



**PLANNING COMMISSION MEETING
TUESDAY, MAY 12, 2026 — 6:30 PM
501 DELTA AVENUE
MARYSVILLE, WA 98270**

AGENDA

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

To listen to the meeting without providing public comment:

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

Meeting ID: 258 075 646 844 112

Passcode: qW282A5B

Call to Order

Roll Call

Approval Of Minutes

1. 10/14/2025 Draft PC Minutes
2. 1/27/2026 Draft PC Minutes
3. 4/28/2026 Draft PC Minutes

Audience Participation (for topics not on the agenda)

Public Hearing

Proposed Code Amendment for MMC 22G.110, Boundary Line Adjustments

Planning Staff respectfully request that the Planning Commission recommend approval of the code amendments to City Council for adoption by Ordinance.

New Business

116th Street Master Plan Repeal
Discussion item only.

Director's Comments

Adjournment

Next Meeting

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.

**Community
Development**



**501 Delta Ave
Marysville, WA 98270**

**Planning Commission
Meeting Minutes
October 14, 2025**

CALL TO ORDER

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

1) ROLL CALL

Present:

Commission: Chair Stephen Leifer, Commissioner Gary Kemp, Commissioner Jerry Andes, Vice Chair Brandon Whitaker, Commissioner John Ray, Commissioner Raymond Miller

Staff: Planning Manager Angela Gemmer

Excused: Commissioner Shanon Jordan

2) APPROVAL OF MINUTES

2.1 Approval of September 23, 2025 PC Minutes

September 23, 2025 PC meeting minutes

Motion to approve the September 23, 2025 PC minutes. moved by Commissioner Gary Kemp seconded by Vice Chair Brandon Whitaker.

AYES: ALL

3) AUDIENCE PARTICIPATION

None

4) PUBLIC HEARING

4.1 Tree Canopy Assessment Public Hearing

Memo re. Tree Canopy Assessment

Tree Canopy Assessment

Planning Manager Gemmer made the presentation regarding the Tree Canopy Assessment which will be attached as an appendix to the Comprehensive Plan. This monitors growth or decline in tree canopy over time (2015 to 2025). The assessment shows that there is a slight decline, but it is relatively stable. Staff is recommending that a goal be set of maintaining the current tree canopy until 2045 at which time a 2% target for increasing tree canopy is proposed.

Vice Chair Whitaker asked if the 2% increase is consistent with other municipalities. Planning Manager Gemmer explained that a lot of jurisdictions had not yet adopted tree canopy assessments last time she checked. She will follow up on this. She explained that maintaining the current tree canopy level is being recommended because of the large amount of development in the city.

Commissioner Ray asked if they plan to require more trees planted by developers. Planning Manager Gemmer described opportunities and requirements for replanting by developers.

Chair Leifer asked about the sensitivity of the tree canopy assessment tool. How big does a tree or group of trees have to be before it counts? Planning Manager Gemmer thought the tool was pretty sensitive so that if it is observable from the aerial imagery, it would be captured.

Vice Chair Whitaker noted that the trees that are newly planted will be much larger in 20 years. Planning Manager Gemmer concurred.

Commissioner Ray asked if all green plants are calculated or just foliage. Planning Manager Gemmer noted that somehow it distinguishes foliage because lawns are not calculated. She offered to check with GIS to clarify this.

Chair Leifer wondered about potential changes to landscaping requirements for developers. Planning Manager Gemmer did not anticipate any changes related to this since the spacing requirements for trees are already quite dense. Staff feels that the current requirements are appropriate.

Commissioner Andes asked how trees would factor into the unit lot subdivisions and smaller lots. Planning Manager Gemmer explained that yard tree requirements went away about a decade ago. Opportunities for individual property owners who want to plant trees may be a little more constrained because of lot sizes. Generally speaking, new trees will be a result of requirements related to critical areas mitigation, street trees, stormwater facilities, and open space tracts. Otherwise, it is mostly voluntary.

The public hearing was opened at 6:45 p.m., and public testimony was requested. Seeing none, the hearing was closed at 6:45 p.m.

Motion to close the public hearing at 6:45 p.m. moved by Vice Chair Brandon Whitaker seconded by Commissioner Gary Kemp.

AYES: ALL

Motion to recommend approval of the Tree Canopy Assessment to City Council for adoption by Ordinance moved by Vice Chair Brandon Whitaker seconded by Commissioner Jerry Andes.

AYES: ALL

5) OLD BUSINESS

6) NEW BUSINESS

7) DIRECTOR'S COMMENTS

8) ADJOURNMENT

Motion to adjourn the meeting at 6:47 p.m. moved by Commissioner Jerry Andes seconded by Commissioner Raymond Miller.

AYES: ALL

9) NEXT MEETING - October 28, 2025

**Planning Commission
Meeting Minutes
January 27, 2026**

CALL TO ORDER

Chair Leifer called the meeting to order at 6:30 p.m. noting the absence of Commissioner John Ray.

1) ROLL CALL

Present:

Commission: Chair Stephen Leifer, Vice Chair Brandon Whitaker, Commissioner Jerry Andes, Commissioner Shanon Jordan, Commissioner Raymond Miller, and Commissioner Terri Jones

Staff: City Administrator/Interim CD Director Jennifer Stapleton, Engineering Services Director Jeff Laycock, Planning Manager Angela Gemmer, and Planning Technician Emily Tsan

Consultants: President/Principal John Ghilarducci, Analyst Luke Nelson

Absent: Commissioner Raymond Miller

2) APPROVAL OF MINUTES

3) AUDIENCE PARTICIPATION

4) PUBLIC HEARING
None

5) OLD BUSINESS
None

6) NEW BUSINESS

- 6.1 Traffic Impact Fee Amendments
City Administrator Stapleton and the FCS Group provided a presentation on proposed traffic impact fee changes. Some concerns were expressed regarding the increase in rates, and support was expressed for the potential deferral of fees. Questions and answers followed.
- 7) DIRECTOR'S COMMENTS
- 8) ADJOURNMENT
- 9) NEXT MEETING - February 10, 2026



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

MINUTES

Call to Order

Chair Leifer called the meeting to order at 6:30 p.m. noting the absence of Commissioner Terri Jones.

Roll Call

Present:

Comission: Chair Stephen Leifer, Vice Chair Brandon Whitaker, Commissioner Jerry Andes, Commissioner Shanon Jordan, and Commissioner Raymond Miller

Staff: Interim CD Director Angela Gemmer, Senior Planner Emily Morgan

Absent: Terri Jones

Approval Of Minutes

Audience Participation (for topics not on the agenda)

Public Hearing

New Business

Proposed Code Amendment for MMC 22G.110, Boundary Line Adjustments

Senior Planner Emily Morgan introduced the proposed code amendments for the simplification of MMC 22G.110.

Questions and answers followed by Commissioners.

Commissioner Brandon Whitaker moved to set the Planning Commission Public Hearing for May 12, 2026.

Commissioner Raymond Miller moved to 2nd.

5 Yes.

Director's Comments

Adjournment

Next Meeting

May 12, 2026



Agenda Bill

AGENDA ITEM NO. 1.

DATE: May 12, 2026

SUBMITTED BY: Emily Morgan, Senior Planner

PRESENTED BY: Emily Morgan, Senior Planner

ITEM TYPE: Public Hearing

AGENDA SECTION: Public Hearing

SUBJECT:
Proposed Code Amendment for MMC 22G.110, Boundary Line Adjustments

SUGGESTED ACTION:

Planning Staff respectfully request that the Planning Commission recommend approval of the code amendments to City Council for adoption by Ordinance.

SUMMARY:

Community Development is looking to update and simplify MMC Chapter 22G.110, Boundary Line Adjustments. Currently, the Boundary Line Adjustment (BLA) code is quite lengthy and includes repetitive language. The intent of this code amendment is to simplify the BLA code and process, ultimately making it easier to understand and implement. The intent of a BLA is to provide a quick process to remedy encroachment issues or allow property owners to sell portions of their property to a neighbor. Boundary line adjustments cannot create lots.

Planning Staff presented the draft amendments on April 28, 2026, at the Planning Commission Workshop. The Planning Commission set a Public Hearing date of May 12, 2026, to hear the proposed code amendments.

ATTACHMENTS:

BLA Code Update - DRAFT

UPDATED DRAFT – Chapter 22G.110 BOUNDARY LINE ADJUSTMENTS

22G.110.010 Purpose and Administration.

- (1) The purpose of this chapter is to establish criteria for the review and approval of boundary line adjustments.
- (2) A boundary line adjustment may be used for:
 - (a) Resolving boundary line issues, such as encroachments.
 - (b) Consolidating two or more lots.
 - (c) Other minor adjustments that meet the requirements and purpose of this chapter.
- (3) The community development director shall have the duty and responsibility of administering and interpreting the provisions of this chapter.
- (4) Case-by-case deviations to the review and decision criteria of MMC 22G.110.030 may be allowed as determined and approved by the director.

22G.110.020 Application Requirements.

- (1) Application Fees. The applicant shall pay the required fees as established by the city's fee ordinance when submitting the boundary line adjustment application. Note: recording fees are the applicant's responsibility and must be paid by the applicant to the Snohomish County Auditor at the time of recording.
- (2) Application Documents. A boundary line adjustment application shall consist of the following documents: application form; legal descriptions of existing and adjusted lot, tract, or parcel; affidavit of ownership; vicinity map; plat certificate including proof of legal lot status; and proposed boundary line adjustment/survey map.
- (3) Boundary lines may not be adjusted between lots that have been created for tax purposes only. The applicant shall provide evidence of legal lot status, if applicable.

22G.110.030 Review and Decision Criteria.

- (1) A proposed boundary line adjustment that does not meet all of the criteria of this section must be processed under the appropriate land division requirements of MMC 22G.090 Subdivisions and Short Subdivisions or MMC 22G.100 Binding Site Plan.
- (2) In order to approve a boundary line adjustment, the director must find that the boundary line adjustment will not result in:
 - (a) The creation of any additional lot, tract or parcel;
 - (b) Making the lots, tracts, parcels or building sites more nonconforming;
 - (c) A lot that contains insufficient area and dimensions to meet the minimum lot size for the applicable zone, or an inadequate building site due to critical areas or buffers;

- (d) Directional changes in the orientation of the lot(s), tract(s), parcel(s), or building sites, such as the changing of front yards into side or rear yards or vice versa;
 - (e) A lot that results in non-conforming site conditions and/or development requirements, including, but not limited to, building setbacks, parking, height allowances, site landscaping, or access requirements;
 - (f) A lot without adequate frontage on a public street or vehicular access, including access for emergency response vehicles;
 - (g) The city being unable to provide adequate utilities, including drainage, water supply, or sanitary sewage disposal; or
 - (h) A lot having more than one zoning or land use designation.
- (3) When boundary line adjustments are submitted proposing the adjustment of lines with existing structures in commercial or industrial zones, the existing structures shall be required to comply with all zoning code requirements including, but not limited to, such things as setback, parking, height, landscaping and access requirements as a condition of boundary line adjustment approval. The applicant shall be required to submit a site plan showing that all of these requirements can be met prior to approval.

22G.110.040 Final Approval and Recording.

- (1) To finalize a boundary line adjustment, the applicant must submit and complete all required documents within one year following the date of preliminary approval. Failure to submit and complete the required documents within the one-year period will result in a lapse of the approval, requiring the submittal of a new application for consideration of the department. No time extension will be granted; the final required documents must be recorded within the above-stated time frame. The final review documents must include the following:
- (a) Original Boundary Line Adjustment/Survey Map. After the city has given the applicant approval, the applicant shall submit the original survey map, prepared by or under the supervision of a registered land surveyor, having a trimmed size of 18 inches by 24 inches. The original map shall be accompanied by original signatures. Information required on the map shall include:
 - (i) The date, scale and north arrow;
 - (ii) The Assessor's Parcel Number of all affected parcels depicted on page one of the map;
 - (iii) Vicinity map;
 - (iv) Legal descriptions of existing and adjusted lot, tract, or parcel;
 - (v) Boundary lines (both present and revised), right-of-way for streets, easements, and property lines of lots, tracts, parcels or sites, with accurate bearings, dimensions or angles and arcs, and central angles of all curves;
 - A. Names and right-of-way widths of all streets;
 - B. Location, dimensions and purpose of any easements;

C. Location and description of monuments and lot, tract, parcel or building site corners set and found

- (vi) Number of each lot, tract, parcel or building site and each block;
 - (vii) Description of private covenants and special restrictions;
 - (viii) If required to define flood elevations or other features relative to the lot, then datum elevations and primary control points approved by the city. Descriptions and ties to all control points will be shown with dimensions, angles and bearings;
 - (ix) Designation by dashed lines of the lot(s), tracts, parcels or building sites existing prior to the boundary line adjustment, and designation by solid lines of the proposed lots, tracts, parcels or building sites after adjustment;
 - (x) Special setback lines when different from city's zoning code;
 - (xi) A dedicatory statement acknowledging any public or private dedications, donations or grants;
 - (xii) Location of existing structures, utilities, setbacks, encroachments and area of all lots, tracts, parcels or building sites after adjustment; and
 - (xiii) The file number of the boundary line adjustment.
- (b) Acknowledgments and certificates. Acknowledgments and certificates required by this title shall be in language substantially similar to the following:
- (i) Declaration and acknowledgments.

- A. I am the owner, or owners, of the property subject to the boundary line adjustment, and acknowledge that I am solely responsible for securing and executing all necessary legal advice or assistance concerning the legal documents necessary to transfer title to those portions of the properties involved in the boundary line adjustment; and that the legal documents necessary to transfer title to the property in question have been prepared and executed so that, upon the recording of the boundary line adjustment, the title to the properties will accurately reflect the new configuration resulting from the boundary line adjustment as approved by the city.

Owner(s) Signature

B. 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)

(ii) Approval.

- A. Examined, found to be in conformity with applicable zoning and other land use controls, and approved this _____ day of _____, 20____.

Community Development Director

(iii) Certificates.

- A. Surveyor's Certificate in accordance with [RCW 58.09.080](#).
- B. 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

- C. 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

- (c) If changes to title have occurred since the initial boundary line adjustment application submittal, an updated plat certificate, updated not more than 30 days prior to filing the final recording documents for the boundary line adjustment, which includes all lots within the adjustment, shall be required, or as requested by the director.
- (2) If the boundary line adjustment meets the provisions of this chapter, the director shall sign the final recording document and order the boundary line adjustment to be filed concurrently with the conveyance documents and deeds.
- (3) Recording with Auditor. When the boundary line adjustment proposed for recording has complied with all of the requirements of this title and state law, then the applicant shall record the original boundary line adjustment/survey map and the original affidavit of ownership with the county auditor in accordance with Chapter 58.09 RCW. The applicant will also furnish the city with a digital copy of the recorded boundary line adjustment/survey map. After this has been done and the boundary line adjustment has been properly recorded, the boundary line adjustment will become valid. It shall be a violation of this title for anyone to record a boundary line adjustment which does not bear the verification of approval as defined by this title.

22G.110.050 Appeals.

- (1) Boundary line adjustments may be appealed to the hearing examiner as set forth in MMC 22G.010.550. Standing to appeal the boundary line adjustment is limited to:

- (a) The applicant or owner of the property on which the boundary line adjustment is proposed; or
- (b) Any aggrieved person who will suffer a direct and substantial impact from the proposed boundary line adjustment.



Agenda Bill

AGENDA ITEM NO. 1.

DATE: May 12, 2026

SUBMITTED BY: Angela Gemmer, Planning Manager

PRESENTED BY: Angela Gemmer, Planning Manager

ITEM TYPE: Discussion Item

AGENDA SECTION: New Business

SUBJECT:
116th Street Master Plan Repeal

SUGGESTED ACTION:
Discussion item only.

SUMMARY:

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

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

undeveloped land. After the initial introduction of this subject, one additional work session showing map amendments is proposed prior to setting a Public Hearing date for action on the proposed repeal and the associated Comprehensive Plan amendments.

ATTACHMENTS:

Memo to PC re 116th Street Master Plan Repeal, E1 - Land Use Application, E2 - Project Narrative , E3 - Vicinity Map, E4 - Environmental Checklist, E5 - Response Letter, E6 - Traffic Review Comments, E7 - 116th Street NE Master Plan

MEMORANDUM

DATE: May 8, 2026
TO: Planning Commission
FROM: Angela Gemmer, Interim CD Director
SUBJECT: 116th Street Master Plan Area Repal

Exhibit 1: Land Use Application
Exhibit 2: Project Narrative
Exhibit 3: Vicinity Map
Exhibit 4: SEPA Checklist
Exhibit 5: Response letter
Exhibit 6: Traffic review comments
Exhibit 7: 116th Street Master Plan (reference only)

An application was filed on March 2, 2026 by Keystone Land, LLC for the repeal of the 116th Street Master Plan ("the Plan" – see **Exhibit 7**), which was adopted on May 14, 2001. The Plan contains many provisions that have either already been implemented or are now obsolete. These provisions pertain to access and a road network, stormwater facilities, landscaping, and critical areas protection. Most of the access and road network requirements contained within the Plan were constructed prior to, or concurrent with, commercial development along 116th Street NE; however, some road network planning south of 116th Street NE will be retained and modified as appropriate. Similarly, stormwater facilities proposed within the Plan were previously constructed. Critical areas provisions and certain landscaping provisions contemplated within the Plan currently differ from Marysville Municipal Code (MMC) requirements and were never implemented in the MMC.

Given that most of the 116th Street Master Plan is obsolete, repeal of the Plan is recommended; however, certain Comprehensive Plan maps will be amended to show the extension of 38th Drive NE southward to provide access to the remaining undeveloped land (see **Exhibit 6**). The summary of the 116th Street Master Plan and associated references will also need to be removed from the Comprehensive Plan.

After the initial introduction of this subject, one additional work session showing map amendments is proposed prior to setting a Public Hearing date for action on the proposed repeal and associated Comprehensive Plan map amendments.

MASTER LAND USE PERMIT APPLICATION

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

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

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

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

Debra Ricci

Feb 26, 2026

Owner/Owner's Authorized Agent

Date

116th Street MP Land Use Application

Final Audit Report

2026-02-27

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

"116th Street MP Land Use Application" History

-  Document created by David Toyer (david@toyerstrategic.com)
2026-02-26 - 11:20:27 PM GMT
-  Document emailed to Matthew Ricci (debra@debraricci.com) for signature
2026-02-26 - 11:21:03 PM GMT
-  Email viewed by Matthew Ricci (debra@debraricci.com)
2026-02-27 - 5:55:28 AM GMT
-  Document e-signed by Matthew Ricci (debra@debraricci.com)
Signature Date: 2026-02-27 - 6:18:09 AM GMT - Time Source: server
-  Agreement completed.
2026-02-27 - 6:18:09 AM GMT



February 26, 2026

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

COMPREHENSIVE PLAN AMENDMENT – REPEAL OF 116th STREET PLAN CHECKLIST

Dear Ms. Gemmer:

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

APPLICATION SUBMITTAL MATERIALS

CHECKLIST ITEMS	
Land Use Application	☒
Comprehensive Plan Amendment Response Form	☒
Title Reports	<i>Not Applicable</i>
Vicinity Map	☒
Environmental Checklist	☒
Special Studies	<i>Not Applicable</i>
Application Fees	<i>Due After City Generates Invoice</i>

GENERAL APPLICATION NARRATIVE

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

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

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

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

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

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

Sincerely,



David Toyer
President



116th Vicinity Map

Map Generated On: 02/26/2026

Legend

Cadastral

Parcels



Aerial Imagery

Road Labels (white)

Aerial 2024

- Red: Band_1
- Green: Band_2
- Blue: Band_3



Snohomish County Planning and Development Services (PDS)

0 400 800
ft

Scale 1 : 11000

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

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

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

Use of checklist for non-project proposals:

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

A. Background

1. Name of proposed project, if applicable:

116th Street Master Plan Repeal

2. Name of applicant:

Keystone Land, LLC

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

APPLICANT:

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

LAND USE CONSULTANT:

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

4. Date checklist prepared:

February 26, 2026

5. Agency requesting checklist:

City of Marysville, WA

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

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

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

No.

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

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

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

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

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

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

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

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

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

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

Map attached

B. ***Environmental Elements***

1. ***Earth***

a. General description of the site:

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

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

33% to 40%

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

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

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

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

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

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

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

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

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

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

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

None proposed.

2. Air

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

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

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

No.

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

None proposed.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

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

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

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

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Not applicable.

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

No.

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

No.

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

No.

b. Ground Water:

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

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not applicable.

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

No.

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

No.

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

None proposed.

4. Plants

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

- ☒ deciduous tree: alder, maple, aspen, other
☒ evergreen tree: fir, cedar, pine, other
☒ shrubs
☒ grass
☐ pasture
☐ crop or grain
☐ Orchards, vineyards, or other permanent crops.
☒ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
☒ water plants: water lily, eelgrass, milfoil, other
☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

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

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

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

None that the Consultant is aware of.

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

None proposed.

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

None that consultant is aware of.

5. **Animals**

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

Examples include:

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

rodents, coyotes

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

other Steelhead

—

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

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

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

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

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

None proposed.

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

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

6. **Energy and Natural Resources**

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

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

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

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None proposed.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No.

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

None consultant is aware of.

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

Not applicable.

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

None.

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

None proposed.

b. Noise

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

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

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other,)? Indicate what hours noise would come from the site.

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

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

None proposed

8. Land and Shoreline Use

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

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

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

No..

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

No.

- c. Describe any structures on the site.

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

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

No.

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

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

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

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

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

Not applicable.

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

Yes. West Fork of the Quil Ceda Creek.

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

Not applicable.

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

Not applicable.

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

None proposed.

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

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

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

Not applicable/none proposed.

9. Housing

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

None.

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

None.

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

None proposed.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable.

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

Not applicable.

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

None proposed.

11. Light and Glare

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

Not applicable.

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

No.

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

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

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

None proposed.

12. Recreation

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

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

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

No.

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

None proposed.

13. Historic and Cultural Preservation

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

The subject property has never been listed on any register.

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

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

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

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

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

None proposed.

14. Transportation

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

- 116th Street NE
- 36th Street NE
- 41st Street NE

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

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

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

Not applicable.

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

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

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

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

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

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

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

No.

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

None proposed.

15. Public Services

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

No.

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

None proposed.

16. Utilities

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

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

- c. Describe the utilities that are proposed for the project, the utility providing the service. and the general construction activities on the site or in the immediate vicinity which might be needed.

None proposed.

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.



Signature:

Name of signee: David Toyer

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

Date Submitted: February 27, 2026



116th Vicinity Map

Map Generated On: 02/26/2026



Supplemental for non-project actions (Help)_

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed repeal of the outdated master plan will not be likely to increase discharges or produce noise. This action does not change the underlying land use or zoning designations.

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

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

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

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

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

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

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

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

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

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

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

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

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

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

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

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

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

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

COMPREHENSIVE PLAN MAP AMENDMENT RESPONSE FORM

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

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

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

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

SECTION C

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

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

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

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

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

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

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

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

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

SECTION D

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

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

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

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

No.

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

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

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

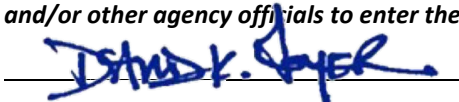
This change will not affect the ultimate development of the subject area as the underlying land use designations, zoning and city design standards will continue to apply.

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

No.

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

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



Owner or Owner's Authorized Agent

02/27/2026

Date



REQUEST FOR REVIEW COMMENTS

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

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

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

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

City of Marysville

Final 116th Street NE Planning Area Master Plan

May 14, 2001



ACKNOWLEDGEMENTS

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

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I. Executive Summary

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

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

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

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

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

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

II. Opportunities and Constraints

Geographic Boundaries

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

Land Use Patterns

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

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

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

Comprehensive Plan Land Use Designations and Zoning

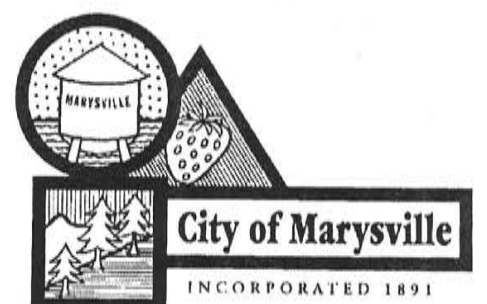
The Master Plan property is currently zoned Rural Use, Single Family, Neighborhood Business, and Freeway Service, but has been designated in the City's Comprehensive Plan as Mixed Use, Multi-family, Freeway Service, and Commercial Business. Zoning to implement the Comprehensive Plan designation on all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

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

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



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



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

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

Environmentally Sensitive Areas

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

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

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

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

Infrastructure and Public Service Analysis

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

Roadways

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

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

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

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

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

Surface Water Runoff and Soils

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

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

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

Water System

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

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

Wastewater System

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

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

Electric Power

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

Telecommunications

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

Fire/Police

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

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

Schools

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

Solid Waste

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

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

Summary

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

Development opportunities or attributes of the site include:

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

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

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

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

III. Stakeholder Interviews and Public Meetings

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

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

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

IV. Master Plan Concept

Concept Plan Development

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

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

Alternative Concepts

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

1) Cul-De-Sac Option

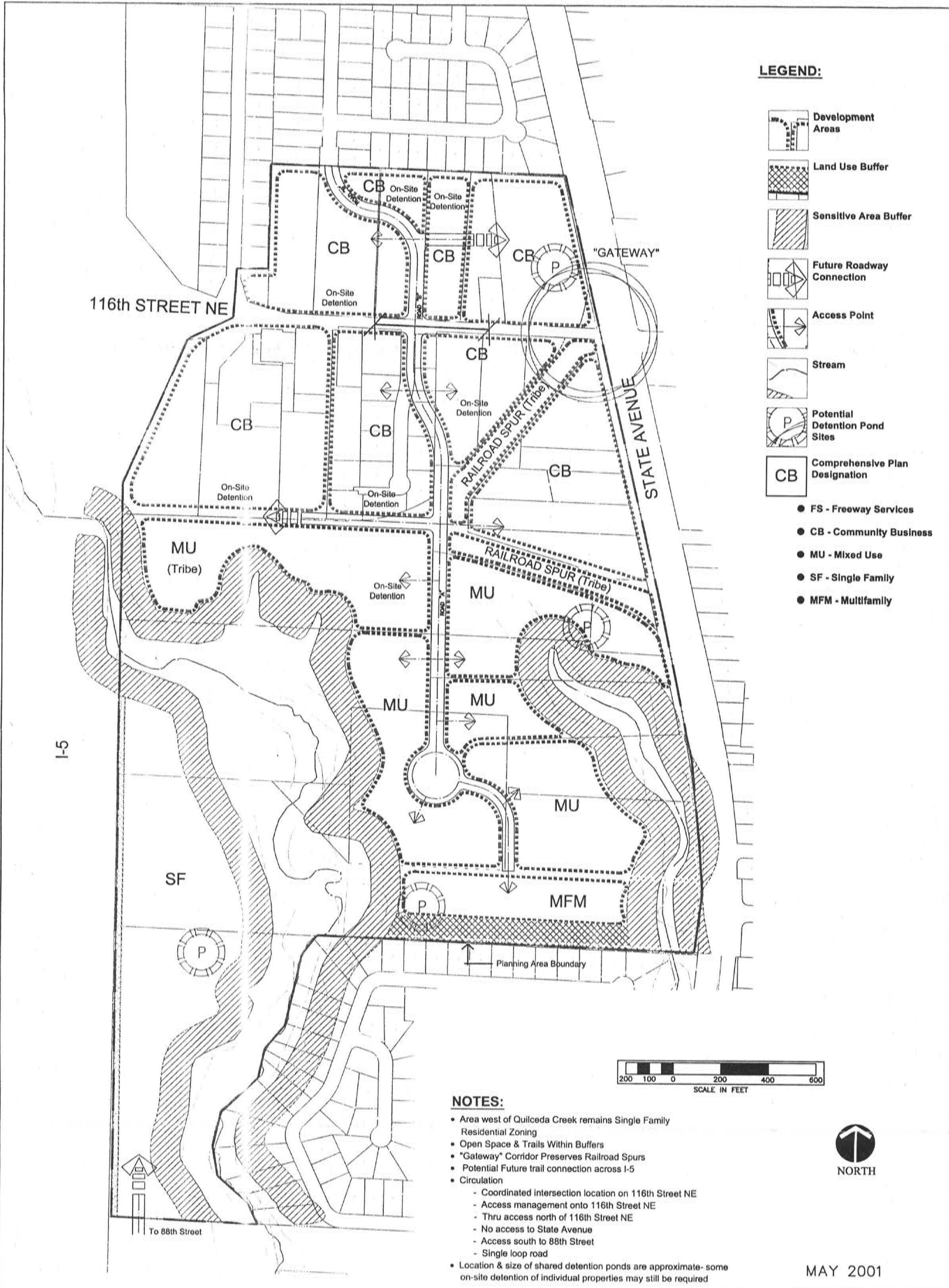
This features a single, coordinated point of access to the northern and southern portions of the site with internal access of this main roadway. No access to State Avenue is provided. No crossing of Quilceda Creek is proposed, so the western portion of the site would be limited to single-family residential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

2) Bridge Option

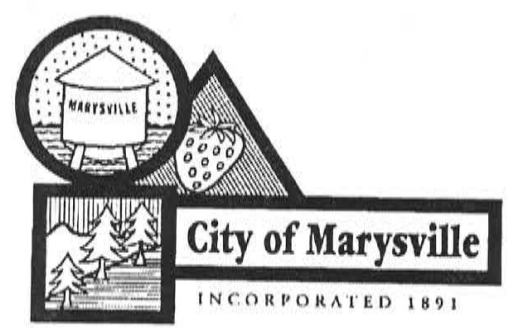
This features a single, coordinated point of access north and south from 116th Street NE with a bridge spanning the Quilceda Creek ravine to access the western portion of the site, which allows full development of the western portion of the site. An optional access onto State Avenue is also provided.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

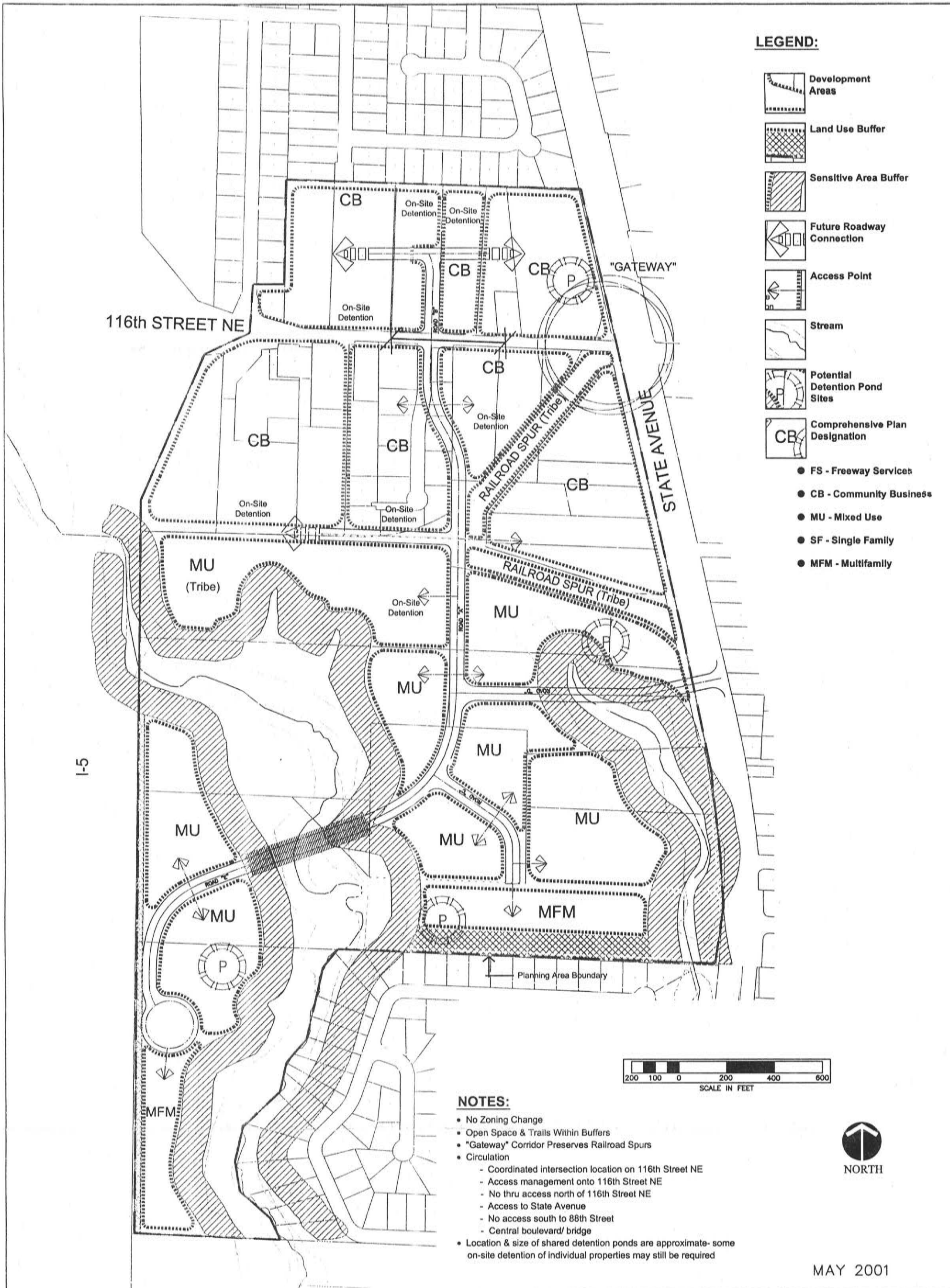
3) State Avenue

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

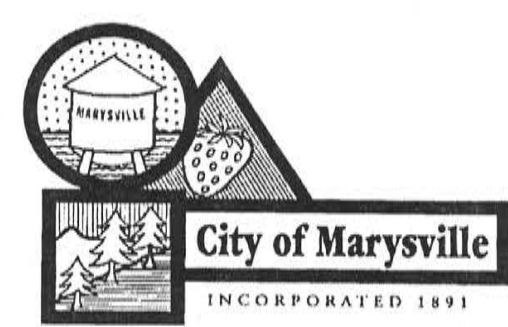


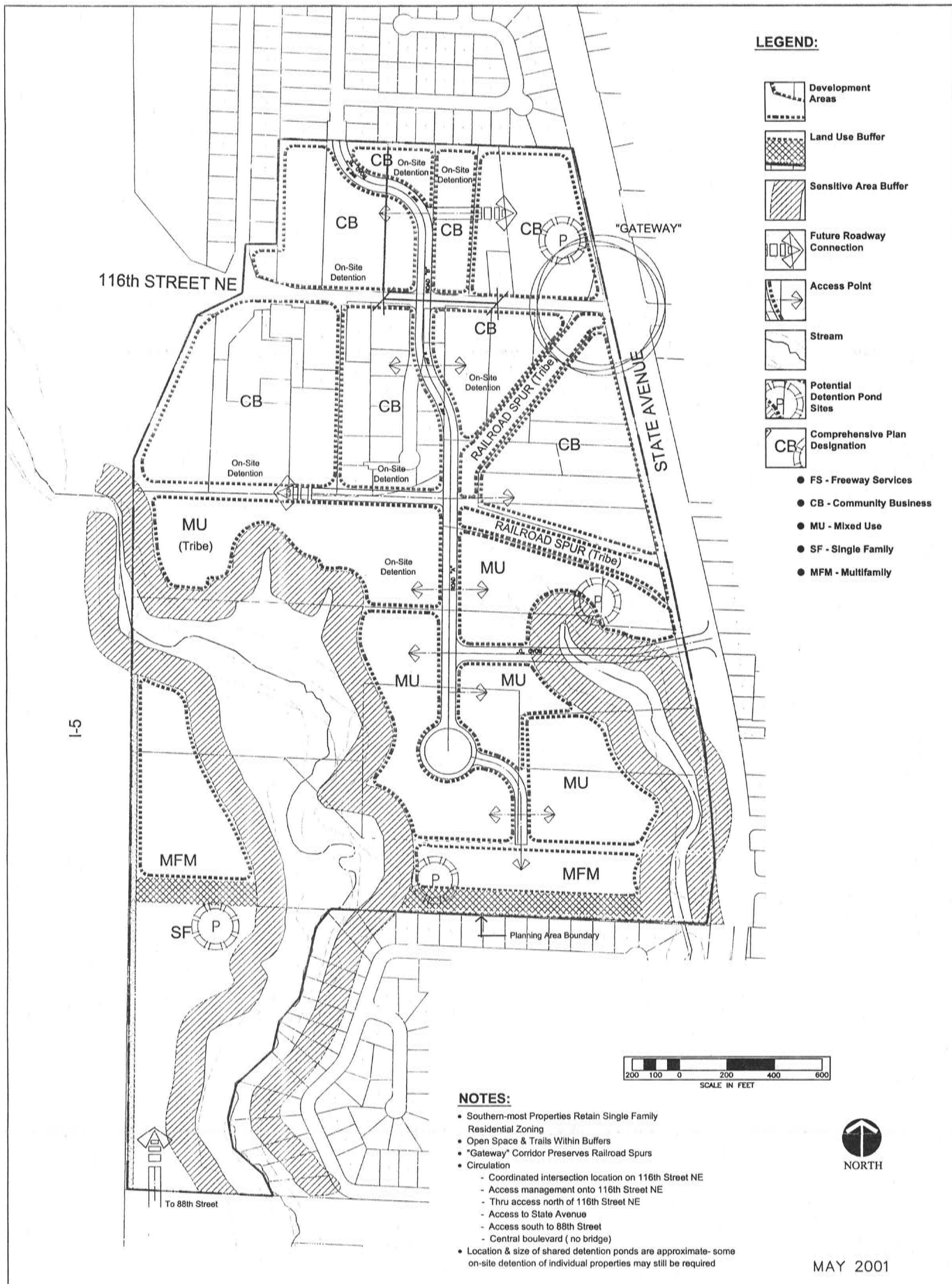
CUL-DE-SAC OPTION
116th STREET NE MASTER PLAN
CITY OF MARYSVILLE, WASHINGTON
Figure 2





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





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



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

Preferred Master Plan Selection

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

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

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

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

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

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

Improved Access Options – 36th Drive NE and 116th Street NE

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

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

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

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

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

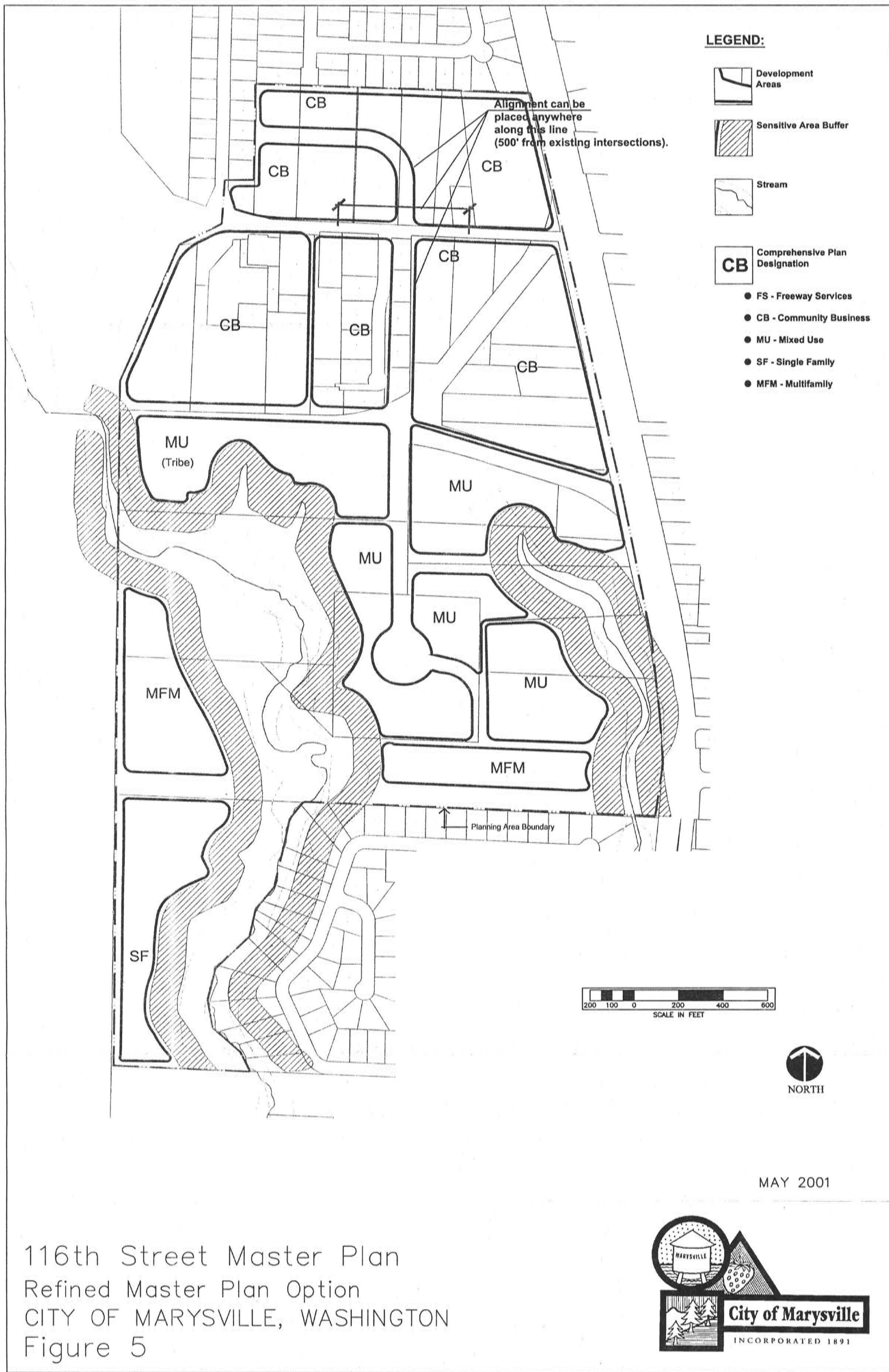
Qualitative Analysis

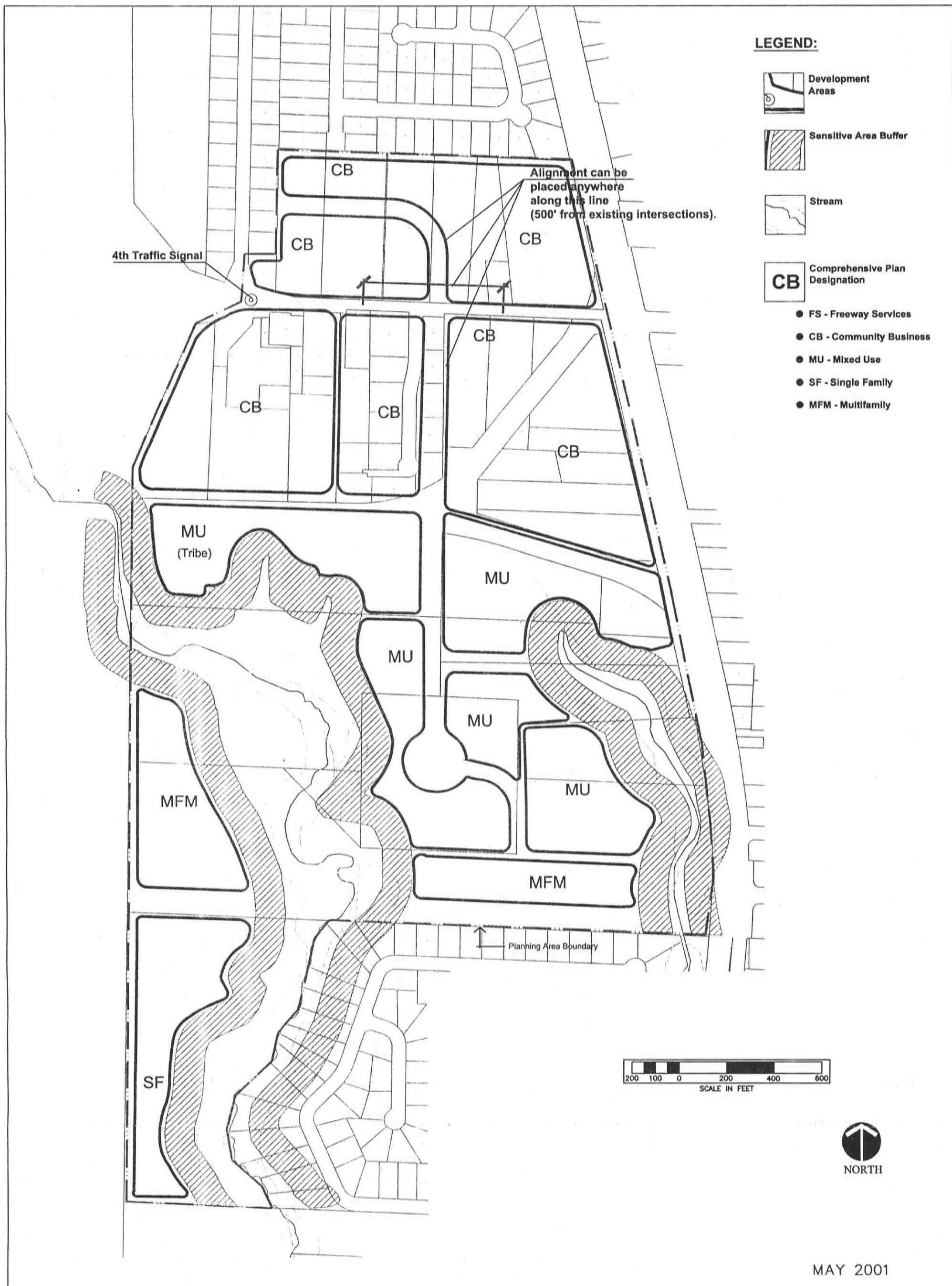
In order to design, construct, operate and maintain corridors, jurisdictions classify streets using a system that is generally accepted by all levels of government nationally. This identification method is referred to as Functional Classification. Under this classification system, streets are classified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

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

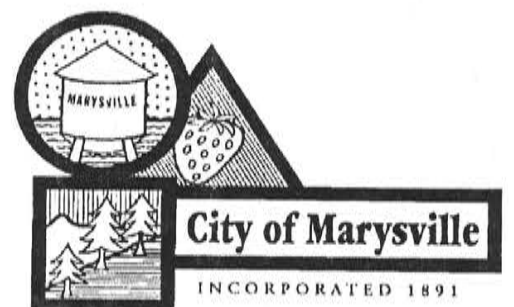
The City of Marysville has correctly classified 116th Street NE as a Minor Arterial. As such, the primary function of 116th Street NE is to move traffic through the area as efficiently as possible. Providing direct property access would be a secondary function and should be kept to a minimum. Property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

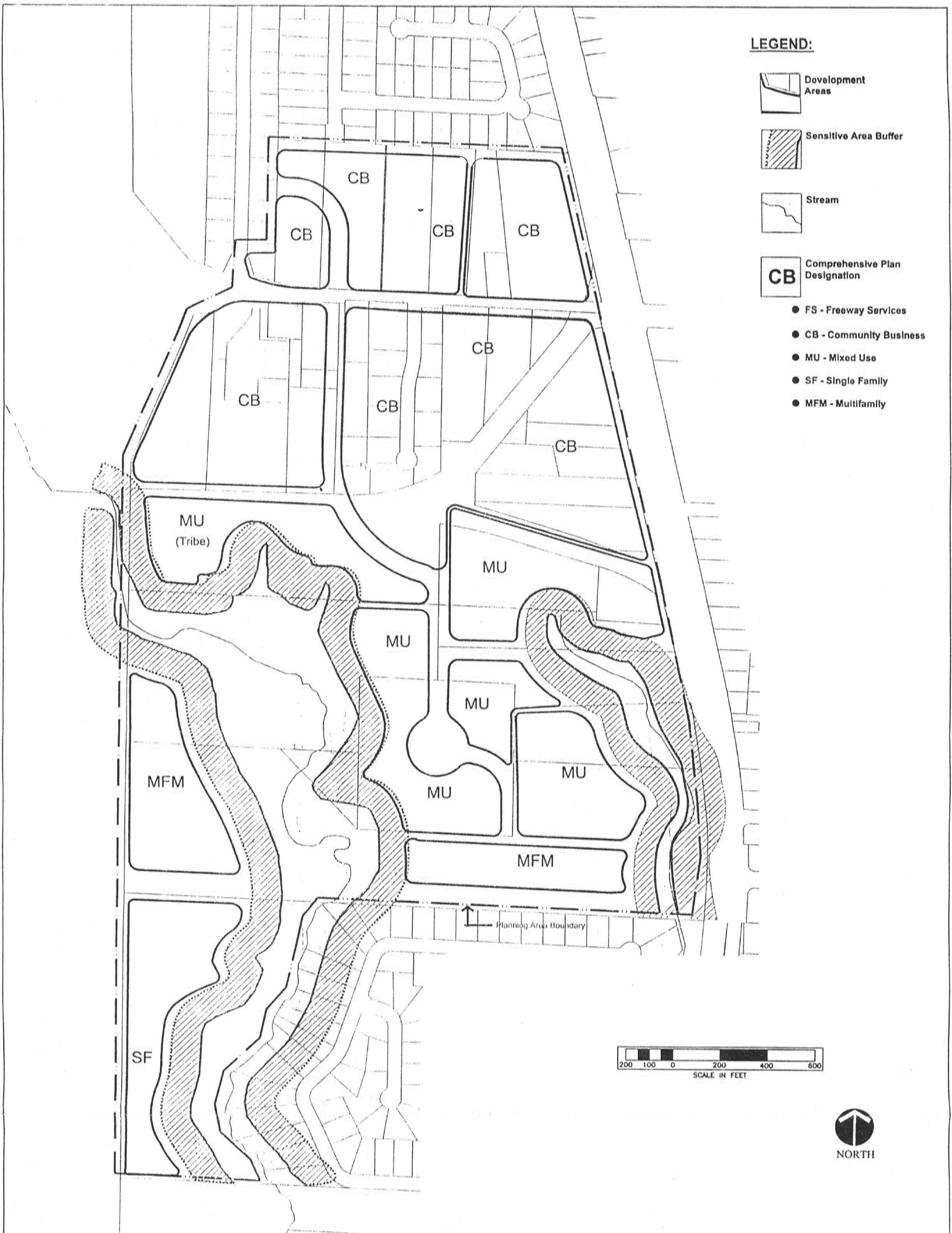
Currently, 116th Street NE is a two-lane asphalt paved roadway with gravel shoulders and surface drainage. A 1998 traffic impact study, prepared during the review of the Comprehensive Plan amendment request for this area, indicated that existing traffic volumes were approaching 16,000 ADT. That same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





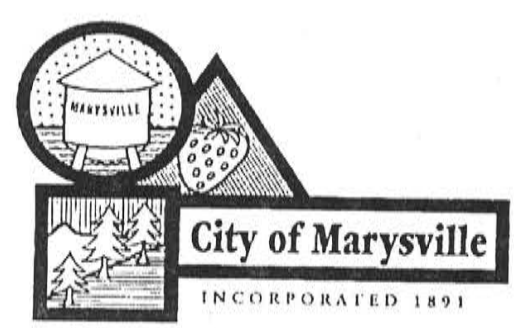
116th Street Master Plan
 4th Signal Option
 CITY OF MARYSVILLE, WASHINGTON
 Figure 6





MAY 2001

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



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

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

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

Refined Master Plan Option

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

Advantages:

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

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

Disadvantages:

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

Fourth Signal Option

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

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

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

Advantages:

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

Disadvantages:

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

Western Realignment Option

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

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

Advantages:

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

Disadvantages:

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

Planning Commission Recommendation

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

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

City Council Selection

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

Final Approval Process

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

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

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

Recommended Master Plan

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

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

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

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

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

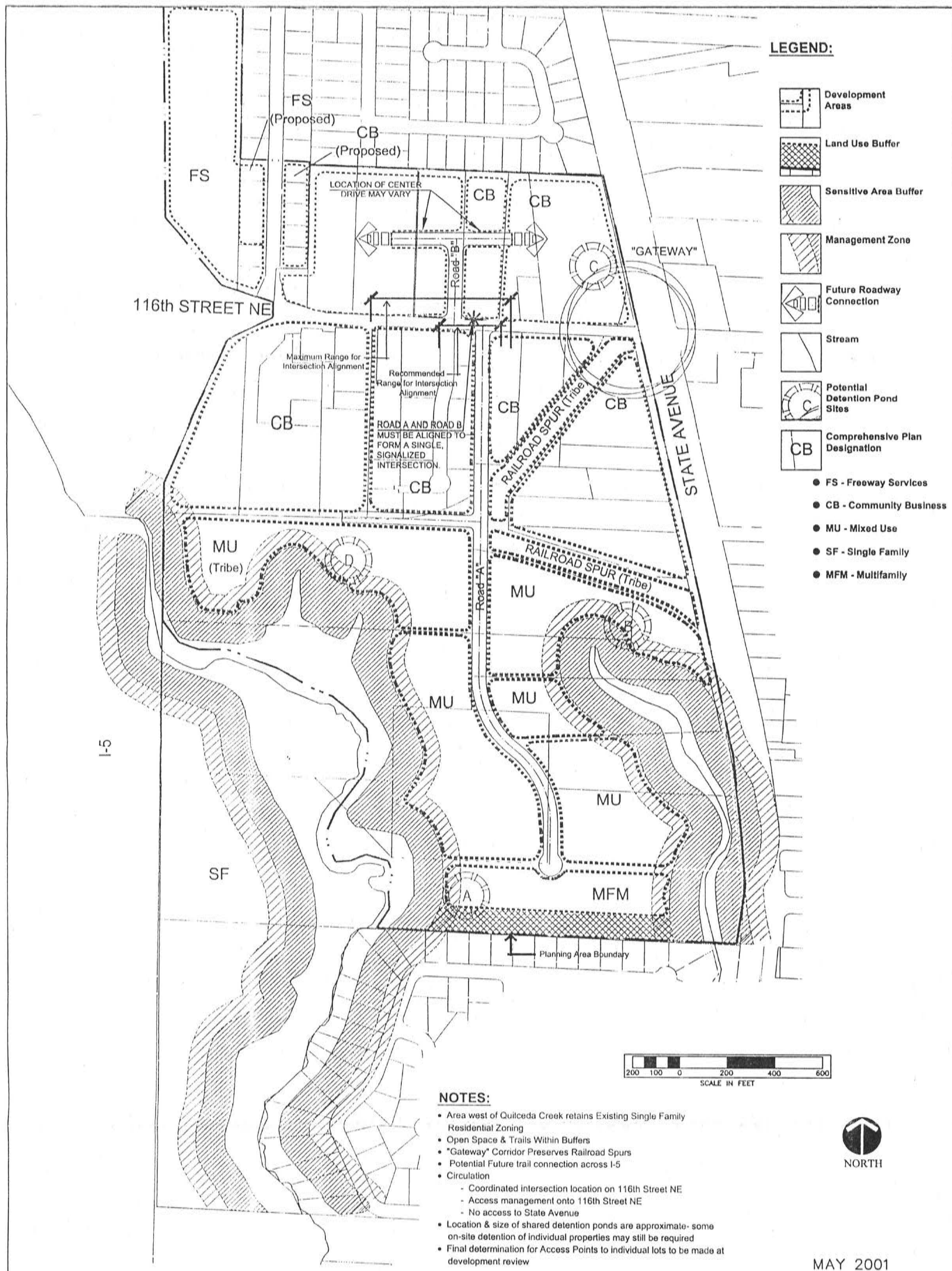
As well as a common roadway system and shared utilities, it is recommended that the City revise its development regulations to emphasize shared driveways, trails, and sidewalks to further link individual properties. Design standards that include common signage and integrated landscape plans will further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

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

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

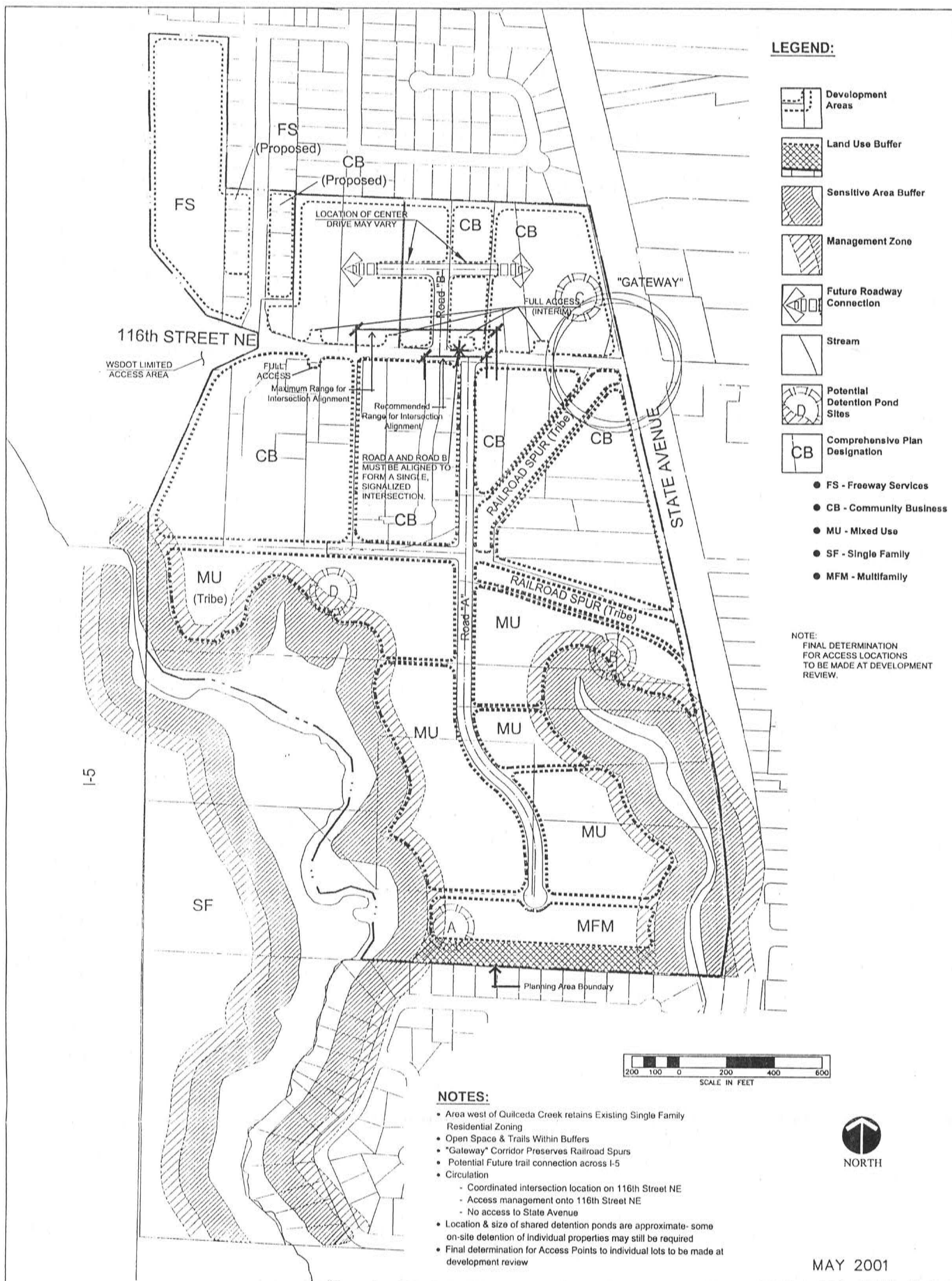
By incorporating this Management Zone or expanded buffer area into the Master Plan, individual property owners are provided with a more realistic sense of the development potential for their property. Ultimately, each individual development proposal will be evaluated for compliance with the development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

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



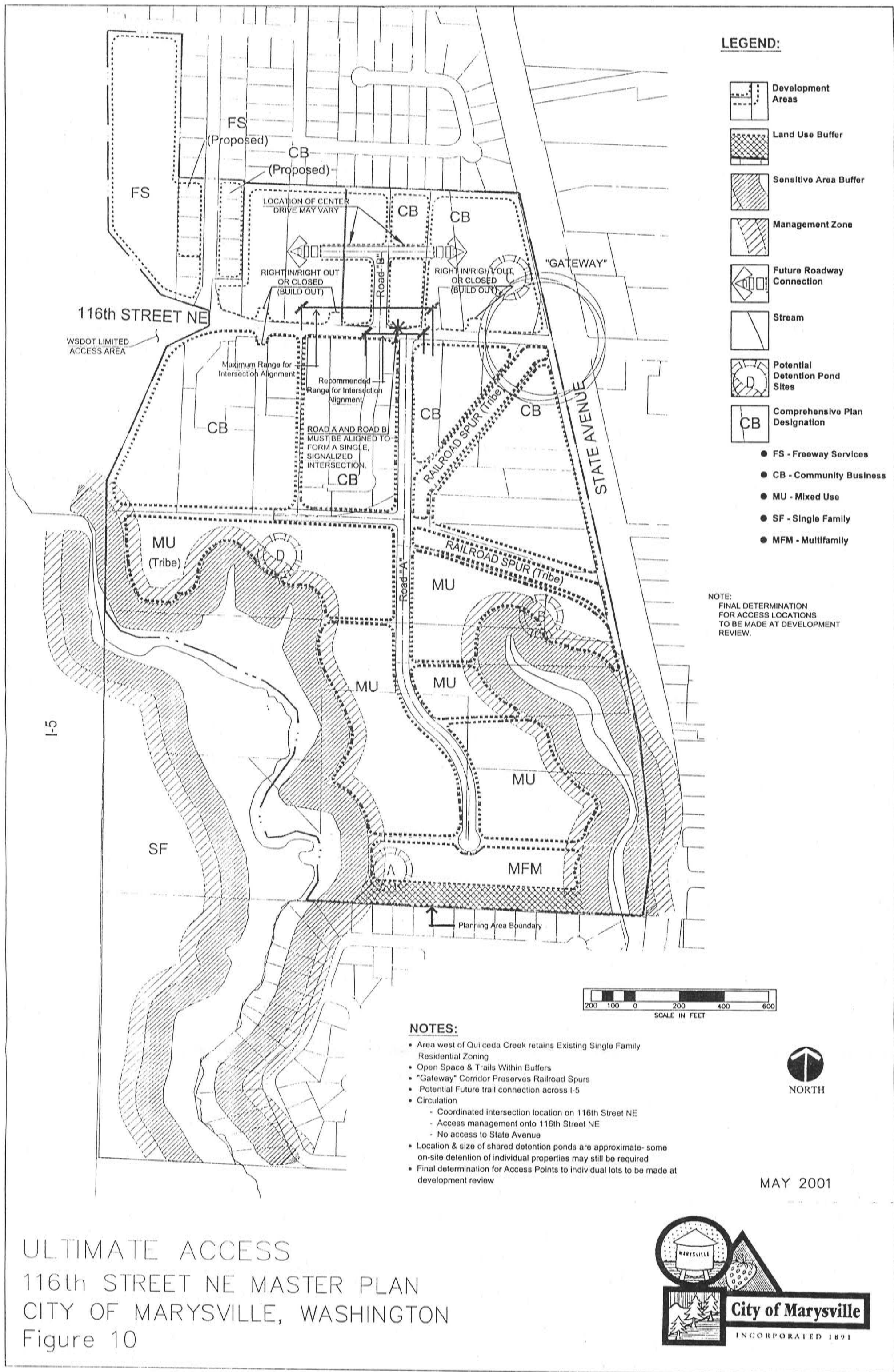
RECOMMENDED MASTER PLAN
116th STREET NE MASTER PLAN
CITY OF MARYSVILLE, WASHINGTON
Figure 8





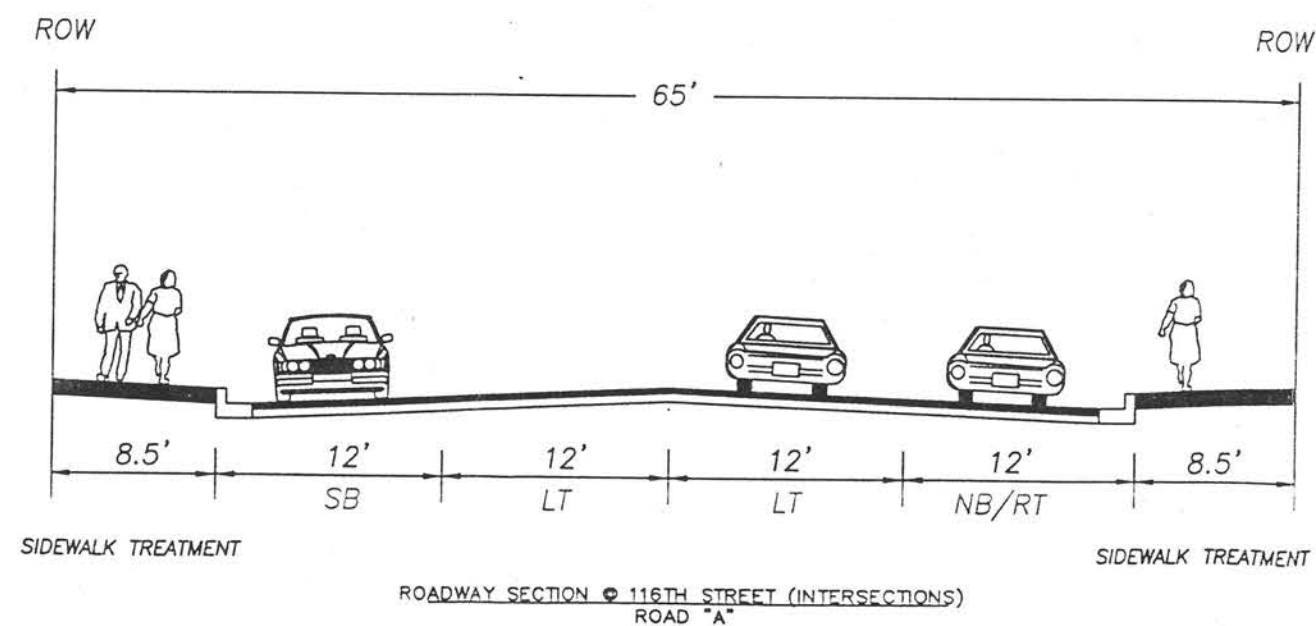
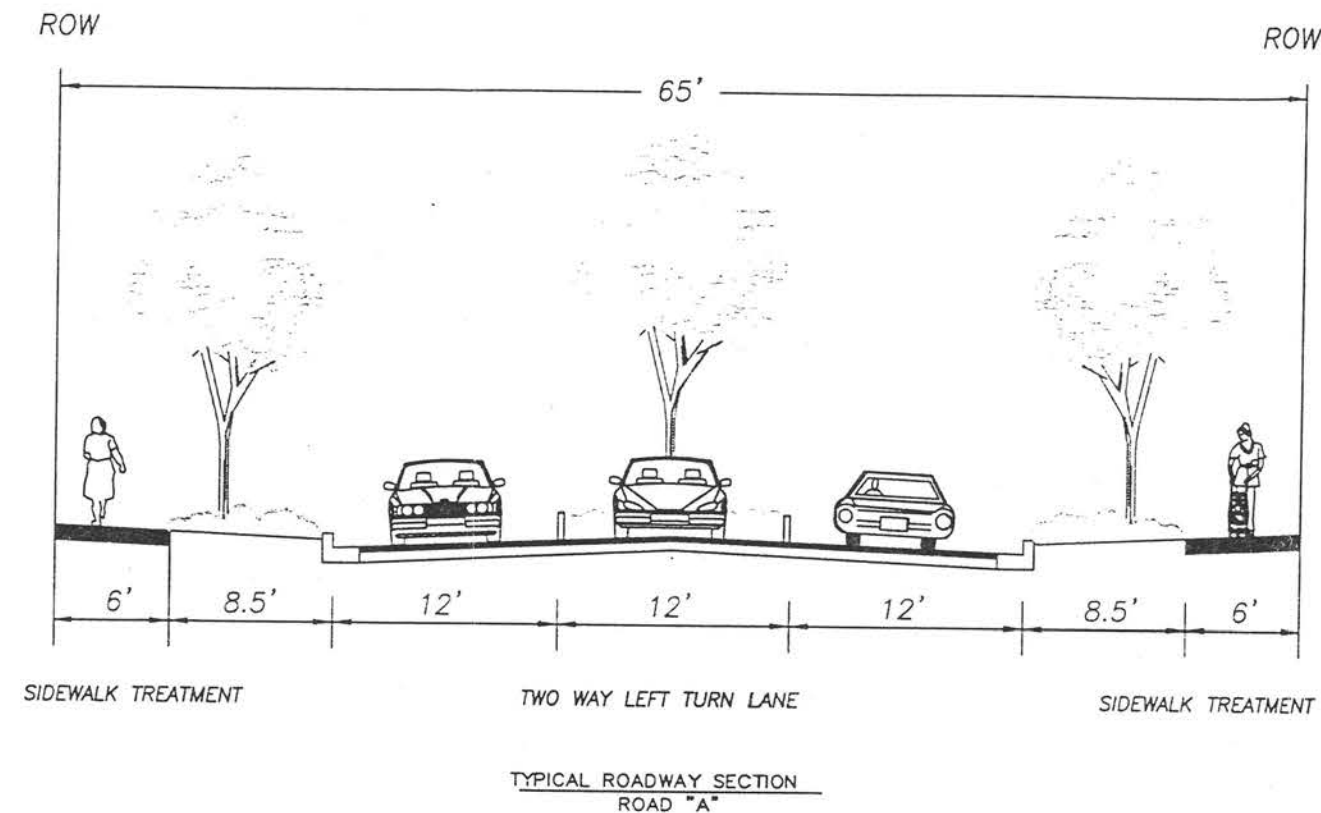
SHORT TERM (TEMPORARY) ACCESS
116th STREET NE MASTER PLAN
CITY OF MARYSVILLE, WASHINGTON
Figure 9





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

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



Not to Scale



Figure 11

Summary of Master Plan Attributes

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

V. Implementation

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

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

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

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

Permitting Requirements

Environmental Permitting

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

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

SEPA Review

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

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

Roadway Alignment

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

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

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

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

Water Service

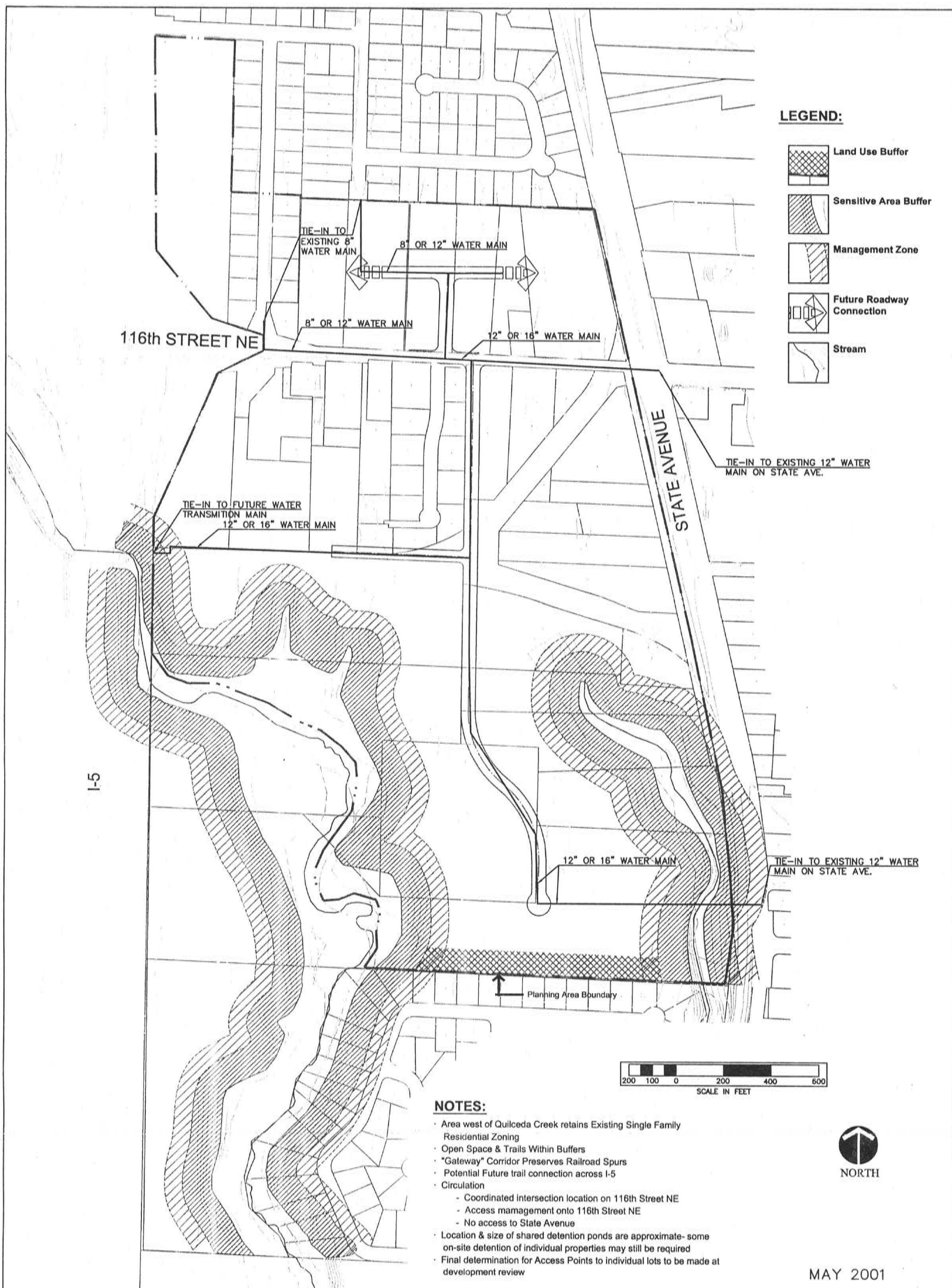
Adequate water service for the proposed land use is not currently available to the 116th Street NE Master Plan area. The water system must be designed to meet the City’s requirements, as well as the requirements of the Department of Health and fire flows as determined by the Snohomish County Fire Marshall.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

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

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

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

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

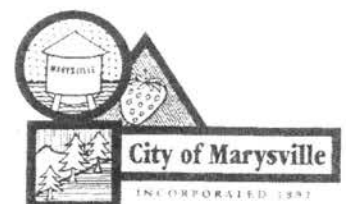


WATER SYSTEM
116th STREET NE MASTER PLAN
CITY OF MARYSVILLE, WASHINGTON
Figure 13





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



MAY 2001

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

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

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

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

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

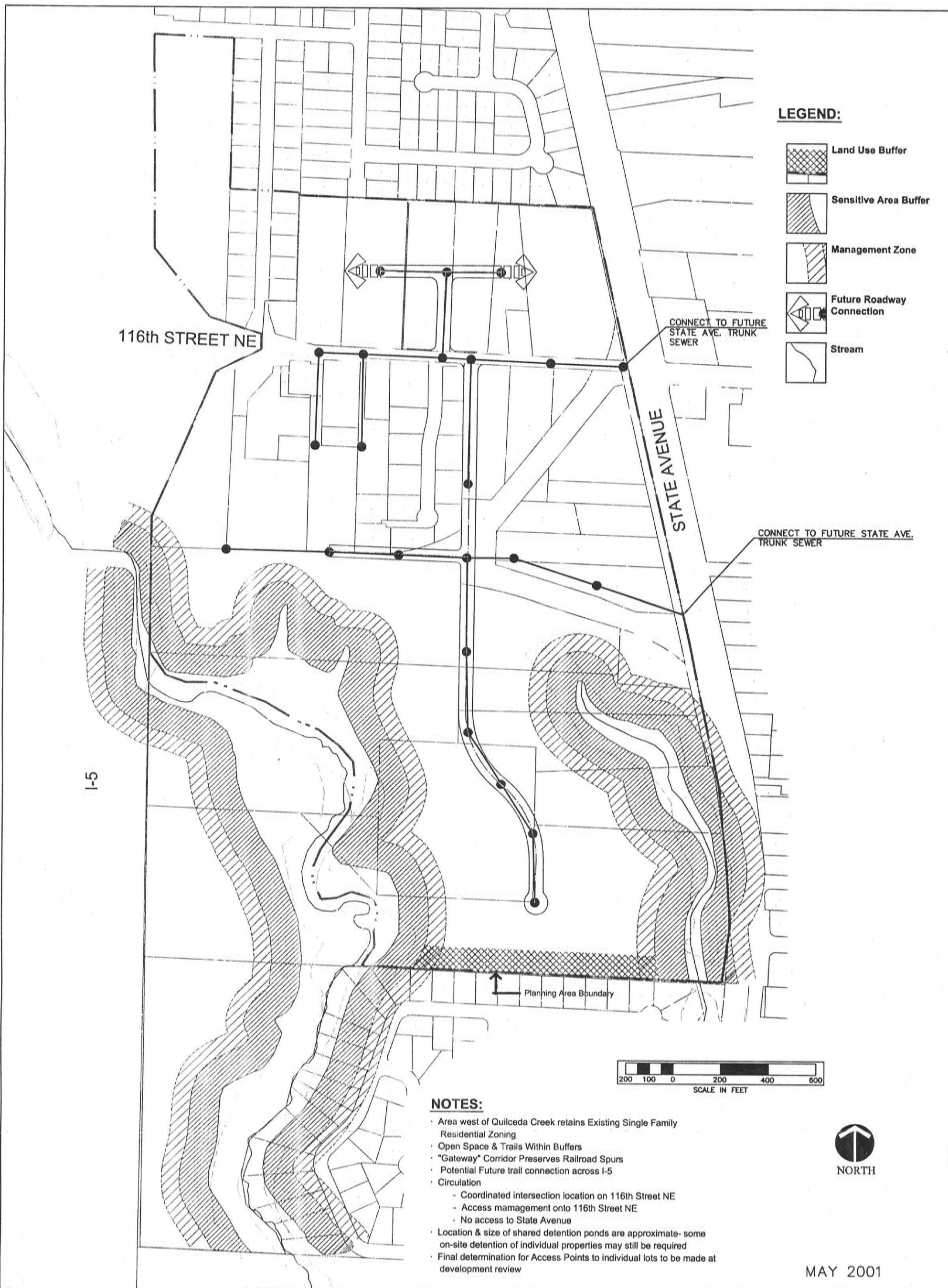
- \$100/lineal foot for 12-inch ductile iron
- \$130/lineal foot for 16-inch ductile iron
- \$300/lineal foot for boring and casing pipe and water main under the creek or railroad.

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

Sanitary Sewer Service

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

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



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



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

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

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

Stormwater Treatment and Detention

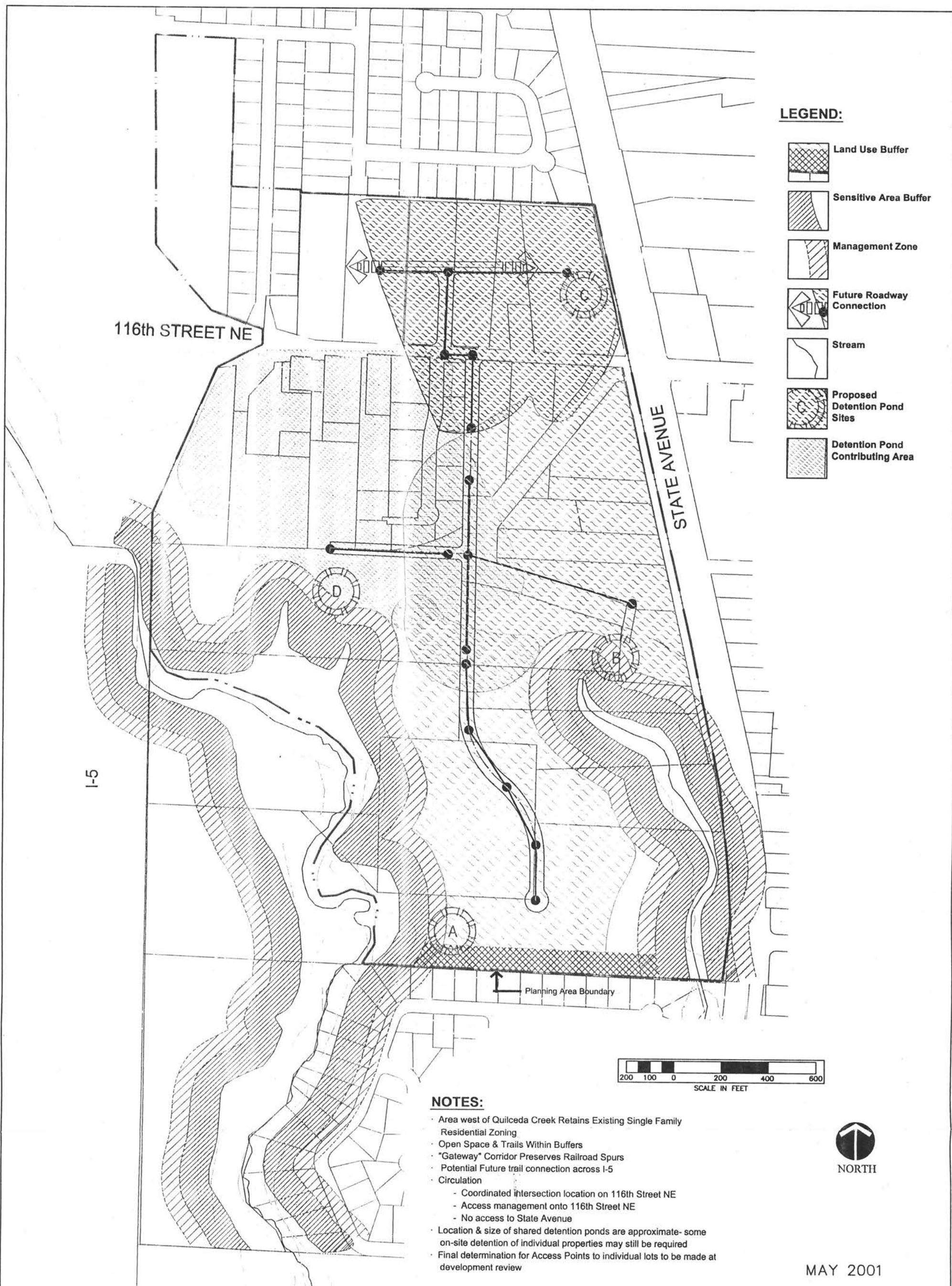
The City of Marysville requires onsite stormwater detention and water quality treatment for development and redevelopment of large parcels (MMC, Chapter 14.15). An alternate to constructing stormwater treatment and detention on each individual site is for landowners to contribute to shared regional facilities.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

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

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

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

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



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



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

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

TABLE A
POTENTIAL STORMWATER DETENTION (WET) PONDS

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

Source: Hammond Collier Wade Livingstone Associates, Inc.

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

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

Stormwater Conveyance

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

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

Recommended Stormwater Design Considerations

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

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

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

Design Standards

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

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

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

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

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

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

Preliminary Estimates of Probable Cost

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

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

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

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

Summary of Key Implementation Decisions

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

1) Comprehensive Plan Revision

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

2) Master Plan Adoption

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

3) Resolve Central Boulevard Location

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

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

5) Finalize Utility Design and Financing

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

6) Establish Financing Mechanism

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

7) Revise Development Regulations

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

8) Review Stormwater Regulations

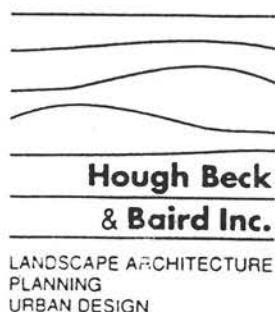
New state regulations may require an overall revision to the City's stormwater regulations. Either as a part of this review, or as a stand-alone item, the City should consider amending the regulations to allow, subject to conditions, stormwater detention facilities in wetland buffers.

**APPENDIX A
PUBLIC MEETING NOTES**

116th Street Planning Area Master Plan
February 22, 2000
Meeting Notes

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

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



April 13, 2000

OPEN HOUSE MEETING

Location: Marshall Elementary School Library

Time: April 12, 2000

Meeting Notes:

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

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