or other items furnished or communicated to STATE and/or the AGENCY, their agents, officers and employees pursuant to the AGREEMENT; provided that this indemnity shall not apply to any alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions resulting from STATE and/or AGENCY's, their agents', officers' and employees' failure to comply with specific written instructions regarding use provided to STATE and/or AGENCY, their agents, officers and employees by the CONSULTANT, its agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable.

The CONSULTANT's relation to the AGENCY shall be at all times as an independent contractor.

Notwithstanding any determination by the Executive Ethics Board or other tribunal, the AGENCY may, in its sole discretion, by written notice to the CONSULTANT terminate this AGREEMENT if it is found after due notice and examination by the AGENCY that there is a violation of the Ethics in Public Service Act, Chapter 42.52 RCW; or any similar statute involving the CONSULTANT in the procurement of, or performance under, this AGREEMENT.

The CONSULTANT specifically assumes potential liability for actions brought by the CONSULTANT's own employees or its agents against the STATE and /or the AGENCY and, solely for the purpose of this indemnification and defense, the CONSULTANT specifically waives any immunity under the state industrial insurance law, Title 51 RCW. This waiver has been mutually negotiated between the Parties.

Unless otherwise specified in this AGREEMENT, the AGENCY shall be responsible for administration of construction contracts, if any, on the project. Subject to the processing of a new sole source, or an acceptable supplemental AGREEMENT, the CONSULTANT shall provide On-Call assistance to the AGENCY during contract administration. By providing such assistance, the CONSULTANT shall assume no responsibility for: proper construction techniques, job site safety, or any construction contractor's failure to perform its work in accordance with the contract documents.

The CONSULTANT shall obtain and keep in force during the terms of this AGREEMENT, or as otherwise required, the following insurance with companies or through sources approved by the State Insurance Commissioner pursuant to Title 48 RCW.

Insurance Coverage

A. Worker's compensation and employer's liability insurance as required by the STATE.

B. Commercial general liability insurance written under ISO Form CG 00 01 12 04 or its equivalent with minimum limits of one million dollars ($1,000,000.00) per occurrence and two million dollars ($2,000,000.00) in the aggregate for each policy period.

C. Business auto liability insurance written under ISO Form CG 00 01 10 01 or equivalent providing coverage for any "Auto" (Symbol 1) used in an amount not less than a one million dollar ($1,000,000.00) combined single limit for each occurrence.

Excepting the Worker's Compensation Insurance and any Professional Liability Insurance, the STATE and AGENCY, their officers, employees, and agents will be named on all policies of CONSULTANT and any sub-consultant and/or subcontractor as an additional insured (the "AIs"), with no restrictions or limitations concerning products and completed operations coverage. This coverage shall be primary coverage and non-contributory and any coverage maintained by the AIs shall be excess over, and shall not contribute with, the additional insured coverage required hereunder. The CONSULTANT's and the sub-consultant's and/or subcontractor's insurer shall waive any and all rights of subrogation against the AIs. The CONSULTANT shall furnish the AGENCY with verification of insurance and endorsements required by this AGREEMENT. The AGENCY reserves the right to require complete, certified copies of all required insurance policies at any time.

All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. The CONSULTANT shall submit a verification of insurance as outlined above within fourteen (14) days of the execution of this AGREEMENT to:

Name: Steven Miller
Agency: City of Marysville
Address: 80 Columbia Avenue
City: Marysville State: WA Zip: 98270
Email: smiller@marysvillewa.gov
Phone: (360) 363-8285
Facsimile: (360) 651-5099

No cancellation of the foregoing policies shall be effective without thirty (30) days prior notice to the AGENCY.

The CONSULTANT's professional liability to the AGENCY, including that which may arise in reference to section IX "Termination of Agreement" of this AGREEMENT, shall be limited to the accumulative amount of the authorized AGREEMENT amount or one million dollars ($1,000,000.00), whichever is greater, unless the limit of liability is increased by the AGENCY pursuant to Exhibit H. In no case shall the CONSULTANT's professional liability to third parties be limited in any way.

The parties enter into this AGREEMENT for the sole benefit of the parties, and to the exclusion of any third party, and no third party beneficiary is intended or created by the execution of this AGREEMENT.

The AGENCY will pay no progress payments under section V "Payment Provisions" until the CONSULTANT has fully complied with this section. This remedy is not exclusive; and the AGENCY may take such other action as is available to it under other provisions of this AGREEMENT, or otherwise in law.

XIII. Extra Work

A. The AGENCY may at any time, by written order, make changes within the general scope of this AGREEMENT in the SERVICES to be performed.

B. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the SERVICES under this AGREEMENT, whether or not changed by the order, or otherwise affects any other terms and conditions of this AGREEMENT, the AGENCY shall make an equitable adjustment in the: (1) maximum amount payable; (2) delivery or completion schedule, or both; and (3) other affected terms and shall modify this AGREEMENT accordingly.

C. The CONSULTANT must submit any "request for equitable adjustment," hereafter referred to as "CLAIM," under this clause within thirty (30) days from the date of receipt of the written order. However, if the AGENCY decides that the facts justify it, the AGENCY may receive and act upon a CLAIM submitted before final payment of this AGREEMENT.

D. Failure to agree to any adjustment shall be a dispute under the section XI "Disputes" clause. However, nothing in this clause shall excuse the CONSULTANT from proceeding with the AGREEMENT as changed.

E. Notwithstanding the terms and conditions of paragraphs (A.) and (B.) above, the maximum amount payable for this AGREEMENT, shall not be increased or considered to be increased except by specific written supplement to this AGREEMENT.

XIV. Endorsement of Plans

If applicable, the CONSULTANT shall place their endorsement on all plans, estimates, or any other engineering data furnished by them.

XV. Federal Review

The Federal Highway Administration shall have the right to participate in the review or examination of the SERVICES in progress.

XVI. Certification of the Consultant and the Agency

Attached hereto as Exhibit "G-1(a and b)" are the Certifications of the CONSULTANT and the AGENCY, Exhibit "G-2" Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions, Exhibit "G-3" Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying and Exhibit "G-4" Certificate of Current Cost or Pricing Data. Exhibit "G-3" is required only in AGREEMENT's over one hundred thousand dollars ($100,000.00) and Exhibit "G-4" is required only in AGREEMENT's over five hundred thousand dollars ($500,000.00.) These Exhibits must be executed by the CONSULTANT, and submitted with the master AGREEMENT, and returned to the AGENCY at the address listed in section III "General Requirements" prior to its performance of any SERVICES under this AGREEMENT.

XVII. Complete Agreement

This document and referenced attachments contain all covenants, stipulations, and provisions agreed upon by the parties. No agent, or representative of either party has authority to make, and the parties shall not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein. No changes, amendments, or modifications of the terms hereof shall be valid unless reduced to writing and signed by the parties as a supplement to this AGREEMENT.

XVIII. Execution and Acceptance

This AGREEMENT may be simultaneously executed in several counterparts, each of which shall be deemed to be an original having identical legal effect. The CONSULTANT does hereby ratify and adopt all statements, representations, warranties, covenants, and AGREEMENT's contained in the proposal, and the supporting material submitted by the CONSULTANT, and does hereby accept this AGREEMENT and agrees to all of the terms and conditions thereof.

XIX. Protection of Confidential Information

The CONSULTANT acknowledges that some of the material and information that may come into its possession or knowledge in connection with this AGREEMENT or its performance may consist of information that is exempt from disclosure to the public or other unauthorized persons under either chapter 42.56 RCW or other local, state or federal statutes ("State's Confidential Information"). The "State's Confidential Information" includes, but is not limited to, names, addresses, Social Security numbers, e-mail addresses, telephone numbers, financial profiles, credit card information, driver's license numbers, medical data, law enforcement records (or any other information identifiable to an individual), STATE and AGENCY source code or object code, STATE and AGENCY security data, non-public Specifications, STATE and AGENCY non-publicly available data, proprietary software, State security data, or information which may jeopardize any part of the project that relates to any of these types of information. The CONSULTANT agrees to hold the State's Confidential Information in strictest confidence and not to make use of the State's Confidential Information for any purpose other than the performance of this AGREEMENT, to release it only to authorized employees, sub-consultants or subcontractors requiring such information for the purposes of carrying out this AGREEMENT, and not to release, divulge, publish, transfer, sell, disclose, or otherwise make it known to any other party without the AGENCY's express written consent or as provided by law. The CONSULTANT agrees to release such information or material only to employees, sub-consultants or subcontractors who have signed a nondisclosure AGREEMENT, the terms of which have been previously approved by the AGENCY. The CONSULTANT agrees to implement physical, electronic, and managerial safeguards to prevent unauthorized access to the State's Confidential Information.

Immediately upon expiration or termination of this AGREEMENT, the CONSULTANT shall, at the AGENCY's option: (i) certify to the AGENCY that the CONSULTANT has destroyed all of the State's Confidential Information; or (ii) returned all of the State's Confidential Information to the AGENCY; or (iii) take whatever other steps the AGENCY requires of the CONSULTANT to protect the State's Confidential Information.

As required under Executive Order 00-03, the CONSULTANT shall maintain a log documenting the following: the State's Confidential Information received in the performance of this AGREEMENT; the purpose(s) for which the State's Confidential Information was received; who received, maintained and used the State's Confidential Information; and the final disposition of the State's Confidential Information. The CONSULTANT's records shall be subject to inspection, review, or audit upon reasonable notice from the AGENCY.

The AGENCY reserves the right to monitor, audit, or investigate the use of the State's Confidential Information collected, used, or acquired by the CONSULTANT through this AGREEMENT. The monitoring, auditing, or investigating may include, but is not limited to, salting databases.

Violation of this section by the CONSULTANT or its sub-consultants or subcontractors may result in termination of this AGREEMENT and demand for return of all State's Confidential Information, monetary damages, or penalties.

It is understood and acknowledged that the CONSULTANT may provide the AGENCY with information which is proprietary and/or confidential during the term of this AGREEMENT. The parties agree to maintain the confidentiality of such information during the term of this AGREEMENT and afterwards. All materials containing such proprietary and/or confidential information shall be clearly identified and marked as "Confidential" and shall be returned to the disclosing party at the conclusion of the SERVICES under this AGREEMENT.

The CONSULTANT shall provide the AGENCY with a list of all information and materials it considers confidential and/or proprietary in nature: (a) at the commencement of the term of this AGREEMENT; or (b) as soon as such confidential or proprietary material is developed. "Proprietary and/or confidential information" is not meant to include any information which, at the time of its disclosure: (i) is already known to the other party; (ii) is rightfully disclosed to one of the parties by a third party that is not acting as an agent or representative for the other party; (iii) is independently developed by or for the other party; (iv) is publicly known; or (v) is generally utilized by unaffiliated third parties engaged in the same business or businesses as the CONSULTANT.

The parties also acknowledge that the AGENCY is subject to Washington State and federal public disclosure laws. As such, the AGENCY shall maintain the confidentiality of all such information marked proprietary and/ or confidential or otherwise exempt, unless such disclosure is required under applicable state or federal law. If a public disclosure request is made to view materials identified as "Proprietary and/or confidential information" or otherwise exempt information, the AGENCY will notify the CONSULTANT of the request and of the date that such records will be released to the requester unless the CONSULTANT obtains a court order from a court of competent jurisdiction enjoining that disclosure. If the CONSULTANT fails to obtain the court order enjoining disclosure, the AGENCY will release the requested information on the date specified.

The CONSULTANT agrees to notify the sub-consultant of any AGENCY communication regarding disclosure that may include a sub-consultant's proprietary and/or confidential information. The CONSULTANT notification to the sub-consultant will include the date that such records will be released by the AGENCY to the requester and state that unless the sub-consultant obtains a court order from a court of competent jurisdiction enjoining that disclosure the AGENCY will release the requested information. If the CONSULTANT and/or sub-consultant fail to obtain a court order or other judicial relief enjoining the AGENCY by the release date, the CONSULTANT shall waive and release and shall hold harmless and indemnify the AGENCY from all claims of actual or alleged damages, liabilities, or costs associated with the AGENCY's said disclosure of sub-consultants' information.

XX. Records Maintenance

During the progress of the Work and SERVICES provided hereunder and for a period of not less than six (6) years from the date of final payment to the CONSULTANT, the CONSULTANT shall keep, retain and maintain all "documents" pertaining to the SERVICES provided pursuant to this AGREEMENT. Copies of all "documents" pertaining to the SERVICES provided hereunder shall be made available for review at the CONSULTANT's place of business during normal working hours. If any litigation, claim or audit is commenced, the CONSULTANT shall cooperate with AGENCY and assist in the production of all such documents. "Documents" shall be retained until all litigation, claims or audit findings have been resolved even though such litigation, claim or audit continues past the six (6) year retention period.

For purposes of this AGREEMENT, "documents" means every writing or record of every type and description, including electronically stored information ("ESI"), that is in the possession, control, or custody of the CONSULTANT, including, without limitation, any and all correspondences, contracts, AGREEMENT 's, appraisals, plans, designs, data, surveys, maps, spreadsheets, memoranda, stenographic or handwritten notes, reports, records, telegrams, schedules, diaries, notebooks, logbooks, invoices, accounting records, work sheets, charts, notes, drafts, scribblings, recordings, visual displays, photographs, minutes of meetings,

tabulations, computations, summaries, inventories, and writings regarding conferences, conversations or telephone conversations, and any and all other taped, recorded, written, printed or typed matters of any kind or description; every copy of the foregoing whether or not the original is in the possession, custody, or control of the CONSULTANT, and every copy of any of the foregoing, whether or not such copy is a copy identical to an original, or whether or not such copy contains any commentary or notation whatsoever that does not appear on the original.

For purposes of this AGREEMENT, "ESI" means any and all computer data or electronic recorded media of any kind, including "Native Files", that are stored in any medium from which it can be retrieved and examined, either directly or after translation into a reasonably useable form. ESI may include information and/or documentation stored in various software programs such as: Email, Outlook, Word, Excel, Access, Publisher, PowerPoint, Adobe Acrobat, SQL databases, or any other software or electronic communication programs or databases that the CONSULTANT may use in the performance of its operations. ESI may be located on network servers, backup tapes, smart phones, thumb drives, CDs, DVDs, floppy disks, work computers, cell phones, laptops or any other electronic device that CONSULTANT uses in the performance of its Work or SERVICES hereunder, including any personal devices used by the CONSULTANT or any sub-consultant at home.

"Native files" are a subset of ESI and refer to the electronic format of the application in which such ESI is normally created, viewed, and /or modified.

The CONSULTANT shall include this section XX "Records Maintenance" in every subcontract it enters into in relation to this AGREEMENT and bind the sub-consultant to its terms, unless expressly agreed to otherwise in writing by the AGENCY prior to the execution of such subcontract.

In witness whereof, the parties hereto have executed this AGREEMENT as of the day and year shown in the "Execution Date" box on page one (1) of this AGREEMENT.

HDR ENGINEERING, INC

Signature

5/8/18
Date

CITY OF MARYSVILLE

Signature

5/18/18
Date

Any modification, change, or reformation of this AGREEMENT shall require approval as to form by the Office of the Attorney General.

Approved as to form

Jon Walker, City Attorney

Agreement Number:

Exhibit A
Scope of Work

Project No.

See attached.

Agreement Number:

AGENDA ITEM NO. 11.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Parks Director Tara Mizell, Parks, Culture, & Recreation
ITEM TYPE:	Resolution
AGENDA SECTION:	**New Business**
SUBJECT:	A **Resolution** Setting Fees for the Use of Park Facilities for the 2025-2026 Biennium
SUGGESTED ACTION:	Recommended Motion: I move to approve Resolution No._____.
SUMMARY:	Fee schedule for Parks, Culture and Recreation for 2025-2026. Attached is the resolution, rental rate study done by staff and our projected additional revenue if rentals trends continue in 2025.

ATTACHMENTS:

Resolution_-_Park_Fees_2025-26.docx
2024 Facility price Comparison.pdf
Potential Fee Increase Estimate 2025.pdf

CITY OF MARYSVILLE
Marysville, Washington

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON, SETTING FEES FOR THE USE OF PARK FACILITIES FOR THE 2025-2026 BIENNIUM.

WHEREAS, Ordinance No. 3040 sets forth the process for reviewing and setting fees for the City's park facilities; and

WHEREAS, user fees and rental fees for the City's park facilities support the maintenance and staffing for those facilities and are necessary to fund park, recreation, and culture activities in the City; and

WHEREAS, the Marysville Parks, Recreation, and Culture Advisory Board reviewed the fees charged at the City's park, recreation, and culture facilities and recommended the fee schedule attached as Exhibit A; and

WHEREAS, the Parks, Culture, and Recreation Department has advised the City Council of the basis for setting the fees; and

WHEREAS, public health and welfare is enhanced by setting user and rental fees at appropriate levels.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MARYSVILLE that the fees set forth in Exhibit A are adopted for the 2025-2026 biennium.

ADOPTED by the City Council at an open public meeting this _____ day of December, 2024.

CITY OF MARYSVILLE

By _____
JON NEHRING, MAYOR

Attest:

By_____
_____, DEPUTY CITY CLERK

Approved as to form:

By
_____

JON WALKER, CITY ATTORNEY

Exhibit A

Parks, Culture and Recreation Fee Schedules

Rental Facilities		2024	Proposed 2025/26
Jennings Barn	Hourly rate (max of 4 hours)	$20	$30
	Non Profit rate (max 3 hours) M-F	$30	$40
	Full Day (more than 4 hours)	$125	$150
Picnic Shelters	Full Day	$75	$100
Delta Room	Hourly rate - M-F	$40	$50
	Hourly rate – Saturday & Sunday	$50	$60
	4 hour minimum/8 hour maximum		
Marysville Opera House			
Monday-Thursday	Hourly rate (4 hour minimum)	$95	$120
	Non Profit rate	$47.50	$75
	Full Day	$760	$850
Friday and Sunday	Full Day	$1,550	$1,700
Saturday	Full Day	$2,050	$2,250
Holidays	Full Day	$2,050	$2,250
Rehearsal Time	M-Th (for 2 hours)	$95	$120
Down Payment	M-Th	$200	$200
	Fri-Sun	$400	$400

Parks, Culture and Recreation Classes, Programs and Camps

Marysville Parks, Culture and Recreation offers a variety of programs. Most classes and programs are offered through Instructor Contract Agreements with fees established based upon direct costs to offer the program.

The Director of Parks, Culture and Recreation shall have the authority to approve program fees.

Pickleball Court

Pickleball Tournament - per day	$150

Strawberry Fields Athletic Park	2024 (per hour)	Proposed 2025/2026 (per hour)
Field Rental		
Youth	$25 Syn/$15 Nat	$30 Syn/$20 Nat
Adult	$30 Syn/$20 Nat	$35 Syn/$25 Nat
Light Fee	$10	$15

Cedar Fields		
Field Rental		
Youth	$25	$30
Light Fee	$10	$15

Cedarcrest Golf Course Rates

Adult Pre Tax	2024	2025	2026
18 holes WD	$35	$38	$40
18 holes WE	$40	$43	$45
9 holes WD	$26	$28	$30
Twilight WD	$26	$28	$30
Twilight WE	$27	$29	$31
Early Bird	$26	$28	$30
9 holes WE (after noon)	$27	$29	$31
18 hole playcard	$302	$317	$332
Adult Annual (valid anyday)	$1,850	$1,942	$2,039
Senior/Military Pre Tax			
18 holes WD	$29	$30	$31
9 holes WD	$21	$22	$23
Twilight WD	$26	$28	$29
18 hole playcard	$245	$257	$269
Senior Annual (M-F only) post tax	$1,250	$1,312	$1,377
Junior Pre Tax			
18 holes WD	$16	$18	$18
9 holes WD	$16	$18	$18
Twilight WD	$16	$18	$18

Facility Rental Rate Comparison

City	Facility	Occupancy	Price
			Hourly rate (maximum of 4 hours) **$20**
			Non Profit rate (maximum of 3 hours) M-F **$30**
Marysville	Jennings Park Barn	50	Full Day (more than 4 hours) **$125**
	Picnic Shleter	50	Full Day **$75**
			Hourly rate - M-F **$40**
			Hourly rate – Saturday & Sunday **$50**
	Delta Room in Community Center	65	(4 hour minimum/8 hour maximum)
			Monday-Thursday Hourly rate (4 hour minimum) **$95**
			Non Profit rate **$47.50**
			Full Day **$760**
			Friday and Sunday Full Day **$1,550**
	Marysville Opera House	240	Saturday and Holidays Full Day **$2,050**
			Multi-Purpose Room hourly **$32**
Shoreline	Spartan Recreation Center	50	Multi-Purpose room with kitchen hourly **$45**
	Richmond Highlands Recreation Center	60	Hourly **$77**
			Full Day **$128**
	Picnic Shleter	125	Half-day **$88**
	Anthology Event Venue (old OddFellow bldg)	150	**$3000-$5000** (peak season, summers)
Richland	Riverview Room Community Center	100	Hourly **$87.75**
	Activity/Game room Community Center	50	Hourly **$78.75**
			Hourly **$15.50**
			Commercial hourly **$28.50**
	Picnic Shleter	50	Non-profit Hourly **$9.25**
Redmond	Medium Room Community Center	60	Hourly **$45**
	Large Room Community Center	80	Hourly **$75**
			Full Day **$175**
	Picnic Shelter	50	Half-day **$100**
			Monday-Thursday Hourly rate (4-hour minimum) **$80**
			Friday-Sunday Hourly rate **$180**
			Friday and Sunday Full Day **$2000**
			Saturday and Holidays Full Day **$2,250**
Everett	Floral Hall - Everett Parks	200	Overnight rate Friday 6-11 pm and Sa 8-11 pm **$2750**
	Monte Cristo Ballroom (all inclusive- not a self service ve	up to 100 guests	**$6000** for 7 hours
	Apex Event Rental - Everett Ave	3 room choices - variable rates according to size of party	**$750** per hour average (4 hour minimums)
Snohomish	The Feather Ballroom	300	**$5500** for 12 hours
Mount Vernon	The Grand Willow (all inclusive-not a self service venue)	30 people (DJ, bartender, decorations, photography, 2 drinks)	November-April **$11,000** and May-October **$12,900**
			November-April Jan-April and October -December **$5200**
		up to 200 people	May-September **$5500** ($2000 required in extra catering)
	The Salt Box on Fir Island	up to 150	**$4100-$5300**
Pasco	The Moore Mansion (all inclusive- not a self service venu	up to 200 people	Sunday or Friday **$7500**, Saturday **$8500**
			Saturday and Sunday **$1050** for **6 hours** $225 additional per hour.
	Redmond Ridge Event Center	130	Monday-Friday **$330** for **3 hours**, $110 for additional hours

Athletic Facility Rental Rate Comparison

City	Facility	Field Type	Price
Marysville	Cedar Field	Synthetic Turf Youth Baseball Field	Youth -1 hour **$25** Lights- 1 hour **$10**
	Jennings Park- Pickleball Courts	8 Dedicated Pickleball Courts	Full Day **$150** *only reserved for tournaments and full day skills clinics. Groups are required to rent the outdoor shelter as well at $75
	Strawberry Fields	Synthetic Turf and Natural Grass Soccer Fields	Youth (Synthetic Turf) - 1 hour **$25** Youth (Natural Grass) - 1 hour **$15** Adult (Synthetic Turf) - 1 hour **$30** Adult (Natural Grass) - 1 hour **$20** Lights - 1 hour **$10**
Auburn	Brannan Park	Natural Grass Soccer Fields	All Groups - 1.5 hours **$12** Lights - 1.5 hours **$30** *Pickleball Court not reservable
	Game Farm Park	Synthetic Turf Soccer Fields, Pickleball Courts	Youth - 1 hour **$31** Adult - 1 hour **$41** Lights - 1 hour **$20** *Pickleball Courts not reservable
	Scootie Brown Park	Youth Baseball Fields, Pickleball Court	All Groups - 1.5 hours- **$12** *Pickleball Court not reservable
Sammamish	Beaver Lake Park	Natural Turf Baseball Fields	Youth - 1 hour **$20** Adult - 1 hour **$35**
	East Sammamish Park	Natural Turf Baseball Fields and Natural Grass Multi-purpose Field	Youth - 1 hour **$20** Adult - 1 hour **$35**
	Eastlake Sports Facility	Synthetic Turf Multi-Purpose Fields (Baseball, Softball, Lacrosse, Soccer and Football)	Youth - 1 hour **$65** Adult - 1 hour **$95** Lights - 1 hour **$25**
	Klahanie Fields	Natural Grass Fields (Baseball, Cricket, Lacrosse, Soccer and Softball)	Youth - 1 hour **$20** Adult - 1 hour **$35**
	Pine Lake Park	Natural Turf Baseball Field and Natural Grass Soccer Field	Youth- 1 hour **$20** Adult- 1 hour **$35**
Shoreline	Cromwell Park	Natural Turf Youth Baseball Field and Natural Grass Youth Soccer Field	Non Profit Youth - 1 hour **$8** For Profit Youth - 1 hour **$21** All Other Organizations - 1 hour **$21** Lights - 1 hour **$29**
	Hamlin Park	Natural Turf Youth Baseball and Adult Softball Fields	Non Profit Youth - 1 hour **$8** For Profit Youth - 1 hour **$21** All Other Organizations - 1 hour **$21** Lights - 1 hour **$29**
	Hillwood Park	Natural Grass Soccer Field	Non Profit Youth - 1 hour **$8** For Profit Youth - 1 hour **$21** All Other Organizations - 1 hour **$21** Lights - 1 hour **$29**

	Paramount School Park	Natural Turf Youth Baseball, Adult Softball Field and Natural Grass Soccer Fields	Non Profit Youth - 1 hour **$8** For Profit Youth - 1 hour **$21** All Other Organizations - 1 hour **$21** Lights - 1 hour **$29**
	Richmond Highlands Park	Natural Turf Youth Baseball Fields and Natural Grass Soccer Field	Non Profit Youth - 1 hour **$8** For Profit Youth - 1 hour **$21** All Other Organizations - 1 hour **$21** Lights - 1 hour **$29**
	Shoreline Park	Synthetic Turf Soccer Fields	Non Profit Youth - 1 hour **$24** For Profit Youth - 1 hour **$36** All Other Organizations - 1 hour **$83** Lights - 1 hour **$29** Discount Rate: All Groups (M-F, 8:30 a.m. to 3:00 p.m) **$24**
	Shoreview Park	Natural Turf Youth Baseball and Adult Softball Fields	Non Profit Youth - 1 hour **$8** For Profit Youth - 1 hour **$21** All Other Organizations - 1 hour **$21** Lights - 1 hour **$29**
	Twin Ponds	Synthetic Turf Soccer Fields	Non Profit Youth - 1 hour **$24** For Profit Youth - 1 hour **$36** All Other Organizations - 1 hour **$83** Lights - 1 hour **$29** Discount Rate: All Groups (M-F, 8:30 a.m. to 3:00 p.m) **$24**
Kennewick	Lawrence Scott Park Pickleball Complex	15 Dedicated Pickleball Courts	Application/Admin Fee- **$350, then $7/hr per court.** Only reservable for large-scale tournaments. Required to rent adjacent shelter at 50% discount rate of $15/hr.

Youth Athletic Leagues Rate Comparison

City	Program	Ages	Price
Marysville	Boys and Girls Club Basketball League (Travel outside of city required)		
	Boys and Girls Club Soccer League (Travel outside of city required)		
	Parks, Culture and Recreation Soccer League	6-14	$95 for 8 game season
	Parks, Culture and Recreation Youth Basketball League	K-8th Grade	$105 for 10 game season
	Pilchuck Soccer Alliance Soccer League (Travel outside of city required)	3-19	$135 for 10 game season
	YMCA Basketball League (Travel outside of city required)	K-10th Grade	$180 for 8 game season
	YMCA Soccer League (Travel outside of city required)	K	$165 for 8 game season
Richland	Parks and Recreation Youth Basketball League	1st-6th Grade	$60 for 10 game season
	YMCA Soccer League (Travel outside of city required)	3-10	$57 for 6 game season
	YMCA Basketball League (Travel outside of city required)	3-10	$57 for 6 game season
Sammamish	Boys and Girls Club Basketball League (Travel outside of city required)	1st-8th Grade	$135 for 10 game season
	Boys and Girls Club Youth Soccer League (Travel outside of city required)	K-2nd Grade	$120 for 6 game season
	i9 Sports Youth Basketball League	6-11	$189 for 6 game season
	i9 Sports Youth Soccer League		$189 for 7 game season
	Lake Washington Youth Soccer League (Travel outside of city required)	6-18	$159 for 8 game season
Pasco	Parks and Recreation Youth Basketball League	1st-6th Grade	$66 for 6 game season
	YMCA Youth Basketball League (Travel outside of city required)	3-10	$57 for 6 game season
	Tri-Cities Youth Soccer		

2024 Recreation Classes Price Comparison

Rate Per Class Hour (rates adjust to represent 1 hour) - NA (Not Available)

Class-Youth	**Marysville**	**Shoreline**	**Kirkland**	**Redmond**	**Auburn**
Toddler Playgroup	$5.00	$3.00	$4.00	$1.65	FREE
Toddler Crafts	$11.20	$24.00	$8.00	NA	$12.00
Preschool	$12.50	NA	$12.00	NA	$12.00
Preschool Music	$20.00	$24.00	$36.00	$8.33	FREE
Youth Dance	$14.00	$16.00	$11.80	$20.00	$9.50
Drawing/Art	$10.00	$24.00	$32.50	$27.79	$10.00
Theater Class	$8.80	NA	NA	$15.63	NA
STEAM	$16.66	$18.00	$22.06	$37.50	$12.00
LEGO Workshop	$19.00	$15.00	$15.66	$15.83	NA
Teen Nights	$5.00	FREE	FREE	FREE	$2.00
Class - Adult	**Marysville**	**Shoreline**	**Kirkland**	**Redmond**	**Auburn**
Guitar Adults	$15.00	NA	$12.85	$20.00	NA
Watercolor Painting	$10.00	NA	$5.41	$16.00	$7.41
Belly Dance	$12.00	$10.00	NA	NA	NA
Ballroom Dance	$13.00	$13.00	$15.00	NA	NA
Line Dance	$7.00	NA	$8.00	NA	NA
Yoga	$10.00	$10.00	NA	NA	Gym
Zumba	$10.00		$18.00		membership
Class - Senior	**Marysville**	**Shoreline**	**Kirkland**	**Redmond**	**Auburn**
Yoga	$10.00	$8.00	$8.00	NA	Gym
Tai Chi	$5.00	$8.00	$11.00	$10.00	membership
Pinochle	$0.00	$1.00	NA	$0.00	$0.00
Knitting/Quilting	$0.00	$2.00	NA	$0.00	$0.00
Lunches	$0.00	$0.00	donation $4.50	$0.00	donation $4
Line Dance	$5.00	$6.86	$8.00	$5.00	$5.00
Watercolor	$7.50	NA	$5.41	NA	$6.00

Marysville Instructor Pay

80/20 STEAM summer camps (otherwise it is not financially feesible)
70/30 outdoor or off-site
60/40 inside parks facilities (the majority of Marysville class instructors)
50/50 when a rental facility is needed or at the Opera House

Shoreline Instructor Pay	70/30 contracted instructors (over 50% are contracted) Some are part-time hourly staff but they are going more toward the contracted
Kirkland Instructor Pay	65/35 contracted instructors A portion of instructors (pre-school, dance, art) are part-time hourly staff.
Redmond Instructor Pay	65/35 when applicable (fitness, arts and contracted camps) Many instructors are part-time hourly staff earning $20-$40 per hour
Auburn Instructor Pay	65/35 contracted instructors Per student flat rate for select programs Majority of programs are taught by part-time hourly staff.

Potential Fee Increase Assumption

Facility	2024	Proposed 2025
Jennings Park Barn	$19,915.00	$25,290.00
Jennings Park BBQ Shelter	$4,500.00	$6,000.00
Jennings Park Pavilion	$3,525.00	$4,700.00
Delta Room - Community Center	$6,780.00	$8,175.00
Marysville Opera House	$61,580.00	$70,010.00
Cedar Fields	$22,330.00	$27,630.00
Strawberry Fields	$32,320.00	$40,575.00
Total	$150,950	$182,380

AGENDA ITEM NO. 12.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Emergency Preparedness Manager Sarah Lavelle, Executive
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Rave Alerting Platform Renewal
SUGGESTED ACTION:	Recommended Motion: I move to authorize the Mayor to sign the Rave Mobile Safety Renewal #Q-46870.
SUMMARY:	This is a renewal of the alerting platform that we use for internal and external emergency alerts. The renewal term is for one year for $16,902.15. This cost is reimbursed by funds from grants already approved by Council. This is a one-year renewal as we are in discussions with Snohomish County for a shared platform.

ATTACHMENTS:
Rave Mobile Safety Renewal_2025.pdf

Docusign Envelope ID: 65903FC9-40F0-477C-8455-07A83AE5B0B1

492 Old Connecticut Path
Framingham, MA 01701
rave.renewals@motorolasolutions.com

RENEWAL QUOTE

Date: November 4, 2024
Quote #Q-46870
Marysville, WA
501 Delta Avenue
Marysville, Washington
98270 United States

RAVE MOBILE SAFETY RENEWAL

Your Rave service contract is set to expire soon and requires your immediate attention.

Please Return a signed copy of this renewal quote today, and no later than **January 1, 2025** to continue to enjoy your Rave subscription and avoid any lapse in service.

INSTRUCTIONS FOR COMPLETING RENEWAL:

1. Select Renewal Option A, B or C on the enclosed Renewal Quote by checking the respective checkbox.
2. Complete the required billing Information section & sign in the designated signature block.
3. Return via email to: rave.renewals@motorolasolutions.com or fax: (917) 591-9105



With a ***5-year renewal***, your costs will not increase during the contract period. That's over a ***20% savings!***

Docusign Envelope ID: 65903FC9-40F0-477C-8455-07A83AE5B0B1

THIS IS NOT AN INVOICE

RAVE MOBILE SAFETY
a Motorola Solutions Company

492 Old Connecticut Path
Framingham, MA 01701
rave.renewals@motorolasolutions.com

RENEWAL QUOTE

Date: November 4, 2024
Quote # Q-46870
Marysville, WA
501 Delta Avenue
Marysville, Washington
98270 United States

OPTION A: 1-Year Renewal: January 1, 2025 through December 31, 2025	
Rave SMS to Opt-in for Public Safety	$1,717.39
Rave SMS to Opt-in for Public Safety	$3,163.30
Premium SMS Messaging for Rave Alert for Public Safety	$286.23
Rave Alert Social Media Integration	$286.23
Rave Alert for Public Safety	$11,449.00
Annual Cost:	**$16,902.15**

OPTION B: 3-Year Renewal: January 1, 2025 through December 31, 2027	
Rave SMS to Opt-in for Public Safety	$1,637.13
Rave SMS to Opt-in for Public Safety	$3,015.48
Premium SMS Messaging for Rave Alert for Public Safety	$272.85
Rave Alert Social Media Integration	$272.85
Rave Alert for Public Safety	$10,914.00
Annual Cost:	**$16,112.31**
Total Contract Value: *(To be paid in the amount of $16,112.31 per year)*	*$48,336.95*

OPTION C: 5-Year Renewal: January 1, 2025 through December 31, 2029	
Rave SMS to Opt-in for Public Safety	$1,605.03
Rave SMS to Opt-in for Public Safety	$2,956.36
Premium SMS Messaging for Rave Alert for Public Safety	$267.50
Rave Alert Social Media Integration	$267.50
Rave Alert for Public Safety	$10,700.00
Annual Cost:	**$15,796.39**

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Total Contract Value: *(To be paid in th*e amount *of $15,796.39 per year)*	*$78,981.95*

Renewal Quote does not include Sales Tax, if applicable.

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Desired Renewal Term: 1 Year

*** BILLING INFORMATION *(Required):***

* Billing Contact: Sarah LaVelle

* Billing Phone: 360-363-8096

* Billing Email: slavelle@marysvillewa.gov

* PO Required? If YES, enter PO #: _____

Please Note: If a PO is required for payment purposes, please provide a PO # within 7 days of submitting your signed quote or upon receipt of Auto-Renewal Invoice

BILLING INFORMATION:

1. Prices shown above do not include any state and local taxes that may apply. Any such taxes are the responsibility of the Customer and will appear on the final Invoice.
2. Is the contracting entity exempt from sales tax? If yes, please submit a copy of your tax exemption form to taxexempt@ravemobilesafety.com

   - Please ensure that your proof of exemption is a State Tax Exemption for your billing state. We cannot accept proof of IRS Federal Tax Exemption or W-9 forms in lieu of proof of state tax exemption.

Please Note: Invoices for this order will be from rave-ar@ravemobilesafety.com. Please make sure this email is on an approved setting or safe senders list so notifications do not go to a junk folder or caught in a spam filter.

New! Optional Training Sessions

Are you interested in including a one-time online training engagement to your renewal? It is a great way to keep your staff current on our products' new and enhanced features.

To purchase a Standard 4-hour online training session, please check this box (price is $1200 for US renewals) NO

Please note: Training must be used within the 12-month period of your annual subscription period. For an additional cost, customized training is available upon request. Please contact your Account Executive for further details.

Docusign Envelope ID: 65903FC9-40F0-477C-8455-07A83AE5B0B1

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QUOTE ACCEPTANCE:

This Renewal Quote is governed by the Master License and Service Agreement found at https://www.getrave.com/terms-of-service/current.pdf and, by its signature hereto, Customer accepts that Agreement.

Please sign and date this Renewal Quote to indicate your acceptance of this proposal as an authorized representative of Customer.

QUOTE ACCEPTED BY

Authorized Signature:		**Date:**	
Name (Printed or Typed):	Jon Nehring	**Title:**	Mayor
2nd Authorized Signature (if required):		**Date:**	
Name (Printed or Typed):		**Title:**	

AGENDA ITEM NO. 13.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Court Administrator Suzanne Elsner, Court
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Professional Service Agreement Between the City of Marysville and Bridgeways
SUGGESTED ACTION:	Recommended Motion: I move to authorize the Mayor to sign and execute the Professional Service Agreement between the City of Marysville and Bridgeways
SUMMARY:	

ATTACHMENTS:
Bridgeways 2025.pdf
Original Bridgeways Contract for Reference.pdf

PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND BRIDGEWAYS

THIS AGREEMENT ("Agreement") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City"), and Bridgeways, ("Contractor").

WHEREAS, the parties previously executed an agreement on January 1, 2021, for Mental Health Alternatives Program Court Liaison services and Supplemental Agreement No. 1 on May 16, 2022; and

WHEREAS, the parties inadvertently allowed the agreement to expire; and

WHEREAS, the parties intended to extend the agreement and have continued business in conformance with the terms of the agreement.

NOW THEREFORE, In consideration of the terms, conditions, covenants, and performances contained herein, the parties agree as follows:

1. The Agreement dated January 1, 2021, for Mental Health Alternatives Program Court Liaison services and Supplemental Agreement No. 1 are ratified and will be in full force and effect upon execution of this agreement.

2. TERM. This Agreement shall terminate on midnight December 31, 2025.

3. All other terms and conditions of the agreement dated January 1, 2021, shall remain in full force and effect except as modified by this agreement.

4. COUNTERPARTS. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same Agreement.

5. AUTHORITY TO BIND PARTIES AND ENTER INTO AGREEMENT. The undersigned represent that they have full authority to enter into this Agreement and to bind the parties for and on behalf of the legal entities set forth herein.

DATED this _____ day of _____, 2024.

CITY OF MARYSVILLE

By _____

Jon Nehring, Mayor

DATED this _____ day of _____, 2024.

Bridgeways

By _____
_____(Name)
Its: _____(Title)

ATTEST/AUTHENTICATED:

_____
Chari Taber, Deputy City Clerk

Approved as to form:

_____
Jon Walker, City Attorney

SUPPLEMENTAL AGREEMENT NO. 1 TO PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF MARYSVILLE AND BRIDGEWAYS

THIS SUPPLEMENTAL AGREEMENT NO. 1 ("Supplemental Agreement No. 1") is made and entered into as of the date of the last signature below, by and between the City of Marysville, a Washington State municipal corporation ("City") and Bridgeways, a Washington nonprofit corporation ("Contractor").

WHEREAS, the parties hereto have previously entered into an agreement for Mental Health Alternatives Program Court Liaison (the "Original Agreement"), said Original Agreement being dated January 1, 201; and

WHEREAS, both parties desire to supplement the Original Agreement, by extending the term of the Original Agreement;

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein or attached and incorporated, and made a part hereof, the parties hereto agree as follows:

1. Section II.A of the Original Agreement, "TIME OF PERFORMANCE", is amended to provide that the term will terminate at midnight on December 31, 2022.

2. Each and every provision of the Original Agreement for Professional Services dated January 1, 2021, shall remain in full force and effect, except as modified herein.

DATED this 10th day of May, 2021.

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATED this 25th day of May, 2021

BRIDGEWAYS

By _____
[Name] ZHIYONG LI
Its: [Title] Director of Finance

ORIGINAL

ATTEST/AUTHENTICATED:

Genevieve Geddis

Genevieve Geddis, Deputy City Clerk

Approved as to form:

Jon Walker, City Attorney

ORIGINAL

EST. 1891

MARYSVILLE

WASHINGTON

Contract between the **City of Marysville**

And

Bridgeways: Mental Health Alternatives Program Court Liaison

THIS CONTRACT is made and entered into this **1st day of January, 2021**, by and between the City of Marysville, a municipal corporation under the laws of the State of Washington (hereinafter referred to as "City"), and Bridgeways: Mental Health Alternatives Program Court Liaison (hereinafter referred to as "Contractor").

WHEREAS , the City Council of the City of Marysville, has authorized the City to expend general fund monies for the projects specified in this Contract in accordance with the provisions of this contract; and

WHEREAS, the Contractor desires to perform the projects set forth in this Contract in accordance with the terms and conditions contained in this Contract;

NOW, THEREFORE, the City and Contractor mutually agree as follows:

I. Scope of Services on Projects

A. The Contractor shall perform or cause to be performed those projects which are described in **Exhibit A** attached hereto and incorporated herein by reference, hereinafter referred to as "Projects."

B. The City agrees to reimburse the Contractor an amount not to exceed that described in paragraph III of this Contract. Such funds shall be expended during the project period as described herein in accordance with the provisions of this Contract and the rules, regulations and laws applicable to the expenditure of general fund monies by the City.

C. Residents of the city of Marysville, Washington must benefit from the Projects funded in accordance with this Contract.

II. Time of Performance

A. The term "project period" as used in this Contract means the period of time between the beginning date of this Contract, January 1, 2021 and the completion date, December 31, 2021.

B. Contractor shall commence work on the Projects within thirty (30) days of the date of execution of this Contract. Contractor shall work expeditiously, diligently and continuously to complete the Projects to the reasonable satisfaction of the City on or before the end of the project period.

III. Compensation

A. Subject to the terms and conditions of this Contract, the City shall reimburse the Contractor a sum not to exceed **$50,000.00** for undertaking the Projects described in Exhibit A herein.

ORIGINAL

Any funds not paid to the Contractor within the project period shall remain the property of the City and the Contractor loses all legal entitlement to said monies. **Requests for Reimbursement must be received by the City no later than January 7, 2022 to qualify for payment under this Contract.**

B. The Contractor will be paid in accordance with the terms and conditions of this Contract and in accordance with the projected budget set forth in **Exhibit B** attached hereto and incorporated herein by reference.

IV. Personnel

A. The parties intend that an independent contractor relationship will be created by this Contract. The City is interested only in the results to be achieved. The implementation of the projects will lie solely with the Contractor. No agent, employee, or representative of the Contractor shall be deemed to be an employee, agent, servant or representative of the City for any purpose, and the employees of the Contractor are not entitled to any of the benefits the City provides for City employees. The Contractor will be solely and entirely responsible for its acts and for the acts of its agents, employees, servants, subcontractors, during the performance of this Contract.

B. The Contractor shall provide all personnel required to perform the Projects under this Contract. Such personnel shall not be employees of or have any contractual relationship with the City. All personnel engaged in the work pursuant to this Contract shall be fully qualified and shall be authorized or permitted under state and local law to perform such service.

C. The Contractor shall be responsible for total supervision of the Projects.

D. **The "Project Manager(s)" for the Projects will be Andrea Duffield.** The Project Manager(s) may be changed by the Contractor, but only upon written notice to the City of Marysville. **The Project Manager(s) shall be responsible for executing the Request for Reimbursement, Exhibit C, which is attached hereto and incorporated herein by reference.**

E. No member of Contractor's governing body or its personnel shall have any direct or indirect personal financial interest in this Contract which affects his/her personal interest or the interest of any private corporation, partnership or association in which he/she is directly or indirectly interested. For the purposes of this section, partial ownership of publicly traded businesses is not a "direct or indirect interest" unless such partial ownership is sufficiently large as to be able to control the business in whole or in part.

V. Subcontracting and Assignability

None of the work or services covered by the Contract shall be subcontracted without the prior written consent of the City of Marysville. Contractor shall not assign any interest in this Contract and no interest herein may be otherwise transferred without the prior written consent of the City of Marysville.

VI. Reports, Payment and Disbursements

A. Contractor shall fill out and submit to the City, in the format prescribed in **Exhibit C**, requests for reimbursement for each quarter in which expenses are incurred.

B. Disbursements by the City from this Contract shall be on a reimbursement basis covering actual expenditures by the Contractor or obligations of the Contractor currently due and owing, but not paid. Disbursements shall be limited to allowable costs and shall be made only upon the occurrence of all the following, in addition to compliance with all other conditions contained in this Contract:

(1) Receipt by the City of a written reimbursement request on forms provided by the City supported by copies of vouchers, invoices, salary and wage summaries, or other acceptable documentation; and

(2) A determination by the City that the Contractor is in compliance with all Contract provisions.

C. The City will not process claims for reimbursement until all supporting documentation is provided in the correct and proper format. The City reserves the right to deny or withhold payments pending timely delivery of documents as may be required under this Contract.

VII. Documents and Records

A. All plans, reports, maps and any other document published or otherwise completed as a part of this Contract shall be made available to the City for inspection upon request by the City.

B. All documents and records maintained by the Contractor in connection with the Projects shall be made available for inspection upon request by the City.

VIII. Ownership of Projects Materials

A. Except as provided in Section IX of this Contract, all finished or unfinished documents, data, studies, surveyors, drawings, maps, models, photographs, films, duplicating plates and reports prepared by the Contractor under this Contract shall be the property of the Contractor.

B. No report, device, thing or document of whatever kind or nature produced in whole or in part under this Contract shall be the subject of an application for copyright or patent by or on behalf of either party without the prior written approval of the other.

C. When capital assets or equipment acquired with Contract funds are sold or cease to be used for lawful purposes defined in this Contract, the undepreciated or resale value thereof (whichever is higher) shall be paid to the City in the same proportion as Contract funds were utilized to acquire such property.

IX. Termination

A. The City may terminate this Contract at any time with or without cause by giving written notice to the Contractor and specifying the effective date. In such event, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, films, duplicating plates and reports prepared by the Contractor under this Contract shall then be delivered to the City and become the property of the City. If the Contract is terminated in this manner for other than material breach, the City shall pay the Contractor for obligations incurred in accordance with the terms of this Contract through the effective date of termination.

B. The City may terminate this Contract in the event that, for any reason, funds are not available to the City for the purpose of meeting the City's obligation hereunder.

C. Notwithstanding any other provision of this Contract, the Contractor shall not be relieved of liability to the City for costs, if any, assessed against the City as a result of Contractor's actions or failure to act under this Contract. The City may withhold payment to the Contractor for the purpose of setoff until the exact amount of any such costs is determined.

X. Hold Harmless Provision

A. Except as otherwise provided in this paragraph, the Contractor hereby agrees to defend and indemnify the City from any and all Claims arising out of, in connection with, or incident to any negligent or intentional acts, errors, omissions, or conduct by Contractor (or its employees , agents, representatives subcontractors/subconsultants) relating to this Contract. The Contractor is obligated to defend and indemnify the City pursuant to this paragraph whether a Claim is asserted directly against the City, or whether it is asserted indirectly against the City, e.g., a Claim is asserted against someone else who then seeks contribution or indemnity from the City. The Contractor's duty to defend and indemnify pursuant to this paragraph is not in any way limited to, or by the extent of, insurance obtained by, obtainable by, or required of the Contract or. The Contractor shall not indemnify the City for Claims caused solely by the negligence of the City. As used in this paragraph: (1) "City" includes the City's officers, employees, agents, and representatives and (2) "Claims" include, but is not limited to, any and all losses, claims, demands, expenses (including, but not limited to, attorney' s fees and litigation expenses), suits, judgments, or damage, irrespective of the type of relief sought or demanded, such as money or injunctive relief, and irrespective of whether the damage alleged is bodily injury, damage to property, economic loss, general damages, special damages, or punitive damages. If, and to the extent, Contractor employs or engages subconsultants or subcontractors, then Contractor shall ensure that each such subconsultant and subcontractor (and subsequent tiers of subconsultants and subcontractors) shall expressly agree to defend and indemnify the City to the extent and on the same terms and conditions as the Contractor pursuant to this paragraph.

B. The Contractor agrees to release, indemnify and promises to defend and save harmless the City and its officers, agents and employees from any and all liability of any nature or kind, including

all costs and legal expenses, for or on account of any patented or unpatented invention, process, article or appliance manufactured for use in the performance of the Contract, including its use by the City unless otherwise specifically stipulated in this Contract.

C. Contractor shall be responsible for all obligations relating to federal income tax, self-employment FICA taxes and contributions, and all other employer taxes and contributions, including but not limited to industrial insurance (Workmen's Compensation), and the Contractor agrees to hold the City harmless and indemnify the City from claims, valid or otherwise, made to the City because of these obligations.

D. The Contractor shall maintain during the term of this Contract commercial general liability insurance on an occurrence basis in an amount not less than $1,000,000 per occurrence and at least $2,000 ,000 in the annual aggregate, including but not limited to premises/operations (including off-site operations), blanket contractual liability and broad form property damage. Contractor shall provide the City with a certificate of insurance in a form acceptable to the City and an endorsement naming the City, its officers, employees and agents as additional insureds prior to commencing any work under this Contract. If deemed appropriate by the City, Contractor shall also maintain professional liability insurance in a form acceptable to the City, in an amount not less than $1,000,000 per occurrence.

XI. Complete Agreement

A. This Contract contains the complete and integrated understanding and agreement between the parties and supersedes any understanding, agreement or negotiation whether oral or written not set forth herein

B. The City or Contractor may from time to time request changes in the scope of the services to be performed or the projects undertaken hereunder. Such changes which are mutually agreed upon by and between the City and the Contractor shall be incorporated in written amendment to this Contract.

C. This Contract may only be changed by a written agreement explicitly stating it is intended to change this Contract and signed by authorized representatives of the parties hereto; provided, however, that changes in budget items which do not result in an increase in the Contract amount, time extensions granted for the completion of performance, and changes in the scope of Contractor's services or projects which do not alter the basic Projects' purpose may be authorized by the Mayor or designee without the need for City Council approval.

XII. Venue

Venue for any lawsuit arising out of this Contract shall be in Snohomish County, Washington. The laws of the State of Washington shall govern this Contract.

EST. 1891

MARYSVILLE

WASHINGTON

XIII. Non-Waiver

The City's failure to insist upon the strict performance of any provision of this Contract or to exercise any right based upon a breach thereof, or the acceptance of any performance during such breach, shall not constitute a waiver of any rights under this Contract.

IN WITNESS W HEREOF, the City and Contractor have executed this Contract as of the date first above written.

City of Marysville

Jon Nehring, Mayor

Contractor
Bridgeways

Andrea Duffield

Attest:

Deputy City Clerk

Approved As To Form:

City Attorney

EST. 1891

MARYSVILLE

WASHINGTON

City of Marysville Human Needs Grant
January 1, 2021 through December 31, 2021

Exhibit A
Program Summary

Organization & Program: Bridgeways: Mental Health Alternatives Program Court Liaison

The primary objective of the Mental Health Alternatives Program (MAP) is to reduce recidivism of MAP defendants with mental health concerns, who have been charged with misdemeanor offenses in the City of Marysville. Closely related to this objective is increasing public safety.

The core objective of the MAP Liaison is to partner with MAP defendants to coordinate and support engagement with mental health treatment, substance use disorder treatment, employment and housing resources, and relevant community supports to promote healthy relationships, recovery and stability. With support from the MAP Liaison, defendants progress through the program's three phases toward graduation.

Bridgeways' MAP Liaison is a key part of the MAP team; which includes the judge, prosecutor, public defender, judicial assistant, and a court administrator, bringing an understanding of mental illness and the complex challenges people living with mental illness may contend with across life domains. The MAP Liaison is knowledgeable of service providers throughout Marysville and Snohomish County, and how to facilitate engagement with their programs.

Adults living with mental health concerns, who have been arrested for a misdemeanor offense within the City of Marysville, and whose case is being handled by Marysville Municipal Court may be referred to MAP. While conduct linked to mental health concerns may have contributed to circumstances surrounding an offense and subsequent arrest, a mental health diagnosis is not required for referral into MAP.

Historically, MAP defendants are not engaged in treatment for substance use or mental health concerns. Almost half are unhoused. They need guidance and support to identify and access treatment services and other helpful supports.

The bulk of the MAP program is structured around the defendant working through three phases: Stability, Community Responsibility, and Sustainability.

Phase I - Stability.
Interventions can include helping defendants engage with a housing navigator, clinicians for mental health, and/or substance use disorders. Defendants must attend peer support group activities and meet all mandates required by, or sanctions imposed by the MAP court including contacting the MAP Liaison weekly, and attending court as scheduled.

Phase II Community Responsibility
Interventions and engagement may include exploring jobs, volunteer opportunities, continuing education, vocational training, certifications, achieving their GED, etc.

Phase III - Sustainability
Maintaining treatment, compliance, and ensuring phase two engagement "sticks."

Upon successful completion of each phase, a defendant can be recommended for graduation. Charges related to entry to MAP are then dismissed without prejudice (cannot be charged for same offenses later).

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MARYSVILLE

WASHINGTON

City of Marysville Human Needs Grant
January 1, 2021 through December 31, 2021

Exhibit B
Terms, Conditions and Projected Budget

Organization & Program: Bridgeways: Mental Health Alternatives Program Court Liaison

Will spend the funds received for the specific purposes of:
Bridgeways' MAP Liaison will partner with MAP defendants to coordinate and support engagement with mental health treatment, substance use disorder treatment, employment and housing resources, and relevant community supports to promote healthy relationships, recovery and stability. With support from the MAP Liaison, defendants progress through MAP's three phases toward graduation. For the purposes of the Human Needs grant, we are focusing on face-to-face sessions (Case Management Sessions) with the client outside of court. The estimate for Case Management Sessions is based on an average of 17 per client annually. It is important to note that the amount and duration of face-to-face sessions can vary based on which stage MAP a defendant is in. Stage 1 is more intensive than Stage 2, which is more intensive than Stage 3.

For the purposes of this grant, a unit of service is defined as:
Case Management Session

Bridgeways: Mental Health Alternatives Program Court Liaison anticipates this grant will fund a total of 42 units of service for 10 (unduplicated count) Marysville residents each quarter (define period - month, quarter, etc.)

Bridgeways: Mental Health Alternatives Program Court Liaison anticipates its budget for the year 1/1/2021 through 12/31/2021, by quarters, will be:

	First Qtr.	Second Qtr.	Third Qtr.	Fourth Qtr.	Total
Salaries & Wages	$10,000	$10,000	$10,000	$10,000	$40,000
Benefits	$2,500	$2,500	$2,500	$2,500	$10,000
Office and Operating Supplies					
Professional Services					
Other: Travel/Training					
Other: Admin Allocation, Communication					
Total	$12,500	$12,500	$12,500	$12,500	$50,000

EST. 1891

MARYSVILLE

WASHINGTON

City of Marysville Human Needs Grant
January 1, 2021 through December 31, 2021

Exhibit C
Request for Reimbursement

Organization & Program: Bridgeways: Mental Health Alternatives Program Court Liaison

Mailing Address: 5801 23rd DR W # 104, Everett, WA 98203

Report Month and Year: Submitted _____ for the period 1/1/2021 through 3/31 /2021

The expenditures made during the report month were for the specific purpose of:
The MAP Liaison works with MAP defendants to coordinate and support engagement with mental health treatment, substance use disorder treatment, and relevant community resources, to help them progress through MAP's three phases toward graduation.

Define one unit of service: Case Management Session

During this billing period a total of 31 units of service were provided to 8 residents of the City of Marysville using these grant funds.

Contact name/phone for questions on invoice: [NAME] - [PHONE]

Expenditures

Category	Total Budget	Current Report Period	Total Expenses Billed to Date	Balance Remaining
Salaries/Wages	$40,000	$10,000		$30,000
Benefits	$10,000	$2,500		$7,500
Office and Operating				
Supplies				
Professional Services				
Other :				
Other:				
Total	**$50,000**	**$12,500**		**$37,500**

Request for Payment: The undersigned Program Manager certifies that the information submitted in support of this Request for Reimbursement is true, accurate and complete to the best of their knowledge.

_____
Program Manager Signature Date

Approved for Payment _____
Date

GL Code:
Vendor No: (City use only)

AGENDA ITEM NO. 14.

Agenda Bill

CITY COUNCIL AGENDA ITEM REPORT

DATE:	December 2, 2024
SUBMITTED BY:	Assistant Police Chief Jim Lawless, Police
ITEM TYPE:	Agreement
AGENDA SECTION:	**New Business**
SUBJECT:	Renewal of Interlocal Agreement Between the City of Marysville and the City of Lake Stevens for Jail Services
SUGGESTED ACTION:	Request Council approval and authorize Mayor to sign the interlocal agreement.
SUMMARY:	This is a one-year renewal of a long-standing agreement between the City of Marysville and the City of Lake Stevens for jail services. The fee schedule is reflective of an increase for 2025 equal to the 2024 Seattle CPI-W percentage.

ATTACHMENTS:
ILA_Jail_Lake_Stevens_112524.pdf
Original Agreement LS Jail Services.pdf

AFTER RECORDING RETURN TO:

City of Marysville
501 Delta Avenue
Marysville, WA 98270

Second Amendment to Interlocal Agreement for Jail Services
Lake Stevens
Effective January 1, 2025.

THIS SECOND AMENDMENT TO INTERLOCAL AGREEMENT FOR JAIL SERVICES ("Agreement") is made and entered into by and between the CITY OF MARYSVILLE ("Marysville"), and the CITY OF LAKE STEVENS ("Lake Stevens").

WHEREAS, the cities have had an Interlocal Agreement for Jail Services (hereinafter known as "Agreement") since September 27, 1999, which was ratified by a new agreement on September 28, 2023; and

WHEREAS, the parties executed a First Amendment to the Agreement effective January 1, 2024; and

WHEREAS, the parties wish to extend the agreement to December 31, 2025.

NOW, THEREFORE, in consideration of the mutual covenants, conditions and promises contained herein, Marysville and Lake Stevens mutually agree as follows:

1. Effective January 1, 2025, the fees assessed under the Agreement are those set forth in Schedule A attached; and

2. The term of this Agreement is extended to December 31, 2025; and

3. All other terms of the Agreement remain in full force and effect.

CITY OF LAKE STEVENS	CITY OF MARYSVILLE
By _____	By _____
Brett Gailey, Mayor	Jon Nehring, Mayor
DATE: 18 Nov 2024	DATE: _____

APPROVED as to form:

By _____
Greg B Rubinfeld, City Attorney

DATE: 11/25/24

APPROVED as to form:

By _____
Jon Walker, City Attorney

DATE: _____

Attest: _____
Kelly Chelin, City Clerk

Attest: _____
_____, Deputy City Clerk

SCHEDULE A Effective January 1, 2025

Booking fee beginning January 1, 2025	$147.29**

Should Marysville decide to collect booking fees pursuant to RCW 70.48.390 from the funds possessed by the prisoner or defendant directly at the time of booking, the booking fee to be paid by the City of Lake Stevens for such prisoner or defendant shall be adjusted by a credit in favor of the City Lake Stevens of that sum actually paid by the prisoner or defendant.

Inmate transfer administrative fee	$20.00

In cases where Lake Stevens prisoners are relocated to another jail facility other than the Snohomish County jail, Lake Stevens agrees to pay Marysville an Inmate Transfer Administrative Fee of $20.00 per prisoner.

Marysville Transportation Fee	$75.00

Lake Stevens agrees to pay Marysville a Transportation Fee of $75.00 per prisoner for transportation to another facility or for transportation from another facility to the Marysville Municipal Court. For example: Transporting a prisoner from the Marysville Jail to the SCORE facility would be one trip. Transporting a prisoner from SCORE to the Marysville Municipal Court would be one trip. Transporting a prisoner from the Marysville Municipal Court back to SCORE would be one trip. The same examples would apply to transports to and from the Snohomish County Jail.

Daily maintenance fee	$161.71**

Bed space as needed on a space available basis.

Video Court fee	$150.00

Lake Stevens agrees to pay Marysville a Video Court fee of $150.00 per prisoner for each court appearance by video. Marysville in its discretion or upon request by Lake Stevens may cause a Lake Stevens inmate to appear for court hearings via the Marysville video court system. The use of video court hearings will conform to procedures and rules of the Marysville jail and the Marysville Municipal Court.

**Yearly COLA Increase on Booking Fees and Daily Maintenance Fees Booking and Daily Maintenance Fees will be increased at a rate of 100% of the Seattle CPI-W June Index for the year prior with a minimum of 0% to a maximum of 3.0%. The rate increase will occur on January 1 of each year unless otherwise negotiated and agreed by the parties. (For example the June 2024 Seattle CPI-W index will set the amount of the January 1, 2025 increase to Booking and Daily Maintenance Fees.)

AFTER RECORDING RETURN TO:

City of Marysville
501 Delta Avenue
Marysville, WA 98270

First Amendment to Interlocal Agreement for Jail Services
Lake Stevens
Effective January 1, 2024.

THIS FIRST AMENDMENT TO INTERLOCAL AGREEMENT FOR JAIL SERVICES ("Agreement") is made and entered into by and between the CITY OF MARYSVILLE ("Marysville"), and the CITY OF LAKE STEVENS ("Lake Stevens").

WHEREAS, the cities have had an Interlocal Agreement for Jail Services (hereinafter known as "Agreement") since September 27, 1999, which was ratified by a new agreement on September 28, 2023; and

WHEREAS, the parties wish to update the fees reflected in Schedule A effective January 1, 2024; and

WHEREAS, the parties wish to extend the agreement to December 31, 2024.

NOW, THEREFORE, in consideration of the mutual covenants, conditions and promises contained herein, Marysville and Lake Stevens mutually agree as follows:

1. Effective January 1, 2024, the fees assessed under the Agreement are those set forth in Schedule A attached; and

2. The term of this Agreement is extended to December 31, 2024; and

3. All other terms of the Agreement remain in full force and effect.

CITY OF LAKE STEVENS

By _____
Brett Gailey, Mayor

DATE: 4 Dec 2023.

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATE: 12/12/23

APPROVED as to form:

By _____
Greg A Rubstello, City Attorney

DATE: 12/05/23

Attest: _____
Kelly Michels, City Clerk

APPROVED as to form:

By _____
Jon Walker, City Attorney

DATE: 11-29-23

Attest: _____
Tina Brock, Deputy City Clerk

SCHEDULE A Effective January 1, 2024

Booking fee beginning January 1, 2024 $143.00 **

Should Marysville decide to collect booking fees pursuant to RCW 70.48.390 from the funds possessed by the prisoner or defendant directly at the time of booking, the booking fee to be paid by the City of Lake Stevens for such prisoner or defendant shall be adjusted by a credit in favor of the City Lake Stevens of that sum actually paid by the prisoner or defendant.

Inmate transfer administrative fee $20.00**

In cases where Lake Stevens prisoners are relocated to another jail facility other than the Snohomish County jail, Lake Stevens agrees to pay Marysville an Inmate Transfer Administrative Fee of $20.00 per prisoner.

Marysville Transportation Fee $75.00**

Lake Stevens agrees to pay Marysville a Transportation Fee of $75.00 per prisoner for transportation to another facility or for transportation from another facility to the Marysville Municipal Court. For example: Transporting a prisoner from the Marysville Jail to the SCORE facility would be one trip. Transporting a prisoner from SCORE to the Marysville Municipal Court would be one trip. Transporting a prisoner from the Marysville Municipal Court back to SCORE would be one trip. The same examples would apply to transports to and from the Snohomish County Jail.

Daily maintenance fee $157.00

Bed space as needed on a space available basis.

Video Court fee $150.00

Lake Stevens agrees to pay Marysville a Video Court fee of $150.00 per prisoner for each court appearance by video. Marysville in its discretion or upon request by Lake Stevens may cause a Lake Stevens inmate to appear for court hearings via the Marysville video court system. The use of video court hearings will conform to procedures and rules of the Marysville jail and the Marysville Municipal Court.

Snohomish County Jail

Lake Stevens gives Marysville the authority to receive and pay all Snohomish County Jail bills for the Lake Stevens Prisoners including those cases that are associated with the County District Court and not Marysville Municipal Court and to coordinate and move Lake Stevens Prisoners to and from Snohomish County Jail.

Other Jail Billings

SCHEDULE A TO SEVENTEENTH AMENDMENT TO ILA FOR JAIL SERVICES - Page 3 Marysville will be reimbursed by Lake Stevens for all costs including Jail booking and Jail Bed and Daily Maintenance Fees and any other fee charged to Marysville by all other jail facilities for Lake Stevens Prisoners.

**Yearly COLA Increase on Booking Fees and Daily Maintenance Fees Booking and Daily Maintenance Fees will be increased at a rate of 100% of the Seattle CPI-W June Index for the year prior with a

minimum of 0% to a maximum of 3.0%. The rate increase will occur on January 1 of each year unless otherwise negotiated and agreed by the parties. (For example the June 2023 Seattle CPI-W index will set the amount of the January 1, 2024 increase to Booking and Daily Maintenance Fees.)

AFTER RECORDING RETURN TO:

City of Marysville
501 Delta Avenue
Marysville, WA 98270

Interlocal Agreement for Jail Services
Lake Stevens
Effective July 1, 2023.

THIS INTERLOCAL AGREEMENT FOR JAIL SERVICES ("Agreement") is made and entered into by and between the CITY OF MARYSVILLE ("Marysville"), and the CITY OF LAKE STEVENS ("Lake Stevens").

WHEREAS, the cities have had an agreement for jail services since September 27, 1999, Marysville and Lake Stevens entered into an Interlocal Agreement for Jail Services (hereinafter known as "Agreement"); and,

WHEREAS, the parties inadvertently allowed the agreement to expire without extending it; and

WHEREAS, the parties intended to extend the agreement to December 31, 2023.

NOW, THEREFORE, in consideration of the mutual covenants, conditions and promises contained herein, Marysville and Lake Stevens mutually agree as follows:

1. Effective July 1, 2023, the Agreement dated September 27, 1999, and all amendments through the sixteenth amendment (including all schedules) is ratified and remains in full force with no changes until December 31, 2023.

CITY OF LAKE STEVENS

By _____
Brett Gailey, Mayor

DATE: 25 Sep 2023

CITY OF MARYSVILLE

By _____
Jon Nehring, Mayor

DATE: 9/28/23

APPROVED as to form:

By _____, City Attorney

DATE: 9/28/2023

Attest: _____
Kelly McNeil, City Clerk

APPROVED as to form:

By _____
Jon Walker, City Attorney

DATE: 9/27/23

Attest: _____
Genevieve Geddis, Deputy City Clerk