

City of Marysville Comprehensive Plan

April 2005



Community Development Department
80 Columbia Avenue • Marysville, WA 98270

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I. INTRODUCTION

INTRODUCTION

The City of Marysville Comprehensive Plan provides guidance for Marysville's future growth and development. Our "Plan" is designed and written for a planning period of approximately 20 years with updates occurring every 7 years or as needed. The comprehensive plan translates community values and vision into policies and regulations that direct the quality of growth, intensity and diversity of land use, transportation modes, street planning, public facilities and services, parks and recreation, and resource lands and critical areas. Our Plan is the reflection of how our citizens want Marysville to look and function in the future, and provides the basis for achieving that vision.

This plan provides a comprehensive review and update of the City's original Growth Management plan adopted in April 1996. Since original adoption, the City has amended its plan through annual comprehensive plan amendment cycles and capital facility plan updates. There have been a number of amendments to GMA that require action by the City to update its plans and policies. County actions in defining Marysville's urban growth area require the City's action on designation of land uses within its UGA. The update process included consideration of land use options to meet year 2025 population and employment forecasts for the Marysville urban area. Following review of alternatives representing low-high ranges identified through the Snohomish County Tomorrow (SCT) process for the Marysville urban area, the City selected a moderate growth scenario. The 2025 population estimate represented by the land use map is 79,800.

Some of the highlights of the 2004 comprehensive plan update are as follows:

1. Review and revitalize community vision for the Marysville urban growth area and downtown.
2. Review Marysville urban growth area and respective land uses to accommodate 2025 population and employment targets.
3. Adopt subarea plans for Downtown and Lakewood to guide future growth, development and redevelopment.
4. Review and revise policies for Land Use, Housing, Transportation, Economic Development, Parks & Recreation, Public Facilities and Services, Utilities, Environmental and Resource Management, and Capital Facilities.

A. GROWTH MANAGEMENT ACT

The State's Growth Management Act (GMA), RCW 36.70A, was originally passed by the legislature in 1990 with amendments in 1991, 1993, 1994 and 1995. The GMA requires all cities and counties in the state to plan; it calls for the fastest growing counties, and the cities within them, to plan extensively in keeping with the following state goals:

- Conservation of important timber, agricultural and mineral resource lands
- Protection of critical areas
- Planning coordination among neighboring jurisdictions

- Consistency of capital and transportation plans with land use plans
- Concurrency between development and infrastructure construction
- Early and continuous public participation in the land use planning process

The GMA sets out thirteen statutory goals. The development of Comprehensive Plans is guided by these overall goals, but the detail is shown in the five plan elements — Land Use, Transportation, Housing, Capital Facilities, and Utilities — that are mandated by State legislation. For a community's plan to be valid it must be consistent with the requirements of the Act. Consistency, in this context, means that a plan must not conflict with the state statutory goals, countywide policies, and plans of adjacent jurisdictions. This section reviews the Comprehensive Plan for the City of Marysville for consistency with the State Planning Goals, County Plan Policies, and the plans from adjacent communities.

B. STATE PLANNING GOALS

The fourteen statutory goals identified in the State legislation are as follows:

1. Guide urban growth to areas where urban services can be adequately provided.
2. Reduction of urban sprawl.
3. Encourage efficient multi-modal transportation systems.
4. Encourage the availability of affordable housing to all economic segments of the population.
5. Encourage economic development throughout the state.
6. Assure private property is not taken for public use without just compensation.
7. Encourage predictable and timely permit processing.
8. Maintain and enhance natural resource-based industries.
9. Encourage retention of open space and development of recreational opportunities.
10. Protect the environment and enhance the State's quality of life.
11. Encourage the participation of citizens in the planning process.
12. Ensure adequate public facilities and services necessary to support development.
13. Identify and preserve lands and sites of historic and archaeological significance.
14. The goals and policies of the Shoreline Management Act as set forth in RCW 36.70A.020.

C. SNOHOMISH COUNTY TOMORROW GOALS

Snohomish County Tomorrow (SCT) is the county's collaborative planning process that is comprised of local citizens and elected officials from every jurisdiction. The cities, towns, tribes, and county have worked together through SCT since 1989 to apply regional vision and more recently the goals of the GMA to our local planning needs. In October 1990, a vision for the future of the county was agreed upon by SCT. Members of the SCT Steering Committee saw the need to adopt a publicly shared

vision and goals to guide effective growth management and preserve Snohomish County's unique quality of life. The SCT goals address the following topics:

1. Natural Environment
2. Forestry and Agricultural Lands
3. Rural Land Use
4. Parks and Recreation
5. Open Space
6. Civic and Cultural Resources
7. Education
8. Governmental Roles and Responsibilities
9. Urban Land Use
10. Infrastructure
11. Growth Patterns
12. Transportation
13. Housing
14. Economic Development

Adoption of these goals was an important first step in coordinating growth management planning among the county, cities and tribes.

D. COUNTYWIDE PLANNING

The SCT Steering Committee adopted the SCT goals as a basis for establishing the countywide planning policies required by the GMA. The countywide planning policies (CPP's) provide a framework for local planning efforts to ensure consistency with one another and the regional vision. The GMA requires each local comprehensive plan to demonstrate consistency with the CPP's.

The CPP's address urban growth areas, contiguous and orderly development, joint county and city planning, rural land, housing, siting of public capital facilities, economic development and employment, fiscal impact analysis, and transportation. In addition, Snohomish County Tomorrow endorsed a set of supplemental policies through a memorandum of understanding (MOU) in January 1994. The county, cities, and towns agreed to incorporate within their comprehensive plans, where applicable, policies which are consistent with the supplemental policies attached to the MOU. These supplemental policies address protection of the natural environment, parks and recreation, and open space.

The current County-wide planning policies are contained within the plan Appendices.

E. COMPREHENSIVE PLAN STUDY AREA

The Marysville Planning Area is the Marysville urban growth area together with adjoining rural lands influenced by the UGA. The Study Area for the Marysville Comprehensive Plan is bordered on the west by the Tulalip Reservation/ Interstate 5, on the north by the Arlington urban growth area, and on the south by the Lake Stevens urban growth area, and to the east by Highway 9. The northwest part of Marysville's urban growth

area includes the Lakewood community, west of I-5. Map 1-1 shows the area that was studied for this Comprehensive Plan.

F. RELATED PLANS

There are a number of related City plans and documents that guide development and implementation of the Comprehensive Plan.

1. Utility Service Area (USA) Boundary and Plan
2. 2003 Comprehensive Water Plan
3. 2005 Comprehensive Sanitary Sewerage Plan (12/14/04 Draft included in this proposal)
4. 2001 City of Marysville Wastewater Treatment Facility Update.
5. 2003 Surface Water Management Plan.
6. 1972 Shoreline Management Master Program (to be updated in 2005)
7. Marysville Development Regulations.

G. AMENDMENTS

This Comprehensive Plan is based upon the best available information. The Growth Management Act requires that all amendments to the Comprehensive Plan be considered in a comprehensive manner, no more than once a year (except by emergency). The City's development regulations provide procedures for review of amendment requests.

H. COMPREHENSIVE PLAN REVIEW

In conjunction with the county review of the population and employment projections, and the Urban Growth Area, the City shall review its comprehensive plan at least every seven years. Urban Growth Areas must be re-evaluated at least every five years to determine whether or not they are capable of meeting the county's 20-year population and employment projections.

II. VISION – MARYSVILLE: PAST, PRESENT AND FUTURE

INTRODUCTION

The purpose of this chapter is to provide vision to guide the comprehensive plan. Marysville's past, present and future are inescapably linked. We rely on history to teach us; our current events and circumstances help guide our goals and expectations for the future.

A. HISTORY- MARYSVILLE YESTERDAY

The history presented within this Comprehensive Plan gives a context to future planning from familiarity with the past. The history covers the physical evolution of Marysville through economic, cultural, and social events. The Study Area for the Comprehensive Plan encompasses an area much larger than the City of Marysville: Steamboat Slough and Soper Hill Road to Smokey Point and 172nd Street NE, Highway 9 to Interstate 5, and west of Interstate 5 to include Lakewood. Marysville is the primary city within this Study Area, but there are many other small communities that have a historic or contemporary role: Sunnyside, Getchell, Shoultes, Kellogg Marsh, Kruse, Sisco, Edgecomb, Smokey Point and Lakewood's English Station. This history does not attempt to chronicle the development of all these communities, but includes events from them as their histories have interwoven with or reflect on that of Marysville.

The first settlement in what would be Washington State occurred in 1845 in Tumwater. Only eight years later the first permanent white settlement in Snohomish County happened at Tulalip. The primary purpose of the settlement was to establish a sawmill, indicative of the significant role timber would play in the history of the area. The Treaty of Elliott Point was signed in 1855, establishing the Tulalip Reservation for the relocation of the Snohomish, Stillaguamish, Snoqualmie, and Skykomish Indians from Everett. The Tulalip Reservation area would be the focal point of activity in the area for another 20 years. During this period two missionaries arrived at Tulalip to found a mission, church, and school for Native Americans. Located at several points along the coast, including the mouth of Quil Ceda Creek, Priest's Point and Mission Bay, the mission grew to be quite a complex. In 1869 the mission at the Tulalip Reservation became the first Indian Contract School ever established.

Father Chirouse, one of the Tulalip missionaries, persuaded Maria and James Comeford to move from Whatcom County, where they had arrived in 1872, to Tulalip to operate the government trading post. During the years they ran the trading post at Tulalip, James Comeford traveled the rivers and sloughs selling goods. He determined the area along Ebey Slough was a desirable location for a settlement with its river and marine access and significant logging potential. In 1887 he purchased 120 acres of land from two men who in the early to mid-1870s had purchased significant acreage stretching from the marshes up to the highlands in what would become Marysville. At that time, the area was otherwise uninhabited from the Snohomish to the Stillaguamish Rivers. In 1878, James and Maria Comeford built a trading post and home/hotel on a site that today is approximately the intersection of Ebey Slough and Interstate 5. Enough settlers began to arrive in the general area that in 1878 a school district was established covering the area from Sunnyside to Florence. Also in 1879 the Comefords managed to set up a post office which was named Marysville. The name is either taken from Mrs. Comeford's name, "Maria", or was used as an incentive to encourage two men from Marysville, California to remain in the newly formed town.

During the late 1870s through the early 1890s many settlements were begun in the greater Marysville area: Kellogg Marsh, Getchell Hill, Sunnyside, Shoultes, Sisco and

Vision

Edgecomb. Probably the best indication of the determination of each of these communities was their desire to establish schools for their children. Sunnyside had one of the earliest districts that broke off from the Snohomish district around 1880. To serve the district, Sunnyside built their school house in 1881-85. Though Marysville students were a part of this district, a log cabin one or two miles east of town served as a private school house for seven students. Marysville formed their school district in 1887 and the first school, the Lyceum, was built on Front [First] Street between Beach and Cedar in 1888. That same year Shoultes created a separate school district from Marysville but did not construct a school building until the early 1890s. Kellogg Marsh followed Shoultes by creating another school district in 1892 and built their school in the mid to late 1890s.

Aside from the school activities, the 1880s were a relatively quiet time in Marysville. In the early 1880s, the city was only three blocks long with skid roads running to the slough. In 1885, James Comeford sold the store and began to plat the town. He began with nine blocks running east from the reservation to Liberty Street. This was followed by other adjacent areas being platted: Quinn's Plat in 1888, Meyer's Plat in 1890 and Marysville Plat in 1891. The first Marysville saw mill opened in the late 1880s. The platting and mills began to shift the center of town east from the original trading post's location, though still near the waterfront. But after all these efforts, in 1889 the town still only had a few residents, two general stores, an empty hotel, and 20 houses not all of which were occupied.

Due to the construction of the railroads, a boom hit the area in 1889. The Seattle-Lakeshore and Eastern (later the northern Pacific) railroad was built near Getchell Hill, and the Great Northern railroad, going through Marysville, was anticipated. The combination of railroad and timber increased the area's vigor. Getchell Hill is one example; in the 1890s, it had two shingle mills, hotel, post office, railroad depot, schools, and of course saloons. For Marysville, only one year after the barren description of town above, it had now acquired two hotels, 14 businesses, 47 houses, 200 people, and Sunset Telephone and Telegraph opened its Snohomish exchange.

As a result of the boom, four indicators of growth and success could be found in Marysville in 1891: the town was incorporated as a fourth class city with 350 inhabitants, a mayor, city council, treasurer, and clerk; the new city built its first City Hall on First Street; the second bank in Snohomish County opened at First and Beach in Marysville; and the Marysville Globe newspaper began its operation. Still Marysville had a next door rival for dominance in Snohomish County-Everett. For many years, Everett was called Port Gardner. But with its sizable port and the injection of monies from John D. Rockefeller in 1891, Everett began to overtake its rival.

Although the stock market Panic of 1893 slowed growth of many communities, it did not seem to have much impact on Marysville. The city's second school building opened in 1894 and the school had 159 students. Tug boats and stern-wheelers plied the river and sound, stopping at Ed Steele's wharf at the base of Ash Street, the center of the business community. Mills were being constructed along Allen Creek. When the Great Northern Railroad tracks opened in 1895, the tracks became the only direct connection to Everett. Throughout the 1890s steamers connected Everett and Marysville, but the only land route was via Sunnyside Road and Cavelero's Corner. Many people walked the tracks rather than take this longer route.

With the new century, Marysville experienced more changes and growth, and abandonment of its pioneer past. In 1904 and 1909 respectively, Maria and James Comeford died. By 1904, the town had expanded to 8th Street on the north and Allen Creek on the east. Eight students began high school in 1903, and the first high school building was constructed in 1907 on 10th between Beach and Cedar. The population

had increased in 1905 to 1250, 3.5 times the population at incorporation 14 years earlier. The town had 450 students, four churches, a public electric light system, six miles of graded streets, two logging camps, six shingle mills, three saw mills, and mail was delivered on a RFD route by horse and buggy. The entire Northwest experienced a phenomenal boom following the 1906 San Francisco earthquake when the mills of the Northwest furnished the timber to rebuild that city.

During the 1910s and 1920s Marysville began to connect or reconnect to surrounding communities. In 1912 and 1913 respectively, the Shoultes and Kellogg Marsh School Districts rejoined the Marysville district. The Marysville School District then in 1914 built its first brick building, a new high school; the second brick school building was constructed in 1916. First Street was paved in 1914; in 1916, the first Highway 99 was created from the existing Sunnyside Blvd. route by paving it from Everett to Marysville via Cavelero Corner.

Following the 1923 earthquake in Japan, the Northwest experienced another boom sparked again by the demand for building materials. Then in 1926 the second Highway 99 was constructed across the flats to Everett, requiring four bridges. The new roadway reoriented town toward it, with many businesses and public structures relocating along State Avenue. This shifted the center of town to Third Street and State Avenue, and zoning encouraged commercial and residential development to string out north of the city.

The stock market Crash and Great Depression did not affect Marysville significantly. As a farming community, the area was fairly self-sufficient; Marysville's agricultural products consisted primarily of berry crops, dairy, poultry, and oats. For some of the outlying communities such as Getchell Hill, the Depression coincided with hard times. The town was dependent on timber and as the availability of trees diminished, so did the town. By 1935, there was only one sawmill, a church and a school. Marysville, experienced the opposite action. During the 1930s the town filled in as bigger businesses and a large migration of residents took place. In 1932 Marysville held its first Strawberry Festival. This has been an annual affair except for three years during World War II. A new high school and elementary school were constructed. The Tulalip Reservation's school closed and joined with Marysville. A few Native American children had been attending the Marysville schools since 1888, but the separation of schools formally ended.

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

Most of the post-war changes that occurred gave the city the form we know today. After the war, Marysville decided it was time for a new city hall. The city hall was the original wooden structure built in 1891 that had been relocated to three different sites during its 60 year life span. The new brick City Hall and library opened in December 1951 in City Park. Another major post-war event was the construction of the third Highway 99, now named Interstate 5. The Marysville portion was completed in the mid-1960s, and the entire Interstate was finished a decade later. This limited access highway introduced a new orientation to the city. Previously, State Avenue, the second Highway 99, had been the primary north-south route through the city. Following the construction of the new Interstate 5 on the western edge of town, State Avenue's role changed as highway oriented businesses moved to Fourth Street. New businesses along State Avenue were such things as mobile home courts and strip shopping centers, like B & M. The new businesses on Fourth Street supplanted its residential uses, and the expressway instigated the decline of the once fine residential neighborhood

alongside it. Also, by 1954 the population of Marysville was approximately 2500. Marysville had taken 50 years to double in size. Additionally, in 1954 the Sunnyside School District consolidated with the Marysville district.

Comprehensive land use planning began in the greater Marysville area in 1956 when the Snohomish County Council adopted the first plan for the county. The 1956 plan consisted of a land use map showing a range of residential, commercial, and industrial uses. The 1956 plan lacked any explanatory text that could provide guidance in implementing it. In 1964, Snohomish County was separated into twelve planning sub-areas and a plan prepared for each of them. The Marysville Sub-Area surrounded the City on the north, south, and east with the Tulalip Sub-Area situated to the west. The City of Marysville's own first plan was adopted in 1968; it was revised and updated for adoption in November 1978. The City's plan contained explanatory text to provide direction in implementing it. In March 1982 the revised County Sub-Area Plan for Marysville was adopted by the County Council. This revised plan was based on the desire for growth management population and employment increases were incorporated by expansion of developed land, and utilities were limited to minimize the fiscal and environmental impacts of growth. Another aspect of this plan was that it was intended to complement the City's 1978 plan. Lastly, the County plan also supported strengthening the vitality of the business areas of Marysville by not allowing retail or service businesses to locate outside of the urban core, that is, along the State Avenue corridor.

The 1980s were not just a time of planning, but actions as well. In the late 1980s many significant projects were built: a new shopping mall was constructed in downtown Marysville, between First and Fourth Streets, State and Cedar Avenues. While the mall replaced many rundown and underutilized structures, it also turned its back on the waterfront. Another significant shopping center with K-Mart and Fred Meyer as anchors was built at State Avenue and 100th Street. This development reinforced the residential developments that had been occurring north of the city limits since the 1950s. Also the major connection and widening of Fourth Street/64th Street NE took place. This not only improved connections between downtown Marysville and Highway 9, but also access to Interstate 5. With concomitant growth pressures, the areas east of Marysville, especially those on the slopes overlooking the City and valley, have been developed.

B. MARYSVILLE TODAY

During the 1990's, the population of Marysville experienced quite a change. As was mentioned above, in 1954 there were twice as many residents in Marysville as there were in 1905. By 1980 the population had again doubled, but in half the time it had previously taken. Since 1980, the population has almost doubled with each decade through 2000. Marysville's location with proximity to major employment centers and transportation corridors, the beauty of the natural setting, the moderate size of the community, and the relatively reasonable housing costs make it an attractive city. However, these same attractions have put significant growth pressures on the city.

Much of the growth within the past two decades has been residential growth. The resulting imbalance between residential and commercial growth has brought new vigor to the City's efforts to kindle economic development and business growth. Many of the housing developments designed in the 1980's and '90's lacked individuality and quality design elements. The commercial strip along State Avenue/Smokey Point Blvd (Old Hwy 99) aged and became a little more run-down as new commercial malls and developments were built in adjoining communities.

Over the 1980's and '90's the community began to lose its small-town feel and charm, while the area has yet to develop the urban amenities and presence of a larger city. Throughout the 1980's, 1990's and early 2000's, the Marysville community was also undergoing the polarization of pro- and anti-growth pressures reacting to political decisions that affected each interest group. Growth brought with it rapid change to small farms, rural lands, open space, roads and infrastructure affecting the community. Growth also brought many new residents with expectations for their new home based on the community they came from.

The Growth Management Act resulted in more influence of planning on local land use decisions. Snohomish County designated an urban growth area for Marysville in 1995. The City GMA Comprehensive Plan was adopted in 1996 establishing stronger guidance for land uses and planning areas. In 1997, Arlington and Marysville settled a long-standing dispute over urban area influence of each City, setting the north and south boundaries respectively of Marysville and Arlington in the Smokey Point area.

From the beginning of this new millennium, year 2000, a new dynamic has emerged in the community. The community began to see itself as an urban area with the needs, desires and goals to provide a quality urban environment for its residents and businesses. New capital projects were planned, financed and constructed for roads, parks, wastewater, water, stormwater and public buildings.

These public improvements have the City taking on a new look in the Downtown with new services for the community and infrastructure for future growth. A new spirit of cooperation has emerged with neighboring jurisdictions including Snohomish County, the Tulalip Tribes and Arlington.

While the overall guidance of the City's 1996 plan remains relevant, citizens, business leaders and elected officials want to implement change at a faster and more aggressive pace with respect to business growth, quality residential, commercial and industrial growth, and well planned balanced growth in the Marysville area. These key priorities were spelled out in the City's economic development plan written in 2002.

C. MARYSVILLE- OUR FUTURE

This Comprehensive Plan Update will establish the framework and regulatory guidance in our land use planning to meet current community mandates.

These priorities are:

1. Enhance Community Image and Identity
2. Improve Existing Business Opportunities and Expand & Diversify the Economic Base through Business Attraction and Retention Efforts
3. Support Recreation and Tourism Advantages
4. Improve Transportation and Infrastructure
5. Improve Government and Regulatory Environment
6. Enhance Employment and Housing Opportunities through Workforce Education and Training

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

Some of the focus areas that have emerged in the plan development are revitalizing the downtown and downtown waterfront as a key to the image and identity, tourism and recreation potential of the Marysville community. To that end, the City conducted

a separate Downtown Vision Plan. Marysville's Downtown embodies the image and identity of our community to both internal and external visitors.

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

III. PUBLIC PARTICIPATION

INTRODUCTION

The public participation process is an essential component in the development of a comprehensive plan. The requirements for public involvement in state law and the Growth Management Act (GMA) allow each community to determine the process that is most appropriate for them. However, the GMA does require that cities establish procedures for providing early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of response to public comments.

The public participation process and background information for development of the comprehensive plan included:

- Use of 2002 citizen survey for Marysville performed by the National Citizen Survey;
- Business stakeholder summaries from focus groups during development of the City's economic development strategy;
- Community workshops and task force meetings for the Downtown Vision Plan, completed in 2004;
- City of Marysville economic development committee feedback and minutes from 2003 and 2004;
- Planning Commission workshops to develop and review the comprehensive plan and development regulations between 2004 and 2005;
- Public input, letters and correspondence received between 2003 and 2005, during development of the comprehensive plan;
- The Draft Integrated Comprehensive Plan, Development Regulations and Environmental Impact Statement (EIS) were formally distributed to agencies and interest groups on January 14, 2005 for a 60-day comment period;
- The Integrated Plan, Development Regulations, and EIS were publicly available at the Marysville Library, on the City's website, and available for purchase in hardcopy and CD;
- Over 21,000 notices were mailed to area property owners and residents within the Marysville Planning area notifying them of the availability of the draft plan, open houses, and Planning Commission public hearings;
- Public notice and articles in area newspapers and public buildings;
- Comments were received at six open houses held in Marysville neighborhoods in advance of public hearings. Between 150 and 200 people attended the open houses.
- Official Public Hearing and adoption process before the Planning Commission and City Council;

A. PUBLIC WORKSHOPS AND COMMUNITY MEETINGS

Public workshops and presentations were made by city staff and the consultants. These included presentations made at numerous workshops held for the general public. Community Meetings were held in locations throughout the Urban Growth Area to obtain comments and direction from the various areas covered in the plan.

B. PLANNING COMMISSION AND CITY COUNCIL

Throughout the research, drafting and finalizing of the Comprehensive Plan, City staff met with the Planning Commission. Two joint workshops were held with the Planning Commission and the City Council in the process of developing the concept, and reviewing the direction of the Comprehensive Plan. The public frequently attended these presentations and workshops. Public comment was taken and incorporated into the comprehensive plan document.

C. SEPARATE PROCESSES

Various elements of the plan were developed and updated between 2002 and 2004 and are incorporated into the Comprehensive Plan by reference, or in part following review and amendments for consistency with the overall plan. These included the Transportation Element and the Economic Development Element. The Parks & Recreation Element was updated as part of the Comprehensive Plan Update but entailed additional public participation as part of its update. The public involvement efforts of each element are hereby described.

Transportation

Through development of the draft plan, between 2001 and 2003, the consultants and staff met with the Public Works committee to prioritize planned improvements and review the draft transportation plan. Public workshops and hearings were held with the Marysville Planning Commission in 2002. The Marysville City Council held workshops and a public hearing to adopt the Transportation Plan in January 2003.

Parks and Open Space

The Parks and Recreation element update included a community survey on parks and recreation facilities and services. The draft plan was reviewed by the Parks and Recreation Board prior to workshops with the Marysville Planning Commission as part of the Comprehensive Plan workshops and hearings.

Economic Development

The Economic Development Plan for the City was developed under the leadership of the Marysville City Council and Administration. The consultants Gardner/Johnson employed focus groups to identify key issues for the City related to economic development. Implementation of the plan included creation of various economic development committees to address key areas including: 1) Image and Identity, 2) Business Attraction and Retention, 3) Land Use, Permitting and Infrastructure, 4) Tourism & Recreation, and 5) Workforce Education and Training. The committees are composed of business and citizen representatives, city appointed and elected officials, and staff.

IV. LAND USE ELEMENT

A. BACKGROUND

The Land Use Element establishes Marysville's desired character, quality and pattern for land uses in our Study Area. Land use is the basis for balancing all other elements of the comprehensive plan. Our desired land use pattern drives future transportation, utility, capital facility and service decisions and needs. Conversely, available infrastructure and services influences our land use decisions. This plan element provides an inventory of existing population and employment capacity, and an analysis comparing the capacity to 2025 forecasts. It also includes a discussion of land use districts and densities; goals & policies; and a strategic plan for realizing the vision of this comprehensive plan. The Land Use Element also incorporates neighborhood planning as the mechanism for balancing and allocating land uses and densities. This is based on the belief that a thriving community is comprised of healthy neighborhoods.

I. Urban Growth Areas

A key concept in GMA is the urban growth area (UGA). The GMA requires that UGA's be designated throughout the County. Urban Growth Areas define those places in which urban growth can occur and those lands, such as critical resources and sensitive areas, that should be protected. Urban growth is characterized as compact, intensive land use making agricultural and forest production enterprises impossible. The land within the Urban Growth Area must be capable of accommodating 20 years of growth. Urban services will only be provided and annexations can occur only within these Urban Growth Areas. Urban Growth Areas are re-evaluated at least every five years to determine whether or not they are capable of meeting the county's 20-year population and employment projections.

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

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

Snohomish County is responsible for approving the urban growth area for each city and urban area. The County is required to collaborate with cities in making these decisions. Cities are then expected to ultimately annex areas within their respective UGA's and therefore must plan for effective service delivery for transitioning these areas into the city limits. In Marysville's urban area, the City is the major provider for water and sewer service in both incorporated and unincorporated areas. Therefore, the City has extraordinary influence on the appropriateness, timing and phasing of urban expansion.

Marysville's original UGA was established in 1995 by the Snohomish County Council. The initial approval established a separate UGA for Smokey Point. In 1997, Marysville and Arlington approved a settlement agreement to establish each City's respective urban growth area intent with respect to Smokey Point and Lakewood. Snohomish County acted to affirm the agreement by dividing the Smokey Point UGA into each respective city's UGA, in accordance with the agreement. The agreement also resulted in an unincorporated island as part of the area which was identified in Marysville's UGA is not adjoining the current UGA or city limits. This area adjoined an area designated "urban

reserve" within Marysville's sphere of influence and future urban service plans. This plan proposes an expansion to resolve the unincorporated UGA island.

This Land Use element provides analysis of the Marysville's existing UGA, Figure 4-1a, and recommendations for land use designations within the UGA and potential expansion areas, Figure 4-1b, to meet 2025 population and employment targets.

II. Land Outside the UGA

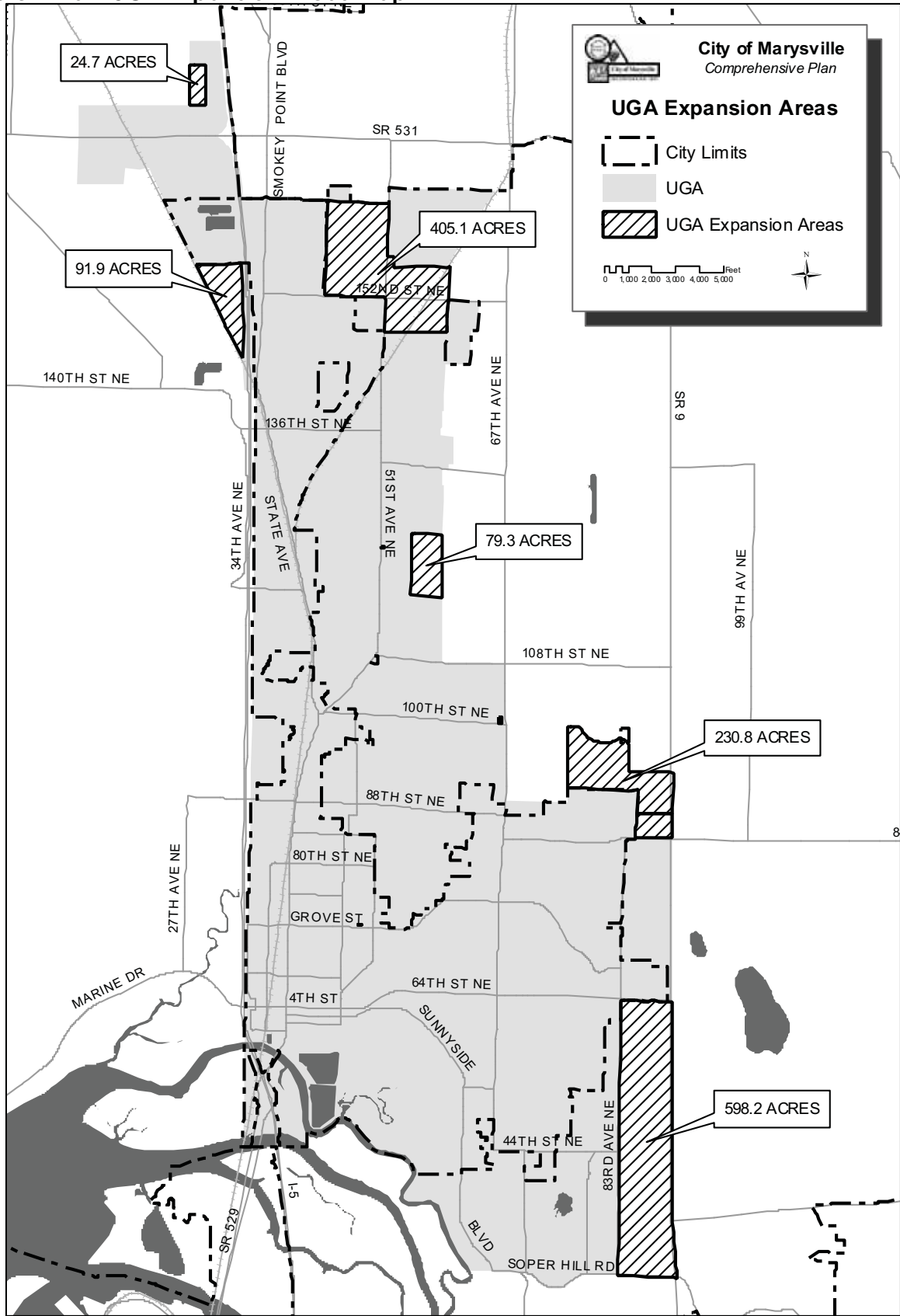
Land outside the UGA is designated for rural or natural resource (agricultural, mineral or forest) use. The Marysville planning area does not include any designated resource land. Unincorporated areas, outside the UGA, fall under the jurisdiction and planning of Snohomish County. The intent on including areas adjoining the UGA within Marysville's planning boundary and comprehensive plan discussion is to consider the effects and impacts of urban growth on adjoining rural land uses and to coordinate for effective short and long-term transition between areas inside and outside the UGA.

Short-term transition issues include policies and regulations to minimize incompatible urban/rural land use operations. For instance, small farms and agricultural uses are present on rural land within the planning area, and adjacent urban land uses can impact these operations. There are measures that can be employed by city and county to minimize conflicts. Examples of this are small farm protections, and buffer and screening requirements for adjoining urban uses. While the farming uses may not be considered of long-term commercial significance, they exist and should be afforded some consideration when adjacent land is converted to urban use.

Long-term transition issues include designation of open space corridors between cities, and effective planning for future expansion of the UGA. Under GMA, comprehensive plans and UGAs consider a twenty-year planning period. In planning for this period, the City's plan establishes open space corridors and urban/rural edges that it believes will be lasting and long-term, while also identifying areas that while not suitable for immediate inclusion in the UGA, may be suitable in future planning periods. The Snohomish County plan provides for designation of urban reserve areas and Rural Urban Transition Areas (RUTA's) outside of the UGA. These areas are intended to set aside a supply of land for employment and mixed land uses for possible future inclusion in a UGA. Capital infrastructure (roads, water, and sewer) is planned for periods much longer than 20 years, as some of those corridors and lines will remain in place through buildout for hundreds of years. As a result, the use of urban reserve designations and RUTAs can provide guidance for policies to minimize future costs of service for urban growth, and to provide longer term guidance for property owners regarding expectations for future growth pattern. Marysville should pursue interlocal agreements and comprehensive plan consistency with Snohomish County to improve planning for future urban expansion and services within these areas. The Land Use element includes the following Rural Use (RU) goals and policies to address these issues:

- RU-1 Where practical, residential districts outside of Urban Growth Areas should be restricted to rural, low-density residential (minimum 5 to 10-acre tracts).
- RU-2 Areas that may be suitable for urban expansion within the twenty year planning period should be placed within Rural Urban Transition Area (RUTA) designation by Snohomish County. These areas should remain in 10 acre or larger parcels. Techniques such as shadow platting in conjunction with clustering should be used to permit efficient development at urban densities and urban level services when these areas are incorporated into Urban Growth Areas. If shadow platting is not utilized, rural cluster subdivisions should be prohibited.

Figure 4-1b UGA Expansion Areas Map



- RU-3 Locate and design new utilities, roads, and other infrastructure and improvements within RUTA's in a manner that reduces impact to the surrounding rural character, and reduces future cost of utility, road and other infrastructure extension to these areas when included within the UGA.

III. Annexation

Urban areas are ultimately the responsibility of cities. Marysville anticipates annexation of its entire urban growth area as it plans for the future. In 2005, approximately 60% of the urban growth area was within the city limits. The City has actively sought annexation of its UGA and has adopted policies to encourage transition of unincorporated areas into the City limits. Marysville also negotiated interlocal agreements for annexation and urban development within its UGA with Snohomish County. The purpose of these policies and agreements is to ensure a smooth transition from county to city jurisdiction when unincorporated land is annexed to the City. This Comprehensive Plan also establishes additional policies and conditions to address public services, infrastructure and utility extension and compatibility issues within Marysville's UGA and potential annexation areas. This plan also contains policy discussion relating to future annexations. These policies are intended to provide the City with guidance when undertaking decisions about future annexation. They encourage the City to carefully identify, evaluate and conduct annexations that will enhance the quality of life, improve the efficiency of services, protect the environment, and promote land use goals.

IV. Neighborhood Planning Concept

As discussed in the Vision section, the City believes that strong neighborhood planning efforts provide the basis for effective land use decisions. One of Marysville's strategies to create a thriving community is to strengthen and improve Marysville's image and identity. With continued growth and redevelopment, it will be important to establish distinct neighborhoods and districts as shown in Figure 4-2. This will give our citizens, businesses, and visitors a stronger sense of Marysville's vision and be an opportunity to develop community pride. The basis for neighborhood planning areas comes from Marysville's past. Marysville is one of the oldest communities in Washington, and as a result boasts a history of small communities, landmarks, and cultural heritages that are associated with various areas. In some cases residents still use these names; other remnants of this history are found on maps, road, and school names. The historical richness of this community should not be lost in the future.

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

The following list identifies the Planning Areas generally based on residential neighborhoods within the Study Area, and the elements that define each of their edges.

Planning Area #1, Downtown:

Approximately the downtown Marysville area, it extends from Ebey Slough, to the

section line east of Allen Creek, along 72nd/ 76th Street NE to Quilceda Creek and south along Interstate 5 to the slough.

Planning Area #2, Jennings Park:

The newly developing area east of downtown, it is delineated by Allen Creek, 76th Street NE, Allen Creek, Munson Creek, the section line, 52nd Street NE, and Sunnyside Boulevard.

Planning Area #3, Sunnyside/Ebey Slough:

The Sunnyside/Ebey Slough area, is defined by the both uplands and the floodplain. Its edges are the extension of 67th Avenue NE, to Soper Hill Road, to Ebey Slough, to the section line, to Sunnyside Blvd., to 52nd Street NE.

Planning Area #4, East Sunnyside/Whiskey Ridge:

The southern portion of Whiskey Ridge, it is identified by Soper Hill Road, 83rd Avenue NE, 64th Street NE/SR 528, the section line, 52nd Street NE.

Planning Area #5, Cedarcrest/Getchell Hill:

In a portion of the historic Kellogg Marsh area, the edges are Allen Creek, 88th Street NE, 67th Avenue NE, to the Urban Growth Boundary, to Highway 9, and SR 528.

Planning Area #6, Downtown Marysville North/Pinewood:

The area north of downtown, its edges are 76th Street NE, to 51st Street NE, to 72nd Street NE, to Allen Creek, to 92nd Street NE up Quilceda Creek to just north of 100th Place NE, and Interstate 5.

Planning Area #7, Kellogg Marsh:

The residential community surrounding the significant commercial center at State Avenue and 100th Street NE, it is shaped by the Urban Growth Boundary, Quilceda Creek, and continues north along State Street to include commercial areas north of Quilceda Creek, back to Quilceda Creek, and 92nd and 88th Streets NE .

Planning Area #8, Marshall/Kruse:

A predominantly residential area, it is nestled between Quilceda Creek and its West Fork and connects to I-5 around commercial at State Avenue and north of 100th Street NE. The railroad, industrial uses, and Interstate 5 complete the edges.

Planning Area #9, Shoultes:

In the historic Shoultes area, it extends from the Urban Growth Area, to Quilceda Creek, along the railroad line, and a change in land use from residential to industrial.

Planning Area #10, Smokey Point:

This area extends between Planning Areas 8 and 9 on the south, and 180th/172nd Street NE to the north, while Interstate 5 and the Urban Growth Area define its west and east edges.

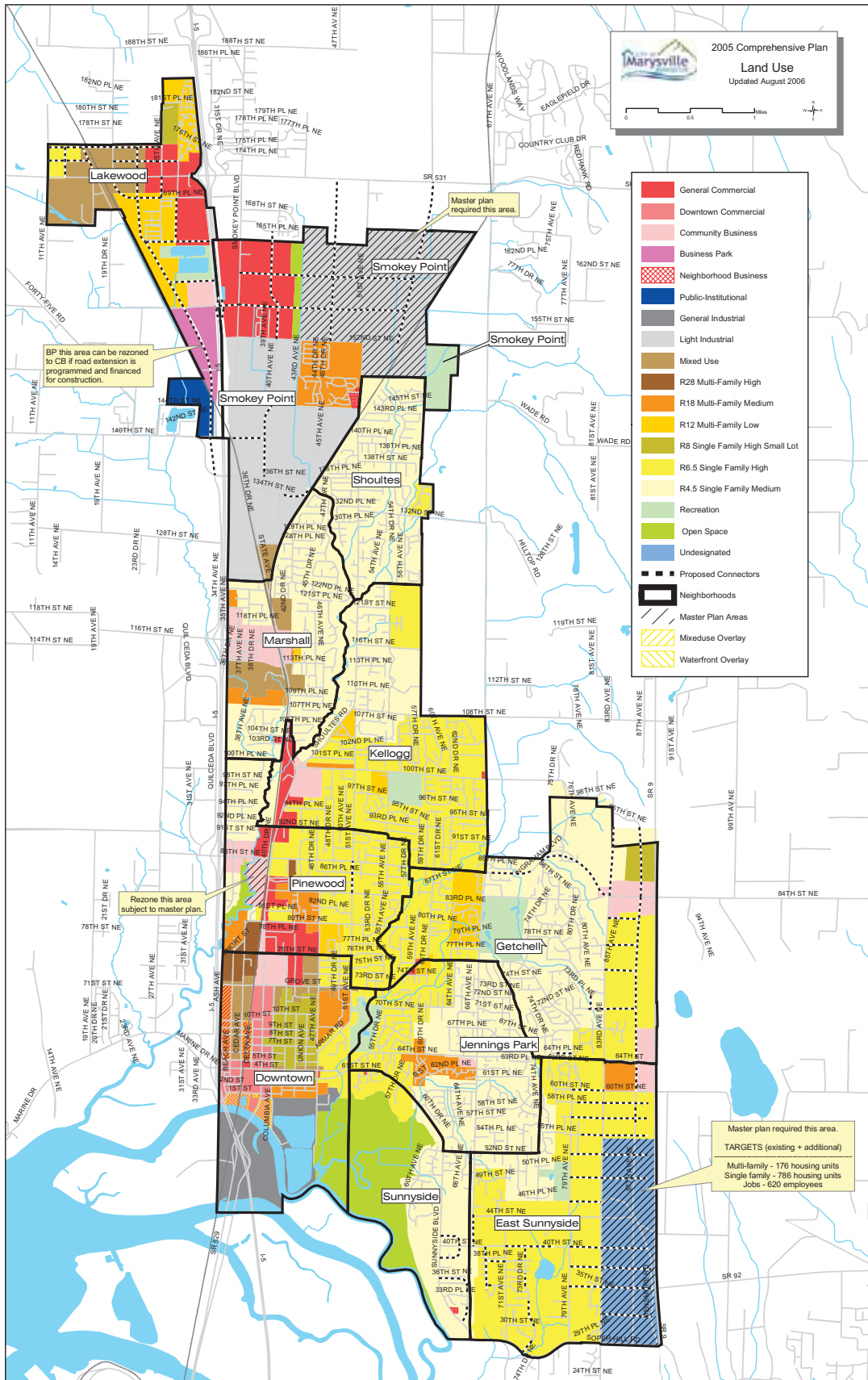
Planning Area #11, Lakewood:

The edges of this area are the Urban Growth Boundary west of I-5 and Interstate 5.

V. Land Use Development

The Comprehensive Plan land use map was adopted by the City following extensive public process and environmental analysis. It is shown in Figure 4-2. Property within the City limits has been rezoned to implement the adopted plan. Properties at the edges of land use districts can make application to rezone property for the bordering zone, without applying for a comprehensive plan amendment. However, the burden of proof is on the applicant to demonstrate the basis for the rezone. The factors for a zone reclassification are identified in the Marysville Municipal Code.

Figure 4-2 Land Use Map, 2025 Designations



Land Use Element
4- 7

B. LAND USE INVENTORY-LAND CAPACITY ANALYSIS

Inventory and analysis of land uses allows for capacity estimation methods and subsequent formation of population and employment targets. The full land capacity table is included as Appendix A of the Land Use Element.

I. Marysville UGA Residential Capacity Estimation Methodology – August 2004¹

The land capacity estimations found in the following tables were made from an updated version of the land capacity GIS database provided to the City by the Snohomish County Planning and Development Services Department during the summer of 2002. The original creation of this database is documented in *Recommended Methodology and Work Program for a Buildable Lands Analysis for Snohomish County and its Cities* (#1). Updates to the database were made in August of 2004 using recent plat and building permit information. This database is, essentially, a modified version of the Assessor's parcel GIS database to which various fields were added in order to derive capacity estimates.

The most important of these fields are the existing housing, buildable acreage, development status and estimated density fields. The first of these fields, existing housing, was calculated directly from assessor records, and is shown in Table 4-1 along with the next field, buildable acreages, which was derived by subtracting the amount of mapped unbuildable land from the total acreage for each parcel. Unbuildable lands include streams, wetlands, steep slopes, and their accompanying setbacks. In addition, a 5% margin was added to unbuildable acreages to account for unmapped unbuildable areas. The buildable acreages field was then calculated as total acres minus unbuildable acres.

Table 4-1 Existing Housing and Buildable Acreages – 2005 UGA

	Existing Housing Units	Buildable Acreage
2005 Land Use Plan	18,736	8,313

The development status field contains four categories: undevelopable, vacant, redevelopable, and part-use. The undevelopable category includes those parcels designated for public use (i.e. schools, parks, utilities, NGPAs, etc.). Undevelopable parcels were excluded from further capacity calculations. The vacant category contains all remaining parcels in which the improvement values are less than \$10,000 and which do not meet part-use and redevelopable criteria. The redevelopable category contains residential parcels in which the improvements to land value ratio is less than 0.5 and are over 21,000 sq. ft. total area in single family zones or over 3,000 sq. ft. in the multi-family zones. Commercial parcels are categorized as redevelopable when the improvements to land value ratio is less than 0.75. The part-use category contains those single family residential parcels with a total area greater than 21,000 sq.

¹ *Recommended Methodology and Work Program for a Buildable Lands Analysis for Snohomish County and its Cities*, Snohomish County Planning and Development Services, July, 2000; and *SSPS Code For Running UGA Residential and Employment Capacity Analysis*, Courtesy Steve Toy, Snohomish County PDS.

ft. and an improvement value per acre ratio of less than \$250,000 per acre. In addition, the part-use category also includes multi-family residential parcels with a building footprint to total parcel area, or lot coverage, of less than 0.15, commercial/industrial* parcels less than two acres with a lot coverage less than 0.12 or commercial/industrial parcels over two acres and a lot coverage less than 0.25. Buildable acreages for parcels in the part-use category were converted to surplus acreages using a reduction factor to account for building setbacks (see part-use factors below). All remaining parcels not meeting any of the above criteria were not included in further capacity calculations. (#2)

Part-use factors:

Single and Multi Family Residential = 6.66

Commercial/Industrial/mixed-use > 2 acres = 4

Commercial/Industrial/mixed-use < 2 acres = 8.33

Surplus Acres = $(1 - (\text{Lot coverage} * \text{Part-use factor})) * \text{Buildable acres}$

(Lot Coverage = Building footprint / Total parcel area)

The resulting data, including the buildable acres data, were verified by on-screen analysis using GIS critical areas databases and aerial photography. Maps of these results were produced and a final review was made by all City planning staff prior to further analysis.

County Planning staff derived the values found in the density field by analyzing recently recorded plats specific to the Marysville area for each zoning designation and determining an average density (#1 sect. 3.1.1.1). The density values used for each residential designation are:

Single Family Medium – 3.76 hu/acre

Single Family High – 4.8 hu/acre

Single Family High (small lot) – 8 hu/acre

Multi-family High – 28.34 hu/acre

Multi-family Medium – 18.47 hu/acre

Multi-family Low – 11.12 hu/acre

Mixed-use – 13.4 hu/acre

Using the existing housing, buildable acres, surplus acres and density data, additional housing capacity was calculated for each of the different development categories according to the following formulas:

For vacant parcels: additional housing capacity = buildable acres * density

For part-use parcels: additional housing capacity = surplus acres * density

For redevelopable parcels:

additional housing capacity = (buildable acres * density) – existing housing

To account for market availability, the final additional housing capacity estimates were reduced by 15% for vacant parcels and 30% for part-use and redevelopable parcels. These numbers were further reduced by an additional 5% to account for future public use facilities. The final population estimates were calculated at 2.0 persons per housing unit for multi-family and 2.9 persons per housing unit for single family designations.

II. Population & Employment Targets

The GMA requires jurisdictions in Snohomish County to plan for growth over a 20-year time span using the State Office of Financial Management's (OFM) population forecasts. The Puget Sound Regional Council has issued similar forecasts of employment growth. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how to allocate the State's countywide forecast to cities, urban growth areas (UGAs) and the rural/resource area of the County utilizing the cooperative planning process of Snohomish County Tomorrow (SCT). The resulting 2025 population and employment growth targets guide local GMA comprehensive plan updates.

The population forecast for Snohomish County anticipates between 234,000 and 337,000 additional people by year 2025. This reflects a population increase of between 37-54% in twenty years. Consistent with this range, Snohomish County is considering three scenarios for future population: 1) 862,000 (low target); 2) 895,000 (medium target); and 3) 950,000 (high target).

Within its UGA, the City of Marysville has reviewed low to high population and employment forecasts in order to choose the preferred growth scenario for the community. These ranges were considered in the three land use alternatives considered by the City. These are 1) No Action – using current UGA and comparing to 2025 forecast range; 2) Reasonable Measures with current UGA and comparing to 2025 forecast range; and 3) Revised Land Uses with UGA expansion and comparing to 2025 forecast range.

Consideration of these alternatives involved an initial step of conducting a land capacity analysis, as referenced in Section B of the Land Use Element. The population and employment forecast ranges were then compared to the available capacity within each of the plan alternatives. Table 4-2 provides the low, medium and high population targets and additional population capacity needed. The 2004 population estimate for the Marysville UGA is 53,042. Additional population is the 2025 target minus existing population. 2002 estimated employment was 10,358, excluding construction jobs. Following review of various land use scenarios to implement the low and medium growth targets, the Marysville City Council selected the Medium (moderate) growth scenario for the Marysville UGA.

Table 4-2 2025 Growth Target Ranges Considered for the Marysville UGA

Population Scenario	Population Target	Additional Population	Employment Target	Additional Employment
Low	73,110	20,068	17,230	6,872
Medium	79,800	26,758	17,230	6,872
High	86,490	33,448	25,000	14,642

Two employment scenarios were considered in development of the land use plan – the SCT initial target, and a High target developed as a result of broader goals in the land use plan and economic development element. Marysville's high planning target provides for an employment oversizing factor above the preliminary SCT target for employment land in order to increase the Marysville jobs to housing ratios consistent with the economic development element, as well as to provide an adequate range of land choices for office, retail, manufacturing, warehouse and other business uses in the Marysville UGA. As opposed to residential UGA sizing, it is common practice to oversize employment land supply in order to prevent market restrictions for economic growth. The goals, policies and background information relating to this decision are discussed in the economic development element. The resulting planning target is listed in Table 4-4.

Table 4-3 Planning Targets for Employment

Employment Scenario	Employment Target	Additional Employment
SCT Initial Target	17,230	6,872
High	25,000	14,642

Table 4-5 demonstrates additional households and capacity identified in each alternative considered in the 2005 update. Population and employment capacity of Alternative 1, Existing UGA and comprehensive plan, provide inadequate capacity to meet even the low targets for population or employment. Alternative 2 provides adequate capacity to meet the low target for population and the high target for employment. The City has selected the Preferred Alternative as its land use plan.

Table 4-4 Additional Population and Employment Capacity of Each Alternative Considered in Development of the 2005 Land Use Plan Update

Alternative	Population Capacity	Employment Capacity
1 – No Action	72,372	21,563
2 – Low Growth	78,164	22,883
3 – Moderate Growth with UGA Expansion	85,550	27,253
3A-Moderate Growth with Smokey Point Alt.	86,541	26,562
Preferred Alternative – 2005 Land Use Plan	80,431	26,766

C. LAND USE DISTRICTS, CRITERIA, AND STANDARDS

The City of Marysville will remain a well-defined community. The objective is to create an urban center with a future 2025 population of approximately 80,000 people. Although the major residential expansion will be to the north, east, and southeast, the concentration of higher density retail and commercial uses will be in downtown Marysville and along State Avenue generally continuing up to Smokey Point—the western portion of the urbanized area. The mix of land uses described in the following sections provides not only for adequate residential expansion but also allows for the commensurate, balanced growth of retail, office, commercial, and manufacturing uses. Table 4-5 shows the land use mix identified in the 2005 land use plan map.

Table 4-5 Land Use Acreage by Zone

Acreage by Zone	BP	CB	DC	GC	GI	LI	MFH	MFL	MFM	MU	NB	SFH	SFH-SL	SFM	TOTAL
Total Acres	92	397	101	631	139	1300	60	349	403	316	11	3288	95	3208	10390
Buildable Acres	78	322	79	416	1	765	59	197	314	239	11	2669	95	2456	7701

Table 4-5a Land Use Acreage by Zone (Open Space, Public, Recreation)

<i>Acreage by Zone</i>	<i>OPEN SPACE</i>	<i>PUBLIC</i>	<i>RECREATION</i>	<i>TOTAL</i>	<i>GRAND TOTALS (TABLES 4-5 AND 4-5a)</i>
Total Acres	413	745	343	1501	11,891
Buildable Acres	7	411	195	613	8,314

I. Residential

The forecasted population increases for the Marysville study area will be a function of market forces and State Growth Management Policies. Therefore, they are unlikely to occur in a linear fashion, but will follow the phases of an economic cycle. The demand for residential housing in the Marysville Study Area will be directly proportional to the supply of new jobs available in the greater Marysville area and north Puget Sound region at any given time. The affordability of housing is also a factor of the market. Furthermore, the increasing costs for housing will be an important determinant in the demand for particular types of housing. Because of the increasing cost of single family housing, it is anticipated that one-third of the new Marysville population will live in multiple family housing. Housing mix goals are analyzed and discussed in the Housing Element of this plan.

The residential land use categories in this comprehensive land use plan are (densities shown are net densities):

Small Farms

This is an overlay on other residential land uses. Moderate sized parcels for agricultural and pastoral uses located within the Urban Growth Boundary. Minimum lot size 5 acres; existing lots at smaller sizes may receive this overlay.

Medium Density Single Family

Single family residences ranging from 4 to 5 dwelling units per acre. Duplexes would be permitted as a conditional use with a maximum density of 6 dwelling units per acre.

High Density Single Family

Single family residences ranging from 5 to 7 dwelling units per acre. Duplexes would be permitted outright on 7,200 sq. ft. lots. (7 to 8 dwelling units per acre)

High Density Single Family -Small lot

Single family residences up to 8 dwelling units per acre.

Low Density Multi-family

Multi-family residences ranging from 8 to 12 dwelling units per acre.

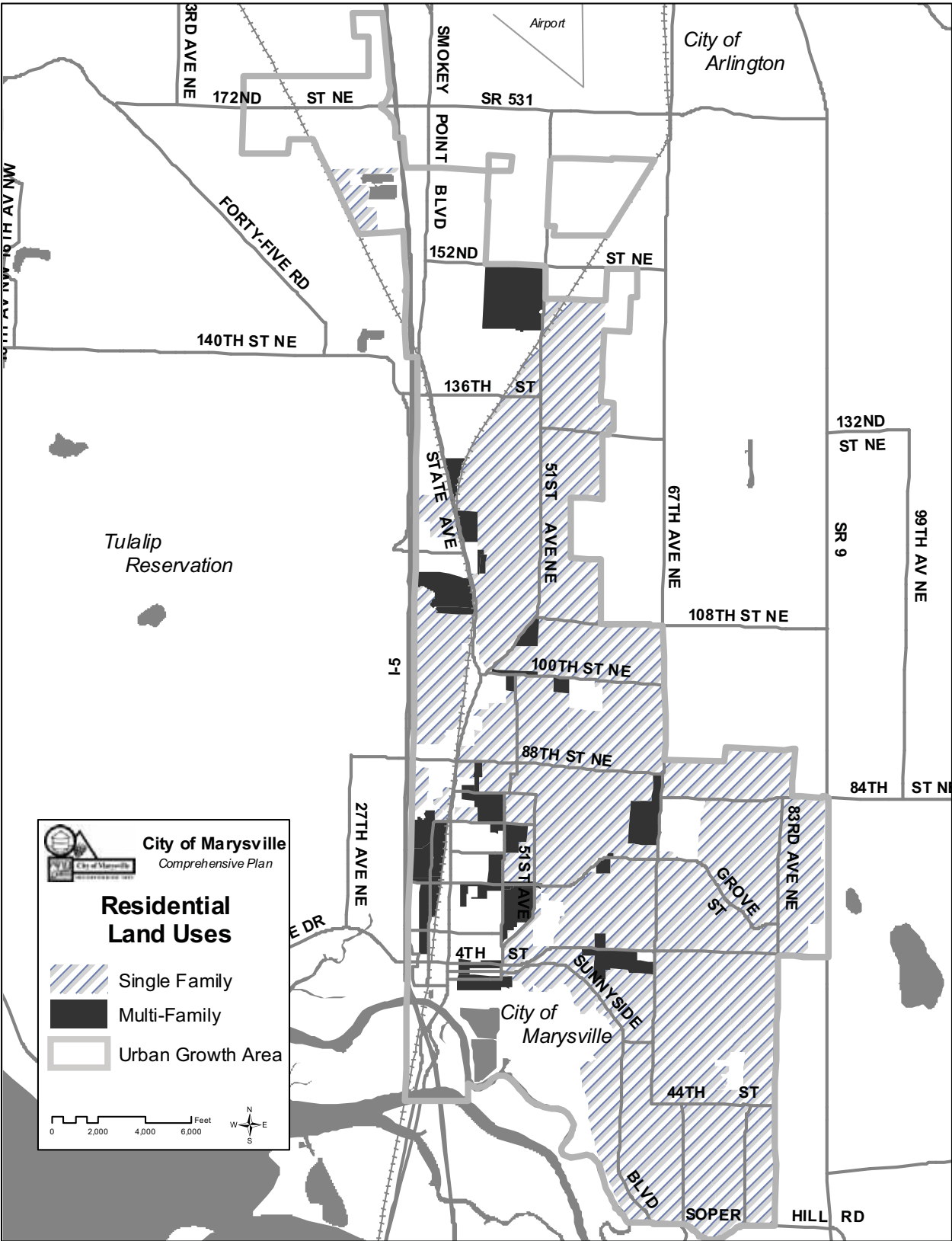
Medium Density Multi-family

Multi-family residences ranging from 12 to 18 dwelling units per acre.

High Density Multi-family

Multi-family residences ranging from 18 to 28 dwelling units per acre.

Figure 4-3 Residential Land Uses Map



a. Single Family

i. Criteria and Standards

The locational criteria for siting new single family residential developments are:

- Access to neighborhood collector streets and the pedestrian system
- Land Use Relationships
 - Proximity to shopping, public facilities, parks, schools, bus, utilities
 - Location of single family residential with other single family
- Neighborhood where the single family development will be placed:
 - Design of single family development that is compatible with scale and character of adjacent single family areas
 - Reinforces or helps establish the structure of the Planning Areas

Development Criteria for new single family residential developments are:

- Upgrade city standards for site development related to buffers, access, recreation, setbacks, etc...
- Require a binding site plan for infill or environmentally sensitive areas that identifies:
 - Setbacks from adjacent development or environmentally sensitive areas
 - Parking areas and driveways
 - Recreational facilities
 - Landscaping, screening, and/or fencing

The criteria for conditional uses in single family areas (duplexes and accessory units) are:

- Duplex:
 - Design or alteration of structure that is compatible with scale and character of adjacent single family residences, including parking areas and driveways
 - Permitted outright in High Density Single Family
- Accessory Units:
 - Design or alteration of structure that is compatible with scale and character of adjacent single family residences, including parking areas and driveways
 - May be integrated into the single family home or garage
 - Unit may not exceed 35% of the gross floor area of the structure
 - May have a separate entrance, but no more than one, and it may not be placed on the front/street side of the primary residence
 - No more than two bedrooms may be included in the accessory unit
 - One of the units must be owner occupied
 - Only one accessory unit per lot

Implementation:

Do not permit clubs/lodges, commercial activities (e.g., funeral homes, offices, clinics, theaters, assembly halls), large assisted living, nursing, or convalescent homes (over 10 beds), and hospitals in single family residential zones. Consider permitting them in neighborhood commercial so they have proximity to residential areas, but will have proper location, buffering, and neighbors. Permit bed and breakfasts in high density single family by conditional use. Permit adult day care facilities by conditional use. Also permit nurseries as a conditional use in Medium Density Single Family areas.

ii. Identification of Areas

For the general location of this land use, see Figure 4-3. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

b. Multi-Family

Historically in Marysville, a primary goal has been to assure compatibility of multiple family with established or proposed single family neighborhoods while providing sufficient multi-family residences to meet the increasing demands of new populations. Multi-family should be located so it does not disrupt the fabric of single family neighborhoods. Thus for example, it is necessary to direct traffic away from single family areas. Design standards are also utilized to mitigate the impact of proximity to less intense land uses. The multi-family designation includes apartments (high and low rise as well as garden), condominiums, duplexes, triplexes, quadplexes, and town houses.

i. Criteria and Standards

Duplexes are exempted from this section. They are either permitted outright or as a conditional use in single family areas.

The locational criteria for siting multi-family residential are:

- Access to collector or arterial streets and the pedestrian system
- Land Use Relationships
 - Proximity to shopping, public facilities, parks, schools, bus, utilities
 - Location of multi-family residential to compatible land uses (commercial, multiple family, some single family) or incompatible land uses (some single family, heavy industry)
- Neighborhood Structure where the multi-family will be placed:
 - Design of multi-family structure is compatible with scale and character of single family areas
 - Multi-family buildings will be buffered and/or separated from single family, commercial, and industrial structures, land zoned, or identified for these uses in the Comprehensive Plan
 - Utilize, as possible, natural stream and topographic changes to buffer and separate multi-family developments from single family areas

Development Criteria:

- Except for triplexes, the minimum lot size of 3 times the prevailing lot size in single family zone to allow for buffers, additional landscaping and setbacks; and to prevent spot development
- In established neighborhoods, e.g. some portions of downtown, limit multiple family to a scale compatible with the surrounding structures, such as duplexes.
- Change current site standards to:
 - Increase Buffers (buffers include trees, shrubs, and fences)
 - Increase Open space
 - Increase Landscaping: parking areas; street and yard trees
 - Require buffers and setbacks to offer on-site play space
 - Reduce Scale of buildings:
 - Height of buildings
 - Length of uninterrupted walls
- Require a binding site plan that identifies:
 - the scale and location of all buildings
 - parking areas and driveways
 - recreational facilities
 - landscaping, screening, and/or fencing
 - building elevations

Implementation:

Do not permit some commercial activities (e.g., funeral homes, theaters, assembly halls, sale of packaged alcoholic beverages), and hospitals in multi-family residential zones.

Permit assisted living, nursing, and convalescent homes in multi family residential zones that are consistent in density with the underlying zoning. Consider permitting them in neighborhood commercial so they have proximity to residential areas, but will have proper location, buffering, and neighbors. Permit bed and breakfasts in this land use.

ii. Identification of Areas

For the general location of this land use, see Figure 4-3. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

c. Small Farms

Traditionally agriculture has been a significant component of the greater Marysville economy and life style. The Growth Management Act does not require that all land uses within the Urban Growth Area be urban in nature, and not all land within Marysville's Urban Growth Area should be assumed ready for urbanized development. Some parcels that are presently used for agricultural uses can be included. The inclusion of this land use in the Comprehensive Plan Update does not protect these lands from development, but instead acknowledges their presence within the Urban Growth Area, and encourages their present use continuing as long as it is the desire of the property owner. Consult the glossary entry for Overlays for more information.

i. Criteria and Standards

- Lot size:
 - minimum 100,000 sq. ft. (approximately 2.3 acres), and smaller tracts if such tracts were in existence on public record as of the passage of this ordinance and in agricultural use
- Uses:
 - specialty farming, horticulture, floriculture, animal husbandry, and the production of seed, hay and silage, and Christmas trees, along with the sale on the premises of the products produced thereon from the above listed uses
- Practices:
 - accustomed agricultural practices shall be permitted, notwithstanding any other section of the code, provided, however, that no practice shall be permitted that results in the pollution of creeks or groundwater by manure, fertilizer, pesticides, or otherwise. The Snohomish County Cooperative Extension Agent will be considered an expert in "accustomed or progressive agricultural practices." Without limiting the above, agricultural practices include the care, management, and control of animals.
- Setbacks and other limitations on residences:
 - same as the underlying single family residential zone
- Setbacks and other limitations on adjacent new development:
 - increase setback requirements to provide a buffer from the small farms. The buffer shall include a fence. A conservation easement acceptable to the City shall be provided for the buffer. On-site density transfer shall be available for the portion of density lost to the buffer.

ii. Implementation

The noise code shall be amended to permit accustomed farm animal noises on property with Small Farm Overlay.

iii. Identification of Areas

Unlike some of the other lands uses described in this section, small farms are not a land use that the Comprehensive Plan attempts to distribute between Planning Areas. Instead, the Identification of Areas for Small Farms indicates some of the Planning Areas

where they currently are located. If land within the Urban Growth Boundary is not identified below as the location of a Small Farm, it is not excluded from this use. The following identification is provided to facilitate the continuing use of the land as a small farm, not to limit which lands may continue the use.

II. Commercial

Historically, Marysville's commercial areas began in downtown and then grew along State Avenue/ Smokey Point Blvd. Improving the appearance of these areas, through the clustering and infill of existing areas, compact commercial centers, well defined employment destinations, and renovating or expanding existing buildings, as well as improving the landscape standards and making the areas more appealing to pedestrians, is important to Marysville residents. There is also the desire to improve the jobs-to-housing ratio, and to create an employment center for living wage jobs in North Snohomish County. Providing businesses in neighborhoods, appropriately scaled and located, is necessary to reduce the number of automobiles trips. Following are policies that recognize Marysville's existing commercial development and zoning, and propose criteria for selecting new commercial areas. All combine to provide an adequate, convenient supply of goods and services for Marysville residents and workers as well as the traveling public. The commercial land use categories used in this comprehensive land use plan are:

Downtown Commercial

One of two focal points of commercial activity in Marysville and the Study Area.

General Commercial

Automobile oriented with larger land uses that tend to be the only stop in a trip.

Community Business

Furnishes space for a wide variety of general retail activities and services, serving a number of neighborhoods.

Business Park

Provides for campus style office parks, professional services, personal service offices, and high tech research.

Neighborhood Business

Provides convenience goods and services for a Planning Area.

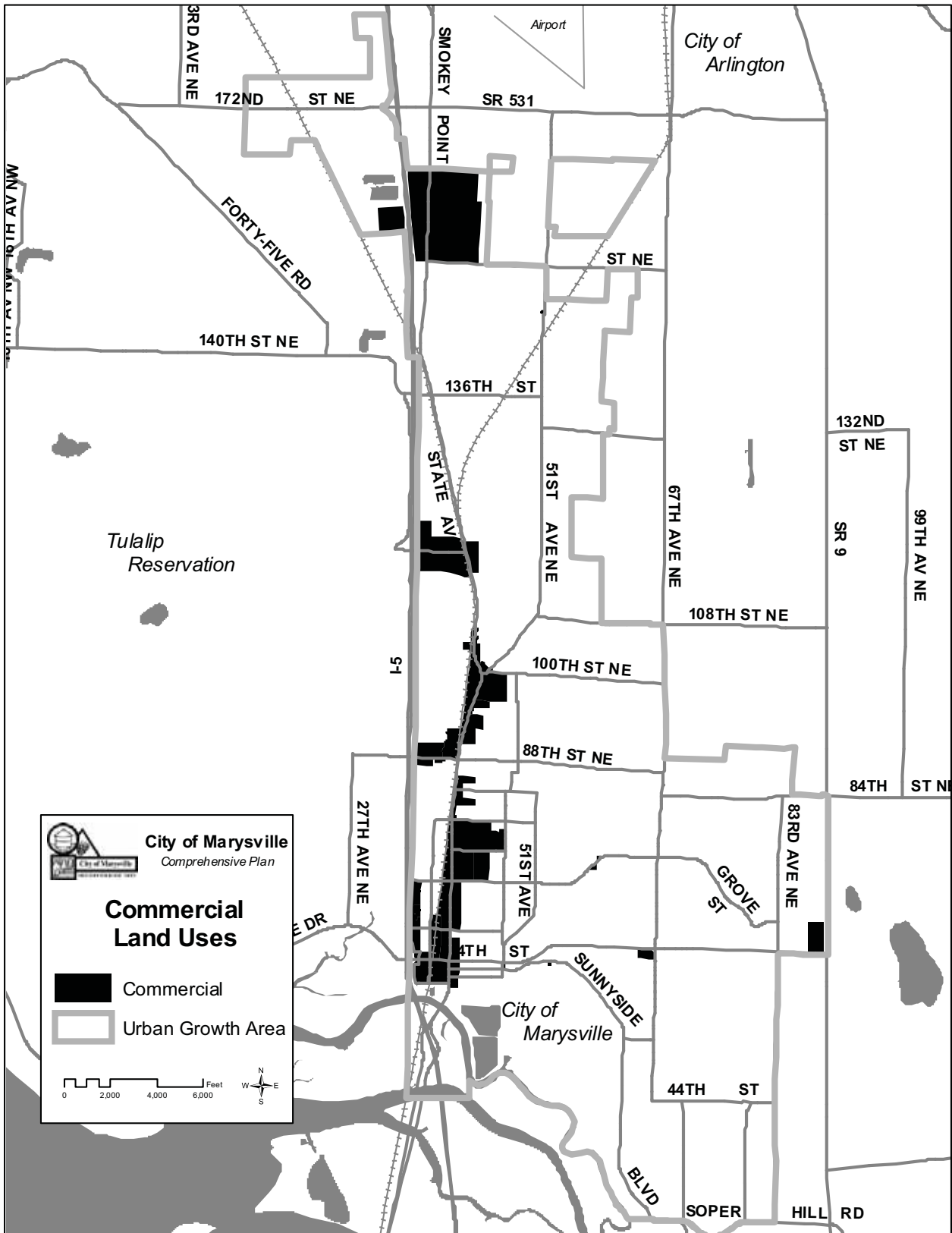
Waterfront Mixed Use

An overlay district with a mix of uses including water oriented businesses, recreational, and cultural activities.

Mixed Use

A combination of office, commercial, and residential.

Figure 4-4 Commercial Land Uses Map



a. Downtown

The downtown district of Marysville is the activity centers of the community, and will continue to be one of several centers for the Urban Growth Area. It has acted as a financial, business, retail, and even residential focus for Marysville. This land use recognizes the unique combination of activities that are desirable in a city center. The activities that would be permitted could range from some of those found in neighborhood and community commercial to offices to light industrial as well as hotels and inns. The uses would attempt to balance the desire for a pedestrian friendly environment and its role as a regional destination. Selecting some of the uses permitted in each of those land uses allows this land use to be tailored to the desired character of downtown as opposed to a hodgepodge of uses. Regional retail, as well as significant office, hotel, and institutional uses and complexes are located within the area — and will continue to be. The residents of the adjacent residential areas also depend on downtown for their everyday needs.

i. Criteria and Standards

Develop and establish performance standards for each commercial district. Performance standards would apply but not be limited to traffic circulation and signalization, off-street parking, pedestrian and shopper movement, landscaping/street trees and furniture, sign controls, and design requirements.

Development standards for the downtown should be adopted that would include requirements for building bulk, heights, setbacks, landscaping, floor area ratios, open space, and development incentives. This area should permit structures taller than other land use areas. The appearance of streets sidewalks and other public places should be enhanced through the encouragement and variety of architecture, art, landscaping, paving material, water features, lighting, signing, and street furniture.

- Building Characteristics: ground floor of buildings with many windows with clear glass, continuous street wall, discourage long uninterrupted facades, encourage continuous permanent awnings, tactile materials and detailing of buildings, building style appropriate to the downtown character, views to water and surroundings from upper levels, consider year-round sun and shade conditions when designing and siting buildings.
- Other: coordinated system of lighting, paving, street furniture, and informational graphics

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

b. General Commercial

This land use would be oriented towards uses requiring large sites and/or that people would be less likely to travel between in one outing. That is, these activities would not be likely to be a part of a series of errands such as those in Community Commercial. Or that the sites required for these activities are so large as to deter people from making one stop and moving between adjacent activities. This land use could permit such activities as automobile and bus repair and storage, new and used car sales, lumber-yards, and discount stores. Sites for this land use require a large site that is served by automobile with good access to arterials and I-5.

One portion of this land use has an overlay of mixed use. This occurs in Planning Area 1. See Chapter XIV for the location of this overlay; see Chapter XV, Overlay, for more information.

i. Criteria and Standards

General Commercial uses are automobile oriented rather than pedestrian and tend to be larger land uses located with access to a major arterial. Located at arterial intersections and close to the center of the consumer population intended to be served.

- Site Size: 5+ acres; serving radius: 2+ mile
- Types of Stores: automobile and bus repair and storage, new and used car sales, lumberyards, and discount stores
- Access: Arterial streets
- *Implementation:* Clarify the different types of uses permitted in General vs. Community Commercial. Some smaller uses which could be combined into a single center, should not be in General Commercial except for support to employees, e.g. art supply sales, antique and gift sales, banks, book and stationery sales, clothing sales, dairy bars, florist. Manufactured Home Parks, commercial schools, business and trade schools, should not be located here. Uses such as hatcheries should only be allowed in this commercial zone.

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

c. Community Business

This land use would serve a larger area than one neighborhood, but remain auxiliary to Marysville's downtown. Activities in this land use would be more automobile oriented, serving a larger area and therefore might require an automobile to reach them. The uses would be such that one might go to an area and be able to run several errands or accomplish several tasks in one or two stops. Activities that might be permitted could be department and large grocery stores; other uses that would draw people from many areas as opposed to just the immediate neighborhood. Some personal services and office uses might also be permitted. The land use is intended for individual, small businesses or an integral complex of several firms or businesses serving retail, office, and personal services.

i. Criteria and Standards

- Site Size: 5 - 20 acres; serving radius: 1 1/2 - 2 mile (15-20,000 population)
- Types of Stores: department and large grocery stores; other uses that need the support of several neighborhoods rather than a single one neighborhood; personal services and office; individual, small businesses or an integral complex of several firms or businesses serving retail, office, and personal services
- Access: Arterial streets
- Number of Stores: 15-25, range of gross floor area: 100,000 - 200,000 sq. ft.
- *Implementation:* Some commercial activities that have a repair or light industrial component should be included here, e.g. bike sales and repair, coffee roasting (if in conjunction with a shop), shoe sales and repair, candy sales and manufacture, computer sales and service, dry cleaning plants and retail, jewelry and watch sales and repairs, hardware, appliances, and electrical items sales and service (these could be limited by size, to differentiate which should be in General Commercial, and which here); as well as other commercial activities currently not permitted such as banks, fabric stores, luggage and leather goods, barber and beauty shops, trade or business schools, hobby, toy and game shops, laundromats, sun tanning salons,

second hand stores, pawn shops. Things which should not be located in this land use are automotive and truck repair garages, automotive and boat sales, foundries or metal fabrication, flour, feed, and seed processing, go-cart tracks, outdoor storage.

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

d. Business Parks

This land use would permit campus style office developments intended for research and development, professional services, personal service offices, high technology, and other such office uses.

This designation is characterized by strict development standards including generous landscaping, well-designed buildings, and limited outdoor operations. With these standards, the type of development can be compatible with most other uses, as long as transportation corridors are separated or otherwise mitigated. The grounds should be well landscaped, providing a buffer from adjacent land uses and a pleasing visual experience as seen from public roads. Buildings should have generous setbacks and be designed to house all activities including production, storage, etc..., so that no adverse impacts such as noise, glare, odor, or vibration are detectable from the outside. Walking and bike paths should be accommodated.

i. Criteria and Standards

- Types of Offices: office uses such as lawyers, doctors, accountants, architects, engineers, secretarial services, and travel, real estate, or insurance agents; light and high-tech industry; educational institutions; research facilities; convention centers; office complexes; etc... though the uses must not have negative or undesirable atmospheric or environmental impacts.
- Access: Arterial streets
- Minimum Lot Size: 10 acres
- Setbacks: 100 feet on all sides
- Site standards:
 - Increase Buffers (buffers include trees, shrubs, and fences)
 - Increase Open space
 - Increase Landscaping: parking areas; street and yard trees
 - Identifies height limits and Floor Area Ratios
 - Integrated signage and traffic control
 - Sign Standards
- Require a binding site plan that identifies:
 - the scale and location of all buildings
 - parking areas and driveways
 - landscaping, screening, and/or fencing
 - relationship to transit, bike and pedestrian paths

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

e. Neighborhood Business

This land use would serve the immediate neighborhood and be more pedestrian oriented. They are located where pedestrians, bicyclists, and vehicles have access. Uses that might be permitted could be small to medium sized grocery stores, hardware stores, delicatessens or coffee shops, some business and professional offices, pharmacies, video and book shops, and personal services, such as beauty and barber shops, shoe repair, laundries and dry cleaning. Generally each Planning Area would have one Neighborhood Commercial site. The sites shown were primarily based on existing locations, except in the Planning Areas to the south and east that have, to date, had little development, the sites are not parcel specific. Some Planning Areas have two sites because of their elongated shape. Others do not have any because they are served by nearby Community Commercial sites.

i. Criteria and Standards

Neighborhood Business Centers should meet the following locational and development standards:

- Site Size: 1/4 to 1-1/2 (maximum) acres, approximately 1/2 mile radius service area; larger area and radius if serving several Planning Areas
- Types of stores: convenience stores such as small grocery or hardware store, video, personal services (i.e. shoe repair, dry cleaners), etc....
- Number of Stores: 1 - 7
- Design guidelines: Architecture should include ground floor of buildings with many windows with clear glass, continuous street wall, discourage long uninterrupted facades, continuous permanent awnings, tactile materials and detailing of buildings, building height and form consistent with residences in area or similar to traditional neighborhood commercial buildings, buildings not setback from the street more than is typical of residences in area, appropriate street lights, signs that are attached to building or are monument style (i.e., not pole signs)
- Access: arterial/neighborhood collectors
- Buffers: Ability to buffer from adjacent residential and restrict site expansion
- New centers: should be done as a planned zone
- Neighborhood Commercial centers should be convenient to their neighborhood consumer population and situated on an arterial, preferably at an intersection of arterials. The size and area of the Neighborhood Commercial center should be in scale with the neighborhood and of sufficient area to bear the burden of transition from within the district.
- Parking: located to the side or rear of the buildings or center

Implementation:

Some of the land uses which might be permitted in this land use are, possibly with limitations on the size of the store or number of employees: art supply sales, antique and gift sales, candy retail, bicycle sales, catering, ice cream shops/dairy bars, delis, florist, hobby, toy, and game stores, jewelry and watch sales, art galleries, newsstands, music stores, locksmiths, office buildings for professionals (outright), small printing and publishing establishments, shoe repair, tailors, sun tanning salons. Uses which should no longer be permitted in this land use are hatcheries.

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

f. Waterfront

The Waterfront district is an overlay use on Downtown Commercial zoned land along Ebey Slough. This overlay is only located in Planning Area 1. It permits a mix of uses

including water oriented businesses, recreational, multifamily residential and cultural activities, creating a recreation and entertainment focal point. Thus the land uses would be residential, restaurants, water oriented recreation and light industry, retail, office, and other festival/regional market place activities. It should be alive during the day and evening, year round, with a vitality that can only be achieved with people working there and living nearby. Though adjoining to downtown and linked physically and visually, it is a separate district, with a different character, and therefore a different mix of residential and commercial activities.

i. Criteria and Standards

Development standards for the waterfront should be adopted that would include requirements for building bulk, heights, setbacks, landscaping, floor area ratios, open space, and development incentives. The appearance of streets, sidewalks and other public places should be enhanced through the encouragement and variety of architecture, art, landscaping, paving material, water features, lighting, signing, and street furniture.

- Land Uses: retail, restaurants; water oriented recreation, light industrial that enhances the goals of the waterfront district, sales; crafts sales and manufacture including some light industrial; pensione²/bed and breakfasts; office uses such as professional services and personal service offices (above street level).
- Building Characteristics: ground floor of buildings with many windows with clear glass, continuous street wall, continuous permanent awnings, tactile materials and detailing of buildings, building style appropriate to the waterfront character, views to water and surroundings from upper levels, consider year-round sun and shade conditions when designing and siting buildings, appearance from I-5, orientation, discourage long uninterrupted facades.
- Other: coordinated system of lighting, paving, street furniture, and informational graphics; parking (location and amount)

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

g. Mixed-Use — Commercial, Office, and Multi-Family Residential

This land use combines office uses with the highest density multi-family residential. The commercial uses would be similar to those in Neighborhood Commercial. Some Community Commercial uses might also be allowed if they promote the pedestrian character that is one of the purposes of mixed use developments. The office uses would be for a variety of activities, such as lawyers, doctors, accountants, architects, engineers, secretarial services, and travel, real estate, or insurance agents. This land use will be used in circumstances with high vehicular and transit access and close proximity to services and employment.

In a portion of Planning Area 1 the Mixed Use district is an overlay use on General Commercial land along Interstate 5. The General Commercial land use will continue as long as the property owner desires it. See Chapter XIV for the location of this overlay; see Chapter XV, Overlay, for more information on overlays.

i. Criteria and Standards

Mixed Use Centers should meet the following locational and development standards:

- Types of stores:

² A small European style hotel that usually offers breakfast as part of the room cost.

- Commercial: Neighborhood commercial type uses such as convenience stores e.g. small grocery or hardware store, restaurants, video, personal services (i.e. shoe repair, dry cleaners, fitness club), etc...; other uses supportive of the pedestrian character
- Office: Planning Area 1: Downtown, offices for a variety of activities, such as lawyers, doctors, accountants, architects, engineers, secretarial services, and travel, real estate, or insurance agents; outside of downtown, travel, real estate, or insurance agents.
- Residential: In Planning Area 1 adjacent to Interstate 5, densities ranging from 28 to 34 dwelling units per acre; in all other locations, densities ranging from 18 to 28 dwelling units per acre. Some High Density Single Family could be allowed.
- Access: arterial / neighborhood collectors
- Buffers: Ability to buffer from adjacent residential and restrict site expansion, except downtown
- New Centers: should be done as a planned zone
- Mixed use centers should be convenient to their neighborhood consumer population and situated on an arterial, preferably at an intersection of arterials. The size and area of the center should be in scale with the neighborhood and of sufficient area to bear the burden of transition from within the district.
- Parking: located to the side or rear of the buildings or center, under the building with shops along the sidewalk or pedestrian areas.
- Building Characteristics: ground floor of buildings with many windows with clear glass, continuous street wall, discourage long uninterrupted facades, continuous permanent awnings, tactile materials and detailing of buildings, consider year-round sun and shade conditions when designing and siting buildings, parking location and amount, building height and form, park/open space location and size, non-pole signs.

Implementation:

This land use will be implemented through the use of the Mixed Use Zone. Segregation of residential structures shall only apply if the residential portion is in a separate building, not if it is above other uses. Require mixed use developments to have joint use parking and joint access points.

ii. Identification of Areas

For the general location of commercial land uses, see Figure 4-4. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

III. Industrial

Previous comprehensive plans have designated large portions of north Marysville for industrial land use. These designated industrial lands exhibit most of the characteristics of good industrial locations: good access to highways and freeways, rail access, proximity to air transportation, flat and easily developable land, available water and sewer, and large parcel ownership.

Projected demand for further industrial land is difficult to estimate. Increasing development costs for industrial lands in the southern portion of the county and decreasing availability in the region, will tend to increase the desirability of the north county. Also the United States/Canada trade agreement eliminating tariffs will create an additional demand for warehousing adjacent to the Interstate 5 corridor. Potential sensitive areas, such as wetlands, in the Smokey Point Blvd. area may reduce available lands.

The industrial land use categories permitted in this comprehensive land use plan are Business Park and Light Industrial as shown in Figure 4-5. Both land uses allow non-intensive industrial activities of the kind more compatible with surrounding, less-intensive uses such as residential and retail/commercial. They have a limited number of employees, low traffic volume, no objectionable noise, odor, vibration, air or water pollutants, and presents no significant safety hazards. Therefore they are allowed to locate close to where people live, shop, and work. The difference between these uses is:

Planned Industry

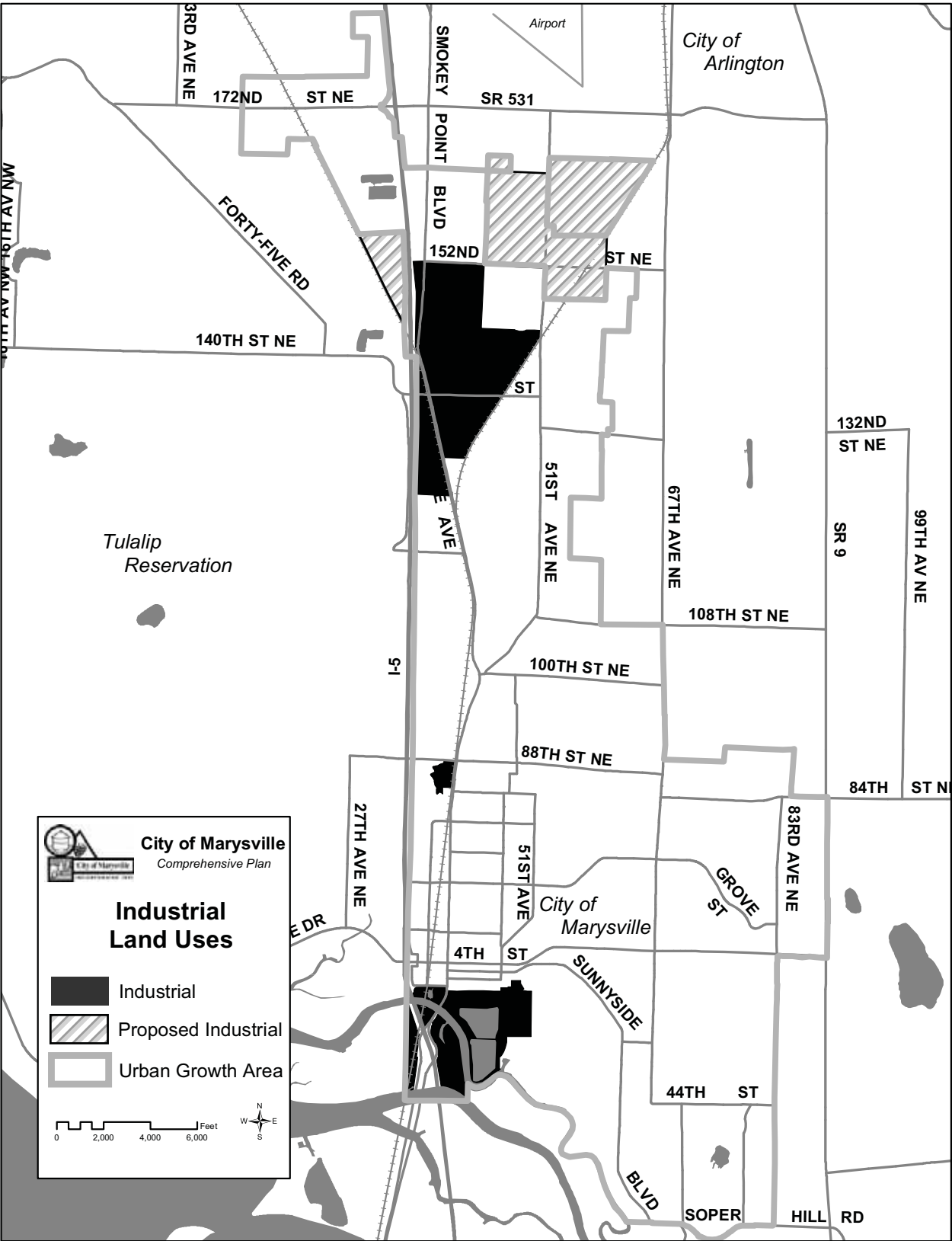
Planned, relatively large acreage lots for several businesses. Certain commercial uses would also be allowed within industrial parks, such as warehousing and sales with low associated traffic.

Single Site Industrial

Primarily individual projects used for infilling areas that have already developed. This proposed land use would primarily permit industrial land uses.

Moderate and heavy intensity industrial uses would have a separate permit and review process that would permit them in business park and light industrial areas when they meet certain performance standards for review of noise, odor, pollution in the context of the specific site's surrounding land uses or sensitive areas. Factors that should be considered are: traffic impacts: automobile and truck; emissions: type and volume; noise: decibels; light and glare: amount and time; ability to mitigate; hours of operation; types of adjacent uses; ability to buffer or mitigate; and proximity to and effect on sensitive areas. Uses that might be permitted would be manufacturing, processing, fabrication and assembling of products or materials, some types of warehousing and storage, and transportation facilities.

Figure 4-5 Industrial Land Uses Map



a. General Industrial, Light Industrial Zones.**i. Criteria and Standards***Land Uses:*

- Manufacturing: food, drugs, stone, clay, glass, china, ceramics, electrical equipment, scientific or photographic equipment, fabricated metal products (not of major structural steel forms, heavy metal processes, boiler making or similar activities); cold mix processes; textile, leather, wood, paper, and plastic products from prepared materials; arts and craft production; building products and manufacturing that supports the construction industry, e.g. cabinetry, and doors.
- Packaging of prepared materials
- Storage and warehouse services, wholesale trade, laundry facilities, printing and publishing, automobile repairs (not including body work) and washing, recycling center, public utility, government facility, public transit shelter
- Planned Industry, also permits fast food and sit down restaurants, taverns, banking and related services, entertainment and recreation, office uses, secretarial services, daycare or mini-school as support services

The locational criteria for siting new industrial uses are:

- Access to highway or major arterial street, rail access, proximity to air transportation
- Flat land in large parcels
- Land Use Relationships
 - Proximity to some accessory land uses, such as post offices, delicatessens, and other support activities
 - Location of industrial land uses to compatible land uses or incompatible land uses, in particular, minimum impact on residential areas
- *Siting Issues:*
 - Industry will be buffered and/or separated from residential and commercial uses, land zoned or identified for these uses in the Comprehensive Plan
 - Utilize, as possible, major roadway/railroad, natural stream, and/or topographic changes to buffer and separate industrial developments from residential or commercial uses

Development Criteria:

- *Planned Industry:*
 - Minimum acreage size of 5 to allow for buffers, additional landscaping and setbacks; and to prevent spot development
 - Any development over 10 acres must be planned to coordinate access and services
 - Any development adjacent to or including significant sensitive areas (e.g. wetlands over 3 acres) must be planned to minimize its impact on the sensitive area
- Change current site standards to:
 - Increase Buffers (buffers include trees, shrubs, and fences)
 - Increase Open space
 - Increase Landscaping: parking areas; street and yard trees
 - Identifies height limits and Floor Area Ratios
 - Integrated signage and traffic control
 - Preference for compact well-defined centers
- Require a binding site plan that identifies:
 - the scale and location of all buildings

- parking areas and driveways
- Landscaping, screening, and/or fencing
- relationship to transit, bike and pedestrian paths

Single Site Industry:

- Minimum acreage to allow for buffers, additional landscaping and setbacks; and to prevent spot development
- Change current site standards to:
 - Increase Buffers (buffers include trees, shrubs, and fences)
 - Increase Open space
 - Increase Landscaping: parking areas; street and yard trees
 - Identifies height limits and Floor Area Ratios
 - Preference for compact well-defined centers

ii. Identification of Areas

For the general location of industrial land uses, see Figure 4-5. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

D. GOALS & POLICIES

This portion introduces the goals and policies that guide the Land Use Element.

I. General Development Land Use Goals & Policies

Goals:

1. Plan for a fair share of regional growth, that limits low density sprawl and directs growth to urban areas.
2. Enhance Marysville's unique character.
3. Promote a healthy economy by improving the jobs to housing ratio.
4. Create an identifiable city separated by natural physical features from adjacent communities.
5. As appropriate, protect and strengthen the vitality and stability of existing neighborhoods.
6. Create a transportation system that allows people and goods a variety of transportation options.
7. Maintain existing levels of service for important public facilities.
8. Foster pedestrian accessibility.
9. Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.
10. Encourage Marysville's physical, visual, and perceptual linkages to sloughs, rivers, and creeks.
11. Protect and preserve prominent natural features.
12. Promote active citizen involvement in planning for Marysville's future.
13. Establish development regulations that are fair and predictable.
14. Provide measures to enhance short-term and long-term transition planning to reduce urban impact on rural uses within the planning period, and to minimize long-term costs of service for areas that may be considered for urban expansion in future planning periods.

Policies:

- LU-1 In cooperation with other jurisdictions, create an Urban Growth Area based on the capabilities and characteristics of the land, availability of public facilities and services, existing land uses, and anticipated growth.

- LU-2 Limit population and employment growth and the provision of services to Urban Growth Areas. Districts outside of Urban Growth Areas should remain rural in character.
- LU-3 Ensure that the growth pattern of the community will be well managed by utilizing the comprehensive plan as a guide for community development and by utilizing the City's land use codes in a manner consistent with the stated goals and policies of the comprehensive plan.
- LU-4 Encourage growth that will transform Marysville from a residential dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will probably include a major employment center.
- LU-5 Encourage citizen participation in all decisions affecting growth in the community.
- LU-6 Expand public facilities and services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability and resources to provide basic community services such as but not limited to the street system, water and sewer utilities, stormwater system, park and recreation, schools, police, fire and other general administrative functions.
- LU-7 Preserve open spaces, natural areas and buffer zones, wetlands, wildlife habitats, and parks in and outside of the Urban Growth Area.
- LU-8 Require growth to occur in manner that will not overburden the natural systems of the planning area such as but not limited to the Snohomish River Delta, Quilceda and Allen Creeks' corridors and tributaries, wetlands, forested areas and other environmentally sensitive areas.
- LU-9 Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities, by judicious control of residential, commercial, and industrial development, and by recognition of the City's role in the region.
- LU-10 Preserve and enhance the quality of living, trading, and working districts by dedicating open space, preserving and restoring trees and vegetation, and designing development site plans sensitive to natural land forms, water resources, and life systems.
- LU-11 To reduce reliance on the private automobile, encourage suitable combinations and locations of land uses, such as employment, retail, and residences, including mixed use development.
- LU-12 Provide balanced employment opportunities for the local labor force through varied economic development that is clean and pollution free, and the establishment and protection of small entrepreneurs.
- LU-13 Encourage the preservation of significant historic and archaeological properties and identify strategies and incentives for protection of these resources for the enrichment of future generations.
- LU-14 Encourage lands that are likely to be included within the Urban Growth Areas in the future, to remain in 10 acre or larger parcels, and to use techniques such as shadow platting and clustering to permit efficient development at urban densities and provision of urban level services when they are incorporated into Urban Growth Areas.
- LU-15 Encourage the County to establish minimum acreages (10 acres or larger) in urban reserves and RUTA's that would, in the future, allow development at higher densities as land is incorporated into the Urban Growth Area.

- LU-16 Provide for the preservation of small farms and agricultural uses in rural areas by requiring adjacent urban development to provide buffers and screening to minimize urban impacts on existing and ongoing agricultural operations.
- LU-17 Encourage the use of clustered housing as appropriate to maintain the rural character, special features, significant vegetation, and open space of the area. Place clusters of housing near existing roadways reducing the need for significant new construction of infrastructure and to reduce future costs of extending urban services for areas that may be included in the UGA in subsequent planning periods.

II. Residential Land Use Goals & Policies

Goals:

- 15. Provide for new residential development that is compatible with the present housing stock while also providing for a broad range of housing types and dwelling unit densities to serve diverse life styles, income levels, and ages.
- 16. Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.

Policies:

- LU-18 Housing densities should be determined by community values, development type and compatibility, proximity to public/private facilities and services, immediate surrounding densities, and natural system protection and capability.
- LU-19 In determining housing densities, consider the impact of lot size on the cost of housing, and thus its affordability.
- LU-20 Accommodate demand for urban-density living and services only within Urban Growth Areas.
- LU-21 Urban level facilities and services must be provided prior to or concurrent with development to mitigate the subsequent impacts of resident populations. These services include, but are not limited to water, adequate sewage treatment, schools, and roads. Where appropriate, it also includes transit, parks, and recreation. Concurrency is generally defined as financial commitment to complete improvements or strategies within six years of development.
- LU-22 Distribute higher densities in appropriate locations. Locate in residential areas where they will not detract from the existing character. Locate near employment and retail centers, and to transportation corridors as appropriate.
- LU-23 Encourage a range of housing types and densities, including small lot single family, zero lot line developments, cluster housing, town houses, duplexes, triplexes, apartments (high and low density, including garden), accessory apartments, and mobile home parks. Increase the opportunities for home ownership through the availability of these housing types.
- LU-24 Within the Urban Growth Boundary, encourage infill of existing single and multi-family lots, prior to development of new areas, especially those without urban services.
- LU-25 The development of single and multi-family neighborhoods on wetlands, creek corridors, or steep slopes is prohibited as defined by the Sensitive Areas Ordinance. The development of single and multi-family neighborhoods adjacent to wetlands, creek corridors, or steep slopes should incorporate methods to mitigate the impacts of such development on these sensitive areas.
- LU-26 New or expanded single and multi-family development must provide improved streets and sidewalks within the development and to the nearest street.

- LU-27 The City should, as possible and needed, promote and prioritize improvements streets and sidewalks to the nearest arterial street within existing single and multi-family areas.
- LU-28 New or expanded single and multi-family development should be within walking distance, preferably but not necessarily via paved sidewalk or improved trail, of a neighborhood park, public recreation area, or in some cases a school. Existing single and multi-family areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school, within walking distance, via paved sidewalk or improved trail.
- LU-29 The development of new or expanded single and multi-family neighborhoods must provide a reforestation plan that will include but not be limited to street trees, yard trees, and the retention of native vegetation on steep slopes, stream corridors, and other areas deemed appropriate through City policy or ordinance. As possible, existing single and multi-family neighborhoods should also have developed a reforestation plan, as described above.
- LU-30 Permit factory built and manufactured housing in residential zones, subject to the same zoning and development standards of the area in which it is located. [Factory built housing is factory-assembled parts that are transported to and assembled at the building site. The completed structure is not mobile. Mobile/manufactured Home is a residential unit on one or more chassis for towing to the point of use and designed to be used with a foundation as a dwelling unit on a year round basis. A recreational vehicle or motor home is not a mobile/manufactured home.]
- LU-31 Encourage developers to provide open space and recreational facilities for residential areas.
- LU-32 Locate and design new single and multi-family residential developments, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.
- LU-33 Encourage the upgrade and preservation of existing housing units, with special emphasis on historically significant structures.
- LU-34 Encourage cluster development of residential lands within Urban Growth Areas, instead of traditional subdivision development. An equal number of units are constructed, but open space, views, watersheds, and natural systems are preserved; and often facilities and services can be provided more efficiently.
- LU-35 Residential developers should be responsible for adequate buffering between agricultural uses and potential home sites, whether single or multi-family. Encourage the use of existing lot size averaging and planned residential development ordinances, resulting in maximum separation of residences from agricultural lands, buffer strips, and resident design and location to minimize conflicts between residential and agricultural uses.
- LU-36 Street systems serving residential areas should be designed to discourage through traffic from using local access streets instead of the arterial or collector street system.
- LU-37 While maintaining consistency with the city code, permit home occupations in residential areas with appropriate restrictions on uses, signs, traffic/parking, and employees.

a. Single Family

Goals:

- 17. Encourage the creation of a more desirable place to live and a quality standard of living for all citizens.

18. Maintain the single family character of the greater Marysville area, while at the same time acknowledging the necessity of providing affordable housing.

Policies:

LU-38 Encourage high quality development that creates a desirable place to live and that also provides for affordable housing.

LU-39 Allow and encourage a variety of single family housing types that will permit more people to own homes, such as, smaller lots and zero-lot line development; and other techniques that increase density while maintaining the single family character.

LU-40 Allow and encourage uses that support increased densities, but maintain the single family character and minimize the impact on the existing neighborhoods, such as duplexes and accessory units.

LU-41 Encourage higher density single family near commercial centers and other facilities and services to foster pedestrian rather than vehicular circulation.

LU-42 Allow individual factory built housing that meets certification standards to be located outright in single family residential areas, subject to the same zoning and development standards of the area in which it is located.

LU-43 Allow mobile home subdivisions in single family residential zones only through utilization of Planned Residential Development techniques and only if the subdivision is developed at the same density as the underlying zone.

b. Multi-Family

Goals:

19. Provide housing choices, reflecting the range of household types, lifestyles, incomes, and the desire to rent or own a home.
20. Provide housing that is pleasant and appropriately located. The location should allow residents access to services and facilities in the immediate area. The locations should also acknowledge the character of the surrounding neighborhood so multi-family can blend or be compatible with it.

Policies:

LU-44 Locate multi-family development adjacent to arterial streets, along public transportation routes, and on the periphery of commercially designated areas, or in locations that are sufficiently compatible or buffered from single family areas to not disrupt them.

LU-45 Multi-family development is required to bear the burden of transition and mitigation when the development is located near single family residences.

LU-46 Outside of Planning Area 1, Downtown, multi-family structures abutting or adjacent to single family residences, areas zoned as single family, or identified in the Comprehensive Plan as single family, must reflect the single family character. This will be achieved by a combination of the following elements: additional setbacks, open space, fencing, screening, landscaping, and architecture. In addition, multi-family buildings may have no more floors (exclusive of daylight basements) than the adjacent and nearby single family dwellings (up to 2) when single family is the predominate adjacent land use (actual or zoned).

LU-47 In Planning Area 1 (Downtown), multi-family structures abutting or adjacent to areas identified in the Comprehensive Plan as single family, must avoid impacts created by the differing land use districts. Compatibility with the surrounding single family character will be achieved by a combination of the following elements: additional setbacks, open space, fencing, screening, landscaping, and architecture. In addition, multi-family buildings along the property edges

adjacent to single family land use areas identified in the Comprehensive Plan may have no more floors than the adjacent zoning or land use permits. Multi-family structures inside the property or with multi-family properties adjacent to them may be as high as the land use or zoning permit, though they must conform to any other regulations or requirements limiting their height.

- LU-48 New multi-family residential (and existing where possible or when substantially expanding/remodeling) must have active and/or passive recreational opportunities designed as a part of the development, and must be provided on-site or immediately adjacent to the development. Elderly housing is exempted from the active recreation requirement.
- LU-49 Require multi-family dwellings and mobile home parks to locate where access to public streets can be provided without creating congestion of or disruption to established single family residential neighborhoods.
- LU-50 Allow mobile home parks in areas designated for Low Density Multi-family residential on the land use plan, by conditional use permit.
- LU-51 Encourage residential dwelling units above retail, service, and office uses in designated land use categories, either as a permitted use or by conditional use permit, depending on the area.

c. Small Farms

Goals:

- 21. Encourage small farms to continue operation and existence within the Urban Growth Area as long as such use is desired by the property owner.

Policies:

- LU-52 Encourage agricultural production on small parcels suitable for agricultural uses within the Urban Growth Boundary as long as such use is desired by the property owner.
- LU-53 Encourage agricultural practices for small farms that preserve the quality and quantity of soils; do not impact aquifers, groundwater, and creeks; and do not harm the environment.
- LU-54 Residential developers should be responsible for adequate buffering between small farms and potential home sites.
- LU-55 Educate and inform adjacent property owners as to adjacent agricultural uses and practices.
- LU-56 If small farms are no longer a desired use of the property by the land owner, then they may be converted to other uses, provided these uses are consistent with all other land use policies. In making the determination of whether agricultural use is no longer a desired use of the property, primary weight should be given to the testimony of the property owner. The proposed use must be appropriate to the location of the land with respect to Urban Growth Areas.

III. Commercial Land Use Goals & Policies

Goals:

- 22. Provide for adequate commercial development to serve increased population in the Marysville area by enhancing the function of the Marysville area as a vital and major community business, trade, and living center, and by providing

- opportunities for highway, auto oriented and pedestrian commercial development, and neighborhood convenience shopping facilities.
23. To insure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.

Policies:

- LU-57 Allocate sufficient commercial land to meet projected demand and need.
- LU-58 The pattern and scale of commercial developments should be suitable to their location and the population they will serve.
- LU-59 Allow commercial development only in Urban Growth Areas and only where adequate facilities and services exist, or are provided for at the time of development.
- LU-60 Establish new commercial centers only after assessing environmental impacts and conformity with established environmental guidelines.
- LU-61 Locate commercial and employment development in compact, well-defined centers rather than in strips.
- LU-62 Strengthen existing commercial centers and a diversified employment base to assure that land use is compatible, convenient, and consistent with community needs.
- LU-63 Encourage infill of existing commercial centers and strips before creating new commercial centers. New commercial centers should be created in response to growth demands, or in underserved areas.
- LU-64 All commercial sites should be located and designed to minimize and mitigate the negative effects (traffic, noise, lights, etc...) of these activities on adjacent land owners and the community.
- LU-65 Provide for the development of distinct commercial land use districts establishing a separation of commercial activities based upon land use characteristics, type of transportation corridors, amount of traffic generation, and geographic location.
- LU-66 Expansion of public facilities and services and utilities should support and prioritize the economic growth of Marysville.
- LU-67 Minimize land use conflicts through proper location and appropriate design.
- LU-68 Minimize ingress and egress points at commercial sites to reduce traffic impediments.
- LU-69 As appropriate, locate and design new commercial centers, and improve existing ones to facilitate access and circulation by pedestrians, bicyclists, transit, and other alternative transportation modes; and the interaction of these systems.
- LU-70 Locate convenience/commercial services at transit transfer centers and Park and Ride lots to make these locations more pleasant and to accomplish daily tasks without use of the private automobile.
- LU-71 Locate convenience/commercial services at transit transfer centers and Park and Ride lots to make these locations more pleasant and to accomplish daily tasks without use of the private automobile.
- LU-72 Improve the appearance of existing commercial areas and create performance standards for all new developments, including but not limited to, signage, landscaping, setbacks, and buffer areas.
- LU-73 Restrict the location of drive-thru and drive-in facilities.
- LU-74 Permit new residential uses in commercial areas only if accessory to commercial uses.

- LU-75 Encourage major governmental agencies to locate in Planning Area 1.
- LU-76 Limit on-site parking to areas behind or adjacent to the building/complex, meeting the immediate need. Locate the majority of parking in areas situated outside the pedestrian core, but close enough to provide convenient parking for shoppers. This is important to maintain the street wall. Those activities requiring a vehicular orientation are to locate on the periphery of the core area.
- LU-77 Encourage the joint use of parking. For example, a movie theater whose parking occurs in the evening could jointly use parking with a church whose parking is primarily on Sunday mornings.
- LU-78 Provide pedestrian and bike paths through the downtown and connecting it to other Planning Areas.
- LU-79 Encourage carpooling, vanpooling, flextime work scheduling, rideshare coordination, and accommodations for pedestrians and bicycles by crediting developer's traffic mitigation obligation.
- LU-80 Commercial districts and land uses along State Avenue should be oriented to State Avenue and existing businesses. New commercial developments should not disrupt existing residential neighborhoods.
- LU-81 Commercial development is required to bear the burden of transition and mitigation when the development is located near designated single family areas. Appropriate measures may include increased setbacks and/or landscape screening.

a. Downtown

Goals:

- 24. Emphasize downtown Marysville as a commercial focal point within the Study Area.
- 25. Achieve an identity and an image as a special place.

Policies:

- LU-82 Strengthen downtown's role as a business and commercial center.
- LU-83 Provide infrastructure suitable to the growth, enhancement, and redevelopment of the downtown as one of the activity centers of the community.
- LU-84 Provide urban parks, recreation opportunities, and open space within downtown.
- LU-85 Increase the pedestrian-oriented character of the downtown core area.
- LU-86 Encourage alternatives to the automobile for short trips within downtown.
- LU-87 Create gateways and entrances into the downtown area through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.
- LU-88 Encourage developments and design that will enhance the overall coherence of downtown's visual and historic character.
- LU-89 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.
- LU-90 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.
- LU-91 Encourage the use of awnings.
- LU-92 Encourage the use of signs that promote an attractive and pedestrian oriented downtown.
- LU-93 Require landscaping along and within parking areas.

LU-94 Encourage retail and commercial activities at street level; offices and residential above.

LU-95 Encourage day and night time activities.

b. General Commercial

Goals:

26. Provide locations for large lot, automobile uses, so that they are grouped together, in places with good access, and can support each other without impacting surrounding uses.

Policies:

LU-96 Locate general commercial centers near light industrial and other non-pedestrian oriented areas.

LU-97 Locate general commercial centers at the intersection of arterial streets. Where general commercial uses are already located at an intersection, encourage additional general commercial uses to locate adjacent to them, rather than at other quadrants of the intersection.

LU-98 Reduce the number of individual access points from arterials by encouraging joint use.

c. Community Business

Goals:

27. Develop commercial uses, auxiliary to downtown, to serve the needs of various areas.

Policies:

LU-99 Maintain and infill the three commercial districts along State Avenue/Smokey Point Blvd. (116th St., 88th/100th St., Grove St.) as commercial areas serving several Planning Areas.

LU-100 Locate commercial centers at the intersection of arterial streets.

LU-101 Encourage the grouping of businesses and site design so that persons can make a single stop to use the several businesses located at a single center.

LU-102 Encourage the joint use of parking.

LU-103 Provide pedestrian and bike paths through the community commercial centers and connecting them to other Planning Areas.

LU-104 Locate on-site parking so that the street wall is somewhat maintained and attractive pedestrian walkways are created.

LU-105 Building design should contribute to a lively, attractive, and safe pedestrian streetscape.

LU-106 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-107 Encourage the use of awnings.

LU-108 Encourage the use of signs that promote an attractive and pedestrian oriented commercial area.

LU-109 Require landscaping along and within parking areas.

d. Business Parks

Goals:

28. Provide locations for office uses that allow for research and development, professional services, personal service offices, and hi-tech uses without nuisance factors and hazards, that also provides an attractive setting.

Policies:

- LU-110 Locate businesses centers outside of the core areas where campus site planning is appropriate.
- LU-111 Locate business centers on arterial streets.
- LU-112 Provide pedestrian and bike paths through business parks, connecting them to other trail systems.
- LU-113 Require landscaping along and within parking areas.
- LU-114 Encourage the use of business parks where sensitive areas are located. The campus plan can then work in conjunction with the sensitive area.
- LU-115 Encourage timing of business parks to work with the provision of urban services.
- LU-116 Minimize the impact of business parks on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.
- LU-117 Permit accessory/support services to locate in Business Parks, for example secretarial services, delis, etc....
- LU-118 Encourage the availability of local employment opportunities by fostering the retention and development of long-term working or trading activities that create or add value to the community.

e. Neighborhood Business

Goals:

- 29. Maintain, enhance, and create neighborhood commercial centers to support the needs of neighborhoods and the Planning Areas.

Policies:

- LU-119 Encourage a pedestrian-oriented character.
- LU-120 Encourage alternatives to the automobile for short trips to neighborhood commercial.
- LU-121 Encourage developments and design that will be compatible with the surrounding neighborhood character. Site layout and building design should provide lighting, access, building architecture, landscaping, and signage that is sensitive to adjoining residential uses.
- LU-122 Building design should contribute to a lively, attractive and safe pedestrian streetscape.
- LU-123 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.
- LU-124 Encourage the use of awnings.
- LU-125 Encourage the use of signs that promote an attractive and pedestrian oriented commercial area.
- LU-126 Require landscaping along and within parking areas.
- LU-127 Encourage retail and commercial activities at street level; offices or apartments above.
- LU-128 Limit on-site parking to areas behind or adjacent to the building/complex
- LU-129 Provide pedestrian and bike paths through the neighborhood center and connecting it to other Planning Areas.

f. Waterfront

Goals:

- 30. Develop Marysville's waterfront as a regional entertainment and recreational focal point.
- 31. Achieve an identity and an image as a special place.
- 32. Create a synergistic relationship between downtown and the waterfront.

Policies:

- LU-130 Permit a mix of uses that would encourage the waterfront as a regional entertainment and recreational focal point.
- LU-131 Encourage uses to remain or locate in the waterfront area that are water oriented, such as, but not limited to marinas, boat building or supplies, water recreation equipment etc....
- LU-132 Encourage uses to locate in the waterfront area that will attract residents and tourists such as, but not limited to outdoor restaurants, micro breweries, retail shops, crafts shops.
- LU-133 Provide recreation opportunities and open space within the waterfront area, including but not limited to a public plaza, trails, boardwalk.
- LU-134 Redevelopment on significant waterfront parcels should provide public access.
- LU-135 The waterfront edge should be developed for public access.
- LU-136 Increase the pedestrian-oriented character of and access to the waterfront area.
- LU-137 Create gateway(s) and entrance(s) to the waterfront area from downtown through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.
- LU-138 Encourage developments and design that will enhance the overall coherence of waterfront's visual and historic character.
- LU-139 Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape.
- LU-140 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.
- LU-141 Encourage the use of awnings.
- LU-142 Encourage the use of signs that promote an attractive and pedestrian oriented waterfront area.
- LU-143 Promote the development of fresh produce markets.
- LU-144 Encourage retail and commercial activities at street level; offices and residential above.
- LU-145 Restrict on-site parking to limited areas behind or adjacent to the building/complex, meeting the immediate need. Locate the majority of parking in areas situated outside the waterfront area, but close enough to provide convenient parking for users.
- LU-146 Encourage the joint use of or coordinated parking with downtown.
- LU-147 Provide pedestrian and bike paths through the waterfront area and connecting it to other Planning Areas.
- LU-148 Encourage day and authorized night time activities.
- LU-149 Buildings and structures should be designed so as to minimize the blockage of views to the slough.
- LU-150 Buildings and structures should be designed so as to minimize the shadows cast on trails, public plazas, and other outdoor spaces.
- LU-151 Encourage the redesign of the buildings facing the waterfront area (north side of First St.) to relate to and support it.
- LU-152 Provide public facilities and amenities (i.e. rest rooms, benches) as additional activities and spaces are developed within the waterfront area.

g. Mixed-Use — Commercial, Office, and Multi-Family Residential*Goals:*

33. Create a relatively high density sub-districts of appropriate Planning Areas that allow people to live, shop, and possibly work without always being dependent on their automobiles.

Policies:

- LU-153 Provide urban parks, recreation opportunities, and open space within this sub-district.
- LU-154 Increase the pedestrian-oriented character of an area.
- LU-155 Encourage alternatives to the automobile for short trips.
- LU-156 Use enhanced plantings/street trees, special paving and street furniture, appropriate signage, and/or the location of special land uses, buildings, or structures to create a special district.
- LU-157 Encourage developments and design that will enhance the overall coherence of area's visual character.
- LU-158 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.
- LU-159 Encourage building design that promotes an attractive image of Marysville from Interstate 5 when it is appropriate.
- LU-160 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.
- LU-161 Encourage the use of awnings.
- LU-162 Encourage the use of conforming signs that promote an attractive and pedestrian oriented area.
- LU-163 Require landscaping along and within parking areas.
- LU-164 At street level encourage retail and commercial; above the street locate residential uses and offices.
- LU-165 Limit on-site parking to areas behind or under the building/complex, meeting the immediate need for parking. Locate the majority of parking in areas situated outside the pedestrian core, but close enough to provide convenient parking for shoppers. This is important to maintain the street wall.
- LU-166 Encourage the joint use of parking.
- LU-167 Encourage pedestrian and bike paths through this sub-district and connecting it to downtown, the waterfront, and other Planning Areas.
- LU-168 Encourage day and night time activities.
- LU-169 Let the market determine the mixture of uses.
- LU-170 Encourage professional office uses adjacent to existing residential dwellings as a transition to residential land uses.

h. Industrial*Goals:*

34. Designate industrial areas in such locations and quantity so they will contribute to the economic growth and stability of the Marysville area and Snohomish County.
35. To insure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.

Policies:

- LU-171 Limit industrial development to Urban Growth Areas.
- LU-172 Urban level facilities and services must be provided prior to or concurrent with development to mitigate the subsequent impacts of industrial developments. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways.
- LU-173 Encourage the availability of local employment opportunities by fostering the retention and development of long-term working or trading activities that create or add value to the community.
- LU-174 Encourage infilling of vacant parcels and development of currently zoned or designated industrial areas before development occurs in locations distant from current industrial uses.
- LU-175 Locate industrial development in compact, well-defined centers within Urban Growth Areas.
- LU-176 Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.
- LU-177 Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.
- LU-178 Industrial businesses shall provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations.
- LU-179 Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.
- LU-180 Locate and design new industrial centers, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.
- LU-181 Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management.
- LU-182 Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be Business or Industrial Parks to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.

E. LAND USE PLAN MAPS & REASONABLE MEASURES

The City considered three land use alternatives in developing the preferred plan. These are identified as Alternative 1 – No Action (Existing UGA); Alternative 2 (Low Target/Increased Densities Current UGA); and Alternative 3 (Increased Densities/UGA Expansion). Alternative 1 will not accommodate the forecast population. Alternative 2 and 3 will meet the low and high targets, respectively.

Reasonable Measures

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

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP UG-14 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix C, to evaluate all proposed UGA expansions covered in UG-14 d. 1-4. Starting with the 2004-2005 Comprehensive Plan update, each jurisdiction "...will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."

The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has already implemented various measures to increase density within the UGA within its comprehensive plan and development regulations. The preferred land use plan recommends additional actions to increase the land holding capacity within the current UGA. Measures currently used by the City are listed in Table 4-6.

Table 4-6 Measures Currently Used by the City of Marysville

Reasonable Measures	Date introduced	Frequency of use	Effect on Density Trend	Description/Comments
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131)	Few times a year	Minimal	Code allows both attached and detached units. Most commonly used in downtown single family areas.
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411) and 7/7/03 (o. 2481)	Frequent	Generally adds 10-20% density to subdivisions	Residential density incentives are applied through the Planned Residential Development ordinances. Revisions have allowed design and recreational amenities to quality for density incentives.
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture	On site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRD's	Clustering, as used herein, is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.
Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7200 s.f. lots on land designated High Density Single Family (R-6.5) and High Density Single Family – small lot (R-8). They require a conditional use permit and 12,500 s.f. lot in the Medium Density Single Family (R-

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				4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations.
Mandate minimum residential densities	9/1/03 (o.2487)	Rare	Effective when used	Minimum density was applied in the Smokey Point subarea to allow General Commercial properties to utilize up to 20% site area for residential use. The minimum density (12 du/gross acre) was approved to prevent lower density developments. Single family minimum densities have been considered by the City on several occasions and generally rejected as a practice.
Allow townhomes & condominiums	6/9/97 (o.2131)	Occasional	Effective	Used through PRD ordinance
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5000 s.f. minimum lot sizes allowed in all Med. And High Single Family zones (R-4.5 and R-6.5 du/net acre). 4000 s.f. allowed in R-8 zone. Smaller lot sizes allowed through PRD overlay.
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Occasional	Effective if used	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within city.
Measures that Increase Employment Capacity				
Develop an	11/2002	Used daily	Effective	City completed an economic

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Economic Development Strategy				development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction.
Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multiple family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and capital decisions 2000-2004	Broad use	Effective (outcome anticipated)	Regulations approved to allow residential densities in downtown. From 2000-2004 City has approved major capital expenditures in downtown to stimulate downtown revitalization (these projects are documented below)
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Somewhat effective	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective	Interlocal agreement with Snohomish County on annexation and urban development. Has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since 1996, City has approved x annexations, representing x acres.
Implement a process to expedite plan and permit approval	6/02-present	Pervasive	Effective	Reorganized department in 2002 and have implemented major permit streamlining beginning 2003. Results have proven valuable to economic development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423)	Frequent	Limited effect	City implemented stricter standards for small lot (<5000 s.f.) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards.

				Commercial design standards are limited.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Recent for 2005 comp plan update	Effective	Completed community visioning for this update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	2000-2004	Pervasive	Effective	City has completed major capital projects over past 5 years. These have included a sewer projects including wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities; transportation improvements including downtown park & ride, State Avenue improvements, SR 528 and other roads; as well as major park improvements including a waterfront park with boat launch, downtown skateboard park, regional soccer fields complex, and community center. A new City Hall and major remodeling of the public safety complex were also completed.

The following actions, Table 4-7, should be taken with respect to existing and additional reasonable measures to increase residential and employment densities:

Table 4-7 Measures to Increase Residential and Employment Densities

Reasonable Measures	Recommended review or action
Measures that Increase Residential Capacity	
Permit Accessory Dwelling Units (ADUs) in single family zones	Review and possibly eliminate owner-occupancy requirement to increase construction of ADUs.
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development.
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives and allow PRDs through administrative design review instead of a rezone process.
Allow Co-housing	This would be currently allowed in PRD's. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Continue with current regulations.

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

Allow Townhomes & Condominiums	Review PRD code for additional density incentives and allow PRDs through administrative design review instead of a rezone process.
Increase allowable residential densities	This plan includes new single family residential zones with increased densities and multiple family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.
Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Revise several of the zones in the Downtown planning area per recommended neighborhood plan.
Plan and zone for affordable and manufactured housing development	Plan for Fair Share Housing Allocation and monitor progress. Create a mobile/manufactured home park subdivision ordinance.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	Consider pilot of Downtown planning area to eliminate use matrices, to be replaced by design standards.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement Downtown neighborhood plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually.
Encourage Transportation-Efficient Land Use	
Urban Growth Management Agreements	Update interlocal agreements with Snohomish County to implement uniform urban design standards throughout UGA.
Create Annexation Plans	Annexation strategies are included within this Land Use element and discussed within various neighborhood plans.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate.
Implement a process to expedite plan and permit approval	Continue to meet or beat permit targets.
Measures to Mitigate the Impact of Density	
Design Standards	Revise design standards to address negative perceptions of higher density developments.
Urban amenities for increased densities	Revise development regulations to provide bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	

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Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

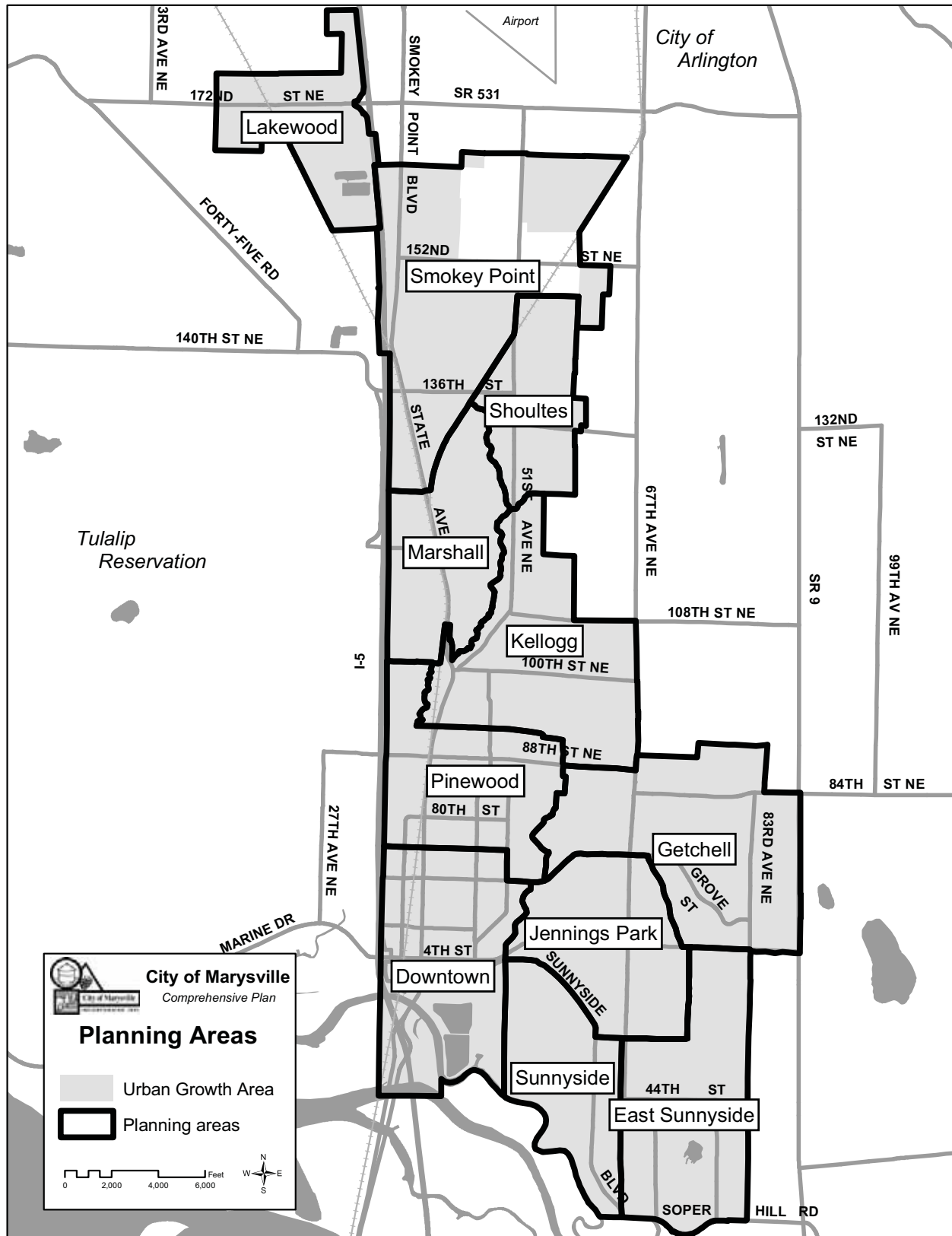
F. NEIGHBORHOOD PLANNING AREAS

A thriving community is composed of livable neighborhoods. The City's land use planning begins with creating wonderful places and experiences within the community. Collectively these individual neighborhood experiences can produce a positive image and identity for the Marysville area. The overall plan considers connections, balanced land use mix, and access between neighborhoods and the region.

The neighborhood plans include more detailed review of each subarea, or neighborhood, as illustrated in Figure 4-6. Environment, land uses, housing type mix, densities, transportation features, parks and recreation features, public services and facilities, walkability, and aesthetics are considered to develop a future action plan to accomplish the goals and policies of the comprehensive plan.

The subarea planning process is an integral part of Growth Management Act (GMA) planning. A subarea plan is a special study of an area within a larger planning jurisdiction. The subarea is usually a neighborhood, an unincorporated urban area, or some other area that has special needs due to growth pressures. A subarea plan is usually part of the comprehensive plan of a jurisdiction. It could also be a plan adopted by multiple jurisdictions as a guide for dealing with future growth in the subarea. The subarea plans provide details on types and locations of land uses planned for neighborhood areas and urban centers, provide opportunities for a variety of residential densities, coordinate infrastructure improvements with planned uses and centers, and identify and preserve natural features, open space and critical areas.

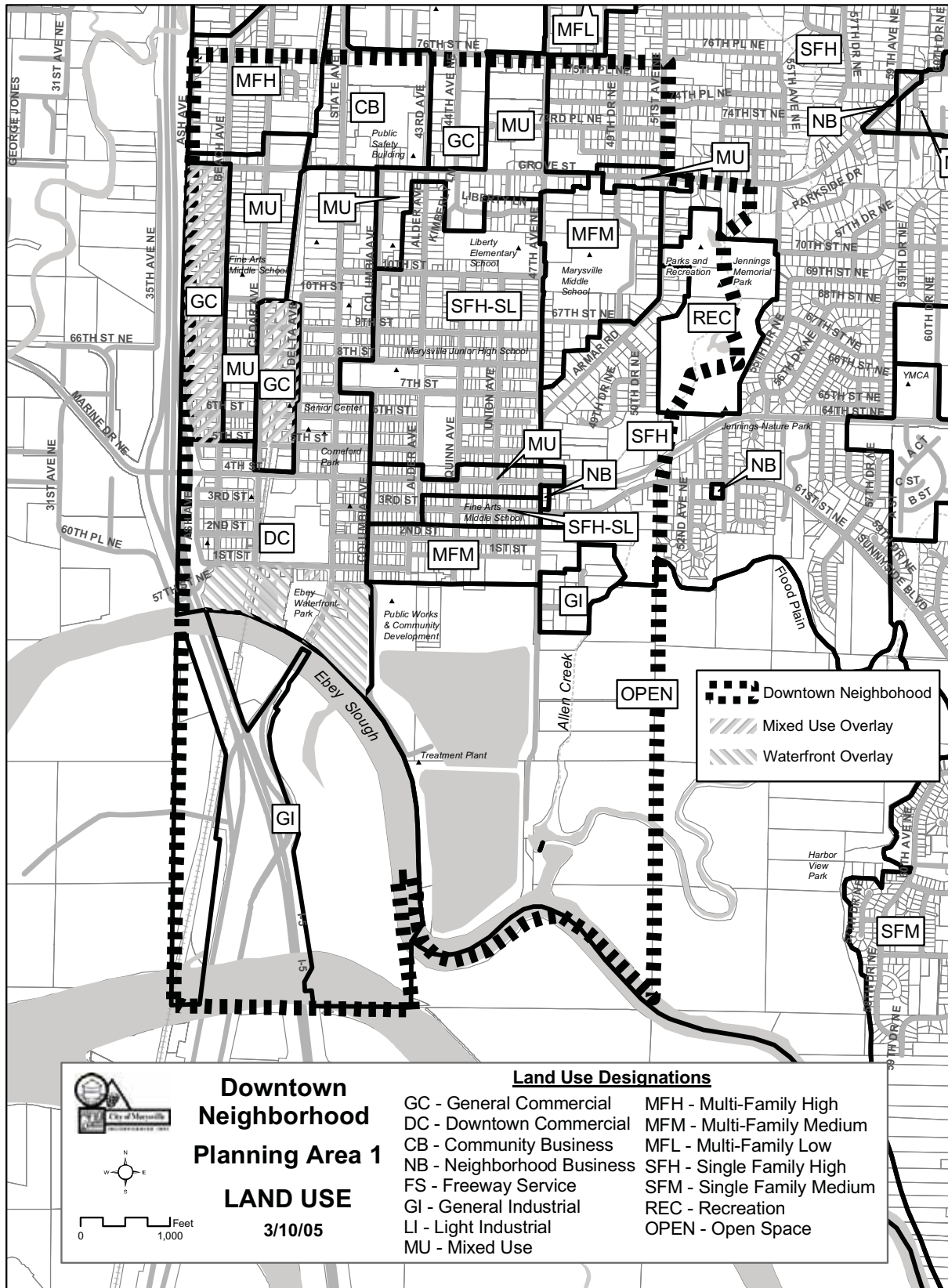
Figure 4-6 Neighborhood Planning Areas Map



Dwelling units, population, and employment summaries are shown in Table 4-8.

Table 4-8 Dwelling Units, Population, and Employment

Moderate Growth (UGA Expansion and Increased Densities)							
Planning Area	Acres	Dwelling Units (DU)		Population		Employment	
		2005	2025	2005	2025	2005	2025
1 – Downtown	968.0	2334	2758	6059	6931	4276	4641
2 – Jennings Park	806.6	2793	2998	8063	8638	447	448
3 – Sunnyside	779.7	415	968	1419	3022	120	134
4 – East Sunnyside	1585.3	910	4275	2349	11730	34	733
5 – Getchell Hill	1623.3	2082	4143	6284	11758	230	1270
6 – Pinewood	874.3	2629	3164	6971	8253	1135	1527
7 – Kellogg	1249.1	2864	3544	8491	10350	1634	1711
8 – Marshall	747.2	1795	2958	5138	7666	388	1168
9 – Shoultes	561.4	1579	1776	4819	5391	136	136
10 – Smokey Point	1858.8	834	982	2121	2417	2724	11965
11 – Lakewood	837.1	501	1909	1328	4274	462	3033
TOTAL	11890.7	18736	29475	53042	80431	11586	26766

Figure 4-7 Planning Area 1 – Downtown Neighborhood, Land Use Designations

PLANNING AREA #1: DOWNTOWN

The boundaries for the Downtown neighborhood are the south city limits at Ebey Slough, west to Interstate 5, east to the section line east of Allen Creek, and 76th Street along the north boundary.

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

Single and multi-family housing remain in close proximity to the business areas, offering a sizable customer base within walking distance. The density of these residential areas has the potential to be increased, but this should be done in a manner that does not destroy their pedestrian potential.

Downtown commercial should formulate a unique, attractive, and pleasant character that sets it apart from other commercial areas on State Avenue or elsewhere in the greater Marysville area. The Waterfront has the potential of becoming a destination unique not only to Marysville, but also singular in the Northwest — certainly between Vancouver and Seattle/Portland.

As recognition of the strategic importance of the Downtown in establishing Marysville's image and identity, the City completed a Downtown "Visioning" in the spring/summer of 2004 that is the basis for this subarea plan. The efforts of the citizen & business participants are reflected in the pursuant goals, policies and development standards.

I. Background and Purpose

The City of Marysville and the surrounding urban area have changed dramatically over the past decade. Rapid population growth has brought challenges and opportunities to the city. During the next 20 years, Marysville's population is expected to grow approximately 53%, from 53,000 to approximately 80,000 people. The City has engaged its citizens and businesses in an economic development strategy intended to help transform this bedroom community into a more balanced live-work environment with jobs to balance housing. Civic leaders are exploring opportunities to stimulate economic growth, ease traffic and congestion, transform the downtown/waterfront, improve neighborhoods, and deliver effective public services and infrastructure.



Figure 4-8 Fourth Street

This twenty year plan update provides an opportunity to revise the Comprehensive Plan to incorporate new directions and initiatives. Marysville's downtown embodies the image, identity and soul of the City. Revitalization of the downtown has been a key goal of City leadership and the City has planned and constructed key transportation, park and civic improvements over the past five years to realize this goal. The City will have completed a long list of public improvements within the Downtown by 2005 and local officials and citizens are anxious to enlist private property owners and developers in the continued redevelopment and revitalization of the downtown.

The first step in the comprehensive planning process is to collect and record the values and ideas of interested citizens and business leaders. As an initial step in identifying strategies for downtown redevelopment, the City conducted a "Visioning" process to identify issues and ideas that citizens and business wished the City to pursue in the plan update. The Downtown Vision document guides this subarea plan and the corresponding development regulations.

Many of the vision plan graphics and actions focus on the central business district within the downtown planning area boundary as those blocks were viewed as a focal point of activity within the Downtown. However, this subarea plan relates to both the central business district and surrounding neighborhoods (primarily single family) that comprise the downtown plan boundary.



Figure 4-9 Marysville Town Center Mall



Figure 4-10 Third Street



Figure 4-11 Third Street

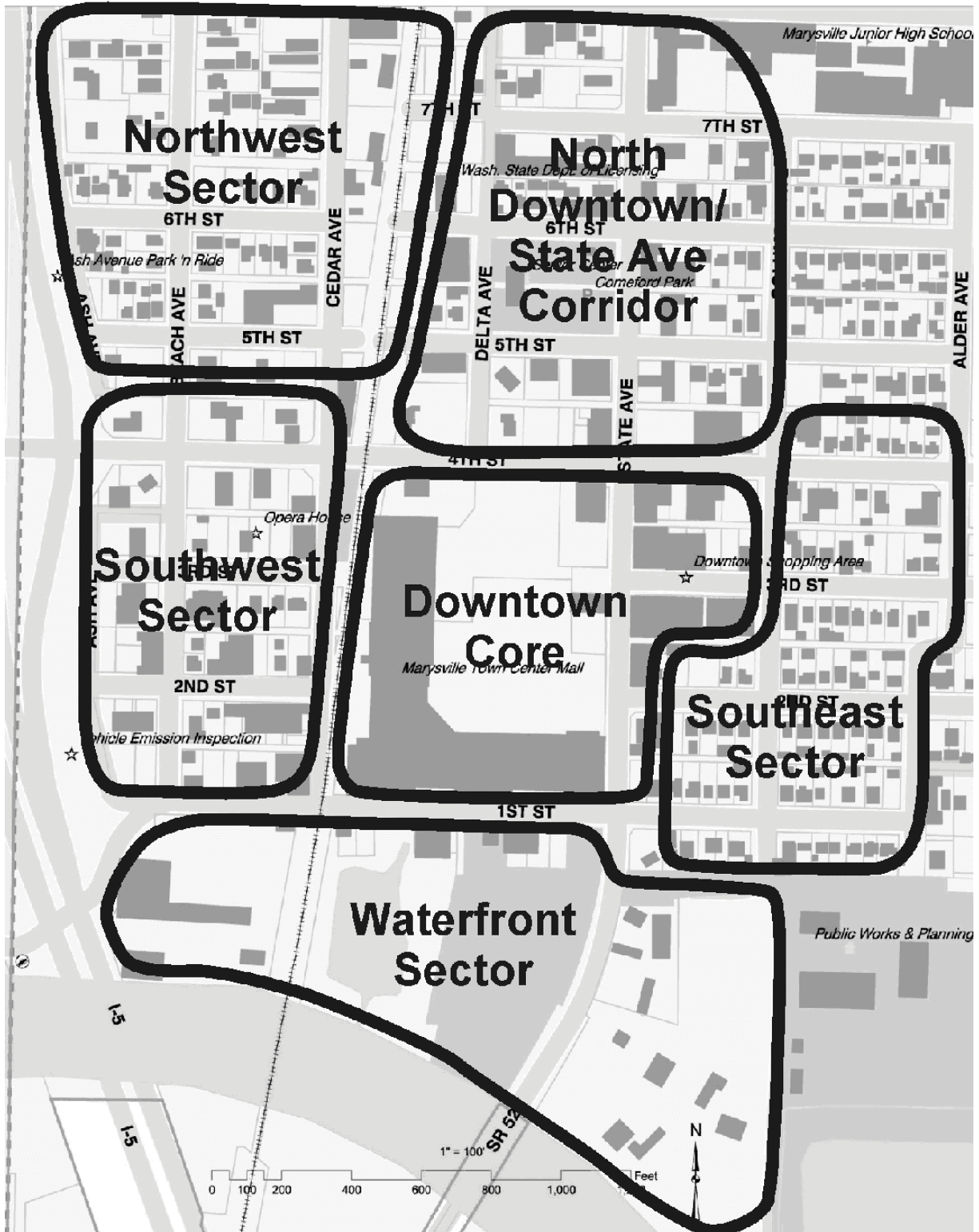


Figure 4-12 Downtown Visioning Study Area and Identified Sectors

II. Visioning Process



Figure 4-13 Walking Tour

The city hired MAKERS and appointed a Vision Committee:

April 28, 2004 – Visioning Committee meeting – introductions, discuss goals, expectations, schedule, plan for first workshop, preliminary brainstorming for the downtown area

May 19 – Workshop #1 – walking tour, slide show on keys to a successful downtown, mirror on the community, brainstorming session, small group work sessions (map exercises)



Figure 4-14 Map Exercise

May 26-Visioning Committee meeting – review workshop results, preliminary goals, preliminary downtown actions, discuss second workshop

June 24- Workshop #2 – present results of first workshop, present and discuss proposed actions and options, prioritize public improvements



Figure 4-15 Presenting the Results

III. Goals

Below is the list of overarching goals for enhancing downtown Marysville, based on community input.

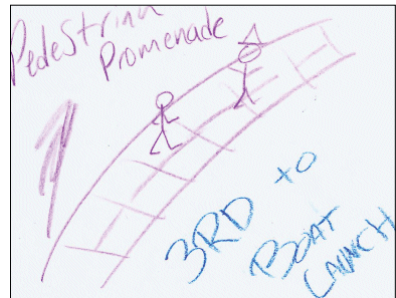
Land Use, Development, and Community Design

Upgrade the character and identity of downtown as the focal point of Marysville
Foster the creation of sub-districts within downtown with their own focus and character



Transportation and Streetscape

Enhance pedestrian and vehicular connectivity throughout downtown and to surrounding areas
Use unified streetscape elements to enhance the sense of identity of downtown

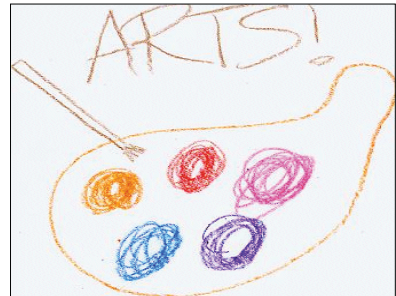


Civic, Social, and Cultural

Promote activities and improvements to foster a sense of community

Economic Development

Promote activities and improvements that enhance Marysville's economic vitality



IV. Key Downtown Vision Concepts



Figure 4-16 Pedestrian Friendly Redevelopment



Figure 4-17 Attractive Pedestrian Connections



Figure 4-18 Pedestrian-Oriented Mixed-Use



Figure 4-19 Pedestrian Friendly Redevelopment

1. Promote pedestrian-oriented redevelopment of the Town Center Mall.
2. Maintain and strengthen the "main street" character of 3rd Street between State and Columbia and State Avenue between 2nd and 4th Streets.
3. Provide a safe and attractive north-south pedestrian connection from Comeford Park (via Delta Avenue) through the Town Center Mall site to the planned riverfront park and boat launch.
4. Provide substantial landscaping and streetscape improvements on 4th Street through downtown to enhance the character and identity of downtown.
5. Foster a vibrant mix of uses in the southwest sector of downtown. Allow residential uses on the ground floor to complement other uses and add "around the clock" vitality to the area.
6. Promote the redevelopment of the riverfront properties with a mix of waterfront-oriented retail, office, and residential uses. Develop a continuous waterfront pathway with recreational amenities and ecological restoration.
7. Retain the historic residential scale and character of development in the southeastern sector of downtown east of Columbia Avenue.
8. Actively promote pedestrian-oriented mixed-use development surrounding Comeford Park.
9. Actively work with Sound Transit to encourage the development of a commuter rail station within downtown. Consider sites adjacent to the Town Center or between 5th and 7th Streets. Plan for "transit-oriented uses" surrounding such a rail station (this includes high intensity residential and supporting commercial uses).
10. Develop design standards and guidelines to upgrade the quality of development in the downtown area and incorporate design goals specific to individual sectors.

MARYSVILLE DOWNTOWN VISIONING Key Downtown Vision Concepts

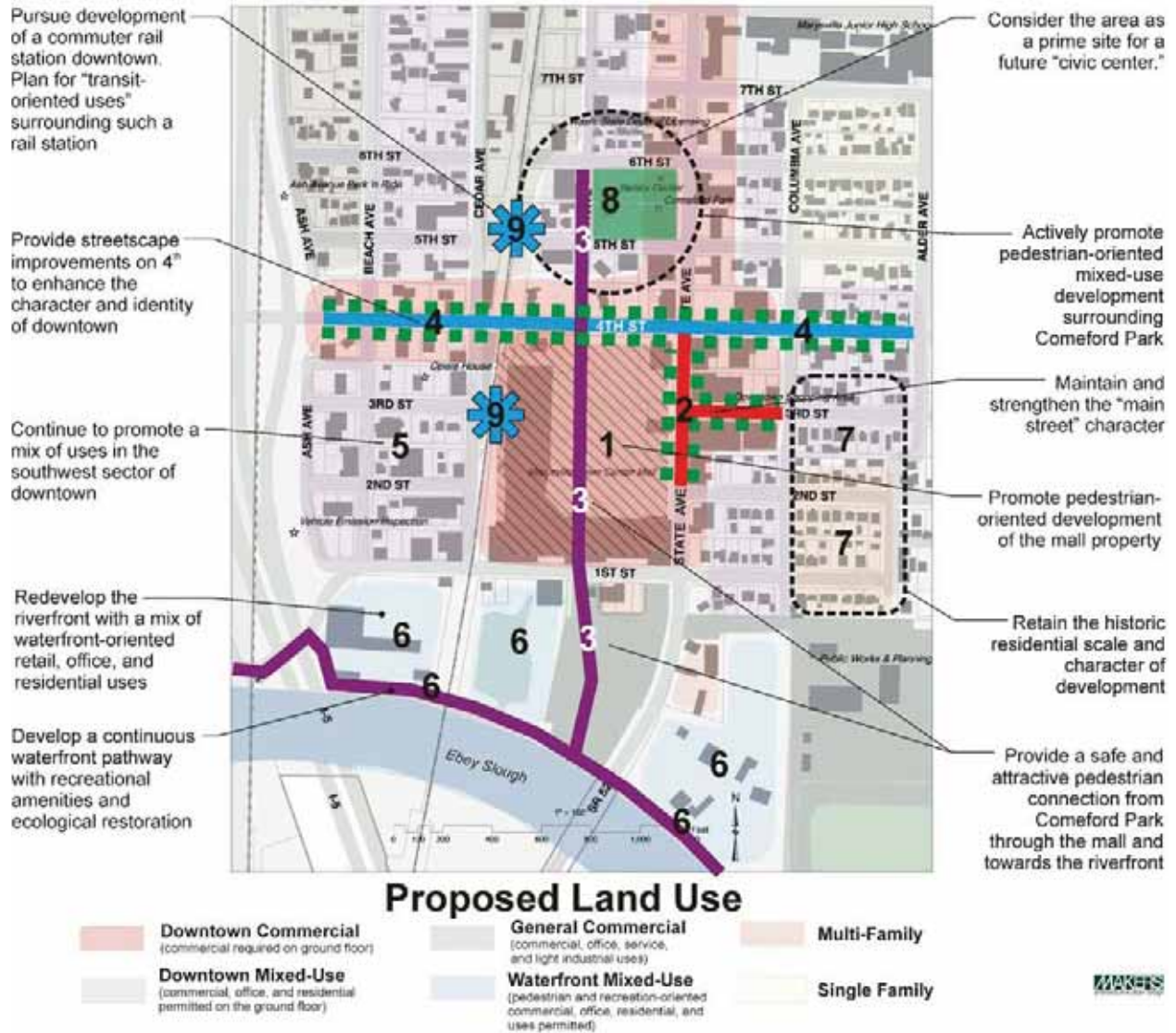


Figure 4-20 Downtown Vision Concepts

V. Downtown Actions



Figure 4-21 Pedestrian-Oriented Commercial Uses



**Figure 4-22
"Main Street"**



Figure 4-23 Centralized Plaza Space

A. Downtown Core Area

A-1. Continue to require commercial uses on the ground floor. Such uses are critical in developing a vibrant pedestrian-oriented city center. Existing zoning encourages office and/or residential uses on upper floors – which are important in adding “around-the-clock” vitality, providing more housing options, and supporting the street level retail uses. Retain the existing 85 foot height limits west of State Avenue to encourage multi-story mixed-use development.

A-2. Require pedestrian-oriented development along the west side of State Avenue when new development occurs on the mall site. The existing parking lots in this area detract from the historic “main-street” character of the area.

A-3. Develop a centralized pedestrian plaza to serve as the focal point on the mall site when the property redevelops. This could be along the 3rd Street corridor or along the proposed north-south pedestrian corridor.

A-4. Relax parking requirements on the mall site in order to encourage desired redevelopment.

A-5. Encourage mall owners to reconnect the historic street grid to the extent possible when redeveloping area to enhance connectivity and the pedestrian environment.

3rd Street and Delta Avenue are the most important streets. While these are likely to remain private streets, developers should be encouraged to develop them like public streets (on-street parking, sidewalks, street trees, etc.).

A-6. Reduce maximum height limits east of State Avenue from 85 feet to 65 feet to prevent out-of-scale buildings and provide a better transition to neighboring residential areas.

A-7. Provide “main street” improvements to 3rd Street between State and Columbia Avenues to enhance the character and liveliness of the area. This could include pavement, landscaping, street furniture, and/or lighting improvements.

A-8. Work closely with business owners to consolidate and enhance parking opportunities downtown – particularly east of State Avenue.



Figure 4-24 Downtown Actions



Figure 4-25 Residential Uses Allowed on the Ground Floor



Figure 4-26 Historic Character of Area

B. Southeast Sector

B-1. Expand the “Mixed-Use” zoned areas to include properties between State and Columbia Avenues, along 1st and 2nd Streets (properties facing State Avenue should remain “Downtown Commercial”) Continue to allow ground floor residential uses within the existing and proposed “Mixed-Use” zoned areas to enhance development options and concentrate retail uses in the Downtown Core.

B-2. Lower the height limit from 85 feet to 45 feet along 3rd Street between Columbia and Alder Avenues to retain historic single family residential character and scale.

B-3. Create design standards and guidelines to reinforce the historic character of the area. For example, pitched roofs, covered entries, and small front setbacks should be required in all new development.

B-4. Reduce parking requirements for small businesses. Allow on-street parking spaces which are located adjacent to proposed development sites to count in required parking calculations.

B-5. Lower the height limit from 85 feet to 65 feet along 4th Street east of Columbia Avenue and along 1st and 2nd Streets between State and Columbia Avenues to provide a more appropriate height transition to the residential area.

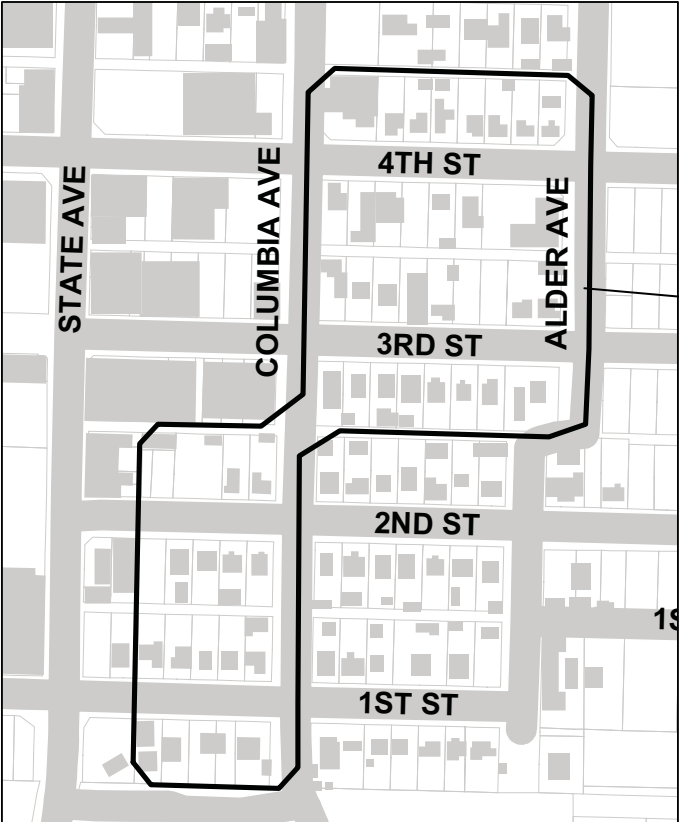


Figure 4-27 Expanded Mixed-Use Zone

Expand the Mixed-Use zoned area and allow ground floor residential uses

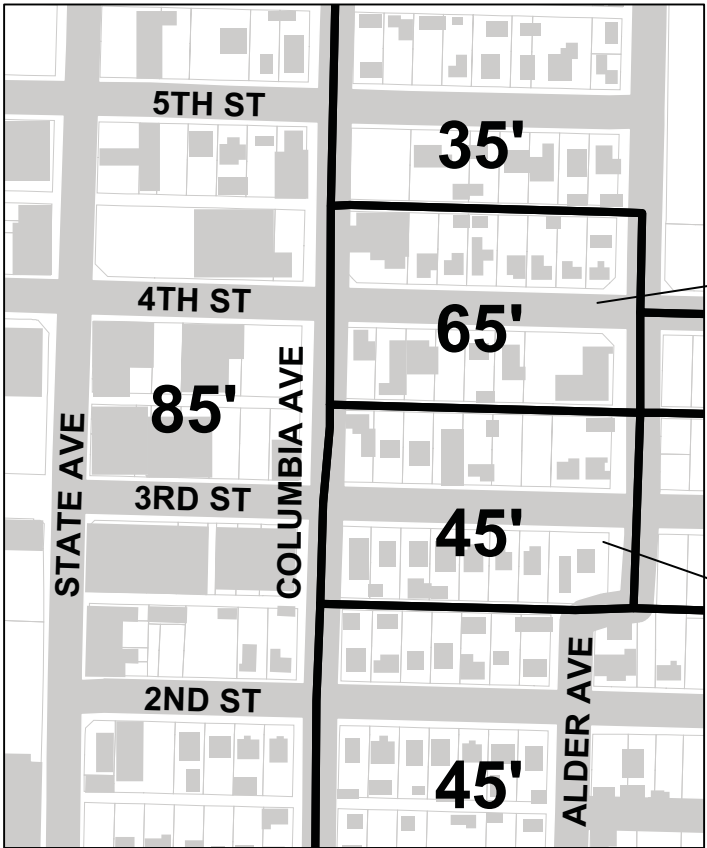


Figure 4-28 Height Limit Recommendation

Lower the height limit from 85' to 65'

Lower the height limit from 85' to 45'



Figure 4-29 The Vision for a Redeveloped Waterfront, Including Multi-Story Residential (Above), Commercial Uses (Below) and a Continuous Waterfront Pathway



C. Waterfront Sector

C-1. Retain existing Waterfront Overlay to promote a mix of uses and waterfront amenities that would complement the planned Ebey Slough Waterfront Park/Boat Launch. In addition to commercial and other uses now permitted in this overlay zone, allow for residential uses on upper floors.

C-2. Develop a continuous pathway along the waterfront that incorporates recreational amenities.

C-3. Provide design standards and guidelines specific to new waterfront development:

- Provide ecological restoration in the area between the slough and the development.
- Maintain public pedestrian access between 1st Street and the proposed waterfront pathway.
- Require architectural treatments that reduce the scale of large buildings and add visual interest.

C-4. Increase height limits to 85' on waterfront properties to promote desired multi-story mixed-use development.

C-5. Upgrade State Avenue between the SR 529 Ebey Slough Bridge and 1st Street to enhance the entry into downtown (roadway, sidewalk, landscaping, lighting, and/or art improvements).

C-6. Upgrade 1st Street (roadway, sidewalk, landscaping, and lighting improvements) to promote access to the planned Ebey Slough Waterfront Park/Boat Launch and to promote private investment in waterfront properties. Consider providing on-street parking opportunities.

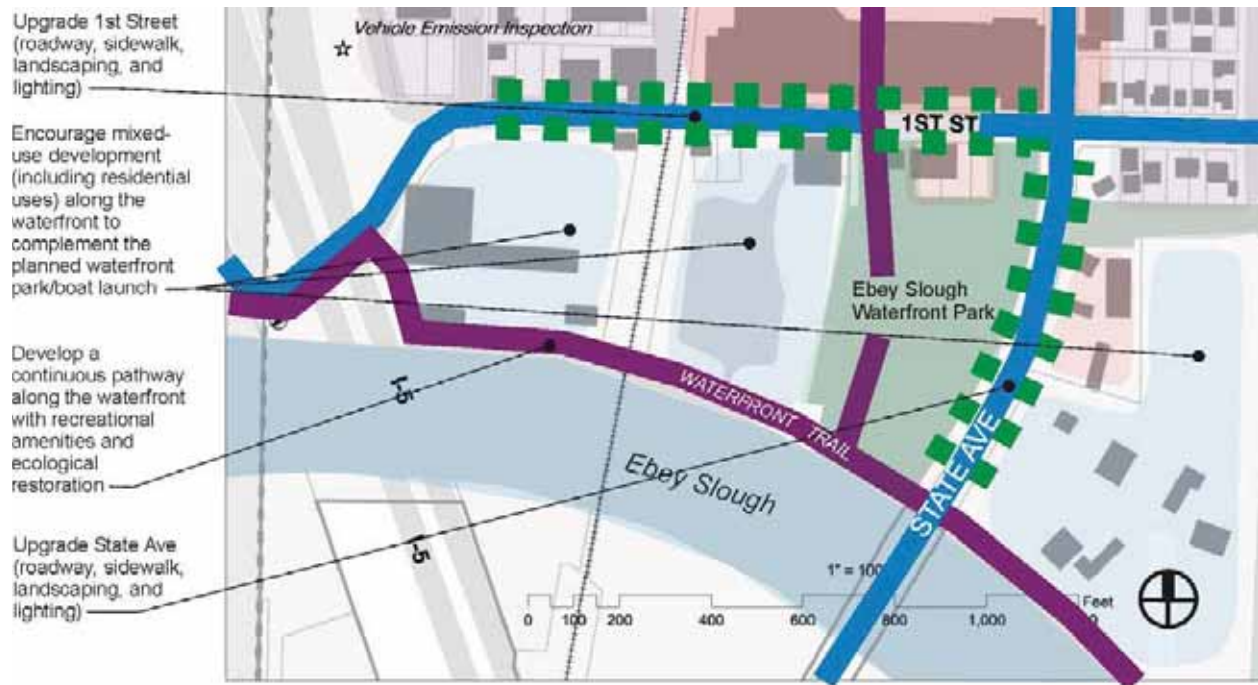


Figure 4-30 Waterfront Sector Actions



Figure 4-31 More Residential Uses are Encouraged

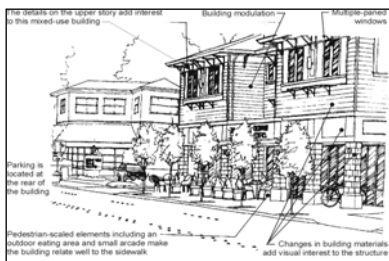


Figure 4-32 Example Design Guidelines to Improve the Quality of Development

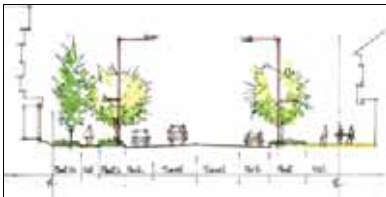


Figure 4-33 Street Improvements to Beach Avenue

D. Southwest Sector

D-1. Allow ground floor residential uses in to enhance development options and to promote “around-the-clock” activity. Continue to allow all other uses permitted in the current zoning designation.

D-2. Upgrade Beach Avenue to improve the character of the area (roadway, sidewalk, landscaping, parking and lighting improvements).

D-3. Maintain “Downtown Commercial” zoning along the 4th Street corridor, which will continue to allow the existing mix of restaurants and gas stations.

D-4. Incorporate the following design goals into the proposed design standards and guidelines:

- Prohibit blank walls facing the street.
- Encourage design details that add visual interest to the development.
- Prohibit blank walls facing the street.
- Require pedestrian-oriented facades for buildings that directly front onto the street. This includes transparent windows and doors, weather protection, and building entries from the sidewalk.
- Require architectural treatments that reduce the scale of large buildings and add visual interest.

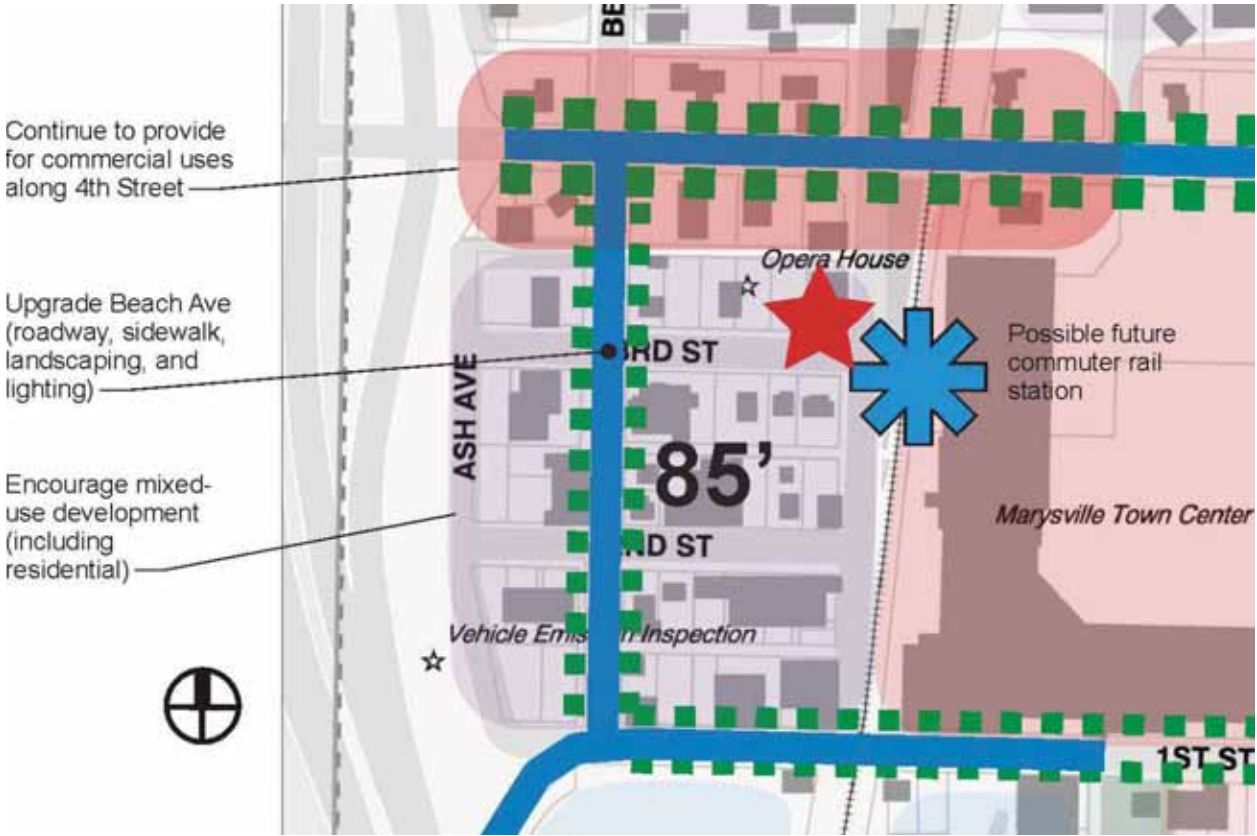


Figure 4-34 Southwest Sector Actions



Figure 4-35 Ground Floor Residential Uses in Designated Mixed-Use Areas



Figure 4-36 Commuter Rail Station

E. Northwest Sector

E-1. Continue to allow ground floor residential uses in designated Mixed-Use zoned areas to provide redevelopment options.

E-2. Retain the “General Commercial” designation and the “Mixed-Use” overlay to provide opportunities for commercial development while keeping the option open to transition over to pedestrian-oriented mixed-use development in the future.

E-3. If and when a commuter rail station is planned and funded for the area between 5th and 7th Streets, the City should plan for “Transit-Oriented Development” in the Northwest Sector. This includes a pedestrian-oriented mix of commercial, office, and residential uses. A public park, pedestrian plazas, and/or other pedestrian amenities would become high priorities. Pedestrian connections over the railroad at 5th and/or 6th Streets should be also provided in this option.

E-4. Incorporate the following design goals into the proposed design standards and guidelines:

Require landscaping buffers or other treatments that minimize the impacts of commercial uses on adjacent residential uses.

Outdoor storage areas should be screened from the street or adjacent residential uses by landscaping or other attractive architectural treatments.

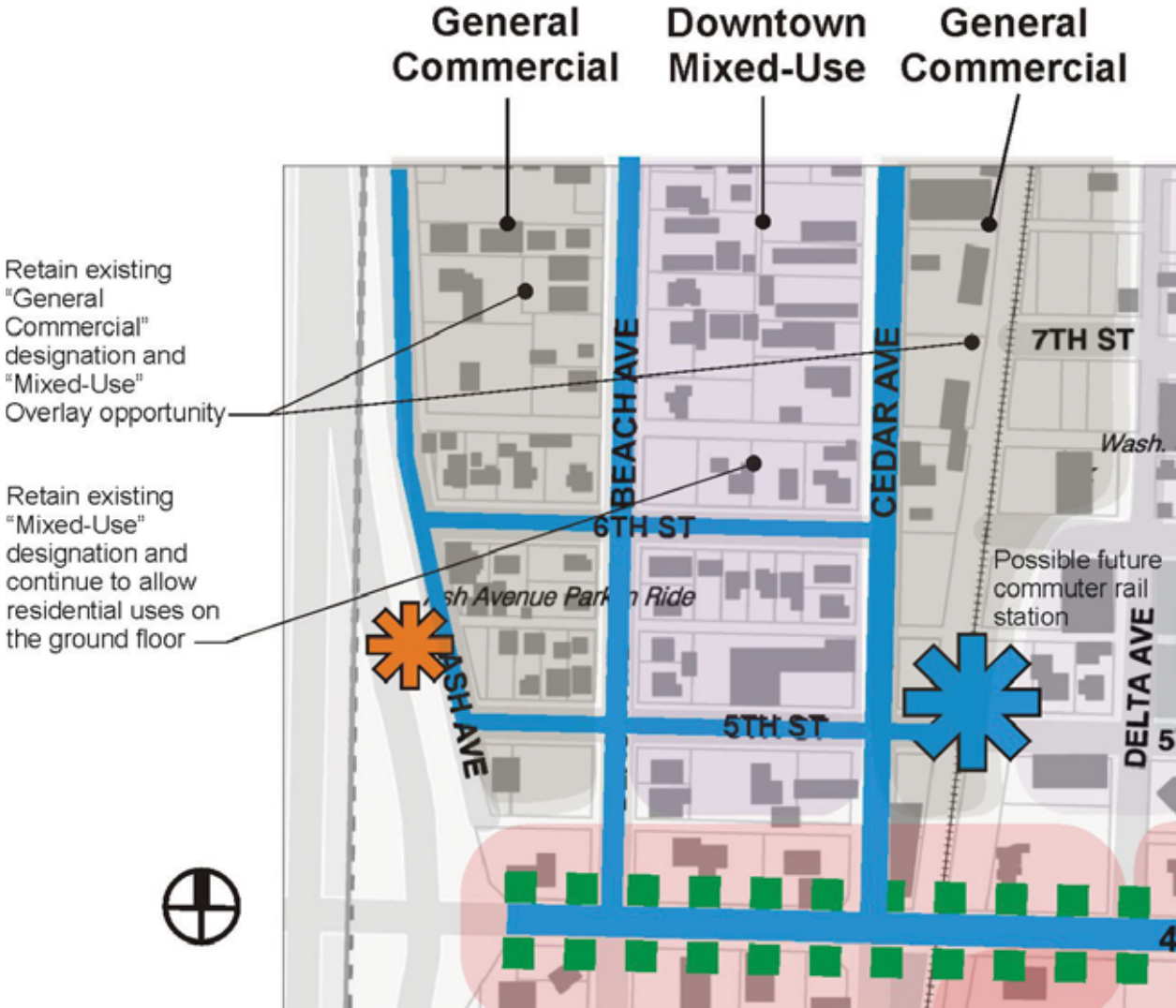


Figure 4-37 Northwest Sector Actions

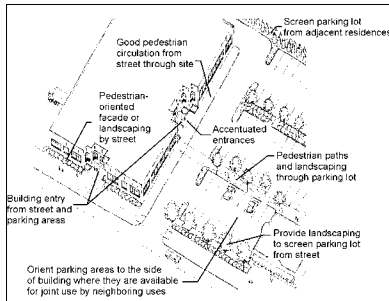


Figure 4-38 Design Guidelines to Improve the Quality of Development and Enhance the Character of the Area



Figure 4-39 Residential Uses off State Avenue

F. North Downtown/State Avenue Corridor

F-1. Continue to focus commercial uses on the ground floor along the State Avenue corridor.

F-2. Properties west of State Avenue and not located directly on State Avenue, should allow ground floor residential uses (they are now prohibited). This would add vitality to the area and provide more redevelopment options.

F-3. Consider the development of a “Civic Center” in the area around Comeford Park. This could consolidate City services in a visible site and add vitality to the park.

F-4. Upgrade Delta Avenue to improve the character of the area (roadway, sidewalk, landscaping, and lighting improvements) and the pedestrian connection between the Comeford Park area, the mall, and the waterfront.

F-5. Reduce maximum height limits east of Columbia Avenue from 85 feet to 65 feet to provide a better transition to neighboring residential areas (see Figure 4-32).

F-6. Properties along 5th, 6th and 7th Streets west of Columbia Avenue that do not face onto State Avenue (see Figure 4-31) should allow ground floor residential uses. The current Commercial has not stimulated commercial development of these properties (residential is the predominate use, most properties were developed prior to the current designation). Multi-family uses on these transitional properties would contribute to the vitality of downtown and provides more redevelopment options.

F-7. Incorporate the following design goals into the proposed design standards and guidelines:

- Require pedestrian-oriented facades for buildings that front directly onto the street. This includes transparent windows and doors, weather protection, and building entries from the sidewalk.
- Require small landscaped setbacks (about 10') for single purpose residential uses.
- Continue to require parking to the side of rear of buildings located on State Avenue.

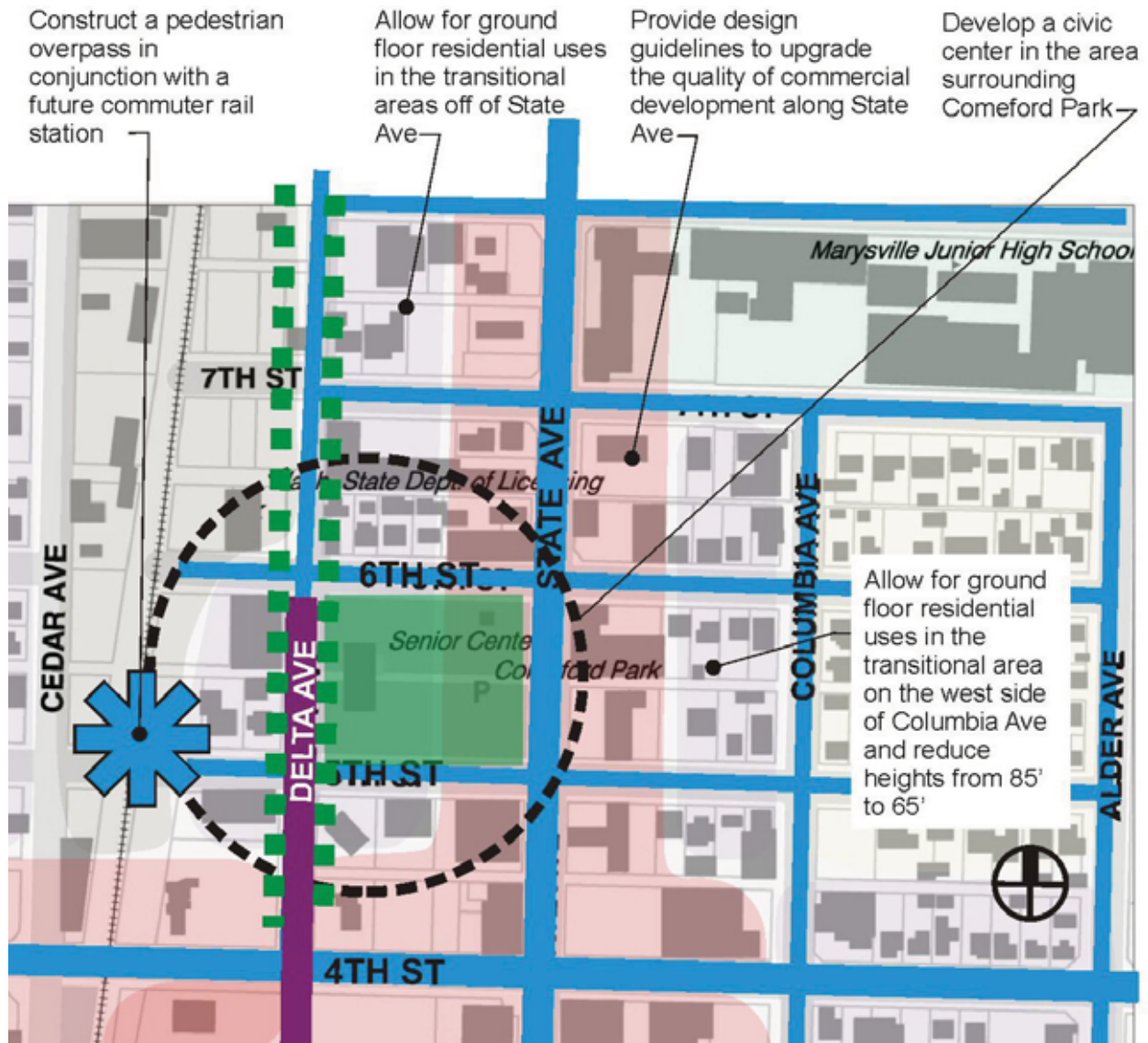


Figure 4-40 North Downtown/State Avenue Corridor Actions

G. Other Goals and Actions

G-1. Enhance Marysville Junior High School as a valuable asset to the downtown area and the community. Specific recommendations:

Upgrade the playfield and provide for shared use.

Provide opportunities for shared use of campus buildings and facilities. Shared use possibilities include classroom spaces, library, commons area, kitchen facilities, and auditoriums. Another possibility would be an integrated civic/school complex.

Upgrade the appearance of the school along the State Avenue corridor.

Improvements could include landscaping, lighting, and/or artwork

G-2. Upgrade sign regulations and guidelines to improve the quality of signage and enhance the visual character of downtown.

G-3. Preserve historic structures that contribute to the character of downtown Marysville. Top priorities include landmarks such as the water tower and the Opera House. The early 20th Century homes in east of Columbia Street are also important to Marysville's character.

G-4. Develop additional library services downtown.

G-5. Maximize efforts to provide arts, cultural, festival, entertainment, and recreational activities in public parks and spaces downtown. This includes concerts and other special events in the parks, open spaces and/or streets.

VI. Land Use

The Downtown includes 968 acres. Table 4-9 details the land use distribution in the Downtown Subarea.

Table 4-9 Downtown Subarea, Land Capacity, 2005 – 2025

Land Use Designation	GI	GC	CB	DC	NB	MU	MFM	MFH	SFH-SL	SFH	OS	REC	Pub	Total
Gross Buildable Acres	138.7	49.7	30.6	101.3	0.5	82.1	51.5	28.1	70.1	98.9	71.6	18.9	224.2	968.0
Buildable Acres	1.4	49.7	30.6	78.9	0.5	84	51.5	28.1	70.1	75.2	0	9.3	51.5	530.7
Existing DU's	1	142	76	180	0	546	379	199	435	373	3	0	0	2334
Existing Pop.	44	360	154	447	0	1373	900	467	1260	1044	9	0	0	6059
Existing Employees	249	705	397	1699	8	593	0	18	0	139	10	15	443	4276
Additional DU's	0	0	0	0	0	133	112	152	11	16	0	0	0	424
Additional Pop.	0	0	0	0	0	266	224	304	32	46	0	0	0	872
Additional Employees	9	99	29	179	0	49	0	0	0	0	0	0	0	365
Total DU's	1	142	76	180	0	679	491	351	446	389	3	0	0	2758
Total Population	44	360	154	447	0	1625	1124	771	1292	1091	9	0	0	6931
Total Employees	258	804	426	1878	8	642	0	18	0	139	10	15	443	4641

VII. Housing & Employment Analysis

Downtown area existing and planned dwelling units, population, and employment for 2005 and 2025 are shown in Table 4-10.

Table 4-10 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	2334	2758
Population Estimate	6059	6931
Employment Estimate	4276	4641

Figure 4-41 shows the general land use distribution for this neighborhood.

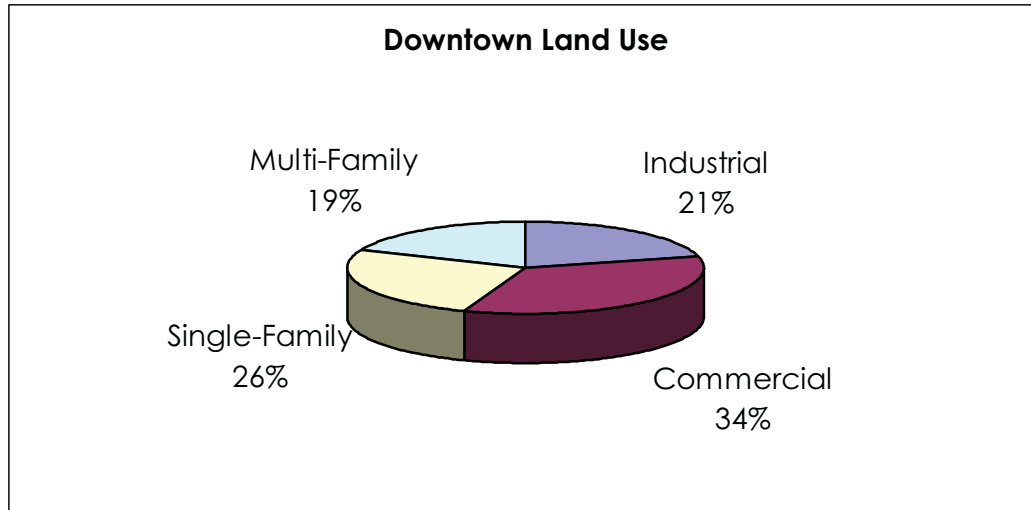


Figure 4-41 Downtown Neighborhood Land Use

VIII. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are shown in Table 4-11.

Table 4-11 Downtown Area Streets and Classifications

Street	Classification	Description/Comment
Interstate 5	Freeway	
SR 529*, south of Fourth Street (connecting to Everett)	Principal Arterial	Arterial streetscape
SR 528- Fourth Street (connecting I-5 to SR 9)	Principal Arterial	Arterial streetscape. Prioritize improvements from I-5 to State Ave as recommended in Section 5 of the Downtown Subarea Plan.
State Ave.*/Smokey Point Blvd., north of 4th St. (connecting to Arlington)	Minor Arterial	Arterial streetscape and rebuild of roadway completed in 2004.

Grove St.*, east of State Ave. [connecting State Ave to 67th Ave NE]	Minor Arterial	Arterial streetscape
Third Street, east of State Ave. [connecting to Sunnyside Blvd.]	Minor Arterial	
Cedar Ave [bypassing State Ave]	Collector Arterial	
Eighth Street	Collector Arterial	
47th Ave. NE [connecting 3rd and 84th Sts. NE]	Collector Arterial	
51st Ave NE*, north of Grove St. [connecting downtown with 172nd St. NE]	Collector Arterial	Arterial streetscape
Armar/51st Ave. NE*, south of Grove St.	Collector Arterial	Arterial streetscape

The City completed a key transportation improvement within the Downtown with the completion of the State Avenue roadway construction, from SR 529 to Grove Street in 2004. The State Avenue Improvement Project is a downtown beautification and revitalization effort that is a major milestone in the city's efforts to stimulate economic redevelopment and tourism in our downtown.

The work reconstructed and widened the five lanes to a uniform width; created wider, tree-lined sidewalks; relocated overhead utilities to side streets, alleys and underground; removed the traffic signal at Fifth Street and constructed a new traffic signal at Sixth Street; installed decorative street lighting. In addition, the project included replacement of an obsolete water main, repair of the sanitary sewer system, and construction of storm drainage improvements. Total design and construction costs for this project exceeded \$10 million and as such represents a huge public investment in the downtown. The City secured \$4.1 million in loans to complete financing for this project. These will require repayment with debt service, somewhat limiting the transportation projects that will be completed in the next few years.

b. Transportation Needs within the Subarea

Completion of the State Avenue project completed a key transportation improvement within the downtown. Projects listed here are identified within the Downtown Visioning and Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-12.

Table 4-12 Downtown Area Projects

Improvement	Description	Priority & Need	Estimated Cost
47 th Avenue NE and Third St	Install a new traffic signal and improve channelization	High Priority -LOS concurrency deficiency	\$200,000 – 6 year plan, funding anticipated within 6 years from transportation revenues.
State Avenue and SR 528	Construct an eastbound right turn lane.	High Priority – LOS deficiency (will improve capacity and operations at intersection)	\$250,000 – 6 year plan, funding anticipated within 6 years from transportation revenues.
SR 528 (Fourth St.) streetscape from I-5 to Fourth St. bridge	Streetscape improvements (lighting and landscaping)	High Priority for streetscape projects (identified in Downtown Visioning)	Cost unknown. Funding options could include developer/property owner improvements, RID, or other financing.
Third Street streetscape between State & Columbia	Streetscape improvements ("main street" improvements)	High Priority for streetscape projects (identified in	Cost unknown. Funding options could include developer/property owner

Aves.		Downtown Visioning)	improvements, RID, or other financing.
State Avenue, SR 529 bridge and City gateway	Streetscape improvements (roadway, sidewalk, landscaping, lighting, art) tying into bridge and City entry	Medium Priority (State Ave project completed in 2004); Must be coordinated with Ebey Slough bridge replacement.	Cost unknown. Coordinate with WSDOT regarding SR 529 Ebey Slough bridge replacement.
Beach Avenue, First to Fourth Street	Streetscape improvements (roadway, sidewalk, landscaping, parking, lighting)	Medium Priority	Cost unknown. Funding options could include developer/property owner improvements, RID, or other financing.

c. Strategies

Transportation Projects

A number of the projects listed above are unfunded. As a result, it will be especially important to work with property owners, citizens and outside agencies to explore opportunities for project financing. In some cases, a road improvement district (RID) or business improvement district (BID) may provide a mechanism for moving the projects forward. Other opportunities may emerge with redevelopment, although this is likely to occur in small segments. An initial priority, in areas where redevelopment is likely to occur on a parcel by parcel basis, will be to have a design completed to identify needed right of way and standards for each property to ensure construction to appropriate standards. If a design is not available, it may be more prudent to defer improvements and accept payment for future frontage improvements to be held until the entire block can be constructed.

Parking

The City conducted an inventory of downtown parking spaces between 2002 and 2004. This study is contained within the Appendices. The inventory provides a count of on-street parking facilities and conditions within the Downtown. It also included a parking utilization study of the Downtown.

The report included the following findings for downtown parking:

- There are approximately 1150 on-street parking spaces within the downtown. On average, 40% of these spaces are occupied. Out of the approximately 300 spaces within park and rides, 69% of the spaces were occupied on average.³
- 12:30 p.m. sees the highest rate of parking space occupancy on a given day; on-street parking spaces throughout the study area are half full. On average, one-third of parking spaces are occupied at 8:30 a.m. and 4:30 p.m. on a typical day.
- Parking in commercial areas is often used by business owners and employees; however, there appears to be sufficient parking remaining to accommodate additional demand.

³ Source: 1st day of 2003/2004 Study (Wednesday, 12/3/03 or 1/14/04) for each road segment

- The expansion of Ash Avenue Park and Ride seems to have substantially reduced usage of 8th and 9th Streets from Ash Avenue to the railroad.
- Parking on particular road segments has varied between 2002 and 2004 (the study period), but overall parking within the downtown core has remained relatively stable, and parking demand does not appear to be an issue from the standpoint of overall on-street capacity.

From this report, it can be concluded that there is a large supply of on-street parking facilities throughout much of the downtown. In addition, following the completion of the Ash Avenue Park and Ride expansion, a large number of parking spaces became available in the Downtown, easily accessible to properties within the Northwest sector of the Downtown Vision plan.

The issue of parking requirements for new business emerged as an issue and impediment to new business relocation and redevelopment within the downtown. As a result, this plan and accompanying standards provide new guidance for parking standards within the downtown. Taking into account, existing supply and utilization noted in the parking inventory, reduced parking ratios are recommended within sectors of the Downtown subarea. The effects of these parking ratios will need to be monitored closely over the next few years to ensure they do not subsequently introduce parking hardship for existing businesses and residents within the downtown. The parking study also identified additional opportunities for right-of-way improvements that could expand the number of on-street parking stalls. These improvements could be identified in the City's construction and maintenance plans for future construction if deemed appropriate. In addition, a parking management plan for the downtown which would the merits of timed or metered parking, permits and other tools may be warranted if problems arise.

Transit Facilities and Services within the Downtown Subarea

The Ash Avenue Park and Ride expansion was completed in 2003. The project increased the number of commuter parking stalls at this downtown park and ride facility from 50 spaces, south of Fourth Street to a total of 198 located on lots north and south of Fourth Street. The project also incorporated a pedestrian waiting area, bus shelter, pullout, sidewalks, lighting and landscaping to ash Avenue. The project also added 1,337 lineal feet of sanitary sewer and a sewer lift station in order to better serve nearby properties. The \$2.2 million Park and Ride expansion & improvements was funded by city of Marysville road and utility funds, Community Transit, WSDOT and the Federal Highway Authority.

Routes operated by Community Transit (CT) within the Downtown subarea are listed in Table 4-13.

Table 4-13 Community Transit Downtown Marysville Routes

Commuter Routes	Route #	Local Routes	
Marysville to Downtown Seattle	421	Lynnwood to Smokey Point	200/201/202
Stanwood to Downtown Seattle	422	Arlington to Everett Boeing	207/227
University of Washington to Marysville	821	Quil Ceda Village to Lake Stevens	221
		Marysville to Tulalip	222
		Stanwood to Everett Boeing	247

IX. Parks and Recreation

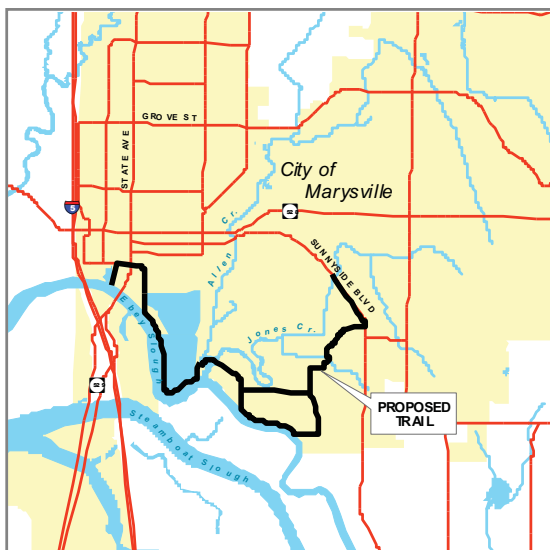
Marysville's downtown parks include Comeford Park, home of the Ken Baxter Senior Community Center (KBSCC), listed above, the Marysville Skate Park, and the Waterfront Boat Launch, which will be completed in 2005.

Comeford Park is the City's oldest municipal park, and in prior years was the home of City Hall, which included the original city jail facility. The park is 2.8 acres in size and includes picnic and playground facilities. It also serves as the site for a Farmer's Market in the summer, and as a community gathering place for various celebrations and festivals throughout the year.

In 2002, the City completed construction of a skateboard park at 1050 Columbia Avenue. The park is a 10,000 square foot skateboard facility with rails, ramps, pyramids, drop boxes, steps, and spectator area. The project drew support from local civic organizations, business leaders, individual donors and youth, in addition to funding approved by the City Council.

In 2005, the City will complete construction of a Waterfront Boat Launch at the northwest corner of First and State Avenue. This will provide waterfront access to Ebey Slough and provide a major recreational amenity in the Downtown. It will include a boat launch and docks, parking area, picnic and gathering areas, and waterfront trail.

The existing facilities provide a strong base for community services. Marysville's downtown, however, will also provide the community image and identify of Marysville to the region. As such, the downtown waterfront will play a key role in identifying Marysville as "the place to play" and help make Marysville a destination for area tourism and recreation. The Waterfront Boat Launch will become a central point for starting or ending a day of recreation in the City. This will be a trailhead for a regional east-west trail that will connect Marysville with the Tulalip Tribes to the west, Arlington to the north; and Lake Stevens to the southeast. Figure 9-2 in the Parks and Recreation Element provides a schematic of the trail systems in the UGA while Figure 4-42 illustrates the Ebey Waterfront Trail connection to the southeast and the Sunnyside neighborhood.



In order to engage its citizens and visitors within the Downtown, the City will also encourage introduction of urban amenities within the downtown. This will include placement of benches, landscaping, artwork, and other city comforts. One of the overriding goals for this plan update, is facilitating the development of quality urban places in the Marysville area. New growth can bring change – as a city, we wish to encourage change that makes the community a better place.

Figure 4-42 Overview Map of Ebey Waterfront Trail.

X. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the Downtown subarea. Their downtown facilities include Liberty Elementary School at 1000-47th Avenue NE; Marysville Middle School at 4923-67th Street NE; Marysville Junior High School at 1605-7th Street; and the Tenth Street School at 1010 Beach Avenue.

b. City Facilities & Landmarks

The City of Marysville relocated its city hall to 1049 State Avenue in 2003. This facility houses City Hall (Executive, Finance, Court and City Council public meeting facilities). The Police Department is located at the Public Safety Building at 1635 Grove Street. Parks and Recreation offices are at Jennings Parks, at 6915 Armar Road. City's Public Works and Community Development departments are located at 80 Columbia Avenue. The Ken Baxter Senior Community Center is located at 514 Delta Avenue in Comeford Park. These provide a wide range of facilities dispersed within the Downtown for Marysville citizens.

In 2001, the Marysville Water Tower was officially recognized and valued for its history, as opposed to its utility. This structure- the first reservoir for the City of Marysville, was initially erected to provide a water supply to local residents and businesses. Over the years, the structure became obsolete and in 2000, after reviewing the costs to make necessary safety improvements and maintenance, the City proposed its demolition. An outpouring of support from local citizens and the Marysville Historical Society resulted in the salvaging of the Marysville Water Tower located at Comeford Park. The tower was slated for demolition after engineers determined that the current structure was unsafe. Local attachment to the City's first water reservoir resulted instead in its reconstruction, paid for by the Marysville Historical Society, community and City. It remains now as a beacon for Marysville, for travelers on Interstate 5, residents and visitors to Downtown Marysville.

c. Water

Figure 4-43 identifies water lines within Downtown.

d. Sewer

Figure 4-44 identifies sewer lines within Downtown.

Figure 4-43 **Downtown Neighborhood Water Lines**

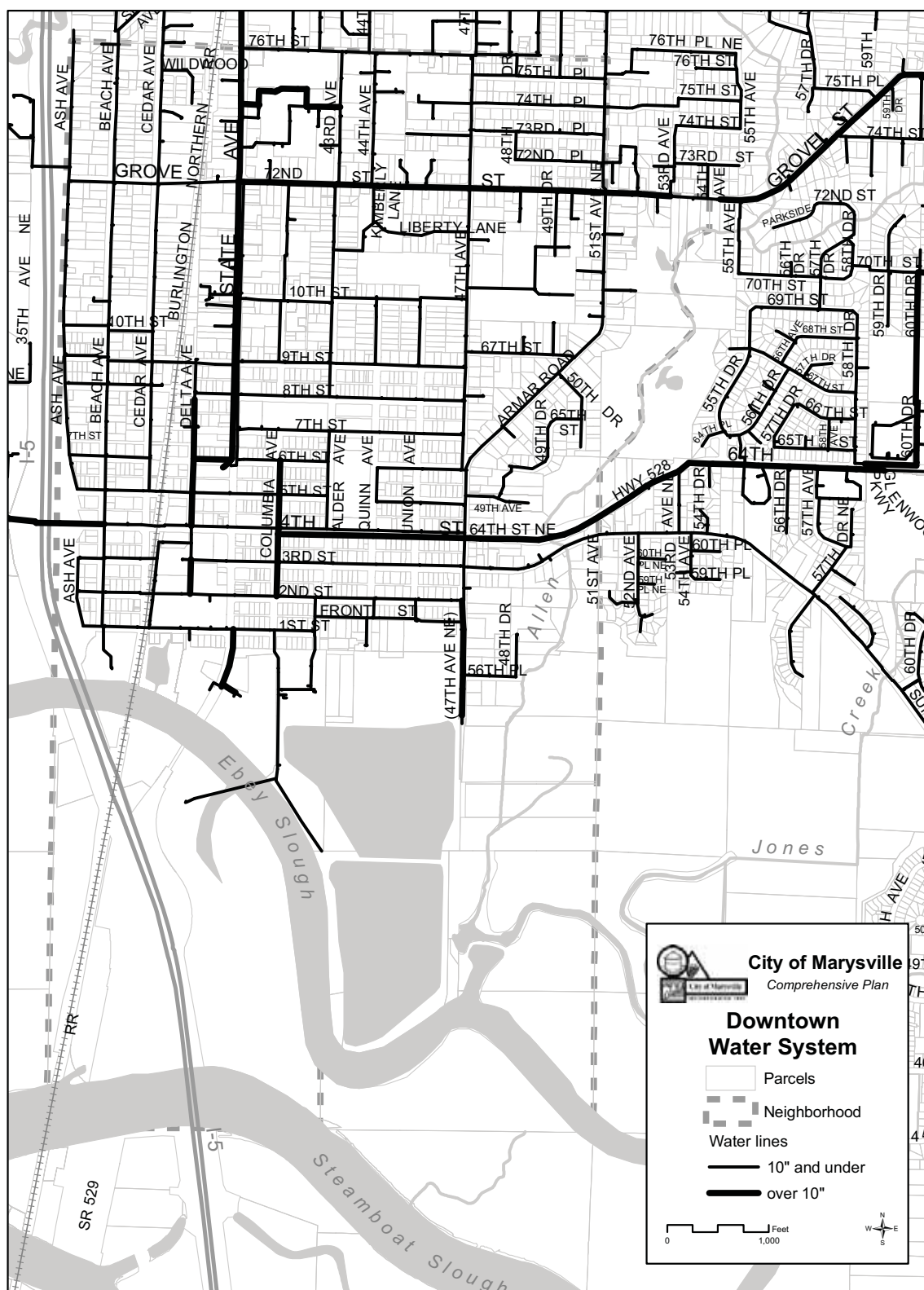
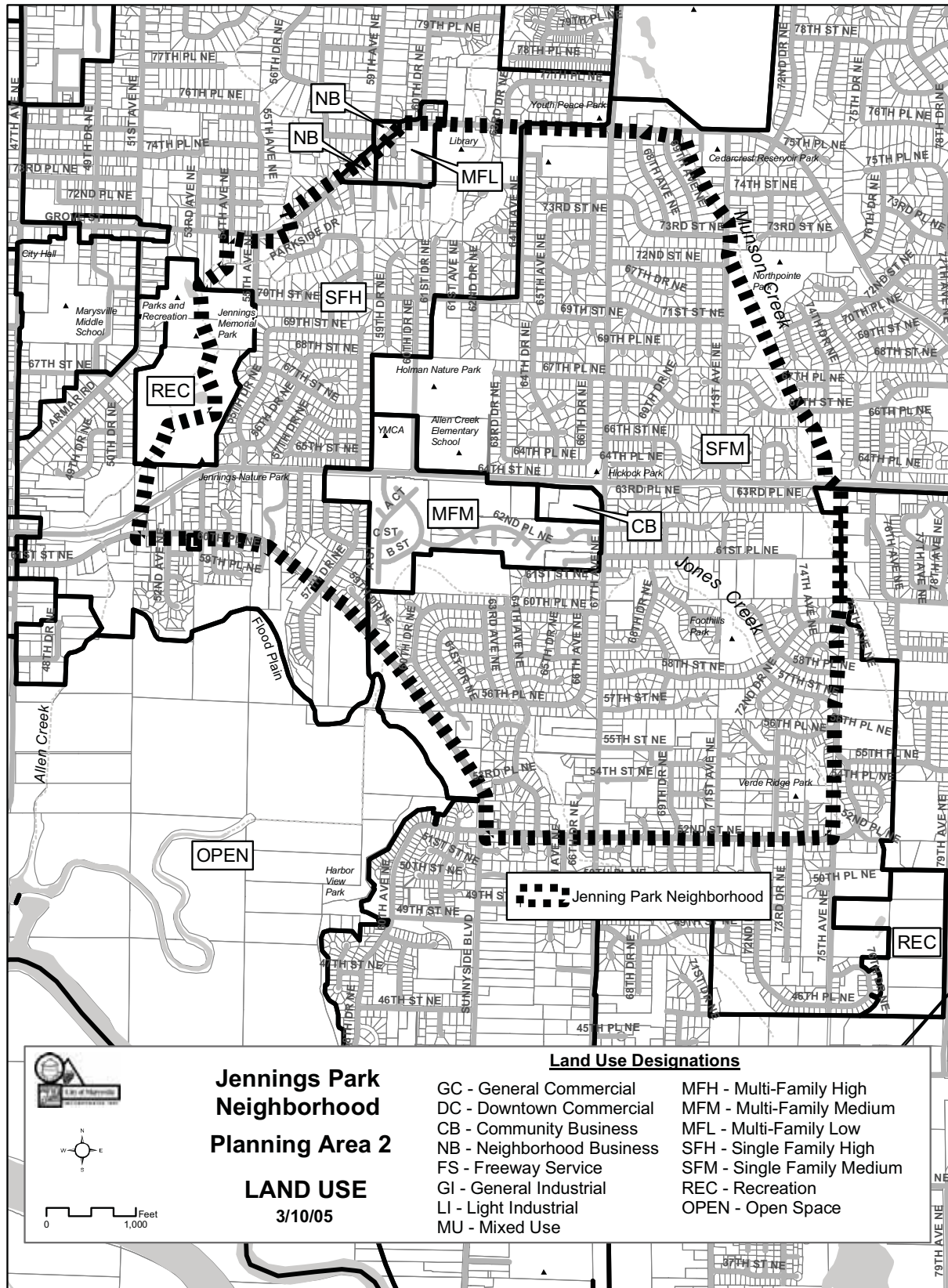




Figure 4-45 Planning Area 2 -Jennings Park, Land Use Designations



PLANNING AREA #2: JENNINGS PARK NEIGHBORHOOD

The Jennings Park neighborhood is bounded by Allen Creek on the west, 76th Street on the north, Munson Creek on the west, and 52nd Street on the south, and Sunnyside Boulevard on the southwest boundary.

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

I. Land Uses

This Planning Area is predominately single family residential with multi-family clustered along SR 528. High-density single family, permitting duplexes outright, is generally west of 64th/60th/ 56th Avenues NE and along Allen Creek; medium density is to the east. Medium density multi-family, currently used for mobile home parks and retirement homes is between SR 528, Sunnyside Blvd., Allen Creek and 67th Avenue NE. A Low-density multi-family area is located in the northernmost portion of the Planning Area, north of 74th St. NE. Table 4-14 details the land use distribution in this neighborhood.

a. Commercial

Community Commercial is planned for the intersection of SR 528 and 67th Avenue NE. Development of this site must also conform with the neighborhood commercial development policies contained herein. An existing Neighborhood Commercial site remains on Grove Street near 74th Street NE. The site of Neighborhood Commercial is close to multi-family.

b. Governmental

The city's new library is located in this Planning Area. It is just south of Grove Street near Allen Creek.

Table 4-14 Jennings Park Neighborhood, Land Capacity, 2005 – 2025

Land Use Designation	CB	NB	MFM	MFL	SFH	SFM	REC	Pub	Total
Gross Buildable Acres	6.1	1.2	40.9	7.8	191.5	461.4	29.5	68.2	806.6
Buildable Acres	5.7	1.2	28.9	7.8	120.4	336.8	4.6	18.4	523.9
Existing DU's	0	3	450	32	677	1629	0	2	2793
Existing Pop.	0	9	955	81	2029	4983	0	6	8063
Existing Employees	354	11	0	0	0	0	0	82	447
Additional DU's	0	0	0	22	36	147	0	0	205
Additional Pop.	0	0	0	44	104	426	0	0	575
Additional Employees	0	1	0	0	0	0	0	0	1

Total DU's	0	3	450	54	713	1776	0	2	2998
Total Population	0	9	955	125	2134	5409	0	6	8638
Total Employees	354	12	0	0	0	0	0	82	448

II. Housing & Employment Analysis

The land capacity analysis identifies 524 net acres for housing and employment within this neighborhood. Existing and planned dwelling units, population, and employment for 2005 and 2025 are shown in Table 4-15. The general land use distribution in the Jennings Park Neighborhood is shown in Figure 4-52.

Table 4-15 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	2793	2998
Population Estimate	8063	8638
Employment Estimate	447	448

This neighborhood has very little development and redevelopment potential. It is an area of relatively new housing development, most built within the past fifteen years.

This housing in this planning area is primarily single family. Larger apartment complexes are located along 64th Street NE (SR 528) and some smaller complexes on Grove Street, near the Marysville Library.

Commercial services include a community business use and three neighborhood business uses. The Thriftway Shopping Center includes a mix of food and retail shops at the southwest corner of 64th Street NE and 67th Avenue NE. Neighborhood business uses are located on Grove Street and Sunnyside Boulevard. The neighborhood business uses are at the edges of Neighborhoods 3 and 6.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are shown in Table 4-16.

Table 4-16 Jennings Park Neighborhood Streets and Classifications

Street	Classification	Description/Comment
SR 528- Fourth Street (connecting I-5 to SR 9)	Principal Arterial	Arterial streetscape.
Grove/76 th St. NE (connecting State and 67 th Aves)	Minor Arterial	Arterial streetscape
Sunnyside Blvd. (connecting downtown to Soper Hill Road)	Minor Arterial	
67 th Ave. NE*, south of SR 528 (connecting 44 th and 172 nd Sts. NE)	Collector Arterial	
52 nd St. NE, west of 67 th Ave. NE	Collector Arterial	

b. Transportation Needs within the Jennings Park Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-17.

Table 4-17 Jennings Park Neighborhood Projects

Improvement	Description	Timing & Need	Estimated Cost
SR 528- Fourth Street (connecting I-5 to SR 9)	Rechannelize to five lanes, east of Allen Creek bridge to 67 th Avenue NE		
Sunnyside Blvd and 52 nd Street NE	Install a new traffic signal	6 year TIP; LOS deficiency	\$200,000
Sunnyside Blvd. (52 nd Avenue NE to South City limits)	Widen to 3 lanes.	Capacity	\$3,700,000 (unfunded)

c. Transportation Strategies and IssuesTransportation Projects

There are only three projects listed within this neighborhood. The rechannelization of SR 528 and the Sunnyside Blvd./52nd Street signal are important improvements to serve growth outside this neighborhood. It will be important to identify mechanisms for funding Sunnyside Boulevard as high growth in adjacent planning areas will increase traffic on this street. Installation of the signal is a key priority for this area, as the intersection is currently below the accepted level of service.

Transit Facilities and Services within the Jennings Park Neighborhood

Community Transit (CT) operates a park and pool lot on the south side of 64th Street (SR 528) at the Marysville United Methodist Church located at 5600-64th Street NE. Routes operated by Community Transit (CT) within the Jennings Park neighborhood are listed in Table 4-18.

Table 4-18 Community Transit Routes – Jennings Park Neighborhood

Commuter Routes	Route #	Local Routes	
Marysville to Downtown Seattle	421	Quil Ceda Village to Lake Stevens	221
University of Washington to Marysville	821		

IV. Parks and Recreation

This planning area has an abundance of parks that contribute to the quality of this community. Marysville owns and operates Holman Nature Park, Foothills Park, Hickock Park, Jennings Memorial Park, Jennings Nature Park, Marysville Community Campus, and Verda Ridge Park. Park facilities within the Jennings Park subarea are listed in Table 4-19.

Table 4-19 Jennings Park Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Allen Creek Trail (Holman	Adjacent to 60 th Dr. NE	20	This park includes a trail and natural wetland areas.

Property)			
Foothills Park	59 th Street NE	11.6	This park includes picnic facilities and play area/equipment.
Hickock Park	SR 528 & 67 th Ave. NE	2	This park includes picnic facilities and play area/equipment.
Jennings Memorial Park	6915 Armar Road	20	This is a community park with a wide array of recreation facilities including trails, fields, picnic areas, play equipment, building use areas, restrooms, natural areas, petting zoo, gardens. It also serves as the headquarters for the City's Parks and Recreation Department.
Jennings Nature Park	SR 528 & 53 rd Avenue NE	31	This is an extension of the Jennings Memorial Park. The park includes a wide variety of facilities including trails, fields, picnic areas, restrooms, and natural areas.
Marysville Community Campus	67 th Avenue & Grove Street		This property provides soccer fields and a building for classes and rental. This is considered an interim use of the property until the City determines ultimate use.
Verda Ridge Park	5300 block of 73 rd Ave NE	1.8	This park has play area and equipment.

The YMCA is a private recreation facility located at 6420-60th Drive NE.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the neighborhood. Allen Creek Elementary School is located 6505-60th Drive NE.

b. Water

Figure 4-46 identifies water lines within the Jennings Park neighborhood.

c. Sewer

Figure 4-47 identifies sewer lines within the Jennings Park neighborhood.

Figure 4-46 Jennings Park Neighborhood Water Lines

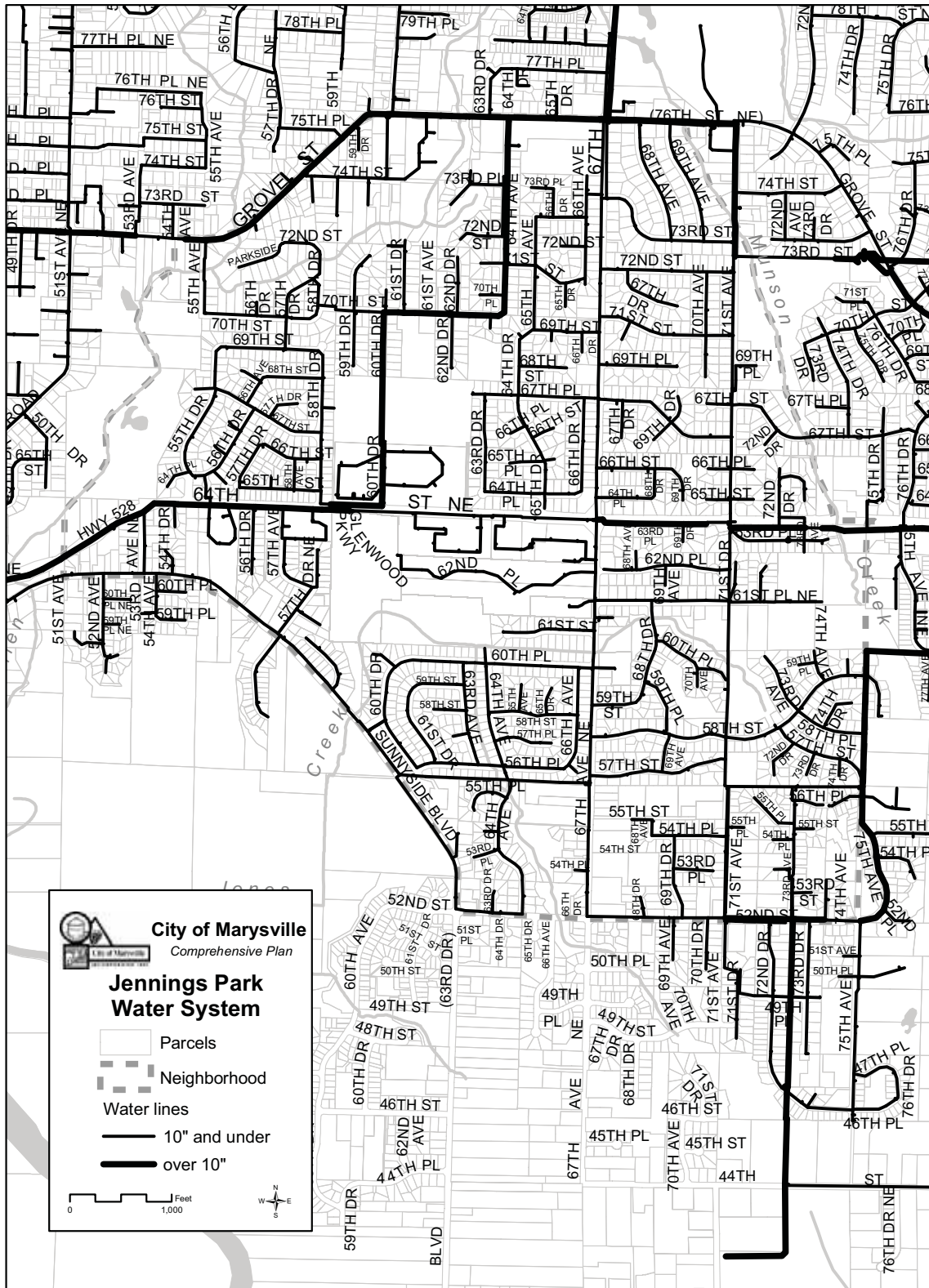
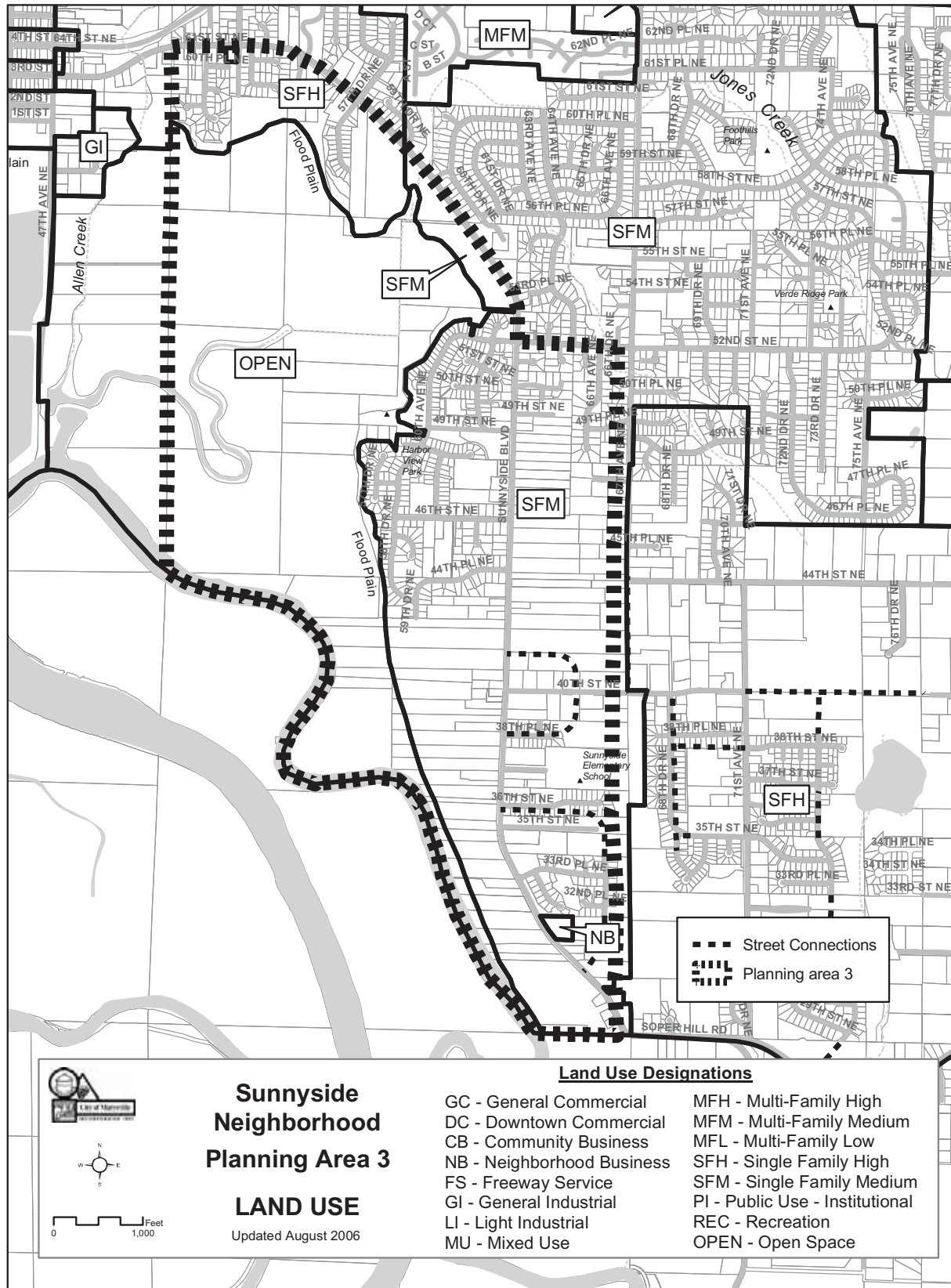




Figure 4-48 Planning Area 3 – Sunnyside Neighborhood, Land Use Designations



PLANNING AREA #3: SUNNYSIDE NEIGHBORHOOD

The Sunnyside neighborhood is defined by Ebey Slough and its floodplain on the east, Soper Hill Road on the south, and 67th Avenue NE to the east, while 52nd Street NE to Sunnyside Blvd forms the northerly boundary.

The area is characterized by stunning westward views, ravines, woods and the expansive Ebey Slough floodplain. Sunnyside is the name of the upland community that predates that of Marysville; the town's school system served Marysville residents until they began their own. Sunnyside Blvd. was the primary connection between Marysville and Everett until the 1920s. The Planning Area's boundaries are not exactly the same as those of the older community. The lowland portion of the planning area has been purchased for the purpose of flooding it to regain estuarine wetland habitat. The large wetland system, Ebey Slough will provide a valuable wetland and wildlife habitat. Combined with area parks and expansion of the Ebey Slough waterfront trail, this area can be a regional recreation destination for the Marysville community as well as visitors to our City. This would enable pedestrians and bicyclists to enjoy the area's beauty.

I. Land Uses

a. Residential

Single family residential is the predominant land use of this Planning Area. High density single family is located west of about 57th Dr. NE. High density single family permits duplexes outright. Medium density single family is located east of the ridge where the land falls off to the flood plain. Agricultural lands, potentially for small farms, remain west and south of Sunnyside Blvd.

b. Commercial

The configuration of this Planning Area as well as its relationship to other Planning Areas has resulted in the placement of Neighborhood Commercial at an existing site at the intersection of 53rd Ave. NE and Sunnyside Blvd.; and another future site in the 3100 block of Sunnyside Blvd. to serve the south.

c. Recreational

South and west of uplands, mirroring the line of Sunnyside Blvd. to Ebey Slough. Recreation would permit passive as well as active recreational uses such as sports fields, ball courts, golf courses, waterfront recreation, but not hunting.

Table 4- 20 details the land capacity for this neighborhood.

Table 4-20 Sunnyside Neighborhood, Land Capacity, 2005 – 2025

Land Use Designation	NB	SFH	SFM	OS	Pub	Total
Gross Buildable Acres	2.3	70.4	373.1	320.3	13.6	779.7
Buildable Acres	2.3	44.4	306.1	6.2	12.1	371.1
Existing DU's	3	93	316	1	2	415
Existing Pop.	9	282	1118	3	6	1419
Existing Employees	0	56	0	0	64	120
Additional DU's	0	71	482	0	0	553
Additional Pop.	0	206	1398	0	0	1604
Additional Employees	14	0	0	0	0	14

Total DU's	3	164	798	1	2	968
Total Population	9	488	2516	3	6	3022
Total Employees	14	56	0	0	64	134

II. Housing & Employment Analysis

The land capacity analysis identifies 371 acres for housing and employment within the neighborhood. Table 4-21 identifies the existing and planned dwelling units, population, and employment for 2004 and 2025.

Table 4-21 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	415	968
Population Estimate	1419	3022
Employment Estimate	120	134

This neighborhood is rapidly developing. General land use in this neighborhood is 99.5% single-family and 0.5% commercial. The availability of sewer services through large parts of Sunnyside is opening up residential development throughout this area. One neighborhood business use, the Boulevard Grocery is located at 53rd Drive NE and Sunnyside Boulevard. A future neighborhood business site is identified in the 3200 block of Sunnyside Boulevard.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-22.

Table 4-22 Sunnyside Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Sunnyside Blvd. (connecting downtown to Soper Hill Road)	Minor Arterial	Arterial streetscape
Soper Hill Road (connecting Sunnyside Blvd. and Hwy. 9)	Minor Arterial	Arterial streetscape
67th Ave. NE*, south of SR 528 (connecting 44th and 172nd Sts. NE)	Collector Arterial	Arterial streetscape
52nd St. NE, west of 67th Ave. NE	Collector Arterial	
44th Street, west of 71st Ave. (connecting 67th Ave NE)	Collector Arterial	

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-23.

Table 4-23 Sunnyside Neighborhood Projects

Improvement	Description	Timing & Need	Estimated Cost
Sunnyside Blvd and 52nd Street NE	Install a new traffic signal	6 year TIP; LOS deficiency	\$200,000
67th Avenue (South	Construct 8 foot shoulders lacking	Recommended 20	\$300,000

City limits to 88 th St NE)	curb, gutter and sidewalk	year improvements	
Sunnyside Blvd. (52 nd Avenue NE to South City limits)	Widen to 3 lanes with an exclusive bicycle lane.	Recommended 20 year improvements	\$3,700,000 (unfunded)

c. **Transportation Strategies and Issues**

The growth in Sunnyside is occurring at much higher rates here than in other parts of the city. Currently there is one primary arterial that serves the growing residential area - Sunnyside Blvd. No funding has been secured for this improvement. The pace of growth threatens to overwhelm this road, currently developed with minimal travel lanes, limited shoulder and to rural standards many decades ago. The City should consider formation of a road improvement district or special impact fee assessment for planning areas 3 and 4 to construct Sunnyside Blvd and complete the road extension of 67th Avenue NE and an additional east west connection. Otherwise, this road will not be planned or constructed to a standard to support the immediate growth that will occur in this area within the next six years. As part of this road is in County jurisdiction, the City should pursue formation of the RID or collection of the additional impact fee payments through an interlocal agreement with the County, or other mechanisms, such as a condition of a utility extension agreement. An increase in residential densities and UGA should only be proposed if transportation facilities can be enhanced by concurrent passage of the RID or impact fee assessments. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development as the existing road system is quite limited, and will be inadequate to handle future growth.

Transportation Projects

There are only three projects listed within this neighborhood. As the area develops, Sunnyside Boulevard will become a major thoroughfare for vehicles traveling to Interstate 5 and Everett. It will be important to identify mechanisms for funding Sunnyside Boulevard as high growth will increase traffic and additional lanes and a shoulder for pedestrian travel will be essential. Installation of the signal at 52nd Street NE & Sunnyside Boulevard is a key priority for this area, as the intersection is currently below the accepted level of service.

Transit Services within the Sunnyside neighborhood

There are no transit services within this neighborhood.

IV. Parks and Recreation



Figure 4-49 Harborview Park

This planning area has a community park, Harborview Park, Figure 4-49, that provides access to the Ebey Waterfront Trail as shown in Figure 9-2 of the Parks and Recreation Element of this plan. Existing facilities are described in Table 4-24 and are mapped in Figure 9-1 of the Parks and Recreation Element.

Ebey Slough and the Ebey Waterfront Trail are the area's greatest natural resource and are treasures for the Marysville community.

Table 4-24 Sunnyside Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Harborview Park	4700 block of 60 th Avenue NE	14	This park has play equipment, basketball courts, playfields, and access to the Ebey Waterfront Trail system.
Ebey Waterfront Trail	West of Sunnyside		This trail has been developed through the subdivisions of Harborview Village and Ebey Vista. It will continue along and through the floodplain and Ebey Slough linking to the downtown waterfront park.
Kiwanis Park	Adjacent to Sunnyside Elementary	5	This park has a trail system and natural areas.
Regan Property		37.2	Open space. Will become part of the Qwuloot wetland project.

The Tulalip Tribes own the majority of the floodplain property west of Sunnyside Boulevard through a Tribes/agency partnership created to mitigate the impacts of the Tulalip Landfill. The Tribes and partner agencies plan to breach the existing dikes and recreate an estuarine wetland habitat. This project has enormous potential for creating higher value wetland, fish habitat, and water quality benefits. The City is working to identify associated municipal projects and impacts and ensure a cooperative partnership to achieve community and regional goals. The City has identified a potential trail linking the Sunnyside area to

the downtown and Ebey Slough as shown in Figures 4-50. The creation of an estuarine wetland system could provide a valuable educational component to the trail system, by providing exposure to a more varied shoreline habitat along the Ebey Waterfront Trail.

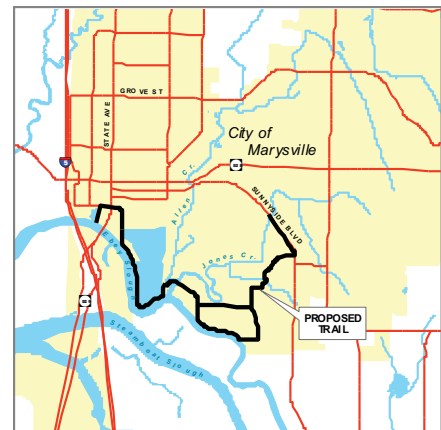


Figure 4-50 Overview of proposed trail connection

Figure 4-51 shows a cross

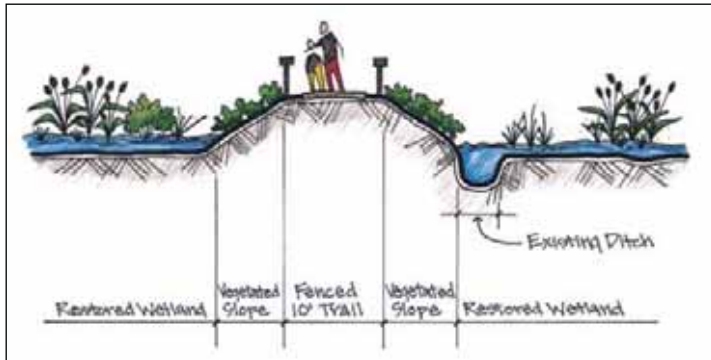


Figure 4-51 Cross-section of trail through proposed wetland restoration area

-section of the proposed Ebey Waterfront Trail through the proposed wetland restoration area.

The Ebey Waterfront Trail is currently being constructed just west of State Route 529. The trail will create a network of trails by connecting residential areas, Ebey Slough natural areas, and downtown Marysville, offering opportunities for walking, bicycling, skating, jogging, bird watching, interpretive education, and economic development.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the neighborhood. Sunnyside Elementary School is located 3619-63rd Avenue NE.

b. Water

Figure 4-52 identifies water lines within the Sunnyside neighborhood.

c. Sewer

Figure 4-53 identifies sewer lines within the Sunnyside neighborhood.

Figure 4-52 Sunnyside Neighborhood Water System

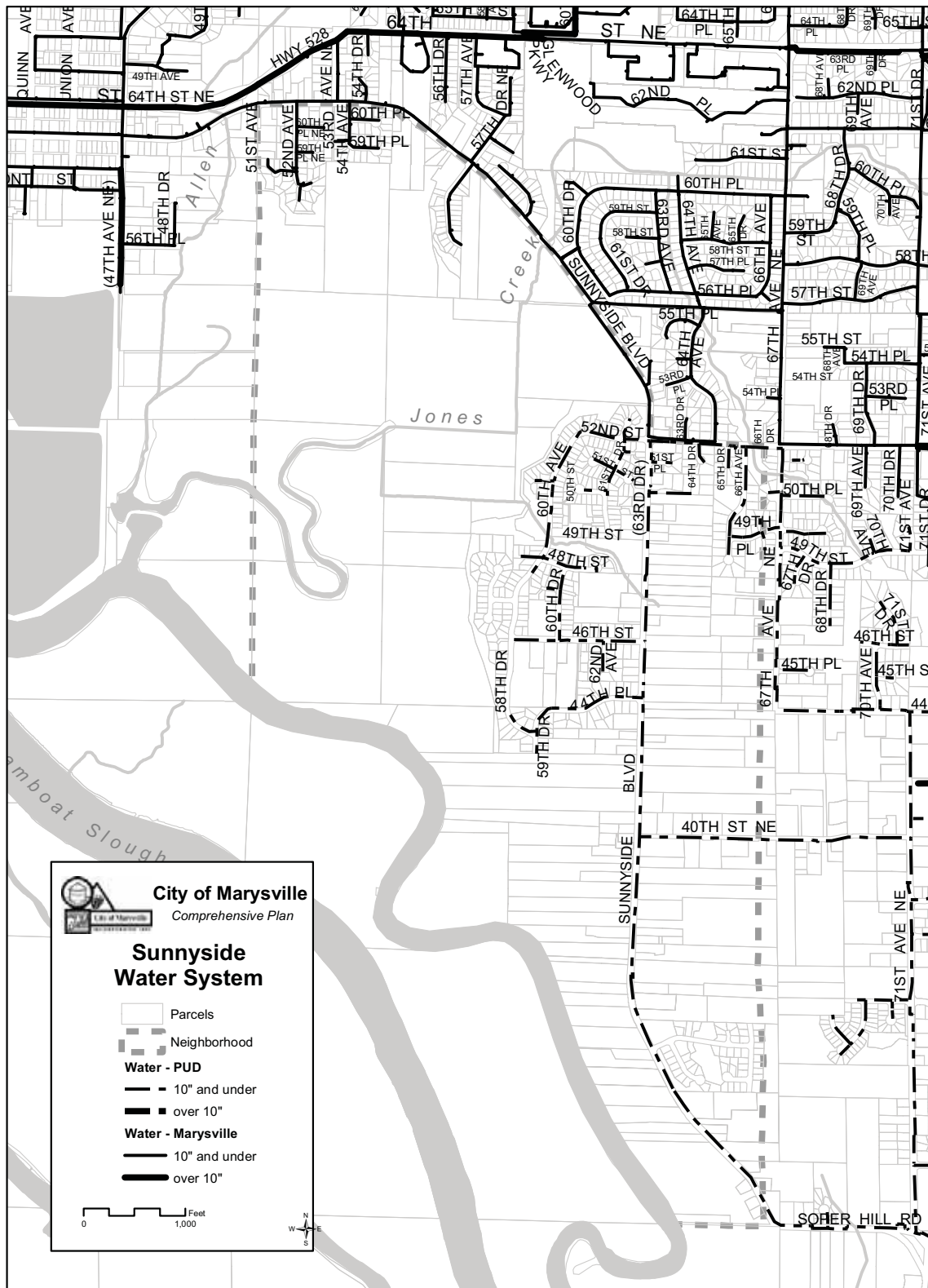


Figure 4-53 Sunnyside Neighborhood Sewer System

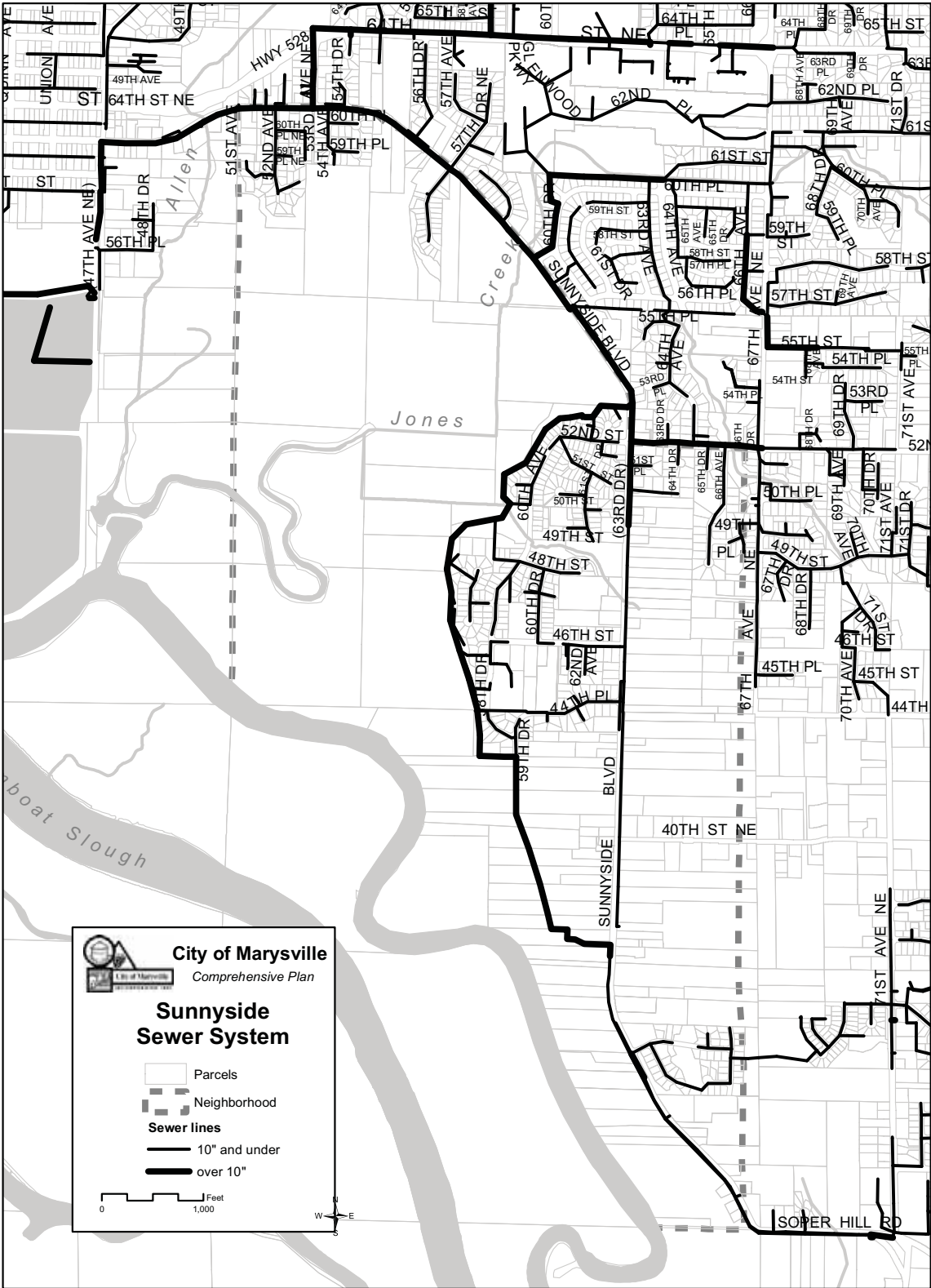
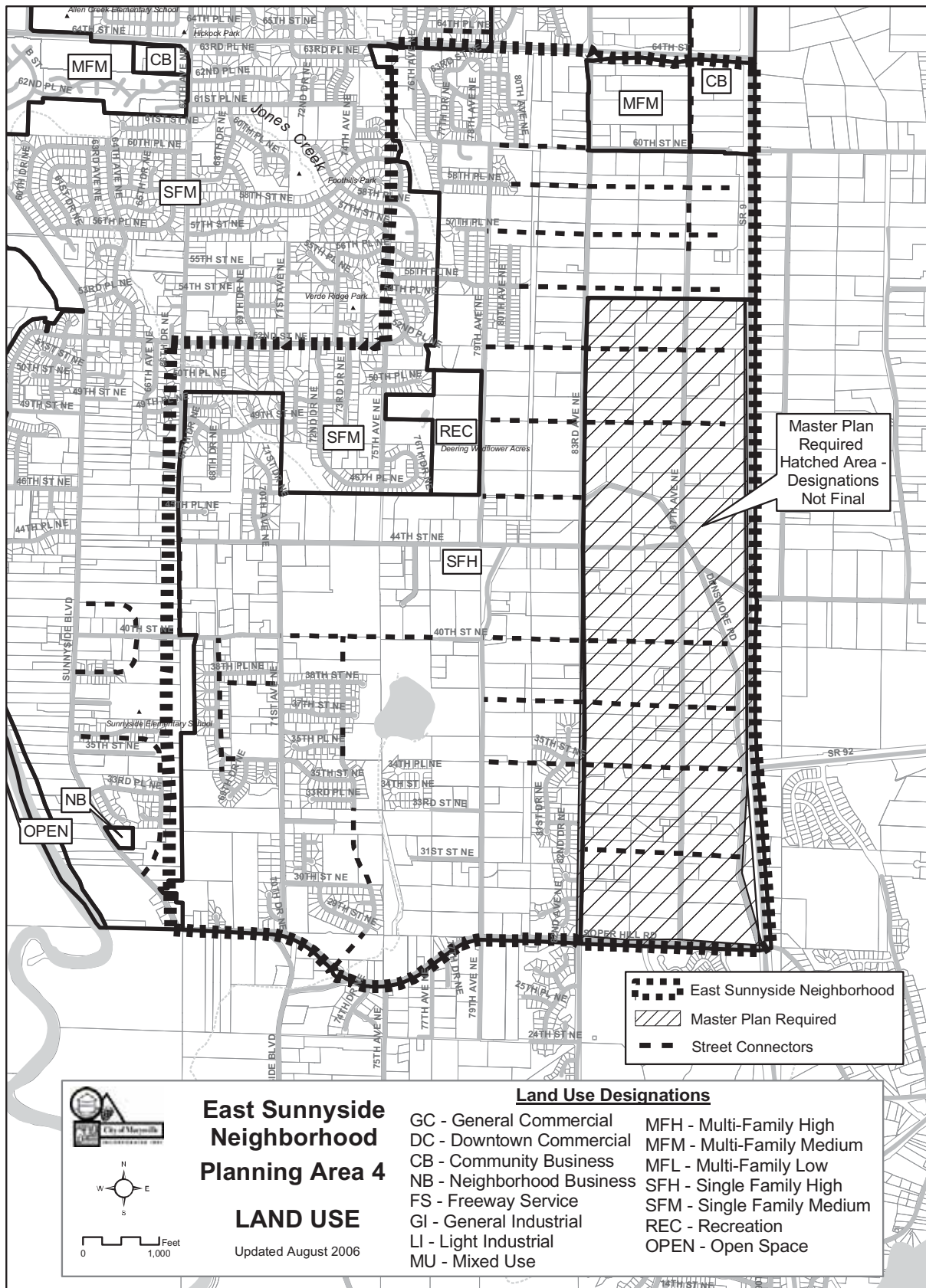


Figure 4-54 Planning Area 4 – East Sunnyside Neighborhood, Land Use Designations



PLANNING AREA #4: EAST SUNNYSIDE/WHISKEY RIDGE NEIGHBORHOOD

This neighborhood is the southeasterly corner of Marysville. It is bounded by Soper Hill Road, 83rd Avenue NE, 64th Street NE/SR 528, the section line, and 52nd Street NE. The East Sunnyside neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

I. Land Uses

a. Residential

High density single family, permitting duplexes outright, is in a north-south swath as well as the central area. Medium density single family residential is located in the southeastern, southwestern, and northwestern portions since these areas have more topographic features making them difficult to serve with utilities. Two small tracts of land with agricultural uses remain. One is located near the northwest corner of the intersection of Highway 9 and 28th Street NE. The other between 83rd Avenue NE and the power line easement at approximately 42nd Street NE. These potentially could be used for Small Farms.

b. Commercial

The East Sunnyside/Whiskey Ridge neighborhood includes approximately 1075 acres within the current UGA. A potential Neighborhood Commercial location is at the intersection of 44th Street NE and 71st Avenue NE.

Table 4-25 details the land use distribution for this neighborhood.

Table 4-25 East Sunnyside/Whiskey Ridge Neighborhood Land Capacity, 2005 – 2025

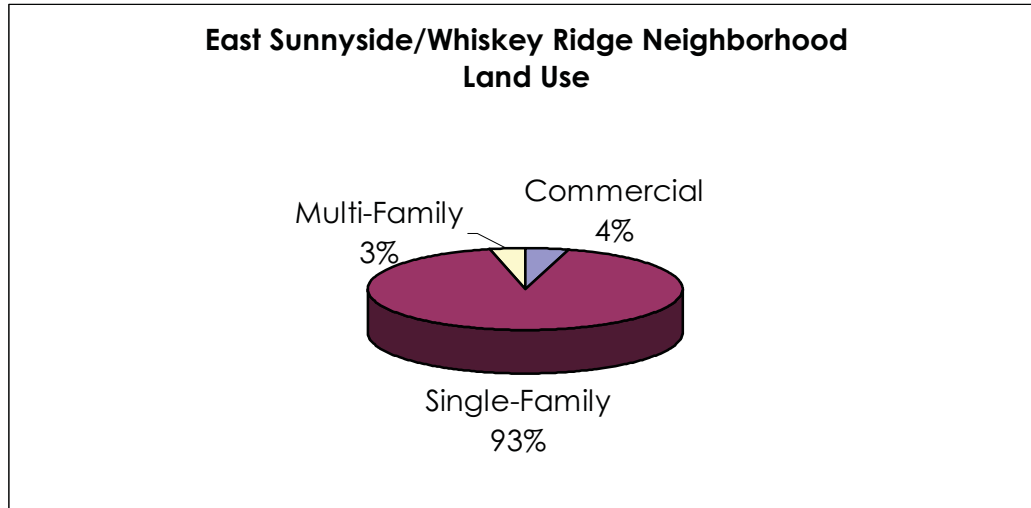
Land Use Designation	CB	MFM	SFH	SFH-SL	SFM	Rec	Pub	Total
Gross Buildable Acres	65.9	52.4	1277.9	0	110.9	30.3	47.9	1585.3
Builaible Acres	58.4	47.7	1098	0	107.4	22.9	37.9	1372.3
Existing DU's	2	14	678	0	208	1	0	910
Existing Pop.	0	0	0	1705	641	3	0	2349
Existing Employees	0	0	0	0	34	0	0	34
Additional DU's	0	419	2838	0	108	0	0	3365
Additional Pop.	0	838	8230	0	313	0	0	9381
Additional Employees	699	0	0	0	0	0	0	699
Total DU's	9	433	3516	0	316	1	0	4275
Total Population	0	838	8230	1705	954	3	0	11730
Total Employees	699	0	0	0	34	0	0	733

II. Housing & Employment Analysis

The land capacity analysis identifies 1253 net acres for housing within the neighborhood. Table 4-26 identifies existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-55 shows the general land use distribution for this neighborhood.

Table 4-26 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	910	4275
Population Estimate	2349	11730
Employment Estimate	34	733

**Figure 4-55 East Sunnyside/Whiskey Ridge Neighborhood Land Use**

This neighborhood is rapidly developing. The availability of sewer services through large parts of East Sunnyside is opening up residential development throughout this area.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-27.

Table 4-27 East Sunnyside/Whiskey Ridge Neighborhood Streets and Classifications

Street	Classification	Description/Comment
64 th Street/SR 528 (connecting Interstate 5 and Highway 9)	Principal Arterial	Arterial Streetscape
Sunnyside Blvd. (connecting downtown to Soper Hill Road)	Minor Arterial	Arterial streetscape
Soper Hill Road (connecting Sunnyside Blvd. and Hwy. 9)	Mnor Arterial	Arterial streetscape
44 th Street, west of 71 st Ave. (connecting 67 th Ave NE and 83 rd Avenue NE)	Collector Arterial	
71 st Avenue NE (connecting 44 th Street NE and Soper Hill Road)	Collector Arterial	
83 rd Avenue NE (connecting Soper Hill Road to potentially 108 th Street NE)	Collector Arterial	

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in the Table 4-28.

Table 4-28 East Sunnyside/Whiskey Ridge Projects

Improvement	Description	Timing & Need	Estimated Cost
SR 528 (83 rd Avenue to Hwy 9)	Widen to 5 lanes with an exclusive bicycle lane.	Capacity	WSDOT
67 th Avenue (South City limits to 88 th St NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk	Recommended 20 year improvements	\$300,000
67 th Avenue NE (44 th Street NE to Soper Hill Road)	Extension of road.	Area mobility; Recommended 20 year improvement	Snohomish County
Sunnyside Blvd. (52 nd Avenue NE to South City limits)	Widen to 3 lanes with an exclusive bicycle lane.	Recommended 20 year improvements	\$3,700,000 (unfunded)

c. Transportation Strategies and IssuesTransportation Projects

There are four projects listed within this neighborhood. As the area develops, Sunnyside Boulevard will become a major thoroughfare for vehicles traveling to Interstate 5 and Everett. It will be important to identify mechanisms for funding Sunnyside Boulevard as high growth will increase traffic and additional lanes and a shoulder for pedestrian travel will be essential. Installation of the signal at 52nd Street NE & Sunnyside Boulevard (listed in Sunnyside Projects, Table 4-25) is a key priority for this area, as the intersection is currently below the accepted level of service.

The growth in Sunnyside is occurring at much higher rates here than in other parts of the city. Currently there is one primary arterial that serves the growing residential area Sunnyside Boulevard. No funding has been secured for this improvement. The pace of growth threatens to overwhelm this road, currently developed with minimal travel lanes, limited shoulder and to rural standards many decades ago. The City should consider formation of a road improvement district or special impact fee assessment for planning areas 3 and 4 to construct Sunnyside Boulevard and complete the road extension of 67th Avenue NE and an additional east-west connection. Otherwise, this road will not be planned or constructed to a standard to support the immediate growth that will occur in this area within the next six years. As part of this road is in County jurisdiction, the City should pursue formation of the RID or collection of the additional impact fee payments through an interlocal agreement with the County, or other mechanisms, such as a condition of a utility extension agreement. An increase in residential densities and UGA should only be proposed if transportation facilities can be enhanced by concurrent passage of the RID or impact fee assessments. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development as the existing road system is quite limited, and will be inadequate to handle future growth.

Transit Services within the Sunnyside Neighborhood

There are no transit services within this neighborhood.

IV. Parks and Recreation

This planning area has two park sites, Deering Wildflower Acres and a potential site at the Sunnyside Wells Reservoir, as listed in Table 4-29. There is potential for a trail along the power line easement and also potential connection to the Centennial Trail as well as the Ebey Waterfront Trail. Figure 9-2 in the Parks and Recreation Element illustrates existing and proposed trail systems in the UGA.

Table 4-29 East Sunnyside/Whiskey Ridge Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Deering Wildflower Acres	4708-79 th Avenue NE	30	This park offers trails, natural areas, a meeting room and caretaker's quarters.
Sunnyside Well site	40 th Street NE & 71 st Avenue NE	31	This site is undeveloped and owned by the Marysville utility fund.

VI. Public Services and Facilities

a. Schools

Two school districts serve this neighborhood. The Marysville School District provides school service generally west of 75th Avenue NE and the Lake Stevens School District provides service east of 75th Avenue NE.

b. Water

Figure 4-56 identifies water lines within the East Sunnyside/Whiskey Ridge neighborhood.

c. Sewer

Figure 4-57 identifies sewer lines within the East Sunnyside/Whiskey Ridge neighborhood.

VII. Annexation and Development Strategies

UGA expansions within this neighborhood shall be subject to completion of a master plan for area development. The master plan should result in a land use mix consistent with the city housing mix goals and reflect a variety of housing types and densities. A target mix was estimated in the comprehensive plan for the purposes of estimating buildable land capacity for this neighborhood. This should be used as guidance in determining final land use classifications. Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's master plan for the area.

Figure 4-56 East Sunnyside/Whiskey Ridge Neighborhood Water System

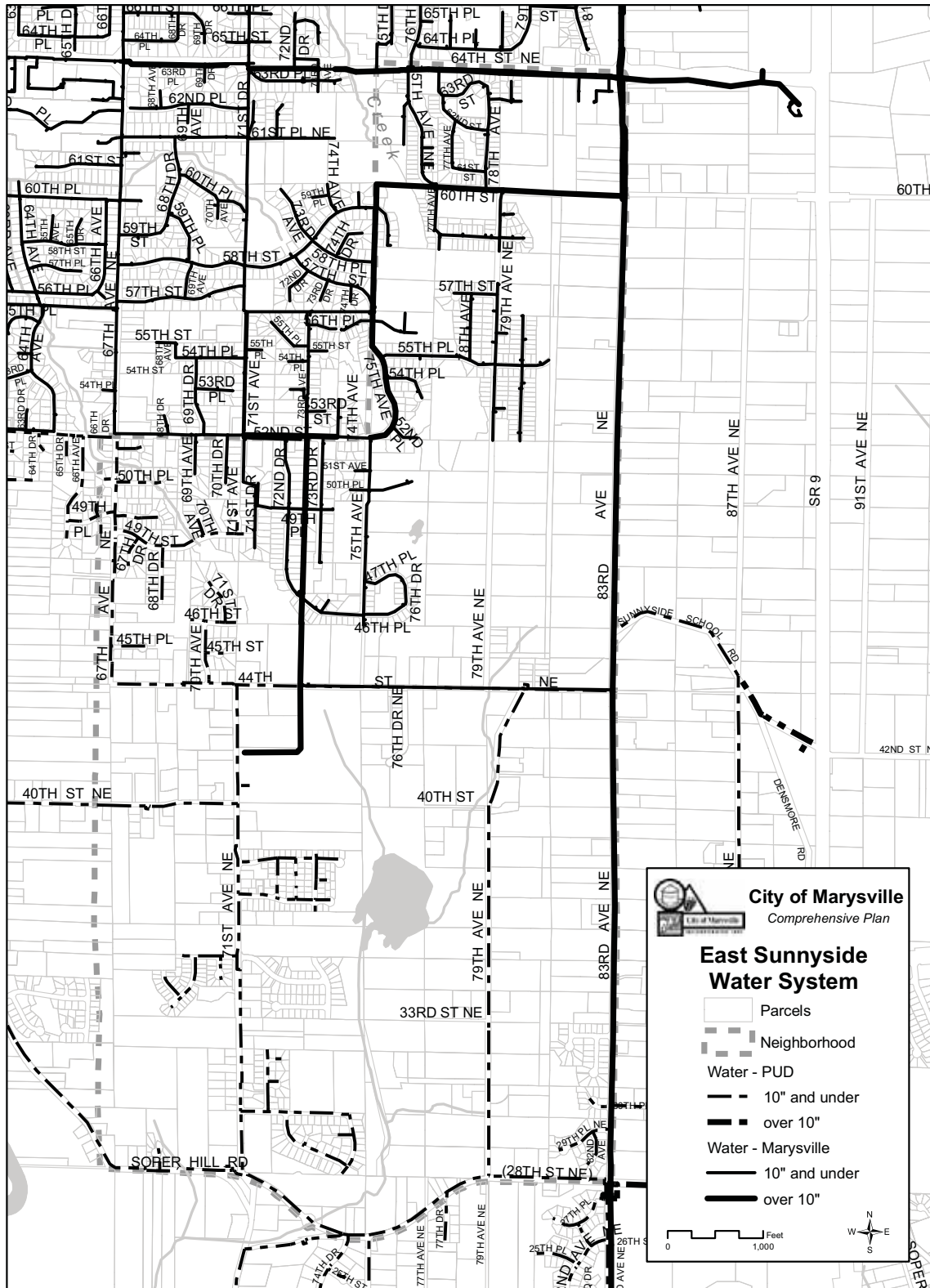


Figure 4-57 East Sunnyside/Whiskey Ridge Neighborhood Sewer System

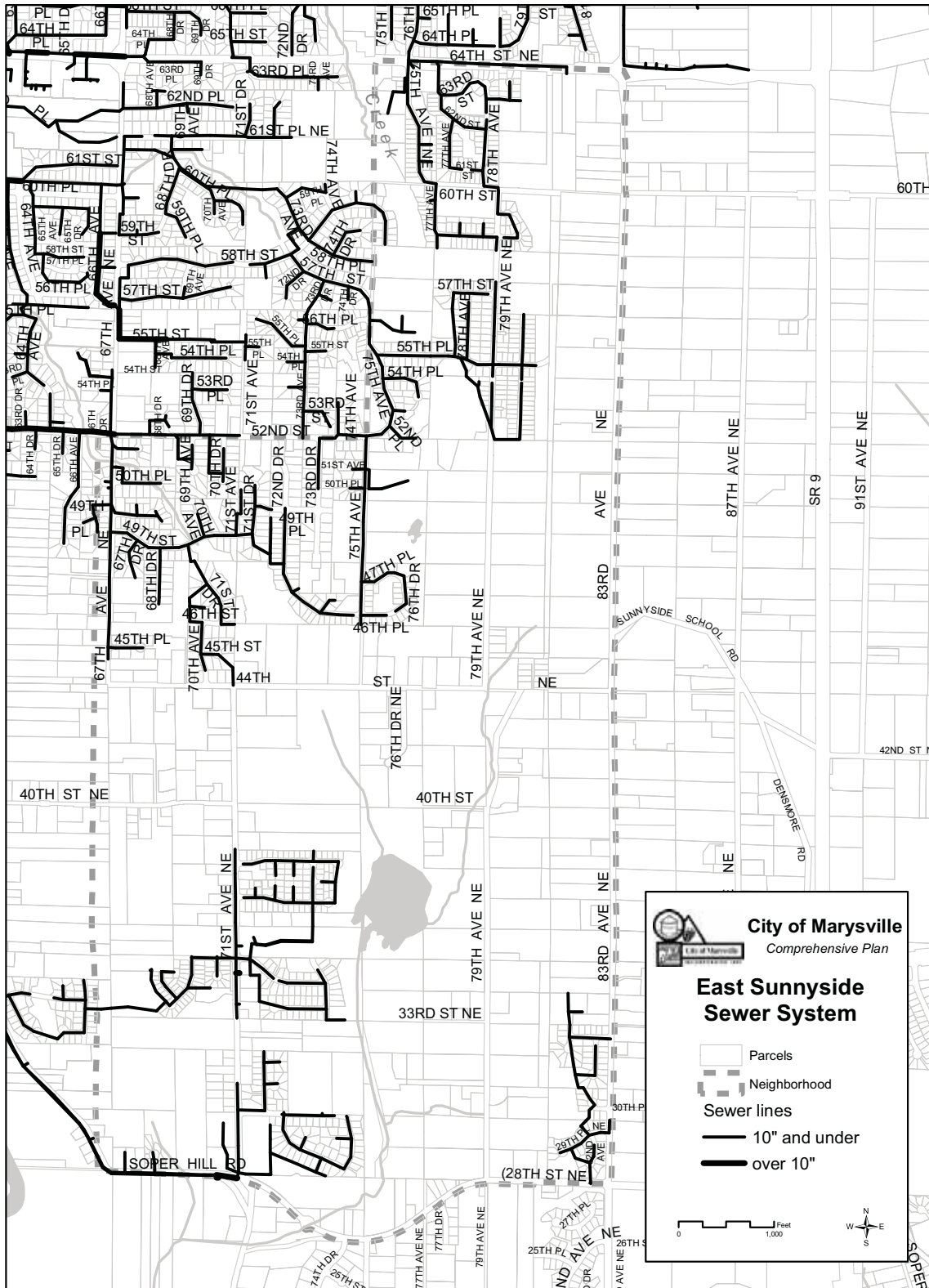
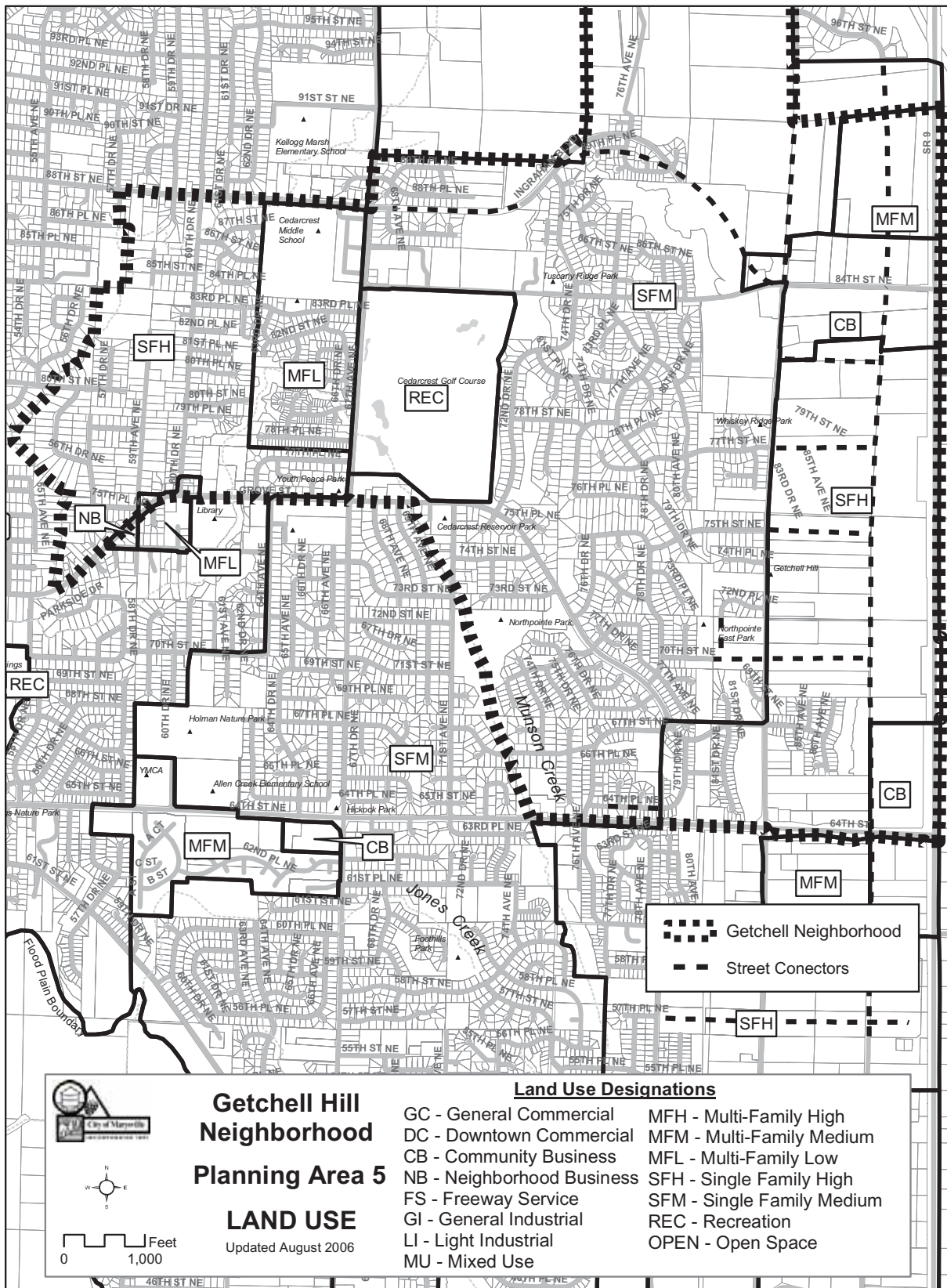


Figure 4-58 Planning Area 5 – Getchell Hill Neighborhood, Land Use Designations



PLANNING AREA #5: GETCHELL HILL NEIGHBORHOOD

This neighborhood extends from the historic Kellogg Marsh area up Getchell Hill to Whiskey Ridge. The boundaries are Allen Creek on the west, 88th Street and the UGA on the north, Highway 9 on the east, and 64th Street NE (SR 528) and Munson Creek forming the southerly line edge of the planning area.

This Planning Area spans from the lower lands of Kellogg Marsh up onto Getchell Hill. Both are historic communities. The Planning area also overlaps a portion of the old community of Kellogg Marsh, as is indicated by the elementary school with that name. The lower portion is nestled between creeks at the foot of Getchell Hill, and its best known landmark is Cedarcrest Golf Course. Getchell Hill is the name of a town that no longer exists. A railroad serving this community used to run along the hill, but it has been removed and is in the process of being developed as part of the county trail system. The hill area is currently being developed, though rural, wooded areas still exist. The new homes take advantage of spectacular views across Marysville to Puget Sound.

I. Land Uses

The Getchell neighborhood includes approximately 1343 acres within the current UGA. Table 4-30 details the land uses in the Getchell neighborhood.

a. Residential

This Planning Area is characterized primarily single family. High density single family residential, permitting duplexes outright, is located west of 67th Avenue NE, and around the intersection of the power line easement and SR 528. Medium density single family is located east of 67th Avenue NE. Low density multi-family is located on the west side of 67th Ave. NE. Agricultural lands, potentially for small farms, still exist up on Getchell Hill.

b. Commercial

In this Planning Area, there is an approximately 21-acre Community Commercial site, known as "Cassidy Ridge," that is located on the northwest corner of SR 528 (64th St. NE) and SR 9. Existing Neighborhood Commercial is located near the intersections of 59th and 60th Avenues NE and Grove Street, and on Getchell Hill northwest of the intersection of 84th St. NE and 83rd Ave. NE.

Table 4-30 Getchell Hill Neighborhood, Land Capacity, 2005 – 2025

Land Use Designation	CB	NB	MFM	MFL	SFH	SFM	Rec	Pub	Total
Gross Buildable Acres	96.8	0.7	24	47	454.3	789.7	99.4	111.5	1623.3
Buildable Acres	62.4	0.7	17.1	30.5	366.1	609.9	70.4	52	1209.2
Existing DU's	11	1	1	286	570	1212	0	1	2082
Existing Pop.	22	3	0	874	1708	3674	0	3	6284
Existing Employees	114	16	0	0	0	0	7	93	230
Additional DU's	0	0	557	1	699	804	0	0	2061
Additional Pop.	0	0	1114	2	2027	2332	0	0	5475

Additional Employees	1038	2	0	0	0	0	0	0	1040
Total DU's	11	1	558	287	1269	2016	0	1	4143
Total Population	22	3	1114	876	3736	6005	0	3	11758
Total Employees	1152	18	0	0	0	0	7	93	1270

II. Housing & Employment Analysis

The land capacity analysis identifies 1024 net acres for housing within the Getchell Hill neighborhood. Table 4-31 lists existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-59 shows the generalized land use in this neighborhood. This neighborhood is rapidly developing. The availability of sewer services through large parts of Sunnyside is opening up residential development throughout this area.

Table 4-31 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	2082	4143
Population Estimate	6284	11758
Employment Estimate	230	1270

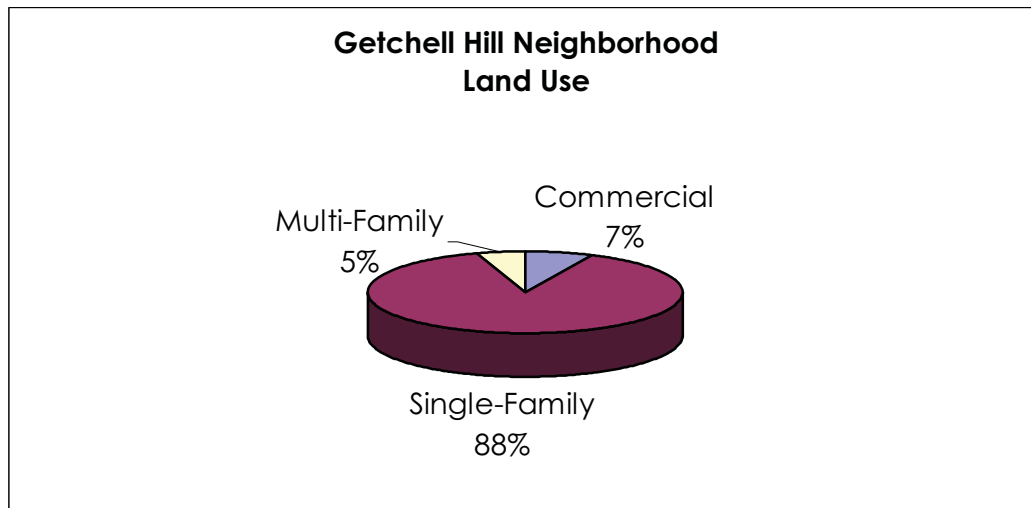


Figure 4-59 Getchell Hill Neighborhood Land Use

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-32.

Table 4-32 Getchell Hill Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Highway 9 (regional north-south state highway)	Principal arterial	Arterial streetscape
64 th Street/SR 528 (connecting Interstate 5 and Highway 9)	Principal Arterial	Arterial Streetscape
88 th Street NE (future connection Interstate 5 to Highway 9)	Minor Arterial	Arterial streetscape
67 th Avenue NE (connecting 44 th to 172 nd Streets NE)	Minor Arterial	Arterial streetscape
76 th Street NE, west of 67 th Avenue NE (connecting State Avenue to SR 528)	Minor Arterial	Arterial streetscape
84 th Street NE (connecting 67 th Avenue and Highway 9)	Collector Arterial	
76 th Street NE, east of 67 th Avenue (connecting State Avenue to 83 rd Avenue NE)	Collector Arterial	
83 rd Avenue NE (connecting Soper Hill Road to potentially 108 th Street NE)	Collector Arterial	Arterial streetscape

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-33.

Table 4-33 Getchell Hill Neighborhood Projects

Improvement	Description	Timing & Need	Estimated Cost
67 th Avenue NE and 84 th Street NE	Install a new traffic signal. ¹	6 year TIP	\$200,000 and developer mitigation
67 th Avenue (South City limits to 88 th St NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk	Recommended 20 year improvements	\$300,000
88 th Street NE (67 th Avenue NE to 83 rd Avenue NE)	Extend and merge to 84 th Street NE and widen to 3 lanes	Recommended 20 year improvements	\$4,667,000
84 th Street NE (83 rd Avenue NE to SR 9)	Widen to 3 lanes.	Recommended 20 year improvements	Snohomish County
SR 528 (83 rd Avenue to Hwy 9)	Widen to 5 lanes with an exclusive bicycle lane.	Capacity	WSDOT
83 rd Avenue NE (SR 528 to 84 th Street NE)	Widen to 3 lanes with sidewalk, curb and gutter.	Widen to 3 lanes with sidewalk, curb, and gutter.	\$5,850,000

¹Project is required to address deficiency in six-year forecast for concurrency.

c. Transportation Strategies and Issues

Transportation Projects

There are six projects identified within this neighborhood. Two of the larger projects will require coordination with other jurisdictions, Snohomish County and WSDOT. Neither jurisdiction has identified funding or immediate plans to construct the listed improvements. It will be important to identify mechanisms for funding of all projects as high growth is anticipated in this planning area.

The City should consider formation of a road improvement district or special impact fee assessment for planning areas 5 to construct the 88th Street extension, and 83rd Avenue NE as these improvements are essential to adequately serve additional growth. 84th Street NE was constructed to rural standards at slopes that do not meet current design goals. The new 88th Street extension to Highway 9 will alleviate travel on 84th Street NE and provide an additional east-west route. An increase in residential densities and UGA should only be proposed if transportation facilities can be enhanced by concurrent passage of the RID or impact fee assessments.

Transit Services within the Cedarcrest/Getchell Hill Neighborhood

There are no transit services within this subarea.

IV. Parks and Recreation

There are numerous parks in this planning area, most acquired through residential development mitigation. These include Cedarcrest Reservoir Park, Northpointe Park, Northpointe East Park, Tuscan Ridge Park, Whiskey Ridge Park, Youth Peace Park and planned trail system. The Cedarcrest Golf Course is located within this neighborhood. Table 4-34 lists the park facilities and features in this subarea.

Table 4-34 Getchell Hill Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Cedarcrest Reservoir Park	Grove Street & 71 st Avenue NE	4	This park is currently undeveloped and owned by the Marysville utility fund.
Northpointe Park	70 th Street NE & 75 th Drive NE	28	This park offers trails and natural areas.
Northpointe East Park	70 th Street NE & 79 th Drive NE	2.2	This park provides picnic facilities, athletic fields and sports courts.
Serenity Park	72 nd Drive NE	0.5	This tiny park consists of play equipment and a sport court.
Tuscan Ridge Trail	Getchell Hill Road	1.2	Park facilities include play area/equipment and a sports court.
Whiskey Ridge Park	Getchell Hill Road		Two mile walking and bicycle trail.
Youth Peace Park	Grove Street & 67 th Ave NE	1.8	This park includes a climbing wall and playground equipment.
Cedarcrest Golf Course	7002 Grove Street	120	The Cedarcrest Golf Course is an 18-hole municipal golf course, owned and operated by the City of Marysville.
Trail System	Proposed under Puget Sound		Not developed yet.

Power & Light transmission line
running north-south west of 83rd
Avenue NE. Potential
connections to Centennial Trail
to east, and Ebey Waterfront
Trail to the southwest.

The proposed Whiskey Ridge Trail runs along the power line easement as shown in Figure 9-2, Existing and Proposed Trail Systems in the UGA, in the Parks and Recreation Element. The City should focus future park efforts in this neighborhood on development of the trail system and maintenance of existing parks.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout this neighborhood. Cedarcrest Middle School is located at 6400-88th Street NE, and Kellogg Marsh Elementary School is located at 6325-91st Street NE, immediately adjacent to this planning area. The District also owns property for a planned elementary school north of 84th Street NE, west of 83rd Avenue NE

b. Water.

Figure 4-60 identifies water lines within the Getchell Hill neighborhood.

c. Sewer

Figure 4-61 identifies sewer lines within the Getchell Hill neighborhood.

VI. Annexation and Development Strategies

Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's land use plan for the area.

Figure 4-60 Cedarcrest/Getchell Hill Neighborhood Water System

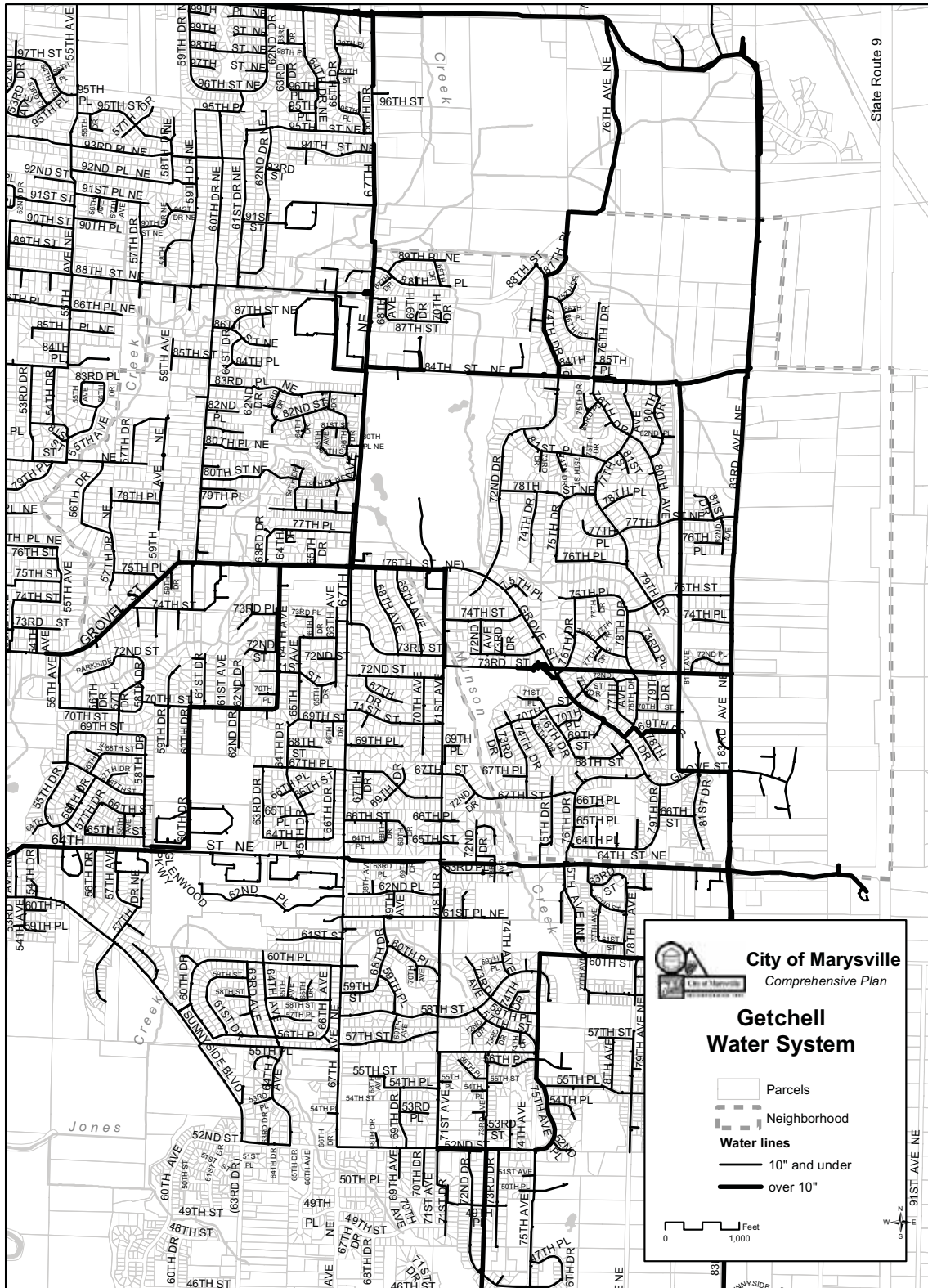
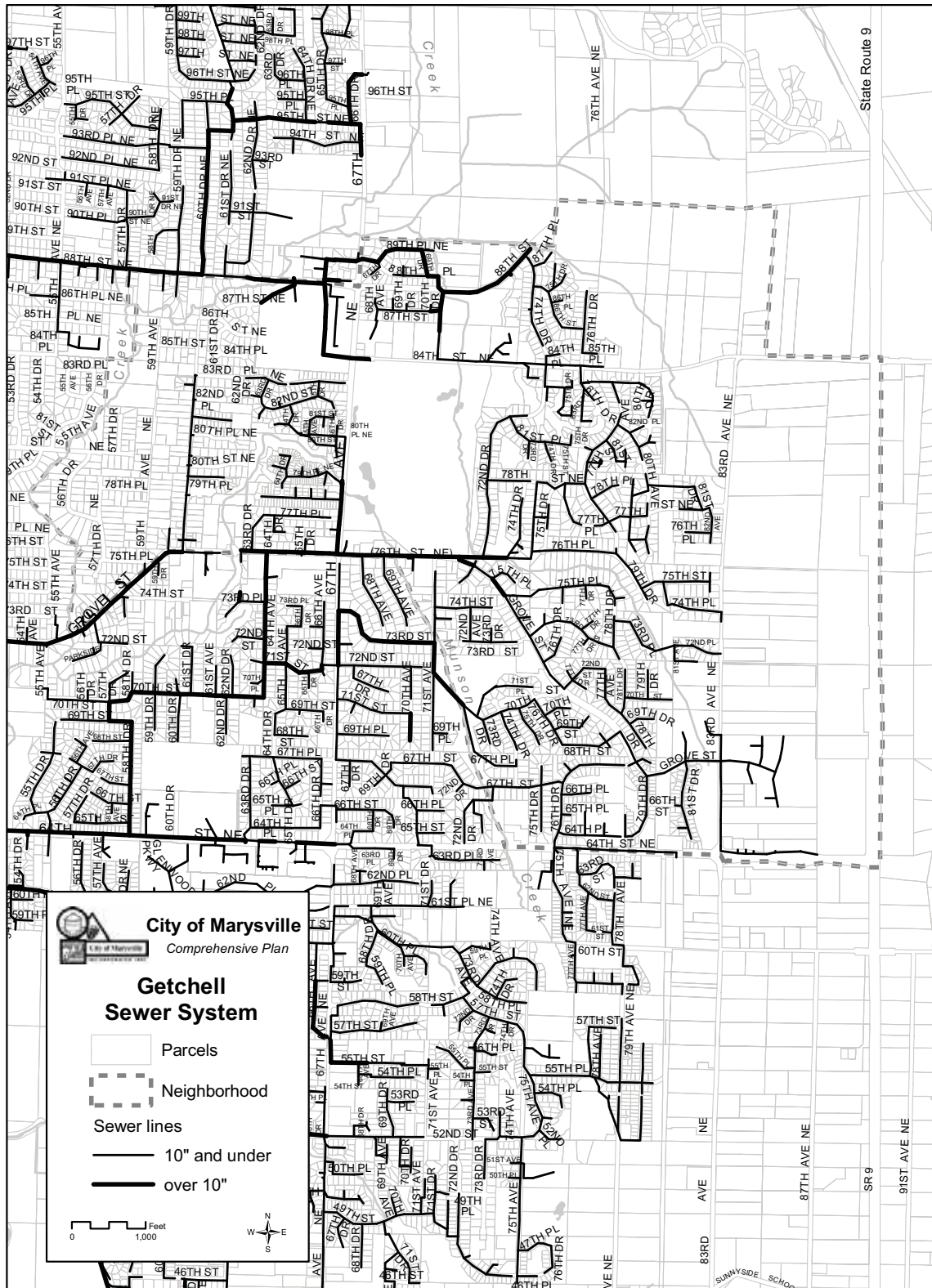
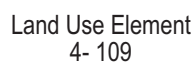


Figure 4-61 Cedarcrest/Getchell Hill Neighborhood Sewer System





PLANNING AREA #6: DOWNTOWN MARYSVILLE NORTH/PINEWOOD NEIGHBORHOOD

The boundaries for the Downtown Marysville North/Pinewood neighborhood are 76th Street NE on the south, Interstate 5 on the west, 100th Street on the north, west of Quilceda Creek, and 92nd Street to the east of Quilceda Creek, and by Allen Creek on the west.

Downtown Marysville North/Pinewood forms the edge of downtown and is the first area the city expanded into as it outgrew its original core in the 1960s. This area is associated with the open space of the cemetery and church at 88th St. NE. The balance of the Planning Area contains the northern-most edge of downtown commercial uses and significant areas of single family residential.

I. Land Uses

a. Residential

Areas of single family residential west of State Ave. are generally medium density and areas of single family east of State Ave. are high density, except for one area of medium density in the northeast quadrant of the intersection of 55th Ave. NE and 88th St. NE. Duplexes are permitted outright in high density areas. High density multi-family is located south of 80th St. NE west of the railroad tracks and east of the cemetery between 88th and 84th Sts NE. Medium density multi-family is located south of Quilceda Creek and east of State Ave.'s commercial area between 80th and 84th Sts. Low density multi-family is located east of 47th Ave. NE between 80th St. NE and Grove Street NE.

b. Commercial

The majority of commercial in this Planning Area is General Commercial. It is located along State Ave., primarily on the east side, and between Quilceda Creek and State Ave. north of 88th St. NE. The east side is interrupted only by the cemetery. Community Commercial facilities are on 88th St. NE (along the north side between I-5 and State and on the south side near I-5), and on the west side of State Ave. south of about 82nd St. NE. Community Commercial along 88th St. NE is contingent upon approval of an access management plan by the City. The access management plan shall include provisions for joint access development along all properties between State Avenue and 36th Ave. NE, and shall not affect the long range capacity, level of service, and safety of motorists using 88th Street NE. This plan shall be approved through the public review process, and shall be considered an integral part of the comprehensive plan for this planning subarea. As a gateway to the City, this section of 88th Ave. NE should be attractive, and so a consistent streetscape based on the Major Arterial Streetscape standards described in this chapter shall be applied. Signs should be monument or ground signs, not pole signs. The residential areas should be appropriately buffered from the Community Commercial area, and lights oriented or shielded so as to not affect residential areas.

The Downtown Marysville North/Pinewood neighborhood includes approximately 874.3 acres within the current UGA. Table 4-35 details the land uses for this neighborhood.

Table 4-35 Downtown Marysville North/Pinewood Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	LI	GC	CB	MFM	MFH	MFL	SFH	SFM	OS	Pub	Total
Gross Buildable Acres	0	96	55.6	71.9	26	24.2	429.4	133.1	20.9	17.2	874.3
Buildable Acres	0	82.7	30	53.9	24.7	23.8	399.7	112	1.2	17.2	745.3
Existing DU's	0	147	18	359	314	196	1383	212	0	0	2629
Existing Pop.	0	310	25	804	669	433	4050	681	0	0	6971
Existing Employees	0	645	408	0	0	0	9	0	0	73	1135
Additional DU's	0	0	0	175	91	34	151	84	0	0	535
Additional Pop.	0	0	0	350	182	68	438	244	0	0	1282
Additional Employees	0	267	125	0	0	0	0	0	0	0	392
Total DU's	0	147	18	534	405	230	1534	296	0	0	3164
Total Population	0	310	25	1154	851	501	4488	924	0	0	8253
Total Employees	0	912	533	0	0	0	9	0	0	73	1527

II. Housing & Employment Analysis

The land capacity analysis identifies 614 net acres for housing within the Downtown Marysville North/Pinewood neighborhood. Table 4-36 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-63 shows the general land use distribution of the neighborhood.

Table 4-36 Housing and Employment, 2005 and 2025

	2004	2025
Dwelling Units	2629	3164
Population Estimate	6971	8353
Employment Estimate	1135	1527

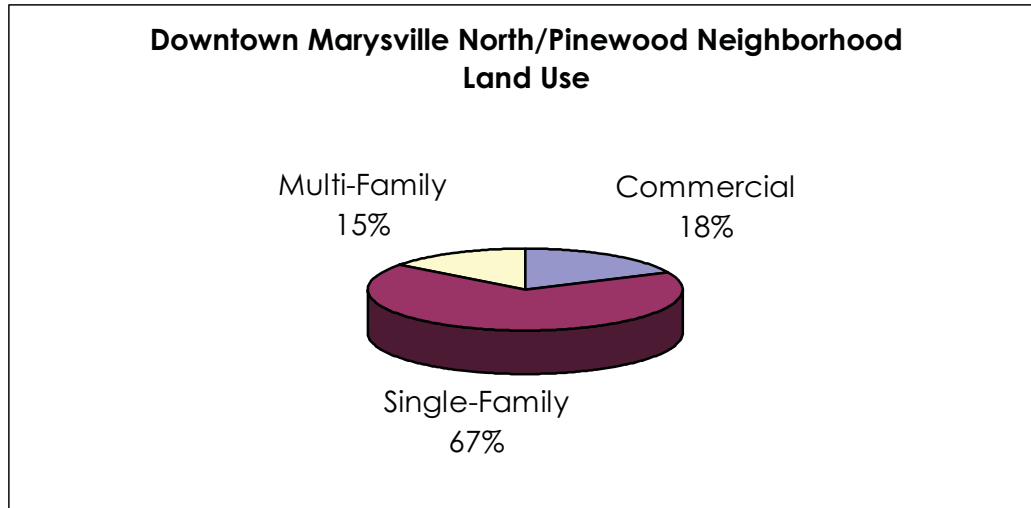


Figure 4-63 Downtown Marysville North/Pinewood Neighborhood Land Use

This planning area is primarily single family, with commercial uses along State Avenue. The Fred Meyer/Kmart shopping center and movie complex is located at the southeast corner of 100th Street NE and State Avenue. There is additional redevelopment potential along 100th Street NE for multifamily development, north of the commercial center.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-37.

Table 4-37 Downtown Marysville North/Pinewood Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Interstate 5*	Highway	Arterial streetscape.
State Avenue (connecting downtown Marysville and Smokey Point)	Minor Arterial	Arterial streetscape
88th Street NE* (future connection from Interstate 5 to Highway 9)	Minor Arterial	Arterial streetscape
80th Street NE	Collector Arterial	
84th Street NE	Collector Arterial	
51 st Avenue NE (proposed connection between 84 th and 88 th Streets NE)	Collector Arterial	Arterial streetscape
47th/48th Ave. NE (connecting downtown) and 100th Street NE	Collector Arterial	
Cedar Avenue	Collector Arterial	

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in the Table 4-38.

Table 4-38 Downtown Marysville North/Pinewood Neighborhood Projects

Improvement	Description	Timing & Need	Estimated Cost
88 th Street NE (State Avenue to 67 th Avenue NE) ^{1, 2}	Widen to 3 lanes	Capacity; 6 year TIP	\$600,000 (City share, not full project)
51 st Avenue NE (Grove Street to 84 th Street NE)	Widen to 3 lanes	Capacity; 20 year plan	\$4,000,000
Beach Avenue (Grove Street, Short to Cedar)	Install curb, gutter, sidewalks	Minimum standard; 20 year plan	\$700,000

¹Project is required to address deficiency in six-year forecast for concurrency.

²Project jointly funded with Snohomish County.

c. Transportation Strategies and IssuesTransportation Projects

88th Street NE and 51st Avenue NE are important roadways that provide mobility to the Marysville community. Both are primarily within Snohomish County's jurisdiction. The City and County need to work together to identify an improvement plan for 88th Street NE. It is likely that this arterial will eventually fall within the Marysville's jurisdiction. In future, it will provide an east-west connection to Highway 9. Within the subarea, 51st Avenue NE, has been planned to connect from 84th Street NE to 88th Street NE. This will require coordination with the Marysville School District and area property owners, to acquire the necessary right-of-way for a direct north-south connection.

d. Transit Facilities and Services within the Neighborhood

Routes operated by Community Transit (CT) within the Downtown Marysville North/Pinewood neighborhood are listed in Table 4-39.

Table 4-39 Community Transit Downtown Marysville North/Pinewood Routes

Local Routes	Route #
Lynnwood to Smokey Point	200/201
Arlington to Everett Boeing	207
Quil Ceda Village to Lake Stevens	221

IV. Parks and Recreation

There is one open space park, called Quilane within this planning area. The majority of this area was developed and remains in Snohomish County's jurisdiction. Generally, the County does not own or operate neighborhood or community parks. Planning area 2, Jennings Park is south of this neighborhood, and contains numerous parks which can also service this area. Park facilities within this subarea are listed in Table 4-40.

Table 4-40 Downtown Marysville North/Pinewood Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Quilane Park	80 th Street NE & Beach Ave.	9	Undeveloped. Wildlife habitat adjacent to Quilceda Creek.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the neighborhood. Their administrative headquarters is located at 4220-80th Street NE. Pinewood Elementary is located between 84th Street NE and 86th Place NE, at 5115 - 84th Street NE. The Marysville Alternative Learning Center is located at 4317- 76th Street NE.

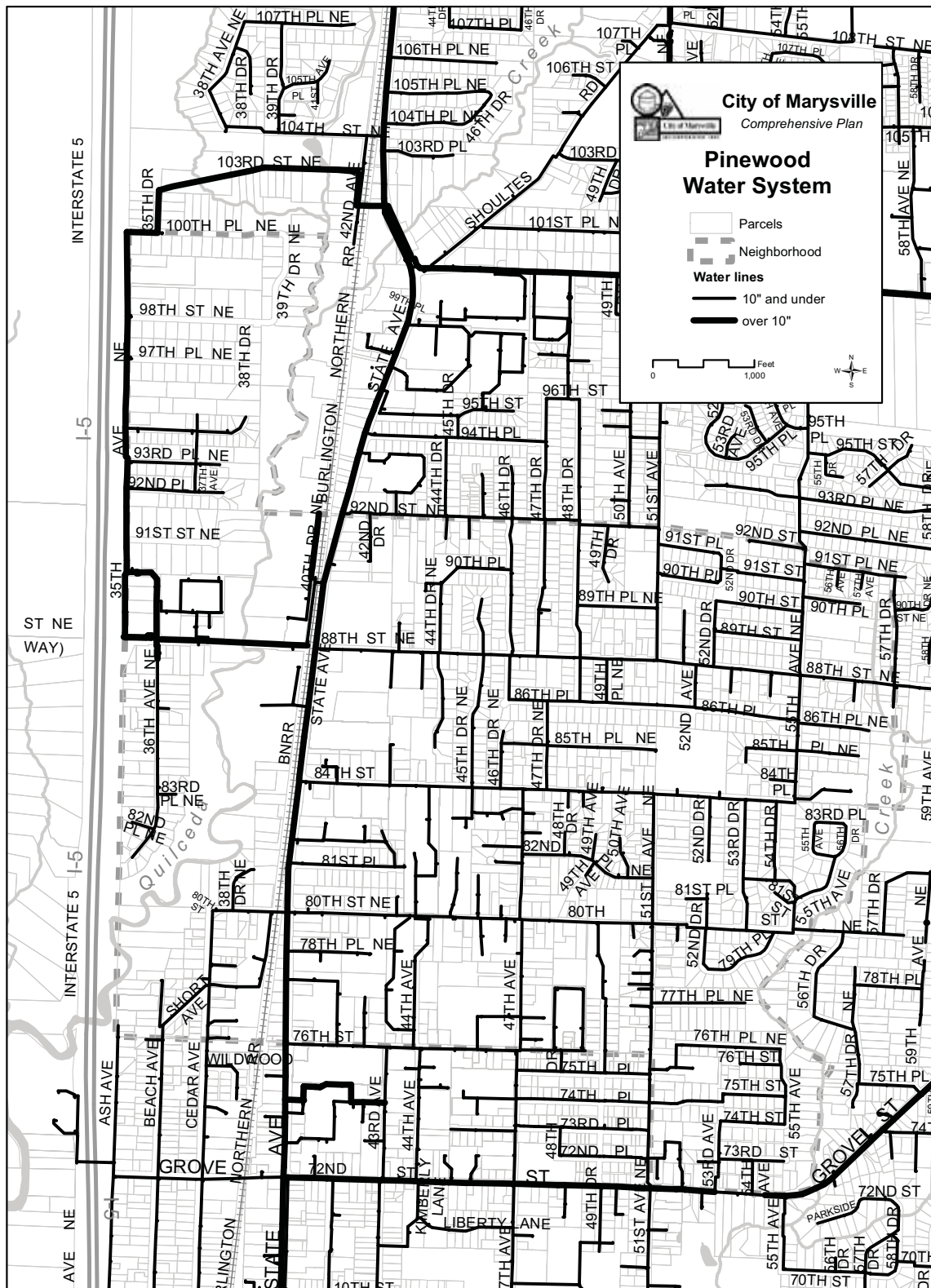
b. Water

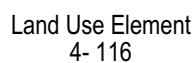
Figure 4-64 identifies water lines within the Downtown Marysville North/Pinewood neighborhood.

c. Sewer

Figure 4-65 identifies sewer lines within the Downtown Marysville North/Pinewood neighborhood.

Figure 4-64 Downtown Marysville North/Pinewood Neighborhood Water System







PLANNING AREA #7: KELLOGG MARSH NEIGHBORHOOD

The boundaries for the Kellogg Marsh neighborhood are the Urban Growth Boundary on the northeast, 67th Avenue NE on the east, 88th Street and 92nd Street on the south, Interstate 5 and Quilceda Creek on the west, and the Middle Fork Quilceda Creek on the northwest.

This Planning Area also overlaps the old community of Kellogg Marsh. It stretches between the main branch of Quilceda Creek and agricultural lands to the east. Its two landmarks are the significant commercial center at the intersection of 100th St. NE and State Ave. and Pilchuck High School.

I. Land Uses

a. Residential

This Planning Area has high density single family residential south of 103rd Pl. NE and west of 55th Ave. NE, east of the commercial developments along State Avenue. High density single family is also located at the southwest corner of 100th Street NE and 67th Avenue NE and between 100th and 108th Streets NE west of 67th Avenue NE. Duplexes are permitted outright in high density single family areas. Medium density single family is generally located north of 103rd Pl. NE and east of 55th Ave. NE as well as west of State Ave. Sites for multi-family residential are generally clustered northeast of the commercial center east of Shoultes Road: Low density multi-family between Shoultes Road and 51st Avenue NE and in the south west corner of the intersection of 55th Avenue NE and 100th Street NE. Medium density multi-family is located along the north side of 100th Street NE west of 51st Avenue NE. High density multi-family is located at the southwest corner of 100th Street NE and 48th Avenue NE. Along the east side of 51st Avenue NE, some agricultural lands persist that potentially could be used as Small Farms.

b. Commercial

This Planning Area, as well as some others nearby, is served by the significant facility located at the intersection of 100th Street NE and State Avenue, continuing north and south along State Ave. Also at the intersection of 67th Avenue NE and 100th Street NE is a potential location for Neighborhood Commercial.

The Kellogg Marsh neighborhood includes approximately 1170.7 acres within the current UGA. Table 4-41 details the land use distribution for the Kellogg Marsh neighborhood.

Table 4-41 Kellogg Marsh Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	GC	CB	NB	MFM	MFH	MFL	SFH	SFM	Rec	Pub	Total
Gross Buildable Acres	42.5	35.6	1	8.6	6	25.3	695.2	288	39.3	107.6	1249.1
Buildable Acres	37.8	33.6	1	8.6	6	10.8	534	176.9	32.3	94.9	936
Existing DU's	61	0	0	41	95	21	2068	573	3	2	2864
Existing Pop.	131	0	0	95	225	56	6221	1747	9	6	8491
Existing Employees	580	726	0	0	0	15	0	0	0	313	1634
Additional DU's	0	0	0	60	0	65	421	134	0	0	680
Additional Pop.	0	0	0	120	0	130	1221	389	0	0	1860
Additional Employees	49	17	11	0	0	0	0	0	0	0	77
Total DU's	61	0	0	101	95	86	2489	707	3	2	3544
Total Population	131	0	0	215	225	186	7442	2136	9	6	10350
Total Employees	629	743	11	0	0	15	0	0	0	313	1711

II. Housing & Employment Analysis

The land capacity analysis identifies 736 net acres for housing within the Kellogg Marsh subarea. Table 4-42 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-67 shows the general land use distribution for this neighborhood.

Table 4-42 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	2864	3544
Population Estimate	8491	10350
Employment Estimate	1634	1711

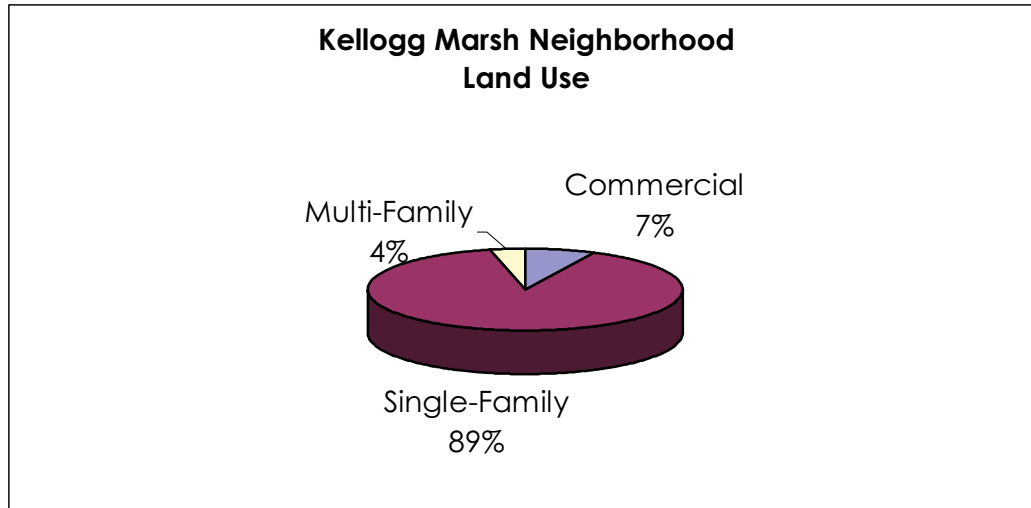


Figure 4-67 Kellogg Marsh Neighborhood Land Use

This is primarily a single family area. A small area immediately adjacent to the Fred Meyer commercial center is zoned for multifamily uses. These apartments include a large senior population within the Windsor Square senior apartments and assisted living housing units at the southwest corner of 48th Drive NE and 100th Street NE.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-43.

Table 4-43 Kellogg Marsh Neighborhood Streets and Classifications

Street	Classification	Description/Comment
State Avenue (connecting downtown Marysville and Smokey Point)	Minor Arterial	Arterial streetscape
67 th Avenue NE (connecting 44 th Street to 172 nd Street NE)	Minor Arterial	Arterial streetscape
100 th St. NE* (connecting State and 67 th Aves)	Collector Arterial	Arterial Streetscape
Shoultes Road (connecting State and 51 st Avenue)	Collector Arterial	Arterial Streetscape
51 st Avenue NE (connecting 88 th St. and 172 nd Street NE) 84 th and 88 th Streets NE)	Collector Arterial	Arterial streetscape
48 th Drive NE (connecting 100 th Street NE and downtown)	Collector Arterial	
108 th St. NE (connecting 51 st Ave. and Hwy 9)	Collector Arterial	

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-44.

Table 4-44 Kellogg Marsh Neighborhood Projects

Improvement	Description	Timing & Need	Estimated Cost
67 th Avenue NE and 152 nd Street NE (outside city limits)	Install a new traffic signal.	LOS deficiency; recommended 6 year	Snohomish County
51 st Avenue NE (Grove Street to 84 th Street NE)	Widen to 3 lanes	Capacity; 20 year plan	\$4,000,000
67 th Avenue NE (South City limits to 88 th street NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk	Safety; 20 year plan	\$ 300,000
88 th Street NE (67 th Avenue NE to 83 rd Avenue NE) ¹	Extend and merge to 84 th Street NE and widen to 3 lanes.	LOS deficiency; 20 year plan	\$4,667,000
State Avenue (100 th Street NE to 116 th Street NE) ¹	Widen to 5 lanes with sidewalk, curb and gutter	LOS deficiency; 20 year plan	\$7,664,000
51 st Avenue NE (108 th Street NE to 136 th Street NE)	Widen to 3 lanes	Recommended 20 year improvements	Snohomish County

¹Project is required to address deficiency in six-year forecast for concurrency.

²Project jointly funded with Snohomish County.

c. Transportation Strategies and Issues within the Neighborhood

Transportation Projects

67th Avenue NE, 88th Street NE and 51st Avenue NE are important roadways that provide mobility to the Marysville community. They are primarily within Snohomish County's jurisdiction. The City and County must work together to accomplish the improvements.

State Avenue at 100th Street NE, is a bottleneck on the arterial system. The Quilceda Creek roadway culvert replacement is a costly improvement on the Smokey Point Boulevard system.

d. Transit Facilities and Services within the Neighborhood

Routes operated by Community Transit (CT) within the Kellogg Marsh neighborhood are listed in Table 4-45.

Table 4-45 Community Transit Routes, Kellogg Marsh Neighborhood

Local Routes	Route #
Lynnwood to Smokey Point	202
Arlington to Everett Boeing	207
Marysville to Tulalip	222

IV. Parks and Recreation

Snohomish County has one community park called Mother Nature's Window at the intersection with 55th Avenue NE and 100th Street NE. This is a forested preserve that includes trails and natural areas. The County has also purchased a neighborhood park, the prior Doleshel tree farm north of 88th Street NE, on the west side of 67th Avenue NE. Park facilities within this neighborhood are listed in Table 4-46.

Table 4-46 Kellogg Marsh Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Mother Nature's Window	55 th Avenue NE & 100 th Street NE	30	County owned facility, currently undeveloped, provides a natural forested environment.
Doleshel Tree Farm	67 th Avenue NE		County owned facility, currently undeveloped. Not open to the public.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the neighborhood. Cascade Elementary is located at 5200-100th Street NE. The Marysville – Pilchuck High School is located at 5611-108th Street NE.

b. Water.

Figure 4-68 identifies water lines within the Kellogg Marsh neighborhood.

c. Sewer

Figure 4-69 identifies sewer lines within the Kellogg Marsh neighborhood.

Figure 4-68 Kellogg Marsh Neighborhood Water System

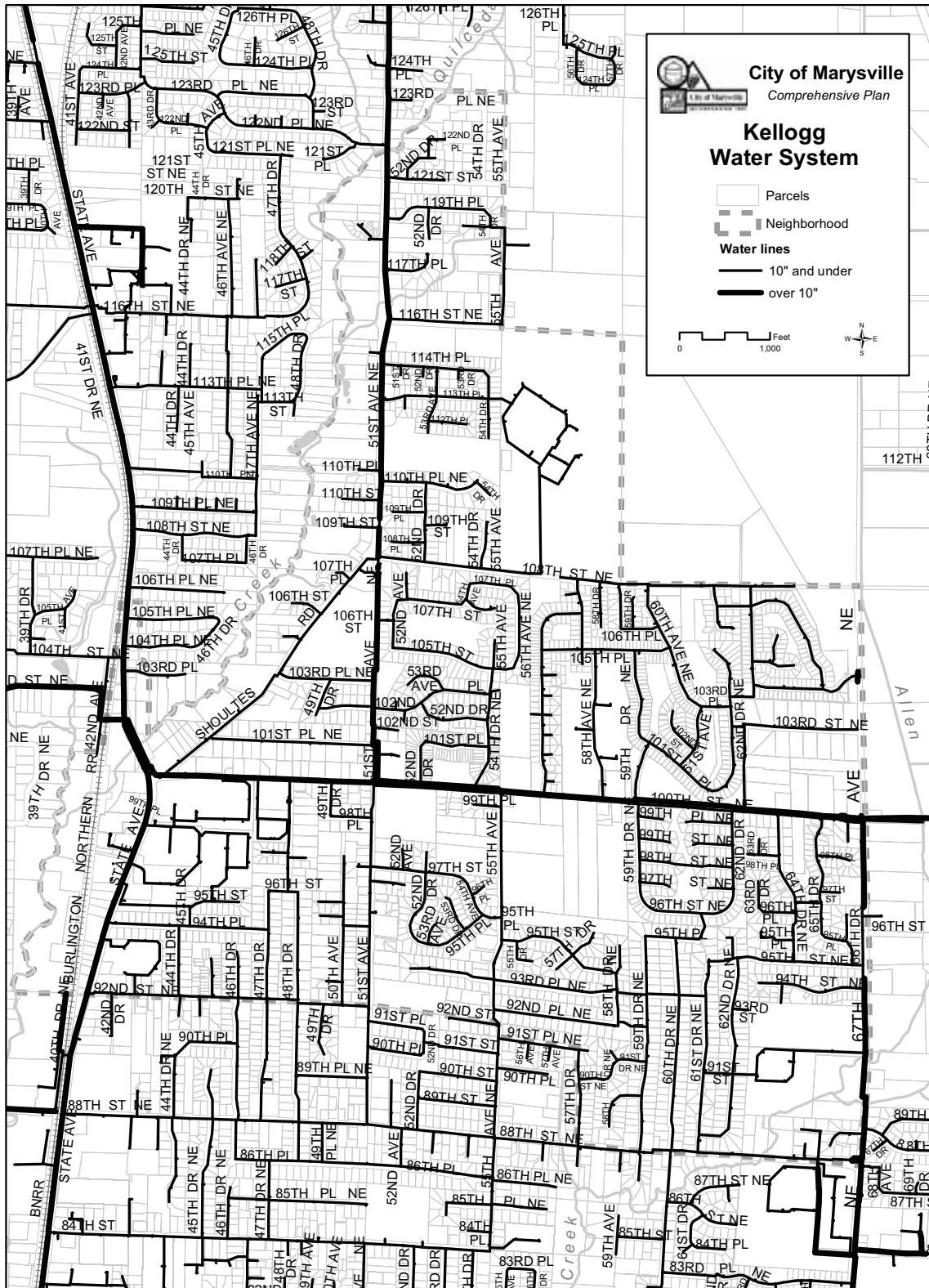


Figure 4-69 Kellogg Marsh Neighborhood Sewer System

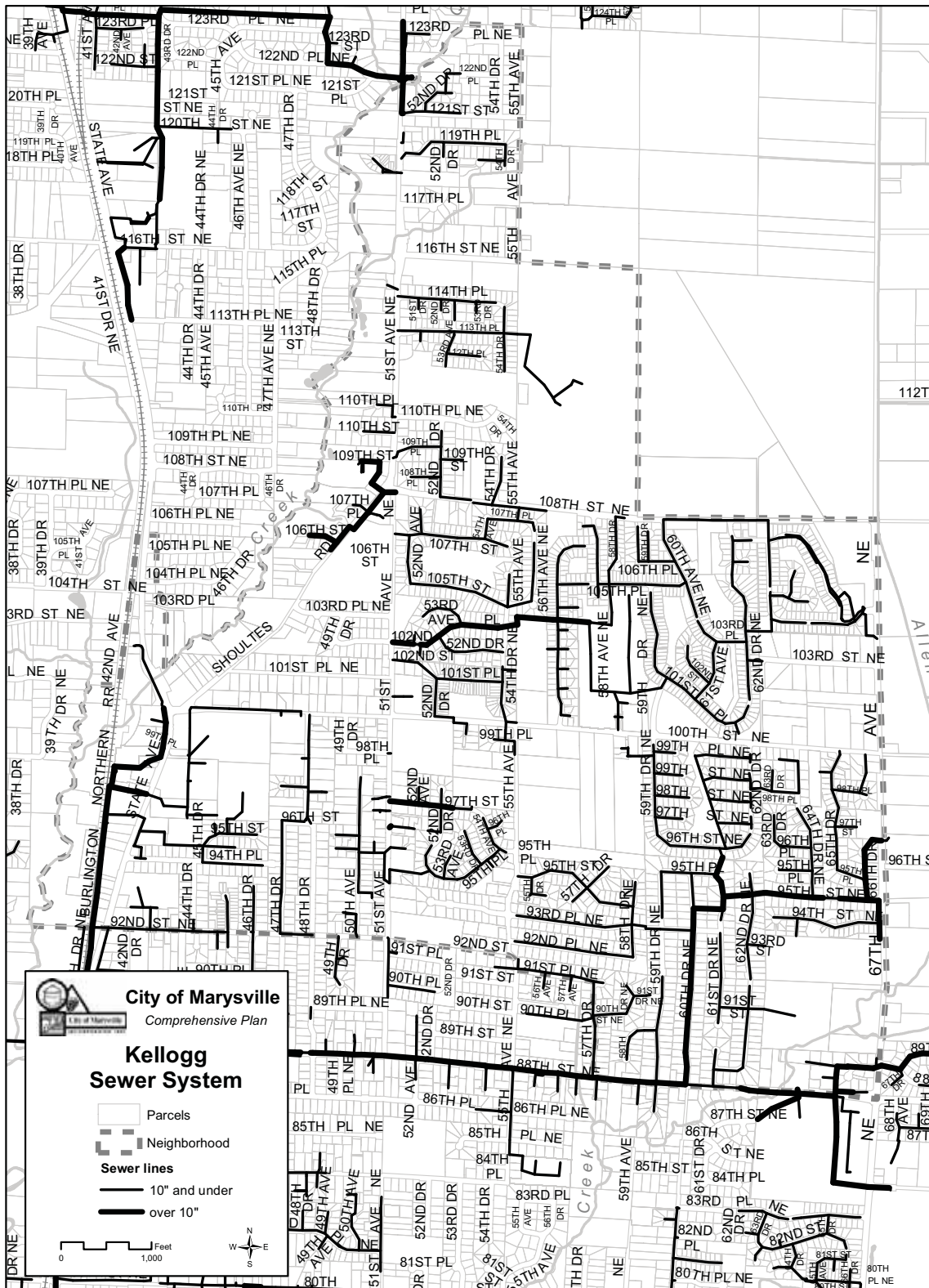
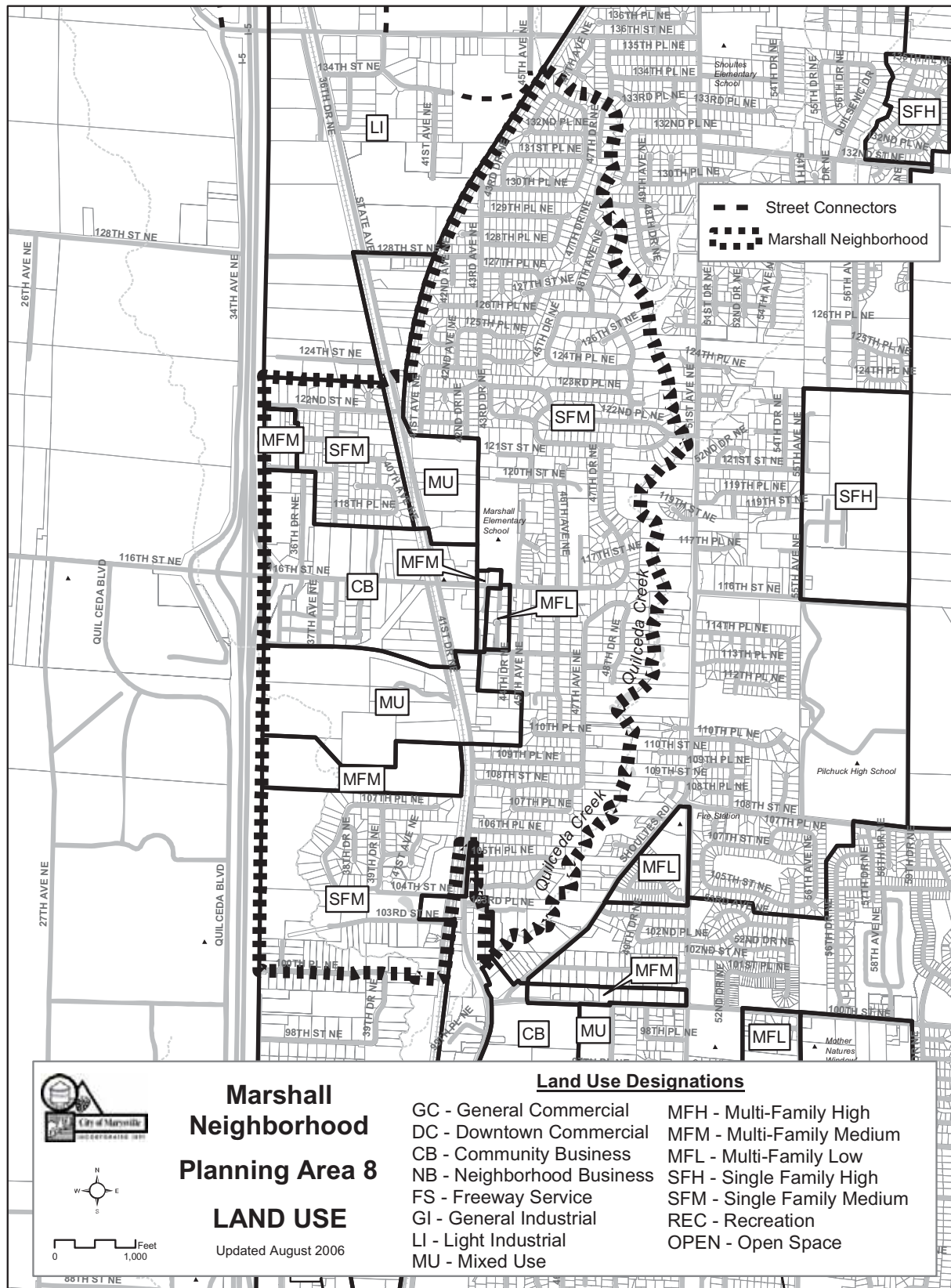


Figure 4-70 Planning Area 8 – Marshall/Kruse Neighborhood, Land Use Designations



PLANNING AREA #8: MARSHALL/KRUSE NEIGHBORHOOD

A predominantly residential area, it is nestled between Quilceda Creek and its West Fork and connects to I-5 around commercial at State Avenue and north of 100th Street NE. The railroad, changes in land use from residential to industrial, and Interstate 5 complete the edges.

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 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.

I. Land Uses

a. Residential

Medium density single family residential is the primary land use in this Planning Area. Low density multi-family would be located east of the Medium density multi-family east of State Avenue between 113th and 116th Sts. Medium density multi-family would be located west of the railroad and the West Fork of Quilceda Creek east of I-5 between the mixed use area and single family area to the south (see master plan requirements below). It is also located east of the community commercial on the south side of 116th, east of Old Hwy. 99. High density multi-family would be possible in a mixed use areas located east of State Street between 117th and 122nd Sts. NE and south of the community commercial on the south side of 116th between I-5 and the railroad (see master plan requirements below).

b. Commercial

The "City of Marysville Final 116th Street NE Planning Area Master Plan," was adopted by City Council and incorporated as a subarea plan of the City's Comprehensive Plan, effective May 14, 2001. The Planning Area is located between I-5 and State Avenue, primarily between 116th St. NE and 108th Street extended. This Planning Area is served by Freeway Service on the north side of 116th Street NE west of and including the first six lots of the single family subdivision along 36th Avenue NE and Community Commercial located along the north and south sides of 116th Street NE between I-5 and State Avenue and at the intersection of State Avenue and 116th Street NE. The combination of land uses can offer services to the traveling public, while also serving the residents. Commercial and professional offices would be available in the Mixed Use area east of State Street between 117th and 124th Sts. NE and on the south side of 116th between I-5 and the railroad. The master plan includes provisions for phasing and timing of development within the site, establishing an internal street layout, coordinated access locations, protective buffers from both sensitive areas and single-family areas, location of recreational facilities and open space, location and design of pedestrian facilities, and design guidelines for the overall development.

The Marshall/Kruse neighborhood includes approximately 747.2 acres within the current UGA. Table 4-47 details the land use distribution for this neighborhood.

Table 4-47 Marshall/Kruse Neighborhood Land Capacity, 2005 – 2025

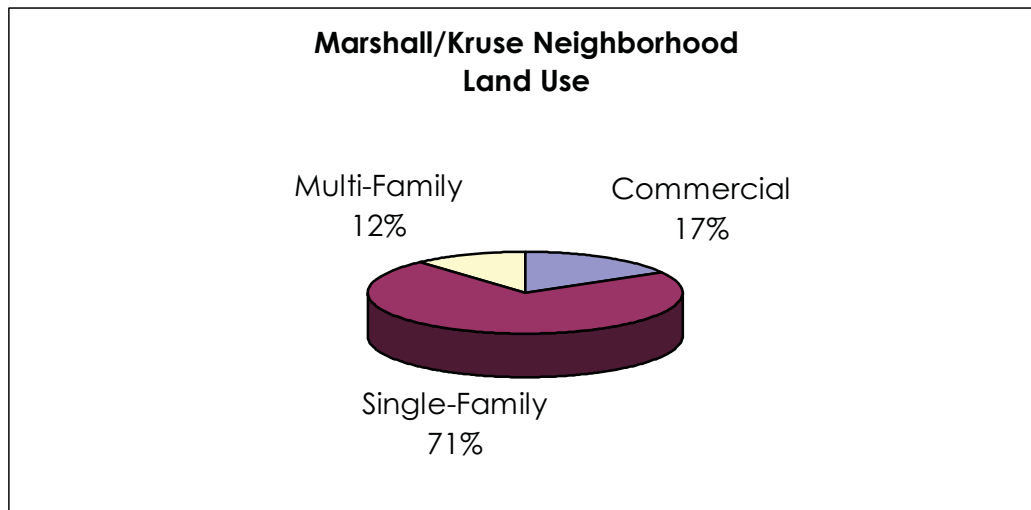
Land Use Designation	GC	CB	MU	MFM	MFL	SFH	SFM	Pub	Total
Gross Buildable Acres	1.4	78.9	82.5	39.3	4.5	7.4	519.7	13.4	747.2
Buildable Acres	0.9	78.8	68.4	31.4	4.5	4.3	427.4	13.4	629
Existing DU's	1	355	21	19	14	0	1385	0	1795
Existing Pop.	3	785	28	55	39	0	4228	0	5138
Existing Employees	0	196	123	0	0	0	0	69	388
Additional DU's	0	0	519	405	15	0	224	0	1163
Additional Pop.	0	0	1038	810	30	0	650	0	2528
Additional Employees	7	460	313	0	0	0	0	0	780
Total DU's	1	355	540	424	29	0	1609	0	2858
Total Population	3	785	1066	865	69	0	4877	0	7666
Total Employees	7	656	436	0	0	0	0	69	1168

II. Housing & Employment Analysis

The land capacity analysis identifies 502 net acres for housing within the Marshall/Kruse neighborhood. Table 4-48 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025. Figure 4-71 shows the general land use distribution.

Table 4-48 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	1795	2858
Population Estimate	5138	7666
Employment Estimate	388	1168

**Figure 4-71 Marshall/Kruse Neighborhood Land Use**

This neighborhood, with its adjacency to Interstate 5 and State Avenue, provides an opportunity for expanded commercial uses and economic development. Its potential is still unrealized at this time, having significant areas of mixed use, commercial and multifamily property still undeveloped. The City completed a master plan process and adoption for this area in 2001. Road improvements currently underway should help this area develop flourish.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-49.

Table 4-49 Marshall/Kruse Neighborhood Streets and Classifications

Street	Classification	Description/Comment
State Avenue (connecting downtown Marysville and Smokey Point)	Minor Arterial	Arterial streetscape
116 th NE (connecting to Interstate 5)	Minor Arterial	Arterial streetscape

b. Transportation Needs within the Subarea

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-50.

Table 4-50 Marshall/Kruse Neighborhood Transportation Projects

Improvement	Description	Priority & Need	Estimated Cost
116 th Street NE (I-5 to State Avenue)	Widen to 5 lanes and add a right-turn lane for eastbound traffic.	LOS deficiency; 20 year plan	\$3,000,000
State Avenue (100 th Street NE to 116 th Street NE) ¹	Widen to 5 lanes with sidewalk, curb and gutter	LOS deficiency; 20 year plan	\$7,664,000
State Avenue (116 th Street NE to 136 th Street NE)	Widening to 3 lanes	Construction in progress	
State Avenue (116 th Street NE to 136 th Street NE)	Widening to 5 lanes		

¹Project is required to address deficiency in six-year forecast for concurrency.

c. Transportation Strategies and Issues

Transportation Projects

67th Avenue NE, 88th Street NE and 51st Avenue NE are important roadways that provide mobility to the Marysville community. They are primarily within Snohomish County's jurisdiction. The City and County must work together to accomplish the improvements.

State Avenue at 100th Street NE, is a bottleneck on the arterial system. The Quilceda Creek roadway culvert replacement is a costly improvement on the Smokey Point Boulevard system.

Transit Facilities and Services within the Neighborhood

Routes operated by Community Transit (CT) within the Marshall/Kruse neighborhood are listed in Table 4-51.

Table 4-51 Community Transit Routes – Marshall/Kruse Neighborhood

Commuter Routes	Route #	Local Routes	
Stanwood to Downtown Seattle	422	Lynnwood to Smokey Point	200/201
		Stanwood to Everett Boeing	247

IV. Parks and Recreation

Currently, there are no parks within this neighborhood.

V. Special Study Areas**a. 116th Street Master Plan Summary**

The Recommended Master Plan was adopted in May 2001. The Recommended Master Plan is shown in Figure 4-72. This section is excerpted from the Final 116th Street Master Plan, and updated to include 2004 information.

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. If all properties within the master plan boundary north of 116th Street are assembled under single development control, the road could also provide access to residential properties north to 38th Drive NE and provide signalized access to 116th Street NE. 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.

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 Avenue. 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.

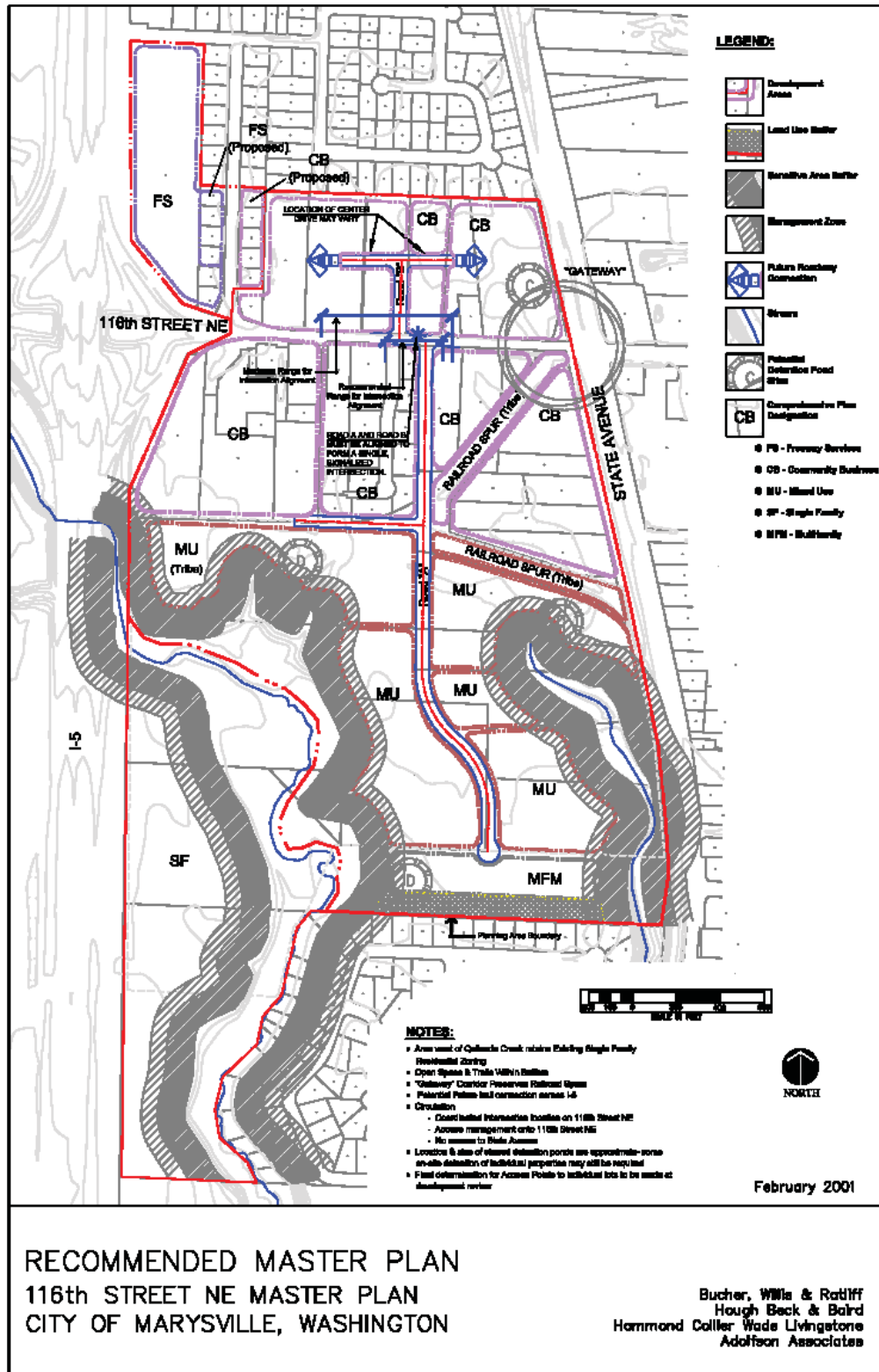


Figure 4-72 116th Street NE Master Plan

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 4-73, which illustrates a typical Central Boulevard cross section including landscaping.

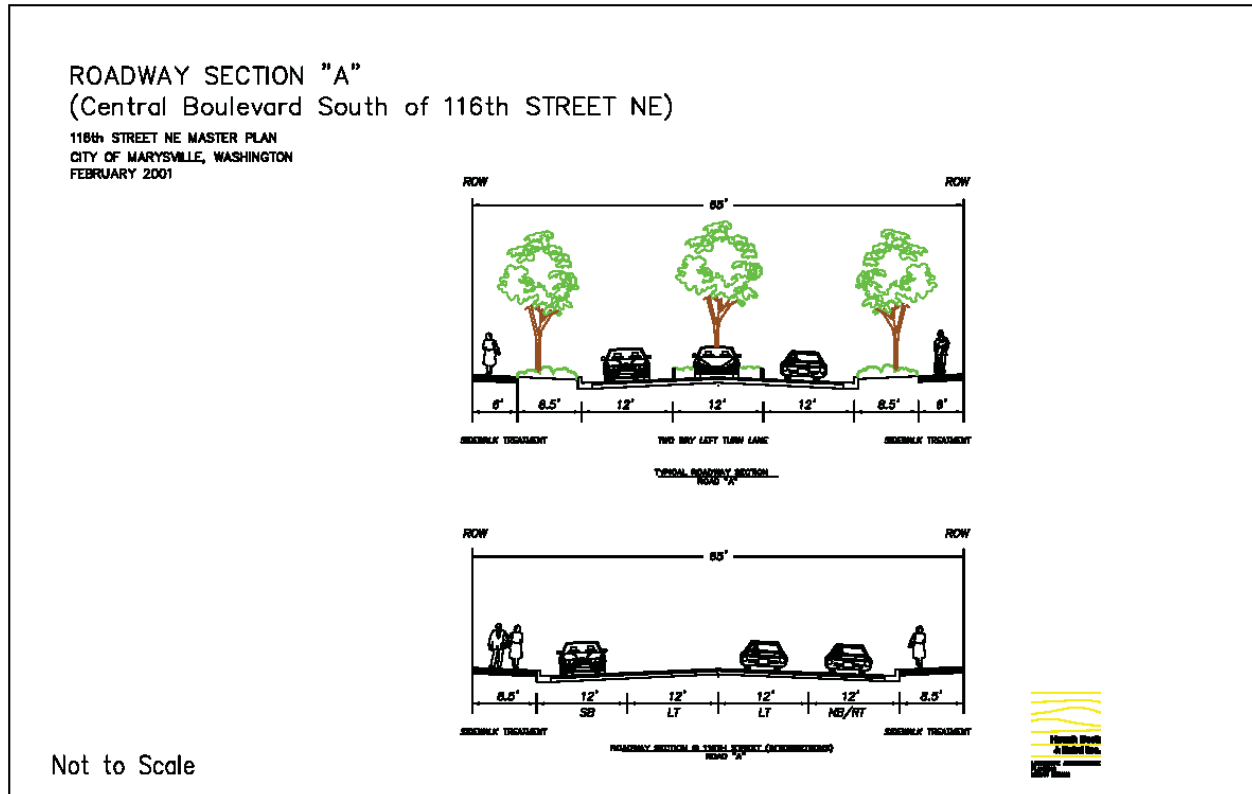


Figure 4-73 Central Boulevard Sections

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, the proposed critical areas ordinance provides a 150-foot buffer for Type F streams, a 125-foot buffer for Type 1 wetlands, and a 25-foot buffer from the top of a 25% or greater slope. The outer edge of the largest combined buffer will apply to the site. As a result, the Master Plan

includes not only the existing 125-foot sensitive area buffer, but also an additional 75-foot “Management Zone” to use for planning purposes.

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 4-72.

b. 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.

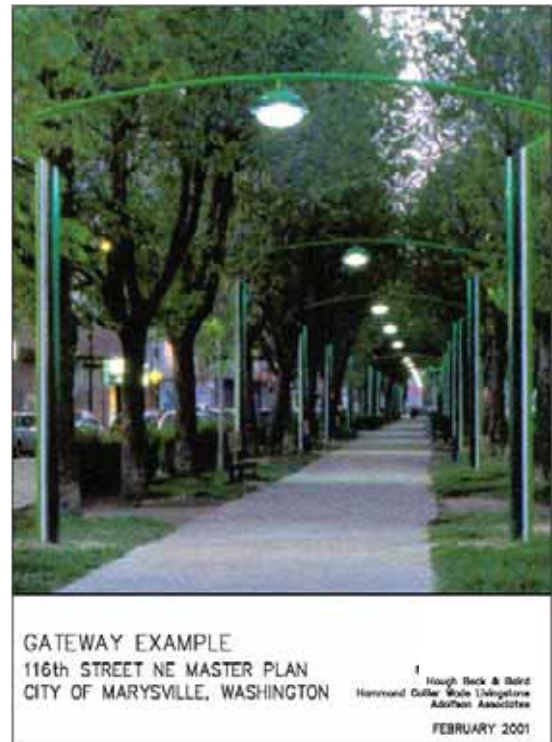


Figure 4-74 Gateway Design

- 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.

c. Implementation

Since approval of the 116th Street Master Plan, the north side and portions of the south side of 116th Street have been assembled by a developer. This has resulted in a decision on location of the Central Boulevard and triggered the requirement to install a signalized access at the Central Boulevard serving the north and south sides of 116th Street. An easement will need to be negotiated with the Tulalip Tribes to ensure clear and ongoing access to properties south of 116th Street NE.

The Boulevard, north of 116th Street and signal improvement will be constructed by the initial large development, north of 116th Street. A latecomer’s agreement (recovery) for the signal will be proposed for future developments benefiting from the intersection improvements. The Central Boulevard, south of 116th Street, could be financed formation of a Local Improvement District(s) (LID) or through private financing with Latecomer Reimbursement Agreements. The formation of a Local Improvement District could be initiated by the property owners, and could be limited to the road improvement, or 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.

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.

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.

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 as shown in Figure 4-72. 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

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 4-75. 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.

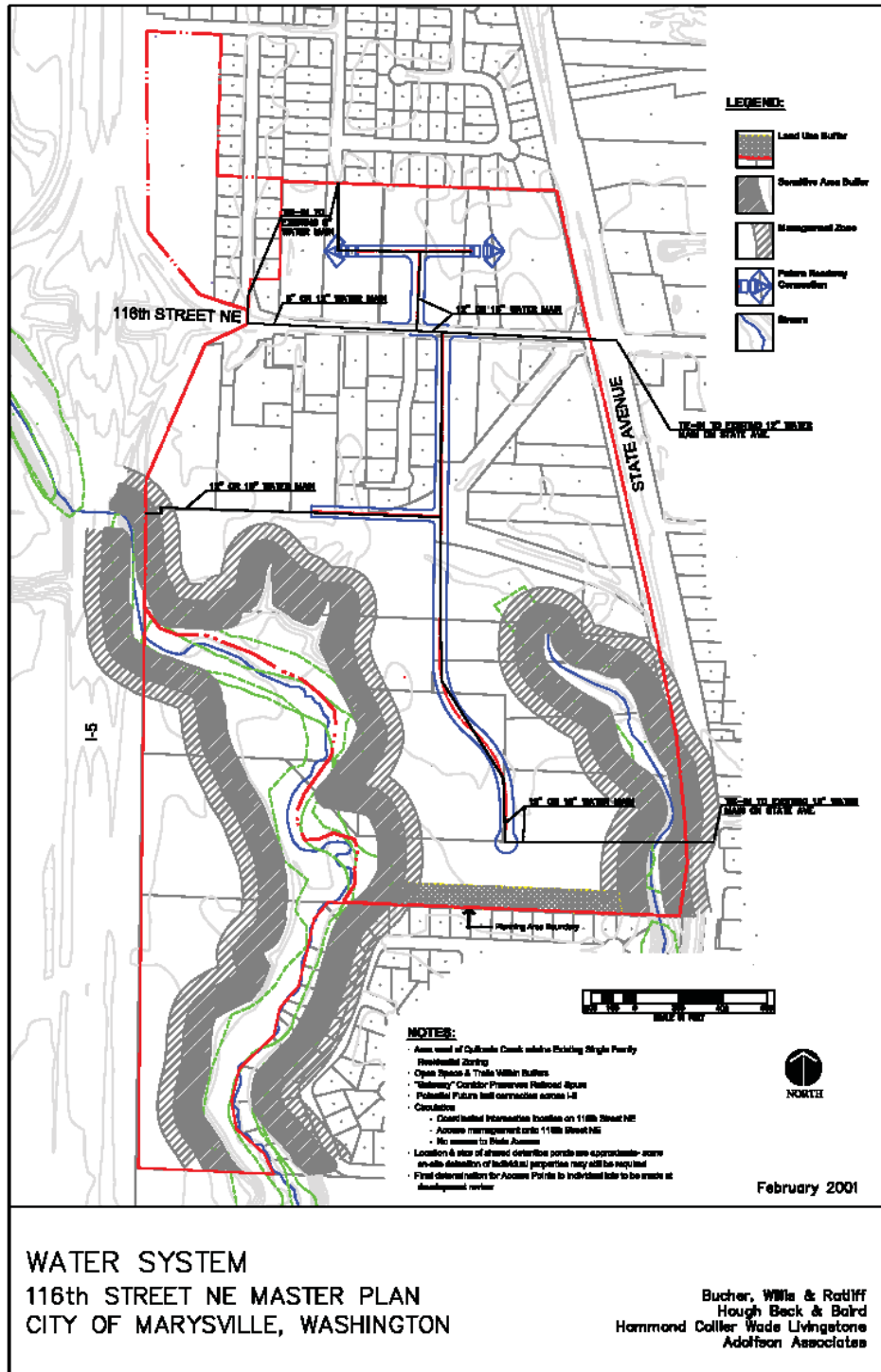


Figure 4-75 Proposed Master Plan Water System

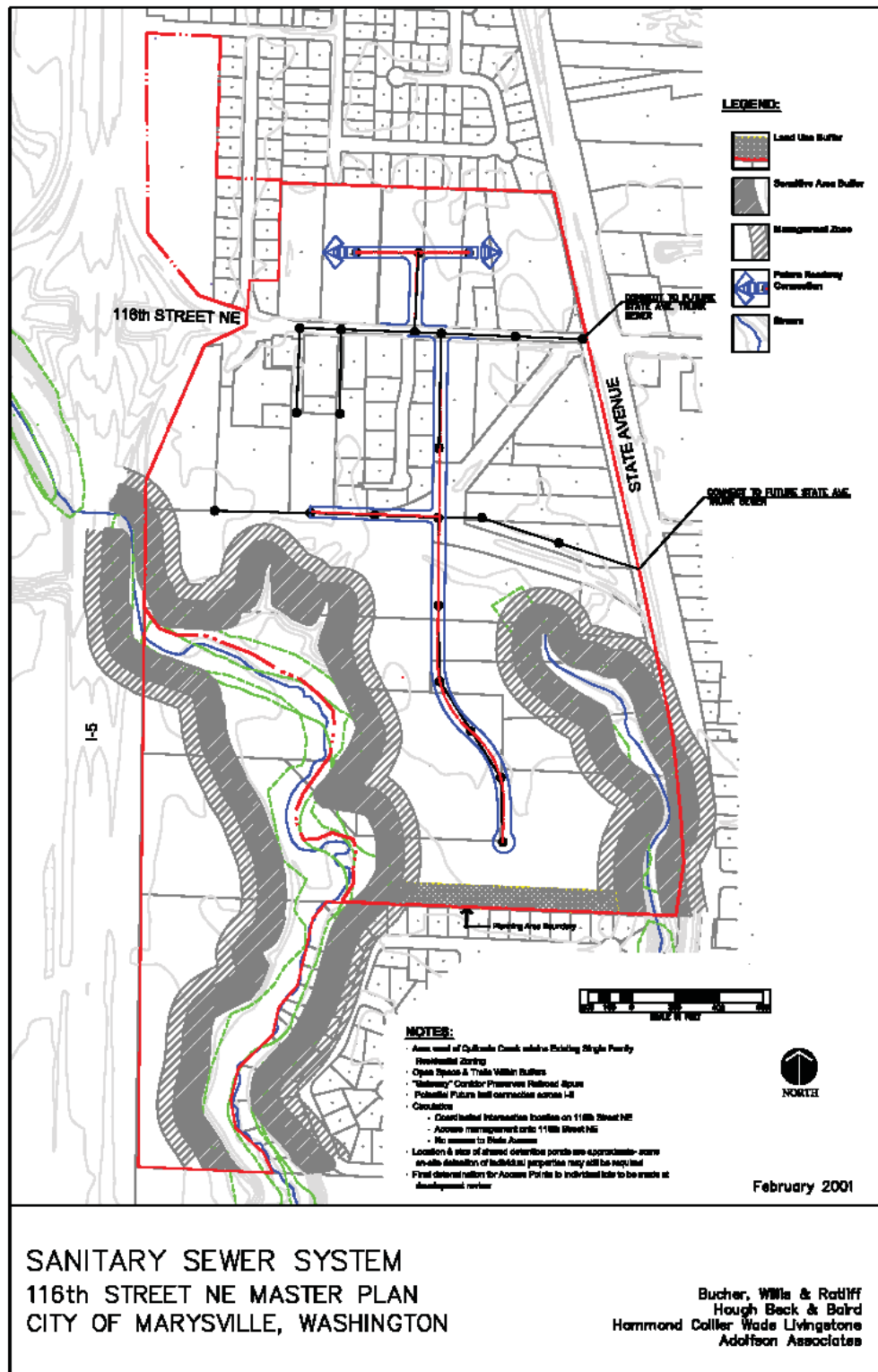


Figure 4-76 Proposed Sewer System

Sanitary Sewer Service

In 2004 City of Marysville extended a sanitary sewer trunk line between 100th Street NE and 113th Street NE, connecting service to the intersection of State Avenue and 116th Street NE, west of the Master Plan area. The system includes a collection system for much of the immediate area

Gravity service will be 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 4-76 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 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.

It is anticipated that sewer service along 116th Street NE and within the Master Plan area would be included in a future ULID or would be funded through developer extensions.

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.

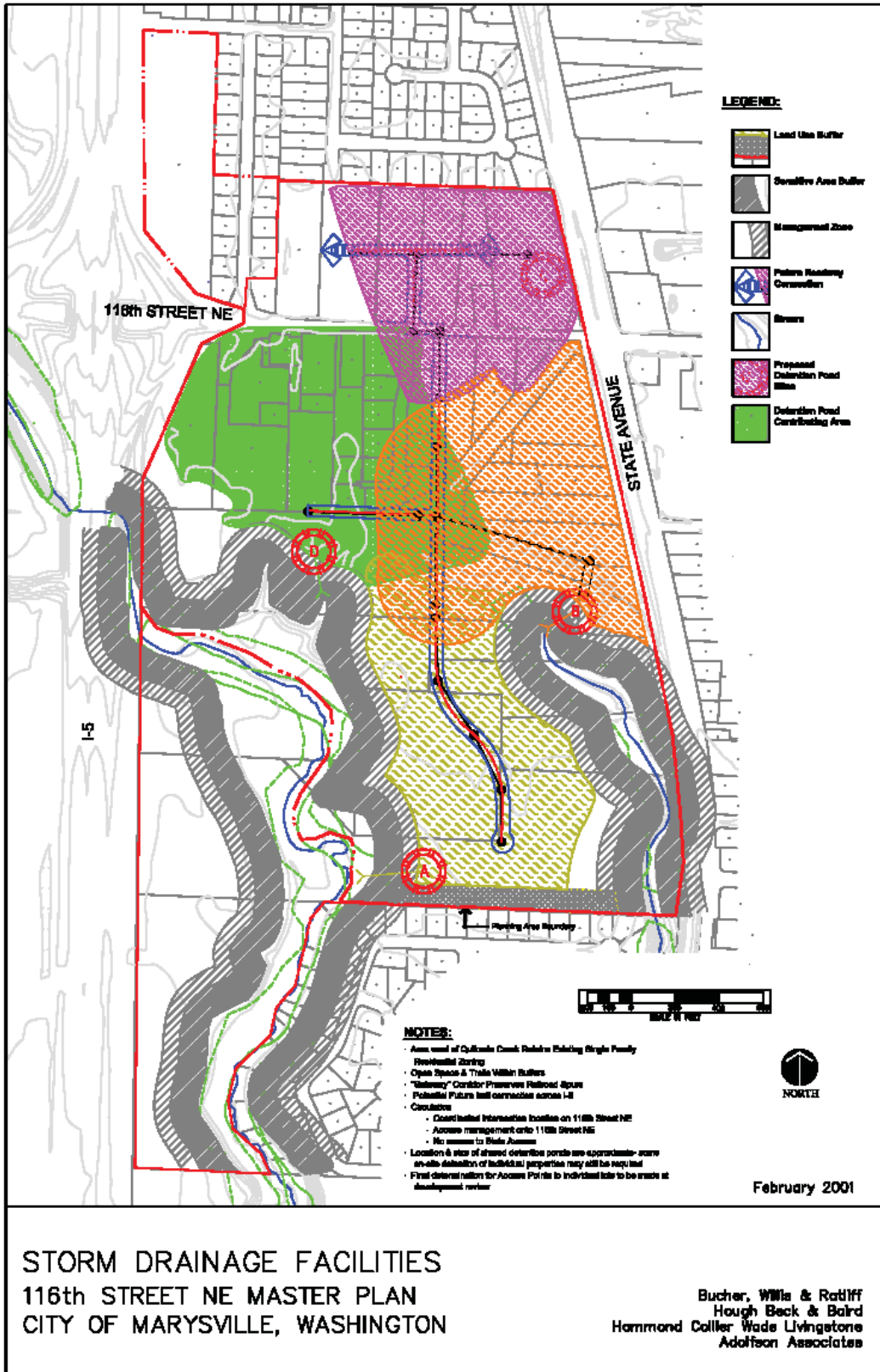


Figure 4-77 Proposed Storm Drainage Facilities

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 4-77. 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.

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 4-77.

Table 4-52 shows a summary for each of the potential wet ponds shown on Figure 4-77. 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 4-52 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 116th	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 4-72), a "Management Zone" adjacent to the sensitive areas buffer is a possible future expanded 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 City of Marysville has adopted the 2001 Department of Ecology's (DOE) Stormwater Management Manual for the Puget Sound Basin. The Manual contains 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 (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

VI. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the neighborhood. Marshall Elementary is located at 4407-116th St NE.

b. Water.

Figure 4-78 identifies water lines within the Marshall/Kruse neighborhood.

c. Sewer

Figure 4-79 identifies sewer lines within the Marshall/Kruse neighborhood.

Figure 4-79 Marshall/Kruse Neighborhood Sewer System

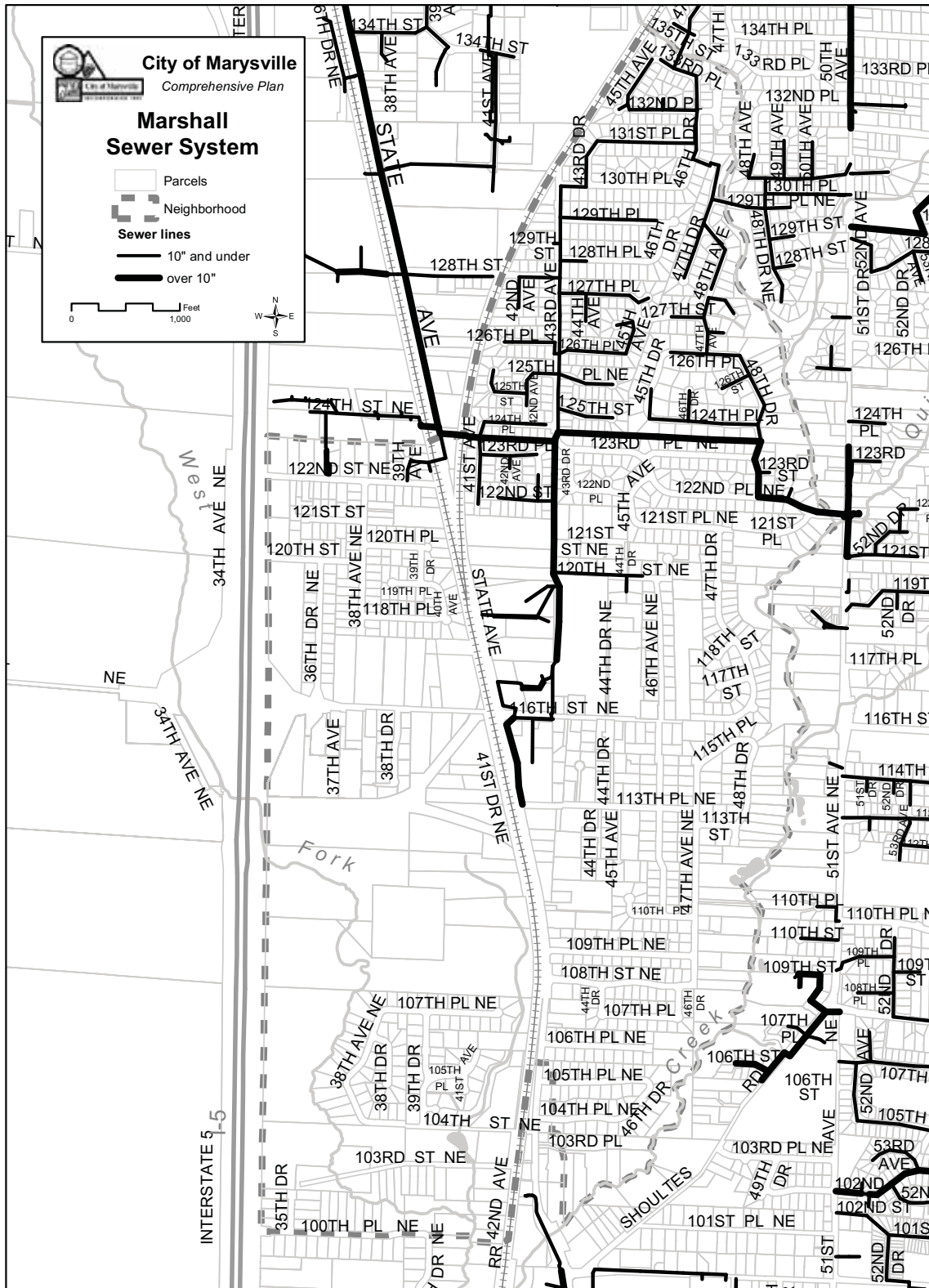
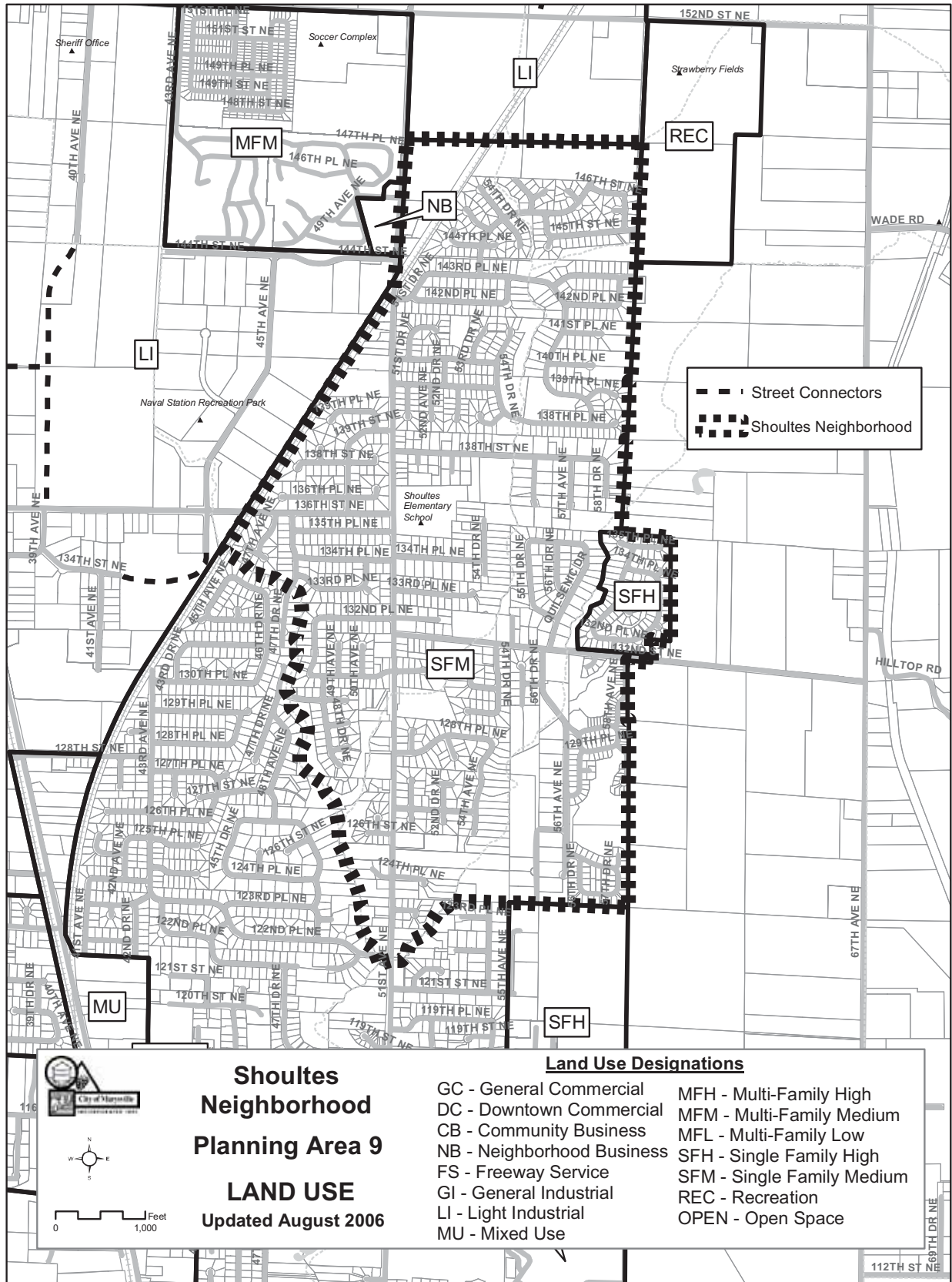


Figure 4-80 Planning Area 9 – Shoultes Neighborhood, Land Use Designations



PLANNING AREA #9: SHOULTES NEIGHBORHOOD

The historic Shoultes area, extends from the Urban Growth Boundary, to Quilceda Creek, along the railroad line, and a change in land use from residential to industrial.

This Planning Area represents another historic community, Shoultes. Its legacy is indicated by the elementary school that bears the name as well as the alternate name for 51st Avenue NE. Branches of Quilceda Creek define its edges as well as run through the Planning Area. Beyond the creeks are rural lands to the east and north. Undeveloped industrial land lies to the west.

I. Land Uses

The Shoultes neighborhood includes approximately 561.4 acres within the current UGA. Land use in this neighborhood is entirely single-family. Table 4-53 details the land use distribution in the Shoultes neighborhood.

a. Residential

Planning Area 9 is primarily medium density single family residential; one pocket of high density single family exists east of the Quilceda and north of 132nd Street NE. Medium density multi-family residential would be sited north of the BNRR railroad, west of 51st Avenue NE.

b. Commercial

Neighborhood Commercial is located near the intersections of 51st Avenue NE and approximately 145th Street NE, adjacent to multi-family.

Table 4-53 Shoultes Neighborhood Land Capacity, 2005 and 2025

Land Use Designation	SFH	SFM	Pub	Total
Gross Buildable Acres	20.4	531.9	9.1	561.4
Buildable Acres	16.3	379.8	9.1	405.2
Existing DU's	99	1480	0	1579
Existing Pop.	305	4515	0	4819
Existing Employees	0	86	50	136
Additional DU's	0	197	0	197
Additional Pop.	0	571	0	571
Additional Employees	0	0	0	0
Total DU's	99	1677	0	1776
Total Population	305	5086	0	5391
Total Employees	0	86	50	136

II. Housing & Employment Analysis

The land capacity analysis identifies 396 net acres for housing within the Shoultes neighborhood. Table 4-54 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025.

Table 4-54 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	1579	1776
Population Estimate	4819	5391
Employment Estimate	136	136

This neighborhood is an established single family area with limited development and redevelopment identified within the planning period. A neighborhood business site to the north of 144th Street NE, west of 51st Avenue NE was designated for neighborhood business in prior plans in both Snohomish County and the City of Marysville. Its adjacency to the minor arterial, within a planning area that is generally underserved by small scale neighborhood commercial uses makes it a suitable candidate for commercial designation.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-55.

Table 4-55 Shoultes Neighborhood Streets and Classifications

Street	Classification	Description/Comment
51 st Avenue NE (connecting 88 th St. and 172 nd Street NE)	Collector Arterial	Arterial streetscape
132 nd Street NE (connecting 51 st and 67 th Avenues NE)	Collector Arterial	
136 th Street NE (connecting 51 st Avenue and State Avenue)	Collector Arterial	
152 nd Street NE (connecting Smokey Point Blvd. and 67 th Avenue NE)	Collector Arterial	Arterial Streetscape

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-56.

Table 4-56 Shoultes Neighborhood Transportation Projects

Improvement	Description	Timing & Need	Estimated Cost
51 st Avenue NE (108 th Street NE to 136 th Street NE)	Widen to 3 lanes	Recommended 20 year improvements	Snohomish County
51 st Avenue NE (136 th Street NE to 172 nd Street NE)	Widen to 3 lanes	Recommended 20 year improvements	Snohomish County

c. Transportation Strategies and Issues

Transportation Projects

51st Avenue NE is within the County's jurisdiction and improvement plan. The City should coordinate with Snohomish County to accomplish the improvements.

Transit Facilities and Services within the Neighborhood

Routes operated by Community Transit (CT) within the Shoultes neighborhood are listed in Table 4-57.

Table 4-57 Community Transit Routes – Shoultes Neighborhood

Local Routes	Route #
Lynnwood to Smokey Point	202
Arlington to Everett Boeing	207
University of Washington to Marysville	821

IV. Parks and Recreation

There are no park facilities within this planning area boundary. However, there are park facilities in the adjacent Smokey Point neighborhood that serve this area.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout the neighborhood. Shoultes Elementary is located at 13525-51st Avenue NE. The Marysville School also owns property at the southwest corner of 152nd Street NE and 51st Avenue NE. The School District obtained conditional use permits from Snohomish County several years ago to construct an elementary and junior high school on this site. The property is currently used for recreation and provides a large soccer complex for public use.

b. Water

Figure 4-81 identifies water lines within the Shoultes neighborhood.

c. Sewer

Figure 4-102 identifies sewer lines within the Shoultes neighborhood.

Figure 4-82 Shoultes Neighborhood Sewer System

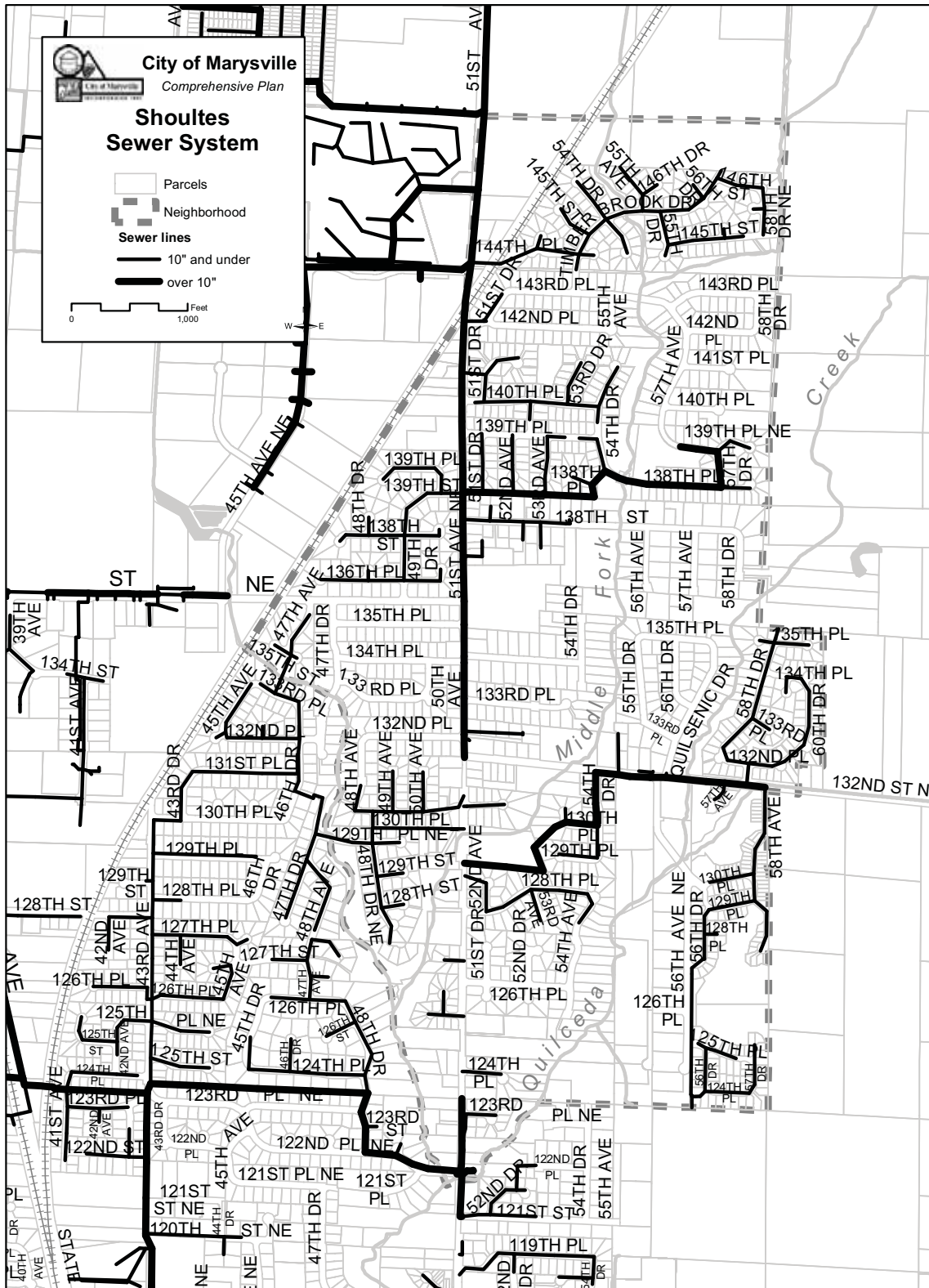
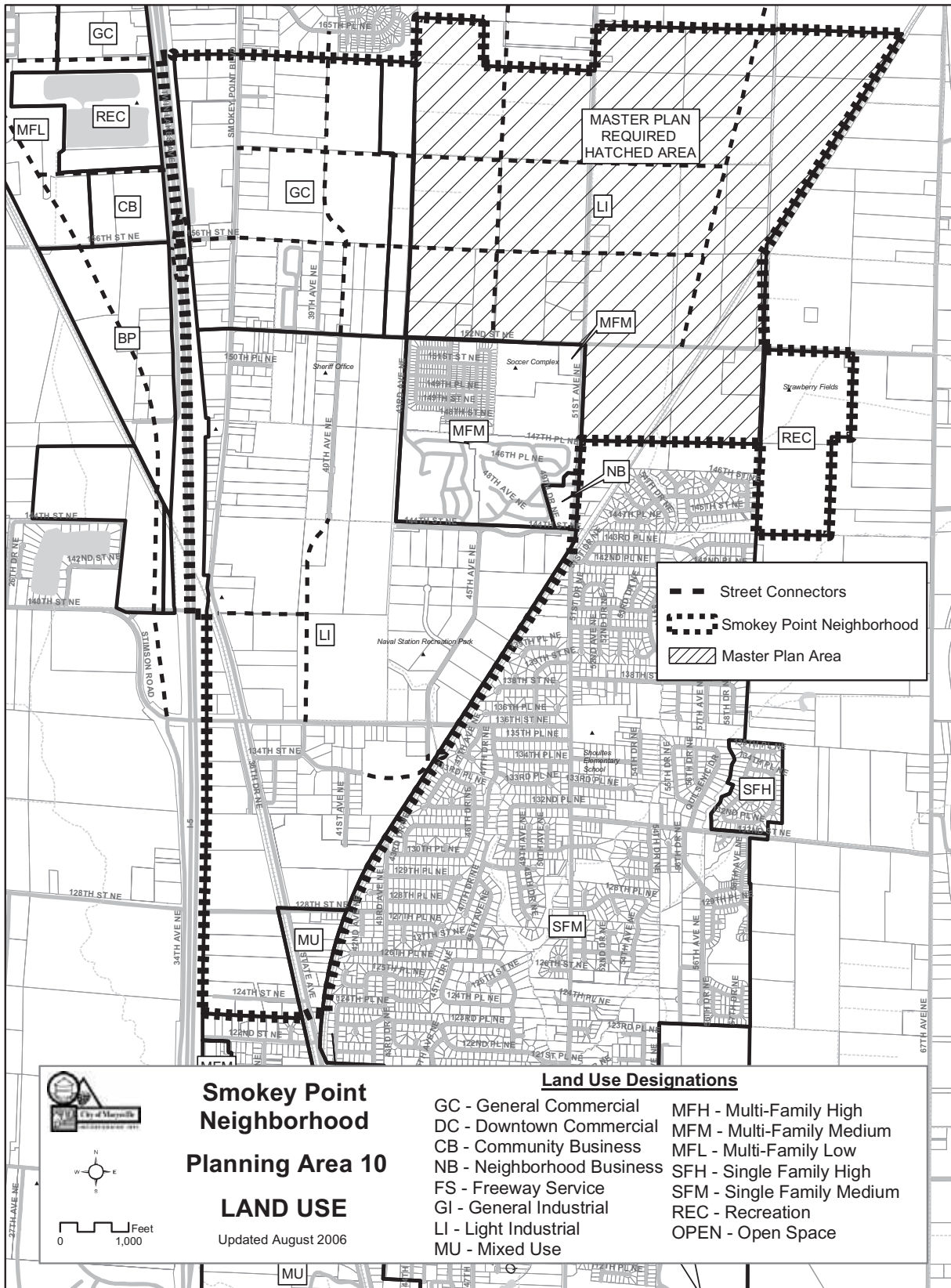


Figure 4-83 Planning Area 10 – Smokey Point Neighborhood, Land Use Designations



PLANNING AREA #10: SMOKEY POINT NEIGHBORHOOD

This planning area abuts the northernmost limit of the City, east of Interstate 5. It is where the city of Marysville meets the city of Arlington. It is also where Marysville abuts the rural edge of Snohomish County. The planning for transition from city to city and city to County are important factors in its development. The use of open space, recreational uses, parks and trails will be important in defining long term boundaries between cities and urban/rural uses.

I. Background

The Smokey Point neighborhood became part of Marysville's Urban Growth Area following a settlement between the cities of Arlington and Marysville in 1996. Parts of this neighborhood were included in the County's 1995 adoption of the initial UGA for Snohomish County with the adoption of the County's 1995 Growth Management Act Comprehensive Plan. The island of UGA in the northeast portion of Marysville's UGA was designated "Other Land Use". The Other Land Use designation was to serve as an interim designation until more detailed subarea planning was completed. The area between was designated "Urban Reserve" by the County, unincorporated rural land that currently separates the two portions of Marysville's Urban Growth Area.

The western portion of the UGA, west of the Smokey Point Channel is within the City of Marysville. The remainder of the UGA is part of unincorporated Snohomish County, due to disconnected UGA boundary that exists within the area. The City has also annexed the Strawberry Fields park complex, south of 152nd Street NE.

The City of Marysville has invested its financial resources into economic development of this area for commercial uses. To this end, the City has prioritized transportation, water, sewer and stormwater facilities for this area to ensure adequate infrastructure to support planned land uses. The high groundwater in this area has made on-site detention difficult for many properties in the area. The regional stormwater facilities will alleviate the on-site requirements for many properties.

II. Land Use

This Planning Area covers 1859 total gross acres of which 1089 are considered buildable acres. It is largely undeveloped or underdeveloped. General commercial and industrial manufacturing uses dominate the west side of Smokey Point Boulevard, and scattered residential, commercial and predominately vacant land are located east of Smokey Point Boulevard. Retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard. A large mobile home park is located on the north sides of 152nd Street NE, east of Smokey Point Boulevard. Interstate 5 is the other primary component that gives this area its character. The impression this area makes from Interstate 5 should be considered as it develops.

This area is a mixture of opportunities and constraints. Its proximity and visibility from Interstate 5, the availability of large vacant tracts and infrastructure (water, sewer, roads, rail & air transport) are significant opportunities. The high groundwater, wetlands and streams have been constraints that must be considered in any future development proposal.

Table 4-58 details the land use distribution for the Smokey Point neighborhood.

Table 4-58 Smokey Point Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	LI	GC	NB	MU	MFM	SFH	Rec	Pub	Total
Gross Buildable Acres	1299.8	300.6	5.1	15.5	114.6	3.8	71.7	47.8	1858.8
Buildable Acres	764.6	145.7	5.1	15.4	75.4	1.2	46.1	35.9	1089.2
Existing DU's	57	166	0	20	590	0	1	0	834
Existing Pop.	134	427	0	55	1501	0	3	0	2121
Existing Employees	2400	312	0	12	0	0	0	0	2724
Additional DU's	0	0	0	83	65	0	0	0	148
Additional Pop.	0	0	0	166	130	0	0	0	296
Additional Employees	7916	1206	60	45	0	0	0	14	9241
Total DU's	57	166	0	103	655	0	1	0	982
Total Population	134	427	0	221	1631	0	3	0	2417
Total Employees	10316	1518	60	57	0	0	0	14	11965

The prior subarea plan for Smokey Point included an analysis of opportunities and constraints for the subarea as shown in Table 4-59. These remain relevant today for consideration of land uses and future development.

Table 4-59 Opportunities and Constraints, Analysis for the Smokey Point Neighborhood

Opportunities:	Constraints:
1) Immediate proximity to I-5. 2) Over 300 acres within the City limits that is relatively flat and largely vacant or undeveloped. 3) Over 700 acres adjacent to the City limits, designated Urban Reserve, that afford opportunities for economic growth, open space protection, stormwater planning, stream and wetland habitat restoration, and transportation planning. 4) Necessary public services are in the vicinity of the site. Public water and sanitary sewers are adjacent to the site. 5) Much of the property are large tracts with few property owners. 6) Significant public facilities assembled along the 152 nd Street corridor, including a 72-acre park site, Strawberry Fields, Marysville School District proposed elementary and middle school sites, and community ballfields within the area. The Centennial Trail is located east of 67 th Avenue at 152 nd Street NE. 7) Adjacent uses include the Arlington Municipal Airport, an important regional facility and attractant for manufacturing and industrial job growth in the area.	1) High groundwater table, making drainage options increasingly expensive and difficult under current DOE standards. 2) Environmentally sensitive area issues include headwaters to Middle Fork Quilceda Creek and Smokey Point Channel. 3) No immediate access to a major arterial to Interstate 5 4) Poor transportation connectivity to area roads. 5) Arlington airport flight path and noise issues. 6) Significant environmentally sensitive areas (streams, wetlands, buffers) in the subarea that limit the development potential, and will restrict design of future infrastructure improvements. 7) Timing and financing of public improvements. 8) Lack of community or aesthetic appeal of existing developments and design standards.

a. Land Use Vision

The vision for this area was based on key issues and goals identified in the 2003 Smokey Point subarea plan by citizens, property owners, area studies, environmental documents, and regulations affecting the area. These key issues include the following:

- ❖ Provide for a mixture of land uses – residential, retail commercial, office parks, manufacturing, parks and public facilities within the subarea.
- ❖ Use buffers, streams and likely wetland areas as the basis for land use divisions.
- ❖ Provide open spaces and parks as gateways to the communities of Arlington and Marysville.
- ❖ Use open spaces and parks to join (as opposed to divide) communities and cities that are closely related to one another.
- ❖ Use parks and trails as the basis for an urbanized center.
- ❖ Maximize benefit from infrastructure improvements, including a potential freeway interchange.
- ❖ Utilize arterial corridors and properties with highway visibility (Smokey Point Boulevard, 152nd Street NE, and potential new interchange) for highest value retail uses.
- ❖ Incorporate stormwater and wetland mitigation into land use concepts.
- ❖ Provide and plan for access – including roadways, pedestrian walkways and bridges to connect land uses and areas.
- ❖ Incorporate stormwater planning into land use concepts by coordinating the siting of land uses that can effectively utilize regional detention facilities, in addition to reducing impervious surfaces through joint or shared parking, increased transit usage, and the use of low impact development standards..
- ❖ Incorporate environmental measures such as wetland banking, stream restoration and enhancement into preferred land use concept.
- ❖ Incorporate stormwater planning into preferred land use concept by considering potential regional stormwater facilities for flood attenuation and aquifer recharge.
- ❖ Recognize that area development will require significant infrastructure costs (roads, stormwater, wetlands) and designate uses that will support these costs.
- ❖ Consider the long-term benefit of land uses within a community. Balance jobs, retail revenues, and aesthetic benefit and appeal to the citizens.
- ❖ Provide standards that assure attractive structures, uses and signage for development.
- ❖ Consider the regional picture and impacts outside the subarea line.
- ❖ Identify commercial areas in key transportation corridors (so that employees or residents shop in Marysville).
- ❖ Plan for transit and transit centers.
- ❖ Recognize Smokey Point (including South Smokey Point) as an economic center.

The Smokey Point neighborhood will be an economic engine for Marysville and North Snohomish County. This area is proposed for an employment center for Arlington and Marysville. Area access, topography, parcel ownership patterns, historic and current

zoning patterns, and infrastructure support the proposed employment land uses for this subarea.

Airport Considerations

Arlington Airport is located to the north of the study area. It is a general aviation facility that serves a large number of private pilots in the Puget Sound Region. In particular, the airport is the home for a growing number of experimental aircraft as well as ultra lights. This airport is capable of serving small private jets and can also accommodate Boeing 737s on an emergency basis. Arlington Airport does not have any scheduled passenger service.

An area known as the Airport Impact zone is located within the study area. This is an area with a special relationship between land uses and airport impacts. The height of structures or the nature of the activity, such as radio or electromagnetic wave production, in an AIZ can impact aviation. Noise from low-flying aircraft and an increased safety risk can impact land uses within the AIZ.

The Airport Plan designates land south of the airport under the following zones: "Inner Safety Zone", "outer Safety Zone", "Inner Turning Zone" and "Traffic Pattern Zone". Guidelines for the zones recommend that land use restrictions should *"apply to noise sensitive uses (e.g. schools, churches, hospitals, including residential uses), that promote public assembly and uses that could create hazards to flight."* In addition, guidelines recommend dedication of aviation easements that include methods such as construction techniques to attain specific noise levels and mitigate the anticipated noise levels generated by the Airport.

Specific guidelines for each zone are as follows. The discussion on "Inner Safety Zones" does not provide any specific density requirements. The "Outer Safety Zone" directs that densities within non-residential areas should be limited to less than 40 people per acre. Guidelines for the "Inner Turning Zone" state that residential development at a density of one dwelling unit per five acres (excluding mobile homes) is permitted. "Traffic Pattern Zone" recommends that development densities be limited to 100 people per acre.

Residential uses should be discouraged within the airport flight noise zone. The flight path and approach does affect the subarea, as planes approaching and leaving the runways will fly over the subarea. This must be a consideration in locating appropriate land uses.

No new waterfowl hazard can be created within 5000' of a light aircraft runway, so proposed stormwater facilities and wetland banks will have to be reviewed for potential impacts within this zone.

b. Conclusions

The Smokey Point neighborhood will play a critical role in economic development for Marysville and North Snohomish County. This area must be planned well to deliver on its promise. To this end the City should require that a master plan be prepared prior to development approval for the area planned for the area east of the Smokey Point Channel. Road connections shown in this plan could be further examined in the master plan for feasibility of stream crossings and wetland avoidance. Trail improvements identified within this plan, could also be reviewed within the master plan concept for actual location and improvements and trail standard. The City should also require annexation of this area prior to development approvals, in order to ensure implementation of the land use vision contained in City plans and standards that form the basis for proposed land use designations and zoning.

II. Housing & Employment Analysis

The Smokey Point neighborhood includes approximately 1859 acres. The land capacity analysis identifies 1089 net acres for development within the neighborhood. Table 4-60 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025.

Table 4-60 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	834	982
Population Estimate	2,121	2,417
Employment Estimate	2,724	11,965

The Smokey Point neighborhood has limited residential uses, existing or planned. The neighborhood's primary focus is commercial and industrial land uses as illustrated in Figure 4-84.

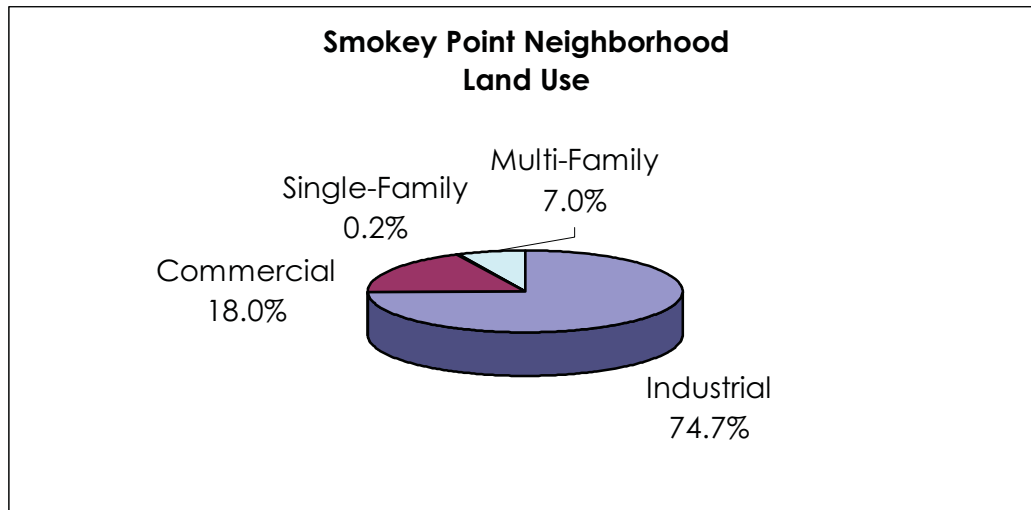


Figure 4-84 Smokey Point Neighborhood Land Use

III. Environmental and Resource Management

a. Topography

The Smokey Point neighborhood is located in the Marysville trough. The trough extends from the Snohomish River to Arlington and gradually increases in elevation from sea level in the south end to about 120 feet in the north end. The land rises steeply out of the trough, approximately 500 feet to the Tulalip plateau on the west and about 400 feet to the Getchell Hill plateau to the east. The topography throughout the study area itself is generally flat.

b. Environmentally Sensitive Areas

There are several environmental conditions that could significantly limit the potential for site development within the Study area. Significant potential wetlands have been identified within the Subarea planning boundary. Approximately 350 acres have been identified for wetland potential within the area. Two named streams, 1) the West Branch of the Middle Fork of Quilceda Creek (Smokey Point Channel), and 2) Edgecomb Creek are located within the plan boundary. These streams are channelized. Adjacent uses are predominately agricultural. In-stream habitats in the study area include long glides, with few pools, undercut banks, downed logs or other habitat features. Vegetation consists of reed canarygrass, Himalayan blackberry, and grasses.

Adolfson Associates was contracted by the City of Marysville to conduct a Stream and Wetlands analysis of the Lakewood/Smokey Point Study area. They prepared a report dated September 2001. The report identified potential wetland areas. These areas contain hydric soils and are known to have high groundwater tables throughout the year. Due to the current and historical use of many sites for agricultural uses and practices, the vegetation could not be verified. Future site development will require wetland studies to confirm the absence or presence of wetlands and groundwater during the growing season.

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan update and development regulations for best available science. The proposed regulations would apply a 150-foot buffer to the Smokey Point Channel and Edgecomb Creek, both Type F streams under the proposed Department of Natural Resources typing. Proposed wetland buffers range from 50 feet to 125 feet, dependent on wetland category. 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.

IV. Economic Development

This area plays a key role in meeting the economic development goals for the City of Marysville and Snohomish County. Historically and currently, both the City and County have designated Smokey Point for urban industrial uses in land use plans since the early 1980's.

In its 1996 GMA Comprehensive Plan, the City of Marysville identified the Smokey Point Planning area as the #1 priority for economic development. Smokey Point was identified as the City's most valuable asset for future economic development in said plan- specifically for light industrial parks and business parks. The current employment ratio for the Marysville UGA is 0.236 jobs per person. Strengthening Marysville's employment base is a strong desire of the community and City leadership.

The Comprehensive Plan policies for economic development include the following goals:

Transform from a residential and residentially-oriented retail city into a diverse employment center within Snohomish County and the Region;

and Balance, though not equalize, the City of Marysville's residential growth with employment growth.

The City has reviewed these policies within the context of the subarea plan update. The following key issues and goals were identified for the Smokey Point neighborhood by the Marysville Economic Revitalization Committee in 2001:

1. Create higher paying jobs in this area (possibly manufacturing).
2. Recognize significant costs of developing infrastructure (roads, stormwater, wetlands) for this area. Designate uses that will support these costs.
3. Locate retail along areas with highway visibility.
4. Provide a mixture of retail as well as industrial uses for job creation.
5. Consider the long-term benefit for the community (job creation, wages, retail revenues, and aesthetics)
6. Provide a commercial corridor along Smokey Point Boulevard.
7. Provide attractive aesthetic standards for commercial development (signage, etc.)
8. Discourage development of a continuous strip mall.
9. Plan for future transportation needs and corridors.
10. Identify commercial areas along transportation corridors (so that employees or residents shop in Marysville).
11. Improve and enforce design standards (meandering sidewalks, no pole signs).
12. Plan for improved transit and facilities.
13. Incorporate wetlands and open space into attractive design of commercial/industrial uses.
14. Construct regional stormwater facilities for aquifer recharge to area streams and wetlands.
15. Incorporate wetlands into design of area open space and integration with parks, trails and fields.
16. Recognize that many existing uses will be displaced and transitioned out with new land use vision and zoning (mobile homes, residential uses). City needs to show strong leadership in implementation of these plans.

V. Transportation

a. Street Inventory

The planning area is uniquely situated in the middle of major automobile, rail, and air transportation facilities. The area is bounded by Interstate 5 on the west, the primary north-south freeway corridor between Seattle and Vancouver, British Columbia. Existing interchanges with I-5 are located at 172nd Street N.E., and 116th Street N.E. A third interchange in the area is proposed in the vicinity of 152nd to 156th Street NE. Smokey Point Boulevard bisects the area north-south and 152nd Street provides the southern boundary of the subarea. The Burlington Northern rail line is the eastern edge of the subarea (providing limited industrial use), while the main line BNRR with Amtrak service runs westerly into Lakewood on the west side of the subarea. The area streets and classifications, serving the planning area, are listed in Table 4-61.

Table 4-61 Smokey Point Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Interstate 5	Freeway	
Smokey Point Blvd. (connecting downtown Marysville, Arlington, and Everett)	Minor Arterial	
136 th /140 th Street NE, west of	Minor Arterial	

Smokey Pt. Blvd. (connecting east and west sides of I-5)		
172 nd Street NE (connecting Interstate 5 and Hwy 9)	Minor Arterial (State highway)	Outside of City of Marysville
136 th Street NE, east of Smokey Pt. Blvd. (connecting Smokey Pt Blvd and 51 st Ave NE)	Collector Arterial	
51 st Avenue NE (connecting 172 nd Street NE to 152 nd Street NE)	Collector Arterial	Arterial streetscape
132 nd Street NE (connecting 51 st and 67 th Avenues NE)	Collector Arterial	
152 nd Street NE (connecting Smokey Point Blvd. and 67 th Avenue NE)	Collector Arterial	Arterial Streetscape

172nd Street, a designated minor arterial, provides the closest freeway access to Interstate 5. 116th Street NE is approximately 2 miles south of the Study area.

The City of Marysville conducted a first stage feasibility study for an interchange in the vicinity of 152nd-156th Street NE. The study included initial feasibility for a new interchange between 116th Street NE and 172nd Street NE. Analysis of an interchange site will require rigorous study and review extending over many years and requires the approval of WSDOT, FHWA and coordination with multiple affected jurisdictions and agencies. Development should integrate and construct appropriate local access streets and network collectors to provide for future planning of a major arterial connection.

Smokey Point Blvd. is a designated Minor Arterial, with 2 to 5 lane improvements between 100th Street and 172nd Street NE. North of 152nd Street NE, a 5-lane improved roadway was constructed through a Road Improvement District, with curbs, gutters and sidewalks.

Currently, 152nd Street NE is a two-lane asphalt paved roadway with gravel shoulders and surface drainage. The ultimate roadway section proposed for 152nd Street NE is currently a 3-lane section, with curbs, gutters and sidewalks proposed. If an interchange is pursued at 152nd Street NE, the minimum standard for a minor arterial is 80 feet, with a 5-lane section, including curbs, gutters, and sidewalks.

The following design standards apply to roads within the Smokey Point Planning area:

- Minimizing the number of intersections along a corridor. It will be important to consider the long term potential of access planning along 152nd Street NE and Smokey Point Boulevard as this area develops.
- Limiting intersections and driveways to shared driveways and roads will be critical to reduce the potential for conflicting movements and increase roadway efficiency.
- Requiring dedication consistent with future right of way needs along transportation corridors will enable future road improvements and a potential interchange to be planned and constructed within the subarea.

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, and timing are identified in the Table 4-62.

Table 4-62 Smokey Point Neighborhood Transportation Needs

Improvement	Description	Timing & Need	Estimated Cost
51 st Avenue NE and 152 nd Street NE ¹	Install a new traffic signal.	LOS deficiency; 6 year TIP	\$200,000
State Avenue, 136 th Street NE to 152 nd Street NE)	Widen to 5 lanes with sidewalk, curb and gutter.	Capacity; recommended 20 year improvements	\$6,133,000 (partial funding by TIB grant secured)
51 st Avenue NE (136 th Street NE to 172 nd Street NE)	Widen to 3 lanes	Recommended 20 year improvements	Snohomish County
152 nd Street NE (State Avenue to City limits)	Widen to 3 lanes with sidewalk, curb and gutter.	Unfunded 20 year improvements	\$5,175,000
40 th Avenue NE (152 nd Street NE to 136 th Street NE)	Extension.	Unfunded 20 year improvements	\$3,868,000
152 nd Street NE and State Avenue	Install signal	Unfunded 20 year improvements	\$300,000
152 nd Street NE (I-5 to 67 th Avenue NE)	One general purpose lane each direction, with dual left turn lane, bike lanes, curbs, gutters & sidewalk	Unfunded 6 year TIP project	\$5,000,000
I-5 between approximately 152 nd Street NE and 156 th Street NE	North Marysville I-5 Interchange Design and Construction	Unfunded 6 year TIP project	\$47,000,000
67 th Avenue NE (108 th Street NE to 132 nd Street NE)	Reconstruct the roadbed and surfacing of the existing 2-lane roadway.	Unfunded 6 year TIP project	\$ 2,400,000
67 th Avenue NE (152 nd Street NE to 172 nd Street NE)	One general purpose lane each direction, with dual left turn lane, bike lanes, curbs, gutter & sidewalk.	Unfunded 6 year TIP project	\$5,100,000
51 st Avenue NE (84 th Street NE to 88 th Street NE)	EIS & design for new alignment for a 44-foot wide roadway section with curbs, gutter and sidewalk	Unfunded 6 year TIP project	\$900,000

¹ Project is required to address deficiency in six-year forecast for concurrency.

c. Transportation strategies and Issues

Transportation Projects

Many large unfunded projects have been identified within this subarea. This is a reflection of the City's economic development goals for these properties and the desire to provide transportation infrastructure capable of supporting high density and intensity users.

Transit Facilities and Services within the Neighborhood

Existing transit service in the study area is provided by Community Transit. Route 210 operates on 51st Avenue NE, 152nd Street NE and Smokey Point Boulevard, providing

hourly service through Marysville, between Arlington and Everett. Other routes operate through the study area during peak hours, between Arlington and the Boeing facilities in Everett.

Arterial Streetscape

152nd Street NE, Smokey Point Blvd., and 51st Avenue NE are designated streetscape arterials. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection and gateways to the City. The northern and eastern entrances to the City are from Smokey Point Boulevard, 51st Avenue and 152nd Street NE.

VI. Parks, Recreation and Open Space

The City owns and operates an athletic complex called Strawberry Fields within the neighborhood. The Marysville School District currently operates a soccer complex on their property on 152nd Street NE. Centennial Trail, a regional trail system with planned expansion to Arlington, could extend to Marysville in this subarea. A trail extension could cross 67th Avenue NE, running along 152nd Street NE. These facilities are described in Table 4-63.

Table 4-63 Smokey Point Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Strawberry Fields Athletic Park	6302-152nd Street NE	72	The first phase of this facility provides 3 fields, 80 parking stalls, and restrooms.
Marysville Soccer Complex	152nd Street NE		Temporary Use by Marysville School District
Centennial Trail connection	152nd Street NE		County regional trail planned from Snohomish to Arlington, that could extend from east of 67th Avenue along 152nd Street NE to tie into Marysville neighborhoods.

VII. Public Facilities and Services

a. Facilities

The Navy support complex is located at 45th Avenue NE, north of 136th Street NE.

b. Police

The City has identified the need for a police office for its north end beat. This could possibly be a desk or office at the Marysville Fire District Midway Station, located 14716 Smokey Point Boulevard.

c. Schools

The Marysville School District provides school service in the majority of the neighborhood, with a northern boundary of approximately 156th Street NE (see District boundary map, Figure 10-n). The Marysville School owns property at the southwest corner of 152nd Street NE and 51st Avenue NE. The School District obtained conditional use permits from Snohomish County several years ago to construct an elementary and junior high school on this site. The property is currently used for recreation and provides a large soccer complex for public use. North of 156th Street, the Lakewood School District provides school facilities for the area.

d. Stormwater

The City of Marysville requires onsite stormwater detention and water quality treatment for development and redevelopment of large parcels (MMC, Chapter 14.15). Chapter 14.15 adopts the 2001 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.

An alternative 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 Smokey Point subarea has proved very challenging to stormwater management as a result of the high groundwater, which eliminate the ability to infiltrate stormwater. Depth to groundwater has been measured at 0.9 to 4.0 feet throughout the Study area. As a result, the City has pursued development of a multiple pond stormwater detention solution to address storm and surface water issues in new development.

Regional stormwater management planning has resulted in focused planning that addresses development needs and area fish and wildlife habitat improvements. These facility improvements include not only the construction of ponds for storage of stormwater runoff, but also conveyance improvements in the existing channel. These include 1) increasing capacity of the railroad culvert at the discharge point from Subbasin J; 2) improvements to the culvert crossing of the railroad track immediately south of 136th Street NE; 3) increasing capacity of 47th Dr. NE culvert; 4) diversion of high flows (in excess of 25-year flood) east of the railroad grade with conveyance south to a undeveloped property for infiltration; or 5) improvement of stream channels for fish habitat.

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. Open ditches or swales can provide additional treatment and some infiltration.

Recommended Stormwater Design Considerations

The following are some further recommendations for the design of stormwater facilities for the subarea plan:

- 1) Infiltration possibilities are severely constrained due to seasonal high groundwater.
- 2) Use swales for conveyance to enhance treatment and provide infiltration

- 3) Analyze the seasonal groundwater table prior to design and construction since it is high in many places
- 4) Provide aesthetic design of regional ponds – suggested incorporation into open space, if safety considerations are met
- 5) Provide adequate access for maintenance of drainage easements and detention ponds
- 6) Provide pretreatment and source control for all applicable land uses.
- 7) Utilize multiple regional facilities to provide for stormwater detention.
- 8) Consider use of a regional facility for high flows and flood attenuation as an alternative to on-site storage.
- 9) Consider and pursue multiple tracks to address stormwater and environmental issues. These would include regional stormwater facilities within and south of the subarea; wetland & stream mitigation banks to address recharge to critical areas, open space acquisition and reduction of impervious coverage within urban land uses in the subarea.
- 10) Decrease impervious coverage standards to 75% or less within the subarea as a whole.

e. Water

Marysville's Coordinated Service Area (CSA) covers most of the neighborhood as shown in Figure 11-4. The exception is the northeastern corner of the area just south of the airport which is in Marysville's CWSA.

Existing water source facilities serving this area include the Edward Springs Reservoir, Edward Springs and Stillaguamish source. Water distribution facilities in the area are shown in Figure 4-85 and include the following:

- 12" main along Forty-Five Road that serves three residential subdivisions before joining with the main along Smokey Point Boulevard;
- 12" main along Smokey Point Blvd., that serves the Smokey Point area and extends to Island Crossing;
- 12" main along 51st Avenue NE, within the section of the study area outside the CWSA boundary, serves several commercial uses near 172nd Street NE including National Food Corporation; and 12" main along 172nd Street NE.

The City of Marysville water system for its north end and this subarea is supplied by Marysville's Edward Springs, and the Stillaguamish River. The City has received approval for a north-end reservoir, called the Northend 240 zone reservoir, located along Wade Road in the City of Arlington. There are adequate water rights and capacity to serve future growth needs. Future improvements are identified in the Capital Facilities Plan.

f. Sewer

All of the public sewer system facilities that exist in the subarea are owned and operated by the City of Marysville. Figure 4-86 identifies sewer lines within the Smokey Point subarea.

The main elements of the wastewater collection system in the subarea are:

- Trunk F that ranges from 10" to 18" and runs along Smokey Point Blvd.; and
- Trunk A that ranges from 18" to 27" and runs along 51st Avenue NE.

- Trunk F to A, an 18" (check) line that connects Trunk F in Smokey Point Blvd. to Trunk A in 51st Avenue, generally running east from Trunk F at 164th Street alignment; south along the edge of the Smokey Point Channel, and east along 152nd Street NE to 51st Avenue NE.

The City of Marysville has coordinated interties at 172nd Street NE, with the City of Arlington for emergency service and wholesale water supply in which Marysville provides water service to the City of Arlington.

VIII. Annexation and Development Strategies

Property east of the Smokey Point Channel, north of 152nd Street NE, or within a UGA expansion area, shall be subject to completion of a master plan for area development. These properties shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's master plan for the area.

Figure 4-85 Smokey Point Neighborhood Water System

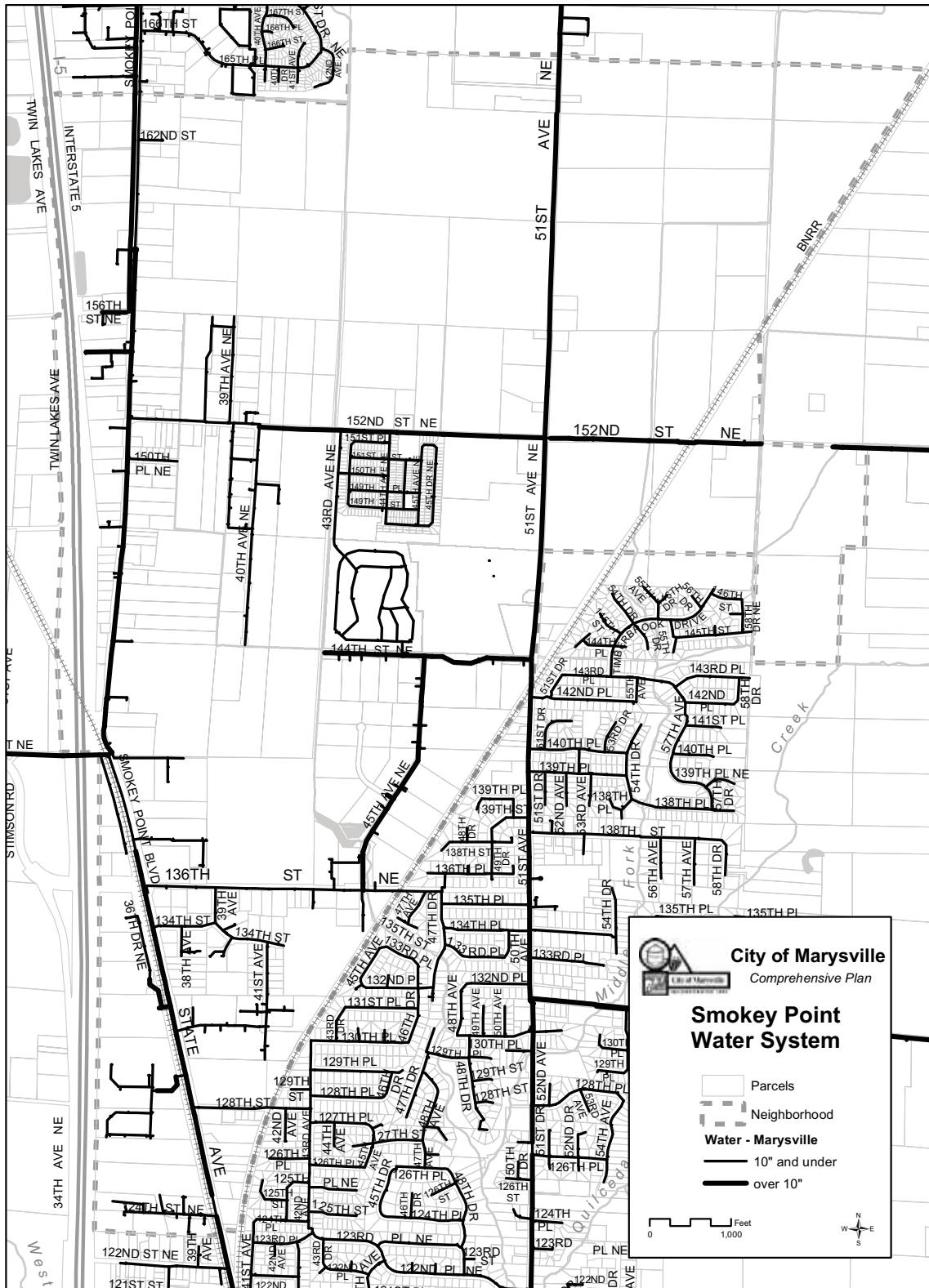


Figure 4-86 Smokey Point Neighborhood Sewer System

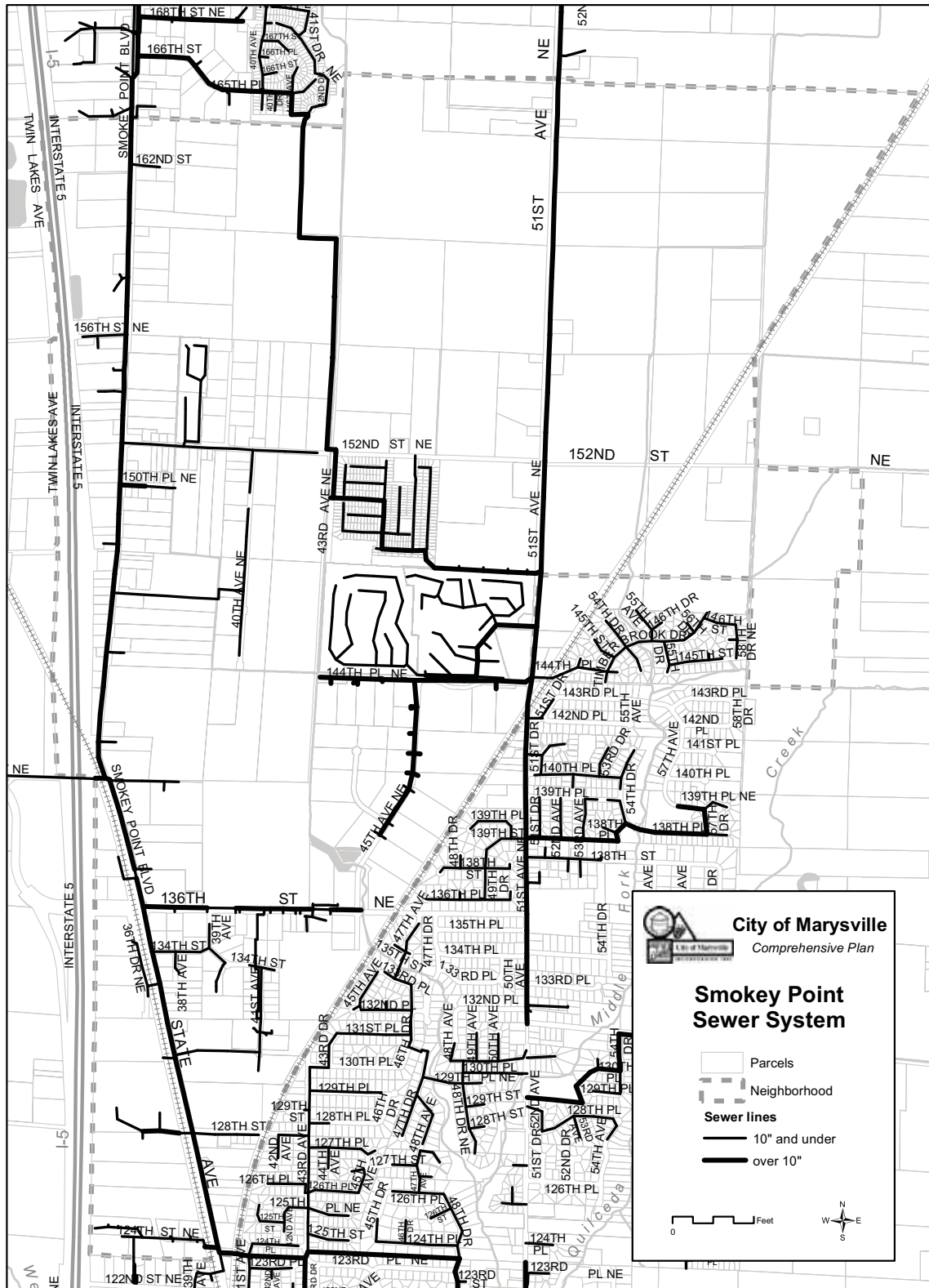
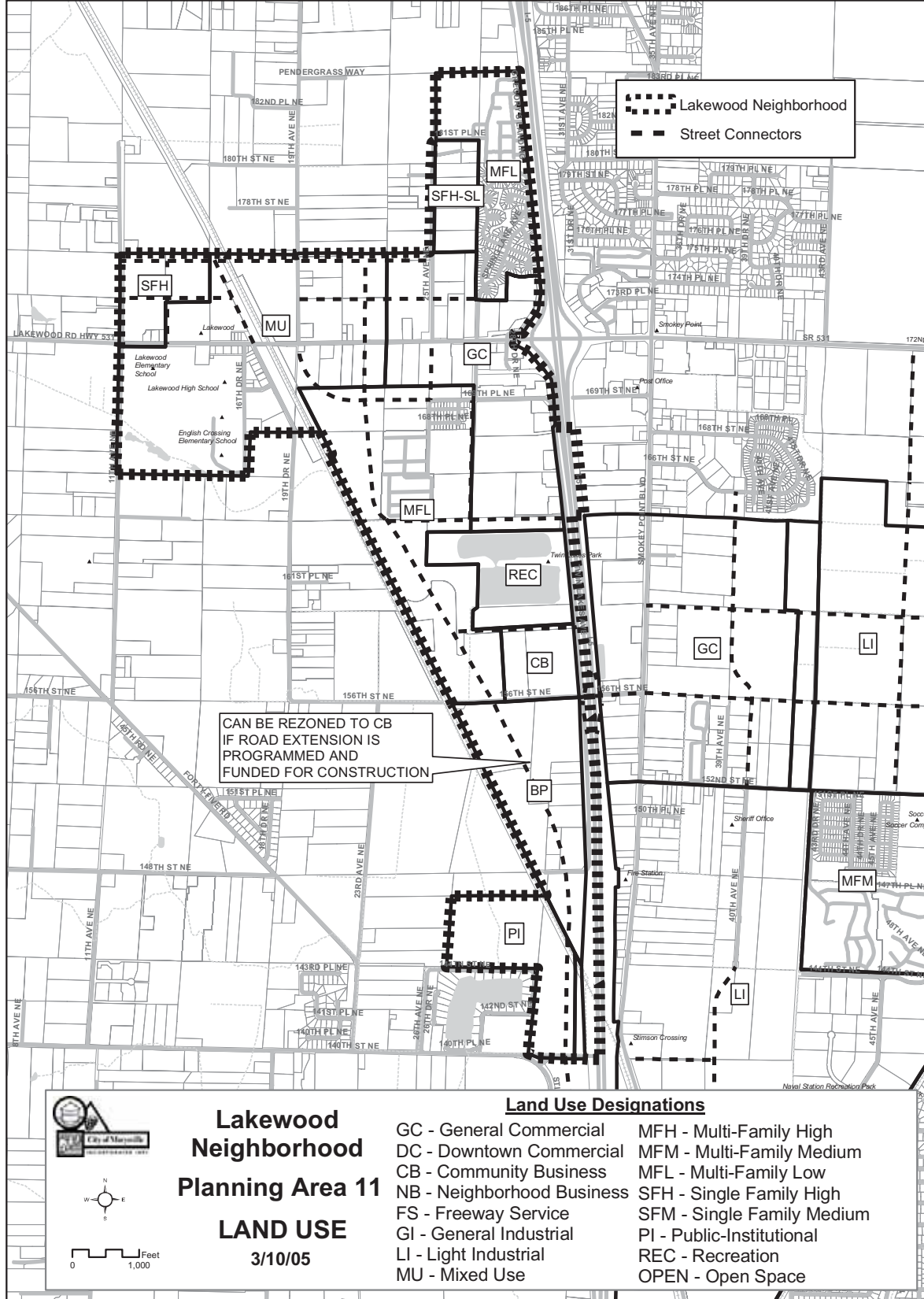


Figure 4-87 Planning Area 11 – Lakewood Neighborhood, Land Use Designations



PLANNING AREA #11: LAKEWOOD NEIGHBORHOOD

This planning area is the northwest corner of Marysville's urban growth area. It is located west of Interstate 5. This neighborhood is also an edge where urban meets rural uses. The edges of this area are the Urban Growth Boundary west of I-5 and the Interstate itself. The Urban Growth Area extends west to 11th Avenue NE, and includes the Lakewood School District complex on the south side of 172nd Street NE. The balance of the area is rural. The Urban Growth Boundary encompasses the fairly level ground before the land rises to the west.

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

I. Background

This area was included in the Urban Growth area with the adoption of the County's 1995 Growth Management Act Comprehensive Plan. Prior to the adoption of the 1995 GMA Comprehensive Plan, Lakewood was designated for rural residential development. No land use planning was completed for this area as part of that action. As a result, the previously designated rural land was designated "Other Land Use". The Other Land Use designation was to serve as an interim designation until more detailed subarea planning was completed.

At that time, the area was also a separate UGA with two cities vying for it and Smokey Point- Marysville and Arlington. Ultimately, a 1996 settlement between the two cities resulted in Lakewood becoming part of Marysville's UGA. Following the UGA settlement, Snohomish County initiated a sub-area planning process within Lakewood. County staff worked with the City to begin detailed planning for the area. The County did not complete adoption of a land use plan for the Lakewood subarea, as a result of pending annexations to the city of Marysville. Marysville annexed the majority of the Lakewood UGA in February 2005. Adoption of this plan will establish zoning for the Lakewood neighborhood.

II. Land Use

The Lakewood neighborhood includes 736 acres within the UGA. Table 4-64 details the land capacity in this area. The neighborhood has a commercial focus and anticipates further expansion of the UGA.

The land use scenario for this area concentrates commercial uses near the interchange and along Interstate 5, where properties have expansive visibility from the freeway. A retail center is anticipated at the southwest corner between Interstate 5, 23rd Avenue NE, Twin Lakes Park and 172nd Street NE. An additional commercial center is located on the north side of the 172nd Street NE. A large mixed-use area is planned further west on the east side of 27th Avenue NE. The mixed-use designation allows higher density multiple family and commercial uses. Multiple family uses are located south and west of the commercial areas, on the south side of 172nd Street NE. Single family uses are located on the western and northern periphery of the UGA. On the south side, within the proposed UGA expansion, sandwiched between Interstate 5 and the Burlington Northern rail line and siding, the property is proposed as Business Park. The land uses would permit a future population of 4733, and an employment base of 1795 jobs.

Table 4-64 Lakewood Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	BP	GC	CB	MU	MFL	SFH	SFH-SL	Rec	Pub	Total
Gross Buildable Acres	92.1	141.1	27.2	134.1	240.4	38.8	24.7	54.2	84.4	837.1
Buildable Acres	77.7	98.8	22.2	71.5	119.4	9.6	24.7	9.2	68.1	501.1
Existing DU's	3	16	0	28	440	5	9	0	0	501
Existing Pop.	0	49	0	83	1180	15	0	0	0	1328
Existing Employees	0	71	0	0	0	0	0	0	391	462
Additional DU's	0	0	0	600	663	25	120	0	0	1408
Additional Pop.	0	0	0	1200	1326	73	348	0	0	2947
Additional Employees	1074	884	254	359	0	0	0	0	0	2571
Total DU's	3	16	0	628	1103	30	129	0	0	1909
Total Population	0	49	0	1283	2506	88	348	0	0	4274
Total Employees	1074	955	254	359	0	0	0	0	391	3033

d. Land Use Vision

The vision for Lakewood is to transition into an urban community that retains the current small town character and neighborliness that it currently holds for its residents. Lakewood provides expansive views of the Cascade Mountains and surrounding forests and farmlands. The future will include full urban services, an active civic life for its residents built around distinct, strong residential neighborhoods, quality schools and other public buildings, convenient shopping and services, and areas of employment. Due to its physical separation from the remainder of the City of Marysville, this plan's emphasis is on strengthening the employment base in Lakewood to ensure a strong foundation for future growth and expansion of the UGA.

Urban Lakewood will have an outstanding system of public spaces, including open spaces, parks, trails, educational campuses, commercial plazas, entrance features, boulevards, view corridors, office park and commercial green spaces. The sensitive environmental areas of Lakewood (wetlands, forested areas, streams) are incorporated into the urban design of the area. Streams are buffered and protected from direct urban runoff. Trails for pedestrian, bicycle and other non-motorized use are incorporated into open space planning and buffers, where appropriate. These sensitive areas remain in native plantings to provide water quality and quantity protection. Development regulations require identification and protection of significant stands of trees.

Shopping and family wage jobs are concentrated around transportation corridors, including highways and railways. Access to shopping and employment areas are direct and efficient, capitalizing on the proximity to I-5, BNSF and SR 531. Commercial areas emphasize pedestrian uses and have parking to the side of or in back of

buildings. Commercial buildings relate to the street, and have features, such as plazas, windows on the street, distinctive entrances. Street cafes, street furniture, kiosks, and landscaping add to the human-scale character of the area. Industrial areas and other places of employment have distinctive entrances, landscaping, buffering from surrounding less compatible uses, and open spaces for employees. They are sited to provide efficient transport of goods and services. Some small scale retail services are located in the industrial areas, providing for the convenience needs of the workers.

Higher density housing is located in proximity to these commercial and business park areas. All higher density housing is located within a 1/4 mile of an open space, park and/or trail system. Arterials in the higher density section are designed as boulevards, with a center planting area to provide additional green space and safe crossing for pedestrians.

A variety of medium density detached housing opportunities fill in the spaces between the centers separated by boulevards, parks and/or trails. The community also has areas of mixed use, (housing, services and retail uses) which provide a place to live and work where one can walk or bike to homes, stores and services all located in a concentrated area. Mixed-use areas have a variety of public spaces, including village greens, public art spaces, street trees, furniture and plazas.

Urban level roads are provided in a grid pattern, and have aesthetic and pedestrian amenities, making the corridors attractive to all travelers and accessible to citizens without dependence on a car. Urban level services include stormwater, roads, sewer and water.

e. Conclusions

The Lakewood neighborhood is planned as a community which will have a strong economic and housing balance in future. Initially, this community is likely to be dominated by a robust commercial presence with visibility along key transportation corridors like SR 531 (172nd Street NE) and Interstate 5. It is expected that in future consideration of urban growth area expansion that the Lakewood area will be extended further west and south towards the Forty-Five Road. This will include more residentially oriented property, as it will be further from major roads and highways. This initial urban area will provide a strong commercial base upon which to support the necessary infrastructure improvements for this currently rural area. The City has worked with community members to provide initial master planning for the current UGA within this proposed plan. Further examination of certain key concepts identified in the initial master plan shall be required for new developments prior to approval. Road connections have been reviewed for initial feasibility and desired standards, and are contained herein. Wetland boundaries have been reviewed at a preliminary level, but actual studies will be required for suspect sites as part of the project approvals. Trail improvements identified within this plan, must be incorporated into new development. The proposed trail standard is contained herein. The City will also require annexation of this area prior to development approvals, in order to ensure implementation of the land use vision contained in City plans and standards that form the basis for proposed land use designations and zoning.

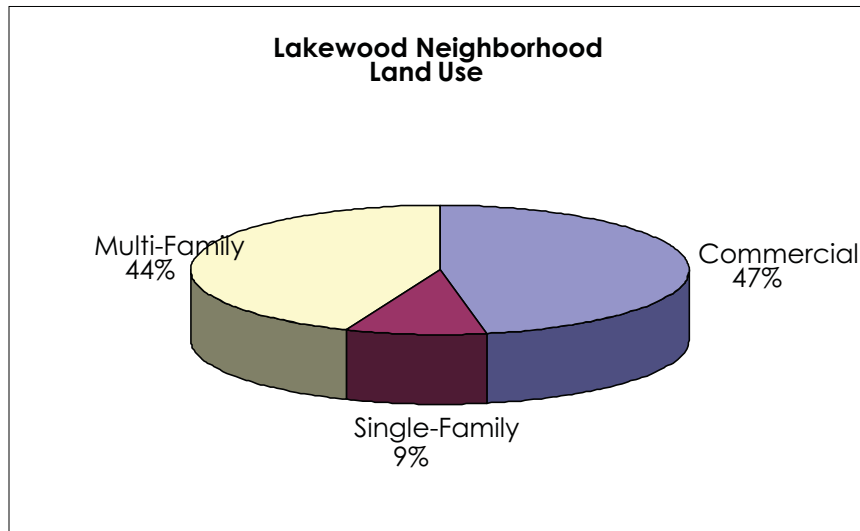
III. Housing & Employment Analysis

Existing and 2025 planned dwelling units, population, and employment figures are listed in Table 4-65.

Table 4-65 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	501	1909
Population Estimate	1328	4274
Employment Estimate	462	3033

Figure 4-88 shows the general land use composition of the neighborhood.

**Figure 4-88 Lakewood Neighborhood Land Use**

IV. Transportation

a. Street Inventory

This planning area is bounded by arterials on the west, north and south. As there has been little development in the area, the street network is minimal. There are two north-south roadways that traverse the area and one east-west roadway. The BNSF Mainline railroad borders and bisects the area, restricting east-west grade crossings for roads.

All of the non-state highway roadways in the planning area are County roads. Many were developed as access to farms and some commercial property. As development has occurred along the Interstate 5 corridor and vicinity, roads have been improved to accommodate the increased traffic activity. The majority of the road network consists of rural roadway sections with weathered asphalt pavement, narrow gravel shoulders and ditches for storm water collection.

WSDOT is currently constructing improvements to widen the existing 172nd Street interchange. Additional improvements are planned for the interchange and SR 531 (172nd Street NE) in the future. Another interchange in the area is proposed in the vicinity of 156th Street NE. The Burlington Northern rail line is the eastern edge of the subarea (providing limited industrial use), while the main line BNRR with Amtrak service runs westerly into Lakewood on the west side of the subarea. SR 531 (172nd Street NE) is

classified a minor arterial. 172nd Street, a designated minor arterial, provides the closest freeway access to I-5.

Minimizing the number of intersections along a corridor reduces the potential for conflicting movements and increases roadway efficiency. For safety reasons, it will be important to limit access along 172nd Street NE (SR 531) to shared driveways and planned roads. Requiring dedication consistent with future right of way needs along transportation corridors will enable future road improvements and a potential interchange to be planned and constructed within the subarea.

The area streets and classifications, serving the planning area, are listed in Table 4-66.

Table 4-66 Lakewood Neighborhood Streets and Classifications

Street	Classification	Jurisdiction
Interstate 5	Freeway	State/Federal
172 nd Street NE (connecting Interstate 5 and Hwy 9)	Minor Arterial	State route
Forty-Five Road	Collector Arterial	Snohomish County

b. Existing Railroad Network

The Burlington Northern-Santa Fe (BNSF) Railroad serves the Study Area. There are two tracks, the mainline between Seattle, Washington and Vancouver British Columbia and a spur line between Marysville and Arlington.

The Lakewood subarea is bisected by the mainline track with one roadway crossing at 172nd Street NE. The BNSF estimates 18 freight trains cross daily on average across 172nd Street NE. The State Department of Transportation (WSDOT) estimates about 4 passenger trains cross daily as well.

The crossing at 156th Street NE was closed in 2002 to allow extension of the rail siding south of 172nd Street NE. This was to allow longer freight trains to pull off the Mainline when necessary. A signal and gates protect the 172nd Street NE roadway crossing.

c. Transportation Needs within the Neighborhood

Project descriptions, need, cost, funding and timing are identified in Table 4-67. Projects listed are identified within the City's Transportation Element, or referenced in Snohomish County or WSDOT plans.

Table 4-67 Lakewood Neighborhood Transportation Improvement Projects

Location	Description	Timing & Need	Estimated Cost
I-5/SR 531 (172 nd Street NE) interchange	New 6-lane bridge, signals, and loop ramp. Widen and realign all ramps.	2006	\$27,300,000
172 nd Street NE (connecting Interstate 5 and Hwy 9), from 27 th Avenue NE to SR 9	Widen to 5 lanes. (5 lanes to 11 th Avenue NE)	2012	\$28,890,000
11 th Avenue NE and 172 nd Street NE	Install traffic signal.	2012	\$200-300,000
19 th Avenue NE and 172 nd Street NE	Install traffic signal.	2012	\$200-300,000
Forty Five Road	Widen to 3 lanes.	2012	\$2-4,000,000
Twin Lakes Blvd extension	Road extension		Cost unknown

connecting 172 nd Street NE to 140 th Street NE			
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d. Existing Public Transportation Facilities and Services

Local bus service is provided by Community Transit. Local transit service is provided by Route 240, which travels 172nd Street NE (SR 531) daily with 60 minute headways between Stanwood and the Smokey Point Transit Center. The Transit Center is located east of Smokey Point Blvd., and north of 172nd Street NE on Smokey Point Drive NE. The center is a major hub of Community Transit's system with direct transfers to Routes 207, 210, 230 and 240. The Center is directly accessed from/to the Lakewood Subarea via Route 240 and to/from Marysville via routes 207 and 210.

WSDOT owns the Smokey Point Park and Ride Lot northwest of the I-5/SR 531 Interchange. This lot will be moved and access constructed at the signalized entrance of 27th Avenue NE. The lot will be expanded from 50 parking stalls to 150-200 stalls.

e. Transportation Strategies and Issues

Transportation Projects.

There is one principal point of access into the subarea-172nd Street NE. A road system with north-south and east-west access must be developed as this area urbanizes. The construction of an interchange connecting on the southern part of the UGA would greatly enhance circulation within and around Lakewood.

Transit Facilities and Services within the Neighborhood.

Existing transit service in the study area is provided by Community Transit. Route 210 operates on 51st Avenue NE, 152nd Street NE and Smokey Point Boulevard, providing hourly service through Marysville, between Arlington and Everett. Local Route 240 operates along 172nd Street NE between Arlington and Stanwood. Other routes operate through the study area during peak hours, between Arlington and the Boeing facilities in Everett.

Non-motorized System Improvements

- 1) SR 531 Bike Lanes. Bike lanes are proposed on 172nd Street NE (SR 531) from the Interchange to Forty Five Road in the County Comprehensive Plan. This will provide bike lanes to Highway 9 with eventual access to Marysville and Arlington.
- 2) SR 531 to 140th Street Bike Corridor. Construction of 6 to 8-foot shoulders on the 27th Avenue NE/169th Place NE/Twin Lakes/56th Street NE/23rd Avenue Corridor. This would be an extension from existing bike lanes on 172nd street NE to 140th Street. This would provide nonmotorized access to Gissberg Twin Lakes County Park which is accessed from Twin Lakes Avenue. Wide shoulders along Forty Five Road from SR 531 to 23rd are also recommended in the County's plan.
- 3) Lakewood Trail. A separated off-road nonmotorized facility would connect the bike lanes from SR 531 and run south to 136th Street NE where bike lanes are planned to the City of Marysville. One possible alignment would parallel the Burlington Northern-Santa Fe Railroad mainline to the east. Another alignment would continue south along the proposed frontage road into the Tulalip Reservation and onto 27th Avenue NE.

Arterial Streetscape

172nd is designated as a streetscape arterial within this plan. The City shall provide standards for plantings and medians along these arterials, and provide for attractive pedestrian crossings at key intersection and gateways to the City. The northern and eastern entrances to the City are from Smokey Point Boulevard, 51st Avenue and 152nd Street NE.

V. Parks and Recreation

Gissberg Twin Lakes is located within this neighborhood. This facility is owned and operated by Snohomish County. It is a 54-acre regional county park located along the west side of Interstate 5, south of 172nd Street NE. This park contains two lakes that are remnants of barrow pits from the construction of I-5. The park provides local and area residents with swimming, fishing and picnic opportunities.

Centennial Trail, a regional trail system, is located nearby and functions regionally as opposed to serving a neighborhood or community. Centennial Trail is used for biking, hiking, and horseback riding. A trail connection could be explored to provide entrance to the facility.

An open space network with parks and bicycle, pedestrian and other non-motorized access shall be integrated into development of this area. The alignment, along the Burlington Northern rail line and area sensitive areas would provide a linear park throughout the Lakewood subarea.

Designation of a community center has emerged as an important feature that residents would like to see incorporated into area planning. This center would provide meeting facilities, limited library services, and a gathering place for festivals and activities for the local community.

VI. Environmental and Resource Management

a. Surface Water

The two main tributaries of the West Fork of Quilceda Creek that flow through the Lakewood subarea include Gissberg Creek and Lakewood Creek. Both of these streams have been modified for agricultural purposes with cross culverts installed at roads and access points.

The major portion of the Lakewood subarea, which lies east of the Burlington Northern Railroad (BNRR) tracks, drains to Gissberg Creek. The creek flows southeast along the east side of the BNRR tracks from 172nd Street NE to 140th Street NE. It then flows west along the north side of 140th Street NE until its confluence with the Nina Tributary of the West Fork.

Two significant surface water features that drain to Gissberg Creek include Gissberg Twin Lakes, which is located directly in the Lakewood area, and Nina Lake, which is located downstream of the area. Groundwater is the primary source of water into both lakes. According to local historians, Gissburg Twin Lakes were originally spring fed ponds. With the construction of Interstate 5 in the 1960's, the ponds were dug out to use as fill material for I-5, creating in effect man made lakes. Under the proposed CAO regulations, Twin Lakes is a Type F water.

The smaller portion of the Lakewood area that lies west of the BNRR tracks drains to Lakewood Creek. The creek travels along the west side of the railroad tracks before flows apparently split into two directions. Low flows continue down the creek along the railroad tracks and around Nina Lake. Higher flows are believed to overflow into a

separate system along 23rd Avenue NE that generally flows south to 140th Street NE. Lakewood Creek originates in the hills along the west side of the valley and travels through low areas in undulating terrain with a mixture of pasture, forested, and wetland areas.

In addition to these tributaries, the conveyance system consists of ditches, culverts and newer piped systems constructed with development.

b. Stormwater Management

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.

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 alternative 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.

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 subarea plan:

- 1) Where depth to groundwater allows, stormwater infiltration is recommended
- 2) Use bio-swales for conveyance to enhance treatment and provide infiltration
- 3) Monitor the seasonal groundwater table prior to design and construction since it is high in many places
- 4) Provide aesthetic design of regional ponds – suggested incorporation into publicly accessible open space, if safety considerations are met

- 5) Provide adequate access for maintenance of drainage easements and detention ponds
- 6) Provide pretreatment and source control for all applicable land uses.
- 7) Utilize multiple regional facilities to provide for stormwater detention.
- 8) Consider use of a regional facility for high flows and flood attenuation as an alternative to on-site storage.

c. Wetlands

Adolfson Associates was contracted in 2001 by the City of Marysville to conduct a Stream and Wetlands analysis of the Lakewood/Smokey Point Study area. The wetland inventory identified seven palustrine emergent, scrub-shrub, forested, and open water wetlands associated with the Lakewood Creek tributary to the West Fork Quilceda Creek and a network of agricultural ditches (including Gissburg Creek). This was a preliminary investigation and did not involve formal wetland delineations.

Wetland areas contain hydric soils and are known to have high groundwater tables throughout the year. Due to the current and historical use of many sites for agricultural uses and practices, the vegetation could not be verified. Future site development will require formal wetland studies to confirm the absence or presence of wetlands and groundwater during the growing season.

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan and development regulations for best available science. 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.

d. Streams

Two tributaries to the West Fork of Quilceda Creek, Lakewood Creek and Gissburg Creek were studied as part of the City's inventory. Lakewood and Gissburg Creeks both flow southward through the Lakewood UGA and converge south of the subarea to form the West Fork of Quilceda Creek. Lakewood Creek is a perennial stream and is likely to be a Type F stream under the proposed critical areas ordinance, requiring 150 - foot buffers. Gissburg Creek is intermittent and is likely a Type Np stream with 100- foot buffers. Stream typing will require a biologist's confirmation.

VII. Public Services and Facilities

a. Schools

The Lakewood School District provides school services to this neighborhood. The District administrative offices and schools are concentrated at one campus, located between 16th Drive NE and 11th Avenue NE, south of 172nd Street NE. The District's schools are Lakewood Elementary, English Crossing Elementary, Lakewood Middle, and Lakewood High School.

b. Water

The City of Marysville provides water service to this area. Lakewood is served from the Edward Springs Reservoir, which is fed by the spring collection system, Lake Goodwin, and the Stillaguamish Collector.

Water is distributed via 12-inch water arterial mains as shown in Figure 4-89. The west side has a 12-inch line running along Forty-Five Road; on the north there is a 12-inch line

running along 172nd Street NE; and on the south a 12-inch line runs along 140th Street NE. Smaller 8-inch and 6-inch distribution mains distribute the water to the existing developments at the I-5 interchange and the Lakewood school complex.

In order to provide adequate water pressure for new development, proposed systems are anticipated to need a looped connection between a proposed 12" water line extension crossing Interstate 5 at 156th Street NE and the existing 12" line in 172nd Street NE.

c. Sewer

All of the public sewer system facilities that exist in the subarea are owned and operated by the City of Marysville and are shown in Figure 4-90. The main elements of the wastewater collection system in the subarea are:

- Trunk F that ranges from 10" to 18" and runs along Smokey Point Blvd.; and
- Trunk A that ranges from 18" to 27" and runs along 51st Avenue NE and is outside of the Utility Service Area (USA)

Sewer service to the greater Lakewood area will require sewer extension from east of Interstate 5 at approximately 140th Street NE. There are current (2004) and future pipeline deficiencies that have been modeled for this line in the comprehensive sewer plan that will limit additional sewer service. Only properties who participated in ULID 10 will be allowed connection into this line, until the gravity system from the south can be constructed to alleviate some of the current sewerage capacity. A gravity collection system is currently under design and it is anticipated that construction will occur in 2005-2006. This will consist of a trunk sewer line extension along 140th Street NE, crossing under I-5, with a 10" line extending north along the east edge of the BNR right-of-way for service to the existing UGA. Additional lines (varying in size from 10"-30") will provide service into the trunk line at 140th Street NE. This will provide gravity sewer service to the current UGA. Limited service for portions of the UGA can be provided with the existing 12-inch sewer line in 172nd Street NE. The line size and slope presents limitations for future development capacity.

VIII. Annexation and Development Strategies

UGA expansions within this neighborhood shall be subject to completion of a master plan for area development. Property within UGA expansion areas shall be required to annex to the city of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the city's master plan for the area. This plan includes a more specific subarea plan for the Lakewood area that shall be the basis for review of development proposals. It includes a conceptual road plan, and open space and trail network as shown in Figure 4-91.

In addition, the accompanying design standards prepared as part of the integrated comprehensive plan, development regulations and EIS shall apply to the area (as hereinafter amended). It is also 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, center type development. Refer to Figure 4-73, in the 116th Street Master Plan text (Planning Area 8-Marshall/Kruse neighborhood) which illustrates a typical Central Boulevard cross section including landscaping.

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. Design guidelines and site plan review must also include:

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 and Mixed Use Multi-family Designations within the Lakewood neighborhood include:

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

172nd Street NE (SR 531) also provides a gateway to Marysville and the Lakewood community at Interstate 5. An attractive gateway design at key intersections and development entrances shall be incorporated into both the roadway improvement and development site and landscape plans. This can be a combination of landscaping, structures such as fences or walls, artwork, lighting, signage, flags or other identification, and sidewalk/walkway materials and treatment.

Figure 4-89 Lakewood Neighborhood Water System

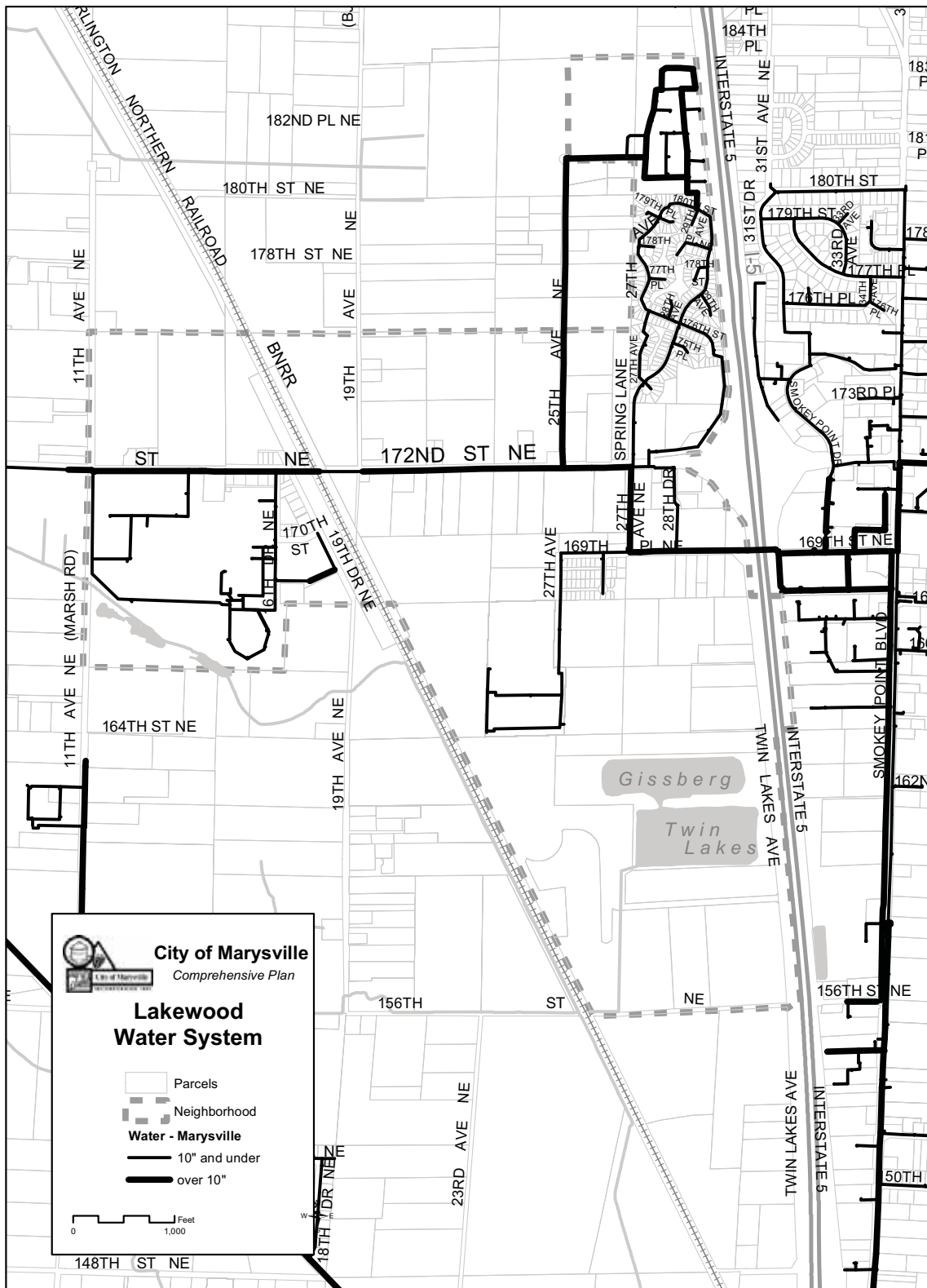


Figure 4-90 Lakewood Neighborhood Sewer System

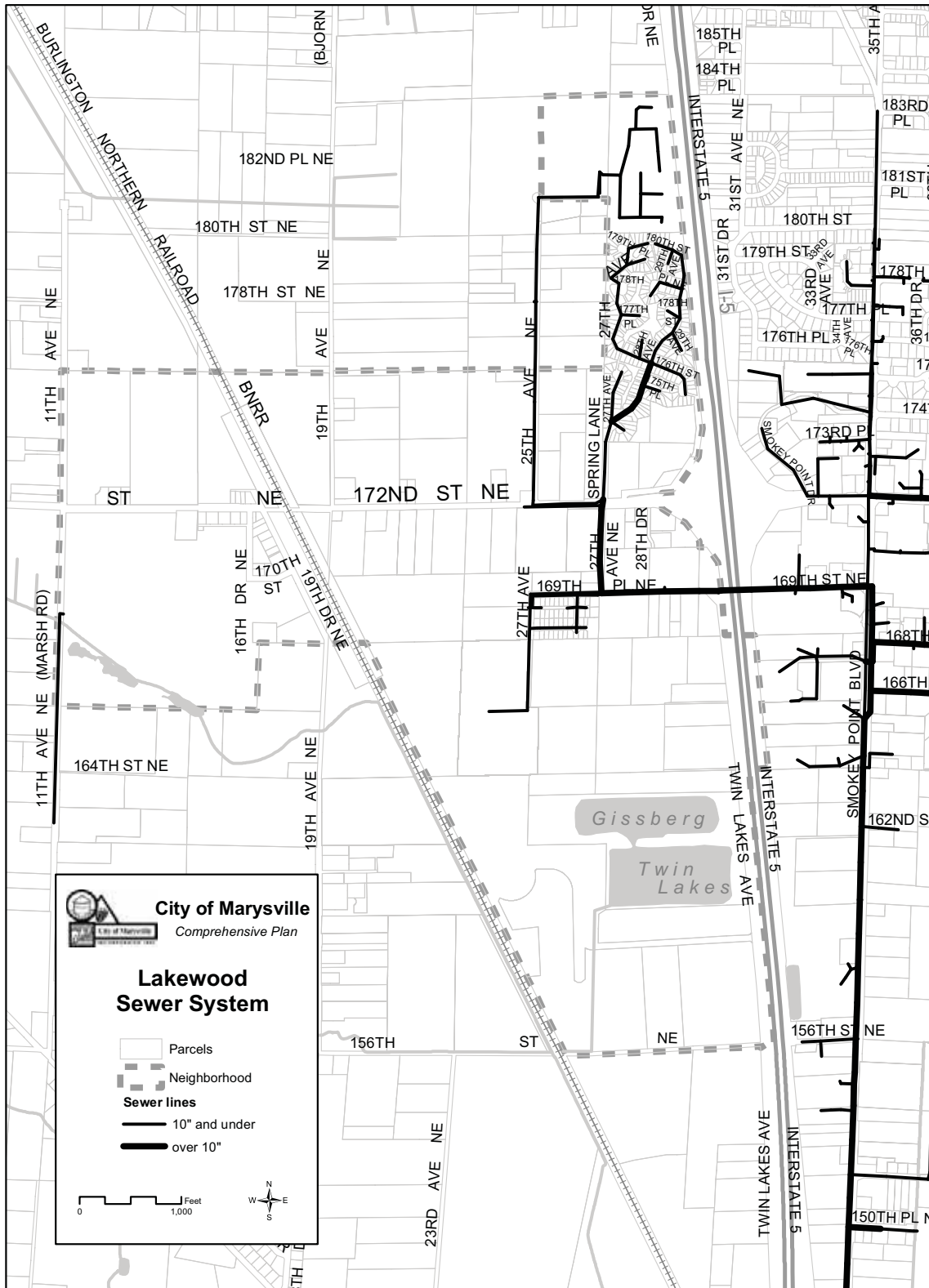
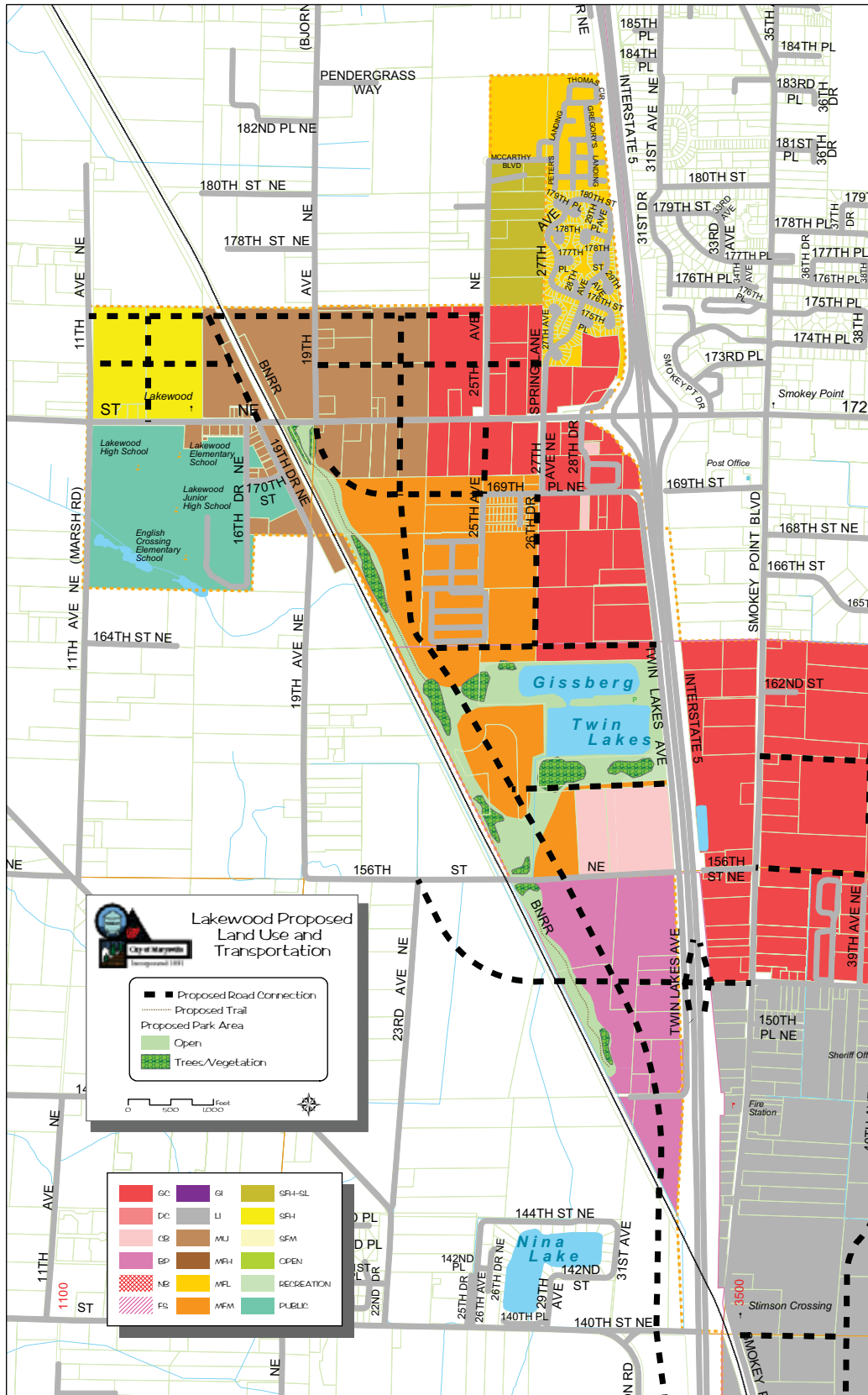


Figure 4-91 Lakewood Master Plan



G. SUB-AREAS STUDIES

This section looks at the Study Area wide elements that assist in establishing the character of the City of Marysville: major arterial streetscapes, Interstate 5, and Highway 9.

I. Major Arterial Streetscapes

The streetscape of major arterials is a prominent element of a city. There are many reasons to focus on their character:

- Introducing a special or unique character to major arterials makes the hierarchy of the streets more apparent; therefore it is easier for people to understand how to move through the city, where they are, and what the structure of the city is.
- The types of changes being proposed make these streets more aesthetically appealing, thereby improving the overall character of the city.
- Also the kinds of proposed changes are ones which encourage people to walk or bicycle, instead of only using automobiles.

The elements of this streetscape program would be:

- Street trees placed between the sidewalks and street. This not only allows the trees to shade both, but also creates the impression that the street is narrower than it really is. Trees also protect and define the pedestrian area.
- Limit on-street parking on arterials.
- Minimizing the width of the street. This is done by not only reducing on street parking, but providing only the lanes necessary and limiting the total asphalt.
- Limit curb cuts and require on-site circulation. Adjacent projects within a block should have connecting circulation and should share curb cuts whenever possible.
- Increasing the width of the sidewalks. To encourage pedestrian use, sidewalks should generally be 5 feet wide. Where there is higher pedestrian activity, they should be 7 to 9 feet wide. This width allows for street and traffic signs and two people to comfortably walk side by side.
- Where two arterials cross and there is significant pedestrian traffic, the sidewalks should be bulbed to make it easier for pedestrians to cross and to distinguish the crossing. However, if the arterial is also a bikeway, accommodation for bikes should be made, since the pedestrian bulbing forces bicyclists into the traffic lanes.
- Provide bike paths, in each direction, as part of the roadway.

There are several streets which would be appropriate for inclusion in this program. The selection of streets for inclusion, shown in Table 4-68, is based on the Urban Growth Boundary, the relationship of these streets to one another, and the amount of traffic using them.

Table 4-68 Streets Included in Streetscapes Program

NORTH - SOUTH	EAST - WEST
State Ave./Hwy. 99/Smokey Point Blvd.	4th Street NE/64th Street NE/SR 528
Liberty Ave./Armar Rd./51st Avenue NE	Grove Street/76th Street NE
Shoultes Road	88th Street NE/84th Street NE
67th Avenue NE (within the Urban Growth Boundary)	100th Street NE
83rd Avenue NE (within the Urban Growth Boundary)	116th Street NE (especially if it connects across Quilceda Creek)
Sunnyside Boulevard	Soper Hill Road
	172nd Street NE (SR 531)

a. Interstate 5 and Highway 9

Interstate 5 and Highway 9 are the two primary elements of the north/south transportation network for the Study Area connecting to Seattle, Vancouver B.C., and for Interstate 5, points beyond. The result is manifold: people from all over the region being brought to and moving through the City, residents using them for circulation, and prominent physical elements slicing through or by the City. Although there are negative impacts of roadways of this size and nature, they can have positive potential as well. Interstate 5 and Highway 9 afford the opportunity to introduce Marysville to people coming to or passing through the City; establish and reinforce citizen's image of their City; and clarify comprehension of the structure and organization of the City.

i. Interstate 5

Interstate 5 is the principal component of the regional transportation network connecting Marysville to Seattle, Vancouver B.C., and points beyond. There are certain characteristics of Marysville which create its personality: the Sloughs; surrounding farmlands; forested areas; creeks; and a city serving an area larger than simply the people within the City limits. The nature of the Interstate's edges alters as one moves through the Study Area. Thus from Interstate 5, one is able to experience all of these elements and to some extent the way in which they interrelate.

In the Study Area, there are four identifiable sections to Interstate 5:

- . Southern approach and entry: views to the sloughs, farmlands, and downtown Marysville
- . Forested corridor punctuated with Quilceda Creek and entrances to various parts of the urbanized area
- . Northern approach and entry: farmlands
- . Smokey Point

Southern Approach and Entry

The most significant event in the approach to Marysville from the south is the crossing of the Snohomish River and Union, Steamboat, and Ebey Sloughs. To the west are the two triplets of bridges crossing Union and Steamboat Sloughs; these are notable and distinct landmarks. To the east, one sees more of the sloughs, farmlands, and undeveloped land. This flat and relatively undeveloped area separating Everett and Marysville is an important element in maintaining separate identities for each city. This view is available when driving either north or south on Interstate 5.

Approaching Ebey Slough from the south only, one sees the waterfront area of downtown Marysville. This is the only real view of Marysville available from the Interstate. This view should not only be maintained, but the development of the

waterfront as a destination with commercial, waterfront uses, and trails will significantly improve this important introduction to the city.

The Fourth Street Exit from the Interstate is a frequently used one since a major portion of Marysville's freeway services are located there as well as the commercial center and mall of Marysville. The district immediately adjacent to Interstate 5 was created to cater to a population passing through the community, although it also serves the resident population's needs as well. These activities are located to be convenient for people getting on and off the freeway ramps. However these areas also have a prominent introductory role: they are the first introduction many people have to the community. Many of the structures housing these uses are generic and bland resulting in an "Anywhere, USA" feeling that does not entice people into the city. Balancing the real demand for these services and the desired introductory character of the city is key at this location.

Forested Corridor

The section of Interstate 5 between the Fourth Street exit and approximately 136th/140th Street is characterized by the dense trees lining the roadway on both sides. This not only protects the homes and other uses adjacent to the Interstate from the visual and aural impacts, but creates a powerful image for the driver. The buffer is actually fairly shallow, sometimes as little as 20-30 feet — but the effect is significant. However, a buffer on either side of Interstate 5 of 50 feet should be the goal.

This forested corridor is punctuated by Quilceda Creek and exits from the highway to various parts of the urbanized area. Quilceda Creek is still fairly broad when it flows under the Interstate. The importance of creeks to the character of the Marysville area suggests that this crossing should be made as notable as possible to the motorist.

The exits (at 116th, and potentially 88th) from the Interstate indicate that there is other activity going on behind this forested corridor. These exits have a prominent introductory role: they are the first introduction many people have to the community. While commercial services at these exits is important for the convenience of the residents and passing motorists, their proximity to existing residential areas, market factors, and the proximity of existing freeway services at Smokey Point and downtown Marysville may not make either or both of these sites suitable for intense highway oriented uses. More neighborhood oriented commercial might better serve the needs of the community and as a more appropriate introduction to those portions of the city.

Northern Approach and Entry

The northern entrance/exit to Marysville is more subtle than the southern one. The trees lining the Interstate open up, presenting views to the farmlands both east and west of the roadway. Development of commercial areas and other land uses along this section threaten these views. This open area should be maintained not only as an entrance to/exit from Marysville, and as an element of the character of the area, but also as a important visual contrast between the forested areas associated with Marysville and Arlington.

Smokey Point

Smokey Point is the only urbanized area along Interstate 5 between Marysville and Mount Vernon. It provides important commercial services for the rural areas and Interstate users. Its visibility is important to inform people of its presence, but this should also be balanced against the image presented and the need to buffer the residential areas from the impacts of Interstate 5.

ii. Highway 9

Highway 9 is a secondary element of the north south transportation network that connects Marysville to the adjacent communities of Arlington and Lake Stevens as well as Woodinville to the south and the Canadian border to the north. Highway 9's chief characteristic is similar to that of the section of Interstate 5 between downtown and Smokey Point Blvd. — a forested corridor punctuated by entrances into the community. Thus the implications for this roadway are:

- . Maintain its forested character from Soper Hill Road north past 172nd Street NE. This can be done by requiring a buffer of 30+ feet of trees along the highway.
- . Limiting access to Highway 9. This not only maintains the character of the roadway, it also allows it to remain a relatively free flowing one. Its ability to move vehicles is only possible when the need for other automobiles to turn into or off of the road is infrequent. This is possible since 83rd Avenue NE/Whiskey Ridge Rd. can serve as a secondary roadway for local traffic.

Using the few intersections that do occur along this section of Highway 9 (172nd, 160th, 132nd, 108th, 84th, SR 528/64th, Soper Hill Rd./28th), especially those related to commercial activities (108th, 84th, SR 528/64th, Soper Hill Rd./28th) to introduce those activities, by making those intersections more urban in character.

II. Other Sections to Potentially Add

The development of new or expanded single and multi-family neighborhoods must provide a reforestation plan which will include, but not be limited to, street trees, yard trees, and the retention of native vegetation on steep slopes, stream corridors, and other areas deemed appropriate through City policy or ordinance. As possible, existing single and multi-family neighborhoods should also have developed a reforestation plan, as described above.

APPENDIX A – LAND CAPACITY TABLES

		Business Park	Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Multi-Family High R-28	Multi-Family Low R-12	Multi-Family Medium R-18	Mixed Use	Neighborhood Business
Downtown	Total Acres	0.0	30.6	101.3	49.7	138.7	0.0	28.1	0.0	51.5	84.1	0.5
	Buildable Acres	0.0	30.6	78.9	49.7	1.4	0.0	28.1	0.0	51.5	84.0	0.5
	Existing HU	0	76	180	142	1	0	199	0	379	546	0
	Additional HU	0	0	0	0	0	0	152	0	112	133	0
	Total HU	0	76	180	142	1	0	351	0	491	679	0
	Existing Population	0	154	447	360	44	0	467	0	900	1373	0
	Additional Population	0	0	0	0	0	0	304	0	224	266	0
	Total Population	0	154	447	360	44	0	771	0	1124	1639	0
	Existing Employment	0	397	1699	705	249	0	18	0	0	593	8
	Additional Employment	0	29	179	99	9	0	0	0	0	49	0
	Total Employment	0	426	1878	804	258	0	18	0	0	642	8
East Sunnyside	Total Acres	0.0	65.9	0.0	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
	Buildable Acres	0.0	58.4	0.0	0.0	0.0	0.0	0.0	0.0	47.7	0.0	0.0
	Existing HU	0	9	0	0	0	0	0	0	14	0	0
	Additional HU	0	0	0	0	0	0	0	0	419	0	0
	Total HU	0	9	0	0	0	0	0	0	433	0	0
	Existing Population	0	0	0	0	0	0	0	0	0	0	0
	Additional Population	0	0	0	0	0	0	0	0	838	0	0
	Total Population	0	0	0	0	0	0	0	0	838	0	0
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0
	Addition Employment	0	699	0	0	0	0	0	0	0	0	0
	Total Employment	0	699	0	0	0	0	0	0	0	0	0
Getchell	Total Acres	0.0	96.8	0.0	0.0	0.0	0.0	0.0	47.0	24.0	0.0	0.7
	Buildable Acres	0.0	62.4	0.0	0.0	0.0	0.0	0.0	30.5	17.1	0.0	0.7
	Existing HU	0	11	0	0	0	0	0	286	1	0	1
	Additional HU	0	0	0	0	0	0	0	1	557	0	0
	Total HU	0	11	0	0	0	0	0	287	558	0	1
	Existing Population	0	22	0	0	0	0	0	874	0	0	3
	Additional Population	0	0	0	0	0	0	0	2	1114	0	0
	Total Population	0	22	0	0	0	0	0	876	1114	0	3
	Existing Employment	0	114	0	0	0	0	0	0	0	0	16
	Addition Employment	0	1038	0	0	0	0	0	0	0	0	2
	Total Employment	0	1152	0	0	0	0	0	0	0	0	18

Open Space	Public	Recreation	Single Family High R-6.5	Single Family High - Small Lot R-8	Single Family Medium R-4.5	Grand Total
71.6	224.2	18.9	98.8	70.1	0.0	968.0
0.0	51.5	9.3	75.2	70.1	0.0	530.7
3	0	0	373	435	0	2334
0	0	0	16	11	0	424
3	0	0	389	446	0	2758
9	0	0	1044	1260	0	6059
0	0	0	46	32	0	872
9	0	0	1091	1292	0	6931
10	443	15	139	0	0	4276
0	0	0	0	0	0	365
10	443	15	139	0	0	4641
0.0	47.9	30.3	1277.9	0.0	110.9	1585.3
0.0	37.9	22.9	1098.0	0.0	107.4	1372.3
0	0	1	678	0	208	910
0	0	0	2838	0	108	3365
0	0	1	3516	0	316	4275
0	0	3	0	1705	641	2349
0	0	0	8230	0	313	9381
0	0	3	8230	1705	954	11730
0	0	0	0	0	34	34
0	0	0	0	0	0	699
0	0	0	0	0	34	733
0.0	111.5	99.4	454.3	0.0	789.7	1623.3
0.0	52.0	70.4	366.1	0.0	609.9	1209.2
0	1	0	570	0	1212	2082
0	0	0	699	0	804	2061
0	1	0	1269	0	2016	4143
0	3	0	1708	0	3674	6284
0	0	0	2027	0	2332	5475
0	3	0	3736	0	6005	11758
0	93	7	0	0	0	230
0	0	0	0	0	0	1040
0	93	7	0	0	0	1270

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

		Business Park	Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Multi-Family High R-28	Multi-Family Low R-12	Multi-Family Medium R-18	Mixed Use	Neighborhood Business
Jennings Park	Total Acres	0.0	6.1	0.0	0.0	0.0	0.0	0.0	7.8	40.9	0.0	1.2
	Buildable Acres	0.0	5.7	0.0	0.0	0.0	0.0	0.0	7.8	28.9	0.0	1.2
	Existing HU	0	0	0	0	0	0	0	32	450	0	3
	Additional HU	0	0	0	0	0	0	0	22	0	0	0
	Total HU	0	0	0	0	0	0	0	54	450	0	3
	Existing Population	0	0	0	0	0	0	0	81	955	0	9
	Additional Population	0	0	0	0	0	0	0	44	0	0	0
	Total Population	0	0	0	0	0	0	0	125	955	0	9
	Existing Employment	0	354	0	0	0	0	0	0	0	0	11
	Addition Employment	0	0	0	0	0	0	0	0	0	0	1
	Total Employment	0	354	0	0	0	0	0	0	0	0	12
Kellogg	Total Acres	0.0	35.6	0.0	42.5	0.0	0.0	6.0	25.3	8.6	0.0	1.0
	Buildable Acres	0.0	33.6	0.0	37.8	0.0	0.0	6.0	10.8	8.6	0.0	1.0
	Existing HU	0	0	0	61	0	0	95	21	41	0	0
	Additional HU	0	0	0	0	0	0	0	65	60	0	0
	Total HU	0	0	0	61	0	0	95	86	101	0	0
	Existing Population	0	0	0	131	0	0	225	56	95	0	0
	Additional Population	0	0	0	0	0	0	0	130	120	0	0
	Total Population	0	0	0	131	0	0	225	186	215	0	0
	Existing Employment	0	726	0	580	0	0	0	15	0	0	0
	Addition Employment	0	17	0	49	0	0	0	0	0	0	11
	Total Employment	0	743	0	629	0	0	0	15	0	0	11
Lakewood	Total Acres	92.1	27.2	0.0	141.1	0.0	0.0	0.0	240.4	0.0	134.1	0.0
	Buildable Acres	77.7	22.2	0.0	98.8	0.0	0.0	0.0	119.4	0.0	71.5	0.0
	Existing HU	3	0	0	16	0	0	0	440	0	28	0
	Additional HU	0	0	0	0	0	0	0	663	0	600	0
	Total HU	3	0	0	16	0	0	0	1103	0	628	0
	Existing Population	0	0	0	49	0	0	0	1180	0	83	0
	Additional Population	0	0	0	0	0	0	0	1326	0	1200	0
	Total Population	0	0	0	49	0	0	0	2506	0	1283	0
	Existing Employment	0	0	0	71	0	0	0	0	0	0	0
	Addition Employment	1074	254	0	884	0	0	0	0	0	359	0
	Total Employment	1074	254	0	955	0	0	0	0	0	359	0

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

Open Space	Public	Recreation	Single Family High R-6.5	Single Family High - Small Lot R-8	Single Family Medium R-4.5	Grand Total
0.0	68.2	29.5	191.5	0.0	461.4	806.6
0.0	18.4	4.6	120.4	0.0	336.8	523.9
0	2	0	677	0	1629	2793
0	0	0	36	0	147	205
0	2	0	713	0	1776	2998
0	6	0	2029	0	4983	8063
0	0	0	104	0	426	575
0	6	0	2134	0	5409	8638
0	82	0	0	0	0	447
0	0	0	0	0	0	1
0	82	0	0	0	0	448
0.0	107.6	39.3	695.2	0.0	288.0	1249.1
0.0	94.9	32.3	534.0	0.0	176.9	936.0
0	2	3	2068	0	573	2864
0	0	0	421	0	134	680
0	2	3	2489	0	707	3544
0	6	9	6221	0	1747	8491
0	0	0	1221	0	389	1860
0	6	9	7442	0	2136	10350
0	313	0	0	0	0	1634
0	0	0	0	0	0	77
0	313	0	0	0	0	1711
0.0	84.4	54.2	38.8	24.7	0.0	837.1
0.0	68.1	9.2	9.6	24.7	0.0	501.1
0	0	0	5	9	0	501
0	0	0	25	120	0	1408
0	0	0	30	129	0	1909
0	0	0	15	0	0	1328
0	0	0	73	348	0	2947
0	0	0	88	348	0	4274
0	391	0	0	0	0	462
0	0	0	0	0	0	2571
0	391	0	0	0	0	3033

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

		Business Park	Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Multi-Family High R-28	Multi-Family Low R-12	Multi-Family Medium R-18	Mixed Use	Neighborhood Business
Marshall	Total Acres	0.0	78.9	0.0	1.4	0.0	0.0	0.0	4.5	39.3	82.5	0.0
	Buildable Acres	0.0	78.8	0.0	0.9	0.0	0.0	0.0	4.5	31.4	68.4	0.0
	Existing HU	0	355	0	1	0	0	0	14	19	21	0
	Additional HU	0	0	0	0	0	0	0	15	405	519	0
	Total HU	0	355	0	1	0	0	0	29	424	540	0
	Existing Population	0	785	0	3	0	0	0	39	55	28	0
	Additional Population	0	0	0	0	0	0	0	30	810	1038	0
	Total Population	0	785	0	3	0	0	0	69	865	1066	0
	Existing Employment	0	196	0	0	0	0	0	0	0	123	0
	Addition Employment	0	460	0	7	0	0	0	0	0	313	0
	Total Employment	0	656	0	7	0	0	0	0	0	436	0
Pinewood	Total Acres	0.0	55.6	0.0	96.0	0.0	0.0	26.0	24.2	71.9	0.0	0.0
	Buildable Acres	0.0	30.0	0.0	82.7	0.0	0.0	24.7	23.8	53.9	0.0	0.0
	Existing HU	0	18	0	147	0	0	314	196	359	0	0
	Additional HU	0	0	0	0	0	0	91	34	175	0	0
	Total HU	0	18	0	147	0	0	405	230	534	0	0
	Existing Population	0	25	0	310	0	0	669	433	804	0	0
	Additional Population	0	0	0	0	0	0	182	68	350	0	0
	Total Population	0	25	0	310	0	0	851	501	1154	0	0
	Existing Employment	0	408	0	645	0	0	0	0	0	0	0
	Addition Employment	0	125	0	267	0	0	0	0	0	0	0
	Total Employment	0	533	0	912	0	0	0	0	0	0	0
Shoultzes	Total Acres	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Buildable Acres	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Existing HU	0	0	0	0	0	0	0	0	0	0	0
	Additional HU	0	0	0	0	0	0	0	0	0	0	0
	Total HU	0	0	0	0	0	0	0	0	0	0	0
	Existing Population	0	0	0	0	0	0	0	0	0	0	0
	Additional Population	0	0	0	0	0	0	0	0	0	0	0
	Total Population	0	0	0	0	0	0	0	0	0	0	0
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0
	Addition Employment	0	0	0	0	0	0	0	0	0	0	0
	Total Employment	0	0	0	0	0	0	0	0	0	0	0

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

Open Space	Public	Recreation	Single Family High R-6.5	Single Family High - Small Lot R-8	Single Family Medium R-4.5	Grand Total
0.0	13.4	0.0	7.4	0.0	519.7	747.2
0.0	13.4	0.0	4.3	0.0	427.4	629.0
0	0	0	0	0	1385	1795
0	0	0	0	0	224	1163
0	0	0	0	0	1609	2958
0	0	0	0	0	4228	5138
0	0	0	0	0	650	2528
0	0	0	0	0	4877	7666
0	69	0	0	0	0	388
0	0	0	0	0	0	780
0	69	0	0	0	0	1168
20.9	17.2	0.0	429.4	0.0	133.1	874.3
1.2	17.2	0.0	399.7	0.0	112.0	745.3
0	0	0	1383	0	212	2629
0	0	0	151	0	84	535
0	0	0	1534	0	296	3164
0	0	0	4050	0	681	6971
0	0	0	438	0	244	1282
0	0	0	4488	0	924	8253
0	73	0	9	0	0	1135
0	0	0	0	0	0	392
0	73	0	9	0	0	1527
0.0	9.1	0.0	20.4	0.0	531.9	561.4
0.0	9.1	0.0	16.3	0.0	379.8	405.2
0	0	0	99	0	1480	1579
0	0	0	0	0	197	197
0	0	0	99	0	1677	1776
0	0	0	305	0	4515	4819
0	0	0	0	0	571	571
0	0	0	305	0	5086	5391
0	50	0	0	0	86	136
0	0	0	0	0	0	0
0	50	0	0	0	86	136

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

		Business Park	Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Multi-Family High R-28	Multi-Family Low R-12	Multi-Family Medium R-18	Mixed Use	Neighborhood Business
Smokey Point	Total Acres	0.0	0.0	0.0	300.6	0.0	1299.8	0.0	0.0	114.6	15.5	5.1
	Buildable Acres	0.0	0.0	0.0	145.7	0.0	764.6	0.0	0.0	75.4	15.4	5.1
	Existing HU	0	0	0	166	0	57	0	0	590	20	0
	Additional HU	0	0	0	0	0	0	0	0	65	83	0
	Total HU	0	0	0	166	0	57	0	0	655	103	0
	Existing Population	0	0	0	427	0	134	0	0	1501	55	0
	Additional Population	0	0	0	0	0	0	0	0	130	166	0
	Total Population	0	0	0	427	0	134	0	0	1631	221	0
	Existing Employment	0	0	0	312	0	2400	0	0	0	12	0
	Addition Employment	0	0	0	1206	0	7916	0	0	0	45	60
	Total Employment	0	0	0	1518	0	10316	0	0	0	57	60
Sunnyside	Total Acres	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
	Buildable Acres	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
	Existing HU	0	0	0	0	0	0	0	0	0	0	3
	Additional HU	0	0	0	0	0	0	0	0	0	0	0
	Total HU	0	0	0	0	0	0	0	0	0	0	3
	Existing Population	0	0	0	0	0	0	0	0	0	0	9
	Additional Population	0	0	0	0	0	0	0	0	0	0	0
	Total Population	0	0	0	0	0	0	0	0	0	0	9
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0
	Addition Employment	0	0	0	0	0	0	0	0	0	0	14
	Total Employment	0	0	0	0	0	0	0	0	0	0	14
Sum Total Acres		92.1	396.6	101.3	631.4	138.7	1299.8	60.0	349.2	403.2	316.2	10.8
Sum Buildable Acres		77.7	321.8	78.9	415.6	1.4	764.6	58.8	196.8	314.5	239.3	10.8
Sum Existing HU		3	469	180	533	1	57	608	989	1853	615	7
Sum Additional HU		0	0	0	0	0	0	243	800	1793	1335	0
Sum Total HU		3	469	180	533	1	57	851	1789	3646	1950	7
Sum Existing Population		0	986	447	1280	44	134	1361	2662	4311	1539	22
Sum Additional Population		0	0	0	0	0	0	486	1600	3586	2670	0
Sum Total Population		0	986	447	1280	44	134	1847	4262	7897	4209	22
Sum Existing Employment		0	2195	1699	2313	249	2400	18	15	0	728	35
Sum Addition Employment		1074	2622	179	2512	9	7916	0	0	0	766	88
Sum Total Employment		1074	4817	1878	4825	258	10316	18	15	0	1494	123

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

Open Space	Public	Recreation	Single Family High R-6.5	Single Family High - Small Lot R-8	Single Family Medium R-4.5	Grand Total
0.0	47.8	71.7	3.8	0.0	0.0	1858.8
0.0	35.9	46.1	1.2	0.0	0.0	1089.2
0	0	1	0	0	0	834
0	0	0	0	0	0	148
0	0	1	0	0	0	982
0	0	3	0	0	0	2121
0	0	0	0	0	0	296
0	0	3	0	0	0	2417
0	0	0	0	0	0	2724
0	14	0	0	0	0	9241
0	14	0	0	0	0	11965
320.3	13.6	0.0	70.4	0.0	373.1	779.7
6.2	12.1	0.0	44.4	0.0	306.1	371.1
1	2	0	93	0	316	415
0	0	0	71	0	482	553
1	2	0	164	0	798	968
3	6	0	282	0	1118	1419
0	0	0	206	0	1398	1604
3	6	0	488	0	2516	3022
0	64	0	56	0	0	120
0	0	0	0	0	0	14
0	64	0	56	0	0	134
412.7	744.9	343.4	3287.8	94.9	3207.9	11890.7
7.3	410.6	194.8	2669.1	94.8	2456.3	8313.1
4	7	5	5946	444	7015	18736
0	0	0	4257	131	2180	10739
4	7	5	10203	575	9195	29475
12	22	15	15656	2965	21585	53042
0	0	0	12345	380	6322	27389
12	22	15	28001	3345	27907	80431
10	1578	22	204	0	120	11586
0	14	0	0	0	0	15180
10	1592	22	204	0	120	26766

V. HOUSING ELEMENT

INTRODUCTION

The Housing Element provides an inventory and analysis of existing household characteristics, housing stock, housing characteristics, and housing needs within Marysville and its UGA. It identifies projected housing needs and identifies goals and policies to guide future housing development to meet these needs within the community.

A. BACKGROUND

The Growth Management Act requires cities and counties to adopt a Housing element within our respective comprehensive Plans. The Act identifies the following goal as guidance for comprehensive plans:

“Ensure the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” (RCW 36.70A.020)

This Housing Element recognizes the vitality and character of established neighborhoods and identifies sufficient land for housing to accommodate a range of housing types and prices.

Snohomish County, as a fast-growing county, is required to evaluate every five years, whether the County and its cities are achieving their housing goals, objectives, and targets. This evaluation was accepted by the Snohomish County Tomorrow Steering Committee on July 23, 2003. This report is used as a resource in the City's Housing Element.

In addition, this element also uses statistics and information from the 1990 and 2000 U.S. Census and the Snohomish County Tomorrow Growth Monitoring Reports. These sources report information in a variety of statistical units: census tracts, jurisdictional boundaries such as the Marysville city limits and Snohomish County and the Marysville urban growth boundary. Figure 5-1 shows the relationship of the Urban Growth Area and individual census tracts. It should also be noted that city boundaries change as a result of annexation. Therefore change reported in the City between 1990 and 2000, may reflect annexation of existing neighborhoods, as well as new development.

Key factors that influence housing goals and policies for this plan update are:

- Existing housing characteristics including ownership, housing types, age, and quality;
- Availability and cost of existing housing;
- Wages and income, and the trends of job creation;
- Social factors such as household composition and race;
- Characteristics of the current population and forecast growth; and
- Projected housing needs.

B. HOUSING INVENTORY & ANALYSIS

I. Owner and Rental Households

Generally ownership rates have increased slightly over the past decade. Countywide, ownership has increased from 66.3 to 67.7%. Marysville home ownership is up sharply, changing the composition of the city from a rental based city to owner householder majority. This is a result of annexations as well as new construction. Table 5-1 shows the distribution of ownership in Marysville.

Table 5-1 Rates of Ownership

	2000	1990
Snohomish County		
Owner Households	67.7%	66.3%
Rental Households	32.3%	33.7%
City of Marysville		
Owners Households	63.4%	46.5%
Rental Households	36.6%	53.5%

Source: U.S. Census, 2000 and 1990.

Rental housing is a mixture of both single family and multi-family structures. In the City of Marysville, 72% of rental units are multi-family. The following breakdown in Table 5-2 shows where rental housing is concentrated.

Table 5-2 Comparisons of Ownership in City

Census Tract	% Owned	% Rented
Sno. Co.	65.0%	35.0%
Marysville	63.0%	37.0%
529.01	55.6%	44.4%
529.03	30.7%	69.3%
529.04	74.2%	25.8%
528.03	74.9%	25.1%
528.04	82.8%	17.2%
528.05	70.9%	29.1%
528.06	87.7%	12.3%
527.01	88.6%	11.4%
527.04	91.2%	8.8%
527.05	90.6%	9.4%
521.04	78.3%	21.7%

	Greater than Snohomish Co. %
	More Rented than Owned Units

Source: U.S. Census, 2000.

In studying ownership patterns in the Study Area, the Census Tracts in 529 (downtown Marysville) have substantially more rental units than other tracts Areas. The area along Highway 9 has the highest rate of ownership.

II. Housing Types & Densities

Marysville increased the percentage of non single family permits (duplex, multi-family, mobile/manufactured) issued in the five-year period (1996-2000) from the prior five-year period (1991-1995) as shown in Table 5-3. Generally, these housing types reflect more affordable housing stock being provided in new developments.

Table 5-3 Percent of Non Single Family Permits Issued

Period	Duplex	Multi-Family	Mobile/ Manufactured Home	Total
1991-1995	3.9%	5.6%	3.1%	12.6%
1996-2000	5.5%	25.3%	2.8%	33.6%

Table 5-4 shows the composition of housing in Marysville as compared to Snohomish County and the individual Census Tracts.

Table 5-4 Units in Structure, As Percentage of Total

	Single Family †	2-4 Units	5+ Units	Other ‡
Sno.Co.	66%	6%	20%	8%
Marysville	61%	11%	17%	11%
521.04	82%	3%	0%	15%
527.03	86%	5%	1%	8%
527.04	87%	3%	0%	9%
527.05	88%	0%	0%	12%
528.03	73%	5%	1%	21%
528.04	91%	5%	0%	4%
528.05	74%	3%	13%	10%
528.06	94%	1%	0%	5%
529.01	55%	16%		8%
529.03	51%	22%		0%
529.04	65%	7%	15%	13%
531.01	73%	2%	0%	26%
531.02	75%	0%	0%	25%

† Single family attached and detached.

‡ Mobile homes, manufactured housing, trailers, boats, RVs.

Greater than Snohomish Co. %

Source: Census 2000

Since 1990, composition of housing types in the City of Marysville has changed more significantly than composition of housing types in Snohomish County. This change is a result of annexations of existing single family residential areas occurring between 1990 and 2000, as well as new construction. The resulting change in overall composition has

been a 14% drop in multiple-unit structures. Single family structures in the city have increased 1% while mobile homes, manufactured homes and trailers have increased by 3%. The County's largest change in composition has been a 3% drop in mobile homes, manufactured homes and trailers. Single family structures in the County have increased 2%, 2-4 Unit structures have decreased 1%, 5+ Unit structures have increased 1%.

Within the City of Marysville, 61% of dwelling units are single family, 11% are duplexes or small apartment buildings (2-4 units), and 17% are buildings with more than 5 units. In the areas where annexations are taking place, 75 to 86% of dwelling units are single family.

The fourth category of housing is mobile homes and manufactured housing. Within the City of Marysville 11% of dwelling units fall under this category. Their low cost, either rented or owned, can be an important factor in affordable housing. The pressure to redevelop them can be an issue.

Average net densities in approved single family/segregated condominium projects increased reflecting more efficient land use occurring within the city following implementation of GMA land use plans and development regulations. A comparison of average net densities for 1995-1997 and 1998-2000 are shown in Table 5-5

Table 5-5 Average Net Densities Per Acre in Single Family/Segregated Condominium Projects

Period	DU/Acre	Increase
1995 - 1997	5.14	
1998 - 2000	6.15	1.01 du/acre

III. Household Characteristics

Average household size in 2000 was 2.66 persons per household (pph), a 12.2% gain since 1990, the second highest gain of all county jurisdictions, raising the city above the countywide average, 2.65.

Family households represent 70.3% of all Marysville households, with average family size of 3.15 pph. However, the traditional family of a husband, wife, and children is becoming less common. Over one-third of households in the City are comprised of unrelated persons. People living alone are on the rise, as are the number of elderly and single parents, particularly women. These are also the groups in which higher rates of poverty occur.

The ages of people in rental housing in the City also indicates that it is not just for singles or childless couples. Rental units have 60% of persons 25-34, 51% of 35-44, 47% of 45-54. Thus at least half of persons in their child bearing and rearing years occupy rental housing. The decline continues to 37% for persons 55-64, then increases until more than 50% of persons over 75 are in rental units.

Marysville's proximity to Interstate 5 and transportation corridors results in Marysville households having amongst the shortest commute times of all Snohomish County jurisdictions, second only to Everett. Easy access to Interstate 5 and jobs has

contributed to making Marysville a desirable place to live. The median commute time for residents is 27.1 minutes. Table 5-6 shows commute times for Marysville households.

Table 5-6 Commute Times for Marysville Households

Time	Percentage of Households
< 15 minutes	26.6%
< 30 minutes	62.8%
< 45 minutes	81.2%

Source: SCT 2002 Housing Evaluation Report

IV. Income Characteristics and Growth

Annual household median income in Marysville grew 27.6% between 1990 and 2000, adjusted for inflation, from \$36,889 to \$47,088. This was the sixth fastest increase in the county. The countywide median is \$53,060, so Marysville has a lower median income than the County. A distribution of households by income classification is shown in Table 5-7 for Snohomish County, City of Marysville, and Census Tract in the UGA.

Table 5-7 Estimated Number of Households by Income Classification

Area	\$0-\$14,999		\$15,000-\$24,999		\$25,000-\$34,999		\$0-\$34,999		\$35,000-\$49,999		\$50,000 and up		Median Income
Sno.Co.	19,933	9%	20,319	9%	25,371	11%	65,623	29%	37,905	17%	121,438	54%	\$53,060
City of Marysville													
	966	10%	1,092	12%	1,194	13%	3,252	35%	1,605	17%	4,491	48%	\$47,088
529.01	439		441	14	468	15%	1348	43%	555	18%	1258	40%	\$40,417
529.03	177	10%	230	14%	338	20%	745	44%	451	26%	514	30%	\$37,827
529.04	123	6%	217	11%	313	16%	653	34%	274	14%	988	52%	\$51,030
528.03	148	9%	138	8%	165	10%	451	27%	315	19%	892	54%	\$51,472
528.04	150	7%	150	7%	186	9%	486	23%	281	13%	1352	64%	\$60,254
528.05	175	11%	229	15%	168	11%	572	37%	248	16%	747	48%	\$48,099
528.06	64	4%	56	3%	195	11%	315	18%	395	22%	1095	61%	\$56,390
527.03	39	3%	70	5%	130	9%	239	17%	279	20%	907	64%	\$59,594
527.04	88	5%	107	5%	89	4%	284	14%	292	14%	1435	71%	\$69,152
527.05	69	5%	54	4%	114	8%	237	17%	142	11%	978	72%	\$67,188
531.01	22	2%	57	6%	53	6%	132	14%	232	24%	590	62%	\$61,702
531.02	143	9%	98	6%	153	9%	394	24%	224	14%	1004	62%	\$58,253
521.04	73	13%	53	10%	20	4%	146	27%	135	24%	279	50%	\$47,400

Greater than Snohomish County %

Source: US Census, 2000.

HUD defined income classifications for Snohomish County are shown in Table 5-8.

Table 5-8 Household Categories

Category of Households	% of Median Income	Income Range†
Extremely Low Income	0% - 30%	\$0 - \$15,918
Very Low Income	31% - 50%	\$15,919 - \$26,530
Low Income	51% - 80%	\$26,531 - \$42,448
Moderate Income	81% - 95%	\$42,449 - \$50,407
Middle Income	96% - 120%	\$50,408 - \$63,672

† Calculated using Snohomish County median income.

Source: U.S. Department of Housing and Urban Development income classification guidelines.

Using HUD guidelines with the 2000 Census information and County median income, approximately 10% of Marysville households would be considered extremely low income, 12% very low income, and 22% as low income. This assumes a median of \$42,500 for the \$35-\$49,999 income group, with half the households making above or below the median. Moderate income households represent approximately 9% of city households. Low-income to moderate-income households represent approximately 52% of all city households. Low-income to moderate-income households represent approximately 46% of all households countywide.

Of the 13 Census Tracts in the Marysville area, CT 529.03 has 57% of its households in the low income categories. CT 529.01 has 49% and CT 528.05 has 45% of households in low income categories. Ten CTs have over half the households in the middle income (or greater) category. CT 527.04 has 71% of households in the middle income (or greater) category. CT 527.04 also has the highest median income of the 13 CTs, at more than \$22,000 above the City median income.

From 1990 to 2002, a total of 41,900 non-agricultural jobs were added to the Snohomish County economy, amounting to a 24.8% increase in employment. Most of this growth occurred between 1995 and 1998. Since 1998, the County has experienced net job losses. Job reductions have affected the manufacturing sector most significantly, primarily attributed to layoffs at Boeing. Job growth in other sectors (retail trade, services, construction, and government) have helped to reduce overall job reductions within the County. Service sector employment (hotel, business, health, legal, educational, social, engineering, and management services) represent 22.6% of jobs in 2002. Marysville's land use plan includes a large amount of commercial area, promoting a mixture of retail and service job growth. Retail jobs tend to be lower paying, therefore the City should provide adequate opportunities for lower income households so that families/individuals can both live and work in the community.

V. Housing Costs & Affordability

Housing costs represent a significant share of household budgets. One of the goals of growth management is to provide affordable housing to Washington state residents. The term affordable housing, as used in this plan, means that households pay no more than 30% of their monthly income for housing costs (including utilities for rental units,

insurance and taxes for ownership). Marysville's goals, as well as the County's, focus on providing affordable housing to low to moderate income households.

Table 5-9 shows the percentages of home values or rents in the Marysville area and the maximum rents or home prices that would be considered affordable within each income classification, based on 2001 wage information for Snohomish County.

Table 5-9 Housing Costs by Category

Income Classification	Maximum Monthly Rent	Maximum Home Price*
Extremely Low	\$407	\$47,680
Very Low Income	\$732	\$85,824
Low and Moderate Income	\$1,289	\$150,987
Middle Income	\$1,628	\$190,720

* Based on 30 year, 8% fixed rate mortgage; includes an allowance for insurance and taxes; 2001 Snohomish County wage estimates.

Source: Snohomish County Tomorrow 2003 Growth Monitoring Report.

For the City, the 2000 Census (which utilizes owner's stated values & rents) shows the Median Owner Occupied Housing Value was \$179,000 and the Median Contract Rent was \$724. Trends in construction are making new housing more expensive. This can be seen in the cost of housing in 2003 and 2004. In 2003, Snohomish County median selling price was \$221,950. In 2004, Snohomish County median selling price was \$242,150.¹ Median home prices do not meet the definition for affordable housing.

Owner Households

Another measure of affordability is the percentage of home sales that were affordable to households earning up to 95% of median annual household income. Median household income and the average interest rate factor used to determine affordability changes each year. The median income, maximum affordable sales prices, maximum monthly costs affordable to low-moderate income households, and the average interest rate each year in Snohomish County are shown in Table 5-10.

Table 5-10 Affordability Changes

Year	Median Annual Income	Maximum Sales Price	Maximum Monthly Cost	Average Interest Rate
1995	\$44,964	\$123,158	\$987	7.4%
1996	\$47,358	\$117,895	\$1,013	8.2%
1997	\$50,631	\$129,474	\$1,037	7.6%
1998	\$52,599	\$138,905	\$1,059	6.9%
1999	\$52,450	\$152,539	\$1,163	6.9%
2000	\$54,253	\$150,987	\$1,203	7.5%

Source: SCT 2002 Housing Evaluation Report

¹ Northwest Multiple Listing Service, 2004.

Marysville is within the mid-range of jurisdictions within Snohomish County, with respect to homeownership affordability. The Snohomish County Growth Monitoring reports found 28.2% of all home sales between 1998 and 2000 in Marysville affordable to low-moderate income families, down from 28.8% in the previous three-year period. This is slightly ahead of the countywide figure of 26.1%. Similarly, the 2000 U.S. Census for Marysville homeowners with annual incomes less than \$50,000 found 58.5% paying more than 30% of their monthly income for housing, a middle-range number among Snohomish jurisdictions.

Owner households with mortgages and annual incomes less than 95% of median and paying more than 30% of monthly income for housing for the County and Marysville are depicted in Table 5-11.

Table 5-11 Less than Median Income, Paying More than 30% of Income in Mortgages

Year	County	County
1990	38.9%	33.1%
2000	57.3%	58.5%

Source: U.S. Census, 1990 & 2000

This demonstrates that low-moderate income households are paying proportionally more for housing costs (in this case more than 30% of monthly income) to stay in homeownership. This dramatic increase may be a result of lower interest rates allowing greater access to ownership to low-moderate households. These households are willing to devote a relatively large portion of their household budget to mortgage payments to fulfill their goal of homeownership. Table 5-12 illustrates single-family residential home values by City and Census Tract.

Table 5-12 Residential Value by Owners

Census Tracts	\$0-\$50,000	\$50,000 - \$99,999	\$100,000 - \$149,999	\$150,000 - \$199,999	\$200,000 and up	Median
City	18 1%	87 2%	1,017 22%	2,175 46%	1,432 30%	\$179,000
521.04	0 0%	9 3%	20 6%	142 42%	169 50%	\$199,700
527.03	7 1%	37 4%	185 18%	522 50%	290 28%	\$179,200
527.04	0 0%	8 1%	99 6%	580 36%	907 57%	\$209,200
527.05	0 0%	7 1%	45 4%	490 46%	521 49%	\$199,200
528.03	6 1%	6 1%	384 44%	732 47%	65 8%	\$153,900
528.04	20 1%	0 0%		732 45%	215 13%	\$156,700
528.05	2 1%	27	184 19%	556 58%	188 20%	\$169,900
528.06	10 1%		541	761	85 6%	\$155,000
529.01	0 0%	51 4%	399 30%	633 51%	208 16%	\$162,200
529.03	0 0%	26 6%	253 54%	179 38%	9 2%	\$142,600
529.04	8 1%	0 0%	360 33%	538 50%	171 16%	\$166,100
531.01	0 0%	0 0%	193 39%	200 41%	99 20%	\$163,700
531.02	9 1%	0 0%	167 16%	281 26%	610 57%	\$213,300

Greater than Snohomish County %

Source: US Census, 2000.

The City's median single-family residential home value is \$179,000. Five CTs have greater median values with the highest at CT 531.02 at \$213,300. Eight CTs have lesser median values with the lowest at CT 529.03 at \$142,600.

A comparison of Table 5-9 Housing Costs by Category and Table 5-12 Residential Value by Owners shows that only 1% of housing in Marysville is affordable to extremely low income households. Three percent of housing is affordable to very low income households and 25% is affordable to low income households. Nearly 70% of housing is affordable to households that are middle income.

Table 5-13 Contract Rent

Census Tracts	\$0 - \$299	\$300 - \$499	\$500 - \$749	\$750 - \$999	\$1,000 & up	Median
City	252 7 %	352 10%	1,310 38 %	913 26 %	588 17%	\$724
521.04	0 0%	20 5%	5 4%	56 41%	36% 0	\$798
527.03	0 0%	5 2%	42 19%	70 31%	0 48%	\$990
527.04	9 6%	16 10%	23 15%	20 13%	73 47%	\$1016
527.05	7 6%	0 0%	26 20%	16 13%	79 62%	\$1075
528.03	10 3%	8 2%	55 14%	149 37%	0 42%	\$963
528.04	0 0%	20 6%	63 18%	95 27%	2 48%	\$989
528.05	9 2%	31 7%	132 29%	145 32%	0 29%	\$846
528.06	0 0%	17 8%	10 4%	64 28%	52% 0	\$1037
529.01	137 10%	1 1%	635 45%	312 22%	146 10%	\$704
529.03	95 8%	1 1%	426 36%	413 35%	109 9%	\$693
529.04	11 2%	10 2%	158 32%	162 33%	151 45	\$857
531.01	10 9%	0 0%	30 28%	23 21%	45 42% 0	\$888
531.02	0 0%	2 17%	15 10%	81 54%	13 9%	\$822

 Greater than City % or Median.

Source: U.S. Census, 2000

Renter Households

Marysville is relatively affordable for renters. The Growth Monitoring Report surveys of rents, 1999 to 2001, found Marysville rental stock affordable to 88.6% of very low income households, the third best result among Snohomish County jurisdictions. The 2000 Census found 51.4% of renter households with incomes below \$50,000 paying more than 30% of monthly income for housing, a number in the middle range of Snohomish County jurisdictions.

VI. Age and Condition of Housing Stock

Factors affecting housing quality include age of structures. The age of construction can provide insights into neighborhoods. Neighborhoods with older housing stock can provide more housing character and diversity in housing construction and facades. Older homes can also provide affordable housing stock for lower income families. New construction provides updated electrical and plumbing systems, and meets today's energy standards, as well as being typically larger structures. 41% of Marysville's housing stock is new construction, built between 1990 and 2000. This is significantly higher than the county average of 28%. Only 4% of structures were built prior to 1940. Age of housing per census tract is shown in Table 5-14.

Table 5-14 Age of Housing

Census Tract	Percent of Structures Built			
	2000-1990	1970-1989	1940-1969	pre-1940
Sno. County	28%	41%	24%	7%
City	41%	35%	20%	4%
521.04	28%	31%	26%	14%
527.03	57%	17%	18%	8%
527.04	64%	28%	6%	2%
527.05	59%	22%	15%	5%
528.03	42%	48%	10%	1%
528.04	20%	54%	25%	1%
528.05	24%	38%	36%	2%
528.06	37%	55%	8%	1%
529.01	18%	46%	35%	1%
529.03	8%	30%	47%	15%
529.04	46%	44%	10%	1%
531.01	53%	30%	10%	7%
531.02	43%	41%	13%	3%

 Dominant age of homes.

Source: U.S. Census, 2000.

This means the condition of Marysville homes is generally good- with over 60% of housing units being less than 20 years old. Architecturally, Marysville's housing stock is relatively homogenous, the majority having been constructed within the last 20 years. Many of the developments were constructed independently on tracts of 10-20 acres. In the unincorporated areas of the UGA, projects utilized the County's planned residential development codes to increase density without any resulting increase in amenities or improvement to project design. As a result, some of the concerns emerging in the SCT 2002 housing evaluation report and in community forums have related to the lack of design elements and effective site planning in the original subdivision creation to provide higher quality neighborhoods. Many of the newer neighborhoods lack a sense of identity or place that enhances community image. This has resulted in a reluctance in many neighborhoods to accommodate higher densities and to allow alternative housing types. This plan should address strategies to improve housing quality to respond to community concerns.

VII. Housing Resources (Assisted housing)

Marysville is a leader in the provision of assisted housing to its residents. The city contains 911 units of permanently assisted housing and 320 families receiving vouchers for a total of 1,231 assisted units, 12.7% of the housing stock as shown in Table 5-15. Marysville has the second highest number of assisted households of cities in Snohomish County. Permanently assisted projects are well dispersed in the city, as are the locations of voucher-assisted families. Since 1995, Marysville has added two permanently assisted projects, one 25-unit project providing transitional and permanent housing to families and the homeless with incomes below 30% and 50% of median income; and a project of 53 units, 46 of which serve households below 50% of median income, 7 households between 50% and 60% of median. Snohomish County Housing Authority owns and maintains two large complexes within the city limits.

Table 5-15 Assisted Rental Housing

Owner/Contact	Number of Subsidized Units	Household Type
Private Non-Profit †		
Housing Hope	25	Family/Homeless
Cedar Landing Housing Partners 360-658-4889	53	-
Cedar Groves	28	Family/Low Income
Privately Owned – HUD Subsidized‡		
Harmony House North 1299 Cedar Street	15	Chronically Ill, Very Low Income
Marysville Quilceda Meadows 4520 84 th Street	16	Wholly Developmentally Disabled, Very Low Income
Pilchuck II Apartments 1724 Grove Street	30	Elderly, Very Low Income

† Source: Snohomish County Tomorrow 2003 Growth Monitoring Report.

‡ Source: US Department of Housing and Urban Development, March 2004.

VIII. Social Factors

Some components of the population deserve special attention within the Housing Element, since the type and availability of housing has a greater impact on that component. Some of these social factors are households living in poverty, the elderly, and special needs population.

In examining the ages of persons living in poverty a picture of how low income and affordable housing should be designed and distributed becomes clearer. Groups below poverty levels are shown in Table 5-16. The federal government establishes poverty thresholds annually. As an example, the poverty threshold in 2003 for a three-person family with two children was \$14,824.

Table 5-16 Percentage Comparison of Groups Below Poverty Levels

Census Tract	Individuals				All Families			Female Head of Families		
	Total	5-17	18+	65+	Total	w/ Kids Under 18	w/ Kids Under 5	Total	w/ Kids Under 18	w/ Kids Under 5
Sno.Co.	6.9%	7.1%	6.4%	7.8%	4.9%	6.7%	8.5%	17.0%	22.1%	35.5%
City	5.6%	3.9%	6.0%	5.9%	3.7%	4.5%	5.1%	12.6%	15.5%	26.0%
521.04	9.7%	28.4%	5.9%	0.0%	7.4%	16.8%	0.0%	48.3%	73.7%	0.0%
527.03	3.2%	3.5%	3.2%	7.1%	2.4%	2.8%	1.4%	4.2%	4.9%	0.0%
527.04	2.2%	1.7%	2.6%	7.0%	2.5%	0.7%	0.0%	13.1%	16.0%	0.0%
527.05	5.6%	6.3%	5.0%	8.3%	4.4%	6.2%	6.9%	13.6%	0.0%	0.0%
528.03	6.9%	11.1%	5.8%	1.6%	6.4%	7.4%	2.9%	29.0%	30.7%	31.3%
528.04	6.5%	5.7%	5.6%	1.8%	4.5%	7.5%	17.7%	21.6%	36.8%	63.2%
528.05	3.8%	2.3%	4.1%	4.8%	2.6%	4.1%	1.3%	0.0%	0.0%	0.0%
528.06	3.9%	7.2%	3.0%	6.1%	2.8%	3.1%	2.1%	4.5%	6.1%	0.0%
529.01	7.0%	5.6%	7.1%	4.9%	4.3%	6.5%	7.5%	14.1%	18.3%	27.7%
529.03	8.9%	2.2%	10.2%	11.6%	4.2%	5.8%	8.1%	13.0%	18.1%	28.2%
529.04	3.4%	1.5%	4.1%	0.0%	2.7%	3.4%	4.7%	10.4%	13.5%	30.0%
531.01	1.7%	0.0%	1.9%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
531.02	4.5%	0.3%	5.1%	7.2%	4.0%	2.3%	4.1%	7.9%	10.9%	0.0%

 Percentage of Persons or Families below Poverty is 0.5% or more higher than that for Snohomish Co.

 Percentage of Persons or Families below Poverty is significantly higher than that for Snohomish Co.

Source: U.S. Census, 2000.

Compared with the County, the City and six CTs have a smaller percentage of their families and individuals living in poverty. Poverty is most frequently seen among female head of household families and individuals 65 and older.

In examining age, it is important to look at the overall aging of the population which is a national trend. The population of Marysville is also aging, necessitating new types and configurations of housing, and related services. Marysville has a 2% higher elderly population than the county averages as shown in Table 5-17. The elderly are concentrated in downtown Marysville.

Table 5-17 Percentage of the Population Over 65

	2000
Sno.Co.	9%
Marysville	11%
529.01	16%
529.03	12%
529.04	11%
528.03	7%
528.04	7%
528.05	17%
528.06	6%
527.03	4%
527.01	9%
527.04	6%
527.05	5%
531.01	5%
531.02	12%
521.04	11%

Greater than Snohomish Co. %.

Source: U.S. Census, 2000.

The kinds of housing targeted to these populations needs to be amenable to families and senior citizens.

Special Needs

The following information is an informed estimate of the number of persons in each special needs category. It has been assumed that in distributing the County estimates that there is a proportionate share of persons with special needs throughout the County. The Marysville UGA population represents approximately 8% of the County population. 8% will be used to calculate current and future needs within the UGA. The City limits include approximately 56% of the UGA population in 2004.

Homeless

In 2000, Snohomish County homeless shelter providers reported 10,571 individuals and families were turned away. At least 25% of the homeless sheltered are disabled, and 55% of them are families with children.² Furthermore, there may be persons who choose not to attempt to use the shelters who would remain uncounted.

Disabled

Census information regarding disability is provided for the civilian noninstitutionalized population over five years of age. Individuals were classified as having a disability if: 1) they were five years and older and reported a long-lasting sensory, physical, mental or

² Snohomish County Community Assessment Data Committee Report, March 2002.

self-care disability; 2) they were 16 years and older and reported difficulty going outside of the home because of a physical, mental, or emotional condition lasting six months or more, or 3) they were 16 to 64 years old and reported difficulty working at a job or business because of a physical, mental, or emotional condition lasting six months or more. These figures do not include persons in institutions, military personnel or children under the age of five. People with disabilities represent large segments of the overall population. As a percentage of Marysville's elderly, 51% of the population over 65 years reported a disability, as shown in Table 5-18.

Table 5-18 Disability Status

	5 to 20 years		21 to 64 years		65 years and over	
Snohomish County	10,243	7.1%	59,598	16.7%	23,280	42.8%
Marysville	531	8.2%	2,177	16.2%	1,468	51.3%

Source: U.S. Census, 2000.

Mentally Ill

State rates result in an estimated total of 2,754 persons age 18 and older in the UGA and 1,532 in the City with serious mental illness.³

People with AIDS

In the last 20 years, there have been 299 AIDS related deaths and 587 HIV infected persons in the County.⁴ Between the years 1992 and 2001 the incidence rates for AIDS in Snohomish County were significantly lower than those for the state.

Alcohol and Drug Addiction

There is an accepted standard that there is approximately 10% of the population with alcohol and/or drug addiction. This would indicate that in 2003, there were 510 persons in the UGA and 284 persons in the City with addictions.

Marysville is fortunate to have a number of social service agencies, nonprofits in the community that can assist in meeting community needs. These agencies and nonprofits include Catholic Community Services, Compass Health, Marysville Food Bank, and the YMCA. Housing Hope and the Snohomish County Housing Authority also own and maintain housing projects and provide services within the city.

C. FUTURE NEEDS

I. Population & Demographics

The City of Marysville and Snohomish County have been experiencing significant growth as shown in Table 5-19. The County grew 30% in the 1990s, the largest increase of any county in the State, and places it in the top 30 counties nationwide for total population growth. Marysville's growth was higher than the County's as a result of the combined influence of new development and annexation. Housing growth from 1990 to 2000 is shown in Table 5-20.

³ US Department of Health and Human Services, Substance Abuse and Mental Health Services Administration, 2002.

⁴ Snohomish Health District, Health Statistics and Assessment, AIDS Incidence Rates.

Table 5-19 Population Growth, 1990-2003

	1990	2003	Percentage Change
Snohomish County	465,628	637,500	36.9%
City of Marysville	10,328	28,370	174.7%

Source: Snohomish County Tomorrow 2003 Growth Monitoring Report.

Table 5-20 Housing Growth, 1990-2000

	1990	2000	Percentage Change
Snohomish County	183,942	236,205	28%
City of Marysville	4,565	9,730	113%

Source: 2000 U.S. Census

This decade of growth has created a new demographic makeup for our community. Marysville has become a city of young families, children and seniors. The city exceeds countywide percentages in each of these age groups. Older adults, aged 35 to 64 comprise only 35.1% of the Marysville population, compared to 40.3% countywide.

II. Housing Affordability and Needs for Low to Moderate Income Households

Affordable housing, as defined in this Plan, refers to households earning less than 95 percent of median income paying less than 30 percent of their monthly income for housing costs. Housing need is the measure used by Snohomish County to describe percentage of households within a jurisdiction earning less than 95 percent of median and paying more than 30 percent monthly for housing.

Between 1990 and 2000, the absolute numbers of households with housing needs rose for both renters and homeowner, renters in need as a percentage of all households in the county declined slightly from 14% to 13.9%. During the same period the comparable measure of homeowners in need as a percentage of all households increased from 7.5% to 10.7%.

Between 1990 and 2000, the total housing stock countywide increased by 30.9% or 53,139 units. Owned housing stock increased 33.9% as compared to a 25.2% increase in rental housing stock. In 1990, 66.3% of the county population owned their own home. In 2000, that number had climbed to 67.7%.

Table 5-21 shows the same trends as the County, with owner need rising for Low-Moderate Income Households in Marysville from 5.8% to 9.9% between 1990 and 2000, and renters with need decreasing from 23.1% to 16.5%.

Table 5-21 Households with Housing Needs (below 95% median income) by Tenure

	Total Households and Households with Housing Need			Housing Need as % of Total Households	
	Total Households	Owner Need	Renter Need	Owner Need	Renter Need
County 2000	194,718	20,922	27,020	10.7%	13.9%

Housing Element

5-17

Marysville Integrated Comprehensive Plan, Development Regulations and FEIS

County 1990	144,787	10,799	20,305	7.5%	14.0%
Marysville 2000	8,186	812	1,350	9.9%	16.5%
Marysville 1990	3,880	226	897	5.8%	23.1%

Table 5-22 below, depicts lower income owner households with mortgages (below 38% and 66% of median income) paying more than 30% of income for housing, as a percent of total households in 2000. In Marysville, 5.08% of the households are lower income households with housing need. This is lower than countywide averages.

Table 5-22 Lower Income Households with Housing Needs

Total Households		Annual Household Income					
		Up to \$20,000		From \$20,000 to \$34,999		Less than \$35,000	
		Number	% of Total	Number	% of Total	Number	% of Total
Countywide	194,718	4,790	2.5%	6,883	3.5%	11,673	6.0%
Marysville	8,186	178	2.2%	238	2.9%	416	5.1%

Source: SCT 2002 Housing Evaluation Report

Snohomish County Tomorrow Fair Share Housing Allocation

The Snohomish County Tomorrow Fair Share Housing Allocation system models housing need throughout Snohomish County and allocates it throughout jurisdictions within Snohomish County for planning purposes. The goal of the Fair Share Housing Allocation is for jurisdictions to plan to eliminate all housing need within the planning period. This is an idealistic target.

The fair share methodology is intended to equitably distribute low and low-moderate income housing among the cities and unincorporated county. The purpose of the methodology is to ensure that concentrations of low-income housing do not continue to impact a few areas in the county. By taking into account existing low-income housing and jobs in each jurisdiction, the methodology redistributes the "fair share" of housing for which each jurisdiction should plan. The total fair share housing allocation includes both existing and projected housing needs.

Each jurisdiction's fair share housing allocation is determined with a standardized formula that calculates both existing and projected housing need. Projected housing need in Marysville is listed in Table 5-23. Factored into the formula is the proportion of lower-income jobs within or adjacent to the jurisdiction and proportion of lower-cost housing units in the jurisdiction's total housing stock as compared to the county-wide average.

These proportions are used to encourage the development or preservation of lower cost housing in areas adjacent to lower paying jobs. The housing factor is used in order to increase the housing allocation for cities with a small proportion of lower cost housing in comparison to other jurisdictions and decrease the housing allocation for cities with more lower cost housing compared with other jurisdictions.

Each jurisdiction's fair share housing allocation represents the number of existing and projected households with housing needs for which the jurisdictions should plan. The fair share allocation does not mean that all the units must be new construction. Rather that the jurisdiction should plan for that number of low and low-moderate housing units. There are a number of ways that a jurisdiction can meet the fair share housing allocation.

Table 5-23 Projected Housing Need

Area	2000 Households with Housing Needs (Unadjusted)	2000 Households with Housing Needs (adjusted)	2000-2025 Households with Housing Needs (adjusted)	2025 Total Fair Share Housing Allocation	% of Total Fair Share Housing Allocation
Marysville	2,481	2,164	1,619	3,783	4.5%
Marysville unincorp	1,855	1,939	1,944	3,883	4.6%

Source: SCT 2002 Housing Evaluation Report

The Fair Share model suggests that Marysville should plan to accommodate 7,666 affordable housing units within the Marysville planning area to satisfy all existing and future housing needs by 2025. This is a laudable goal, but suggests that the issues influencing housing supply, demand and costs are controlled solely by the local jurisdiction. It is beyond the financial capacity of local governments and nonprofits to satisfy all unmet housing needs through City and County actions and expenditures. Housing need is also influenced by regional, national and even global employment and financial factors that extends well beyond the influence of our local decision makers. This plan will however, consider strategies to address housing needs and consider alternatives to encourage dispersal of low to moderate income units throughout our community.

III. Special Needs Housing and Services

The following outlines the requirements of special needs groups in having an adequate, affordable, and appropriate housing supply. All groups need affordable housing as a basic foundation. When supportive services are mentioned, this refers to help with paying bills, shopping for food and household items, nutritious meals, preparation and transportation to work, social events, and/or medical appointments:

Elderly, including frail elderly

Affordable housing, especially rentals

Supportive services to permit them to receive in-home care

More congregate space for frail elderly not able to have in-home services

More physically accessible units

Homeless: Individuals

Day shelter

Additional night shelters

Transitional housing (from shelter to market rate)

Homeless: Families with Children

Additional night shelters and longer stays at shelters

Linkage to services for children

Day care for pre-school and school-aged children

Transitional housing (from shelter to market rate)

Severe Mental Illness

More community-based housing

Residential treatment for children

Ability to keep housing units as mentally ill move in and out of hospitals or other institutions

Developmental Disabilities

More accessible units

Additional supportive services

Physical Disabilities

More accessible units

Additional in-home services

Alcohol and Other Drug Addictions

Case management

Youth detoxification services

Services for pregnant and postpartum women

AIDS and Related Diseases

Terminal care beds

Support for in-home care services

IV. Housing Mix Ratios

What is the appropriate housing mix for Marysville? Currently, the countywide mix for structures is 66% single family (attached and detached), and 34% other (duplex, multi-family, mobile/manufactured home). Using this for planning purposes, the City would want to consider a mix of densities and unit types in its land use plan. This will ensure a variety of housing types and costs within the urban growth area in order to meet housing needs for both owner and rental households. Generally, non-single family structures are assumed to provide more affordable housing options and typically yield higher densities also resulting in more efficient and affordable use of land.

V. Land Availability

In planning for the next twenty years, the city has conducted a land capacity analysis to verify and justify current and proposed urban growth areas and land use alternatives within the UGA. The land capacity analysis identifies 8313 buildable acres, and population capacity of 80,431 within the proposed UGA. This represents additional capacity for 10,739 additional households, representing 27,389 additional persons. Both vacant land and redevelopable land provide opportunities for new housing to meet 2025 population targets and address housing need.

VI. Conclusions and Strategies

Conclusions

The housing inventory and analysis allows us to draw some conclusions about housing needs in Marysville. It also enables us to identify strategies to address these needs. Some of the key factors emerging from the inventory and analysis are: 1) high rates of growth over the past decade and in the twenty year forecast period will continue, increasing housing needs within the UGA; 2) available vacant and redevelopable land within the Marysville UGA provide precious resources and opportunities for new housing development to meet housing needs and community goals; 3) wages within Marysville's UGA will remain steady or even decline with the increased emphasis in the land use element on creation of service and retail jobs; 4) housing production costs are likely to continue to increase; 5) the growth of young families and seniors will put additional pressures on provision of services for these age groups; and 6) community leaders and citizens desire higher quality developments within the community.

Housing Strategies

- Ensure that all City residents have the opportunity to obtain safe, sanitary, and affordable housing.
- Create quality places and livable neighborhoods.
- Respect the character of existing residential neighborhoods.
- Work with the other elements of the Comprehensive Plan to understand and enhance the relationship of housing to them.
- Encourage land use practices, development standards, and building permit requirements that minimize, or if possible reduce, housing production costs.

D. GOALS & POLICIES

I. County-Wide Planning Policies Relating to Housing

The GMA requires each county, in cooperation with its cities, to adopt county-wide planning policies for affordable housing. (County wide planning policies are identified under the City's comprehensive plan numbering system in the following section.) County-wide planning policies that relate directly to the Marysville Comprehensive Plan are incorporated herein. The following policies were adopted by Snohomish County Tomorrow in 1993, with subsequent amendments:

CWPP-HO-1 Ensure that fair and equal access to housing is available to all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, familial status, source of income, or disability.

CWPP-HO-2 Make adequate provisions for existing and projected housing needs of all economic segments of the county.

CWPP-HO-3 Strengthen interjurisdictional cooperative efforts to ensure an adequate supply of housing is available to all economic segments of the county.

CWPP-HO-4 Adopt and implement a fair share distribution of low-income and special needs housing so as to prevent further concentration of such housing into only a few areas. The county and cities will collaborate in formulating a methodology to assess existing and projected housing needs of the county's population and a fair share housing allocation methodology.

CWPP-HO-5 Each jurisdiction's comprehensive plan housing element will include strategies to attain the jurisdiction's fair share housing objectives. Jurisdictions will consider as appropriate the strategies for achieving affordable housing as described in CWPP-OD-13.

CWPP-HO-6 Production of an adequate affordable of low and moderate income housing will be encouraged by exploring the establishment of interjurisdictional private/public financing programs which involve local lenders and foster cooperative efforts with non-profit housing developers.

CWPP-HO-7 Encourage the availability of adequate affordable housing in designated urban growth areas by implementing land use and density incentives as provided in RCW 36.70A.090 and in rural areas by means of cluster housing that minimizes infrastructure costs.

CWPP-HO-8 Implement policies and programs that encourage the upgrading of neighborhoods and the rehabilitation and preservation of the supply of existing affordable housing, including but not limited to mobile home park housing, single room (SRO) housing, and manufactured housing.

CWPP-HO-9 Implement a coordinated monitoring program to evaluate progress towards achieving housing goals and objectives on a countywide and jurisdictional level. Such a monitoring program shall entail the preparation of a housing monitoring report every five years or more frequently if housing conditions and data availability warrant. The housing report will include an assessment of the adequacy of the jurisdictions' supply of undeveloped, partially used and redevelopable residential land and applications/permits for residential development, the jurisdictions' supply of land for non-residential land uses, the location of urban growth boundaries, and an assessment of the jurisdictions' strategies for achieving their housing objectives. The preparation of the housing report may be combined with the review and evaluation program required by UG-14.

CWPP-HO-10 Ensure consistent application of county-wide housing planning policies by adopting definitions of affordable housing, extremely low-income housing, very low-income housing, low and moderate-income housing, and middle income housing as established in the Snohomish County Tomorrow growth monitoring system. These definitions may be periodically revised based on consideration of local demographic data and the definitions used by the Department of Housing and Urban Development. The generally accepted definition of housing affordability is for a household to pay no more than 30 percent of its annual income on housing (HUD). The following definition of special needs housing shall be adopted:

Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail, elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS, and youth at risk.

CWPP-HO-11 Adopt a local planning process that reconciles the need to encourage and respect the vitality of established residential neighborhoods with the need to identify and site essential public residential facilities for special needs populations, including those mandated under RCW 36.70A.200.

CWPP-HO-12 Encourage a variety of housing types and densities that allow for infill using innovative urban design techniques to foster broad community acceptance.

CWPP-HO-13 Provide adequate, affordable housing choices for all segments of the County's work force within close proximity or adequate access to the respective places of work.

CWPP-HO-14 Encourage the use of environmentally sensitive housing development practices in order to minimize the impacts of growth on the county's natural resource systems.

CWPP-HO-15 Consider the economic implications of proposed building and land use regulations so that the broader public benefit they serve is achieved with the least additional cost to housing.

CWPP-HO-16 Ensure the expeditious and efficient processing of development applications by endeavoring to process complete development applications consistent with the timelines established in state law and local ordinances. The jurisdictions shall maintain clear and specific submittal standards and the most current available information on wetlands, geologic hazardous areas, and fish and wildlife habitat conservation areas. The expeditious processing of development applications shall not result in the lowering of environmental and land use standards.

CWPP-HO-17 Minimize housing production costs by considering the use of a variety of infrastructure funding methods, including but not limited to existing revenue sources, impact fees, local improvement districts, and general obligation bonds.

CWPP-HO-18 Ensure that each jurisdiction's impact fee program adds no more to the cost of each housing unit produced than a fairly-derived proportionate share of the cost of new public facilities needed to accommodate the housing unit as determined by the impact fee provisions of the Growth Management Act cited in RCW 82.02.

(CWPP-HO-19 & 20 refer to master planned communities, uses that are not supported or encouraged within the Marysville planning area)

CWPP-HO-21 Encourage local jurisdictions to implement housing relocation programs as provided under chapter 59.18 RCW.

II. City of Marysville Housing Goals and Policies

The following Goals and Policies are intended to ensure that sufficient land for housing is identified and will be available in an efficient and competitive land market. They are based on the assumption that "...the market place will guarantee adequate housing for those in the upper economic brackets but some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle and lower income persons..."⁵

While government policies and programs alone cannot ensure that everyone is adequately housed, attention should be given to removing impediments to affordable housing, consistent with the Growth Management Act.

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

Policies:

- HO-1 Provide increased flexibility and encourage creative approaches in the use of new and existing housing development and design subject to specific development, design, and in some cases owner occupancy standards. Opportunities for affordable home ownership will be promoted through an increased supply of lower-cost housing types such as: small lot and cottage housing, townhouses, condominium units, and mobile homes (owning the trailer and land).
- HO-2 The City shall encourage housing types that are attractive and affordable to first time and moderate income home buyers.
- HO-3 Encourage a broad range of rental housing opportunities, especially those serving families, senior citizens, and special needs groups.
- HO-4 Promote housing alternatives to the large lot single family detached dwelling and large apartment complex.
- HO-5 Support the development and preservation of mobile home parks and subdivisions.
- HO-6 Support the development and preservation of manufactured homes on individual lots.
- HO-7 Provide opportunities and incentives for a variety of housing types and site planning techniques utilizing the Planned Residential Development (PRD) regulations.

⁵ Chapter 365-195-060 (6) WAC.

- HO-8 Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to cottages, townhouses, planned unit developments and apartments.
- HO-9 Consider accessory housing a substitute for some multi-family housing. Permit them in single family houses subject to specific development and design standards.
- HO-10 Encourage private sector production of new housing units that are affordable to and occupied by low income households through incentives and development regulations.
- HO-11 The City will work with agencies and nonprofits, such as the Housing Authority of Snohomish County, Housing Hope, Habitat for Humanity, to increase the supply of low and moderate income housing. This could include fast tracking permitting and assistance with site selection.
- HO-12 Improve coordination and responsiveness of providers of housing and community needs to improve the quality and quantity of housing.
- HO-13 Maintain an adequate supply of appropriately zoned developable land within the UGA.
- HO-14 Allocate the housing mix goals in the Land Use element and zoning to ensure best use of both vacant and redevelopable land to meet housing needs for owner and rental households.
- HO-15 Support inter-jurisdictional cooperative efforts to foster the development and preservation of an adequate supply of affordable housing.
- HO-16 Encourage efficient infill development in the urban growth area.
- HO-17 Ensure that affordable and special needs housing opportunities are dispersed throughout the City, not concentrated.
- HO-18 Provide affordable housing opportunities close to places of employment.
- HO-19 Consider the location of traffic routes, transit, bike and pedestrian trails, in locating affordable housing.

GOAL 2: Create quality places and livable neighborhoods.

Policies:

- HO-20 Encourage higher quality developments that create a sense of place and enhance community image and identity.
- HO-21 Provide connectivity between housing, public places, places of interest, and commercial areas to create a more interactive community.
- HO-22 Encourage and facilitate housing developments that provide quality residential living environments for families and seniors with housing needs.

HO-23 Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a variety of housing types affordable to all economic segments of the population.

GOAL 3: Respect the character of existing residential neighborhoods.

Policies:

HO-24 Encourage and facilitate the participation of neighborhood groups in the land use and community development planning process.

HO-25 Distribute affordable and special needs housing equitably to ensure that no Planning Area has more than its fair share of affordable and special needs housing.

HO-26 Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.

HO-27 Encourage the integration of a variety of dwelling types and intensities in residential neighborhoods.

HO-28 Encourage infill development that enhances the existing community character.

HO-29 Preserve and enhance the character of existing neighborhoods.

HO-30 Ensure that mixed use development compliments and enhances the character of the surrounding residential and commercial areas.

HO-31 Encourage the concept of strong, traditional neighborhood planning to improve neighborhood quality and reduce automobile dependency.

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

Policies:

HO-32 Work with Community Transit to develop transit connecting dispersed affordable housing and employment centers.

HO-33 Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors. Ensure that the development standards for these areas are transit and pedestrian friendly.

HO-34 Prioritize the funding of parks, and other civic improvements that respond to the needs of neighborhoods where over 20 percent of the total housing stock is rental housing, or where housing density exceeds 10 dwelling units per acre.

HO-35 Promote a housing policy and land use pattern that balances the ratio of housing units to jobs.

HO-36 Maximize the public investment in public infrastructure by supporting a compact land use strategy to increase residential density.

HO-37 The City's economic development strategy should prioritize higher paying jobs that pay a living wage.

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

Policies:

HO-38 Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.

HO-39 Evaluate the housing cost and supply implications of proposed regulations and procedures.

HO-40 The City shall seek opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.

E. IMPLEMENTATION

The implementation section provides a strategic plan and specific guidance for subsequent development and consideration of regulations and administrative actions to pursue in implementing the housing goals and policies.

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

Measures:

Housing Type

1. Review codes and regulations to determine the ability to build innovative housing projects. Implement, as necessary, code revisions that will provide for permitted uses such as ground-related attached housing, small scale rental housing types for families and senior citizens, subdivision of large homes, mobile home parks, accessory units, duplexes, small lot single family, townhouses, and condominiums and other housing types.
2. Revise the Zoning Code to permit zero lot line developments and other attached single family developments without rezone process, subject to design guidelines.
3. Allow innovative subdivision techniques, such as angle lots, zipper lots, alternate width lots, and other platting methods in single family zones that increase single family densities and affordability over conventional platting standards.
4. Investigate the feasibility of allowing cohousing⁶ developments that incorporate shared common buildings and open spaces.
5. The City should establish a housing mix ratio goal for housing types such as multi-family, single family as well as sub-types like small-lot single family, duplexes, etc.
6. Investigate incentives and potential regulatory measures that encourage or require the private sector to address low and moderate income housing needs such as: priority permit processing; reduction of minimum permitted lot sizes; minimum densities for attached housing in all multi-family and single family attached developments; exemptions from impact mitigation payments for low

⁶ In cohousing developments families live in separate homes, but share such things as cooking and dining facilities, play areas, gardens, and workshops.

income housing projects; voluntary density bonuses; mandatory requirements for inclusion of low-income housing; and transfer of low-income housing density bonuses among projects.

7. The City should promote programs, consider changes to regulations, and provide incentives to housing developers that provide alternatives for home ownership and encourage housing types that are affordable to first time and moderate income buyers.
8. Review and amend the zoning code to enable a wider variety of housing types to accommodate increased housing needs of the elderly and frail elderly. The zoning code should enable the siting of various housing types such as convalescent care, assisted care, adult homes, retirement apartments, and cooperative living within the City of Marysville.

Housing Supply

9. Regularly update the City's land capacity analysis and survey housing conditions. Monitor housing and lot supply with the Study Area and ensure that the Land Use Element provides for adequate densities within the Urban Growth Area to meet forecasted growth in the planning period.
10. To provide density bonuses to multi-family projects of 20 or more dwelling units and single family projects on 10 or more acres, to encourage 10% of new dwelling units be affordable to extremely low income groups and that 5% of new dwelling units be affordable to very low and low income groups. Provide density bonuses to the developments.
11. Amend the Zoning Code section on substandard lots to allow construction of a single family house on existing, prior approved lots regardless of size with an administrative zoning variance subject to design standards.
12. Permit higher densities for senior housing which provide amenities and services and/or which rent units at a moderate or low-income rate.
13. Change the definition of "family" to "household" defined as any number of related persons, 6 or less unrelated persons, 6 or less related and unrelated persons, or up to 8 persons consisting of one or two adults and up to six persons under the age of 18 that may or may not be related.

Housing Location/Distribution

14. Periodic studies will be made to ensure that affordable and special needs housing is equitably distributed by ensuring that no Planning Area has more than 30% of its housing in the categories of affordable and special needs housing. The amount of affordable and special needs housing may temporarily exceed 30% in circumstances where the Comprehensive Plan projects sufficient housing development to bring the percentage back below 30% within the life of this Plan.

Financing and Programs

15. Work with the County, other jurisdictions, local lending institutions, non-profit organizations, and housing providers to create a first time home buyer assistance program; create education programs for financial counseling and assistance in buying a home; encourage the creation of financing mechanisms such as reverse mortgage programs, housing trust funds, and loan pools for local financing of affordable housing.
16. The City should coordinate with other agencies and sources to obtain funding for capital improvement projects including submittal of applications for Community Block Grant projects within neighborhood planning areas with a high percentage of low or extremely low income housing.

17. Work with the county to encourage the establishment of an intergenerational home-sharing program for senior citizens.
18. Support the efforts of public and private non-profit agencies that develop assisted housing and/or housing related human services, such as services that enable residents to remain in their homes.

GOAL 2: Create quality places and livable neighborhoods.

Measures:

19. Establish an awards program for recognizing the development of quality residential neighborhoods that address city housing goals.
20. Provide density incentives for projects that create a sense of place and enhance community image.
21. Create site design guidelines to promote attractive neighborhood streetscape and transition to adjoining neighborhoods.

GOAL 3: Respect the character of existing residential neighborhoods.

Measures:

22. Identify and evaluate alternative ways of improving the effectiveness of neighborhood groups' participation in the land use planning process.
23. Use land use inventory and Census to identify neighborhoods with concentrations of rental housing and residential densities.
24. Use performance based standards instead of maximum density standards for evaluating higher density housing developments. Base approval of such developments on whether they meet neighborhood compatibility standards and affordable housing objectives. These design standards and guidelines would allow for construction of higher densities while providing for quality design that is compatible with the scale and character of surrounding uses.
25. Coordinate with the Planning Department and neighborhood groups to develop guidelines for the compatibility of: small lot detached and cottage residences, duplexes, and townhouses with existing single family neighborhoods; rental and special needs housing with residential neighborhoods; accommodating higher densities attractively; ensuring that infill development fits with the character of the existing neighborhood.
26. Explore opportunities to implement traditional planning concepts in new and existing neighborhoods. This results in neighborhoods as people places and may include sidewalks; narrow, interconnected streets; street trees; front porches; smaller lots; reduced presence of garages; and nearby retail services. This planning approach may be particularly suited to introducing small lot single family, townhouses, and other more dense housing types.

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

Measures:

27. Work with Community Transit to develop transit connecting dispersed affordable housing and employment centers.
28. Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors. Ensure that the development standards for these areas are transit and pedestrian friendly.
29. Ensure that adequate land is designated with the Land Use Element for various housing types (such as multi-family, duplexes, accessory units, and small lot single family) within each Planning Area or the Study Area as a whole. The housing mix

goal should be maintained throughout revisions to the Land Use Element that occur as a result of community input.

30. In Planning Areas with a high percentage of low, very low, or extremely low income housing, the City should prioritize civic improvements and parks through the Land Use and Parks Elements of the Comprehensive Plan.

GOAL 5: Land use policies and regulations contribution to the cost of housing should be weighed against their benefit to the community.

Measures:

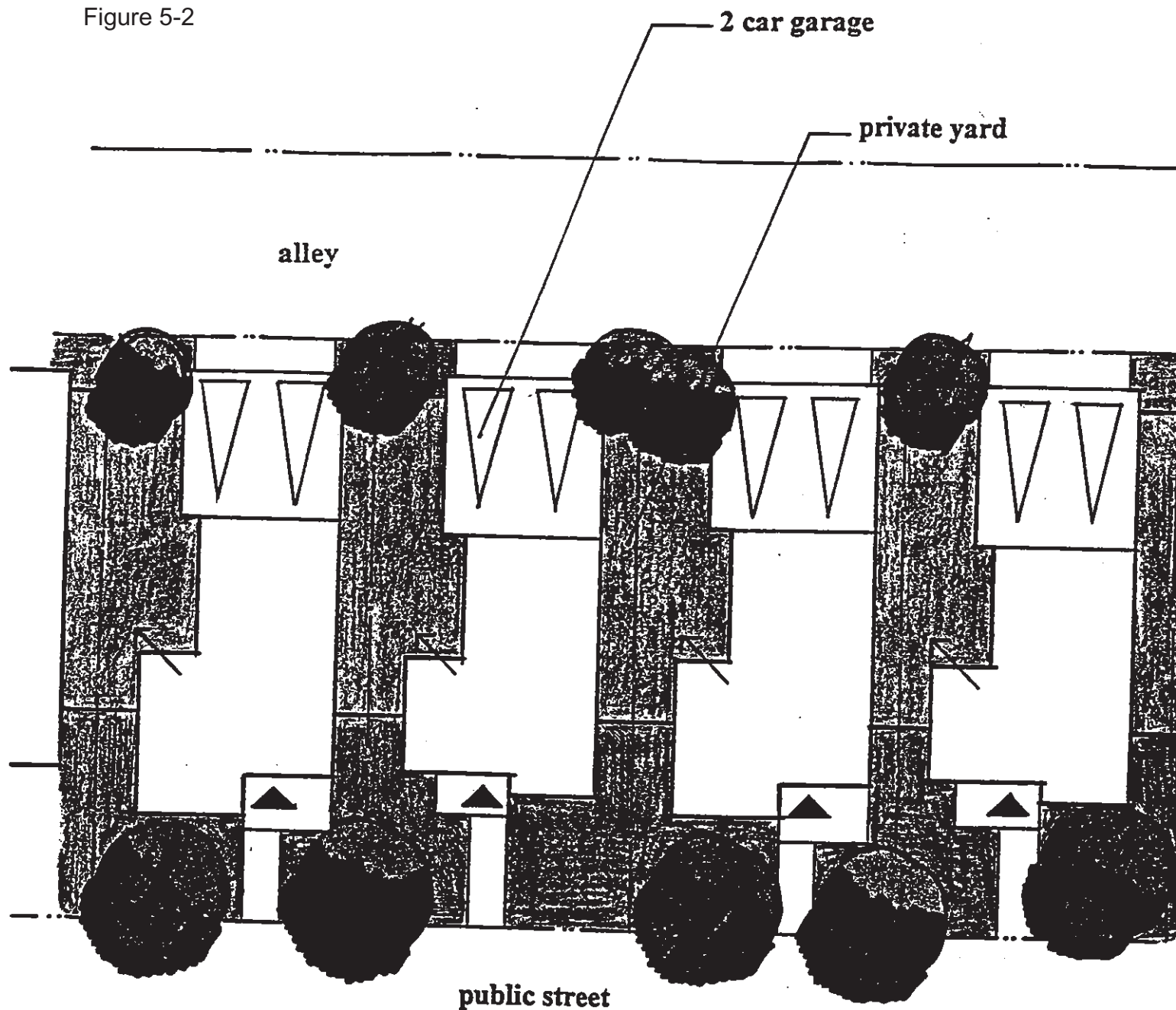
31. Participate in state and local regulatory reform efforts.
32. Monitor permit processing times and establish internal goals for the timely processing of permit applications.
33. Development standards and building permit requirements should be reviewed to ensure clarity and consistency while providing for a timely, fair, and predictable application process.
34. The City shall consider permitting "affordable housing demonstration projects" in which development standards and code requirements may be negotiated to provide a more affordable housing product, without sacrificing the public protections provided by the standards being negotiated.
35. Infrastructure and development standards should be reviewed to ensure that requirements are not excessive, such as right-of-way requirements, road design, and sidewalk standards, and to determine if alternative funding methods can be made available.
36. Investigate mechanisms to facilitate the land assembly process for residential developments in the urban growth area through incentives such as allowing increased density with larger parcels that were assembled.

F. APPENDIX: SMALL LOT SINGLE FAMILY ILLUSTRATIONS

The following illustrations show examples of small lot single family.

Sources: Residential Development Handbook

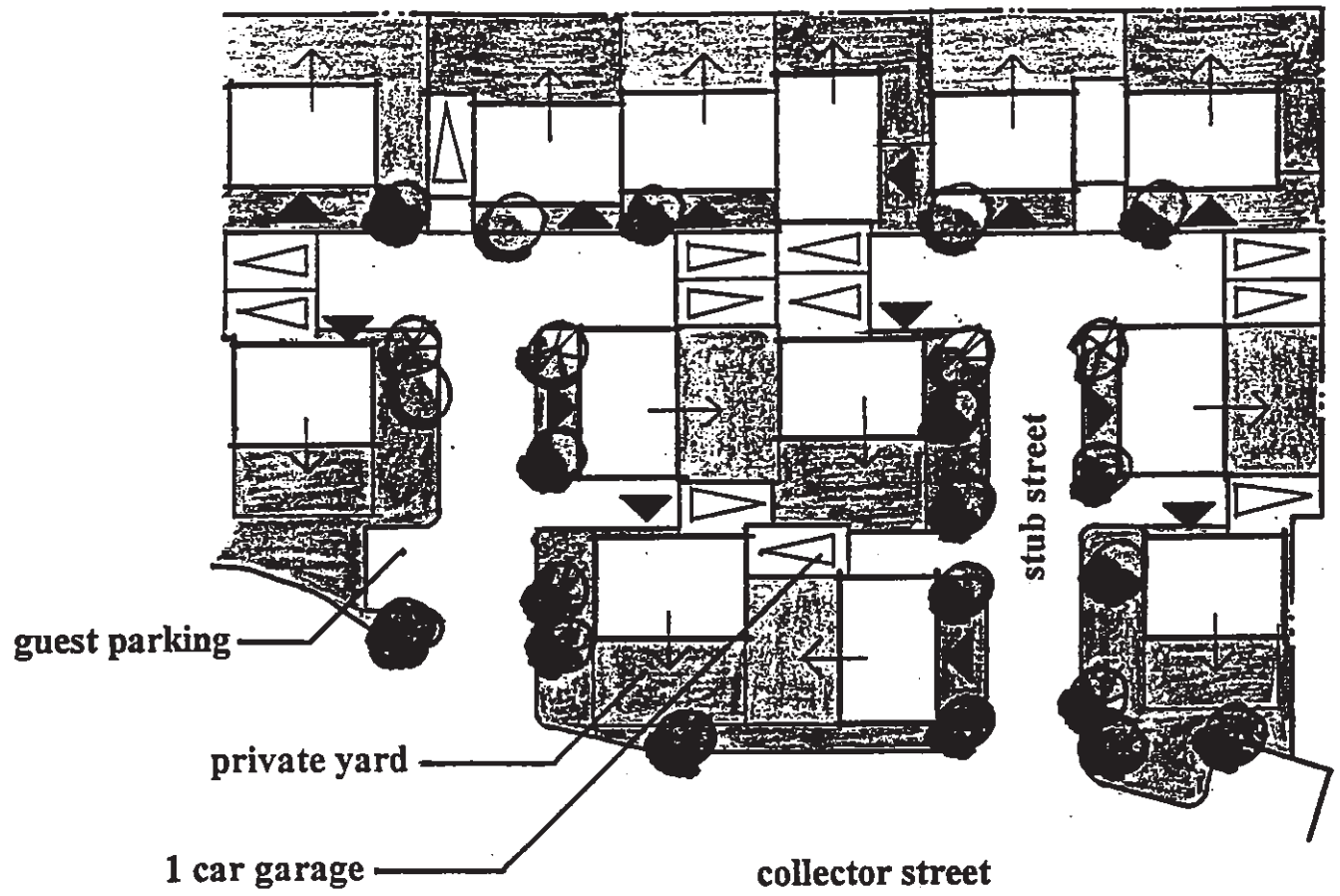
Figure 5-2



ZERO LOT LINE ALLEY HOMES

lot width 37' - 45'
lot depth 90' - 100'

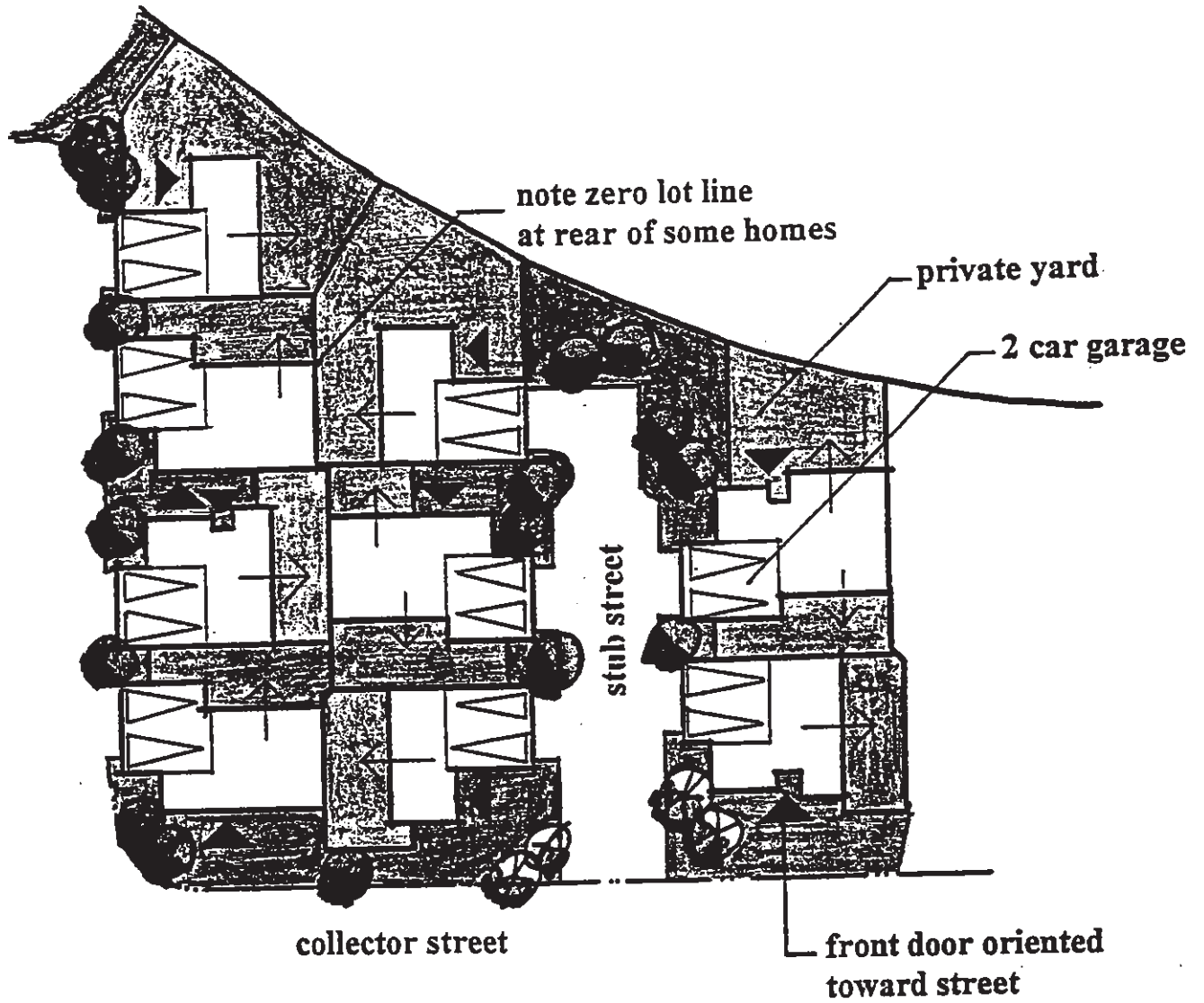
Figure 5-3



PINWHEEL CLUSTER HOMES

lot size 2200 s.f.

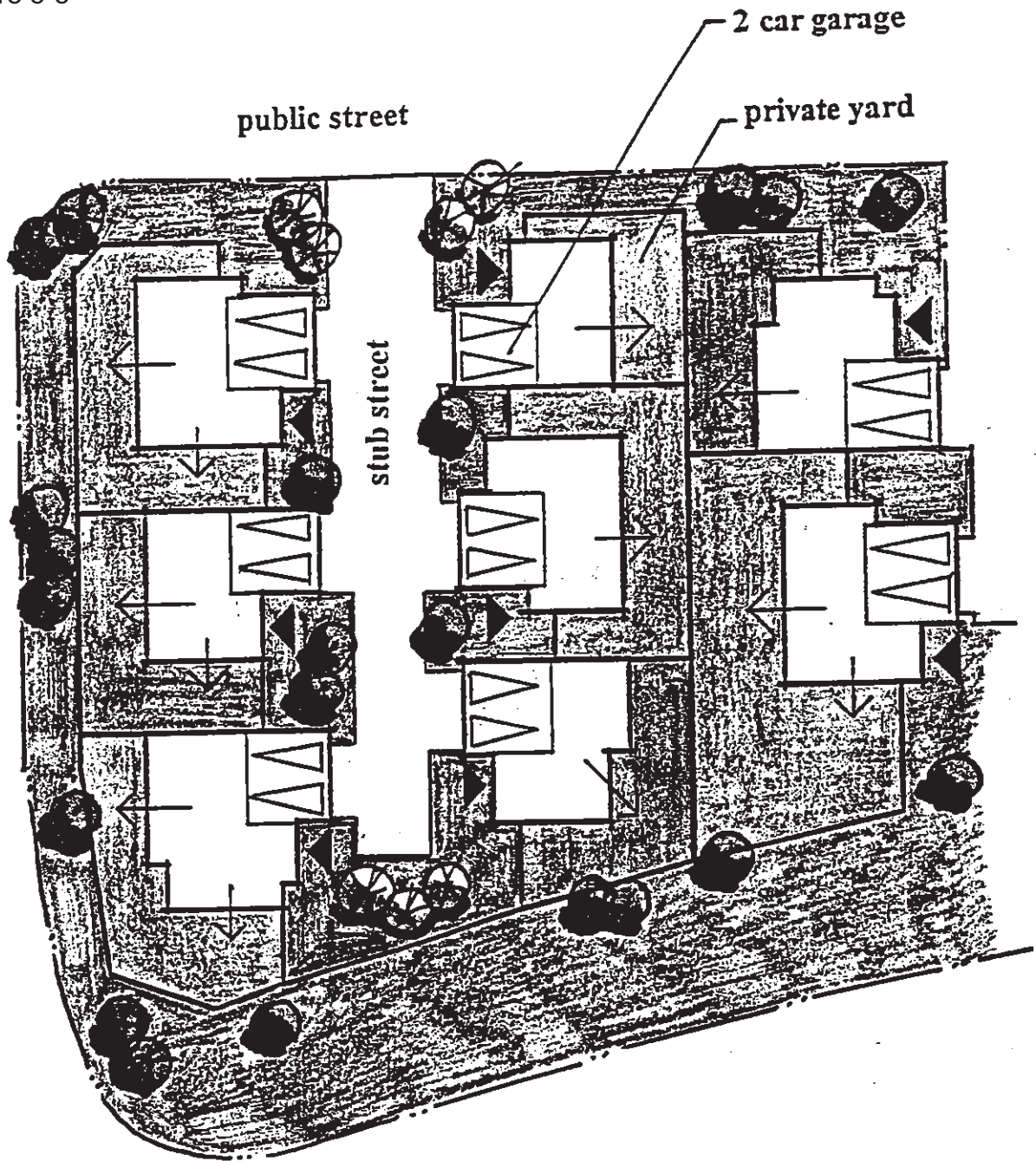
Figure 5-4



ZERO LOT LINE CLUSTER HOMES

lot size 40' x 50'
50' x 50'

Figure 5-5



ZERO LOT LINE CLUSTER HOMES

lot size - 50' x 60'
60' x 60'

Figure 5-6

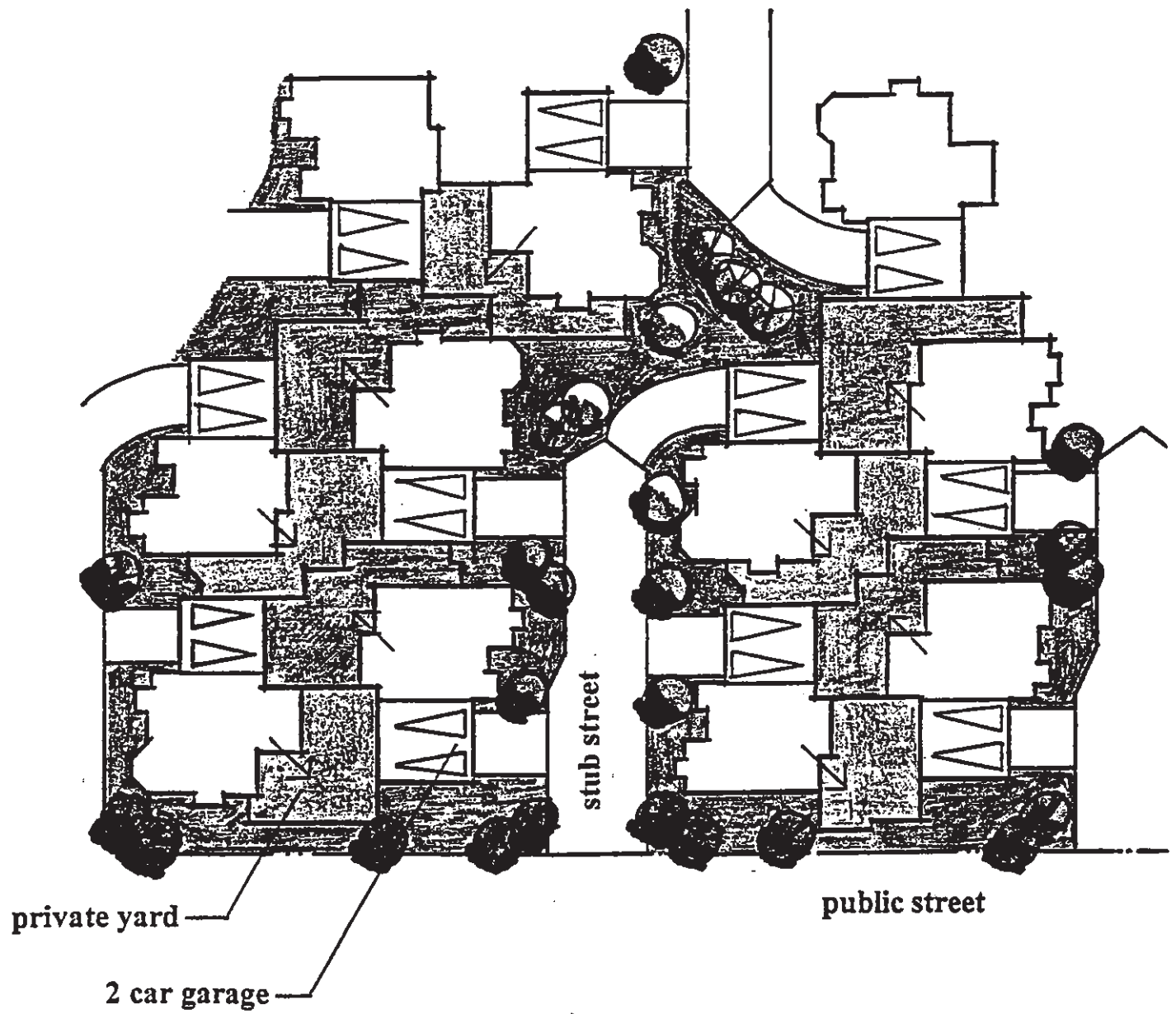


Figure 5-7 Zipper Lots

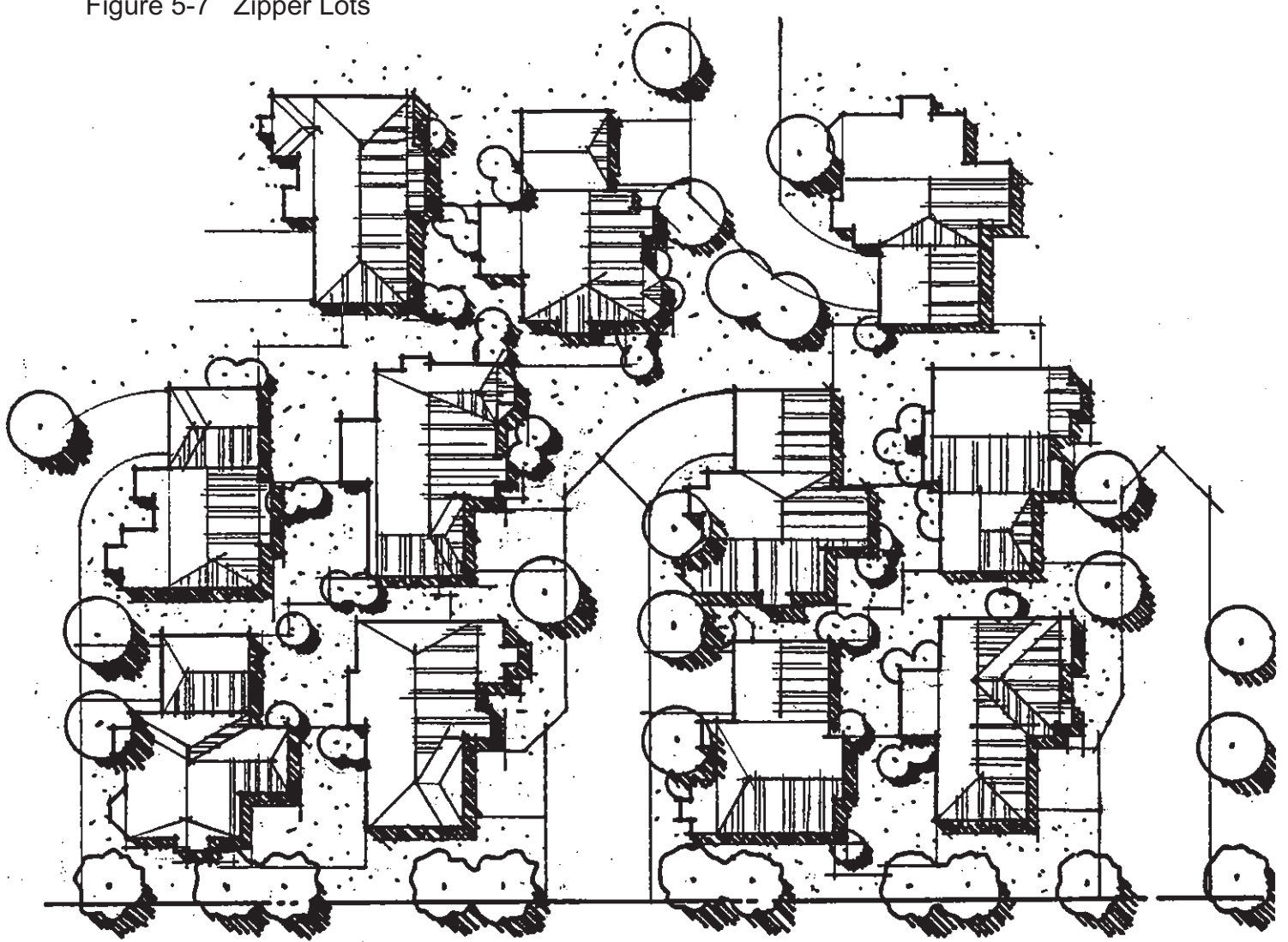
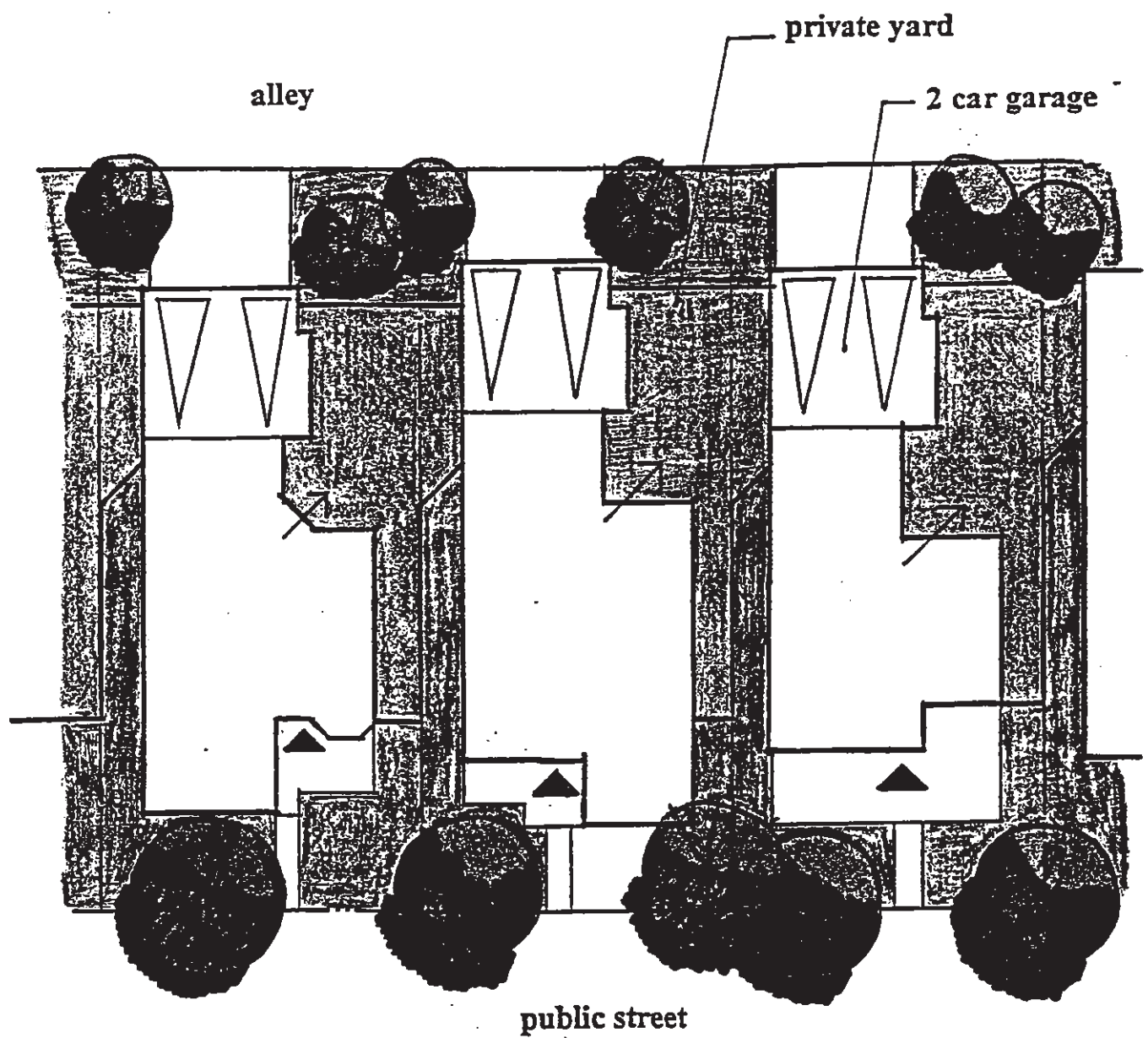


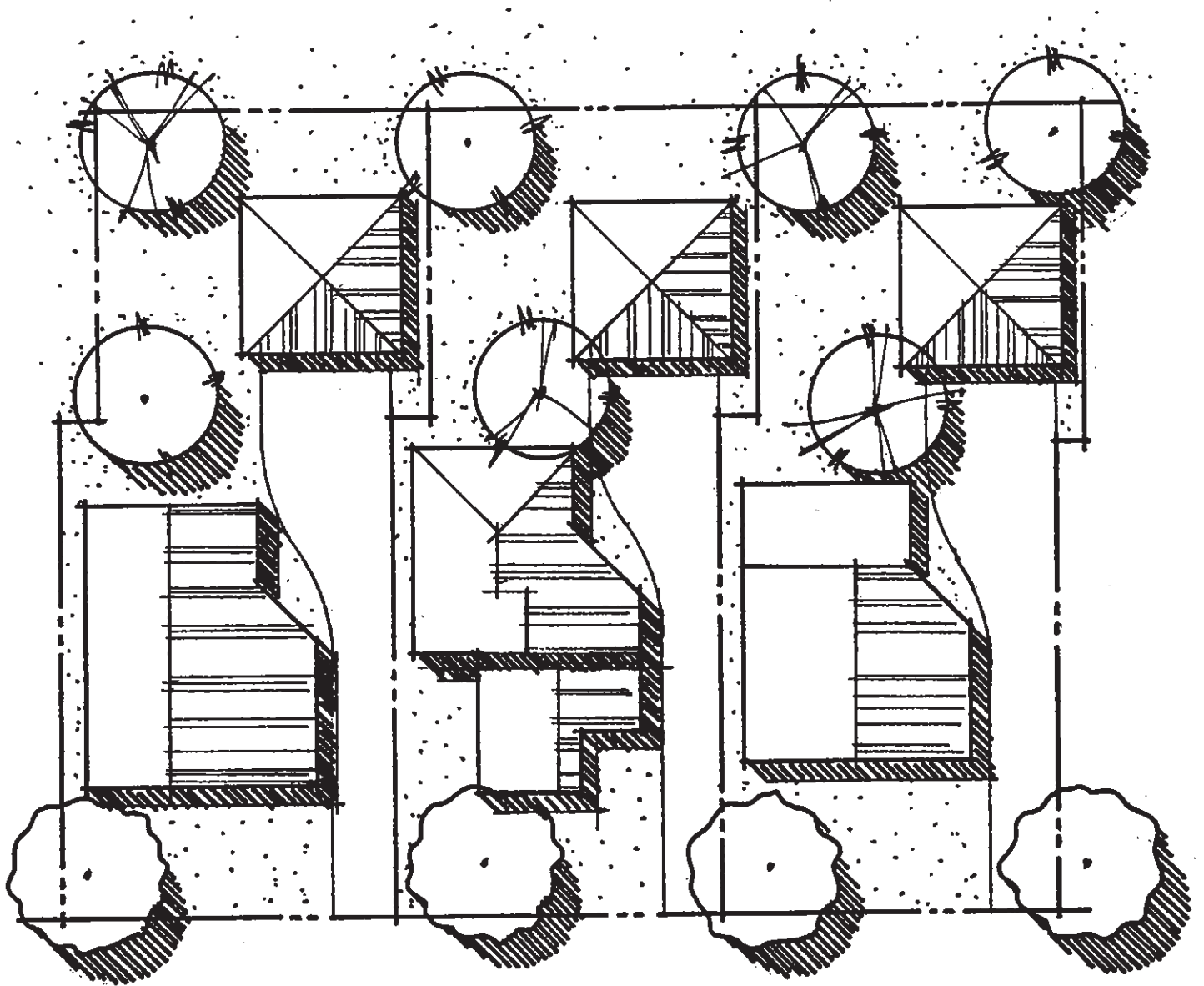
Figure 5-9



**ALLEY LOADED
Z - LOT HOMES**

lot size 38' x 90'

Figure 5-10 Alley Loaded Z-Lot Homes



VI. ENVIRONMENTAL ELEMENT

INTRODUCTION

Protecting the natural environment, including environmentally sensitive lands in developed areas of Marysville requires: preserving the ecological balance, improving air and water quality, retaining some open space in its natural state, protecting groundwater from pollution, providing public access to and setbacks from environmentally sensitive lands, and protecting wildlife habitat.

Marysville's varied topography and natural features create opportunities, as well as limitations, for development. The geography, geology, soils, hydrology, vegetation, and climate of the Study Area have all contributed to settlement and development patterns. In turn, these natural features have a strong influence on future land use and the image of the Community.

Human activity has had a major impact on our vegetation, wildlife, and water resources. City land use policies seek to protect the environment, conserve our resources, and permit future development only in areas that can support it without adverse impact. Natural resources are an important inheritance not only for recreation and aesthetic purposes, but also their roles in the ecosystem and natural processes.

The critical areas regulations, urban growth boundary, land use designations, capital facilities plan, and development regulations provide mechanisms for implementing environmental and resource management goals.

A. BACKGROUND¹

I. Earth Resources

There are a variety of earth related variables that influence potential land use, environmental quality and issues for land development. These include area geology, soils and topography.

a. Geology

Geology is important in determining landforms, stream characteristics, and soil types. Runoff processes are characterized by the permeability, depth, and porosity of soil and bedrock. Soils and rock types affect erosion processes and the sediment delivery rate. Geologic features control stream gradient and channel morphology.

The soils and landforms of the Puget Sound area are the result of erosion and deposition of materials associated with the advance and withdrawal of glaciers. Surficial geology is shown in Figure 6-1. The Quilceda/Allen watershed lies in the Puget Sound Lowland Physiographic Province. The province contains the Puget Sound basin and all areas west of the Snohomish County foothills.

The Puget Sound lowland was formed by several glacial events that occurred during the last million years. Current surface features, landforms, and subsurface layers are related to the most recent of these glacial advances –the Fraser Glaciation. During this glacial period there were two glacial advances and an intervening glacial retreat. This final advance, locally referred to as the Vashon Stade of the Fraser Glaciation, began approximately 20,000 years ago.

¹ Source: Quilceda/Allen Watershed Management Plan

During the Vashon Stade, a large tongue of ice called the Puget Lobe advanced through the Puget Sound lowland. The meltwaters from the advancing glacier deposited sand and gravel, called Vashon advance outwash, directly on top of older glacial and nonglacial soils (transitional beds and tertiary sedimentary rocks). In the watershed advance outwash material occurs on the Tulalip and Getchell plateaus in thicknesses of up to 350 feet.

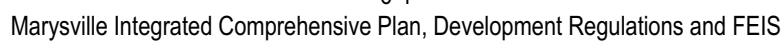
As the ice sheet passed over the area, the sand and gravel materials consolidated with other materials that were directly deposited and overridden by the glacier. This consolidated material is referred to as Vashon till. The Vashon till was deposited on top of the advance outwash on hills and plateaus on both sides of the watershed. It also formed an underlying layer in the Marysville trough.

At some time during this glacial event, the Puget Lobe dammed the Stillaguamish River valley and glacial flow was deflected southward, eroding the Marysville trough valley. As the Puget Lobe receded out of the area, extensive deposits of recessional materials were laid down on the Vashon till. This recessional outwash, termed the Marysville sand member, became very thick and extensive throughout the Marysville trough.

Alluvial deposits are the most recent geologic deposits in the watershed. They are found at the eastern and western edges of the Marysville trough. These materials consist of sand and gravel carried by streams down the hillside and deposited in the valley.

b. Geologically Hazardous Areas

Geologic hazard areas have been defined through the City's critical areas ordinance by mapping created by Snohomish County Tomorrow (1991). Geologic hazard areas include areas prone to landslides and earthquakes as shown in Figure 6-2. Landslide hazard areas are found along the slope of the Getchell plateau and along the banks of Quilceda, Allen and Munson creeks. Steep slopes(ranging from 25 to 75% slopes), soft soils, and ground water seepage make these areas prone to landslides.



Areas susceptible to earthquakes have been identified where soft or loose soils form valley floors and locally in upland areas (Snohomish County Tomorrow 1991). Moderate to high seismic (liquefaction) areas have been identified along Quilceda and Allen creeks and in the 100 year floodplain along Ebey Slough. Soil liquefaction may occur during an earthquake in areas where fine to medium grain soil materials (silt and sand) are saturated. When subject to shaking, these soils become like quicksand and lose their capacity to support structures. When development is proposed on a seismic hazard area, the applicant must submit a study which demonstrates that: 1) evaluation of site-specific subsurface conditions show that the site is not located in a seismic hazard area; or 2) mitigation is implemented that renders the proposed development as safe as if it were not a seismic hazard area.

Geologic processes and human activities are responsible for slope instability and erosion prone areas. In the Quilceda/Allen watershed steep, unstable slopes occur along the streams and in ravines. Erosion from increased stream flows and human activity is observable along several reaches in both stream systems.

c. Soils

The Soil Conservation Service (SCS), a division of the U.S. Department of Agriculture mapped and evaluated each soil type within the study area in terms of its suitability for septic systems, capability for agricultural production, and structural integrity for siting buildings, and other structures.

Three major soil types can be found within the study area. The Marysville Trough contains primarily the Indianola-Hale-Custer and the Indianola-Everett-Ragnar soil series as shown in Figure 6-3.

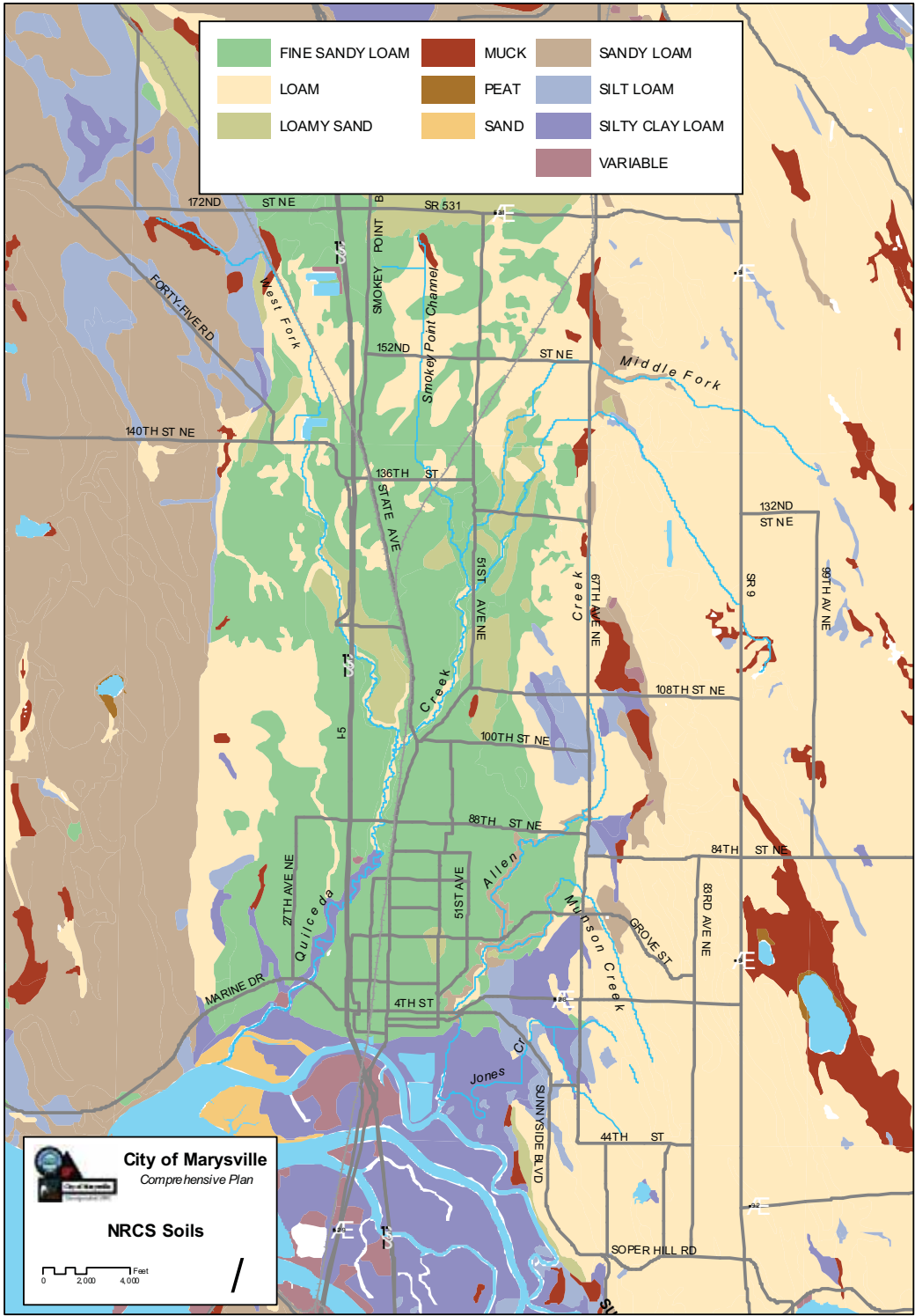
The Indianola-Hale-Custer soil series consists of poorly and somewhat excessively drained soils underlain by sand. The majority of well drained soils in this series have been previously developed while the preponderance of poorly drained soils have remained in agricultural use.

The Indianola-Everett-Ragnar soils series are generally well and somewhat excessively drained soils also underlain by porous sand and gravel and are generally well suited for septic tank and drain fields. The majority of this area is however currently developed and sewers are generally available for the remaining area.

All of the Getchell Hill Plateau is covered with moderately well and somewhat excessively drained soils of the Alderwood-Everett series underlain by compact glacial till or glacial outwash.

The capacity of the land to support buildings and other structures is a function of soil texture, density, plasticity, shrink-swell behavior, wetness, and slope. The SCS has evaluated soils within the study area in terms of their capacity to support foundations, settle evenly, and their resistance to slump and landslide. Mapping of the soil limitations for dwellings reveals “no” limitations for dwellings within most of the built-up areas in and around Marysville; “moderate” limitations in the upland areas of the Sisco Heights/Getchell Hill plateau, and “severe” limitations generally for those soils that are also agricultural soils.

Figure 6-3 Soils



II. Air Quality

Air quality within the Puget Sound airshed is regulated at both the national level and regional level through the Clean Air act. Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare.

The main sources of air pollution in the Puget Sound region are vehicular and marine traffic, industrial emissions, wood stoves and fireplaces, outdoor burning, and other sources such as lawnmowers, aircraft, trains, and other recreational vehicles. Motor vehicles contribute approximately 57% of the air pollution in the state of Washington. The primary pollutants are PM10/PM2.5 (particulate matter), carbon monoxide, nitrogen dioxide, ozone, sulfur dioxide, and lead.

The United States Environmental Protection Agency (EPA) has established a system to categorize and report air quality based on pollutant concentrations. This system is called the Air Quality Index (AQI) and utilizes a numerical scale divided into six health categories. The air quality index scale is shown in Table 6-1.

Table 6-1 Air Quality Index

AQI Value	Rating
0 to 50	Good
51 to 100	Moderate
101 to 150	Unhealthy for sensitive groups
151 to 200	Unhealthy
201 to 300	Very unhealthy
301 and above	Hazardous

An AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level EPA has set to protect public health.

Within the Puget Sound region, the Washington State Department of Ecology (DOE) and Puget Sound Clean Air Agency (PSCAA) jointly regulate and monitor air quality. When necessary, the agency calls an air pollution watch to reduce particulate matter pollution by voluntary curtailment of wood burning. Burn bans are issued when real-time monitoring data shows "impaired air quality" as defined by state law. An ozone "smog watch" is called to target mobile combustion sources for voluntary reductions to prevent ozone standard exceedances.

A geographical area is designated as a "nonattainment area" if any one of the federal air quality standards is violated. A nonattainment area must develop and follow a plan to meet and maintain the federal air standards. Once the standards are met, the area is redesignated as a "maintenance area". Puget Sound (King, Pierce, and Snohomish Counties) are maintenance areas for ozone and carbon monoxide.

III. Water Resources

a. Surface Water

Surface water resources within the Study area are primarily located within the Quilceda/Allen creek watershed, which covers an area of about 49 square miles. The watershed has two stream systems: Quilceda and Allen Creeks. Quilceda Creek drains approximately 38 square miles and Allen Creek drains approximately 11 square miles; both drain into Ebey Slough and the lower Snohomish River Delta as illustrated in Figure 6-4.

Both drainage basin surface waters flow generally in a northwesterly direction in the upper reaches of the tributaries, and a southwesterly flow in the lower reaches. The watershed is highly susceptible to a variety of environmental problems. Water pollution is increasing from non-point sources such as agricultural and urban development. Generally, pollutants that flow into the tributary systems consist of pesticides, chemical fertilizers, animal wastes, oil, gasoline, heavy metals, and sediments.

Also, although much of Quilceda and Allen Creeks have a protective vegetative buffer, agriculture and timber harvesting in the mid-to-upper reaches have resulted in soil erosion and subsequent loss of spawning areas and reduction of fish rearing habitat throughout much of the system.

The Quilceda-Allen system is within the Tulalip Tribes' usual and accustomed fishing areas, therefore land use within the watershed is governed by a variety of tribal, state, county and city governments, and ranges from agricultural and timber production to commercial development.

b. Ground Water

Ground water is a limited and variable resource that plays an important role in the watershed. Ground water discharge to streams supports year-round flow, and ground water provides drinking water to watershed residents. The infiltration, movement and storage of ground water are controlled by the soils and geologic materials present below ground surface.

Aquifers are subsurface zones of earth, gravel, or porous stone yielding usable amounts of water. The Marysville UGA encompasses two of three of the aquifers within the Quilceda/Allen watershed. These are the Marysville trough aquifer, and the Getchell-Snohomish aquifer as shown in Figure 6-5. The Marysville trough aquifer is a shallow aquifer; the Getchell-Snohomish is an intermediate aquifer.

The Marysville Trough Aquifer is a large unconfined or water table aquifer. It extends from Arlington and the Stillaguamish River in the north and to Marysville and the Snohomish River in the south. The aquifer is contained within the Marysville sand recessional outwash, extending from the surface to 150 feet below the surface. The ground water generally flows in a south to southwest direction, perpendicular to the water table contours.

The Getchell-Snohomish aquifer occurs in advance outwash deposits extending from Arlington to Snohomish just east of the Marysville trough aquifer. The aquifer is from 50 to several hundred feet deep. Ground water flow from the Getchell-Snohomish aquifer is generally to the west in the watershed. This aquifer is considered confined even though ground water emerges where the Vashon advance outwash meets transitional beds, forming hillside springs and seeps and discharging into hillside headwater streams.

The aquifers underlying the City are not used for public potable water supplies, and where there are private wells, the City expects to eventually serve the properties with a public water system. Therefore the aquifers are not "critical areas" as defined by RCW 36.70A. However, the aquifers are important for stream base flow and associated fish and wildlife conservation areas, and measures are proposed for stream and wetland protection in the City's critical areas regulations.

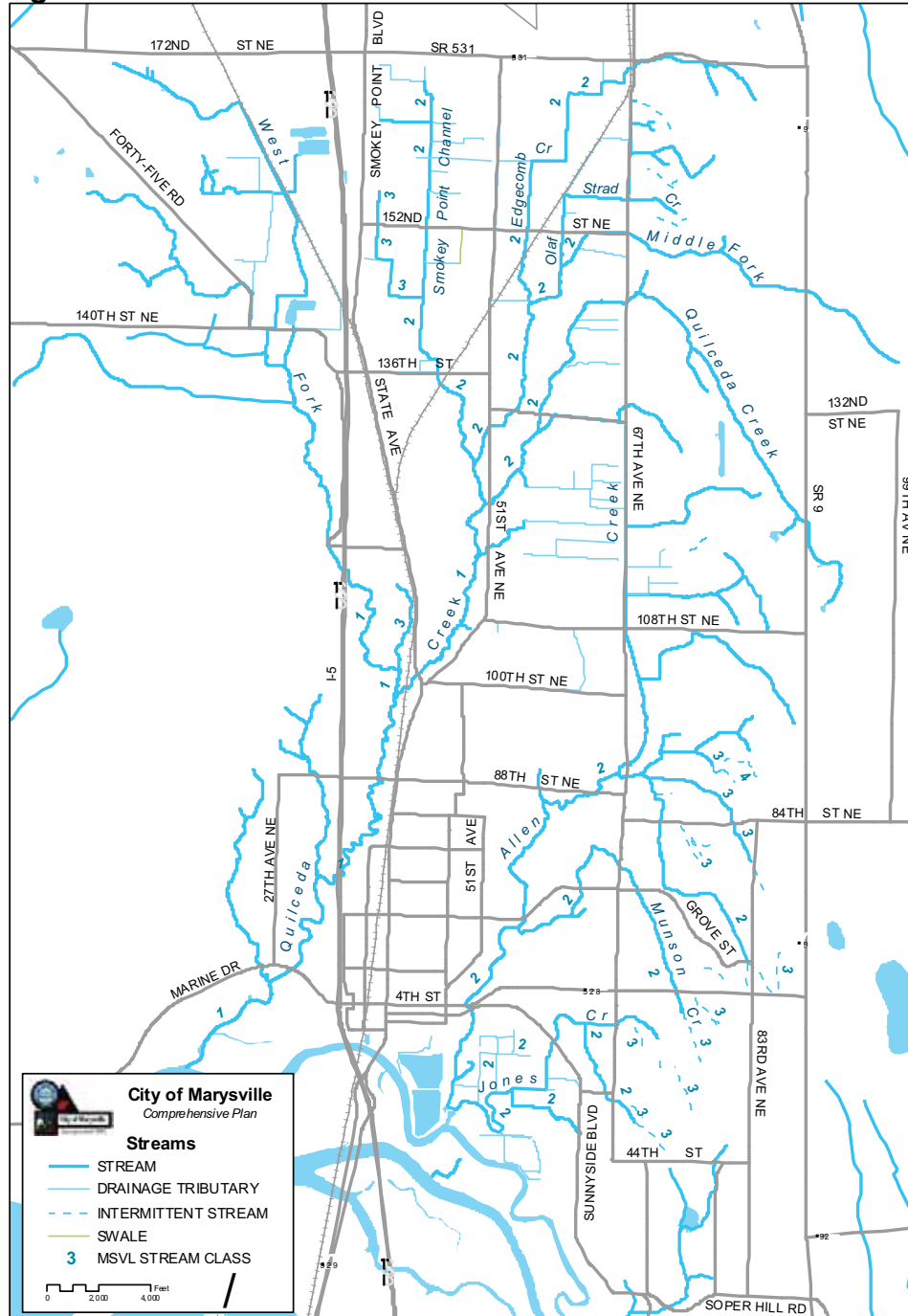
c. Shoreline and Floodplain Management

Streams and water bodies that fall within shoreline jurisdiction include Ebey Slough, Quilceda Creek, which has a mean annual flow of 20 cfs from its confluence with the Middle Fork downstream to the mouth of Ebey Slough, and the West Fork Quilceda Creek along the eastern boundary of Interstate 5 to its confluence with the Mainstem Quilceda. Land use activities within these boundaries must obtain shoreline permits or shoreline substantial development permits regulated by the City and State Department

of Ecology. Ebey Slough provides the single point of shoreline access (as opposed to creeks) within the city limits.

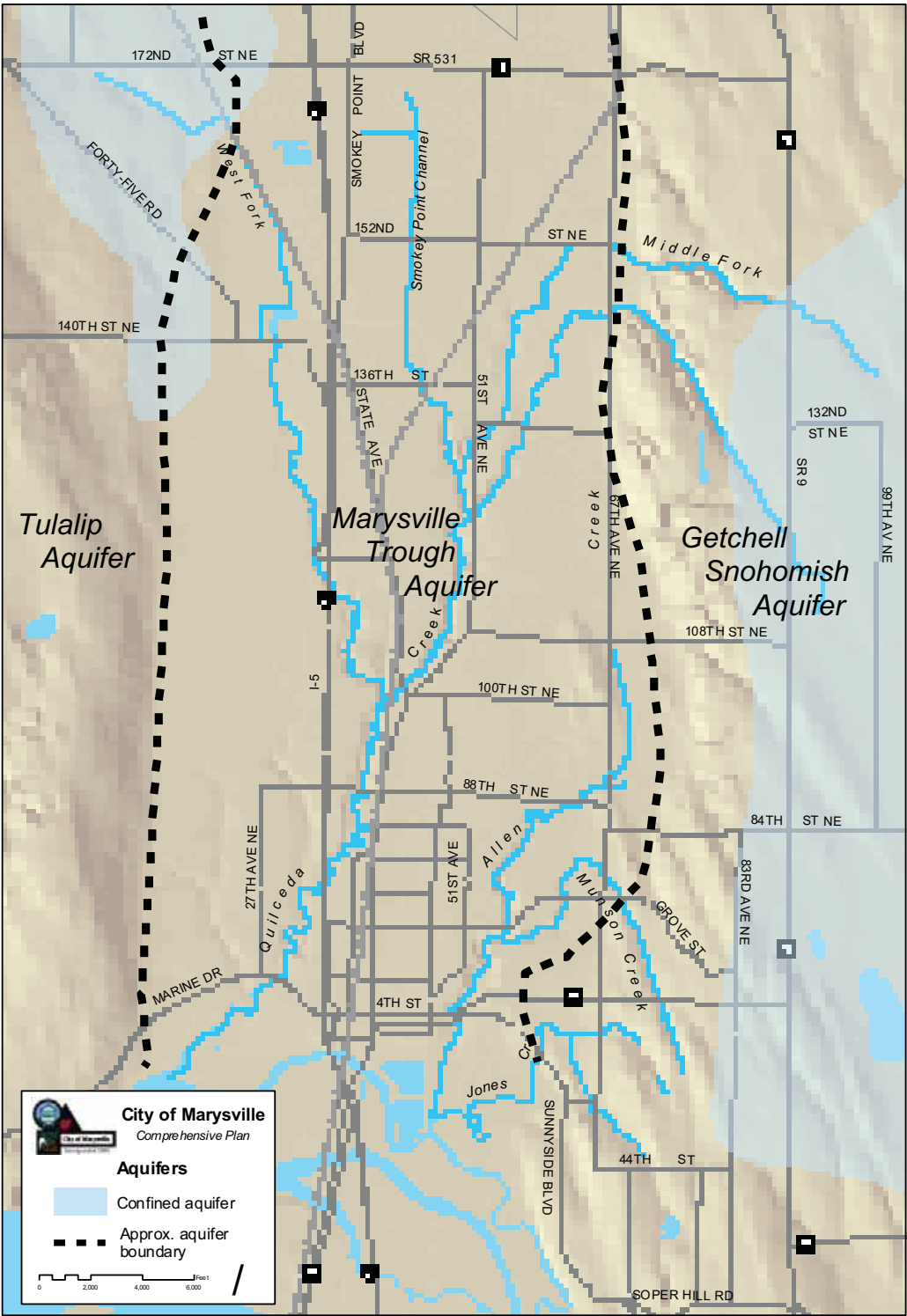
The Federal Emergency Management Agency designated the reaches of Quilceda Creek downstream from 101st Place NE and Allen Creek downstream from 76th Place NE together with an upland bog immediately west of SR 9 and north of 108th Street NE and the limits of the 100-year flood area associated with Ebey Slough as flood hazard zones. Any structures proposed to be constructed in any area designated as a flood hazard zone will need to be flood-proofed to assure that the City may continue to qualify for participation in the National Flood Insurance Program.

Figure 6-4 Streams



Environmental Element

Figure 6-5 Aquifer Boundaries



d. Wetlands

Wetlands provide many functions within the watershed. These include fish and wildlife habitat; water quality protection; groundwater recharge/discharge; and flood water storage and attenuation or desynchronization. There have been a number of surveys by Snohomish County, Marysville, and private surveys completed within the Marysville UGA to identify and classify wetlands. These inventories, however, represent only a portion of area wetlands. Of those identified, the majority of Category I, II and III wetlands habitats are located within existing stream corridors. Most wetlands in the watershed are hydrologically connected either by ditch or as part of the stream as shown in Figure 6-6. Consequently, a high percentage of the wetlands in the watershed are significant for providing base flow to streams.

e. Stormwater

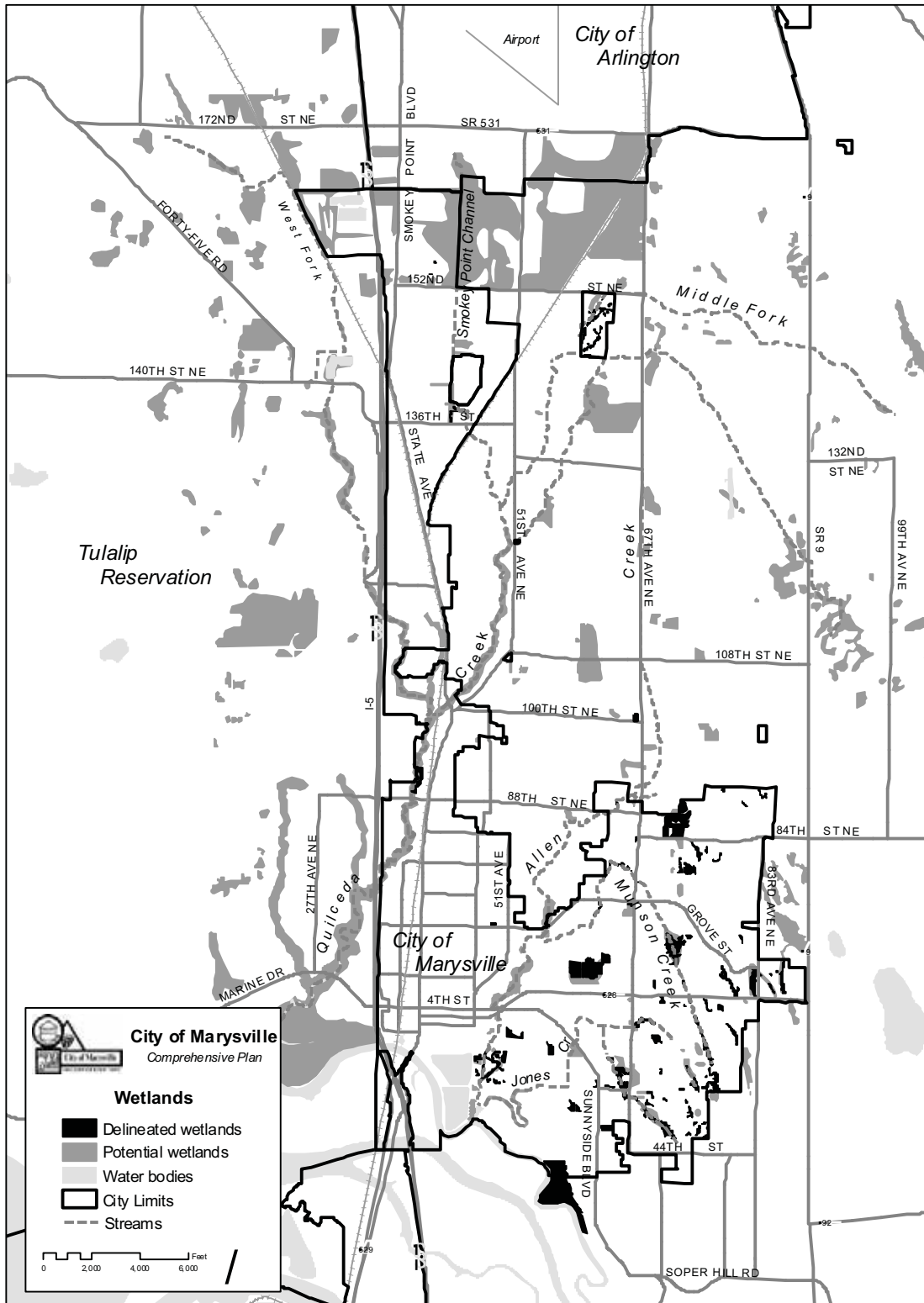
Residential, commercial and industrial development will have both short-term and long-term effects upon the quality of surface water resources. Increased storm water runoff will result from removal of natural vegetation, draining and filling wetlands, disturbing soil structures by grading and compacting, and by covering land with impervious surfaces such as streets, parking lots, and structures. The unmitigated increased volume and rate of subsequent storm water runoff will carry greater quantities of silt, debris, and chemical pollutants into the Quilceda and Allen Creek drainage system.

Snohomish County completed a Drainage Needs Report in 2003, identifying key management strategies and issues for the watershed planning.

The City of Marysville adopted its Comprehensive Surface Water Management Plan and adopted a taxing structure in 2003 to address capital facility needs.

An interlocal agreement between Arlington, Marysville, Snohomish County and the Tulalip Tribes should be developed and implemented to prevent further degradation of the natural system and property damage due to flooding and erosion.

Figure 6-6 Wetlands



a. Quilceda Creek System

Quilceda Creek and its tributaries provide good spawning and rearing habitat for salmonids, as well as supplying resident fish habitat. The mainstem Quilceda Creek provides about 1.5 miles of spawning habitat towards the headwaters. Very good salmon rearing habitat and resident fish habitat are found throughout the stream. A riparian buffer of from 100 to 200 feet in width and adjacent wetlands protect the creek along most of the length except as it passes through agricultural land.

The West Fork Quilceda Creek has patchy spawning and good rearing habitat in the lower and middle sections. Coho and chum spawning habitat occurs east of I-5. Coho and chum also spawn in some of the tributaries and channeled streams. Most of the stream sections that flow through agricultural lands have been highly modified, significantly reducing habitat values.

Fish spawning habitat occurs throughout the Middle Fork Quilceda Creek in both long reaches and isolated spots. Chum spawning occurs north of the confluence of the Middle Fork with Quilceda Creek. A 75 to 100 foot riparian buffer exists along the creek through portions of the residential development, but has been removed where the creek flows through farm fields.

The headwaters of Edgecomb Creek, a tributary to the Middle Fork, currently appears to be healthy, even though untreated road runoff is directed to the creek from 172nd Street NE. This stream's headwaters have good spawning habitat for coho salmon and resident cutthroat. The spawning habitat extends for about 1.5 miles and includes part of the creek in the agricultural land just west of 67th Avenue NE. Additional spawning habitat for chum salmon has been identified from the confluence with the Middle Fork Quilceda Creek for about 1/2 mile of stream.

Olaf Strad Creek, another Middle Fork tributary, is spring fed and provides good spawning habitat at its headwaters. Steelhead redds have been observed in this stream. The headwaters are protected with forested vegetation, but there is little overstory vegetation where the stream enters farmland.

b. Allen Creek System

Salmon spawning habitat occurs toward the headwaters of Allen Creek east of 67th Avenue NE and along the stream south of 108th to 88th Streets NE. The creek has good rearing habitat in many sections including some of the east bank tributaries. Below its confluence with Munson Creek, the stream bottom is mud and silt, and spawning habitat is lacking. A small wooded buffer and wetland system protect the creek from Jennings Park south to Sunnyside Boulevard. North of Jennings Park the buffer is 100 to 200 feet, but shrinks as it nears agricultural land and 67th Avenue, where little vegetation has been retained. Below Sunnyside Boulevard, Allen Creek flows through floodplain farmland, where much of the channel is choked with sediment and reed canarygrass.

Rearing habitat is available in the unnamed east bank tributary to Allen Creek (WRIA 07-0079) that has been channeled along 112th Street NE. There is some spawning habitat, but much of the stream has filled in with reed canarygrass. Habitat projects built in the stream channel no longer function properly.

Munson Creek has spawning and rearing habitat throughout, but construction activities and urban impact has severely degraded the stream and eliminated wetlands.

Wetlands play a critical role in protection of fish and wildlife habitat. Wetlands provide a steady water source and reduce stream degradation from uncontrolled stormwater runoff. Of the wildlife species occurring in western Washington, 75 percent use wetlands or riparian habitat during their life cycle. Many wildlife species occur only in wetlands, while many more spend a portion of their life cycle in wetlands. They improve

water quality through biofiltration of surface water, nutrient uptake by vegetation, binding by soils particles, and/or by providing a settling basin for suspended solid deposition. Wetland soils can extend stream flow and recharge over long time periods, and they can act as recharge areas for stream channels during dry periods. Wetlands also assist in reducing runoff quantity and velocity during storms. Wetland flood storage plays a critical role in tempering downstream flooding impacts within the watershed and can also be important in preventing scouring of salmonid spawning beds in stream gravels.

IV. Vegetation

Certain areas within the Marysville Comprehensive Plan Study Area remain forested. No area has old growth timber since it was logged in the late 1800s and early 1900s; therefore these areas are of second growth forest. They are found on undeveloped tracks; along creeks, ravines; and some wetlands, and as significant buffers along Interstate 5 and Highway 9. They have important functions as visual buffers, erosion prevention and maintaining topsoil, help with the conversion of carbon dioxide to oxygen, and habitat for wildlife. Most of the wildlife habitats coincide with the forested areas or areas with heavy vegetation. However, a significant stand of older trees is situated at 55th Avenue NE and 100th Street NE, called Mother Nature's Window.

V. Fish and Wildlife Habitat

The condition of fish habitat in watershed streams is variable. Coho spawning and good rearing habitat are found toward the headwaters (Figure 6-7), the heavily altered middle sections have significantly reduced habitat value, and the lower sections with their large ravines generally have good habitat value for an urban stream system. There is one lake within the Marysville UGA. Largemouth bass, pumpkinseed and rainbow trout are planted in Twin Lakes by the Washington Department of Wildlife and other parties. Approximately 24 percent of the salmon production in the Puget Sound region comes from the Snohomish River Basin, and the Quilceda/Allen system while showing significant decline in recent years, still contributes to salmon production in this system. Coho and chum salmon and cutthroat trout are the predominant species that spawn in both quilceda and Allen Creeks and their tributaries. The chum salmon appear to be dominated by straying hatchery fish from the Mission Creek hatchery on the Tulalip Reservation. The streams are also used to a much lesser degree by Chinook salmon, steelhead, and rainbow trout. Salmon have easy access to the Quilceda Creek system. A tidegate at the mouth of Allen Creek must be negotiated by salmon entering the Allen system.

B. ENVIRONMENTAL RESOURCE STRATEGIES

I. Earth Resources

The Growth Management Act requires local governments to consider best available science (BAS) in their critical areas ordinances to protect the functions of critical areas. This comprehensive plan update is accompanied by the City's critical areas regulations review and update. The accompanying ordinance regulates development of steep slopes and other geologic hazard areas. Considerations for the plan will be lower gross densities or cluster developments in difficult terrain, in order to allow protection and retention of steeper slopes and native vegetation and forested cover and to minimize required site grading. Additionally, local regulations should provide seasonal limitations or restrictions for clearing and grading activities on sites with steep slopes, adjacency to streams and water bodies, or Tokul soils with high predisposition for sediment transfer. Longer-term, the City should work with the County to identify areas that are not appropriate for urban development and future UGA expansions due to soils, topography and impact on the watershed.

II. Air Quality

The City's air quality is similar to other communities in the Puget Sound region. In the past, as part of a pilot program for nonattainment areas, Marysville has worked cooperatively with the Department of Ecology staff to educate its citizens on air quality issues and burn ban restrictions. The Marysville Fire District regulates outdoor burning in the City and Fire District 12 boundary. The City should continue cooperative education efforts regarding burn bans and outdoor burning to promote improvements to air quality within the community.

III. Water Resources

There are a number of strategies the City can pursue and continue to protect and improve water quality and area water resources. These include revisions to the Critical Areas Ordinance to address Best Available Science; update to the Shoreline Management Plan and Regulations; identification of stream improvements in project developments; incorporation of stream improvements or enhancements in the Capital Facilities Plan through road and stormwater construction projects; educational efforts with the community and schools; and long-term protection of critical resource areas by transfer of development rights or wetland/headwater banking.

IV. Vegetation

Areas of significantly forested and vegetated areas should be maintained within the Urban Growth Area. These not only provide habitat but also are visually appealing and useful in providing environmental balance.

V. Fish and Wildlife Habitat

Strategies for fish and wildlife habitat reinforce those listed for earth and water resources, above. They are listed again as it is significant to note the overlapping benefit that these actions can provide towards best management of earth resources, water quality and fish and wildlife habitat. These strategies include revisions to the Critical Areas Ordinance to address Best Available Science; update to the Shoreline Management Plan and Regulations; identification of stream improvements in project developments; incorporation of stream improvements or enhancements in the Capital

Facilities Plan through road and stormwater construction projects; educational efforts with the community and schools; and long-term protection of critical resource areas by transfer of development rights or wetland/headwater banking. Seasonal restrictions should be enforced for clearing and grading activities on sites with steep slopes, adjacency to streams and water bodies, or affecting Tokul soils with high predisposition for sediment transfer.

C. ENVIRONMENTAL GOALS & POLICIES

General Environmental Goals and Policies

Goals:

1. Preserve and enhance the natural environment.
2. Protect life and property from floods, landslides, erosion, uneven settlement, and other disruptions that may be associated with natural hazard areas.
3. Recognize the amenity and utilitarian functions provided by natural elements, and to incorporate these functions into developments.
4. Promote environmentally responsible development through policies, development regulations, capital facility programs, and management practices.
5. Pursue effective policies, regulations, capital projects that result in improvements and protection of the natural environment.

Policies:

- EN-1 Recognize the natural environment as an integrated unit composed of interacting land, water, and air resources. Make every effort to insure that the health and stability of this resource system is maintained.
- EN-2 Recognize the interrelationship of adjacent terrain features and avoid destroying these valuable linkages.
- EN-3 Educate the public concerning the importance of maintaining and conserving environmentally sensitive lands and natural resources.
- EN-4 Encourage property owners to utilize the Open Space Current Use Assessment Program to preserve significant areas of environmental concern, particularly wetlands identified by this plan.
- EN-5 Locate, develop, and retain features of the natural and cultural environment to help all citizens acquire knowledge, attitudes, and skills necessary to solve environmental problems.
- EN-6 Where appropriate, provide pedestrian and bicycle trails in association with open spaces and natural areas.
- EN-7 Streamline environmental processes and regularly monitor results to ensure their effectiveness.
- EN-8 Pursue programs that offer creative solutions to enhance, improve and/or protect the natural environment. Stormwater facility design, low impact development options, wetland banking, and dual use facilities should be pursued whenever possible.

Environmentally Sensitive Lands: General Goals and Policies

Goal:

6. Preserve, as much as possible, natural features in areas potentially sensitive to development. That is areas that have features such as steep slopes, severe erosion, foundation instability, seasonally wet soils, or soils with agricultural capability.

Policies:

- EN-9 Designate and protect environmentally sensitive lands using the best available science.
- EN-10 Apply strict controls to areas identified as ecologically sensitive by the City
- EN-11 Maintain an inventory of environmentally sensitive lands to be used in making land use decisions.
- EN-12 For areas that are potentially sensitive to development, require site studies to determine site development problems.
- EN-13 For areas that are determined to be sensitive to development, require any development that occurs to meet performance standards to minimize adverse impacts associated with such development.
- EN-14 Strongly encourage clustered residential, and planned commercial and industrial developments in areas containing unique natural features or determined by site studies to be sensitive to development.
- EN-15 Development adjacent to wetlands, creek corridors, or steep slopes should utilize lot size averaging or a planned development to mitigate the impacts of such development on these sensitive areas. Strongly encourage development and buildings to be located on adjacent areas or peripheral portions of properties determined by site studies to be sensitive to development.

Earth Goals and Policies*Goal:*

- 7. Regard land as an irreplaceable resource. Manage it so irreparable damage is not done to natural systems.

Policies:

- EN-16 Protect natural systems of the environment.
- EN-17 Utilize land forms and natural systems to provide variety, community identity, and open space areas.
- EN-18 All developments should be sensitive to land forms and natural systems, recognizing the natural beauty and character of the land and its vegetation.
- EN-19 Encourage all future development to occur in a manner that will reduce or minimize and mitigate adverse environmental impacts.
- EN-20 Design and build developments in a manner that respects and retains natural vegetation. Density credits should be given when vegetation is retained and open space or buffer areas provided.
- EN-21 Encourage development to consider the inherent characteristics of the predominant soil type(s).

Air Quality Goals and Policies*Goal:*

- 8. Attain a high level of air quality.

Policies:

- EN-22 Encourage practices that maintain or improve air quality, such as encouraging emissions testing; use of alternative transportation; appropriate relationship of land uses; and discouraging slash burning, burning of yard wastes, and use of uncertified wood stoves and fireplaces.
- EN-23 To protect local and regional air quality, the City shall coordinate with county, regional, state, and federal agencies with air quality responsibilities, and seek to ensure that the City's programs and transportation projects are designed and implemented to conform with the provisions of the state and federal Clean Air Act.
- EN-24 Provide an information program to citizens on ways to help keep the air clean.

Water: Quality, Wetland and Watershed Protection, Storm Water Runoff, Drainage, Shoreline Goals and Policies

Goals:

9. Attain a high level of water quality.
10. Promote the preservation and improvement of the water quality and conditions of area streams and watercourses to provide water resources for human and wildlife use.

Policies:

Protect natural systems, such as aquifers, bodies of water, flood plains, wetlands, and other important aspects of the natural environment.

- EN-25 Utilize natural systems to provide variety, community identity, and open space areas.
- EN-26 Maintain existing water levels of perennial water bodies.
- EN-27 Protect and enhance surface water quality and the natural character of shorelines for drainage control.
- EN-28 All developments should be sensitive to natural systems, recognizing the natural beauty and character of the land and its vegetation.
- EN-29 Discourage development of wetlands. Any development in wetland areas should be sensitive to their importance as wildlife habitats, and to their hydrologic function. Minimize potential disruption of these sites through appropriate setbacks, buffers, limits on grading, filling and impervious surfaces, storm water treatment, and similar measures.
- EN-30 Preserve existing vegetation as much as possible due to its vital role in the recharge of ground water, and in order to prevent additional storm water runoff or soil erosion from new developments. Density credits should be given when vegetation is retained and open space or buffer areas provided.
- EN-31 Prevent adverse alterations to flow characteristics, siltation, and polluting or disrupting spawning beds by control of mining, dredging, or removal of gravel, fill, or similar materials from streams and ground water recharge or other surface water areas.
- EN-32 Encourage the management of storm water runoff and urban drainage to protect the man-made and natural environment. Utilize the natural drainage system where it is possible to do so without significantly altering the natural drainage ways and/or by upgrading a public storm drainage system. Require the design of future developments to utilize natural drainage patterns and incorporate means to entrap storm water and water pollutants before they are carried down slope or before they enter watercourses.
- EN-33 Recognize the inter-jurisdictional characteristics of storm drainage management problems and work with Snohomish County, Diking District No. 3, other jurisdictions, and area-side residents to improve storm drainage.
- EN-34 Conserve and utilize shoreline and flood plain areas within the City in accordance with the provisions of the City's Shoreline Management Master Program; and in planning for areas outside the City limits, consideration should be given to the County Shoreline Management Master Program.
- EN-35 Preserve and develop direct and visual public access to water, including public docks, aquatic recreation, marine facilities, and scenic vistas, in a manner consistent with the Shoreline Management Act.
- EN-36 Restrict developments in designated flood hazard areas only to uses that can be adequately flood-proofed. Discourage construction in designated flood hazard areas, and prohibit it in floodway areas.
- EN-37 Provide continued maintenance of established flood control facilities along rivers and creeks that provide flood protection to existing populations and

developments, provided this policy is consistent with environmental guidelines and necessary river maintenance practices.

- EN-38 Encourage the use of native plant materials, rather than imported or exotic plants, as well as drought tolerate plants to decrease water usage as well as provide habitats for wildlife.
- EN-39 Promote advance planning to mitigate development impacts through areawide wetland surveys, wetland banking and mitigation projects.

Wildlife Goals and Policies

Goal:

- 11. Encourage the preservation of wildlife, their habitats and refuges.

Policies:

- EN-40 Design and build developments in a manner that respects and retains natural vegetation, with emphasis on streams, creeks and other bodies of water; and on wetlands, steep slopes, and areas adjacent to major and minor arterials. Density credits should be given when vegetation is retained and open space or buffer areas provided.
- EN-41 Preserve existing vegetation as much as possible due to its vital role in providing a habitat for wildlife. Minimize removal of vegetation resulting from development or other activities, and/or replace after construction. Encourage selective thinning rather than indiscriminate clearing of trees and heavily wooded areas designated for development. Require development proposals to provide plans for review and approval describing the extent of retention of existing vegetation together with a reforestation and revegetation plan.
- EN-42 Retain some open space in its natural state, both within and outside of Urban Growth Areas. Unique natural areas should be preserved as natural areas.
- EN-43 Protect and enhance the natural character of shorelines for wildlife habitat.
- EN-44 Protect streams and drainage ways that provide habitats for fish spawning, rearing, and transportation from adverse impacts of land development that might decrease low flows or increase high peak flows, reduce recharge areas for streams, increase bank or bed erosion, or increase turbidity of the water.
- EN-45 Important fish and wildlife habitats identified by the Washington State Wildlife and Fisheries Departments should be preserved by requiring adequate setbacks of development from creeks and tributaries and by limiting alterations to natural vegetative cover through restrictive development controls in these buffer areas. Also coordinate with the State Departments of Fisheries, Wildlife and Ecology and the federal Army Corps of Engineers to manage or improve conditions for wildlife and habitat in streams, drainage ways, wetlands, and other watercourses.

Cultural Resources Goals and Policies

Goal:

- 12. Protect and enhance Marysville's cultural heritage.

Policies:

- EN-46 Encourage public and private entities to identify, preserve and restore buildings, structures, objects, and sites having historical and cultural significance or interest.
- EN-47 Protect scenic views and sites so present and future generations may enjoy them.
- EN-48 Archeological and historic resources should be surveyed as part of the application process for new development.
- EN-49 Historic resources should be incorporated into economic development and tourism activities in the City.
- EN-50 Work with the Washington State Office of Archaeology (OAHP) and local tribes to help identify cultural resources and develop a process when cultural resources are identified.

VII. ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

An important part of the vision of future Marysville that guides the City's Comprehensive Plan is the well-being of its residents and economic growth of the community. The Economic Development Element of the Comprehensive Plan analyzes the current economic situation of Marysville and formulates economic development policies to move the community towards its goals.

The City employed the firm of Gardner Johnson to develop a background report and strategic plan for economic development. The background report, completed in April 2002, included an economic and fiscal impact analysis of the Tulalip Tribes' Quil Ceda Village Development (findings summarized in Appendix A). The economic development plan that followed in November 2002, is the basis for the City's Economic Development Element. The plan addresses the fundamental principals of economic development as they relate to business retention, expansion and attraction (BREA) in the City of Marysville. The BREA strategy is intended to set a clear direction for enhanced economic growth and regeneration, which in turn creates high quality jobs, generates wealth and investment, and helps to ensure the City's long-term fiscal health, while at the same time maintaining the community's quality of life and small town feel.

The City of Marysville's effort in developing an Economic Development Element recognizes the important role that the City's government and residents have in forming partnerships with local and regional private sectors. The City can assist in the local economy by providing an atmosphere, as well as specific plans, regulations, projects, programs and facilities to stimulate specific areas of the economy.

This element of the Comprehensive Plan reviews and analyzes existing economic, demographic, population and real estate conditions, trends and the role of the City of Marysville through comparison to area cities and counties. The background information provides a basis for the strategic plan and economic development goals and policies.

A. STRATEGIC PLAN

The strategic action plan for economic development is a guide for the presentation and implementation of specific actions related to improving business retention, expansion and attraction efforts within Marysville's commercial core areas. The action plan consists of eight strategic directions derived from information obtained from the community outreach process (i.e. interviews, focus groups, and surveys). These strategic directions provide focus to the greater strategy and serve as a guide for the development of specific initiatives to be undertaken as part of the strategic action plan.

The eight strategic directions are as follows:

1. Foster Community Collaboration and Leadership
2. Enhance Image and Identity
3. Improve Existing Business Opportunities
4. Expand and Diversify Economic Base
5. Support Recreation and Tourism Advantages
6. Improve Transportation and Infrastructure

7. Improve Government and Regulatory Environment
8. Enhance Employment and Housing Opportunities

B. JOBS TO HOUSING RATIOS AND EMPLOYMENT TARGETS

Jobs to Housing Ratios

Based on 2004 employment and housing estimates, Marysville currently has .68 jobs per housing unit. In 2002, there were 13,000 more employed Marysville residents than jobs in Marysville. A jobs leakage ratio of 1.0 reflects an equal number of employed Marysville residents and jobs in Marysville, i.e. no net exportation of jobs. For all industries Marysville scored 0.48, reflecting substantial employment leakage to other areas. While a balance of employed residents and jobs, thus no net commuting, is improbable, and given Marysville's current ratios, unlikely, a more balanced employment and residential mix is desired from an economic (sales and property tax base) as well as social (transportation, land use mix) basis. The background analysis selected Mt. Vernon as a similarly sized and located community. Their job leakage ratio is 0.86, or approximately half of Marysville's.

In order to attain more balance in the jobs to housing ratios, this plan establishes an objective of a jobs/housing ratio of 1.0 by the year 2025 for the Marysville UGA. That represents a significant shift in current patterns of residential and employment growth over the next twenty years.

Employment Targets

The employment targets initially produced by the Puget Sound Regional Council and Snohomish County Tomorrow for the Marysville Urban Growth Area are based on historical trends continuing. This pattern will create fiscal problems for the City as it relies on sales and property taxes from commercial properties to provide necessary services for the community at large. In addition, the imbalance results in additional impacts to traffic outside our community by encouraging longer commutes. In a citizen survey completed in 2002, Marysville residents identified business growth as a priority for the City. Therefore, this pattern must be reversed over the next twenty years to prevent the related fiscal and social impacts connected to this growth pattern. Using the 1.0 jobs to housing ratio noted above, this plan provides an alternative employment target for 2025. The employment targets for the Marysville UGA resulting from current and proposed land use patterns and growth are identified in Table 7-1.

Table 7-1 Employment Targets

	Existing Employment (2004 Estimate)	SCT 2025 Initial Target Based on Continuing Employment Trends	Marysville 2025 Proposed Target Based on 1.0 jobs/housing ratio and Moderate Growth Scenario
Employment (jobs)	12,511	17,230	25,000

This employment scenario is consistent with the economic goals, objectives and policies below, and the vision and ideas discussed by citizens, business, appointed and elected city leadership, through surveys, interviews, forums and committees described in the Citizen Participation section of this Plan.

C. ECONOMIC DEVELOPMENT ELEMENT GOALS, OBJECTIVES, AND POLICIES

I. Economic Development Goals

Marysville's objectives for improving the economic livelihood of its residents and businesses are:

1. Transform from a residential and residentially-oriented retail city into a diverse employment center within Snohomish County and the Region.
2. Balance, though not necessarily equalize, the City of Marysville's population growth with employment growth.
3. Recognize the need for growth in the City's tax base from industrial and commercial development to provide quality public services and facilities for residents and businesses.
4. Encourage expansion of commercial and industrial areas within and the City and its UGA. Encourage annexation of UGA properties prior to their development.
5. Prioritize capital facilities funds first for new and improved infrastructure in industrial and commercial areas with vacant land and secondly in areas with redevelopment potential.
6. Increase employment in industrial and commercial areas to improve the jobs to housing ratio.
7. Stimulate availability of vacant and in-fill commercial and industrial areas especially in North Marysville and expansion areas north of the City, and in the downtown areas.
8. Raise and improve the image and knowledge of Marysville's economic assets within the region.
9. Remove and/or reduce regulatory barriers to new commercial and industrial development as well as in-fill, redevelopment, and rehabilitation of existing employment areas within the City;
10. Explore development of tourism and recreation related facilities especially in the City's downtown and waterfront areas.
11. Leverage traffic and visibility associated with the I-5 freeway to increased business within Marysville.
12. Maintain areas of the City for smaller and locally owned businesses.
13. Maximize assistance and cooperation with other public and private sector economic development partners.

II. Economic Development Implementation Policies

a. General and Citywide Policies

ED-1 Through its plans, regulations, infrastructure investments, and public services encourage more manufacturing, wholesale, retail, warehouse, distribution, assembling, processing, producer's services, office-using and high technology firms to locate within Marysville.

ED-2 Work to develop efficient, flexible but certain land use and development regulations so that the development, redevelopment, and rehabilitation processes in the City are timely and improve the quality of residential, employment, and natural areas.

ED-3 Cooperate with organizations that represent the businesses and property owners so that the City has active and effective input from entities in addition to residents.

ED-4 Separate and buffer newer commercial and industrial areas from residential areas. Allow mixed use throughout the downtown area.

ED-5 Examine current zoning categories and regulations for commercial - industrial areas in order to: Increase flexibility of the mixture of uses within and among zoning categories; Simplify zoning classes so that they are responsive to market forces; Specify high quality amenities, design, guidelines, and infrastructure to make commercial/industrial areas competitive within the region; Make regulatory processes predictable, certain, flexible, and timely; Review these land use regulations every five years and solicit input from the development and real estate communities.

ED-6 Monitor local economic conditions and update economic development policies at least every five years.

b. Specific and Sub-area Policies

Not all of the sub-areas, as designated in the Comprehensive Plan offer the same level of potential for future economic development for Marysville and some areas will require more concentration of the City's energy, effort, and resources to realize their potential contribution to the community's long term economic success. The following is a list of prioritized areas for City activities discussed elsewhere in these economic development goals, objectives, and policies. The City is committed to each of these areas; none should or will be ignored. But, in order to be most effective and to take advantage of the timely opportunities, the economic development policies among City Planning Areas will follow these priorities:

1. Planning Areas 10: Smokey Point Blvd.
2. Planning Areas 1, 6, and 8: Downtown, Downtown Marysville North, and Marshall/Kruse
3. Planning Area 11: Lakewood

ED-7 Take the initiative to identify and prioritize areas with the best potential for subarea master plans, area-wide environmental impact statements, and traffic studies and capital facilities investments in advance of development so that the private sector will be able to quickly and efficiently ready sites for employment and business activity.

ED-8 Define areas of the downtown that could be redeveloped as pedestrian-oriented mixed use areas that also integrate open space and recreational opportunities.

ED-9 Examine methods to redevelop specific areas of the downtown commercial and residential areas for locally owned and small businesses and affordable housing.

ED-10 Formulate a long-term transition strategy to access the City's waterfront areas for recreation, tourism, and improve the image of Marysville from the freeway.

c. Coordination of Infrastructure, Planning, Development Regulations and Financing

ED-11 Prioritize necessary public infrastructure into new employment areas, existing commercial/industrial in-fill, redevelopment, and rehabilitation of buildings while maintaining adequate infrastructure in existing residential areas.

ED-12 Work actively with the State of Washington, Snohomish County, Tulalip Tribes, City of Arlington, and neighboring communities, school districts, and private property owners to develop joint plans, regulations, and finance necessary infrastructure and utilities in the areas within and to the north of Marysville so that this area becomes a major employment center in Western Washington.

ED-13 Leverage the visibility and traffic from I-5 into Marysville with: Appropriate urban design and signage regulations; Traffic flow improvements; Freeway interchange improvements at 88th Street, 116th Street and 172nd Street NE; Traffic grid improvements within the City to facilitate residential and non-residential traffic on arterials and reduce congestion.

ED-14 Examine potential recreation and park projects that would complement and supplement tourist development drawn to the Marysville area as described in the parks and recreation element of the Plan.

ED-15 Formulate a set of capital facilities financing tools, techniques, and strategies that allow appropriate public-private funding partnerships such as L.I.D.s, impact fees, and necessary studies from future users.

d. Ongoing Commitment to Local and Regional Economic Development

ED-16 Work with local, regional and state agencies such as the Chamber of Commerce, Downtown Association, Snohomish Economic Development, and Private Industry Council and State of Washington Community, Trade and Economic Development Department to market the economic assets and opportunities of Marysville.

ED-17 Undertake activities to enhance Marysville's identity and image within the region and beyond by working with the: Navy Relocation Services; Snohomish County Economic Development Council; State Department of Trade, Community and Economic Development; Chamber of Commerce and Downtown Association; Snohomish County Tourism Development groups.

ED-18 Improve marketing of the City's economic assets by: Inventory and description of sub-areas for new and redevelopment activity; Cooperative activities with the Chamber, tourist development agencies, Navy, private developers and realtors; Authorize an economic development commission that will act as a permanent, internal group to solicit new development, assist local businesses to expand, and represent and advocate economic development within the City in conjunction with local business organizations.

ED-19 Improve communications with the school district and other local entities concerned with enhancing the quality of life for Marysville's residents.

D.MARYSVILLE'S ECONOMIC DEVELOPMENT POTENTIAL

I. General Assessment

This section summarizes the economic development potential that will be the basis of Marysville's future. The market analysis of the previous section indicates that currently the City of Marysville functions as a retail and service center with a rapidly increasing housing stock. Local leaders' view with concern Marysville's role as a "bedroom community." While population growth brings increased economic activity in the short run and more business for some local merchants, the concern is that longer term growth be a balance of commercial, industrial, and retail development. The desire is to grow the tax base so that the City of Marysville will be able to provide the public services and facilities consistent with citizen's needs and the needs of modern businesses.

The market analysis documented current and historic trends and conditions. This section provides an assessment of future development potential for Marysville. Table 7-2 summarizes the strengths and weaknesses facing Marysville in the future as well as the general opportunities and challenges to which the economic development be addressed.

The following is a brief explanation of the strengths and weaknesses, and opportunities and challenges facing the City of Marysville.

Strengths

Location on I-5

This freeway is the major connection for travel and commerce in Western Washington. It is the major freeway that connects points on the West Coast and Canada. Highway 9 is the only other alternative north-south route except rail and air to move people and goods.

Access to I-5

There are currently four access points to this regional and international thoroughfare: 4th Street (SR 528), 88th, 116th Street, and 172nd Street NE (SR 531). In addition, a future access at either 136th Street NE or 152nd Street NE will assure that traffic will be better able to access commercial and industrial land in those areas.

Strategic location in the north corridor of region between Seattle and Vancouver, BC

Geographic location, urban growth policies, natural features (Ebey's Slough, Snohomish River, Puget Sound), and the Reservation of the Tulalip Tribes will assure that the Marysville urban area is "in the way" of northward expansion of Snohomish County and the central Puget Sound metropolitan area. Proximity to employment and business generation centers are important considerations to stimulate future non-residential and residential development. The job and business growth in the future may be associated with:

- Boeing's Everett Complex
- Build-out of the Snohomish County parts of the High Tech Corridor
- U.S. Navy and Everett Port facilities
- Improved US-Canadian trade and political relations.

In addition, the availability of well-located land could also attract a wide variety of diverse economic activity from outside the area.

Quality residential areas

A key variable reviewed by firms considering locating in a community is whether there is a range of quality residential housing and neighborhoods that match the needs of its management and labor force. There is currently within the City and study area a range of quality housing from "affordable" to "higher-end" homes set in quality neighborhoods.

The development activities of the Tulalip Tribes

Especially visitors from out of the area attracted to the casino and commercial uses are an external asset that the City can try to leverage for its economic benefit.

Development attitude

Marysville appears to genuinely welcome development appropriate and consistent with the vision, goals, and objectives expressed elsewhere in the Comprehensive Plan. This is not true of many areas of Western Washington.

These positive attributes translate into three opportunities to assist the City of Marysville toward its vision:

- Utilize a large amount of vacant land in the northwest section of the Marysville study area to accommodate future development
- Redevelopment of the small amount of visible waterfront for recreation and visitor-oriented activities after current manufacturing and non-water-related uses are ready for redevelopment.

- Capacity for a range of types of housing to accommodate growth and attract employers and their employees.

Challenges

Alternatively, the economic development efforts of the City of Marysville will have to deal with a number of potential shortcomings:

Off-center retail location

The current location of Marysville's concentration of retail space is not centrally located within its market area. Areas to the southeast, east, and northeast of Marysville are areas where future residential activity is being funneled. Areas to the west, north and northwest are not expected or designated to accept large amounts of future growth. The Smokey Point area to the north of Marysville has locational (and access) advantages for future retail growth compared to the Marysville's downtown.

Access to I-5

While the City of Marysville does have access at several points to I-5 traffic, they also generate a degree of congestion which inhibits access to much of Marysville's retail base.

High-quality areas for business parks

There does not exist within Marysville at this time any business parks or industrial areas with high-quality infrastructure and amenities on a par with regional office parks in South Snohomish County (Canyon Park) or King County (Kent-Federal Way).

North/south circulation within the City

State Avenue/Smokey Point Boulevard is the main north/south arterial within Marysville. This contributes to internal congestion which may become a factor that is not positive for existing retail and business areas within Marysville compared to more accessible shopping areas to the north of the City and elsewhere in the region.

Boeing

The cyclical nature of Boeing, the major employer in Snohomish County, could from time to time produce fluctuations in the local economy.

Infrastructure development

The vacant areas of the northwest part of the study area will require significant upgrading of streets and infrastructure to easily attract development.

Tulalip Tribes' Quil Ceda Village

One of the clear potential assets for the future of Marysville is the vacant land potentially available for retail, business, industrial, and eventually office parks in the area to the north of older areas of Marysville. However, competition from a well-situated, high-quality, visible Quil Ceda Village could prove to be problematic.

Currently, the City of Marysville supplies water and sewer to areas over which it does not have development controls. This could potentially produce some land use and financial conflicts for the City. Enforcement of discharge regulations could be difficult and could negatively impact water and sewer capacity to properties within the City.

The foregoing non-positive attributes could combine to confront the future residents of Marysville with some challenges. These challenges could take the form of missed opportunities:

The downtown portion of Marysville is generally an area of small parcels and small businesses. Changes in regional and national retail patterns; competition from Smokey

Point and other Snohomish County shopping areas will present challenges to the businesses, property owners, and City that is concerned with the downtown areas. Assembling land, redeveloping buildings, providing adequate capital facilities for improved access and neighborhood amenities for residential and non-residential areas in the current downtown is sure to be a challenge for Marysville in the future.

Waterfront

One of the most visible entries to the City of Marysville is from the south on I-5 (and SR-99). The current development and remnants from earlier uses and general disorganized pattern could eventually be developed into a modern complex of mixed uses with well thought out and attractive public spaces and landscaping that would better announce and attract visitors to the City.

If future growth is only related to residential areas within Marysville and not balanced by commercial-industrial growth in the northwest areas of Marysville's study area, the community will experience fiscal strain.

Table 7-2 Summary of Development Strengths and Weaknesses for City of Marysville

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Location on I-5 • Access to I-5 • Strategic location in north corridor of region <ul style="list-style-type: none"> * "Funnel" * U.S.–Canada * High-Tech Corridor * Boeing • Quality Residential Areas • Tulalip Tribes' Casino • Development Attitude • Rail Access • Arlington Airport proximity 	<ul style="list-style-type: none"> • Off-center retail location • Access to I-5 • Areas for high-quality business parks • North/south circulation within City increasing congestion • Shortage of land for commercial in old parts of Marysville • Building age and size of parcels in downtown retail areas • Boeing • infrastructure in industrial and business park areas • Tulalip Tribes' Retail Competition • Railroad Crossings and Physical Barrier • Arlington Airport flight path restrictions and regulations • Smokey Point area concentration: retail and industrial/business park development • Utilities without land use controls
OPPORTUNITIES	CHALLENGES
<ul style="list-style-type: none"> • Industrial land along Smokey Pt Blvd. and in north Marysville • Waterfront • Potential high-quality residential 	<ul style="list-style-type: none"> • CBD residential and non-residential • Waterfront • Unbalanced residential growth

II. Potential Development Opportunities

Table 7-3 is arranged into three columns. The first column provides some general categories that are typically found in urban areas in Western Washington. Not all of these

are appropriate for Marysville's Study Area. The second column provides a very brief summary description of typical requirements for these generalized land use categories. It should be emphasized that these are only typical relationships, specific market analyses for each use or variant of each would be necessary before a definitive assessment should be made. The purpose was to provide a "first cut" assessment of a wide spectrum of uses for the general direction of future development in the Marysville study area. The third column presents a brief summary assessment of each use.

Retail Uses

Marysville's current niche is neighborhood- and community-scale retail centers. The market area's population, income, and general density and pattern are consistent with this type of retail development. Smokey Point and Lakewood, the northern part of Marysville's UGA, is centrally located on I-5 between two major "big box" centers of Burlington and Lynnwood. This provides a key interchange for destination commercial uses in North Snohomish County. Over the past six years, the City has funded a large amount of public infrastructure in its downtown. In 2004, the City completed the reconstruction of State Avenue to provide pedestrian and aesthetic improvements between 1st Street and Grove Street. The City has also invested in park improvements at Comeford Park (completion 2004), construction of a new Waterfront Park and Boat Launch (completion 2005), Skateboard Park (completion 2002), Ash Avenue Park and Ride (completion 2003), Downtown City Hall (completion 2003), Senior Center (1999). These improvements provide a more pedestrian character, and will help transform the downtown from the current auto-oriented retail development pattern. Pedestrian-oriented retail may find potential in the older areas towards the south portion of the downtown or on the waterfront.

The current niche for retail serves the population of the Marysville area, traffic on I-5, and has attracted smaller independent retailers who have exploited less expensive space within Marysville and in some cases attract specialized retail trade from Everett and outlying areas of Snohomish County.

Table 7-3 Potential City of Marysville Development Opportunities, Retail Uses

RETAIL TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
Auto-Oriented		
<ul style="list-style-type: none"> Traditional - Shopping Centers 	<ul style="list-style-type: none"> Usually sited on freeways and major arterials Depends on population and income typically <ul style="list-style-type: none"> - Neighborhood: 15,000–40,000 pop within 1–2 miles - Community: 40,000–150,000 pop within 3–5 miles - Regional: 200,000+ pop within radius 8–10 miles 	<ul style="list-style-type: none"> Marysville's current niche As central city along I-5, the regional population growth in Marysville, Arlington, Granite Falls, and Lake Stevens could create potential for regional center development, and certainly Community center growth.
<ul style="list-style-type: none"> Hybrids - Value Centers - Hyper - Power Centers 	<ul style="list-style-type: none"> Locate on/near freeways and major arterials Attracted to industrial and business parks Market areas larger than traditional opportunities 	<ul style="list-style-type: none"> Freeway exits most likely Lakewood and Smokey Point provide potential location
Pedestrian-Oriented	<ul style="list-style-type: none"> Has area, site and building amenities Dense population, residential and/or office employment Parking nearby 	<ul style="list-style-type: none"> Downtown may provide future potential
"Festival"	<ul style="list-style-type: none"> Building or area unique Unique site area amenities Changing mix of "unique" shops—mostly small Large percent of food shops, restaurants Entertainment available High degree of programmed activity Larger population of tourists 	<ul style="list-style-type: none"> Future problematic in Marysville, not currently available
Eating / Drinking		
<ul style="list-style-type: none"> Fast foods 	<ul style="list-style-type: none"> Sufficient population and traffic counts Demographics Visibility 	<ul style="list-style-type: none"> Current niche related to freeway and arterials
Convenience /family	<ul style="list-style-type: none"> Sufficient resident population and/or employees Parking and transit or arterial Demographics Visibility 	<ul style="list-style-type: none"> Current niche related to freeway and arterials
Destination/ occasion	<ul style="list-style-type: none"> Site and area ambiance Quality—experienced operator 	<ul style="list-style-type: none"> Some potential in area with high amenities and views such as waterfront.

Office, Business, and Industrial Parks

The types of offices that have developed in Marysville are small isolated offices that tend to accommodate consumer services, finance, real estate, insurance, medical, dental, and business services related to the market area's residential and small business population. There are some precursors of suburban-like office development near the Smokey Point freeway exit north of Marysville. The presence of labor resources, cheaper land, sewage capacity, and modern telecommunications technology could attract "back office" functions and small office parks in some areas of Marysville. These areas fall generally in the northern study areas or north of Marysville where they can be developed with appropriate market responsive amenities and infrastructure.

The City of Marysville and nearby areas have some scattered isolated manufacturing and processing businesses in industrial areas, especially along State Street (old SR-99) and Smokey Point Boulevard. There are the beginnings of modern light industrial parks in the north of the study area, but so far few industrial parks, business parks, or office parks that would be competitive to such in the High Technology Corridor or Eastside of King County.

Potentially cheaper and well-situated land for light industrial parks and areas and business parks are Marysville's most valuable asset for future economic development. There are few areas elsewhere in the region that have the access to I-5 that this area has.

Table 7-4 Potential City of Marysville Development Opportunities, Office, Business and Industrial Park Uses

TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
OFFICE (BUILDINGS and PARKS)		
Walk or Drive-in (personal services, medical, dental, FIRE)	<ul style="list-style-type: none"> · Sufficient population · Parking, traffic counts · Visibility · Public transit access 	<ul style="list-style-type: none"> · Meets some criteria
"General" (back office for large financial, insurance, computer, service, government agencies)	<ul style="list-style-type: none"> · Cheap space and large labor force · Reasonable wages · Cheap parking and/or transit · Dense development · Public transit 	<ul style="list-style-type: none"> · Meets some criteria · More potential than being utilized
Professional (services, headquarters, employees)	<ul style="list-style-type: none"> · Agglomerated activities · Clients convenient · Site, building and area amenities · Quality housing stock 	<ul style="list-style-type: none"> · Limited potential
Office-Showrooms	<ul style="list-style-type: none"> · Flexible space within building · Large number of businesses in area 	<ul style="list-style-type: none"> · Distance from regional centers a problem
INDUSTRIAL PARKS/AREAS		
Heavy (manufacturing/ resource processing)	<ul style="list-style-type: none"> · Rail and/or deep water necessary · Community acceptance · Location near resources and/or transportation hub · Skilled labor pool · Adequate utilities available 	<ul style="list-style-type: none"> · Probably lack of community support · Meets few criteria
BUSINESS PARKS		
"Light" (warehouse, assembly, distribution, service/repair, producer's services and	<ul style="list-style-type: none"> · Public transit available · Freeway access · Scheduled airlines desire nearby · Large base of population or business nearby · Skilled labor pool 	<ul style="list-style-type: none"> · Meets most criteria · More potential than currently being utilized · Distance to scheduled commercial airlines problematic
"Flextech" (combinations including high percentage of office space)	<ul style="list-style-type: none"> · Access to business support services · Adequate utilities, roads, zoning, and infrastructure in place · Availability of rail · Quality executive housing nearby 	<ul style="list-style-type: none"> · Corporate jet and air freight available at Arlington Airport · Few areas with high quality amenities at present · BNR mainline, and rail spur nearby · High-end housing limited

Residential

Single family and suburban, garden-style multifamily apartments are the current niche for residential development in the Marysville study area. Employment growth and freeway access will attract more multifamily housing. The older smaller homes either in their current condition or rehabilitated in older neighborhoods could provide affordable housing. The newer housing has provided a broad price spectrum of housing, typically in traditional suburban patterns.

At some point, local demographics may drive the need for elderly housing so that long time residents may remain in the community. This need may take the form of small condominiums or some form of assisted or congregate care.

Table 7-5 Potential City of Marysville Development Opportunities, Residential Uses

MULTI FAMILY RESIDENTIAL TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
“High End”		
· Apartments and condos	<ul style="list-style-type: none"> · Small and middle-sized business owners · Sufficient population and professional, business and service employment · Demographics · Site, area and building amenities · Retail and service 	· Meets some criteria, particularly in east hills and may in future on waterfront
· Second homes	<ul style="list-style-type: none"> · Distance from large residential areas · High amenities and recreation 	· Not likely except near Puget Sound
“Mid/Moderate”		
· Apartments	<ul style="list-style-type: none"> · Close to employment centers · Sufficient population, employment · Zoning for density · Parking · Retail and service nearby 	· Meets most criteria
· Condominiums	<ul style="list-style-type: none"> · Close to employment centers · Empty nesters, two workers, young professionals · Site and area amenities · Recreation nearby · Urban services, entertainment available · Retail and services nearby 	· Potential may exist in newly developing communities, where standard can be established through master planning (Lakewood)
“Low Income”	<ul style="list-style-type: none"> · Requires public financial subsidies 	· Funding problematic
“Specialized Adult” includes congregate and continuing care, assisted living, licensed convalescence	<ul style="list-style-type: none"> · Sufficient demographics, incomes · Amenities · Services (medical and dental) 	· May be a need in future

Recreation/Tourism

The Tulalip Casino is a recreational destination for the area. Wilderness and forest attractions to the east in the mountains and foothills can be accessed from Marysville as can the Puget Sound's waters from marinas on Marysville's waterfront. Development of the Ebey Slough waterfront trail and Centennial trail connections could also create a regional recreational destination in our community.

The parks and recreation element of the Comprehensive Plan discusses the recreation, parks and open space needs of the community. One opportunity may be to build on Marysville's past reputation as a sports community to develop a recreation complex that would attract visitors from outside of the community. This would be the subject of close scrutiny to determine the economic benefits and costs to the City as a whole.

Table 7-6 Potential City of Marysville Development Opportunities, Recreational/Tourism Uses

RECREATION TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
Resident Serving		
<ul style="list-style-type: none"> · Open space · Parks · Marinas · Trails · Recreation (active and passive) · Movies and electronic amusement centers · Cultural facilities 	<ul style="list-style-type: none"> · Public investment and subsidy that also provides area amenities for private development · Access to large bodies of water · Sufficient population and demographics · Large public and/or private subsidies 	<ul style="list-style-type: none"> · Open space and parks plan · Potential at waterfront and Ebey Slough · Meets some criteria · Cultural organizations and community support
Visitor Industries		
<ul style="list-style-type: none"> · Hotel/Motel 	<ul style="list-style-type: none"> · High traffic counts · Visibility · Highway-oriented or business versus amenity-oriented 	<ul style="list-style-type: none"> · Explore potential near freeways
<ul style="list-style-type: none"> · Public Assembly 	<ul style="list-style-type: none"> · Public subsidies <ul style="list-style-type: none"> - Large business and/or population base · Private <ul style="list-style-type: none"> - Isolated with amenities and/or activities, e.g., golf tennis, spas, etc. - Among attractions: close to shopping, business and Hotel rooms 	<ul style="list-style-type: none"> · Regional competition · Private sector motel with adequate meeting space best prospect
<ul style="list-style-type: none"> · Tourism <ul style="list-style-type: none"> - Destination 	<ul style="list-style-type: none"> · Unique national attraction · Large capital costs · Large population and/or tourism · Heavy promotion · Freeway access and visibility 	<ul style="list-style-type: none"> · Potential with motor speedway · Adjacent to I-5
<ul style="list-style-type: none"> - Casual (specific vs. combination) 	<ul style="list-style-type: none"> · Less promotion necessary · Attracted to area not specific attractions · Quality operators · Typical public subsidies 	<ul style="list-style-type: none"> · Potential with waterfront and recreation (trails, parks)

E. ECONOMIC DEVELOPMENT STRATEGIES FOR LOCAL GOVERNMENTS

Economic development has been stated as a clear goal for the Marysville community. This section discusses the role and activities available to cities the size of Marysville.

It has not been a tradition for cities in Washington State to get directly involved in economic development. The laws and constitution of the State have not defined the economic role for cities very clearly. In some ways the State's institutions and laws have restricted cities' roles to indirectly influencing rather than directly influencing economic activity with their jurisdictions. In the 1970's, Seattle, Tacoma, Everett, and few others, had active economic development staffs with specific economic development functions. These were largely financed with Federal funds. In the 1980s, the State government expanded its own role for assisting the economy. During this period the amount of Federal loan, grant, and technical assistance declined. Heavy emphasis for current economic development efforts has been placed on joint public-private economic development efforts usually through joint public-private organizations like economic development boards, councils, or commissions.

The 1990 Growth Management Act and the requirements of that act and subsequent legislation and quasi-judicial decisions provide the communities of Washington State an opportunity to integrate economic development with land use, transportation, and capital facilities planning. In addition, it has sensitized many communities to the necessity for economic development as a means of improving the local tax base so that funds are available for planned public services and facilities commensurate with the citizen's vision of their community's future.

This section provides background materials so that the Marysville community may realistically understand what it may do to stimulate economic development. It also describes general economic development strategies and trade-offs of each and then displays a range of programs, policies and activities that the City should carefully consider.

I. Economic Development Roles Available to Cities in Washington State

There are a number of roles for the city government to take with respect to economic development activities. The following list briefly relates the roles a city government in Washington State can use to influence local economic activity.

Direct Roles

- Comprehensive Planning
 - Economic development recognized as community goal
 - Adequate amounts of land designated for appropriate non-residential development in strategic locations
 - Flexible, measurable, and certain zoning and regulations
 - Efficient Land Use Processes
- Infrastructure planning, design, and financing
 - Plan for long term capacity of community
 - Design systems and projects
 - Funds for implementation
 - Construction management
 - Construction

- Financial institution/intermediary
 - Raise and borrow funds
 - Conduit for state, federal and intergovernmental funds
 - Joint funding partner with private sector
- Service delivery
 - Property and personal protection
 - Parks and recreation
 - Community events
 - Social services
 - Employer and purchaser of goods and services
 - Efficient and effective land use planning and regulatory processes
- Land owner and developer
 - Assemble and improve land
 - Joint ventures with private partners
- Information source that develops, maintains, and disseminates data and analysis on local development conditions and trends; as well as monitors important trends and assumptions upon which plans, programs, and strategies are based.

Indirect Roles

- Act as a facilitator to convene multiple public and private entities to work on issues of local importance and reach consensus
- Maintain reasonable utility rates and adequate capacity
- Represent residents and businesses in regional and county-wide planning forums
- Mobilize community support by forming committees for issues, projects, and problem-solving
- Planning agency to select alternatives in land use and other infrastructure, environmental, and facilities areas with effective private sector input
- Regulatory body to enforce plans, policies, and regulations
- Low key marketing and image-maker to produce and maintain data and information usually through an organization like a chamber of commerce, visitors bureau, or other association of local businesses

In the State of Washington the actions, especially direct roles a city may take are limited by the State Constitution and judicial interpretation. Direct financial assistance through loans, grants, and tax rebates are severely limited or forbidden. Voters have consistently reinforced this position when they have had the opportunity to authorize tax-increment financing¹. Often, available tools that directly provide public financial assistance in other states are not available to communities in Washington State.

II. Specific Economic Development Activities of Cities in Washington State

Those local governments in Washington State that have had on-going economic development programs have concentrated activities in several types of programs.

¹Tax increment financing is a device for a city to invest in infrastructure in cooperation with development or redevelopment of property based on the future tax base generated by the development.

These economic development programs have been located in various parts of the City organization, for example:

- Mayor or City Manager's Office
- Planning and/or Community Development Department
- Budget and Finance
- Office of Intergovernmental Affairs, Community Relations, Neighborhoods, Policy Planning, or Long Term Planning
- Public Utilities
- Separate departments for Economic Development or Agencies

The following are examples of the types of activities that have typically been conducted:

- Data gathering, analysis, information systems maintenance and monitoring
- Program and project
 - Development
 - Evaluation
 - Implementation
 - Marketing
- Sponsored employment and training programs
- Coordinated and mobilized financial assistance using state and federal program funds, such as facility grants, loans, and revolving loan funds
- Provided support for chambers of commerce, development councils, tourist and convention bureaus
- Sponsored and funded area- or issue-oriented planning programs
 - CBDs
 - Neighborhood business district(s)
 - International trade
 - Waterfront development
 - Historic preservation and cultural programs
- Coordinated intergovernmental and private sector liaison
- Served as ombudsperson for private firms dealing with public regulatory process
- Provided empathetic inspection and regulation by codes
- Public works and infrastructure investments in areas to prepare or repair them to entice private investment, projects have included:
 - Roads
 - Utilities
 - Parks and open space
 - Public assembly buildings
 - Arenas
 - Parking facilities
 - Stadiums

- Convention centers
- Tourist attractions
- Waterfront facilities
- Purchase of property with urban renewal or environmental remediation by the public agency and resale to the private sector

III. Guidelines for Effective Economic Development Programs

The success of economic development programs have rested on several characteristics:

- Material and leadership support from mayor, councils, and city managers
- Willingness of city elected and administrative leaders to work creatively and cooperatively with private sector leaders and businesses
- Ability and willingness for cities to fund dedicated technical staff
- Ability to target infrastructure projects and programs to encourage development or redevelopment of specific areas
- Working aggressively to secure state and federal funds for local public and private assistance
- Staff that have been proactive and knowledgeable in working at ways within city legal constraints, budget constraints, and community tolerances to assist businesses and the real estate development process
- Ability to react quickly and consistently to provide assistance for private sector dealings with the public planning and regulatory process
- City staff's ability to link several programs, departments, and leverage limited funds together to take effective action
- Cities are really only limited by their imagination, community support, and persistence.

IV. Alternative Economic Development Strategies

There are basically three ways for local economic development strategies and tools to impact the level of private business growth in a community. Studies of employment growth experience in local communities has shown that the large majority of new employment opportunities are generated by expansion and retention of businesses that are already located in the community. The relocation of firms from other parts of the country or new plant locations are rare and do not account for a significantly large share of local employment growth relative to overall employment growth in the U.S. New businesses that are the result of new business start-ups, spin-offs from existing local firms and new business ideas and technologies are usually the second most effective way that communities increase employment and businesses within a local area.

Three General Strategies

The three general strategies for economic actions by local governments:

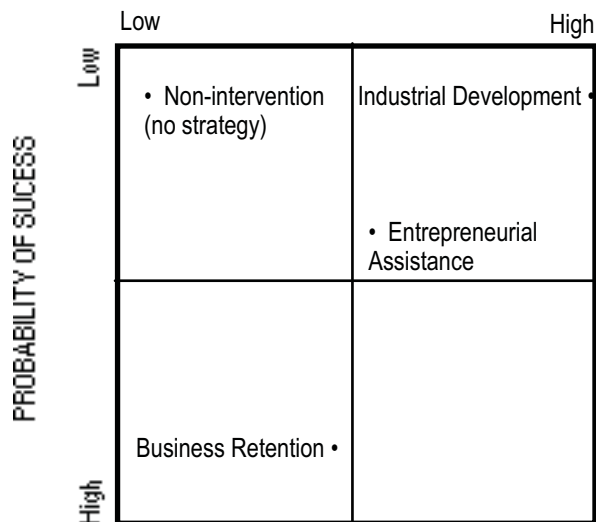
- Industrial Development:
I.e. programs and projects to recruit new businesses into a community often with direct financial incentives.
- Business Retention:
Resolving problems for local businesses so that they can expand locally rather

than leave. This strategy also encompasses local real estate development to create spaces for jobs, i.e., the supply of job spaces or real estate.

- Entrepreneurial Assistance:
Encouraging new business formations usually through indirect methods.

Figure 7-1 graphically illustrates the trade-offs inherent in the four general alternative strategies that provide the focus for influencing private decision-makers. Industrial development or recruiting strategies require a significant investment in staff, travel and media, but large relocations only occur in a few communities each year so the probability of significant employment increases from outside the community are small. Doing nothing costs little but also has only a random chance of success. Assisting brand new firms has much better prospects of success but significant costs as technical assistance or direct subsidies. But, assisting existing local firms with expansion plans typically costs less with much better prospects for returns to the community.

Figure 7-1 Trade-offs with Economic Development Strategies
COST TO THE COMMUNITY



Human resource programs

Human resource programs are a fourth way besides the three alternative basic economic development strategies whereby cities can be effective at economic development. The previous three general approaches to economic development strategies try to raise revenues, reduce costs, or reduce risks for business location, facility investment decisions, and operating decisions of businesses. Human resource programs operate in several ways to improve the local labor force and household directly:

- Remediation
Temporary support for under and unemployed and their families
- Training and retraining
To improve individual's abilities to enter or remain in the work force
- Job market improvements
Referral programs, etc. that allow labor resources to be mobile and respond to job openings

- Social service programs
That provide for the needs of community residents who are temporarily not able to participate in the economy

Usually cities help local social service agencies (public and private); schools and federally- and state-funded programs deliver these programs with finances, facilities, or leadership. In the State of Washington most of these activities are either handled by the State or regional/county agencies, usually not by smaller cities and towns.

V. Corporate Decision Location Criteria

Whether firms move or expand within the Central Puget Sound region; locate into this community from outside of this region; or are brand new firms, these decision-makers consider the overall character of the community. Historically and traditionally firms located close to the resources they needed or the transportation system, as those factors, along with labor were important cost determinants. In recent years, firm location decisions are driven by a somewhat different set of factors.

Table 7-7 reports the results of an analysis of corporate decision factors and quality of life factors recently reported by one of the largest U.S. accounting/consulting firms. We have added an indication of which of those factors are in the direct and indirect control of the City of Marysville. In addition, we have added those other agencies and entities that influence these factors besides the local city government. Not many of these factors are directly under the influence of the City of Marysville.

Table 7-7 Corporate Decision Location Criteria

FACTORS	CITY OF MARYSVILLE'S ABILITY TO INFLUENCE	INFLUENCE BY OTHER LOCAL AGENCY/GROUP
Quality of Life Index/Management and Employee Criteria		
Housing Quality/Neighborhood Integrity	I	S.C.H.A.*
Education Quality	N	School District
Employment Security and Choice	N	—
Police Services and Perception of Security	D	—
Shoppers Goods: Availability and Choice	I	—
Medical Services and Depth of Expertise	N	—**
Regional Recreational Offerings	I	Tulalip Tribes, U.S.F.S. and Snohomish County
Cultural Opportunities	P	Private Sector and Tulalip Tribes
Transportation System/Ease of Access	P	State and County
Taxation Levels/Public Services Provided	D	—
Integrity of Political System	D	—
Climate	N	—
Landscape Quality	I	Private Sector
Employer/Business Preference Criteria		
Quality of Life Index	See Above	—
Area Work Ethic	N	—
Area Tax Considerations	D	—
Available Labor/Clerical Pool	I	—
Political and Business Coalition	D	—
Advance Growth Planning	P	—
Regional Economic Outlook	N	—
Financing and Other Assistance	I	—
University R&D Capabilities	N	State
Gateway Airport Regional Transportation	N	Port of Seattle, State, Snohomish Co. and City of Arlington
Incubator Opportunities	N	State
Access to Foreign and Domestic Markets	N	Ports of Everett/Seattle

Source: Ernst & Young, 1994; Economic Consulting Services

Legend: D—Directly controls through services and facilities, P—Partial control with other local, regional or state agencies

I—Indirectly controls through planning and regulation

N—No control responsibility rests with other agencies or private market forces

* — Snohomish County Housing Authority and other groups concerned with meeting local needs for shelter and affordable housing

** — U.S. Forest Service

There are many entities that have a role in local economic development within and near Marysville. Table 7-8 displays the entities and suggests roles that they play. Many of these roles are joint or cooperative activities or should be. There are some roles related to planning, regulation, and capital facilities where the City has a significant and initiating role.

Table 7-8 Local Entities Strategic Roles

	City 1	County 2	Port 3	EDC 4	Chamber 5	School 6	PIC 7	HSS 8
ECONOMIC DEVELOPMENT								
· Industrial Development	B C	B	B	A	B	C	C	C
· Business Development & Retention	A	C	C	C	C	C	B C	—
· Entrepreneurial Development	A	C	C	C	C	C	B C	C
· Human Resources	B C D	B C D	C	C D	C D	A	A B	A
LAND USE								
· Planning	A	C	C	C	C	—	—	—
· Regulation	A	C	—	—	—	—	—	—
INFRASTRUCTURE								
· Planning	A	C	C	—	—	—	—	—
· Financing	B C	C	C	—	—	—	—	—
TRANSPORTATION								
· Planning	A	C	B C	—	—	—	—	—
· Financing	B C	B C	B C	—	—	—	—	—

Headings:

- 1 City of Marysville
- 2 Snohomish County
- 3 Port of Everett
- 4 Snohomish Economic Development Council
- 5 Chamber of Commerce and Downtown Assoc.
- 6 School District
- 7 Private Industry Council
- 8 Human and Social Service Agencies

Legend:

- A Leadership Role
- B Support with Financing
- C Support with Cooperation and input
- D Explore Options
- No Role

VI. Economic Development Policy Options

Communities have a choice about how active or passive they will be with respect to their role, policies, and activities for economic development. If a city decides to adopt the minimum functions required by law and community will, it leaves itself entirely to the whim of market forces. At the other end of the spectrum, to shape, divert, or change market forces, a community would have to expend a large amount of time, funds, and community energy. In the case of a smaller community, this is usually more difficult. However, occasionally a smaller community with the strength of a strong community consensus and tangible assets may reverse or even create market forces, e.g. Leavenworth, Washington.

Table 7-9 presents a range of philosophies, activities and tools that communities can use to implement economic development policies. The exact and specific details and issues will of necessity vary by community. The Economic Development Committee reviewed these illustrated ranges of policies before they crafted their own set of policies for economic development described in Section II. Those policies typically were a continuation of the "transformation" and "maintenance" policies. If one word were used it might be a "balanced policy."

The policies presented here are for information purposes to illustrate the range of actions available to local communities.

Table 7-9 General Economic Development Policy Options

	AGGRESSIVE POLICY	TRANSFORMATION POLICY	MAINTENANCE POLICY	NON-INTERVENTION POLICY
1. GENERAL PHILOSOPHY	<p>Growth-oriented</p> <p>Want rapid increase in population and business</p> <p>Few restrictions or regulations</p> <p>Will accept any industry or firm</p> <p>Stimulate growth in all areas of the community</p>	<p>Growth moderate</p> <p>Target on certain industries or kinds of firms to diversify</p> <p>Pursue a quality environment</p> <p>Growth funneled to certain areas or only for some industries</p> <p>Emphasis on redevelopment and annexations</p>	<p>Retain economic base related to market factors of locale</p> <p>Assist existing local firms to expand only</p> <p>Quality of environment important</p> <p>Protect and preserve current local character</p> <p>Emphasis on in-fill and built-out within current boundaries</p>	<p>Only market forces decide growth</p> <p>No particular protection of environment</p> <p>Environmental quality directed by market forces</p> <p>No particular attempt to guide growth</p>
2. ACTIVITY EMPHASIS	<p>Industrial recruiting and business retention active; significant assistance to new businesses</p> <p>Intense national and regional marketing and promotion</p> <p>Public works for all industrial/commercial areas</p> <p>Lowest possible public utility prices and facilities subsidized by community</p>	<p>Respond to specific requests by local and new firms for assistance; criteria for assistance</p> <p>Emphasis on business development for existing businesses to expand</p> <p>Public works for some non-residential areas only</p> <p>Public works/utilities maintained so existing systems are not over utilized</p>	<p>Emphasis on business development for existing businesses to expand</p> <p>Respond only to specific requests by local firms for assistance</p> <p>Public works/utilities maintained so existing systems are not over utilized and cover costs</p>	<p>Only caretaker government functions for business</p> <p>Routine public works and utilities - minimum expenditures for expansion as needed</p> <p>Routine public service delivery</p>

Table 7-9 General Economic Development Policy Options, continued

	AGGRESSIVE POLICY	TRANSFORMATION POLICY	MAINTENANCE POLICY	NON-INTERVENTION POLICY
3. EXAMPLES OF TOOLS NECESSARY	<p>Special Emphasis on Direct Methods</p> <p>Financial assistance available to all new and existing businesses</p> <p>Significant economic development staffing</p> <p>Heavy private sector funding</p> <p>Government and business resources very active - boosterism</p> <p>Large local, state or federal assistance to all</p> <p>City resources for external marketing</p> <p>Use infrastructure investment to attract new firms to some areas</p> <p>Infrastructure built in advance</p> <p>Master plan non-residential areas and E.I.S.</p> <p>Favorable development regulations and incentives</p>	<p>Selective Use of Direct and Indirect Methods</p> <p>Financial assistance for specific industries or areas</p> <p>Economic development staff focused on specific areas</p> <p>Government and private resources targeted to areas</p> <p>Local, State-federal funds targeted to industries or areas</p> <p>Use infrastructure investment to attract new firms to some areas</p> <p>Actively utilize State and County external marketing resources</p> <p>Development and financing incentives for limited non-residential areas</p> <p>Infrastructure planned and designed, financed in partnership</p> <p>Subarea plans and E.I.S.</p> <p>Favorable development regulations and incentives</p>	<p>Limited Use of Direct Methods</p> <p>No special tax breaks or incentives provided</p> <p>Area renewal programs</p> <p>Assistance only to halt flight of businesses</p> <p>Government and private resources to maintain status quo</p> <p>Maintain existing infrastructure</p> <p>Provide information through local organizations</p> <p>Maintain current infrastructure equity with residential areas</p> <p>Concurrency policy for infrastructure</p> <p>Comprehensive plan designations and zoning</p> <p>Status quo in development regulations</p>	<p>Minimize Government Actions</p> <p>No subsidies</p> <p>No area renewal programs</p> <p>No state or federal funds used</p> <p>Private sector only for fraternal activities</p> <p>No government leadership</p> <p>No special marketing efforts</p> <p>Concurrency policy for infrastructure</p> <p>Comprehensive plan designations and zoning</p> <p>Minimal development regulations</p>

F. STATE, REGIONAL AND COUNTY ECONOMIC DEVELOPMENT GOALS AND POLICIES

The City of Marysville's Economic Development Policies will not operate in a vacuum. Besides the dimensions of local, regional, national, and international market forces, there are State, regional (the four-county Puget Sound Regional Council), as well as Snohomish County economic development policies. In addition, the Snohomish County Economic Development Council has suggested policies for local governments to adopt under the Growth Management Act. To some extent, the City of Marysville is bound by such policies except they are typically so general that each specific community has to interpret and shape their own to deal with their own issues.

The policies from the following documents were reviewed and incorporated as appropriate into this document: Growth Management Act, Puget Sound Regional Council's Vision 2020, Snohomish County's General Policy Plan and Economic Development Element. Please see the full Economic Development Element for a more extensive discussion of these plans.

G. STRATEGIES FOR PLANNING AREAS WITH HIGHEST ECONOMIC DEVELOPMENT POTENTIAL

North Marysville provides a rare opportunity to provide suitable land for large or extremely large industrial or commercial uses. The Smokey Point neighborhood located east of I-5 from 122nd Street to the north City limits is the City's potential jobs center. It exhibits several characteristics that make it appealing to larger industrial and commercial users. It is located within two miles of I-5, with access to the freeway at 172nd (SR 531) and at 116th Street. A potential opportunity exists to provide an additional freeway access between 172nd and 136th. Access to the parcels is provided by a grid arterial system, including 172nd, 152nd, 136th, Smokey Point Blvd., and 51st Avenue. The area is also served by a rail spur leading to Arlington from the north-south BNSF main line.

The parcels are generally flat, vacant, or under developed, an important characteristic for large industrial and commercial users. Sewer and water service are provided by the City of Marysville, which has treatment and source capacity for such uses already available or under construction. Major sewer and water lines are near the area and available for extension.

Parcels within the area range from 5 acres to over 90 acres, with the potential to assemble much larger parcels. By designating this area for industrial use, it could become the next Canyon Park, Harbour Pointe, or Southwest Everett in Snohomish County. As Snohomish County becomes increasingly urbanized, the options for providing large areas for industrial uses of large commercial activities have been eliminated south of Arlington. North Marysville is the next, and possibly last, logical area along I-5 to accommodate such activity.

Canyon Park industrial area has been substantially developed. Height limits in some areas are expected to increase, to attract the more intense office and research activities expected as the "eastside" of King County continues to fill up. Land extensive industrial and commercial uses will have difficulty finding space in the Canyon Park area.

Harbour Pointe still has some potential, and some vacant existing buildings and land. This area, together with Southwest Everett can be expected to absorb much of the growth associated with the Boeing Company, as they seek to contract out major portions of the aircraft production. Southwest Everett still has about 300 to 400 acres of

vacant land available for industrial development. However, the largest remaining contiguous parcel is on the order of 200 acres.

Necessity for Pre-Planning

History of Canyon Park and Harbour Pointe.

In the 1961 a 6,700 acre area near Paine Field Airport was annexed to the City of Everett. Approximately 4,000 acres, the area closest to Paine Field, was designated for Industrial Park uses and zoned industrial. Due the availability of this unique combination of proximity to Paine Field, existing large parcels, appropriate zoning and reasonable proximity to I-5, in the mid 1960's Boeing purchased about 700 acres for their 747 plant. The availability of adjacent vacant industrial land permitted Boeing to continue land acquisition, ultimately assembling 1,000 acres in Southwest Everett. Boeing also purchased hundreds of acres in Harbour Pointe, and leased substantial land and buildings throughout Southwest Everett and the other industrial areas near their plant. These actions enabled Boeing to expand their plant to accommodate the 767 and 777 model aircraft. Most recently Boeing is restructuring its manufacturing processes by contracting out many of the parts for the new 7E7 airplane and for future construction of all of their Everett built aircraft models. Boeing is anticipating that many of their suppliers will locate on their campus or nearby. In addition to Boeing a number of large and small industrial and warehouse companies have elected to locate in Southwest Everett, Harbour Point and the nearby industrial area.

Planning and development of the infrastructure serving Southwest Everett began in the mid 1960's when Boeing announced their 747 Plant. Further planning and development of the infrastructure began in the mid 1970's. The long lead times were necessary to develop the plans, establish the funding and construct the significant capital facilities necessary to serve this area. Improvements to the freeway access and capacity, a new arterial network, additional sewer and water treatment and transmission capacity, sewer collection and water distribution grids evolved over the next 25+ years.

In the 1990's Everett worked with Boeing to convince the State Legislature to create an opportunity for communities to pre-plan for development of designated areas. These "planned action" areas are intended to encourage development in appropriate locations by preparing the necessary plans for development in advance of that development, and to create a streamlined land use process. The first planned action area was created in Southwest Everett by the City of Everett. This action strengthened Everett's market position for industrial development.

If Everett had not had the foresight in the 1960's to designate Southwest Everett for industrial uses, and planned and constructed the necessary infrastructure, Boeing and the other employers would not have been able to locate in this community.

Certainly there are few Boeing companies seeking such large parcels. However, the world economy does occasionally generate such a user. At such times, most communities have failed to set aside the assemblage of property necessary to be competitive in the world market. Marysville's and Snohomish County's last and best chance to be ready to compete in that market lies in north Marysville. As stated before, the area has freeway and arterial access, flat ground, and sufficient size to meet the needs of most large projects. Expansion of the UGA and designation of the property for industrial use will complete the key attributes necessary to be competitive.

Logical Boundaries

Historically, the City of Marysville expanded to the north and east from its origins on Steamboat and Ebey Sloughs. Proximity to the I-5 corridor, and utility services provided

incentives for the City and property owners to seek annexation. In 1990 the state adopted the Growth Management Act that identified 13 goals for development within the state. Local communities worked together to designate area appropriate for urban growth, rural and resource lands and transition area. Only areas within Urban Growth Area (UGA) were eligible for annexation to cities. In fact, the process resulted in the dividing UGA's between adjoining municipal corporations.

In the case of north Marysville, the situation was further guided by a 1996 agreement on the boundaries for Marysville and Arlington. An unusual element of the agreement was the designation of a large area as falling with Marysville's UGA, which, however, was only contiguous with the Marysville City Limits at one corner of the property. In effect, it was separated from Marysville by an area not designated for urban growth.

Expansion of Marysville's UGA boundaries to include this undesignated area will result in a more logical municipality for Marysville, and allow for the logical extension and delivery of services. Such action would also resolve a conflict on a specific property that straddles the existing UGA/Non-UGA boundary. Marysville police, roads, and utilities would no longer have to leave the City to serve this isolated property.

Unique opportunities

The state's Growth Management Act strongly encourages developments that are of an urban character to locate within existing cities or the UGA boundaries. This action facilitates the logical and efficient use of public facilities and services. It also supports the preservation of important rural, agricultural, and resource lands.

Occasionally, a use is identified that is unique and challenging to locate within the areas designated for urban development. It may be challenging to locate these unique uses because of the amount of land necessary for the use, functional requirements of the use, or its impacts on the surrounding community. None-the-less it is important that they be located within the urban area.

APPENDIX A – QUIL CEDA VILLAGE ECONOMIC IMPACT STUDY (GARDNER/JOHNSON, APRIL 2002)

A. QUIL CEDA VILLAGE ECONOMIC AND FISCAL IMPACT ANALYSIS

The following are the major findings of the economic and fiscal impact analysis of Quil Ceda Village on the City of Marysville, completed by Gardner Johnson LLC. This analysis is based on the continuation of employment trends identified in 2002. All figures expressed are in constant 2002 dollars. The report provided the impetus for the City of Marysville to investigate new economic development strategies and has resulted in the City taking a more active role in encouraging and facilitating economic growth in our community. So, assuming the economic initiatives, goals and policies herein are implemented, the City should be able to avoid some of the implications predicted by these findings.

- Federal regulations and tax exemptions associated with tribal lands provide significant development cost, financing, and tax advantages over non-tribal lands.
- The majority of research about the economic impacts of Indian casinos on nearby non-Indian communities has found that communities see positive, but frequently modest economic growth and little measurable social problems like crime.
- The majority of studies, however, have looked at casinos operated by more rural, economically isolated tribes and nearby equally distressed communities. Studies acknowledge that casinos in suburban areas may likely have different impacts on surrounding communities than expressed in past research including business leakage and capture.
- Construction of Quil Ceda Village through 2020 will create 2,476 jobs, with an additional 1,954 jobs created indirectly by ripple effects. Because construction is a temporary activity, the great majority of jobs will not be sustained permanently.
- Operation of the new casino complex will create roughly 1,300 jobs by 2012, with an additional 247 jobs created by ripple effects. New jobs as a result of casino operations will be permanently sustained so long as the casino is in operation. (Exhibits 2 and 3)
- Non-casino development at Quil Ceda Village will house 6,600 jobs, 77% of which will be in Retail Trade, Services and Finance, Insurance & Real Estate (F.I.R.E.). (Exhibits 4-6)
- Presently, roughly 13,000 more residents work outside of Marysville than work in Marysville (job leakage or job export). When compared to Mt. Vernon, a similarly sized regional city with a lesser identity as a bedroom community, Marysville exports 10,000 too many (excess leakage).
- Assuming current trends, Marysville can be expected to have nearly 13,000 jobs in excess leakage by 2020. In addition, \$227.7 million in retail sales spending by Marysville residents can be expected to occur outside of Marysville by 2020 (retail sales leakage). (Exhibit 8)
- By 2020, development advantages on tribal land will have significant economic impacts on the Marysville economy. Non-casino development at Quil Ceda Village could capture as much as 41.3% of Marysville's excess job leakage and nearly 100% of Marysville's retail sales leakage. (Exhibit 9)

- Quil Ceda Village could capture as much as \$380 million in taxable sales leakage from Marysville. Taxable sales include transactions in all industries subject to retail sales tax, including retail sales, manufacturing, services and other sectors. The taxable sales leakage could amount to \$3.6 million annually. (Exhibit 10)
- Development locating in Quil Ceda Village rather than Marysville, due to cost and tax advantages on tribal land, would have contributed as much as \$768,000 annually in Marysville property taxes. (Exhibits 11 and 12)
- Quil Ceda Village traffic and associated law enforcement, road improvements, maintenance and emergency medical services will pose the greatest public service costs to the City of Marysville. The costs will go largely unrecovered because the traffic will be due to transactions and development outside of the Marysville tax structure.
- Law enforcement costs to Marysville related to Quil Ceda Village could reach as much as \$120,000 annually (Exhibit 14).
- Marysville road and intersection improvements for Quil Ceda Village traffic will cost roughly \$2.8 million through 2020. (Exhibit 14)
- The City of Marysville Public Works Department estimates annual street maintenance costs as a result of Quil Ceda Village traffic on Marysville roads to reach \$150,000 by 2006 and \$268,000 by 2020. (Exhibit 14)
- Emergency medical service to Quil Ceda Village-related traffic accidents in Marysville is estimated to cost from \$8,000 in 2003 to \$38,000 in 2020. After patient billing revenues are received for roughly 24% of calls, net costs are anticipated to range from \$6,000 in 2003 to \$29,000 in 2020. (Exhibit 14)
- Total fiscal loss, the combination of tax revenue leakage and public service costs, is projected to grow from as much as \$1.3 million annually in 2003 to as high as \$5.0 million annually in 2020. Revenue leakage will be the greatest factor (79% of total fiscal impacts). (Exhibit 15)
- Greater success in attracting future economic growth and expanding Marysville's existing economic base would serve to reduce future City revenue leakage. However, Quil Ceda Village will produce comparable traffic levels, and resulting City costs, no matter what success Marysville has in shoring up existing and projected future economic leakage.

B. MARYSVILLE BASELINE ECONOMIC ANALYSIS

Comparison of local economic trends with surrounding areas provides the base to evaluate microeconomic influences such as employment and payroll trends, sales tax characteristics and baseline business indicators. This section analyzes economic trends within Marysville, Snohomish County and the State of Washington. Comparative analysis of Marysville's economy with other communities throughout the County provides benchmarks for measuring the health of Marysville's economy.

a. Snohomish County Population Characteristics

- Snohomish County population growth (128%) outpaced the State's population growth (73%) from 1970 to 2000.
- Snohomish County's over age 65 population has also grown faster (186%) than the rate for the State (101%).

b. Snohomish County Employment Characteristics

- Non-agricultural employment accounts for 85% of Snohomish County's labor force.

- Snohomish County has a greater concentration of construction and manufacturing type jobs than the State as a whole.
- 25% of all jobs in Snohomish County are in the manufacturing sector (twice the State average).

c. Marysville Employment Analysis

- As compared to Snohomish County, Marysville has a higher concentration of jobs in Construction, Trade and Services.
- Marysville's share of Construction jobs (12%) has been centered in new home construction.
- Manufacturing job growth has largely been tied to growth at Boeing.
- Trade jobs (34%-both retail and wholesale) are the largest employment sector for Marysville.
- Service jobs (29%) are at a higher concentration than for the County but recent growth has lagged both the County and the State.
- The fastest growing Marysville employment sector is wholesale trade.
- Total employment for the City of Marysville increased 13% from 1995 to 1999, or from 8,784 employees to 9,949 employees. The City's five-year rate of employment growth equaled the State. However, Snohomish County as a whole grew faster, expanding by 16% in the five-year period.
- Between the years 1995 and 1999, employment in the City of Marysville increased the most rapidly from 1997 to 1998, when employment increased nearly 5%. The following year, the Marysville economy recorded its lowest growth rate in five years, expanding 1% from 1998 to 1999.

Table 7-10 1999 Employment by Industry

	Washington		Snohomish County		Marysville	
	Employee's (1000's)	% of Total	Employee's (1000's)	% of Total	Employee's	% of Total
Constr. & Mining	157.0	6%	15.9	7%	1,168	12%
Manufacturing	364.2	14%	60.3	28%	1,703	17%
TCPU ¹	139.8	5%	6.4	3%	301	3%
Trade	636.1	24%	48.0	22%	3,310	34%
FIRE	137.6	5%	9.3	4%	435	4%
Services	739.7	28%	45.6	21%	2,891	29%
Government	474.3	18%	31.6	15%	NA	NA
TOTAL	2,648.7	100%	217.1	100%	9,808	100%

¹TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

d. Wage Analysis – Industry Sectors Paying Family-Supporting Wages

- In 1999, Snohomish County wages were 5% lower than the Statewide average.
- In all classifications, Marysville wages lag behind those paid elsewhere in Snohomish County.
- Manufacturing and Construction jobs in Marysville were the only sectors to experience faster wage growth than Snohomish County.

- Marysville's strongest three wage sectors include Manufacturing, Construction, and Transportation/Communication/Public Utilities.
- In terms of future growth, Finance/Insurance/Real Estate might be the biggest growth sector for Marysville.

e. Sales Tax Analysis

- Taxable sales in Marysville has grown at a slightly faster rate than for the County as a whole.
- Marysville is highly dependent on retail commerce but has seen a drop in retail sales since the opening of Quilceda Village.
- Non-retail sales has grown in Marysville in recent years.
- Sales tax activity in Marysville has seen different eight-year trends than the County as a whole.
- Manufacturing in Marysville experienced the fastest growth in sales tax activity.
- Transportation, Communications, and Public Utilities is considered an up and coming business sector for Marysville.
- The Construction sector in Marysville is dominated by major building contractors and heavy construction contractors.
- The growth in manufacturing activity is centered in food products, textile mill products, paper/allied products and fabricated metal products.
- Retail activity (notably apparel and accessories) has taken the largest hit while other sectors (retail furniture, food stores, eating establishments, and building materials) have remained strong.
- Finance/Insurance/Real Estate (especially credit agencies) is one of the fastest growing sectors of the City's economy.

f. Small Business Administration (SBA) Activity

- Marysville SBA loan amounts have been smaller than the State average.
- As compared to our neighboring cities, Marysville businesses have not used the SBA as a lending source.
- The City should consider increasing the awareness of the SBA program to local businesses.

g. SBIR (Small Business Innovation Research) & STTR (Small Business Technology Transfer Research Grants) Activity

- Roughly 60% of the State grant activity was centered in the Marysville market area (50-mile radius which includes Seattle)
- Small business research grants in the Marysville market area experienced greater growth rates than the State as a whole.
- With a high concentration of technology development firms in the City of Kent, combined with the high percentage of firms considering relocation, northern areas may be at a competitive advantage to capitalize on future technology opportunities.
- Electronics is the most dominant field for technology research.

h. Patent Activity

- Electronics, machinery (including computers), and measuring devices may be potential industry spin-offs from the Life Science and Biotechnology sectors and possible targets for future growth.

i. Summary of Major Findings

- Marysville exhibits greater concentrations of employment than the State of Washington and Snohomish County in the following sectors; construction, trade, and services.
- From 1995 to 1999, construction growth in Marysville far outpaced Snohomish County and the State of Washington, largely due to Marysville's growth as a residential "bedroom" community for Everett and King County to the South.
- Although experiencing positive trends, manufacturing employment in the City of Marysville has not caught up with the high concentration due to Boeing operations in Everett.
- Despite increases countywide, transportation, communication and public utilities is the only declining, non-agriculture industry in Marysville.
- Trade (retail and wholesale combined) is the largest employment category in the City, outpacing both State and County industry shares.
- As Marysville's retail employment growth has slowed, wholesale activity has dramatically picked up and has resulted in the fastest growing employment sector in the City.
- Finance, insurance and real estate employment has outpaced both County and State trends and reports the third fastest growing employment of all Marysville industries.
- The rate of Marysville service sector employment growth lagged behind the rates of growth in both State and County.

I. Wage Trends

Total payroll in the City of Marysville increased 23% from 1995 to 1999 or from approximately \$206 to \$254 million. However, with an increase from roughly \$23,500 to \$25,500, average wages per employee did not increase as rapidly as payroll, as evidenced by a 9% increase in wages despite a 23% increase in payroll during the same period. Although payroll outpaced wages from 1995 to 1999, the City of Marysville's wages increased 2 percentage points faster than Snohomish County as a whole. Despite the faster growth at the City level, average annual wages decreased from roughly 73% of the County average wage in 1995 to approximately 66% of the County figure in 1999.

In the City of Marysville, T.C.P.U., manufacturing and construction are the highest paying sectors with a combined average wage per employee of nearly \$34,000 per year. Wholesale and F.I.R.E. are also strong wage-earning sectors in the City. Services, retail and agriculture are the lowest paying sectors, with combined average wages per employee of approximately \$20,400, 40% lower than average for the highest paying sectors combined.

A profile of the City of Marysville's wages among the eight industry sectors is shown in Table 7-12 below, along with a comparison of City wages to Snohomish County and State of Washington. When comparing City wages to County figures, average annual wages per employee in the City do not exceed those in Snohomish County in any of the eight industry sectors, while only wages in the City's agriculture, forestry and fishing sector exceed State figures.

Table 7-11 1999 Marysville Payroll and Wages by Industry

	1999 Total Payroll	1999 Total # of Emp.	1999 Annual Wage / Emp.	Wage Relative to Sno. Co.	Wage Relative to WA State
Ag., Forestry & Fishing	\$2,897,455	143	\$20,262	-16%	10%
Mining & Const.	\$38,100,603	1,168	\$32,620	-14%	-23%
Manufacturing	\$56,525,607	1,703	\$33,192	-39%	-31%
TCPU ¹	\$10,868,594	301	\$36,108	-8%	-22%
Wholesale	\$15,470,483	481	\$32,163	-13%	-27%
Retail	\$50,597,231	2,829	\$17,885	-9%	-14%
FIRE	\$13,327,009	435	\$30,637	-22%	-32%
Services	\$66,309,238	2,891	\$22,936	-13%	-49%
TOTAL	\$254,096,221	9,949	\$25,540	-30%	-34%

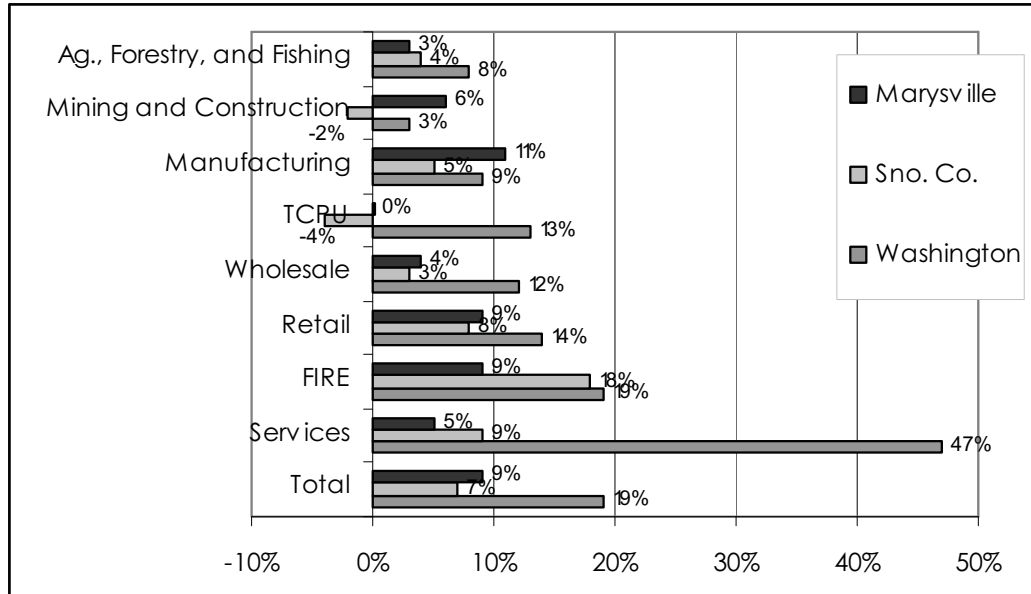
¹ TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

From Table 7-11 the following should be noted:

- Manufacturing is the highest paying sector in the State and County and is the second highest paying sector in the City of Marysville. Despite this, manufacturing wages in the City are 39% lower than Countywide.
- With an average wage per employee of roughly \$23,000, services sector wages in Marysville are 49% lower than statewide and 13% lower than countywide.
- Although Marysville agriculture industry pays higher annual wages than statewide, agricultural wages in the city are 16% below the countywide levels.
- Construction is the third highest paying sector in Marysville despite being the sixth highest paying sector in the state.
- Between 1995 and 1999, wages in construction, manufacturing, T.C.P.U., wholesale and retail grew closer to countywide in those industries. Conversely, local wages in agriculture, F.I.R.E., and services diverged from countywide averages during the period.

To further analyze wages in Marysville, the project team looked at the growth rates at the City level compared to County and Statewide trends from 1995 to 1999. Figure 7-2 illustrates the percentage changes in wages by industry sector for the State Washington, Snohomish County, and Marysville.

Figure 7-2 Percentage Change in Average Annual Wage Per Employee (1995 – 1999)

TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

From Figure 7-2 the following should be noted:

- For all industries, Marysville wages grew slightly faster than Snohomish County, although wages in both areas grew significantly slower than the State.
- All sectors at the State and City level reported positive growth, while construction and T.C.P.U. were the only two sectors at the County level to report negative growth.
- State wages grew at a faster rate than County or City wages in all sectors except for manufacturing and construction.
- Manufacturing and construction were the only sectors to experience more than a 1-point faster growth rate than Snohomish County growth during the same period.
- Despite increasing 13% at the State level, T.C.P.U. wages decreased in Snohomish County and stayed the same in Marysville.
- Manufacturing, retail, and F.I.R.E. reported the fastest growing wages within Marysville's industry sectors, while services, retail, and F.I.R.E. are the fastest growing at the State level.

II. Sales Tax Analysis

The velocity of taxable sales is a useful measure of the economic well being within the Marysville trade area. Therefore, this section provides an analysis of taxable sales for the City of Marysville for 1993, 1996, 1997, and 2001. As a result, the analysis identifies emerging trends in the City's economic base, as well as trends in sales tax activity since the construction of the Tulalip Tribes' Quil Ceda Village.

Taxable sales in the City of Marysville have grown at a slightly faster rate than the same data at the County level. From 1993 to 2001, total sales at the City level grew from approximately \$307 million to \$394 million, or 28%. In contrast, Snohomish County activity increased 23% during the same period. Like wholesale activity throughout Snohomish County, City sales tax activity increased faster between 1997 and 2001 (15%) than between 1993 and 1997 (12%).

The Marysville economy is highly dependent upon retail commerce. Retail accounted for roughly 59% of all taxable activity in 1993, outpacing Snohomish County, and increased its industry share to 61% in 1997. However, since 1997, Marysville's retail outlets have felt the affects of the Tulalip Tribes' retail developments. Retail sales within the City only increased by 6% from 1997 to 2001 after increasing more than 15% from 1993 to 1997. As a result, retail-related commerce lost industry share, decreasing from 61% in 1997 to 56% in 2001, an 8% decrease in activity.

Conversely, non-retail related activity increased 37% from 1993 to 2001, 11 percentage points higher than retail activity during the same period. Also, the majority of non-retail growth occurred from 1997 to 2001 when City activity increased 29%. This increase outpaced countywide growth of 8% during the same period and City growth of 6% from 1993 to 1997. Table 7-12 provides taxable sales by industry for years 1993 and 2001.

Table 7-12 Marysville Taxable Sales (in Millions) by Industry for Years 1993 and 2001

	1993 Sales	2001 Sales	City Share 1993	City Share 2001	1993- 2001	1993- 2001	1993- 2001
Construction	\$47.4	\$57.2	15%	15%	21%	0%	21%
Manufacturing	\$19.7	\$18.0	6%	5%	-9%	-76%	282%
TCPU ¹	\$8.0	\$16.3	3%	4%	103%	35%	50%
Wholesale	\$16.7	\$20.2	5%	5%	21%	62%	-26%
Retail	\$181.4	\$221.5	59%	56%	22	15%	6%
FIRE	\$3.6	\$4.7	1%	1%	30	26%	3%
Services	\$29.1	\$52.9	9%	13%	82	28%	42%
Other (Pub Admin and Ag)	\$1.6	\$3.4	1%	1%	110%	47%	43%
TOTAL	\$307.4	\$394.2	100%	100%	28%	12%	115%

¹ TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

From Table 7-12 the following should be noted:

- As with Countywide trends, retail activity in the City of Marysville comprised the largest share of activity with 56% of the total sales in 2001. However, retail share decreased from a 1993 percentage of 59%.
- T.C.P.U. and Services were the only sectors to increase industry share while all other sectors either stayed the same or decreased.
- Marysville construction, manufacturing, T.C.P.U., and services sectors experienced greater growth from 1997 to 2001 than from 1993 to 1997. Only two sectors (construction and T.C.P.U.) at the county level grew faster from 1997 to 2001 than from 1993 to 1997.
- Manufacturing experienced the fastest growth in activity from 1997 to 2001 with 282% followed by, T.C.P.U. (50%), public administration and agriculture (43%),

and services (42%). Conversely, wholesale, retail, and F.I.R.E. experienced the slowest growth from 1997 to 2001.

- In the City of Marysville, construction, T.C.P.U., wholesale, and service sectors reported faster growth rates from 1993 to 2001 when compared to countywide trends.

III. Small Business Association (SBA) Activity

The level and diversity of lending to small businesses in an area can serve as one indicator of entrepreneurial activity and small business formation within a region. Consequently, the project team researched loans granted by the U.S. Small Business Association (SBA) to small firms in the State of Washington and the Marysville market area (as defined by a 50 mile radius around the City of Marysville) between 1990 and 2001. Specifically analyzed were trends in the number and dollar amount for SBA 7a and 504 loans, defined as:

SBA 7a Loans, A loan guaranty program designed for small business lending, typically filling gaps in capital needs including inventory, lines of credit, and real estate acquisition; and

504 Certified Development Company (CDC) Program, Assists growing businesses with financing for major fixed assets such as purchasing land and improvements, buildings, grading, street improvements, utilities, parking lots, and landscaping which typically contribute to community and economic development.

With a total of 4,421 SBA loans from 1990 to 2001, the Marysville market area accounted for roughly 36% of statewide activity. However, only 30% of the statewide total dollars were awarded to market area businesses during the study period, resulting in a 16% less average award per business from 1990 to 2001. Furthermore, lending requirements for market area businesses did not grow as rapidly as statewide needs as evidenced by a 42% increase in the number of loans from 1990 to 2000, compared to a 53% increase statewide during the same period.

From 1990 to 2001 and within a 78 zip code "market area", Marysville has the 13th highest SBA activity with 103 loans and over 24.2 million dollars. However, activity within the Marysville community, defined as zip code 98270, decreased 29% during the period, or from 14 loans in 1990 to 10 loans in 2000. While activity in the entire City of Marysville decreased 50% from 1990 to 2001. Furthermore, lending activity in the City of Marysville experienced declining trends from 1993 to 1997, with total number of loans decreasing an average of 26% per year, while total dollars awarded decreased an average of 19% per year during the same period.

From 1997 to 1999, SBA lending activity in the City of Marysville increased from 4 loans in 1997 to an eleven-year peak of 16 loans in 1999 (a 300% increase) before decreasing an average of 33% per year from 1999 to 2001. Communities nearby Marysville, such as Arlington (300%) and Everett (250%) saw dramatic increases in activity during the same period.

A summary of major findings of SBA lending activity analysis in the Marysville area follow:

- On average, a Marysville market area business requires smaller sized loans when compared to statewide averages as evidenced by an average market area loan award 16 % lower than the state average.
- Mainly due to decreasing trends in Agriculture and Mining activity, Marysville businesses do not have the lending requirements they once had a decade ago as evidenced by decreasing trends in the total number of loans awarded.
- Businesses in the Marysville's border cities historically have larger lending needs than Marysville based businesses, as evidenced by larger growth in lending activity and average loan amount.
- At the State level, even though SBA lending activity is dominated by the Retail and Service sectors, FIRE,
- Transportation/Communication/Public Utilities (TCPU), and Construction have increased their industry share more rapidly than any other sector.
- Although FIRE, TCPU, and Construction seem to be the emerging sectors in the State, within the Marysville border city area (Marysville, Everett, Arlington), activity in those sectors has decreased while Retail and Manufacturing remain high.

IV. Small Business Innovation Research (SBIR) and Small Business Technology Transfer Research Grants (STTR) Activity

The Small Business Administration maintains a database for all small firms engaging in technology research and development grants supported by the agency. The two main types of small business research grants are SBIR and STTR.

Small Business Innovation Research (SBIR), is designed to encourage small business product commercialization by providing incentives to explore technological enhancements. Since most innovation occurs, and innovators thrive within the entrepreneurial sector, the SBIR program targets small businesses with serious research and development needs. In turn, these businesses may not be able to incur the expense of facilitating these needs. Therefore, the program reserves a specific percentage of federal R&D funds for small businesses, and through the SBIR program enables small businesses to compete on the same level as larger businesses by awarding grants to qualified businesses to fund the critical startup and development stages and encourage the commercialization of technology products, or service, which, in turn, stimulates the economy.

Small Business Technology Transfer Research Grants (STTR), is designed to expand small business funding opportunities in the federal innovation research and development arena as it relates to expanding public/private sector partnerships and fosters joint venture opportunities for small businesses, as well as nonprofit research institutions. As with the SBIR programs, STTR is a highly competitive program focusing on the transition of technological theory into practical application.

Small businesses must meet all the requirements for the SBIR program with the one exception that the principal research does not need to be employed by the business. Furthermore, the grant process is very similar to the three-step process for SBIR; however the maximum Phase II award is limited to \$500,000, rather than the \$750,000 Phase II cap for SBIR.

The primary findings of analysis of small business research in the State of Washington and the Marysville area market follow:

- Small business research in the Marysville market area experienced greater growth rates than the State as a whole.
- With high concentrations of technology development within the City of Kent, combined with the high percentage of firms considering relocation, northern areas may be at a competitive advantage to capitalize on future technology opportunities.
- The high nine-year increases in total dollars and average award size of Phase II grants indicates an increasing cost of commercialization and product development. As future research and development costs increase, assistance programs should be designed to support this phase of technological development.
- Electronics is the most dominant field for technology research and seems to be moving north to Bellevue, Woodinville, and Kirkland. With the Marysville market area accounting for a large percentage of state technology research, Marysville should position itself to further capitalize on spin-off activity and to collaborate with regional support programs.

V. Patent Activity

The United States Patent and Trademark Office (USPTO) tracks the number of patents filed and awarded in geographic regions of the United States. Patent data is also available at the county level by a unique technology classification system solely used by the US Patent Office. The USPTO records patent data, based on the residence of the inventor; therefore patents may be assigned and eventually commercialized outside of the country, which the inventor resides. Consequently, this information is just one indicator of the entrepreneurial spirit and business activity that may result from patent activity.

For data analysis purposes, utility patent data within the State of Washington from 1990 to 1999 was collected. In addition to yearly trends for the nine-year period, historical data was also compared to 2000 and 2001 activity. In order to identify specific industry trends within patent activity, patent data was collected by technology classification; however, no correlation to Standard Industrial Classifications could be made.

During the study period, a combined 11,749 utility patents were awarded within the State of Washington; however roughly 71% of the State activity occurred in the five county Marysville market area, or 8,369 total patents. Furthermore, King and Snohomish Counties lead the State in terms of total number of patents during the same period with 6,863 and 1,097, respectively; Clark (711), Pierce (543), and Spokane (444) round out the top five counties in the State. However, Lewis, Kitsap, and Walla Walla are the top three counties in terms of percentage growth in number of patents awarded from 1990 to 1999. Snohomish County ranked 16th in the state in terms of percentage growth, increasing 58% or from 85 patents in 1990 to 134 patents in 1999.

VI. Industry Cluster Analysis

This section evaluates the strengths and weaknesses of existing business clusters in the Marysville market area, generally defined as a fifty-mile radius around the City. The geographic comparison is then utilized to identify potential growth characteristics and opportunities facing both local and regional industries.

Business clusters are geographically defined, often concentrating in sub-regions within a state. The success of an individual company is not only affected by the companies own efforts, but also the success of regional clusters and inter-firm networks which ultimately produce supporting sectors through a multiplier effect. Therefore, the results

of this analysis will identify potential sectors that may provide a framework to focus current and future business attraction and retention efforts within the City of Marysville.

General Regional Industry Characteristics

Washington State and the greater Seattle region are home to a diverse range of business sectors. As identified in a strategic plan prepared by the Northwest Policy Center for the State of Washington's Office of Trade and Economic Development, in 2001 the region saw an emergence of six clusters that have been identified based on the regions economic strength of business clusters when compared to the nation as a whole. The following industry sectors were profiled in the State report:

- Agriculture / Food Processing
- Biotechnology
- Forest Products
- Health Care
- Measuring Devices and Instruments
- Semiconductors

Of the six sectors identified in the State report, only one sector, Measuring Devices and Instruments, was identified as a predominant emerging sector in Snohomish County, largely due to concentrated activity in Everett. One emerging predominant sector, Biotechnology, was identified in King County, mainly due to activity in Bothell. Therefore, of the six sectors identified in the State report, there are no clear results as to which sectors are suitable for expansion in Snohomish County and the City of Marysville.

In addition to the six sectors identified in the State report, the Puget Sound Regional Council also identified regional industry clusters in 1999. These sectors include:

- Aerospace
- Biotech and Medical Research
- Maritime (including Fishery & Seafood, Ship & Boat Building, and Water Transportation)
- Computer-Related Companies: Software, Hardware, and Networking
- Telecommunications
- Wood Products

Of the sectors identified above, no clusters reported strong activity in the City of Marysville. With several large employers located in Everett and Marysville, however, aerospace or its supporting subsectors seem to be potentially well-suited for the City of Marysville. Furthermore, with over 600 jobs at 15 wood products companies in or near Arlington in 1999, wood products also had a strong economic impact in the area. An expanded list of industry clusters follows.

Table 7-14 Expanded Industry Clusters - Defined

Cluster	SIC	Description	Industry Sector	MSVL's LC
Aerospace	2672, 2891, 348, 372, 3812, 5088	Cellophane adhesive, Other Adhesives (plastics, epoxy, and paste), Ordnance and Accessories, Except Vehicles, Aircraft Parts and Supplies, Acceleration Indicators and System Components, Aerospace Types, and Aeronautical Equipment and Supplies.	Manufacturing and Wholesale	1.08
Biotech	28, 8731, 8733	Chemicals and Allied Products, Commercial Physical Research (including agricultural, biological, biotechnical and food research), Noncommercial Research Organizations (including biological, bacteriological, biotechnical, and medical research).	Manufacturing and Services	0.58

Electronics and Computers	35, 36	Industrial and Commercial Machinery, Computer Equipment, Electronic and Other Electrical Equipment and Components.	Manufacturing	1.36
Fabricated Textiles	34	Fabricated Metal Products (except machinery and transportation equipment).	Manufacturing	1.44
Information Technology and Electronics	481, 737, 871, 873, 874	Communication Services (including wireless), Computer Programming (including data processing), Engineering, Architectural, and Planning Services (including research and development services and business consultants).	TCPU and Services	0.68
Measuring Devices	38	Measuring, Analyzing, and Controlling Instruments; (including photographic, medical and optical, watches and clocks).	Manufacturing	0.77
Printing and Publishing	26, 27	Paper and Allied Products and Printing, Publishing, and Allied Industries.	Manufacturing	0.62
Wood Products	24	Establishments Engaged in Cutting Timber and Pulpwood; Merchant Sawmills, Lath Mills, Shingle Mills, Cooperage Stock Mills, Plywood Mills and Veneer Mills Engaged in Producing Lumber and Wood Basic Materials; and Establishments Engaged in Manufacturing Finished Articles Made Entirely or Mainly of Wood or Related Materials.	Manufacturing	1.23

¹ TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

Market Area and Snohomish County

The Marysville market area is home to over 113,000 businesses. Of these, over 85% are small or very small, each employing fewer than 25 people. Also, service and retail related business make up the majority of the business base with slightly over 60% of the total activity, while no other industry in the market area makes up more than 8% of total activity.

Conversely, the Snohomish County business base is slightly more diverse with 56% of businesses falling under the service and retail categories. Growing construction firms follow, comprising 12% of total activity. Snohomish County, as with the smaller Marysville market area, has a high percentage of small or very small business with 85% of firms falling into these two categories. In all sectors, however, very small businesses in Snohomish County have a higher percentage of industry totals when compared to the market area. The most notable difference is in the Transportation/Communication/Public Utilities (TCPU), as very small businesses in this sector represent 68% of all TCPU firms in Snohomish County while only 56% in the market area. Overall, there are over 32,000 businesses in Snohomish County, 69% of which, or 22,372 total, are defined as "very small", employing fewer than five people.

Primary findings of analysis of industry clusters follow:

- Construction, manufacturing, and retail are the only industry sectors to report a location coefficient greater than one, indicating a competitive advantage in the City of Marysville.
- When comparing Snohomish County to the Marysville market area and Marysville to Snohomish County, Marysville businesses have a greater competitive advantage in only two industries: manufacturing and services.
- Manufacturing is the only Marysville industry to report a true specialization in the City within Marysville city limits with an estimated location coefficient 1.22 in all business regardless of size.
- Manufacturing in the City of Marysville reports a location coefficient greater than 1.0 in four of the five business size categories. "Small", "medium", and "large" sized manufacturing firms reported location coefficients greater than 1.20, indicating a true specialization in Marysville.

- However, with a location coefficient approaching 1.0, Transportation/Communication/Public Utilities (TCPU) and services may have a future competitive advantage in the City of Marysville.

Based on results of two-digit SIC code analysis, it is evident that manufacturing businesses have a strong competitive advantage in both Snohomish County and the City of Marysville. In addition to manufacturing, other industries that are prevalent and may have future opportunities at the local level are: services and TCPU. Although construction and retail businesses have a strong presence in both the City of Marysville and Snohomish County, due to the nature of these sectors (i.e. abundance of retail firms, Tulalip Tribes retail growth, housing market, low percentage of large firms, etc.) future business retention, attraction, and expansion opportunities may not be well-suited for these sectors.

APPENDIX B – EXECUTIVE SUMMARY WITH RECOMMENDED INITIATIVES FROM NOVEMBER 2002 CITY OF MARYSVILLE ECONOMIC DEVELOPMENT PLAN.

I. FOSTER COMMUNITY COLLABORATION AND LEADERSHIP

Initiative 1A – Strengthen Local Administrative Body

Recommended Actions:

- Select and implement appropriate organizational structure(s) to implement strategic plan.
- Establish an implementation task force and support committees.

Initiative 1B – Unite Participating Organizations

Recommended Actions:

- Engage a professional mediator.
- Conduct team building exercises.
- Improve leadership skills.
- Obtain commitments and support.

II. Enhance Community Image and Identity

Initiative 2A – Beautification of Commercial Core Areas

Recommended Actions:

- Establish a beautification and landscape committee.
- Establish a façade improvement program.
- Establish a theme/motif for each commercial core area.
- Improve and enforce design standards and code enforcement.
- Expedite State Avenue improvements.
- Enhance the appearance of overpasses, off-ramps, and freeway ROW.
- Create a mechanism for maintaining landscaping improvements.

Initiative 2B – Establish Commercial Core Gateways

Recommended Actions:

- Improve signage (theme) at gateways for each commercial core area.
- Promote Highway 9 as an alternative regional gateway into the City.

Initiative 2C – Establish Focal Points Within Each Commercial Core Area

Recommended Actions:

- Expedite the development of the waterfront park.
- Enhance and maintain existing focal points.
- Expand commercial and industrial nodes.

III. Improve Existing Business Opportunities

Initiative 3A – Provide Support to Local Businesses

Recommended Actions:

- Establish a mailing and e-mail list of business and property owners.
- Expand awareness of or availability to local business and support programs.
- Conduct business workshops.
- Establish a city revolving loan fund.

- Utilize and promote proposed city programs.
- Conduct annual survey to identify service gaps and develop supplemental services as needed.

Initiative 3B – Implement a Business Retention Program

Recommended Actions:

- Establish and maintain a directory of businesses in each commercial area.
- Establish a proactive business visitation program.
- Conduct annual business satisfaction survey.
- Monitor, track, and assist businesses that had reported plans for relocation and/or expansion.

Initiative 3C – Improve Awareness of Commercial/Retail Establishments

Recommended Actions:

- Establish a permit and signage committee.
- Clarify and evaluate existing signage guidelines and ordinances.
- Promote historic registry and maintain historic sites.
- Develop and market a map of services within each commercial core area.

IV. Expand and Diversify Economic Base

Initiative 4A – Integrate Marysville into Regional Business Recruitment and Attraction Efforts

Recommended Actions:

- Develop an aggressive program to create new partnerships among regional agencies.
- Develop an inventory of commercial and/or industrial properties/land.
- Develop and maintain an online service referral program.
- Actively participate in local, regional, and national membership organizations.
- Prepare and market an informal package.

Initiative 4B – Strive to Become More Business and Industrial Friendly

Recommended Actions:

- Actively promote the City for its assets and attributes.
- Streamline existing and/or proposed development projects.
- Encourage mid-rise development.
- Investigate opportunities to offset environmental mitigation costs.
- Improve regulatory and government need.

Initiative 4C – Promote and Attract an Economic Catalyst for the Northern Commercial Core

Recommended Actions:

- Streamline existing and/or proposed development projects in the northern core.
- Proactively work with business and property owners to determine levels of interest in various types of development.
- Prepare market and/or feasibility study to identify and target suitable development projects.
- Prepare a competitive analysis for all proposed developments.
- Develop and implement an appropriate business attraction plan.
- Encourage cluster development in the northern commercial core.
- Monitor demand for existing and proposed business parks.
- Provide assistance to encourage development.

V. Support Recreation and Tourism Advantages

Initiative 5A – Improve Tourist Information

Recommended Actions:

- Develop a welcome package.
- Develop a binder of local and regional attractions.
- Develop and enhance existing regional flyers.
- Develop a local map of services within the commercial core areas.
- Support tourist and business organizations.

Initiative 5B – Expand Recreational and Tourism Business Opportunities

Recommended Actions:

- Establish a full-time events coordinator.
- Continue to support recreational assets and community events.
- Investigate additional community events.
- Actively promote activities with Tulalip Tribes without surrendering identity.
- Attract regional events that utilize Marysville Park and Recreation assets.
- Investigate opportunities to expand bus/shuttle services linking City attractions to proposed developments and regional sites.
- Improve pedestrian walkways and paths linking assets to business opportunities.

VI. Improve Transportation and Infrastructure

Initiative 6A – Improve Automobile and Pedestrian Circulation

Recommended Actions:

- Expand the traffic advisory committee.
- Expedite State Avenue improvements.
- Implement recommendations and actions established from existing traffic circulation plans.
- Improve bicycle pathways linking residential areas to each commercial core area.
- Create incentives and promote the utilization of public transportation.
- Investigate the opportunities to develop a train stop for regional commuters.

Initiative 6B – Improve Traffic Flow on Overpasses and Off-Ramps

Recommended Actions:

- Investigate opportunities for additional I-5 off-ramps.
- Improve appearance of overpasses, freeway ROW, and off-ramps in conjunction with theme.
- Promote Highway 9 as an alternative regional gateway into the City.
- Expand east/west capacity for access to I-5 and Highway 9.

Initiative 6C – Increase Infrastructure Support Throughout Commercial Core Areas

Recommended Actions:

- Prepare a strategic plan to support infrastructure advancement.

VII. Improve Government and Regulatory Environment

Initiative 7A – Improve Responsiveness and Sensitivity to Local Conditions

Recommended Actions:

- Establish a permitting and signage committee.
- Develop a suggestion box and/or e-mail for communication.

Initiative 7B – Simplify the Permitting Process

Recommended Actions:

- Streamline the permitting process.
- Develop a uniform plan to improve the consistency between City departments.

Initiative 7C – Expand Opportunities to Develop/Redevelop Properties in the Commercial Core Areas

Recommended Actions:

- Hire a consultant to prepare an industrial lands need analysis based on a population growth projection.
- Identify environmental and other development constraints associated with commercial and industrial properties in the commercial core areas.
- Develop a mechanism to assist property/business owners with better understanding of the development and environmental review procedures associated with commercial and industrial zoned properties.
- Evaluate land uses in conjunction with build out and industrial land goals.
- Investigate opportunities to revise existing or adopt own DOE stormwater manual.

VIII. Enhance Employment and Housing Opportunities

Initiative 8A – Prepare Marysville Residents for Current and Future Jobs

Recommended Actions:

- Expand opportunities to improve workforce preparedness at the K-12, Community College, and University levels.
- Investigate opportunities to create youth training centers.
- Improve existing school system and facilities.
- Aggressively continue to attract a higher learning institution.

Initiative 8B – Improve Awareness of Employment Opportunities

Recommended Actions:

- Establish a workforce development committee.
- Establish and maintain linkages with local career centers.
- Establish a program to have employment information distributed utilizing the internet.

Initiative 8C – Provide Direct Educational Support to Marysville Employees

Recommended Actions:

- Develop employee training kit.
- Develop and conduct classroom training sessions.
- Establish an employee evaluation and award program.

Initiative 8D – Maintain Employee Housing Opportunities

Recommended Actions:

- Prepare a comprehensive housing needs and analysis.
- Increase quality of housing stock to own or rent.

VIII. TRANSPORTATION ELEMENT

INTRODUCTION

The *Transportation Plan* is one component of the *City of Marysville Comprehensive Plan*. The purpose of the *Transportation Plan* is to guide the development of surface transportation within the City of Marysville in a manner consistent with the adopted transportation goals, objectives, and policies described in Section E, as well as the overall goals of the *Comprehensive Plan*. Based upon existing and projected future land use and travel patterns, the *Transportation Plan* describes roadway and traffic conditions, forecasting and analysis methodologies, transit and non-motorized conditions, assessment of existing and future deficiencies, and a 20-year Recommended Plan designed to address the identified deficiencies. The *Transportation Plan* establishes direction for development of programs and facilities that address the transportation needs for the City of Marysville both now and across a 20-year future horizon. The *City of Marysville Transportation Plan* complies with the State of Washington *Growth Management Act* (GMA) [RCW 36.70A, 1990], and is compatible with policies and plans that exist at the State, Regional, and County jurisdictions.

I. Land Use Review

The *City of Marysville Development Code* and land use policy controls development and growth within the City. Marysville's current population is 28,800, with an average population growth rate of 5.2 percent over the past nine years (within the 1993 City Limits). This growth rate is slightly above average for Snohomish County (Snohomish County Tomorrow 2001).

Land use changes are integral to projecting traffic volume increase over time. This plan began with the collection of existing land use data, which was developed by Snohomish County Planning and Development Services Department. Analysis for existing conditions is based upon updated traffic counts, which were collected in October 2004. Updated transportation analysis for projected future conditions was completed by utilizing the existing calibrated City of Marysville travel demand forecasting models, and reflects the updated 2025 land use projections outlined in the Land Use Element of the Comprehensive Plan.

A. INVENTORY OF TRANSPORTATION FACILITIES

Roadway System

Transportation roadway systems, as shown in Figure 8-1, consist of a hierarchy of streets that provide the dual functions of access to land and development, and through movement for travelers. Streets are classified based upon the relative degree to which they provide these functions. Land use policies and street standards typically vary according to the street function. Following is an inventory of the elements of the current roadway system within the City of Marysville.

Roadway Functional Classification

Functional classification refers to the different types of roadways that comprise a complete system. The classification of a roadway depends upon types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic volume it carries. Basic trade-offs occur between mobility and access among the higher and lower functional classifications of roadway facilities. Higher classes (e.g. freeways, arterials) provide a high degree of mobility with higher volumes at higher speeds, and have limited access to adjacent land uses. Lower classes (e.g. local roads, cul-de-sacs) provide access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds.

Freeway: Multi-lane, high-speed, high-capacity roadway intended exclusively for motorized traffic. No freeways pass through the City of Marysville, though Interstate-5 (I-5) runs adjacent to the west City Limits.

Principal (Major) Arterial: Inter-community roadway that connects major community centers and facilities, and is often constructed with limited direct access to abutting land uses. The primary function of principal arterials is to provide a high degree of vehicular mobility; however, they may play a minor role in providing land access.

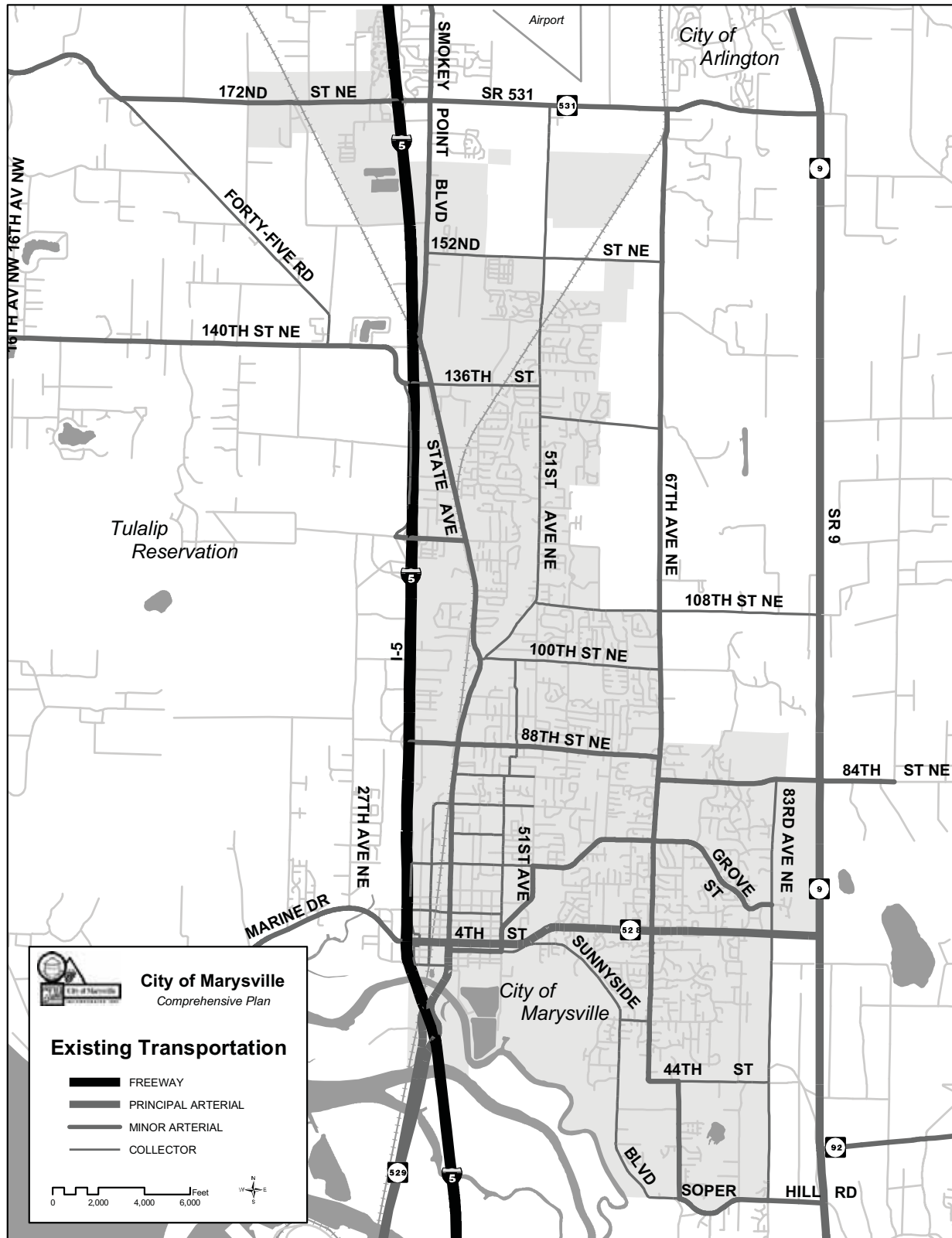
Minor Arterial: Intra-community roadway, bounded by the principal arterial system that connects centers and facilities within the community and serving some through traffic, while providing a greater level of access to abutting properties.

Collector: Roadway designed to fulfill both functions of mobility and land access. Collectors typically serve intra-community trips connecting residential neighborhoods with each other or activity centers, while also providing a high degree of property access within a localized area.

Local Access Street: Roadway with a primary function of providing access to residences. Typically, they are only a few blocks long and are relatively narrow. All roadways in the City of Marysville that have not been designated as an arterial or a collector roadway are considered to be local access streets.

A number of state, county, and city roadways provide access and circulation throughout the City of Marysville. Table 8-1 provides a summary of functional classifications, number of lanes, and speed limits for the major arterial roadways in the study area.

Figure 8-1 Existing Transportation



State Highways

Five Federal and State Highways serve the City of Marysville: Interstate 5 (I-5), State Route 9 (SR 9), State Route 528 (SR 528) State Route 529 (SR 529) and State Route 531 (SR 531). Highways of Statewide Significance (HSS) are those facilities deemed to provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. Within the Marysville vicinity, only I-5 carries the HSS designation (WSDOT 2000). SR 9, SR 528, SR 529 and SR 531 do not have the HSS designation, so they are subject to local standards.

Roadway Design Standards

The City of Marysville has adopted guidelines for development of City streets. The *Goals and Objectives* of the Transportation Element relate street design to the desires of the local community, and advises that design be at a scale commensurate with the function that the street serves. Guidelines are therefore important to provide designers with essential elements of street design as desired by the community. Essential functions of streets in Marysville include vehicle mobility, pedestrian access, bicycle access and aesthetics.

Table 8-1 Existing Roadway System Characteristics

Roadway	Functional Classification	Number of Lanes	Speed Limit (mph)
Interstate 5 (I-5)	Freeway	6	70
State Route 9 (SR 9)	Principal Arterial	2	50
State Route 529 (SR 529)	Principal Arterial	4 ³	55
64 th Street NE (SR 528) ¹	Principal Arterial	2	35
4 th Street (SR 528) ²	Principal Arterial	3 to 5	25
8 th Street	Collector	2	25
Grove Street (72 nd Street NE)	Collector	2	25
Grove Street (76 th Street NE)	Minor Arterial	2	35
84 th Street NE	Minor Arterial	2	35
88 th Street NE	Minor Arterial	2	35
100 th Street NE	Collector	2	35
108 th Street NE	Collector	2	35
116 th Street NE	Minor Arterial	2	35
132 nd Street NE	Collector	2	35
136 th Street NE	Collector	2	35
152 nd Street NE	Collector	2	35
State Route 531	Minor Arterial	2 to 4	35

Roadway	Functional Classification	Number of Lanes	Speed Limit (mph)
State Avenue/Smokey Point Boulevard	Minor Arterial	4 to 5	25
47th Avenue NE	Collector	2	25
48th Drive NE	Collector	2	25
51st Avenue/Shoultes Road	Collector	2	35
67th Avenue NE	Minor Arterial	2	35
Sunnyside Boulevard	Collector	2	35

1. 64th Street NE, east of 53rd Avenue NE
2. 4th Street, from I-5 to 53rd Avenue NE
3. Two lanes on the Ebey Slough Bridge

Parking Inventory

A parking utilization study and inventory of on street parking within the City of Marysville business district was conducted over two days in September 2000. The purpose of the study was to determine the number of long-term parking users, by counting the spaces used during two time periods of the day: between 8:30 AM - 9:30 AM, and again between 11:30 AM – 12:30 PM. The overall percentage of spaces occupied by long-term parking equals 28.8 percent. Two reasons for the low percentage of long-term parking space utilization in the City's central business district could be that many parking spaces along the streets have parking time limits of either one or two hours, and there is considerable off-street parking available. Parking for the Ash Avenue Park and Ride lot is near capacity. Most commuters who park their vehicles at Park and Ride lots use transit services to get to work, hence, their automobiles will usually remain at the lots throughout the working hours. The overall percentage of total parking spaces being utilized around the City's central business district is 41.3 percent, which indicates that there is ample parking to accommodate the current demand. However if demand begins to approach supply then the City should consider restricting additional parking to 2 hours, installing parking meters or increasing enforcement of current restrictions.

I. Transit

Bus Service

Local transit service is defined as frequent bus service throughout the day operating seven days a week. Community Transit (CT) operates seven local routes within Marysville, as depicted on Figure 8-2, that link to other areas of Snohomish County. Local routes generally operate seven days a week from early morning through evening hours. Commuter routes generally operate on weekdays in the peak travel direction during peak hours. Community Transit operates three routes to Seattle from the City of Marysville, which from Marysville to Seattle in the morning, and from Seattle to Marysville in the evenings. All local buses and most commuter buses are equipped with lifts or ramps to accommodate persons who use wheelchairs. All buses are also equipped with bicycle racks.

Park & Ride

Three Park and Ride Lots are located within the City of Marysville, with approximately 386 parking stalls. The 198 stall expanded Ash Avenue Park and Ride lot, completed in 2003, relieved previous capacity constraints. An inventory conducted in 2004 shows that adequate capacity is currently available for transit commuters.

Rideshare Services

For citizens who do not wish or are unable to utilize fixed route service, the following rideshare services are available. Community Transit provides vehicles, driver orientation, vehicle maintenance and assistance in forming **commuter vanpool** groups, in which participants drive the van. People interested in joining or forming a vanpool can call Community Transit for more information. Community Transit also provides ride-matching services for people seeking **carpool** partners.

DART Paratransit

Community Transit provides specialized bus service for those who are unable to use regular bus service due to a disability. Service is available to all origins and destinations within $\frac{3}{4}$ mile of local bus routes.

II. Pedestrian and Bicycle Facilities

An inventory was developed for pedestrian walkways, bicycle paths, and trails in the City of Marysville. The majority of the pedestrian walkways are located in the southern portion of the City, especially in the vicinity of the City's central business district. Pedestrian sidewalks are also available on Smokey Point Boulevard between 136th Street NE and 172nd Street NE. Primary pedestrian activities noted within the study area included local residents walking or jogging, transit riders walking to and from bus stops, and students walking to and from school or at play. Within the City of Marysville, there are only a few locations that have marked bicycle lanes along roadways. However, some roadways such as SR 9 have wide shoulders that could be used as bicycle paths.

Currently, the Centennial Trail is a path dedicated for trail use that starts near the northeast corner of the City's Urban Growth Area (UGA) and extends into Snohomish County. This trail is not yet improved under the existing conditions, but planning is underway for trail improvements.

III. Transportation Improvement Program

The City of Marysville current Six-Year Transportation Improvement Program (TIP) for 2005 – 2010 is included as APPENDIX B of the Transportation Plan. The TIP is based on the City's transportation system needs, considering both traffic service and maintenance of the physical street structure.

B. EXISTING CONDITIONS

The purpose of this section is to describe and assess existing traffic characteristics, and the operational elements of the existing roadway system that include level-of-service and accident analysis.

I. Traffic Volumes

Traffic volumes at numerous locations within the City of Marysville were obtained for the PM peak hour. Since traffic volumes are at their highest levels of the day during the PM peak hour, it is typical to use it as the basis for existing conditions assessment. Examination of traffic volumes indicates that volumes are high on I-5, SR 9, SR 528 (4th Street), and SR 529 as well as corridors providing direct access to the City's central business district, such as State Avenue.

II. Level-of-Service Analysis

Level-of-Service (LOS) is a quantitative measure, and is the primary measurement used to determine the operating condition of a roadway segment or intersection. LOS is a letter designation that describes a range of operating conditions along a roadway segment or at an intersection. Six levels-of-service are defined for the traffic operational analysis. They are given letter designations A through F, with LOS A representing the best range of operating conditions and LOS F the worst.

LOS analysis was performed for existing PM peak hour conditions at the 24 analysis intersections and two designated roadway segments (State Avenue and 67th Avenue NE), based upon the traffic volumes collected in October 2004.

Table 8-2 summarizes existing traffic control, and calculated average delay and LOS for each of the 24 analysis intersections. Table 8-3 summarizes the calculated segment LOS for 67th Avenue and State Avenue. The tables show that under current conditions, the only location that does not meet LOS standards is the intersection of Shoultes Road and 108th Street NE, which is shown to operate at LOS E. Improvement at this location is already included in the City's Six-Year Transportation Improvement Plan.

Table 8-2 PM Peak Hour LOS – Existing Conditions (2004)

Intersection		LOS Standard ¹	Existing Traffic Control	Average Delay (sec/veh)	LOS	Exceeds LOS Standard
1	Sunnyside Boulevard and 52nd Street NE	D	EB/WB Stop	EB: 18 WB: 16	EB: C WB: C	
2	Smokey Point Boulevard and 152nd Street NE	E*	WB Stop	20	C	
3	51st Avenue NE and 152nd Street NE	D	EB/WB Stop	EB: 15 WB: 21	EB: B WB: C	
4	Smokey Point Boulevard and 136th Street NE	E*	Signal	23	C	
5	State Avenue and 116th Street NE	E*	Signal	45	D	
6	State Avenue and 100th Street NE	E*	Signal	18	B	
7	67th Avenue NE and 100th Street NE	E*	All-way stop	17	C	
8	State Avenue and 88th Street NE	Exempted	Signal	62	E	
9	51st Avenue NE and 88th Street NE	D	All-way stop	30	D	
10	67th Avenue NE and 88th Street NE	E*	Signal	15	B	
11	67th Avenue NE and Grove Street (76 th Street NE)	E*	Signal	32	C	
12	State Avenue and Grove Street (72 nd Street NE)	E*	Signal	34	C	
13	47th Avenue NE and Grove Street (72 nd Street NE)	D	Signal	18	B	
14	51st Avenue NE and Grove Street (72 nd Street NE)	D	Signal	17	B	
15	I-5 Northbound Ramp and 4th Street (SR 528)	Exempted	Signal	28	C	
16	Cedar Avenue and 4th Street (SR 528)	Exempted	Signal	25	C	
17	State Avenue and 4th Street (SR 528)	Exempted	Signal	28	C	

Intersection		LOS Standard ¹	Existing Traffic Control	Average Delay (sec/veh)	LOS	Exceeds LOS Standard
18	47th Avenue NE and 4th Street (SR 528)	Exempted	Signal	29	C	
19	67th Avenue NE and 64th Street NE (SR 528)	Exempted	Signal	16	B	
20	Shoultes Road and 108th Street NE	D	TWSC	47	E	◆
21	47th Avenue NE and 3rd Street	D	All-way stop	22	D	
22	19th Avenue NE and 172nd Street NE (SR 531)	Exempted	TWSC	17	C	
23	27th Avenue NE and 172nd Street NE (SR 531)	Exempted	Signal	17	B	
24	67th Avenue NE and 84th Street NE	E*	All-way stop	54	F ²	

1. a) LOS E for individual intersections located along the State Ave and 67th Ave NE segments, or LOS D for the designated roadway segment on which the intersection is located (marked with asterisk*);
b) 88th St NE & State Ave, I-5 ramps & 4th St, and state highways exempted from concurrency by ordinance;
c) LOS D for all other individual intersections of functionally classified roadways.
2. Although existing LOS exceeds adopted standard for individual intersections along this corridor, the average LOS along the corridor does not (see Table 8-3) so LOS standard is not exceeded.

Table 8-3 Existing Segment LOS (2004)

Segment	LOS Standard	Northbound		Southbound	
		Average Speed (mph)	LOS	Average Speed (mph)	LOS
State Avenue, 116th Street NE – 136th Street NE	D	31	B	31	B
67th Avenue NE, Grove Street – 100th Street NE	D	25	B	23	C

III. Safety Analysis

Intersections with the highest occurrence of accidents were identified, based on City accident data from January 1999 through October 2002. The data shows that the highest frequency of accidents occurs at State Avenue and 88th Street NE. In general, most of the high accident locations are situated along State Avenue, and to a slightly lesser degree, 4th Street (SR 528).

C. FORECAST MODEL AND FUTURE CONDITIONS

The purpose of this section is to present the methodology used to forecast transportation conditions along a 20-year planning horizon, and provide an assessment of those future traffic conditions if no additional improvements are made to the transportation system. Once the existing and future transportation issues are identified, potential improvements to address existing and anticipated future deficiencies in the system are presented. The projects are prioritized for selection the final Recommended Plan.

I. Travel Forecasting Model

For the *City of Marysville Transportation Element*, a transportation computer model was developed to analyze future travel demand and traffic patterns. The general steps of the modeling process are described as follows:

Current Land Use Assessment: The primary method of determining future travel demand is based on future land use patterns and community growth. The entire study area is divided into Transportation Analysis Zones (TAZs) that have similar land use characteristics. For each zone, land use characteristics of population and employment were estimated based on the City of Marysville Comprehensive Land Use Plan and discussions with City Staff, who utilized Snohomish County Assessors records and field work to verify the accuracy of the land use records.

Trip generation, distribution, and network assignment: The trip generation step estimates the total number of trips produced by and attracted to each TAZ in the study area. The trips are estimated using statistical data that take into account population and household characteristics, employment information, economic model output, and land-use information. The trip distribution step allocates the trips estimated by the trip generation model to create a specific zonal origin and destination for each trip. The arterial street system is coded into the computer model as a series of links, which represent roadways, and nodes, which represent the intersection of those roadways. Each roadway link and intersection node is assigned a functional classification, with associated characteristics of length, capacity, and speed, which are entered into the model. This information is then used to determine the optimum path between all the zones based on travel time and distance. A model then assigns the trips between all of the zones onto the street network.

Model Calibration: A crucial step in the modeling process is the calibration of the model. This is accomplished by taking the existing street system defined as a model network and applying trip patterns based on existing land use. This information is then compared to existing traffic counts to see if the information reproduces accurate conditions. Adjustments are made to the model inputs until the modeled existing conditions replicate actual existing conditions, within accepted parameters. Once the model is calibrated for existing conditions, it can be used as the basis for analyzing future traffic conditions, as well as potential improvements to address existing and future deficiencies.

Forecast of Future Land Use: Based on population and employment forecasts for the City of Marysville, future growth was estimated for the next 20 years. Two alternative land use development scenario alternatives were considered. The largest increase in trip generation resulted from land use Alternative 2. Since this provides the most conservative estimate of future conditions, traffic analysis of future conditions for this Transportation Plan is based on Alternative 2 of the land use scenarios.

Model of Future Traffic Conditions: Using the same general process described for modeling existing conditions, the forecasted land use data is used to estimate the number of trips that will be generated in future travel. These trips are then distributed among the TAZs, and assigned to the street network. The result is a model of projected future traffic conditions, under the expected future land use scenario.

II. Level of Service Analysis for Future Conditions

When modeling future conditions, completion is assumed for projects that have committed funding.

Future traffic conditions were modeled based on the land use described in the previous section and assuming completion of the projects. Figure 8-3 shows the 20-year forecasts of PM peak hour volumes, based upon this analysis.

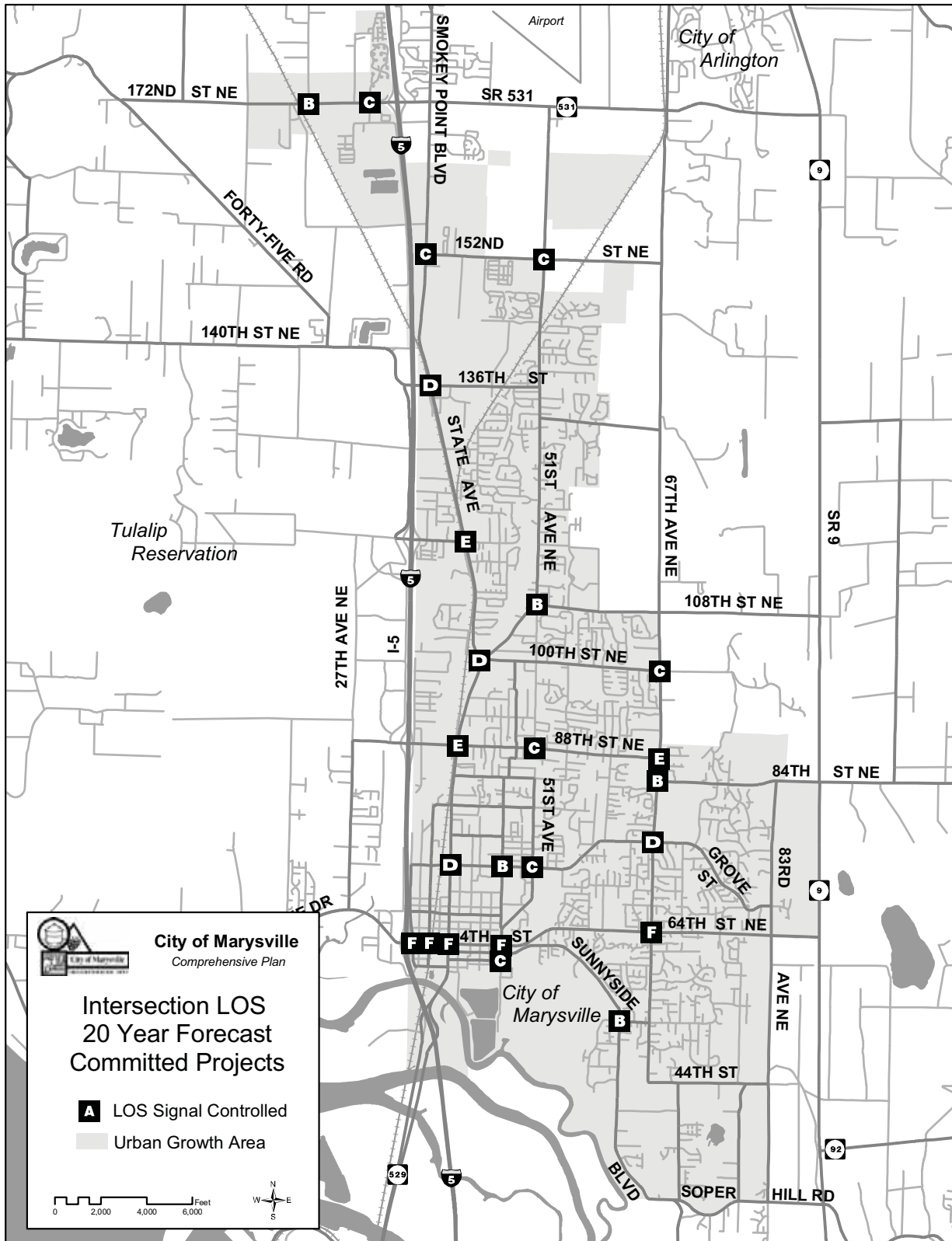
Six-Year Forecast Conditions – Committed Improvements Only

LOS analysis was completed for the six-year forecast conditions, assuming completion of only the financially committed transportation improvement projects. With only current committed projects in place, in six years 11 of the 24 intersections are expected to operate at LOS D or better, and 13 are not. Of the 13 intersections that are expected to operate at LOS E or LOS F, 11 are located within the City Limits. The majority of congested intersections are located in the downtown area, and along 67th Avenue NE. Although the intersection analysis shows that some intersections within these corridors are experiencing high levels of congestion, the segment analysis indicates that the average conditions along the designated corridors are all LOS B or C.

20-Year Forecast Conditions – Committed Improvements Only

LOS analysis was completed for the 20-year forecast conditions, assuming completion of only the financially committed transportation improvement projects. With only current committed projects in place, in twenty years 8 of the 24 intersections are expected to operate at LOS D or better, and 16 are not. Of the 16 intersections that are expected to operate at LOS E or LOS F, 13 are located within the City Limits. Analysis shows that virtually all intersections in downtown Marysville, and the majority of intersections along State Avenue and 67th Avenue NE, are expected to experience very high levels of congestion if no additional transportation improvements are implemented. Although the intersection analysis shows that some intersections within these corridors are experiencing high levels of congestion, the segment analysis indicates that the average conditions along the three designated corridors fall within satisfactory ranges, with all corridors at LOS C or D, except SR 528 eastbound which is LOS E.

Figure 8-3 Intersection LOS – 20 Year Forecast



III. Analysis of Future Potential Projects

Based upon the analysis of future conditions, a comprehensive list of possible transportation improvements was developed. In addition new projects designed to address identified six-year and 20-year deficiencies, potential improvements include projects already included in the City of Marysville and WSDOT existing TIPs, but without committed funding.

The effectiveness of potential projects to address identified deficiencies was evaluated by including the projects in the traffic model of future conditions. Additionally, a prioritization process was utilized that ranked potential projects according to a variety of criteria. The criteria examined were safety, mobility, land use, environment, quality of life, and existing conditions. Four different participants in the development of the Transportation Plan who held varying perspectives rated the potential improvement projects according to the criteria described below. The four scores from the project reviewers were added for a total project score. The higher the project score, the higher it ranked on the priority list.

In addition to the modeled impact of the project on identified deficiencies, and the prioritized criteria scores, the final list of projects included in the Recommended Plan was dictated by projected revenue. The recommended project list is financially constrained, based upon the revenue stream expected over the next 20 years. The financially constrained list gives priority to projects that help the transportation system meet concurrency standards, either now or in the future. Some projects with lower scores are included because they address one or more of the other considerations.

D. RECOMMENDED PLAN

This section describes all elements of the transportation plan recommended to address deficiencies in the transportation system now and along a 20-year planning horizon, but meeting fiscal and other constraints. This chapter also presents the concurrency and finance elements of the Transportation Plan.

I. Concurrency Management System

A Concurrency Management System (CMS) is a policy procedure designed to enable a City or County to determine whether adequate facilities are available to serve new development. The transportation element of the *Growth Management Act* (GMA) requires each City and County planning department to incorporate a Concurrency Management System into their comprehensive plan. In a Concurrency Management System, local jurisdictions must adopt and enforce ordinances that prohibit development approval if the development causes the LOS on a transportation facility to decline below the standard adopted in the transportation element of the comprehensive plan. Transportation improvements or strategies that accommodate the impacts of development can be made concurrent with the development. (State of Washington *Growth Management Act*, RCW 36.70A, 1990)

The City of Marysville Concurrency Management System involves the following components.

Identification of facilities to be monitored

The City of Marysville has identified both segments and intersections for concurrency monitoring. Three roadway segments, State Avenue, 67th Avenue NE and SR 528, have been identified for concurrency monitoring. In addition, the individual intersections located along two of the segments, State Avenue and 67th Avenue NE, will also be monitored.

Establishment of LOS standards

The LOS standards for the City of Marysville are recommended as follows:

- For each of two designated roadway segments, State Avenue and 67th Avenue NE, individual intersections with functionally classified streets should operate at LOS E or better, OR the average segment LOS along the entire length within city limits should be no worse than LOS D.
- LOS D for all other intersections of two functionally classified streets, not located along the two designated segments of State Avenue and 67th Avenue NE
- Along SR 528, east of State Avenue to SR 9, the average segment LOS is established at E.
- Locations (intersections) exempted from concurrency (LOS F acceptable due to physical constraints) under Marysville Municipal Code are 88th Street NE and State Avenue; I-5 northbound and southbound ramps and 4th Street, and state highways not otherwise specified above.
- These standards will apply to the average annual daily PM peak hour and will be attained at the time of development.

The Puget Sound Regional Council Executive Board recently adopted LOS standards for regionally significant state highways in the central Puget Sound region. Regionally significant state highways are state transportation facilities that are not designated as being of statewide significance. SR 528 has been identified as a Tier 1 regionally significant state highway, with an LOS “E/mitigated” standard. LOS “E/mitigated” means that congestions should be mitigated when PM peak hour LOS falls below LOS E.

Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plan. The Regional Council measures the LOS for regionally significant state highways on a on-hour PM peak period bases. However, local jurisdictions may use its own methodology for analyzing LOS for those highways. As stated above, the adopted LOS standard for the SR 528 segment, east of State Avenue to SR 9, is established at LOS E, which is in compliance with the adopted LOS standards for regionally significant state highways.

Development approval process

The City of Marysville will improve and revise existing ordinances regarding the development approval process to include the following provisions:

- Establishing arterial units.
- Requires all development to undergo a separate concurrency review process.
- Concurrency evaluation determines whether a project should be approved, conditionally approved, or denied based on transportation capacity. Under conditional approval, the developer agrees to mitigate the impacts through either capacity expansion or reduction in trip generation.

- May condition development proposals by limiting the number of trips or establishing certain requirements such as TDM strategies, access limitations, or completion of transportation improvements.
- Allows exemptions for concurrency that are consistent with Washington State Law.
- Establishes technical requirements and procedures to be used to determine affected arterial system capacity which might be: approval as long as the development is consistent with the Marysville Traffic Model land use assumptions or calculation of the level of service based on a the Highway Capacity Manual.
- Establishes a system for reserving available capacity. Capacity is reserved for a specified time frame, and the developer retains capacity reservation rights
- Provides for consultation with WSDOT when proposed development will cause SR 9, SR 528 or SR 529 to fall below LOS D.
- Defines six years as the time period within which improvements required for concurrency must be made.
- Establishes design LOS requirements for arterial and collector street segments, as presented in the previous section.

Rationing of transportation capacity

Ration transportation capacity available to potential development, and monitor its consumption as new development is approved.

Monitoring

Make periodic adjustments to LOS standards as part of the annual *Comprehensive Plan* amendment process. Analyze external influences on the Concurrency Management System.

Mitigation fee system

Effective July 1, 1990, the 51st Legislature authorized cities to impose impact fees as a method of obtaining financing for projects to ensure that adequate facilities are available to serve new growth and development. Impact fees are intended to promote orderly growth and development by establishing standards by which cities may require new growth and development to pay a proportionate share of the cost of new facilities. Impact fees are to provide a balance with other sources of public funds and not intended to be a sole source of project funding.

The transportation impact fee should be recalculated with the adoption of the Transportation Element to include the eligible projects identified in this plan. The City's transportation impact fee shall be calculated in accordance with the formula established in Table I of Section 18B.14.030 MMC, *Traffic impact fee*. The fee amount resulting from this calculation shall be the impact fee payment. The complete traffic impact fee analysis resulting from the projected costs of Committed Transportation Projects, Recommended 6-year Improvements, Recommended 20-year Improvements and General Obligation Bond Debt Service can be found in **APPENDIX A** of the Transportation Element.

During the update the following principles must be observed:

- Impact fees shall be imposed on new development only for transportation system improvements that are directly related to the new development
- Impact fees shall not exceed an equitable share of the cost of system improvements that directly relate to the new development
- Impact fees shall be used for system improvements that directly benefit new developments and mitigate their adverse traffic impacts

The current impact fee ordinance should also be reviewed for compliance with State law including the following provisions:

- Schedule of fees adjusted for each type of development based on a formula which includes:
 - Cost of public facilities
 - Adjustments for past or future payments for system improvements
 - Availability of other funding sources
 - Cost of existing public facilities
 - Method of financing used
- Exemption for low-income housing impacts
- Provision of credit for value of dedicated land
- Adjustment to the standard fee charged to consider unusual circumstances and ensure fees are imposed fairly
- Inclusion of a provision which considers the value of studies submitted by the developer
- Reasonable service areas within which to impose fees
- Provision to recover costs previously incurred by Marysville to the extent they benefit a development

II. Roadway System Improvements

Roadway Connections

Several issues were considered when assessing the adequacy of the connectivity and circulation of the roadway system.

Safety: A street network deficient in connectivity results in longer emergency vehicle response times. In some areas where cul-de-sac, dead-end or closed loop streets dominate, emergency access is made more difficult because of the lack of direct routes. Furthermore, lack of connection in a street network tends to concentrate traffic onto fewer intersections and roadway segments. This can result in excessive delays, especially during peak hours, thus increasing emergency response times. Finally, emergency aid could be severely impeded in cases where natural disasters block the only access to an isolated neighborhood.

Traffic congestion: When local trips are forced to use the arterial system because the local street system does not provide connectivity, they increase traffic and delay on the regional system. Traffic congestion will lead to higher levels of driver frustration and accident frequencies.

Trip length: A lack of local street connections limits personal travel options, forcing longer routes for local trips such as those to schools, to other neighborhoods, and to shopping.

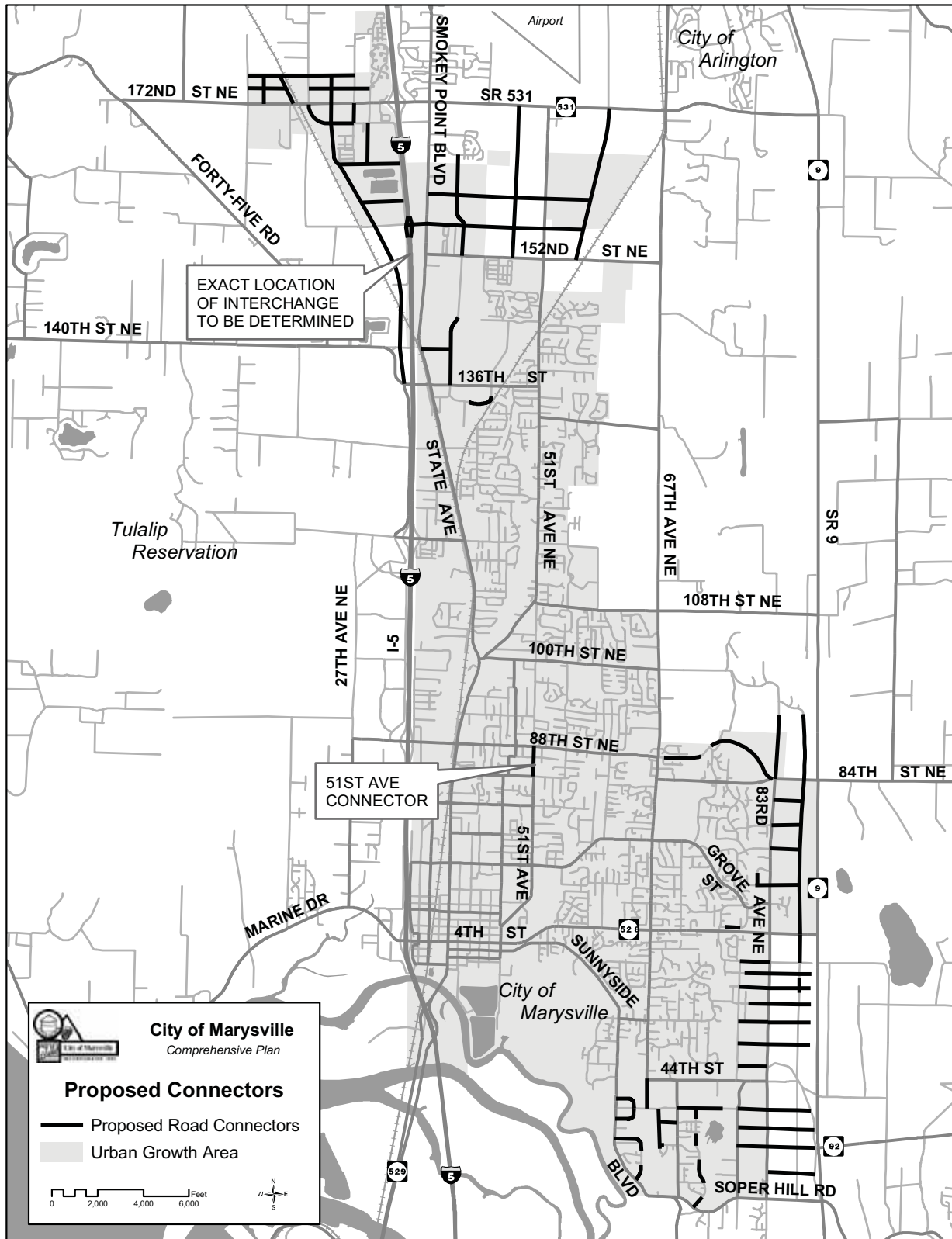
Alternative travel modes: A lack of local street connections also limits other modes of travel such as walking, bicycling, and transit, since automobiles are the most convenient mode in areas with limited street connections and longer trips.

Service delivery: A lack of local street connections increases the number of delivery trips and causes inefficient trip routes. It also causes inefficient school bus routes. Unnecessary longer trips consume more energy and increase fuel emissions, which is particularly significant for large trucks and buses.

Utility distribution: The degree of street connectivity also affects utility distribution costs, since utility lines are normally laid within street right-of-way. Options for utility distribution are limited on nearby dead-end streets, and easement acquisition normally drives up costs.

Based upon these considerations, a number of new roadway connections are recommended for the City of Marysville. Proposed connections are shown in Figure 8-3.

Figure 8-4 Proposed Connections



Functional Classification System

The functional classifications of City of Marysville roadways were evaluated based upon the following criteria.

1. **Average Daily Traffic (ADT).** Generally speaking the higher the traffic volume, the higher the classification of the street. The demand for traffic mobility is more likely to outweigh the need for access to abutting land on streets with higher traffic volumes. Conversely, where volumes are lower the access function of the street will generally be more important than mobility for traffic. Traffic volumes in themselves do not define or determine the classification. However the following volumes were used as guidelines;
 Minor Arterial Street: 3,000 to 15,000 ADT
 Collector Street: 1,000 to 5,000 ADT
2. **Non-motorized use.** The ADT criterion described above provides an easily obtained measure of the number of vehicles using a given street. While ADT is an important yardstick, another very significant feature of a city's streets is the accommodation of non-automobile modes, such as walking, bicycling, and transit. The number of modes that utilize a street is indicative of that street's importance in the City's network. A greater number of modes that use a street translates to a greater number of users that the street serves, and the more important that street is to the movement of people, goods, and services throughout the City.
3. **Street length.** The longer a street is, the more likely it is that the street will function at a higher classification. This is due to the fact that longer (continuous) streets allow travelers to move between distant attractions with a limited number of turns, stops, and other distractions that discourage them from using streets of lower classification. Longer streets generally supply a higher level of mobility as compared to other streets that are providing more access.
4. **Street spacing.** Spacing of streets is another criterion that relates to the provision of mobility and/or access. Streets of higher classification usually have larger traffic-carrying capacity and fewer impediments to travel. Fewer facilities are needed to serve the traffic mobility demands of the community due to their efficiency in moving traffic. Generally, this means that there are fewer streets of higher classification, so there will be greater distances between them. Therefore, the farther the distance of a street from a higher classification street, the more likely it is that the street will function at a similar classification. Streets of lower classification are needed to provide access to abutting land. In order to do this, they must be spaced more closely and there must be many more of them. It is considered most desirable to have a network of multiple lower classification streets feeding into progressively fewer higher classification streets. Based upon these guidelines, typical spacing for the different classifications of roadways are Listed in Table 8-4.

Table 8-4 Roadway Classification Spacing

Roadway Type	Typical Street Spacing
Principal Arterials	1.0 mile
Minor Arterials	0.3 to 0.7 mile
Collectors	0.25 to 0.5 mile
Local Access	0.1 mile

5. **Street connectivity.** Streets that provide easy connections to other roads of higher classification are likely to function at a similar classification. This can be attributed to the ease of movement perceived by travelers who desire to make that connection. For example, state highways are generally interconnected with one another, to provide a continuous network of high order roadways that can be used to travel into and through urban areas. Urban arterials provide a similar interconnected network at the citywide level. By contrast, collectors often connect local access streets with one or two higher-level arterial streets, thus helping provide connectivity at the neighborhood scale rather than a citywide level. Local streets also provide a degree of connectivity as a necessary component of property access. However, the street lengths, traffic control, and/or street geometry are usually composed so that anyone but local travelers would consider the route inconvenient. Access to the immediate neighborhood is considered a local trip.

Based upon these considerations, the existing functional classification system for the City of Marysville roadway system is satisfactory, and no changes are recommended.

Recommended Roadway Improvements

Based upon the analysis of existing and projected future roadway conditions, and on evaluation of potential improvements, lists of recommended projects have been developed for both the six-year and 20-year planning horizons. These projects, and their expected impact on roadway conditions, are described in the following sections.

Six-Year Improvements

Table 8-5 summarizes the projects that are recommended to address deficiencies expected within the six-year planning horizon. The locations of these projects are illustrated in Figure 8-5. The projects listed in Table 8-5 are categorized as (1) those projects that are located within the jurisdiction of the City of Marysville, and thus would be included in the City's financially constrained portion of the Transportation Improvement Plan (TIP), and (2) those projects that are located outside the jurisdiction of the City of Marysville. For the latter category, the City must negotiate with Snohomish County to pursue implementation of the projects.

Table 8-5 Recommended Six-Year Improvements

<i>City of Marysville Projects</i>		
Project Location	Description	Estimated Cost
47th Avenue NE and 3rd St ¹	Install a new traffic signal and improve channelization.	\$250,000
67th Avenue NE and 84th Street NE ¹	Install a new traffic signal.	\$250,000
Sunnyside Blvd and 52nd Street NE ¹	Install a new traffic signal.	\$300,000
116th Street NE (I-5 to State Avenue) ¹	Widen to 5 lanes and add a right-turn lane for eastbound traffic.	\$4,000,000
67th Avenue NE and Grove St ¹	Widen eastbound approach to 3 lanes (right turn, through, and left turn lanes).	\$240,000

City of Marysville Projects		
Project Location	Description	Estimated Cost
88th Street NE (State Avenue to 67th Avenue NE) ^{1,2}	Widen to 3 lanes.	\$750,000
State Avenue and SR 528 ¹	Construct an eastbound right turn lane.	\$250,000
	Total	\$6,040,000
Projects outside City of Marysville		
Project Location	Description	Jurisdiction
51st Avenue NE and 152nd Street NE ¹	Install a new traffic signal.	Snohomish Co.
67th Avenue NE and 100th Street NE ¹	Install a new traffic signal.	Snohomish Co.

¹Project is required to address deficiency in six-year forecast for concurrency

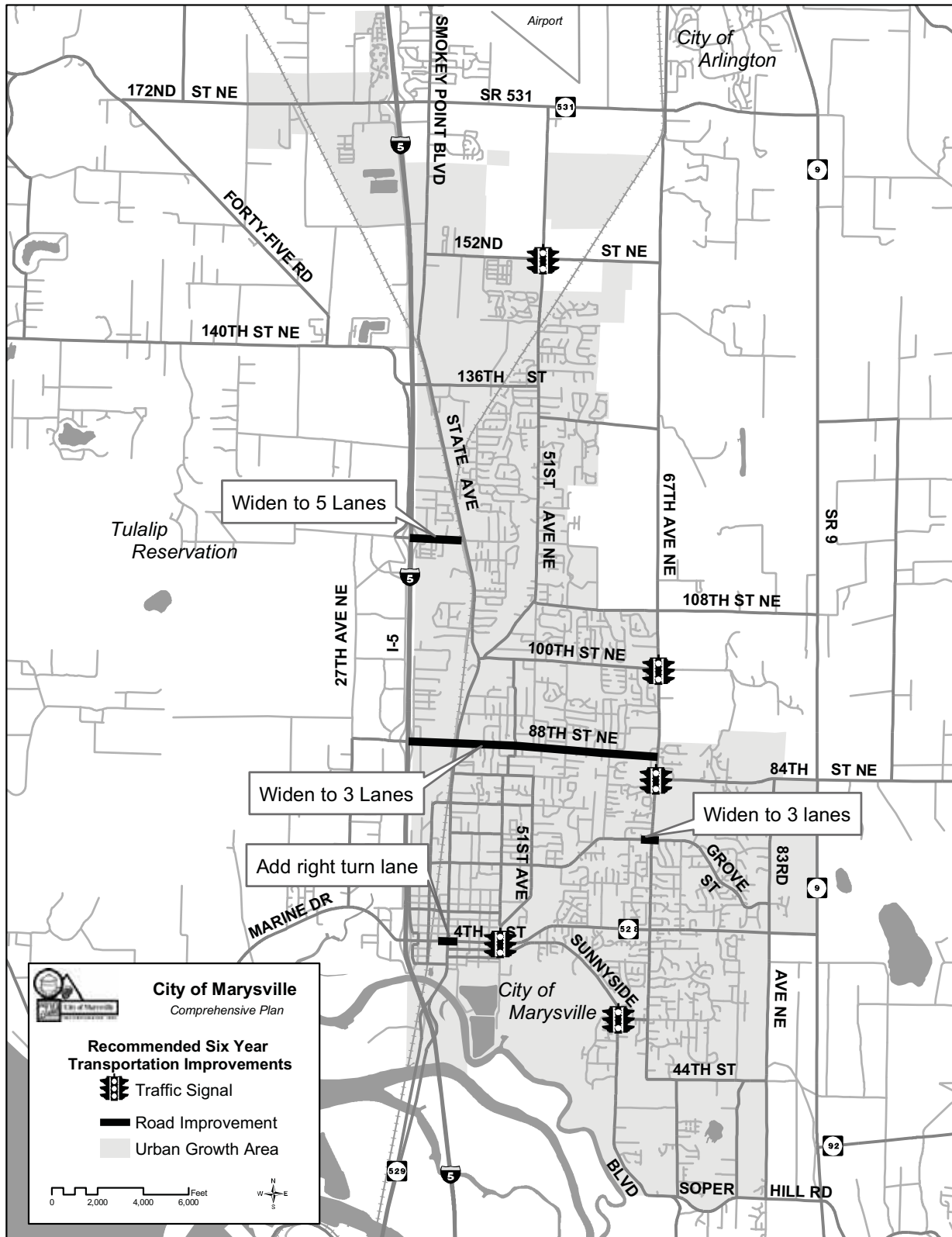
²Project jointly funded with Snohomish County

Table 8-6 summarizes the LOS that is expected to result on the three designated roadway segments, SR 528, State Avenue, and 67th Avenue NE. Analysis shows that with recommended six-year improvements in place, these roadways will operate at satisfactory levels-of-service of LOS B or C.

Table 8-6 Six-Year Segment LOS with Recommended Improvements

Segment	NB/EB		SB/WB	
	Avg. Speed	LOS	Avg. Speed	LOS
1 SR 528, I-5 NB Off-Ramp -- SR 9	16	C	23	C
2 State Avenue, 1 st Street -- 152nd Street NE	22	B	21	B
3 67th Avenue NE, 52nd Street NE -- 108th Street NE	24	B	21	B

Figure 8-5 Recommended Six Year Transportation Improvements



Transportation Element

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Marysville Integrated Comprehensive Plan, Development Regulations and FEIS

Table 8-7 summarizes the expected levels-of-service at the 24 designated major intersections, with the recommended six-year transportation improvements in place. These levels-of-service are further illustrated in Figure 8-6. Analysis shows that 20 of the 24 intersections are expected to operate at LOS D or better. With recommended improvements in place, four intersections in the downtown area are expected to operate at LOS E during peak hour conditions. Because the adjacent land is highly developed in this area, and the roadways are already built to a high functioning design standard, the level of improvement that would be necessary to improve conditions to LOS E or better is not financially feasible. However, the roadway system under this scenario meets concurrency requirements. The threshold for intersections along 67th Avenue NE is LOS E, and by current ordinance for the City of Marysville, the intersections located along SR 528 are exempt from concurrency requirements because it is a state highway.

Table 8-7 Six-Year Intersection LOS with Recommended Improvements

	Intersection	Traffic Control ¹	Peak Hour	Delay ² (sec)	LOS ³
1	Sunnyside Blvd. and 52nd Street NE	S	PM	10	B
2	Smokey Point Blvd. and 152nd Street NE	S	PM	11	B
3	51st Avenue NE and 152nd Street NE	S	PM	29	C
4	Smokey Point Blvd. and 136th Street NE	S	PM	33	C
5	State Avenue and 116th Street NE	S	PM	32	C
6	State Avenue/Shoultes Rd. and 100th Street NE	S	PM	29	C
7	67th Avenue NE and 100th Street NE	S	PM	16	B
8	State Avenue and 88th Street NE	S	PM	43	D
9	51st Avenue NE and 88th Street NE	S	PM	11	B
10	67th Avenue NE and 88th Street NE	S	PM	45	D
11	67th Avenue NE and Grove Street	S	PM	59	E
12	State Avenue and 72nd Street NE (Grove Street)	S	PM	31	C
13	47th Avenue NE and 72nd Street NE (Grove Street)	S	PM	9	A
14	51st Avenue NE and 72nd Street NE (Grove Street)	S	PM	32	C
15	I-5 Northbound Ramp and 4th Street (SR 528) ⁴	S	PM	62	E
16	Cedar Avenue and 4th Street (SR 528) ⁴	S	PM	36	D
17	State Avenue and 4th Street (SR 528) ⁴	S	PM	68	E
18	47th Avenue NE and 4th Street (SR 528) ⁴	S	PM	58	E
19	67th Avenue NE and 64th Street NE (SR 528) ⁴	S	PM	40	D
20	51st Avenue NE/Shoultes Rd. and 108th Street NE	S	PM	8	A
21	47th Avenue NE and 3rd Street	S	PM	11	B
22	19th Avenue NE and 172 Street NE	TWSC	PM	22	C
23	27th Avenue NE and 172nd Street NE	S	PM	17	B
24	67th Avenue NE and 84th Street NE	S	PM	21	C

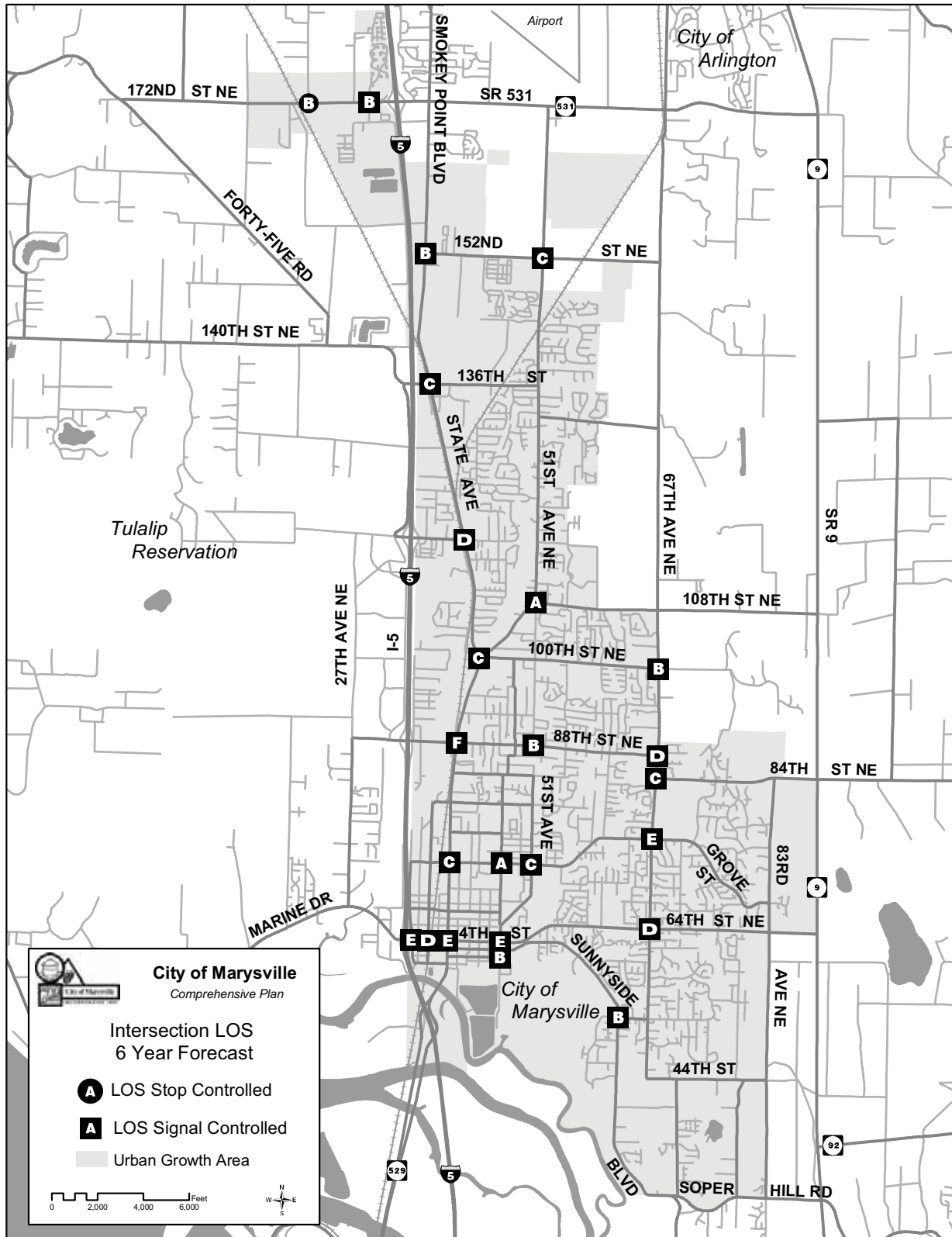
1. S=signalized intersection, TWSC=two-way stop-controlled intersection, AWSC=all-way stop-controlled intersection

2. Delay is measured in seconds per vehicle. At signalized (S) and all-way stop-controlled (AWSC) intersections, it represents average delay for all movements in the intersection. For two-way stop-controlled (TWSC) intersections, it represents average delay for the minor leg movements. Analysis is based on actual traffic counts at locations where counts were available.

3. LOS is the Level-of-Service based on the methodology outlined in the 2000 Highway Capacity Manual

4. Because SR 528 is a state highway, Marysville ordinance exempts the intersections located along its length from concurrency requirements

Figure 8-6 Intersection LOS – Six-Year Forecast with Recommended Improvements



20-Year Improvements

The complete list of potential 20-year projects included:

- Projects required to meet concurrency standards
- TIP projects that already have some level of funding commitment (i.e. through inter-local, State, or Federal agreement)
- Projects that were included in the prioritization analysis, that scored 41 points or higher.

However, based on projected available revenue, not all potential projects could be included on the recommended list. Thus, the projects needed to address deficiencies expected within 20 years were considered top priority for inclusion on the financially constrained recommended project list. Table 8-8 summarizes these 20 year recommended improvement projects. The locations of these projects are illustrated in Figure 8-7.

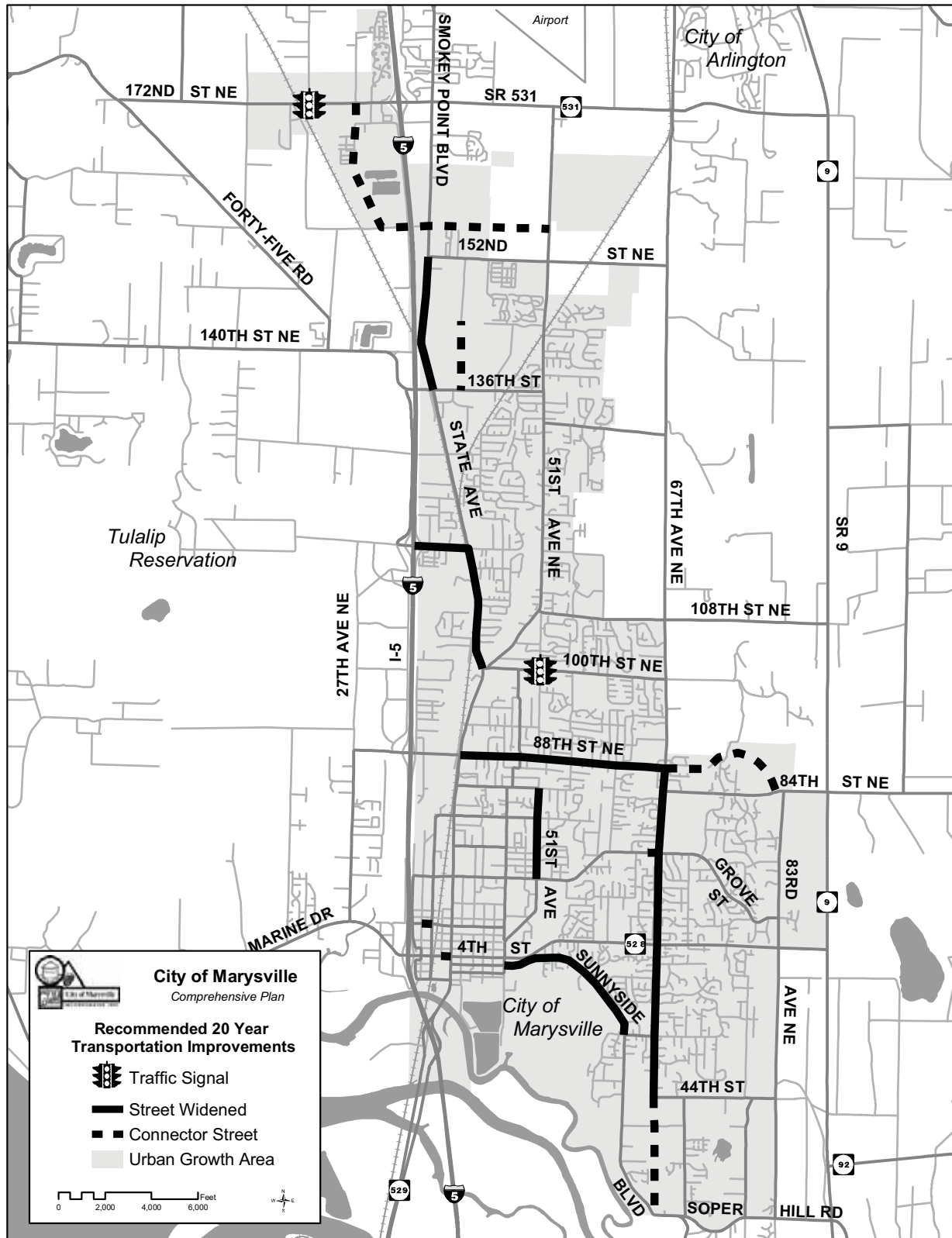
The projects listed in Table 8-8 are categorized as (1) those projects that are located within the jurisdiction of the City of Marysville, and thus would be included in the City's financially constrained list of Recommended 20-Year Improvements, and (2) those projects that are located outside the jurisdiction of the City of Marysville. For the latter category, the City must negotiate with Snohomish County or WSDOT to pursue implementation of the projects.

Table 8-8 Recommended 20-Year Improvements

City of Marysville Projects		
Project Location	Description	Estimated Cost
51st Avenue NE (Grove Street to 84th Street NE)	Widen 3 lanes.	\$4,000,000
67th Avenue (South City Limits to 88th Street NE)	Construct 8 foot shoulders lacking curb, gutter, and sidewalk	\$500,000
88th Street NE (67th Avenue NE to 83rd Avenue NE) ¹	Extend and merge to 84th Street NE and widen to 3 lanes.	\$4,667,000
State Avenue (100th Street NE to 116th Street NE) ¹	Widen to 5 lanes with sidewalk, curb and gutter.	\$16,000,000
Smokey Point Boulevard (136th Street NE to 152nd Street NE) ¹	Widen to 5 lanes with sidewalk, curb and gutter.	\$10,500,000
SR 531 and 19th Avenue NE ¹	Install a new traffic signal at incorporation.	\$300,000
156th Street NE (Extension over I-5 and interchange) ²	Extend over I-5 and then northward to 27th Avenue Construct a new interchange.	\$800,000
Sunnyside Boulevard NE (47th Street NE to 52nd Street NE)	Widen to 3 lanes with sidewalk, curb, gutters, and bike lane.	\$6,000,000
8th Street (Cedar Avenue to State Avenue)	Widen to 44' width and install curb, gutter and sidewalks.	\$750,000
Beach Avenue (Grove Street to Cedar Street)	Widen to 44' width and Install curb, gutter, and sidewalks.	\$700,000
	Total	\$44,217,000
Projects outside City of Marysville		
Project Location	Description	Jurisdiction
51st Avenue NE (108th Street NE to 136th Street NE)	Widen to 3 lanes.	Snohomish Co
51st Avenue NE (136th Street NE to 172nd Street NE)	Widen to 3 lanes.	Snohomish Co
51st Avenue NE and 152nd Street NE	Install a traffic signal with left turn and right turn lanes on each approach	Snohomish Co
67th Avenue NE (44th Street NE to Soper Hill Rd)	Extension.	Snohomish Co
67th Avenue NE and 100th Street NE	Install a traffic signal with left turn pocket on each approach	Snohomish Co
84th Street NE (83rd Avenue NE to SR 9)	Widen to 3 lanes.	Snohomish Co
I-5 northbound off ramp at SR 528	Add one northbound left turn lane.	WSDOT
SR 528 (83rd Avenue NE to SR 9)	Widen to 5 lanes with an exclusive bicycle lane.	WSDOT
SR 531 (27th Avenue NE to SR 9)	Widen to 5 lanes.	WSDOT
I-5 – 116th Street NE Interchange	Interchange improvements	WSDOT

¹Project is required to address deficiency in 20-year forecast for concurrency²Project jointly funded with WSDOT

Figure 8-7 Recommended 20-year Transportation Improvements



Transportation Element

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Table 8-9 summarizes the LOS that is expected to result on the three designated roadway segments, SR 528, State Avenue, and 67th Avenue NE. Analysis shows that with recommended 20-year improvements in place, these roadways will operate at satisfactory LOS E or better along the defined segment of SR 528, and LOS D or better along the defined segments of State Avenue and 67th Avenue NE.

Table 8-9 20-Year Segment LOS with Recommended Improvements

Segment	NB/EB		SB/WB	
	Avg. Speed	LOS	Avg. Speed	LOS
1 SR 528, East of State Avenue – SR 9	11	E	27	B
2 State Avenue, 1st Street -- 152nd Street NE	17	C	19	B
3 67th Avenue NE, 52nd Street NE -- 108th Street NE	18	C	14	C

A shorter road segment LOS analysis along State Avenue and 67th Avenue NE was performed for existing PM peak hour conditions, based upon the traffic volumes collected in October 2004. Table 8-10 shows that with the recommended 20-year improvements in place, traffic conditions during the PM peak hour can be improved to the point that the adopted segment LOS standards would be met, operating at LOS D or better.

Table 8-10 20-Year Segment LOS with Recommended Improvements (2004)

Segment	LOS Standard	Northbound		Southbound	
		Average Speed (mph)	LOS	Average Speed (mph)	LOS
State Avenue, 116th Street NE – 136th Street NE	D	29	B	19	D
67th Avenue NE, Grove Street – 100th Street NE	D	24	C	15	D

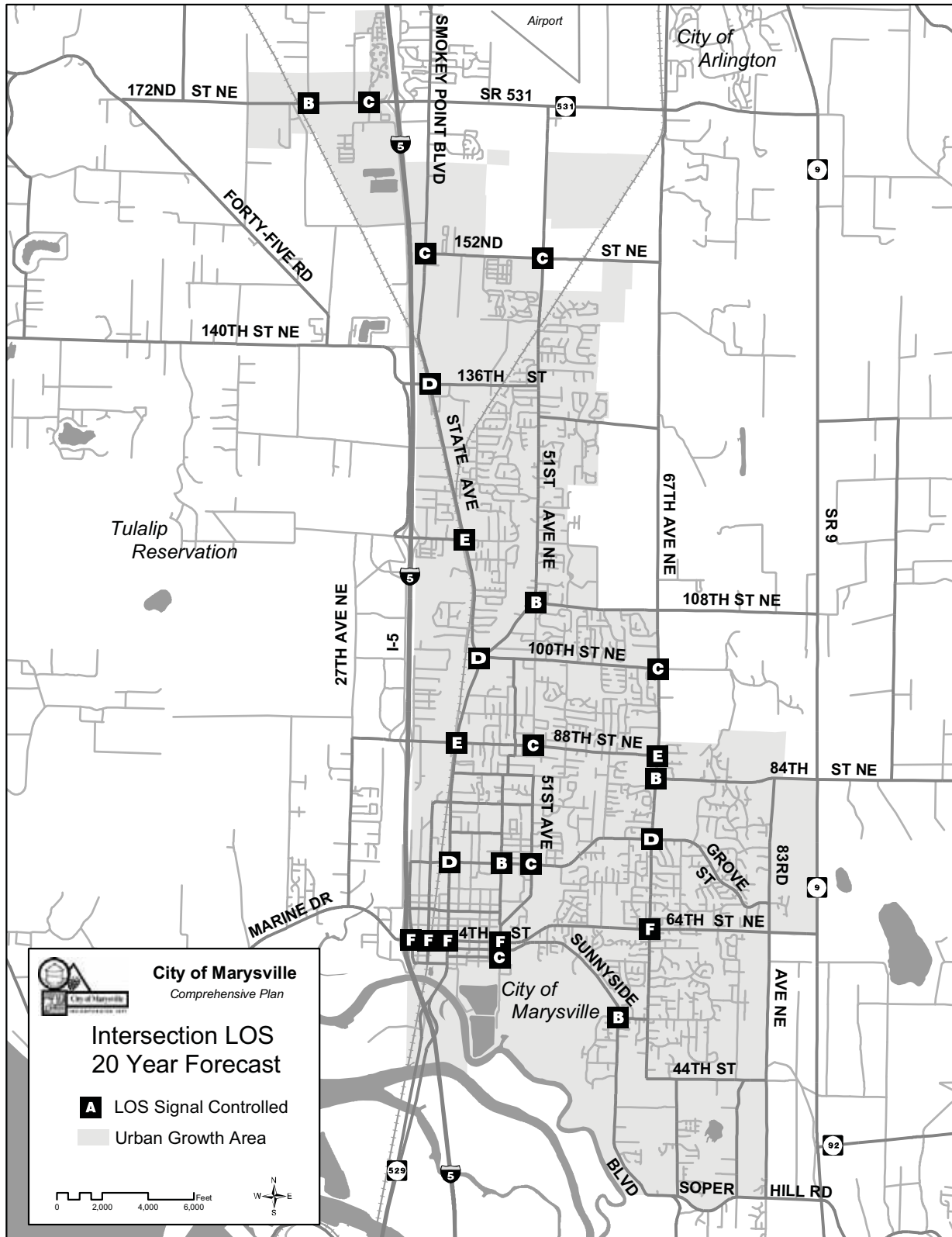
Table 8-11 summarizes the expected levels-of-service at the 24 designated major intersections, with the recommended 20-year transportation improvements in place. These levels-of-service are further illustrated in Figure 8-8. Analysis shows that 16 of the 24 intersections are expected to operate LOS D or better. However, even with recommended improvements in place, eight intersections, primarily located in the downtown area and along 67th Avenue NE, are expected to operate LOS E or F during peak hour conditions. Because the adjacent land is highly developed in these areas, and the roadways are already built to a high functioning design standard, the level of improvement that would be necessary to further improve conditions is not financially feasible. However, the roadway system under this scenario meets concurrency requirements. The three intersections in Table 8-11 that are shown at LOS E are located along either State Avenue or 67th Avenue, and the threshold for intersections along these corridors is set at LOS E. The five intersections in Table 8-11 that are shown at LOS F are located along SR 528, and are therefore, exempt from concurrency requirements by Marysville ordinance.

Table 8-11 Project PM Peak Hour LOS with 20-Year Recommended Improvements

	Intersection	LOS Standard ¹	Traffic Control	Average Delay (sec/veh)	LOS
1	Sunnyside Blvd. and 52nd Street NE	D	Signal	20	B
2	Smokey Point Blvd. and 152nd Street NE	E*	Signal	35	D
3	51st Avenue NE and 152nd Street NE	D	Signal	54	D
4	Smokey Point Blvd. and 136th Street NE	E*	Signal	103	F ²
5	State Avenue and 116th Street NE	E*	Signal	93	F ²
6	State Avenue/Shoultes Rd. and 100th Street NE	E*	Signal	60	E
7	67th Avenue NE and 100th Street NE	E*	Signal	55	D
8	State Avenue and 88th Street NE	Exempted	Signal	274	F
9	51st Avenue NE and 88th Street NE	D	Signal	14	B
10	67th Avenue NE and 88th Street NE	E*	Signal	52	D
11	67th Avenue NE and Grove Street (76th Street NE)	E*	Signal	95	F ²
12	State Avenue and Grove Street (72nd Street NE)	E*	Signal	35	D
13	47th Avenue NE and Grove Street (72nd Street NE)	D	Signal	27	C
14	51st Avenue NE and Grove Street (72nd Street NE)	D	Signal	43	D
15	I-5 Northbound Ramp and 4th Street (SR 528)	Exempted	Signal	317	F
16	Cedar Avenue and 4th Street (SR 528)	Exempted	Signal	137	F
17	State Avenue and 4th Street (SR 528)	Exempted	Signal	254	F
18	47th Avenue NE and 4th Street (SR 528)	Exempted	Signal	257	F
19	67th Avenue NE and 64th Street NE (SR 528)	Exempted	Signal	284	F
20	51st Avenue NE/Shoultes Rd. and 108th Street NE	D	Signal	20	B
21	47th Avenue NE and 3rd Street	D	Signal	26	C
22	19th Avenue NE and 172 Street NE (SR 531)	Exempted	SB stop	ECL ³	F
23	27th Avenue NE and 172nd Street NE (SR 531)	Exempted	Signal	43	D
24	67th Avenue NE and 84th Street NE	E*	Signal	19	B

1. a) LOS E for individual intersections located along the State Ave and 67th Ave NE segments, or LOS D for the designated roadway segment on which the intersection is located (marked with asterisk*);
b) 88th St NE & State Ave, I-5 ramps & 4th St, and state highways exempted from concurrency by ordinance;
c) LOS D for all other individual intersections of functionally classified roadways.
2. Although projected LOS exceeds adopted standard for individual intersections along this corridor, the average projected LOS along the corridor does not (see Table 8-9 & 8-10) so LOS standard is not exceeded.
3. ECL= exceeds calculable limits

Figure 8-8 Intersection LOS – 20-Year Forecast with Recommended Improvements



Unfunded Non-Concurrency Based Projects

The projects listed in Tables 8-12 are unfunded non-concurrency based projects. The Transportation Element recommends concurrency projects, based on the traffic model and level-of-service calculations that are to be constructed within the 6-year planning horizon, in order to comply with the Growth Management Act. Meanwhile non-concurrency projects (projects listed in Tables 8-12) are not recommended for construction unless other means of funding becomes available over and above projected levels.

The list of non-concurrency projects was developed by staff and the Public Works Committee in 2001 as enhancements to the transportation system. The list is dynamic based on current circumstances. Some of these projects are located outside of Marysville in which the City must negotiate with Snohomish County or WSDOT to pursue their implementation. Additionally, these projects were considered through the prioritization analysis procedures, outlined in the 2003 Transportation Element Update, but scored lower than 41 points, and therefore they were not added to the 20-year Recommended Improvements list.

Table 8-12 Unfunded Non-Concurrency Based Projects

City of Marysville Projects		
Project Location	Description	Estimated Cost
152 nd Street NE (I-5 to 67 th Avenue NE)	One general purpose lane each direction, with dual left turn lane, bike lanes, curbs, gutter & sidewalk	\$5,000,000
I-5 between approximately 152 nd Street NE - 156 th Street NE	North Marysville I-5 Interchange Design and Construction	\$47,000,000
152 nd Street NE (State Avenue to City limits)	Widen to 3 lanes with sidewalk, curb and gutter.	\$5,175,000
27 th Avenue NE (SR 531 to 156 th Street NE)	Connection.	\$3,455,000
40 th Avenue NE (152 nd Street NE to 136 th Street NE)	Extension.	\$3,868,000
47 th Avenue NE (4 th Street to Grove Street)	Widen to 3 lanes with sidewalk, curb and gutter.	\$1,990,000
83 rd Avenue NE (SR 528 to 84 th Street NE)	Widen to 3 lanes with sidewalk, curb and gutter.	\$5,850,000
152 nd Street NE and State Avenue	Install signal	\$300,000
Sunnyside Blvd (52 nd Avenue to South City Limits)	Widen to 3 lanes with an exclusive bicycle lane.	\$3,700,000
51 st Avenue NE and 100 th Street NE	Install a new signal with incorporation.	\$300,000
100 th Street NE (Shoultes Rd to 51 st Avenue NE) ¹	Widen to 3 lanes.	\$600,000
	Total	\$77,238,000

¹Project jointly funded with Snohomish County

Projects outside City of Marysville		
Project Location	Description	Jurisdiction
67th Avenue NE (108th Street NE to 132nd Street NE)	Reconstruct the roadbed and surfacing of the existing 2-lane roadway	Snohomish Co
67th Avenue NE (152nd Street NE to 172nd Street NE)	One general purpose lane each direction, with dual left turn lane, bike lanes, curbs, gutter & sidewalk	Snohomish Co
51st Avenue NE (84th Street NE to 88th Street NE)	EIS & design for new alignment for a 44-foot wide roadway section with curbs, gutter and sidewalk	Snohomish Co
I-5 – 4th Street Interchange	Design of interchange improvements to increase capacity by additional channelization and possibly larger overpass	WSDOT

III. Public Transportation

As stated in the *Transportation Policies*, public transportation has long-range benefits for the community because it offers:

- Primary mobility for those who cannot drive, including many of our youth, seniors, and citizens with disabilities
- Mobility options for people who choose not to drive, either to avoid congestion, save money, or support the environment
- Preservation of the quality of our environment by conserving energy, supporting better air quality, and reducing congestion on our roadways

Central to the success of a public transportation system is the development of a compatible land use plan. Low-density suburbs and strip development are not designed to accommodate public transportation services. Changing the land use or traditional bus services is difficult and special attention is required to increase the effectiveness of transit by controlling development; modifying the existing arterial street system; and modifying pedestrian facilities to bring passengers to the transit system.

Review of land use policies, development, and regulations should be made to ensure that changes can be accomplished to make the system work more efficiently. The City of Marysville can influence compatibility with public transportation by considering the following development issues:

- Pedestrian access and facilities
- The amount, cost, and location of parking
- The location of high density residential developments
- The location and design of commercial and employment activities
- The location of transit facilities
- The location of community activity centers
- The design of building complexes and their surroundings

New development, redevelopment, or in-fill development should be designed to incorporate features that are compatible with public transportation. These features include:

- Land use that creates densities of trip generation
- Facilities that are oriented toward transit service
- Walking distances that are on a reasonable pedestrian scale
- Design encourages riders
- Parking provision that is based upon commute trip reduction goals

Zoning provisions are the primary means of implementing transportation-related land use policy. In order to accomplish this, the zoning code needs to be reviewed to ensure public transportation requirements are implemented. Some factors for consideration are:

- Encourage public transportation-compatible in-fill development on areas near bus routes and stops
- Discourage auto-oriented uses in areas adjacent to bus stops and transit facilities
- Require pedestrian uses at street-level buildings to stimulate activity and interest
- Support increased residential densities along bus routes
- Increase employment densities in activity centers

In addition, transit can be made more compatible with pedestrian travel by observing the following design guidelines:

- Provide sidewalks and safe crosswalks for access to the transit system
- Include provisions for weather protection of the pedestrian
- Eliminate barriers that discourage pedestrian access
- Keep walking distances to approximately 750 to 1,000 feet
- Provide curb ramps and other facilities conforming to ADA
- Provide lighting to improve pedestrian safety and security
- Provide design guidelines to foster and encourage pedestrian activity

Special emphasis should be placed on the identification and public awareness of the transit system. Specific tasks would include improved signing, identification, and improved bus stops. Route and schedule information is provided at all bus stop sites. Shelters are provided at some sites. The City hopes to see an increase in the number of bus stop sites that incorporate public shelters. Shelters provide a visual reminder of transit availability and provide an incentive for residents and visitors to use the transit system. Shelters can be installed only in locations with adequate public right of way and appropriate pads.

Also, the following considerations should be made to maximize the compatibility of bus traffic with other vehicular traffic:

- Place bus stops on the far side of a signalized intersection when possible, to allow traffic flow gaps that results from the red lights to aid the bus in merging
- Provide bus pullouts on roadways that have only one lane in each direction

The success of the public transportation system and the City's Transportation Element is dependent on integrating key elements that comprise the overall plan. Integration of the transit system with streets and highways, bicycles and pedestrians, and the ferry system is critical to transit's success.

IV. Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switch from driving alone to high-occupancy-vehicle (HOV) modes such as transit, vanpools or carpools.
- Travelers switch from driving to non-motorized modes such as bicycling or walking.
- Travelers change the time they make trips from more congested to less congested times of day.
- Travelers eliminate trips altogether either through means such as compressed workweeks, consolidation of errands, or telecommuting.

Within the State of Washington, alternative transportation solutions are further necessitated by the objectives of the Commute Trip Reduction (CTR) Law. Passed in 1991 as a section of the Washington Clean Air Act (RCW 70.94), the CTR Law seeks to reduce workplace commute trips in the nine most populous counties in the state. This law requires that in designated high population counties, each city within the county adopt a commute trip reduction plan requiring private and public employers with 100 or more employees implement TDM programs. Programs provide various incentives or disincentives to encourage use of alternative transportation modes, other than the SOV. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution.

The City of Marysville can promote TDM through policy and/or investments that may include, but are not limited to, the following:

- Parking management;
- Trip reduction ordinances;
- Restricted access to facilities and activity centers; and
- Transit-oriented and pedestrian-friendly design.

CTR Support

The City of Marysville adopted Ordinance 2152, on November 3, 1997, enacting a new Chapter 11.52 MMC, establishing the Marysville CTR Plan as required by RCW 7094.527. This plan supports the state CTR Law and regional vehicle trip reduction strategies providing support to employers to encourage the reduction of commuter single-occupant-vehicle use, and establishing an enforcement mechanism. Community Transit assists employers in developing plans that meet specific trip reduction needs as required by the CTR Law. Flex-time, parking management, vanpooling and carpooling are some of the available options. Community Transit offers free Employee Transportation Coordinator Training Workshops for employers affected by CTR. Transportation consulting services are also available to interested employers not affected by CTR.

Support of Community Transit

Community Transit conducts community outreach programs that fall within the realm of TDM. Community Transit offers free bus travel training for seniors and persons with disabilities who may feel unsure about riding the bus. Additionally, CT offers a comprehensive public transportation workshop specifically designed for students in first,

third, and fifth grades, as well as special education. The workshops are free of charge to participating schools and include a half-hour interactive classroom workshop on public transportation as an alternative form of travel and the role of public transportation in keeping the environment clean, along with a half-hour bus ride.

Community Transit offers programs to help commuters get together and share cars and/or vans. Community Transit also works directly with employers to encourage employees to use alternative modes of transportation to get to work. The City should work with Community Transit to better promote these services with the city.

Walkways and Bikeways

The street system should provide safe pedestrian walkways and bikeways. Special emphasis should be given to pedestrian and bicycle improvements along and connecting to transit corridors and facilities. All buses are equipped with bike racks to promote inter-modal travel.

V. Non-Motorized Transportation

Bicycle Facilities

The geography and relatively flat terrain in the City of Marysville provide an excellent opportunity for an extensive bicycle lane network. This is consistent with the goals and policies of the City that are aimed at reducing the necessity of private automobiles, and reducing the demand for parking. The addition of bicycle lanes encourages residents to use bicycles rather than automobiles to downtown for work, shopping, or entertainment. Provision of bicycle racks and bicycle storage facilities further encourages bicycle use. Pedestrian and bicycle facilities should be included as a component of roadway improvements, to supplement the existing network to create a comprehensive system of non-motorized travel routes throughout the area.

The City can work toward its goal of establishing a continuous bicycle network by designating major north-south and east-west corridors as bicycle routes, and by providing for bicycles in roadway improvements. The bicycle route plan includes facilities that would provide for safe and efficient travel between residential areas, commercial facilities, schools, and employment centers. The plan would also create recreational routes throughout the City. The identified bicycle routes can include a combination trails, paved shoulders and shared travel lanes.

North-south corridors that are integral to the bicycle transportation network include Beach Avenue, 51st Avenue NE via Armar Road, Sunnyside Boulevard, 67th Avenue NE and 83rd Avenue NE. East-west corridors include Soper Hill Road, 44th Street NE, Second Street, Eight Street, Grove Street (76th Street NE), 80th Street NE, 84th Street NE (Getchell Hill), 88th Street NE, 100th Street NE, 108th Street NE, 132nd Street NE, 136th Street NE, 140th Street NE, and SR 531 (172nd Street NE). In some cases, it may be feasible and even desirable to establish routes for bicycle travel along parallel paths to these major roadways that have less vehicular traffic.

Trails, primarily serving recreation, are included as part of the Parks and Recreation Element of the Comprehensive Plan. These trails will supplement the facilities provided along the roadway system.

Sidewalks

The City will continue to pursue its goal of creating a continuous sidewalk and pedestrian trail network that links neighborhoods, downtown, and key community destinations. Within the Marysville City Limits, all except two stretches of principal and minor arterials have sidewalk on at least one side of the roadway, and most have sidewalks on both sides. The gaps that remain are located at

- State Avenue, between 88th Street NE and 136th Street NE
- 116th Street NE, between I-5 and State Avenue

Most collector roadways also have sidewalks on at least one side of the roadway. The City will continue to make completion of the network along collector and local roads a priority, particularly in the eastern and northern areas of the City.

The existing system of sidewalks will be enhanced by improvements along roadways throughout the City of Marysville, for better access to downtown, schools, and community facilities. The roadway improvement projects recommended in this plan include sidewalk construction as part of standard arterial upgrade improvements where sidewalks do not currently exist.

VI. Financial Plan

Summary of Expenditures

The total cost of projects for the 20-year recommended plan is summarized in Table 8-13. The expenditures are summarized as those needed for currently committed transportation improvements; recommended projects for the six-year TIP; and recommended projects for the 20-year TIP. The total estimated expenditures for all committed and recommended projects add up to \$87,825,000.

Table 8-13 Summary of Project Expenditures

Project Category	Estimated Expenditure
Committed Projects	\$21,125,000
Recommended Six-Year Projects	\$6,040,000
Recommended 20-Year Projects	\$44,217,000
Maintenance	\$7,560,000
Arterial Asphalt Overlay	\$3,003,000
General Obligation Bond Debt Service	\$5,880,000
Total	\$87,825,000

Revenue Sources

Funding sources available to the City for financing transportation improvements are as follows:

- **TIB and HES Grants:** A number of agencies provide grants for projects two notable programs are the Transportation Improvement Board and federal Hazard Elimination Program. These programs are typically funded through state or federal gas tax and allocated on a competitive basis to local agencies. The forecast is based on the City's past success rate in acquiring these grants.
- **TEA-21 Grants:** The *Federal Transportation Efficiency Act for the 21st Century* (formerly the *Intermodal Surface Transportation Efficiency Act*, or ISTEA) has funds that are made available to the State of Washington and local agencies from federal revenue sources. The forecast is based on the assumption that several projects will receive funding over the 20-year period of the plan.
- **Developer Impact Fees:** Through the SEPA process developers may be required to fund improvements on City streets such as new signals or adding a lane. The developer may provide funding for a City project or complete the work under a permit with the City.
- **Motor vehicle fuel Tax:** The motor vehicle fuel tax is collected by the State of Washington and distributed to cities for roadway construction purposes. The money is distributed based on the population of each city. The forecast is based on the assumption that increasing fuel economy of motor vehicles will offset any increases in vehicle miles driven, producing a net zero change in fuel consumption.
- **Local Sales Tax:** These funds are sales tax collected on retail sales at the rate of 2% within the jurisdiction. They are typically distributed to the general fund but may be used for other purposes.
- **Mitigation Fees:** These are fees paid by development to mitigate the impacts on the transportation system. The forecast is based on a preliminary analysis of projects that are eligible for mitigation because they serve new development and review of current annual payments.
- **Real Estate Excise Tax:** This is a tax applied to the sale of real estate within the City. The funds are required to be expended on capital improvements.
- **Loan Proceeds:** The City may pursue through bonds or various Washington State loan funds revenue to fund capital improvements. These loans allow the cost of expensive projects to be spread over several years.

Summary of Expected Revenue

Total revenue available to the City of Marysville over a 20-year period is estimated in Table 14. The estimated revenue projection is \$88,490,000, assuming a mitigation payment system that generates \$32,412,500. This provides a revenue stream that is slightly more than expenditures proposed for the next 20 years, summarized in Table 8-13.

Table 8-14 Estimated 20-Year Revenue

Funding Source	Amount
Beginning Cash	\$1,433,400
TIB Grants ¹	\$13,664,000
Federal Grants ²	\$4,676,000
WSDOT/Snohomish County ³	\$1,033,000
Motor Vehicle Fuel Tax – City Street Fund	\$7,560,000
Motor Vehicle Fuel Tax – Arterial Street Fund ⁴	\$6,000,000
Mitigation Fees	\$32,412,500
Real Estate Excise Tax 1	\$7,100,700
Real Estate Excise Tax 2	\$7,110,400
Loan Proceeds ⁵	\$7,500,000
Total	\$88,490,000

¹ Transportation Improvement Board grants - assumes average of \$5,000,000 every 10 years after the \$3.664 million allocation in 2003 and 2004

² Assumes Federal grants would average \$2,000,000 every 10 years after the \$676,000 allocation in 2003 and 2004

³ Joint agency funding of projects.

⁴ Assumes Arterial Street Fund now finances asphalt pavement overlay program

⁵ General obligation bonds

Contingency Plans in the Event of Revenue Shortfall

Some of the forecasts are for revenues that are very secure, and highly reliable, but other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration fee, and mitigation payments which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the City has several options: lower the level of service standard; add new sources of revenue or increase the amount from existing sources including mitigation fees; require developers to provide such facilities at their own expense; and/or change the Land Use Element to reduce the amount of development.

VII. Conclusion

The *Transportation Element* of the *Comprehensive Plan* serves to guide the development of surface transportation within the City of Marysville, based upon evaluation of existing conditions, estimation and evaluation of future conditions that result from the adopted future land use alternative, and the priorities stated by Marysville citizens. The *Recommended Plan* is a comprehensive financially balanced transportation plan that addresses current transportation issues as well as those that are expected to occur across a 20-year planning horizon.

E. GOALS, OBJECTIVES AND POLICIES

Goals, objectives, and policies are defined under the following sub-elements:

- Transportation Facilities, Level-of-Service and Funding
- Transit and Alternative Modes

Under each category, the following information is presented:

- Transportation Goals** are generalized statements that broadly relate the physical environment to values, but for which no test for fulfillment can be readily applied.
- Transportation Objectives** are listed under each goal. Objectives are specific measurable statements related to the attainment of goals.
- Under each objective, **Transportation Policies** are listed. Policies provide specific direction for meeting the objectives.

Conflict will occasionally arise between a transportation policy and real-world constraints and opportunities, or even between two policies. After the specifics of the situation and the purpose of the policies are fully understood, the conflict will be resolved using the best judgment of the City Council, as advised by City Staff. However, it is of the utmost importance that the transportation policies be applied consistently to every development proposal. If a policy cannot be consistently followed, the policy should be modified or replaced.

The development of surface transportation in the City of Marysville is guided by the following transportation goals, objectives and policies.

TRANSPORTATION FACILITIES, LEVEL-OF-SERVICE AND FUNDING

GOAL T-1.	DEVELOP AN EFFICIENT, SAFE, AND ENVIRONMENTALLY SENSITIVE ROAD SYSTEM THAT SUPPORTS DESIRED DEVELOPMENT PATTERNS THAT PROMOTES ENERGY CONSERVATION, ENHANCED MOBILITY, AND SAFETY FOR THE COMMUNITY.
OBJECTIVE T-1A	Provide an integrated street network of different classes of streets designed to facilitate different types of traffic flows and access needs.
Policy T-1A.1	Classify Marysville streets according to federal, state, regional and local guidelines.
Policy T-1A.2	Implement a functional classification system to ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts. Incorporate the following guidelines into functional classification road standards based upon the type of road: <ol style="list-style-type: none"> Control access to roads from adjacent developments; Route arterials and major collectors to minimize traffic impacts on residential areas; Restrict new low density residential developments from fronting on arterials;

- d. Incorporate transit, pedestrian, and bicycle access to key destinations.
- Policy T-1A.3 Avoid unnecessary duplication of roads to save costs, minimize impervious cover, and preserve scenic atmosphere and open space.
- Policy T-1A.4 Develop community circulation systems that conserve land, financial, and energy resources, facilitate public transportation services, and provide safe and efficient mobility.
- Policy T-1A.5 Encourage energy conservation by providing Park and Ride lots at suitable locations, and through other energy conserving methods.
- OBJECTIVE T-1B Develop design standards for all classifications of Marysville streets.**
- Policy T-1B.1 Adopt design and construction standards for all roadway classifications that are:
 - a. Linked to the level and type of land development serviced by transportation facilities;
 - b. Compatible among and between jurisdictions in the design of transportation facilities;
 - c. In compliance with federal and state design criteria; and
 - d. Synchronized with Downtown and Community Design Sub-Element policies that address multi-modal transportation opportunities, street trees and landscaping, minimization of obtrusive signage, and compatible site and building design.
- OBJECTIVE T-1C Design streets to accommodate some specialized vehicles and non-motorized modes of transportation.**
- Policy T-1C.1 Ensure that roads are designed to allow emergency vehicle passage 24 hours a day. Dead-end street lengths and turnarounds, travel lane widths, maximum road grades, parking location, and other road design features should accommodate emergency and service vehicles.
- Policy T-1C.2 Where severe congestion occurs and could impede emergency vehicles, designate and provide for alternative routes
- Policy T-1C.3 Establish right-of-way and design standards that accommodate non-motorized transportation facilities to create a pedestrian and bicycle network in the community. Design standards for non-motorized facilities may vary between arterial and non-arterial streets.
- Policy T-1C.4 Consider the multiple purposes of streets to accommodate transit and commercial vehicles.
- Policy T-1C.5 Promote roadway designs that allow for alternate travel mode choices.
- Policy T-1C.6 Identify truck route plan to serve trucking facilities. The corresponding roadway network should be constructed or improved to provide a high-grade pavement and geometrics to meet the capacity and safety needs of heavy vehicles.
- OBJECTIVE T-1D Design and maintain streets consistent with the community vision.**
- Policy T-1D.1 Consider the environmental consequences of street design standards and maintenance practices. The City should utilize the following steps in the preparation of City-sponsored street design projects or in the review of roads proposed as a part of new development:

- a. Select designs and maintenance methods that establish a safe and effective circulation system.
- b. Consider the environmental costs of development and operation of the transportation system.
- c. Align and locate transportation facilities away from environmentally sensitive areas.
- d. Mitigate significant environmental impacts whenever possible.
- e. Foster and promote environmental goals of the Comprehensive Plan.
- f. Solicit and consider the concerns and comments of interested parties.
- g. Design streets to follow contours.

OBJECTIVE T-1E Improve street safety and functions.

- Policy T-1E.1 Access points onto arterial streets should be kept to a minimum.
- Policy T-1E.2 Fund and establish a data collection system including traffic counts and accidents to support studies, operational changes, and designs.
- Policy T-1E.3 Establish a high accident location identification and analysis system to ensure efforts are concentrated at the most critical locations.
- Policy T-1E.4 Identify standards that include sidewalk location design and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties, and integrate these into design standards, to enhance the safety of pedestrians, bicyclists, and motorists.
- Policy T-1E.5 Design traffic circulation within developments in a way that allows safe and efficient vehicular, pedestrian, and bicycle movements.
- Policy T-1E.6 Minimize railroad street-grade crossings and provide restrictive safety devices at existing and new crossings.
- Policy T-1E.7 Support a road and walkway lighting program in high intensity use areas.
- Policy T-1E.8 Establish procedures to ensure that development does not encroach upon future rights-of-way needs.

OBJECTIVE T-1F Cooperate regionally and strive locally to improve air quality and surface water quality.

- Policy T-1F.1 Support ongoing efforts for improving air quality throughout the Marysville area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts. The City will:
 - a. Support vehicle emissions testing and cleaner burning fuels;
 - b. Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region;
 - c. Require air quality studies of future major developments to address impacts created by site-generated traffic; and
 - d. Promote Transportation Demand Management Programs.
- Policy T-1F.2 Design road improvements to be consistent with the City's *Storm water Management Plan* and storm water regulations. Provide detention and bio-filtration systems as needed. Consider the effect upon surface water when adopting right-of-way and pavement width standards.
- Policy T-1F.3 Minimize adverse effects of streets and highways on sensitive natural features by utilizing natural contours in design and location. Native vegetation should be retained or replanted, when feasible.

GOAL T-2. PROVIDE A SAFE AND CONVENIENT NEIGHBORHOOD ACCESS SYSTEM THAT RESPECTS COMMUNITY NEEDS AND VALUES.

OBJECTIVE T-2A Ensure adequate and safe access to property.

- Policy T-2A-1 Plan, develop, and maintain an integrated transportation system that moves people efficiently and safely in the community as well as in the region.
- Policy T-2A-2 Establish roadway standards based on street type, its potential for extension or expansion, and the type and volume of traffic it is expected to carry.
- Policy T-2A.3 Adopt an access management plan for all principal and minor arterials.
- Policy T-2A.4 Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. Encourage the consolidation of access points in commercial and residential areas through shared driveways and local access streets.
- Policy T-2A.5 Require new development to minimize and consolidate access points along all principal and minor arterials.
- Policy T-2A.6 Place high priority on consolidating existing ingress/egress points onto all arterials in Marysville. This effort should be coordinated with local business and property owners in conjunction with improvements to the arterial system and redevelopment of adjacent land parcels.
- Policy T-2A.7 Require all new streets or street extensions proposed as a result of new development to be publicly owned. Design and construction standards should result in consistent street types, adequate lane widths, maintenance standards, and compatible subdivision patterns.
- Policy T-2A.8 Develop and utilize minor access street standards as the primary means of residential access.
- Policy T-2A.9 Promote uniform maintenance standards for existing private streets to be implemented by responsible homeowners associations or other private landowners.
- Policy T-2A.10 Promote Local Improvement Districts (LID's) to bring private streets up to City standards, and encourage incorporation into the public transportation system.

OBJECTIVE T-2B Evaluate and mitigate the impacts of development on the transportation system.

- Policy T-2B.1 Allow major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.
- Policy T-2B.2 Work with neighboring jurisdictions to ensure that new development outside of the City of Marysville does not unreasonably affect transportation systems, levels of service, and the quality of life in Marysville. Utilize the following approaches:
 - a. Promote thoughtful planning by neighboring jurisdictions consistent with comprehensive plans; and
 - b. Establish a regional traffic planning and mitigation payment system.
- Policy T-2B.3 When development occurs, enhance and preserve public rights-of-way by one of the following methods:

Transportation Element

- a. Require dedication of right-of-way as a condition for development when the need for such right-of-way is linked to the development;
 - b. Request donations of right-of-way to the public;
 - c. Purchase right-of-way in accordance with State laws and procedures; and
 - d. Acquire development rights and easements from property owners.
- Policy T-2B.4 Establish a right-of-way use permit application process and evaluation criteria to ensure that temporary development and utility construction activities do not create adverse safety, environmental, or traffic impacts.
- OBJECTIVE T-2C Promote the continuity of the street pattern and design when considering subdivision, street vacation, or street extension proposals.**
- Policy T-2C.1 Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing connections can reduce traffic congestion and increase neighborhood unity.
- Policy T-2C.2 Consider street design consistency when reviewing street extensions such as right-of-way width, curb style, landscape width, and sidewalk material and width.
- Policy T-2C.3 Develop criteria to consider street vacations. Criteria should address:
 - a. State laws regarding street vacations;
 - b. The need for continued use of the right-of-way;
 - c. Effects of a street vacation upon the current and future circulation system;
 - d. Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, view points, or affordable housing;
 - e. Public benefit of the street vacation; and
 - f. Fair compensation.
- Policy T-2C.4 Protect rights-of-way from encroachment by structures, fences, retaining walls, substantial landscaping, or other obstruction to preserve the public's use of the right-of-way, safety and mobility. Protection methods may include minimum setback requirements for property improvements allowing future roadway expansion, street use agreements, and development of specific guidelines regarding installation and maintenance of landscaping within the public right-of-way.
- OBJECTIVE T-2D Develop through routes and access to main roads while protecting local neighborhood circulation.**
- Policy T-2.D.1 Roads and highways should not divide communities, establish commercial areas, or existing single agricultural ownership if alternative routes are feasible.
- Policy T-2D.2 Improve arterials that provide through routes and access to main roads to minimize through traffic within neighborhoods.
- Policy T-2D.3 Seek to minimize impacts of through traffic within residential neighborhoods by employing neighborhood traffic management strategies. Strategies may include traffic control signs, speed limit

education, enforcement, narrow streets, curves, traffic circles, and other features. For existing streets, consider nonstructural methods prior to structural improvements.

- Policy T-2D.4 Limit commercial truck through traffic to designated truck routes to avoid intrusion into neighborhoods, except for delivery trucks. Utilize the WSDOT classification system to determine freight and good routes.

GOAL T-3. ESTABLISH AND MAINTAIN A LEVEL-OF-SERVICE CONSISTENT WITH LOCAL AND REGIONAL CIRCULATION NEEDS.

OBJECTIVE T-3A Adopt levels of service for roads that allow the City to effectively manage regional and local traffic.

- Policy T-3A.1 Establish level of service standards for principal, minor, and collector arterials and intersections that will provide a cost effective and safe transportation system and encourage the use of alternative travel modes to the single occupant vehicle.
- Policy T-3A.2 Adopt levels of service for principal, minor, and collector arterials that reflect the preference of the community.
- Policy T-3A.3 Level of service standards should reflect implementation of other plan policies that call for providing transportation options, including transit, TDM, and non-motorized facilities.

OBJECTIVE T-3B Coordinate with park-and-ride and transit service providers in establishing appropriate levels of service for the community.

- Policy T-3B.1 Coordinate transit levels of service with Community Transit, and Sound Transit.
- Policy T-3B.2 Support additional transit levels of service for the Marysville Downtown based upon existing and future population and employment densities.

OBJECTIVE T-3C Develop a transportation system that recognizes regional traffic needs while allowing Marysville to meet economic development goals.

- Policy T-3C.1 Attract and retain business enterprises to Marysville by managing traffic growth through multi-modal improvements including: local and regional transit improvements, carpool and vanpool programs, pedestrian and bicycle improvements, transportation demand management measures, and road improvements. Ensure that programs and improvements do not unduly attract additional pass-through traffic.
- Policy T-3C.2 Design the system to allow for safe, efficient access to commercial and mixed-use areas.
- Policy T-3C.3 Encourage public/private partnerships for financing transportation projects that foster economic growth in Marysville.
- Policy T-3C.4 Ensure streets within commercial areas are designed to accommodate large trucks.
- Policy T-3C.5 Develop a grid street system within downtown for efficient movement of automobiles and goods.
- Policy T-3C.6 Ensure that regulations require appropriate parking for business customers.
- Policy T-3C.7 Manage on-street parking within downtown to promote business and movement of peak hour traffic.

- OBJECTIVE T-3D Review and monitor the transportation system to provide adequate service to existing and future land uses.**
- Policy T-3D.1 Develop and maintain a traffic model for Marysville and its urban growth area (UGA).
- Policy T-3D.2 Forecast travel to identify needed transportation improvements. The forecasts should:
- a. Account for expected changes in personal travel behavior and feasibility of mode choices;
 - b. Use current data and policies;
 - c. Be compatible with other jurisdictions; and
 - d. Reflect the Vision Statement and land use policies.
- Policy T-3D.3 Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.
- Policy T-3D.4 Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Re-assess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

- OBJECTIVE T-3E Ensure that transportation improvements or strategies are constructed or financed concurrently with development.**
- Policy T-3E.1 Accommodate development only when the required street and road improvements have been made prior to or concurrent with development. Concurrency indicates that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.
- Policy T-3E.2 Rights-of-way for major streets and/or highways, or for improving existing roadways, should be obtained prior to or concurrent with development.
- Policy T-3E.3 Adopt concurrency requirements for development which include the following:
- a. Annual monitoring of key transportation facilities with updates to the Six-Year Transportation Improvement Program (TIP);
 - b. Assessing Level-of-Service;
 - c. Determining compliance with the adopted Level-of-Service standards;
 - d. Identifying facility deficiencies;
 - e. Reviewing the Transportation Element and other related studies for necessary improvements;
 - f. Making appropriate revisions to the Six-Year TIP; and
 - g. Annual monitoring of the financial sources and strategies needed to construct the TIP.
- Policy T-3E.4 Allow developers to collect latecomers fees where appropriate.

GOAL T-4 COORDINATE WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES IN THE DEVELOPMENT AND OPERATION OF THE TRANSPORTATION SYSTEM THAT CONTRIBUTE TO THE RELIEF OF TRAFFIC CONGESTION.

OBJECTIVE T-4A	Support and complement the transportation functions of the State of Washington, transit agencies, AMTRAK, and other entities responsible for transportation facilities and services in the Marysville area to meet Marysville's needs.
Policy T-4A.1	<p>Coordinate planning, construction, and operation of transportation facilities and programs. This will support and complement the transportation functions of the State, Snohomish County, neighboring cities, Puget Sound Regional Council, AMTRAK, Community Transit, and other entities responsible for transportation facilities and services in Marysville. This coordination will be achieved by:</p> <ul style="list-style-type: none"> a. Participating in the transportation-related activities of Snohomish County and advisory committees; b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and c. Making transportation decisions consistent with the transportation plan and with the State, Puget Sound Regional Council, transit agencies, Snohomish County and neighboring jurisdictions.
OBJECTIVE T-4B	Cooperate with neighboring cities, Snohomish County, transit agencies, Puget Sound Regional Council, and the Washington State Department of Transportation to address regional transportation issues.
Policy T-4B.1	<p>In partnership with State, regional and local agencies, address regional transportation issues. These include:</p> <ul style="list-style-type: none"> a. Regional air, rail and water transportation facilities and services; b. Operation of and improvements to the State highway network; c. Improvements to roadways connecting Marysville to the surrounding region; d. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Marysville; e. Improved access to State Highways especially Interstate 5 corridor and other employment corridors; f. Regional pedestrian and bicycle facility plan; and g. Transit connections to the region's urban centers.
OBJECTIVE 4C	Ensure regional transportation improvements and services are compatible with the Comprehensive Plan and realize the Vision Statement of the community.
Policy T-4C.1	Continue to take a lead role in the planning design and implementation of state highway improvements within Marysville. Encourage multi-agency cooperation (such as WSDOT and Sound Transit) and ensure that improvements in Marysville are coordinated with adjacent communities.
Policy T-4C.2	Work with transit agencies to increase local and regional transit service supporting Downtown, the unity of the community, and a reduction in congestion.
Policy T-4C.3	In conjunction with WSDOT, study potential changes to signal timing along state highways.

GOAL T-5	PROMOTE RESPONSIBLE FUNDING OF NEEDED TRANSPORTATION SYSTEM IMPROVEMENTS WITH PUBLIC AND PRIVATE SECTOR PARTICIPATION.
OBJECTIVE T-5A	Prioritize circulation system improvements needed to address safety, maintenance, congestion relief, multi-modal projects, transit, and growth.
Policy T.5A.1	Regional and State funding sources should be used to help fund multi-modal improvements serving the City of Marysville and regional travel. WSDOT should continue to fund improvements to I-5 and the SR 9 interchanges serving Marysville.
Policy T.5A.2	Snohomish County should be asked to fund projects in existing unincorporated areas of the Urban Growth Area (UGA).
OBJECTIVE T-5B	Regularly prepare and adopt a six-year transportation improvement program to implement the Transportation Element.
Policy T-5B.1	Using a standardized, well-documented, and objective process, establish clear priorities for transportation expenditures within Marysville. The process will be clearly stated so the public and interested agencies can understand the process and participate in the preparation of recommendations. Public input will be encouraged as part of the process and provide opportunities for review and comment regarding priorities. Coordinate with other jurisdictions in determining priorities for transportation improvements within Marysville.
Policy T-5B.2	Ensure that plans consider the true cost of an improvement including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs.
OBJECTIVE T-5C	Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms.
Policy T-5C.1	Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include: <ol style="list-style-type: none"> Seeking federal and state funds; Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems, or that foster economic growth in Marysville; Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards; and Requiring impact fees for new development.
OBJECTIVE T-5D	Require new development to contribute its fair share towards transportation improvements and services required due to the development.
Policy T-5D.1	Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements required by development. Impact mitigation efforts may include: <ol style="list-style-type: none"> Requiring developers to assist in providing additional transportation facilities and services in proportion to the impacts and needs generated by the development;

- b. Encouraging developers to design projects that generate less traffic; and
- c. Requiring impact fees for new development.

TRANSIT AND ALTERNATIVE MODES

GOAL T-6 SUPPORT PUBLIC TRANSPORTATION AND REDUCE THE NEED FOR AUTOMOBILE TRAVEL.

OBJECTIVE T-6A Support expansion of local and regional transit service within Marysville that provides linkages to regional destinations.

- Policy T-6A.1 Provide transportation facilities and improvements related to the needs and functions they will ultimately serve.
- Policy T-6A.2 Support present and future transit plans by encouraging and facilitating high-density residential development within walking distance of commercial areas and transit corridors.
- Policy T-6A.3 Examine the opportunities for increasing transit service with priorities tailored to meet the needs of the community by:
 - a. Increasing the frequency of existing service;
 - b. Encourage private participation in the supply of public transportation and paratransit services.
 - c. Supporting additional routes or connections to surrounding communities and employment centers;
 - d. Requiring transit facilities as mitigation where appropriate for new developments;
 - e. Identifying and developing locations that can be easily served by public transportation that can be used as Park-and-Pool or Park-and-Ride lots;
 - f. Require adequate right-of-way, sidewalk, and roadway improvements where transit stops are located; and
 - g. For safety and aesthetic purposes, promote the use of landscaped buffers between curbs and sidewalks, particularly along arterials. Ensure appropriate levels of illumination. Encourage bus stops to have shelters and benches. Provide crosswalks at key locations in Downtown, as well as near Park-and-Ride lots and transit stops.

OBJECTIVE T-6B Create a transit system that allows for intra-city linkages through a partnership with transit agencies.

- Policy T-6B.1 Work with transit providers to establish a local circulator transit service that provides intra-community transit service. The local circulator service would provide connections to Downtown, major commercial and mixed centers in Marysville, Park-and-Ride lots, and other key destinations.

OBJECTIVE T-6C Work with Snohomish County and transit agencies to provide appropriate locations and encourage maximum usage of park-and-ride facilities.

- Policy T-6C.1 To intercept trips close to their origin and to make use of effective transit/high-occupancy vehicle facilities, locate Park-and-Ride lots along

major transit corridors, in or near to Downtown, and in areas where high-density residential development is planned.

OBJECTIVE T-6D Explore public/private partnerships to create joint-use of park-and-ride lots.

Policy T-6D.1 Explore the potential for joint use of Park-and-Ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE T-6E Promote pedestrian and street system improvements on state highways that connect to the transit system.

Policy T-6E.1 Provide safe pedestrian crossings on arterials, particularly near Park-and-Ride lots and transit stops. Encourage pedestrian separated crossings.

Policy T-6E.2 Promote the development of bus turnouts as opposed to in-line stops on arterials, where beneficial in reducing congestion.

Policy T-6E.3 Require adequate right-of-way, sidewalk, and roadway improvements where transit stops are located.

GOAL T-7 ESTABLISH A NON-MOTORIZED CIRCULATION SYSTEM LINKING KEY COMMUNITY DESTINATIONS.

OBJECTIVE T-7A Create a sidewalk and pedestrian trail network linking neighborhoods, Downtown, and key community destinations.

Policy T-7.A.1 Recognize pedestrian movement as a basic means of circulation and assure adequate pedestrian facilities are provided to both commercial and public facilities.

Policy T-7A.2 As appropriate, locate and design all new developments and improve existing ones to facilitate circulation for pedestrians, bicyclists, transit, car/van pools, and other alternative transportation modes. Retain options for bicycle, pedestrian and equestrian modes by obtaining rights-of-way prior to or concurrent with development and by retaining existing rights-of-way.

Policy T-7A.3 Prioritize sidewalk improvements on arterials and local roads. The first priority should be completing the sidewalk system on arterial streets. The second priority should be to improve the sidewalk system on local streets.

Policy T-7A.4 Complete the arterial sidewalk system according to a priority system.

- a. Prepare implementing regulations based upon the following priority list:
 - 1. Arterial roadways without sidewalks or shoulders;
 - 2. Arterial roadways with shoulders too narrow or in or poor walking condition for pedestrians;
 - 3. Arterial roadways with adequate shoulders for pedestrians but without sidewalks; and
 - 4. The remainder of the arterial roadway system (e.g. roads with sidewalks along one side, or roads with sidewalks in disrepair).
- b. Prepare implementing regulations that establish criteria to further prioritize potential within each priority level. That approach would include evaluating the potential improvements against the following criteria:
 - 1. Priority criteria include the following:

- Will the improvement enhance mobility for the disabled?
 - Will the improvement improve pedestrian safety? (e.g. will the route occur along a roadway with high vehicular speeds or volumes?)
 - Will the improvement result in links to key destinations?
 - Will the improvement complete a missing link in the sidewalk system?
2. Additional criteria include:
- Will the improvement be located in an area where there are no parallel pedestrian routes?
 - Will the improvement remove a significant pedestrian barrier?
 - Will the improvement promote inter-modal trips?
 - Will the improvement match the needs in the district, i.e. commercial, retail or residential district?
- c. Update sidewalk priorities and criteria as conditions change.
- Policy T-7A.5 Require development to provide additional sidewalks along local streets to complete missing links, increase pedestrian safety, and provide linkages to key destinations. The preferred pedestrian improvements on local streets include curb, gutter and sidewalk, or, alternatively, pedestrian paths may be allowed.
- Policy T-7A.6 Consider a variety of implementation strategies to complete the arterial and local sidewalk system, including:
- a. Require new subdivisions, multi-family developments, and commercial developments to provide frontage improvements, which include curb, gutter, and sidewalks;
 - b. Where the proposed subdivision, multi-family developments, and commercial developments will generate significant pedestrian traffic or significantly increase vehicular traffic on an arterial, require the development to provide sidewalks beyond the immediate frontage to provide links to the remainder of the system;
 - c. Support the formation of Local Improvement Districts (LID's). Consider reducing the financial burden on abutting property owners through a match by the City to provide added incentive to some neighborhoods to improve their frontages;
 - d. Aggressively pursue grant funding for improvements;
 - e. Provide a dedicated revenue source for sidewalk maintenance and installation;
 - f. Require all roadway projects to include the construction of sidewalks along both sides of the roadway, or require sidewalks on one side of the roadway in return for contribution to a sidewalk fund; and
 - g. Require major utility and other work in the roadway to provide walkway improvements where feasible.
- Policy T-7A.7 As part of the pedestrian network, provide crosswalks at key locations such as in Downtown, near Park-and-Ride lots and transit stops, intersections of City arterials, the local street network near schools, and other locations with significant pedestrian volumes.

Policy T-7A.8 Complete trails suggested in the Parks, Recreation, and Open Space Elements of the Comprehensive Plan.

OBJECTIVE T-7B Create a comprehensive network of bicycle facilities in Marysville.

Policy T-7B.1 Develop a Non-Motorized Transportation Plan that links key community destinations.

Policy T-7B.2 Develop and sign a system of bicycle routes providing for travel within the city with connections to regional facilities and major local destinations.

Policy T-7B.3 Design bicycle facilities on principal and minor arterials to provide some separation from motorized traffic; bicycle facilities on collector arterials or lower classification streets can be designed to be shared with motorized traffic.

Policy T-7B.4 Link public and semi-public facilities, commercial areas, and regional bikeways with pedestrian paths and bicycle ways.

Policy T-7B.5 Design and develop safe pedestrian and bicycle paths within the UGA and in appropriate portions of areas outside the UGA:

- a. Trails along roadways, residential and commercial developments, and open spaces and continuous sidewalks should be provided for pedestrian circulation.
- b. Wide, smooth paved shoulders, wide parking lanes, and other roadway improvements should be provided for bicycle circulation.

Policy T-7B.5 Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of trails. Promote non-motorized vehicle trails in utility corridors where consistent with environmental constraints.

OBJECTIVE T-7C Identify appropriate locations where safe equestrian access will be preserved, enhanced, or added.

Policy T-7C.1 Identify existing equestrian roadside or off-road trails.

Policy T-7C.2 Determine short-term and long-term road improvements needs where roadside equestrian trails have been established, and determine which routes should be preserved, which routes should be extended, and which routes should be eliminated.

Policy T-7C.3 Where equestrian routes are preserved or added, ensure safe equestrian circulation through adequate trail material and appropriate alignment in consideration of traffic volume and level of equestrian use.

GOAL T-8 MAINTAIN AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN THE VICINITY OF MARYSVILLE.

OBJECTIVE T-8A Plan for appropriate land uses and activities in the vicinity of neighboring air transport facilities and minimize impacts.

Policy T-8A.1 Strictly observe the Federal Aviation Administration (FAA) standards for development in airport areas, including mitigation and land use considerations.

Policy T-8A.2 Discourage residential development and other land uses that assemble concentrations of people in the airport approach zones or in areas of highest noise around airports.

GOAL T-9 ENCOURAGE TRANSPORTATION STRATEGIES TO REDUCE THE USE OF SINGLE OCCUPANT VEHICLES (SOV).

OBJECTIVE T-9A Promote high-occupancy vehicle (HOV) lanes for use by transit.

- Policy T-9A.1 Provide for HOV priority at major intersections and along major corridors where feasible.
- Policy T-9A.2 Encourage parking management plans that give priority to parking for HOV, carpool, vanpool, and ridesharing.

OBJECTIVE T-9B Promote land use development which encourages transit usage, non-single-occupant-vehicle (non-SOV) travel, and pedestrian and bicycle movement.

- Policy T-9B.1 Create and implement development standards that:
 - a. Encourage continuous, direct, convenient linkages;
 - b. Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;
 - c. Minimize front yard parking along commercial street fronts, particularly in Downtown;
 - d. Establish minimum and maximum parking standards to reduce underutilized parking lots and encourage alternate modes of travel;
 - e. Promote mixed-use development in the Downtown; and
- Policy T-9B.2 Locate convenience/commercial services at bus stops, transit transfer centers, Park and Ride lots, etc., to make these locations more pleasant and to accomplish daily tasks without use of the private automobile.
- Policy T-9B.3 Located day care facilities near bust stops, transfer centers, Park and Ride lots, as appropriate to facilitate accomplishing daily tasks without use of the private automobile.

OBJECTIVE T-9C Implement programs and regulations that help reduce the use of single-occupant vehicles (SOV).

- Policy T-9C.1 Encourage decreased reliance on the private automobile by creating options for, and linking, alternative transportation modes; including passenger rail, mass transit, car/vanpools, bicycling, and walking.
- Policy T-9C.2 Prepare a Commute Trip Reduction Ordinance applicable to large employers in accordance with State laws.

APPENDIX A

The City's transportation impact fee shall be calculated in accordance with the formula established in Table I of Section 18B.14.030 MMC, *Traffic impact fee*, as follows.

- Step 1: Calculate total transportation plan costs (20-year)
- Step 2: Subtract costs assigned to other agencies = total City of Marysville costs.
- Step 3: Subtract city-funded non-capacity projects from total City of Marysville costs.
- Step 4: Subtract LID or other separate developer funding sources + capacity added projects.
- Step 5: Subtract city share for external capacity added traffic.
- Step 6: Calculate applied Discount.

The fee amount resulting from Step 6 is the impact fee payment.

The following tables represent the City of Marysville's Committed Transportation Projects, Recommended 6-year Improvements, Recommended 20-year Improvements and General Obligation Bond Debt Service that can be utilized to calculate the maximum potential traffic impact fee funding.

Financially Committed Transportation Projects

Project Location	Description	Estimated Cost ¹
156 th Street NE and BNSF Mainline	Close 156 th Street NE at Burlington Northern mainline railroad crossing.	Completed
47 th Avenue NE and Grove Street	Install a new traffic signal and add a left-turn lane in each direction. This signal will be intrconne3cted with the signal at the intersection of 51 st Avenue NE and Grove Street.	Completed
51 st Avenue NE and 88 th Street NE	Install anew traffic signal and add a left-turn lane in each direction.	[1]
51 st Avenue NE and Grove Street	Install a new traffic signal and add a left-turn lane in each direction. This signal will be interconnected with the signal at the intersection of 47 th Avenue NE and Grove Street.	Completed
67 th Avenue NE and 88 th Street NE	Install a new traffic signal.	Completed
Shoultes Road and 100 th Street NE	Restrict left turns from 100 th Street NE to Shoultes Road	Completed
Shoultes Road and 108 th Street NE	Install a traffic signal (County Project)	[1]
State Avenue, 116 th Street NE – 136 th Street NE	Widen to 3 lanes with curb, gutter and sidewalks on the west side, and an 8-foot shoulder on the east side.	\$7,000,000
Smokey Point Boulevard and 152 nd Street NE	Install a traffic signal and add a left-turn lane in each direction.	\$300,000
SR 528, 47 th Avenue – 67 th Avenue NE	Re-stripe to 2 eastbound and 2 westbound lanes, remove parking on the north side, and improve existing signal at 47 th Avenue NE	\$1,100,000

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

Project Location	Description	Estimated Cost ¹
SR 528, 67 th Avenue NE to 83 rd Avenue NE	Widen to 5-lanes	Completed
State Avenue, Ebey Slough to Grove Street	Widen lanes (12-foot outside and 11-foot inside). Move the traffic signal from 5 th Street to 6 th Street; and remove left-turn lanes at the intersections of 5 th Street and 7 th Street.	\$9,500,000
Ash Avenue Park and Ride Expansion	Add 150 spaces.	\$2,300,000
27 th Avenue NE and 172 nd Street NE (SR 531)	Install traffic signal.	Completed
Grove Street and Alder Street	Install traffic signal.	\$175,000
172 nd Street NE (SR 531) I-5 Interchange	Phase I – Overpass widening improvements	\$400,000
	Total	\$21,525,000

¹ Projects for which no cost is shown have already been funded, or are being funded by Snohomish County or WSDOT. Projects for which cost is shown have funding committed from the City that has not yet been spent.

Recommended Six-Year Improvements

Project Location	Description	Estimated Cost
47 th Avenue NE and 3 rd St ¹	Install a new traffic signal and improve channelization.	\$250,000
67 th Avenue NE and 84 th Street NE ¹	Install a new traffic signal.	\$250,000
Sunnyside Blvd and 52 nd Street NE ¹	Install a new traffic signal.	\$300,000
116 th Street NE (I-5 to State Avenue) ¹	Widen to 5 lanes and add a right-turn lane for eastbound traffic.	\$4,000,000
67 th Avenue NE and Grove St ¹	Widen eastbound approach to 3 lanes (right turn, through, and left turn lanes).	\$240,000
88 th Street NE (State Avenue to 67 th Avenue NE) ^{1,2}	Widen to 3 lanes.	\$750,000
State Avenue and SR 528 ¹	Construct an eastbound right turn lane.	\$250,000
	Total	\$6,040,000

¹Project is required to address deficiency in six-year forecast for concurrency

²Project jointly funded with Snohomish County

Recommended 20-Year Improvements

Project Location	Description	Estimated Cost
51 st Avenue NE (Grove Street to 84 th Street NE)	Widen 3 lanes.	\$4,000,000
67 th Avenue (South City Limits to 88 th Street NE)	Construct 8 foot shoulders lacking curb, gutter, and sidewalk	\$500,000
88 th Street NE (67 th Avenue NE to 83 rd Avenue NE) ¹	Extend and merge to 84 th Street NE and widen to 3 lanes.	\$4,667,000

Project Location	Description	Estimated Cost
State Avenue (100th Street NE to 116th Street NE) ¹	Widen to 5 lanes with sidewalk, curb and gutter.	\$16,000,000
Smokey Point Boulevard (136th Street NE to 152nd Street NE) ¹	Widen to 5 lanes with sidewalk, curb and gutter.	\$10,500,000
SR 531 and 19th Avenue NE ¹	Install a new traffic signal at incorporation.	\$300,000
156th Street NE (Extension over I-5 and interchange) ²	Extend over I-5 and then northward to 27th Avenue Construct a new interchange.	\$800,000
Sunnyside Boulevard NE (47th Street NE to 52nd Street NE)	Widen to 3 lanes with sidewalk, curb, gutters, and bike lane.	\$6,000,000
8 th Street (Cedar Avenue to State Avenue)	Widen to 44' width and install curb, gutter, and sidewalks.	\$750,000
Beach Avenue (Grove Street to Cedar Street)	Widen to 44' width and install curb, gutter, and sidewalks.	\$700,000
	Total	\$44,217,000

¹Project is required to address deficiency in 20-year forecast for concurrency

²Project jointly funded with WSDOT

Summary of Maximum Potential Impact Fee Funding

Transportation Projects and GOB Debt Service	Amount
Committed Transportation Projects	\$21,525,000
Recommended Six-Year Improvements	\$6,040,000
Recommended 20-Year Improvements	\$44,217,000
General Obligation Bond Debt Service	\$5,880,000
Total	\$77,662,000

Therefore, the resultant traffic impact fee cost per PM Peak Hour Trip is based on the maximum potential impact fee funding (\$77,662,000) divided by the total new PM Peak Hour Trips (12,935), totaling **\$6,004 per PM Peak Hour Trip** minus an applied discount as approved.

The Public Works committee is recommending an applied discount of approximately 78% for commercial projects. For residential projects the Public Works committee is recommending an applied discount of approximately 58% in 2005, and a 47% applied discount beginning January 1, 2006. Calculating the recommended applied discount would result in the following traffic impact fee that would be collected per PM Peak Hour Trip:

Commercial (78% applied discount): **\$1,300**

Residential (58% applied discount): **\$2,500** (2005)

Residential (47% applied discount): **\$3,175** (Beginning January 1, 2006)

IX. PARKS AND RECREATION ELEMENT

INTRODUCTION

This Parks and Open Space Element is a summary of the Comprehensive Parks and Recreation Plan. The Plan is the culmination of an extensive planning process designed to:

- Develop an understanding of the short- and long-term park and recreation needs of the City of Marysville and its service area.
- Identify and prioritize goals and policies for the effective and efficient management of park and recreation lands, facilities, and programs to meet the community's needs.
- Explore strategies for creatively blending the needs of the community with available resources to successfully accomplish the goals and policies.

Thus, it is the intent of this plan to provide direction to the Marysville Parks and Recreation Department for the development and management of parklands and facilities, and the development, coordination, and delivery of recreational services. It will also serve as a tool for interdepartmental understanding and coordination.

The key plan components are as follows: Introduction, Parks and Recreation Resources - Supply, Community Involvement - Demand, Analysis of Need, Goals and Policies, Action Plan and Capital Improvement Plan.

A. PARKS AND RECREATION DEPARTMENT

The City of Marysville Parks and Recreation Department is made up of 21 full time employees and 35 part time seasonal supervisors and program attendants. The operations of the Parks and Recreation Department are guided by the Parks Board, a six member committee that includes a City Council representative. Park Board members serve by appointment of the Mayor.

B. PARKS AND RECREATION RESOURCES — SUPPLY

Supply answers the question, "What do we have now?" Supply is the identification of what currently exists in terms of parks and recreation opportunities: facilities, programs, and services.

Supply is determined by taking inventory of the public and private parks and recreation facilities, programs, and services that currently exist and by evaluating, to the degree possible, the quality of these opportunities. Inventory and evaluation are conducted primarily through interviews, site visits, and public involvement.

The service area used for developing this plan is the same as the study area identified for the City of Marysville Comprehensive Plan. Thus, the supply component includes an inventory of existing parks and recreation opportunities both within the City and outside the City but still within the urban growth area (UGA) boundary. Not included in the inventory but listed in Subsection 2 – Federal, State, County, and Tribe Owned Lands, are parklands that serve the UGA according to the park's service area but are located outside of the UGA.

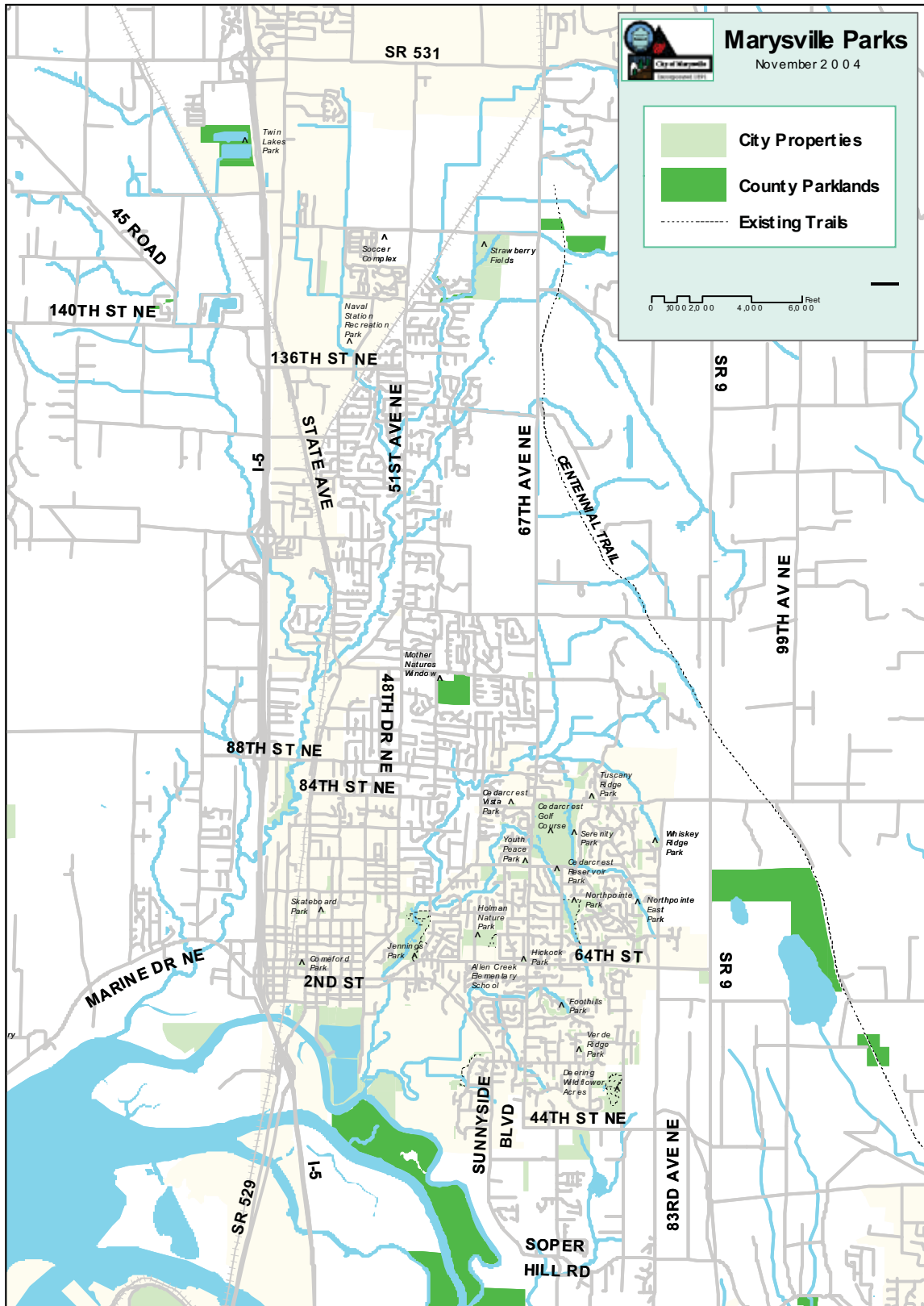
I. City-Owned Lands

The City of Marysville currently owns 26 parklands totaling over 389 acres as shown in Table 9-1. Currently developed parklands total 273 acres and include Allen Creek Trail, Cedarcrest Golf Course (99.4-acre special use facility), Cedarcrest Vista Park, Comeford Park, Deering Wildflower Acres, Foothills Park, Harborview Park, Hickok Park, Jennings Memorial Park, Jennings Nature Park, Kiwanis Park, Marysville Community Campus, Marysville Skatepark, Northpointe East Park, Northpointe Park, Serenity Park, Tuscany Ridge Park, Verda Ridge Park, and Youth Peace Park. Parklands that are presently being developed total 78.9 acres and include Ebey Waterfront Park, Parkside Way Park, and Strawberry Fields. Parklands that are not developed total 21 acres and include Cedarcrest Reservoir and Sunnyside Wells.

Table 9-1 Parklands within the Marysville UGA - Classification and Size

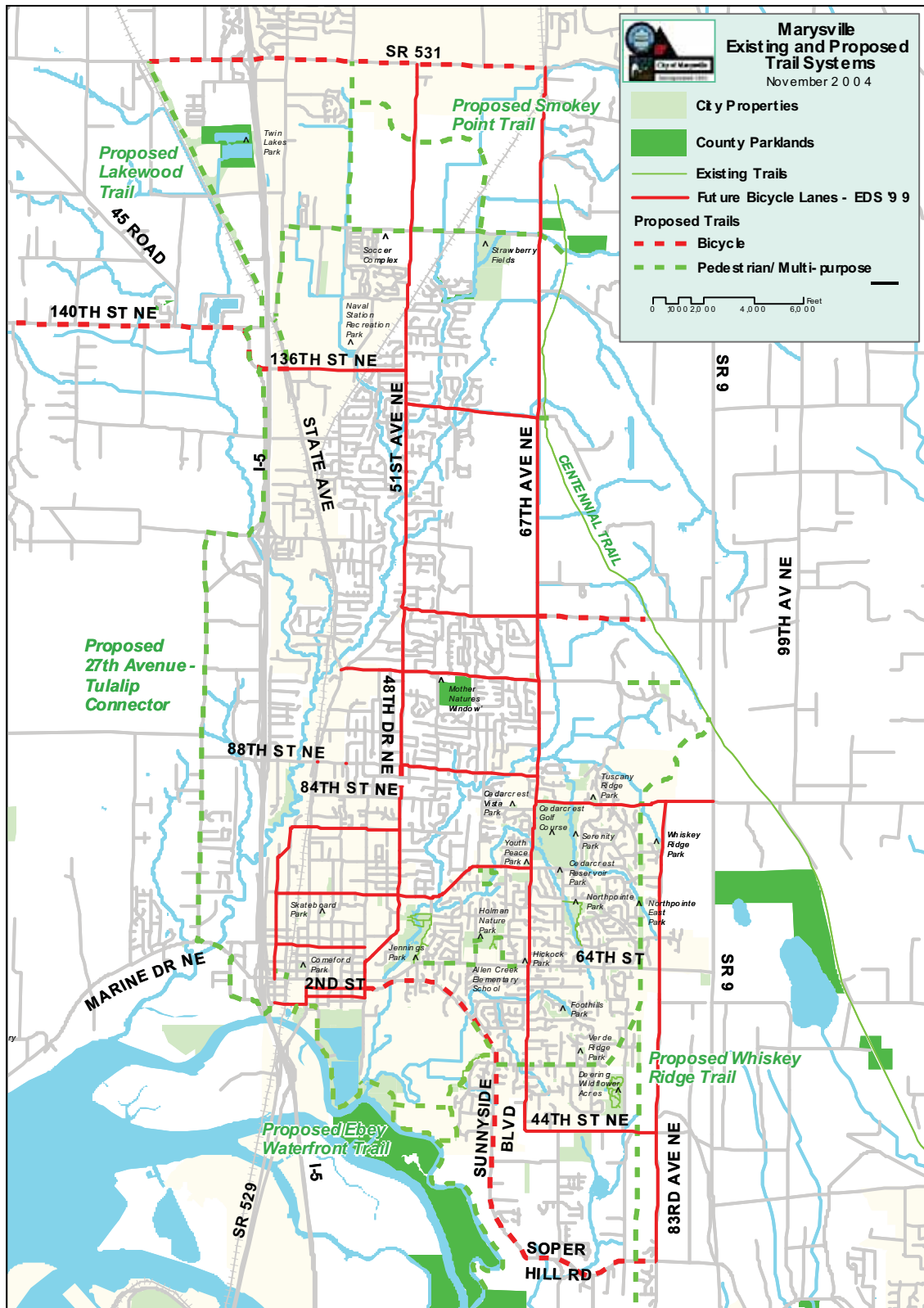
		Acreage			Distance (miles)	
Park	Classification	Neighborhood Park	Community Park	Regional or Special Use Park	Walking Trails	Bicycle Trails
City Facilities	Allen Creek Trail	-	-	20	0.25	0.25
	Cedarcrest Golf Course	-	-	99.4	-	-
	Cedarcrest Reservoir Park	4	-	-	-	-
	Cedarcrest Vista Park	1.5	-	-	-	-
	Comeford Park	-	2.8	-	-	-
	Deering Wildflower Acres	-	30	-	1.2	-
	Ebey Waterfront Park	-	-	5.4	-	-
	Foothills Park	11.6	-	-	0.5	0.5
	Harborview Park	-	14	-	1	1
	Hickok Park	2	-	-	-	-
	Jennings Memorial Park	-	-	20	1	1
	Jennings Nature Park	-	31	-	1	1
	Kiwanis Park	5	-	-	0.5	0.5
	Marysville Community Campus	-	6	-	-	-
	Marysville Skatepark	-	0.8	-	-	-
	Northpointe East Park	2.2	-	-	-	-
	Northpointe Park	28	-	-	2	2
	Parkside Way	1.5	-	-	-	-
	Quilceda Creek/Quilane Park	-	-	-	-	-
	Serenity Park	0.5	-	-	-	-
	Strawberry Fields	-	-	72	2	-
	Sunnyside Wells	-	17	-	-	-
	Tuscany Ridge Park	1.2	-	-	-	-
	Verda Ridge Park	1.8	-	-	0.125	0.125
	Whiskey Ridge Trail	-	-	-	2	2
	Youth Peace Park	1.8	-	-	-	-
City Facilities - Subtotal		61.1	101.6	226.8	11.575	8.375
County	Doleshel Tree Farm	6.3	-	-	-	-
	Gissberg Twin Lakes	-	-	44	0.6	-
	Mother Nature's Window	-	34	-	-	-
County Facilities - Subtotal		6.3	34	44	0.6	0
TOTAL (City and County Combined)		67.4	135.6	270.8	12.175	8.375

Figure 9-1 Marysville UGA Parks and Recreation Facilities



Parks and Recreation Element

Figure 9-2 Marysville Existing and Proposed Trail Systems



Twelve of these parklands are neighborhood parks, 6 are community parks, 4 are regional parks, 2 are trails, and one is an open spaces. Trails include Allen Creek Trail and Whiskey Ridge Trail. Open spaces include Quilceda Creek/Quilane Park. Neighborhood parks include Cedarcrest Reservoir, Cedarcrest Vista Park, Foothills Park, Hickok Park, Kiwanis Park, Northpointe East Park, Northpointe Park, Parkside Way Park, Serenity Park, Tuscany Ridge Park, Verda Ridge Park, and Youth Peace Park. Community parks include Comeford park, Deering Wildflower Acres, Harborview Park, Jennings Nature Park, Marysville Community Campus, and Marysville Skatepark. Regional parks include Ebey Waterfront Park, Jennings Memorial Park, and Strawberry Fields.

There is a multi-purpose barn at Jennings Memorial Park, managed by the City of Marysville Parks and Recreation Department. In 1997, the City opened the Ken Baxter Senior Community Center ("KBSCC"), staffed by a full time recreation coordinator and receptionist. The barn and KBSCC are also used for community meetings and events and can be rented by private organizations and individuals for special events.

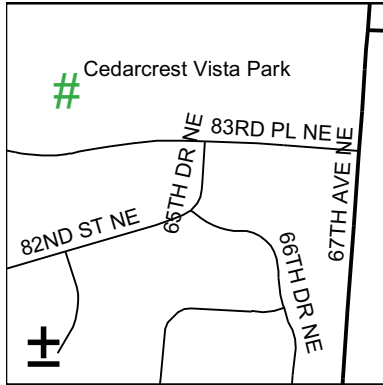
Detailed descriptions of parklands in the Marysville area follow:

City of Marysville - Neighborhood Parks

Cedarcrest Vista Park

Location: 82nd Street NE, next to Cedarcrest Middle School.

Planned Improvements: No improvements are planned at this time.



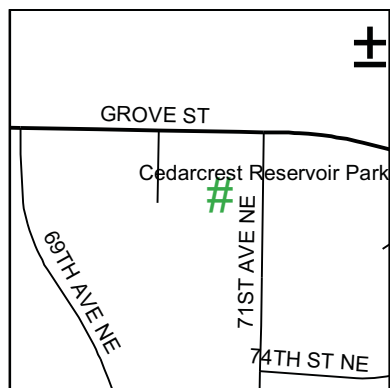
Features: This 1.5-acre park provides playground facilities including a full sized basketball court, climbing apparatus, and picnic area.



Cedarcrest Reservoir Park

Location: Grove Street and 71st Avenue NE

Planned Improvements: Potential exists on site for a multi-use sports court including tennis and basketball, parking and other site improvements, although there are no funds dedicated for improvements at this time.

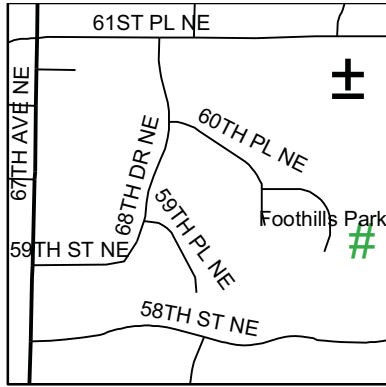


Features: Four acres of undeveloped land with an abandoned reservoir on site.



Foothills Park

Location: 59th Street NE



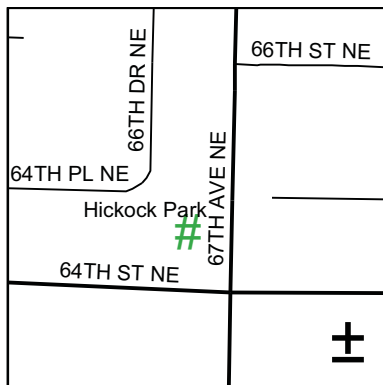
Features: This 11.6-acre park has a rolling landscape, nature trails, a tiered landscaped detention pond, playground structure, and picnic tables.

Background: The parkland was donated to the City in 1994.



Hickok Park

Location: SR 528 & 67th Avenue NE



Features: This 2-acre park has a children's play area, a picnic table, and a grassy area.

Background: The park was originally retained for a satellite fire station. It was developed through the financial assistance of two private developers, a

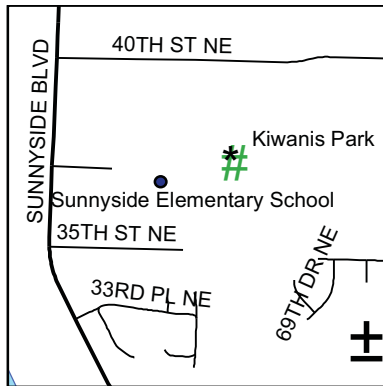
grant from Snohomish County Parks, and City of Marysville growth management funding.

Planned Improvements: The park is currently under review for a proposed skateboard park.



Kiwanis Park

Location: Adjacent to Sunnyside Elementary.



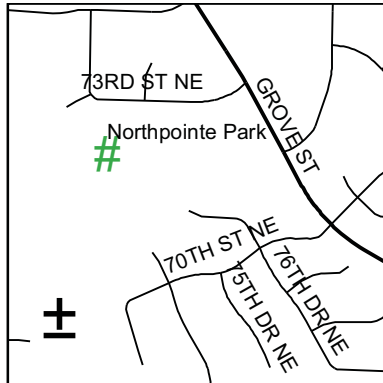
Features: Five-acre natural area.

Background: This property was donated to the City by the Marysville Kiwanis Club.

Planned Improvements: Planned amenities, to be completed in May 2005, include installation of an Arboretum, a trail head, and a parking facility from 40th Street NE. The trail will traverse through 4 acres of property and will provide access to the Wilderun plat and east entrance to Sunnyside Elementary School.

Northpointe Park

Location: 70th Street NE & 75th Drive NE



Features: This 28-acre park has approximately 23.5 acres of environmentally sensitive areas and 4.5 acres available for recreational purposes including a two-mile walking trail and forested bike path.

Background: Northpointe was added to the Marysville Park system in 1994.

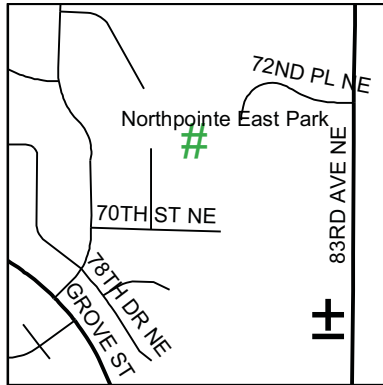


Planned Improvements: Adjacent to trail.

Northpointe East Park

Location: 70th Street NE and 79th Drive NE, up the hill from Northpointe Park

Background: Northpointe was added to the Marysville Park system in 1994.



Features: This 2.2 acre park offers basketball, ball field and a playground.



Parkside Way Park

Location:

Features: This 1½ acre park includes an open space play area, a basketball court, skate park fixtures, picnic facilities, and parking.

Planned Improvements: Site is proposed for a small beginner skate board deck in 2007.

Serenity Park

Location: 72nd Drive NE



Features: This 0.5-acre park includes a basketball court and a swing set.

Background: The City accepted this small tract for a stormwater retention system and the developer included

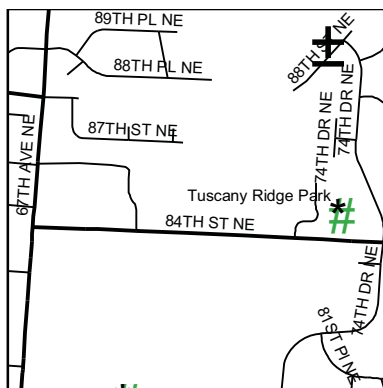
improvements to enable a dual recreation use.

Planned Improvements:



Tuscany Ridge Park

Location: Getchell Hill Road (84th Street NE)



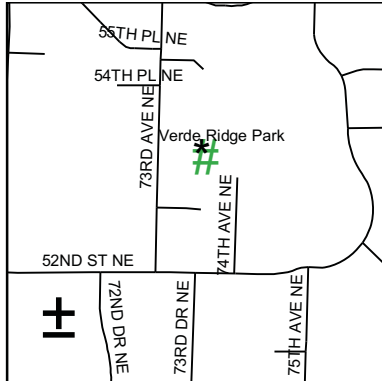
Features: This 1.2-acre park playground equipment and half-court basketball court adjacent to an open play area.

Background: Tuscany Ridge was added to the Marysville Park system in 1996.



Verda Ridge Park

Location: 5300 block of 73rd Avenue NE



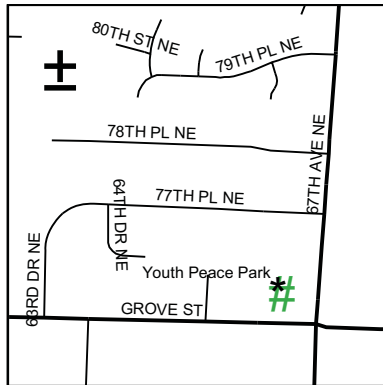
Features: This 1.8-acre park has a basketball court, tot lot, and trails

Background: Verda Ridge Park was added to the Marysville Park system in 1995.



Youth Peace Park

Location: Grove Street and 67th Avenue NE



Features: This 1.8-acre park has a swing set and the City's first outdoor wall climbing system.



Background: This site was dedicated by residents in the adjacent Cedarcrest Manor neighborhood. It was constructed in a day by over 100 volunteers after a park plan was developed by students from the Marysville Middle School Leadership/Life Skills class.

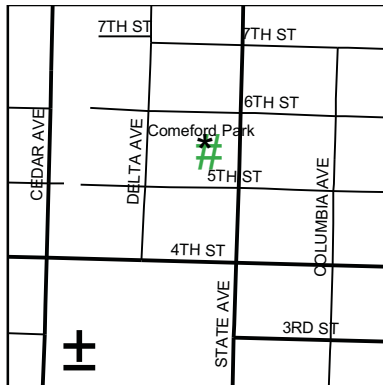


City of Marysville - Community Parks

Comeford Park

Location: 514 Delta Avenue, at 5th and State Avenue in downtown Marysville.

Features: This 2.8-acre park is home to the Ken Baxter Senior/Community Center. Amenities include picnic tables, a gazebo, restrooms, and a playground.

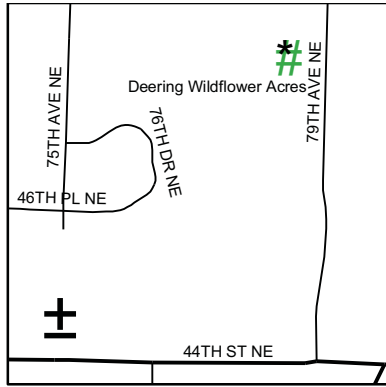


Background: The City's oldest park, named after City founders James and Mary Comeford. Typical of many older, small urban parks, the park functions primarily as a formal visual setting for passive activities and for community festivals, concerts, and special events.



Deering Wildflower Acres

Location: 4708 79th Avenue NE

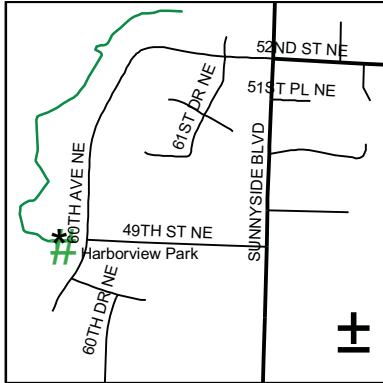


Features: This 30-acre sensitive area includes a caretaker's residence, student laboratory facility, and trail system.



Harborview Park

Location: 4700 60th Avenue NE



Features: This 14-acre park provides playground equipment, a basketball court, trails, and picnic tables.

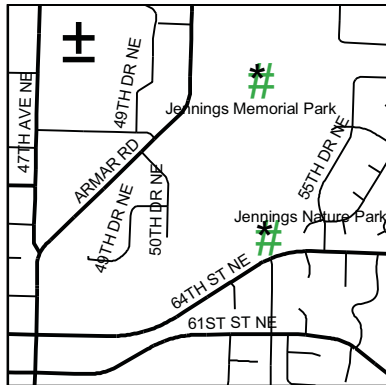


Planned Improvements: The Harborview trail may be a critical connection to the proposed Quiloot Trail (Shoreline trail).



Jennings Nature Park

Location: SR 528 and 53rd Avenue NE



Features: This 31-acre park includes restrooms, picnic tables, playground, wetland overlook, trails, large open space, parking facilities, and a bridge connection to Jennings Memorial Park.



Background: This park was added to the Marysville Park system in 1993. An

extension of Jennings Memorial Park, Jennings Nature Park was named after its natural terrain and surrounded wetlands.



The park was constructed in part through funding from the State of Washington Interagency Committee for Outdoor Recreation. Most of the 31 acres were donated by Centex, Inc. The City acquired a quarter acre of privately owned property to provide adequate land for parking and access. An IAC grant of \$201,255 was used to construct the restrooms, playground, picnic tables, wetland overlook, trails, large open space, parking facilities, and a bridge connection to Jennings Memorial Park.

Marysville Community Campus

Location: 67th Avenue NE & Grove Street

Features: This 6-acre park provides a regulation sized soccer field with additional acreage for simultaneous uses for recreation. A community building provides community education classes, art studio, and covered areas for picnicking and group uses.

Background: The site is a former golf driving range. The Marysville Community Campus is a conditional use facility and was acquired by the city for future development of facilities the city may need.



Marysville Skatepark

Location: 1050 Columbia Avenue



Features: The Skatepark offers 10,000 square feet of concrete, a "street-style course" design that includes bowls, ramps, pyramids, numerous handrails, ledges and steps. A spectator area

provides excellent viewing and places to take a break.

Background: The Skatepark opened in August 2002.



City of Marysville - Regional Parks

Cedarcrest Golf Course

Location: 7002 Grove Street



Features: Amenities at this 18-hole, 99.4-acre golf course include a pro-shop, maintenance building, full-service restaurant, and restrooms.

Background: The golf course has been in existence since 1927 and was purchased by the City in 1972. The

purchase from a private owner was made possible with assistance from the State of Washington Interagency Committee for Outdoor Recreation. The course operates as an enterprise fund and is intended to be self-supporting through the collection of green fees and rental income derived from the pro-shop.



Ebey Waterfront Park (Welco)

Location: 1404 First Street, at State Avenue and First Street



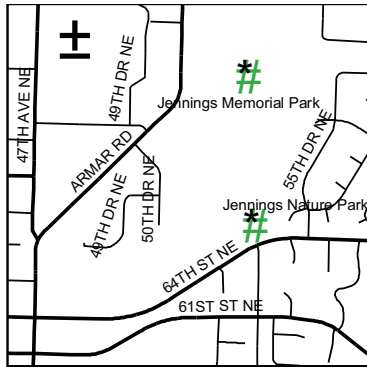
Features: Proposed amenities for this 5.4-acre park include restrooms, boat launch, fishing pier, picnic facilities, transient moorage, special event area,

and parking. The site also provides access to Port Gardner Bay and the Snohomish River Delta estuary.

Planned Improvements: Park development is being guided by a broad public involvement process.

Jennings Memorial Park

Location: 6915 Armar Road



Features: This 20-acre park includes picnic facilities, a baseball field, two children's play areas, experimental garden, compost demonstration site, petting zoo, wooded area, fishpond, multi-purpose barn, restrooms, and a nature trail.



The park also houses the Gehl Home Museum, operated by the Marysville Historical Society.



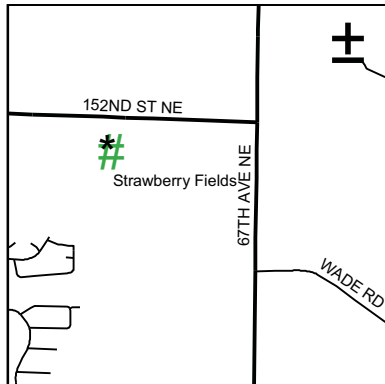
Background: This park is the centerpiece of the Marysville Park System.



Planned Improvements: Irrigation system replacement, play ground equipment replacements, plaza development, repairs to pond, and utility and drainage improvements.

Strawberry Fields

Location: 6302 - 152nd Street NE



Features: This 72-acre site provides a natural setting among open space, trails, and the Quilceda Creek system.

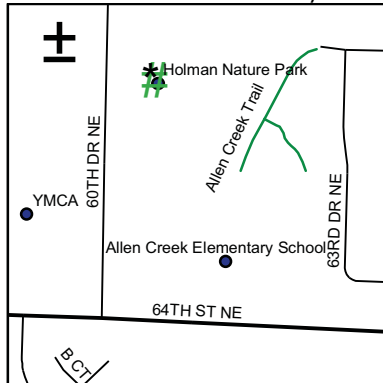
Background: Several grants have been obtained by the City this project.

Planned Improvements: Lighting of three soccer fields and construction of a restroom facility and picnic shelter area to be complete in October 2004. Proposed amenities include soccer fields and an off-leash dog park. A third phase could include additional multi-use fields including soccer, baseball, and softball with supporting infrastructure.

City of Marysville – Open Space/Trails

Allen Creek Trail (Holman Property)

Location: Behind Allen Creek Elementary School adjacent to 60th Drive NE and the Marysville YMCA.



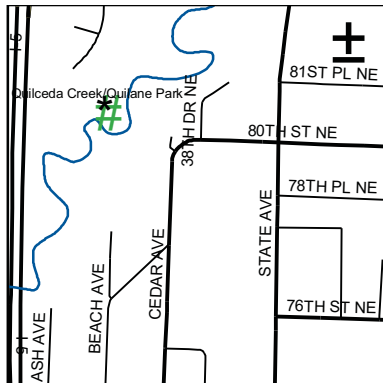
Features: This 20-acre natural area includes a pedestrian trail system that connects the school with adjoining neighborhoods.



Background: The trail was acquired by the City in 1993.

Quilceda Creek/Quilane Park

Location: 80th Street NE & Beach Avenue.

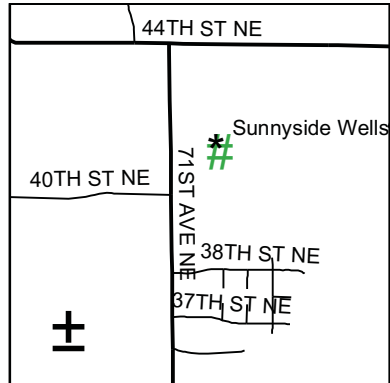


Features: Currently undeveloped, 9-acre site accessible only by foot traffic only and does not have any amenities. The park serves as wildlife habitat for deer, heron, river otter, salmon, and muskrat.

Background: This property was donated to the City in 1989.

Sunnyside Wells

Location: 40th Street NE & 71st Avenue



NE

Features: This 17-acre site is currently not developed as a park and no amenities are available. The natural site includes an overgrown pasture area and several acres of steeply sloped and wooded ravine. The ravine supports an abundance of wildlife. There is also a water reservoir and cellular tower located on the site.

Background: This park is owned by the Utilities Department.

Planned Improvements: In partnership with Marysville School District, City owned property may be developed into active play area and ball fields for joint use with elementary school (development proposal adjacent to city property).



Whiskey Ridge Trail

Location: Whiskey Ridge utility corridor originating from Getchell Hill (84th Street NE) to SR 528 (4th Street).

Features: Nearly two miles of undeveloped trail to accommodate pedestrian, cycling, and skating if developed.

Background: The City has acquired several properties throughout and easements in the Whiskey Ridge utility corridor.

Planned Improvements: Construction of the trail is anticipated for construction by 2006. Funds are required to

complete a master plan to design and identify funding sources.

II. Federal-, State-, Tribal-, and County-Owned Lands

There are no federally owned forests, parks, or recreational lands in the Marysville service area. Nor are there any state-owned recreational lands or tribal owned lands.

Snohomish County, through its parks and recreation department, owns and operates three parklands that are inside of the UGA and are consequently listed in the parklands inventory. Those parks are Doleshel Tree Farm, Gissberg Twin Lakes, and Mother Nature's Window. In addition, the County has developed bike lanes along a few roads in the north portion of the Marysville service area.

The Poortinga Property is a 300+ acre parcel with extensive frontage along Ebey Slough. It was purchased in 1997 through an agency trust representing a collective of federal, state and city governments. The property is managed and owned by the Tulalip Tribes. The site is protected by conservation easements which protect the area for natural uses. The Tribes have been working with state and federal agencies to consider various proposals involving flooding the property for either a tidal or freshwater wetland system.

Snohomish County - Parks

Centennial Trail

Location: Snohomish – Wenatchee exit off I-5 onto US2 in Everett. Take the third exit off US2 to Snohomish. Southern end begins in Snohomish at the intersection of Maple Street and Pine Avenue.

Features: Seven-mile recreational trail (six feet wide, paved, parallel to equestrian trail) for walking, bicycling, hiking, and horseback riding accessible to persons of all levels of physical ability. The trail provides a safe alternative transportation route and currently connects Snohomish, Lake Stevens, and points between totaling 383.7 acres.

Background: Development of the trail began in 1989 during the state's centennial, hence the name, Centennial Trail.

Planned Improvements: To be complete in January 2005, phase II improvements which include a 10 mile extension of the trail from Lake Stevens to 152nd Street (for a trail length totaling 17 miles). Planned phase III improvements include an additional 10 mile extension of the trail from 152nd Street to the Skagit County line, north of Arlington.

Doleshel Tree Farm

Location: 67th Avenue NE, adjacent to Kellogg-Marsh Elementary School

Features: This 6.3 acre site has varied terrain with Allen Creek meandering throughout the site.

Background: Property has been utilized by Snohomish County Parks as a tree farm and has not been open to the public. Pending annexation, this site may be conveyed to the city as permitted through a current ILA with Snohomish County.

Gissberg Twin Lakes Park

Location: 16324 Twin Lake, Arlington. Six miles north of Marysville.

Features: Forty-four acre site, offers swimming in two naturally spring fed lakes, picnicking, and fishing. Restrooms on site.

Background: The park originated from the excavation of gravel for the construction of Interstate 5.

Planned Improvements: The County has purchased an additional 10-acre site south of the Park for an expansion. Future plans include installation of a bridge across the channel between the lakes and shoreline improvements for swimming and fishing opportunities.

Kayak Point Golf Course

Location: 15711 Marine Drive NE, Stanwood
Nine miles west of Marysville.

Features: Location overlooking the Puget Sound and the Olympic Mountains, this 18-hole championship public golf course consists of 260 acres. Amenities include a driving range, course scaled putting course, pro-shop, restaurant, and banquet facilities.

Background: This golf course has enjoyed a top 50 ranking nationally for several years and is now maintained by the Arnold Palmer Group.

Kayak Point Park and Beach

Location: 15610 Marine Drive, Stanwood
Nine miles west of Marysville.

Features: Offers bay/beach access, fishing pier, boat launch, picnic tables and shelters, forested/bayside hiking trails, restrooms, and yurt/tent/trailer camping. Park is 428 acres with 3,300 feet of shoreline.

Mother Nature's Window

Location: 55th Avenue NE & 100th Street NE, Marysville

Features: This 34-acre park includes passive, wooded, meandering hiking trails.

Washington State - Parks

Wenberg State Park

Location: Twelve miles north of Marysville.

Features: This park is on Lake Goodwin. Offers camping, picnicking, fishing, water sports, hiking, and a summer-only food concession stand.

Tulalip Tribes - Parks

Battle Creek Golf Course

Location: West of Marysville, on the Tulalip Indian Reservation.

Features: A new 27-hole golf course. Amenities include a driving range and par 3 practice course.

III. School District Lands

There are four school districts that serve the Marysville Urban Growth Area: Marysville School District #25, Lakewood School District #306, Lake Stevens School District #4, and

Arlington School District #16. However, Arlington's School District is outside the Urban Growth Area, and that serves only industrial lands inside the Urban Growth Area and Lake Stevens District schools are all located outside of the UGA. Accordingly, Marysville and Lakewood Districts own and operate recreation facilities and lands that are used by Marysville area residents.

Although the recreational use of school facilities includes indoor opportunities such as the high school swimming pool, classrooms, meeting facilities, and gymnasiums, the portion of school district properties that is recorded as public recreational lands consists primarily of athletic fields and playgrounds.

The City of Marysville Parks and Recreation Department enjoys a strong cooperative relationship with the Marysville School District. The interlocal agreement between the City and the District is a model for cooperative efforts.

The Marysville School District adopted a "Site Based Management" administration requiring each campus to manage its own facilities and use policies concerning public use when schools are in session. The general policy is that each school outdoor area is not available for public use while school is in session. This action does affect the concept of combined inventory facilities for recreational use.

The Marysville School District owns 18 schools, in addition to several specialized and alternative schools (Tulalip Heritage School, Art and Technology High School, 10th Street Fine Arts School, and Marysville Alternative High School). Thirteen of these schools are within the identified service area. Tulalip Elementary and Quil Ceda Elementary are located outside the Marysville UGA and their facilities are not included in this supply assessment.

The Lakewood School District owns 5 schools. Four of these schools are within the identified service area. Cougar Creek Elementary is located outside the Marysville UGA and is not included in this supply assessment.

The Lake Stevens School District owns 11 schools. Although parts of the UGA are within the Lake Stevens School District boundary, all of the schools are located outside the Marysville UGA and are not included in this supply assessment.

IV. Potential Public Lands

Several properties have been identified as potential park and/or wildlife habitat conservation areas. These lands are described below.

Sunnyside Wells

Currently the City of Marysville owns 17 acres on this site. The undeveloped property includes rugged farmland and several acres of heavily wooded ravine. There is potential to acquire an additional eight acres of farmland for park expansion. This site is under consideration for a joint-use project between the city and Marysville School District.

Quilceda Creek / Quilane Park

Currently the City of Marysville owns 9 acres on this site. The undeveloped, natural areas property is not accessible, is surrounded by private property without street access.

V. Private, Non-Profit Facilities

The Marysville/North County Family YMCA is located on 60th Drive Northeast next to the Allen Creek Elementary School. It includes a full-size gym with surrounding running track, fitness studio, weight room, two racquetball courts, meeting rooms, a six lane instructional / lap pool, a child care center, teen recreation and technology center and meeting rooms. Programs at the YMCA include family activities, fitness classes, swimming lessons and youth and teen programs. The YMCA also provides licensed before and after school child care and summer camps. The Marysville Food Bank is housed in a separate 4,000 sq. ft. building on the same site.

There are several churches in the Marysville service area. Many of these churches sponsor recreation programs especially for children and youth.

The Boys and Girls Club at Tulalip is located in Cedar Apartments.

VI. Private, For-Profit Facilities

Privately-owned recreation opportunities in Marysville include:

- Marysville Regal Cinemas
- Marysville Skate Inn - indoor roller skating
- Strawberry Lanes - a 20-lane bowling alley
- Big D's Bat-A-Round Batting Cages - outdoor batting cages and a miniature golf
- Marysville Golf Center - a golf driving range
- Leading Edge Gymnastics Center
- Several Self-Defense Academies

VII. Parks and Recreation Programs/Services

Prior to 1989, the City, in cooperation with the Marysville YMCA, sponsored a crafts program for youth during summer vacation. The City also provided funds for YMCA staffing of open gym programs at various school facilities. Currently, federal reserve sources are no longer available for these activities.

In March 1989, the City made a commitment toward recreational services by hiring its first recreational coordinator. The City now employs a full time Recreation Coordinator and full time Athletic Coordinator to manage a diversified menu of exceptional recreational and athletic programs.

In August 1991, the City and School District developed an interlocal agreement providing for joint usage of facilities. This agreement was revised in 2004 by the Marysville City Council and Marysville School District Board of Directors. This agreement also encourages significant cooperation related to new facility development, maintenance improvements and programming.

Today, due to growth in the city's facility inventory and the cooperation of the Marysville School District, the recreational programs offered by the Marysville Parks and Recreation Department include:

- After School Activities Program
- Fishing Derby
- Rec Express Summer Program
- Adult spring softball leagues and tournaments
- Youth Fun runs
- Spring soccer

- Youth basketball league
- Sounds of Summer Concert Series
- Touch A Truck
- Easter Egg Hunt
- Merrysville for the Holidays festival
- Sport camps
- Tennis lessons
- Youth Golf Leagues
- Animal Care classes
- Youth Enrichment Classes (art/music/foreign language)
- Adult Education (physical fitness, health, leisure)
- Pre-School Programs (Start Smart, Kindermusik, Tiny Tots)
- Art Classes
- Dog Obedience Classes
- Rotary Ranch Petting Zoo
- Community Service Groups

These classes are advertised through the Marysville Messenger, a city programs guide, the television access channel, the City's web site and newspaper press releases.

Currently 80 percent of the recreational programs offered are subsidized by user fees without regard to residency. Administrative costs are paid through the general fund while operating costs are recovered through fees. Any net revenues are directed back to recreational programs.

Recreation programs are now supported by four full time staff and 20+ part time seasonal employees. In addition, many programs are taught by contract instructors. Contract classes operate at no cost to the City.

The Ken Baxter Senior Community Center was opened in 1997. The building was the former City Hall, which was remodeled with approximately \$226,000 in improvements to accommodate senior community programs, classes and recreation. The facility is staffed by a full-time coordinator. In addition to formal classes and programs the center provides a gathering place for community seniors. The building is also used as a meeting facility and rented to private organizations and individuals for limited special events.

VIII. Supply Implications

- a. If funds were available, there are opportunities for expanding the Marysville park system.
- b. Teen related facilities such as BMX trails and teen centers are not available in the service area.
- c. The current physical condition of the City's parks is considered good or very good.
- d. There are no lighted outdoor basketball courts in the service area.
- f. A short course six-lane indoor swimming pool is located at the Marysville Pilchuck High School and is managed by the Marysville School District.
- g. Other than school district and city owned properties, there is very little publicly or privately-owned land within the service district that is used for public recreational purposes.
- h. Trails are increasing in size and in locations.

- j. The relationship between the Parks and Recreation Department and the School District is strong. School facilities are made available for use by the Parks and Recreation Department. Increasing maintenance costs are now transferred to the community due to increased utilization of inventory.
- k. Although habitat conservation areas exist in the publicly owned lands, they are not clearly identified. Goals include close examination of HCA management plans and policies.
- l. Three athletic fields, Strawberry Fields, Jennings Park, and Northpointe Park, are owned by the City. These fields are available to adults and youth play for both scheduled and non-scheduled activities.
- m. The current supply of athletic fields managed by the school district is exaggerated. Limitations due to size and location of fields needs to be considered. must be considered caused by size and location of fields need to be considered as important factors. Playable condition of most school athletic facilities is poor with the exception of secondary school sites. Most school sites experience diversified uses by the public contributing to over utilization.
- n. Athletic fields which accommodate organized adult use are limited to the baseball/softball fields at Marysville Pilchuck High School, Strawberry Fields, and occasional use of the four full size soccer fields managed by the Marysville Youth Soccer Association.
- o. The Marysville Pilchuck High School Tennis courts are the only lighted courts in the UGA/Service area. Access has recently been reduced due to the un-reimbursed utility costs associated with evening uses. The City desires to re-light facilities within Marysville High School and Marysville Junior High School.

Table 9-2 Matrix of Publicly Owned Lands in Marysville Service Area

Park	Location	Size (acres)	Owner	Park Classification*	Park Description p.#	Picnic Facilities	Play Area/Equipment	Walking Trails (miles)**	Cycling Trails (miles)	Natural Areas	Water Access	Baseball, Soccer, or Football Field	Sports Courts	Restrooms
Allen Creek Trail (Holman Property)	Adjacent to 60th Dr NE	20	City	T	9-23			1/4	1/4	☐				
Battle Creek Golf Course	Tulalip Indian Reservation	-	Tribe	SU	9-26									☐
Cedarcrest Golf Course	7002 Grove St	99.4	City	SU	9-20									☐
Cedarcrest Reservoir Park	Grove St & 71st	4	City	N	9-7									
Cedarcrest Vista Park	82nd St NE	1.5	City	N	9-7	☐	☐						☐	
Centennial Trail	Maple St & Pine Ave, Snoh.	384	County	T	9-25	☐		17	17		☐			☐
Comeford Park	514 Delta Ave	2.8	City	C	9-15	☐	☐							☐
Deering Wildflower Acres	4708 79th Ave NE	30	City	C	9-16			1.2		☐				
Doleshel Tree Farm	67th Ave NE	6.3	County	N	9-25									
Ebey Waterfront Park (Welco)	1404 First St	5.4	City	R	9-20									
Foothills Park	59th St NE	11.6	City	N	9-8	☐	☐	1/2	1/2					
Gissberg Twin Lakes Park	16324 Twin Lake, Arlington	44	County	-	9-25	☐					☐			☐
Harborview Park	4700 60th Ave. NE	14	City	C	9-17			1	1					
Hickok Park	SR 528 & 67th Ave. NE	2	City	N	9-8	☐	☐							
Jennings Memorial Park	6915 Armar Rd	20	City	R	9-21	☐	☐	1	1	☐		B		☐
Jennings Nature Park	SR 528 & 53rd Ave NE	31	City	C	9-18	☐	☐	1	1	☐				☐
Kayak Point Golf Course	15711 Marine Dr, Stanwood	260	County	-	9-26									☐
Kayak Point Park and Beach	15610 Marine Dr, Stanwood	428	County	-	9-26	☐		**P		☐	☐			☐
Kiwanis Park	Adjacent to Sunnyside Elem.	5	City	N	9-9	☐		1/2	1/2	☐				
Marysville Community Campus	67th Ave NE & Grove	6	City	C	9-19	☐						S		☐
Marysville Skatepark	1050 Columbia	0.8	City	C	9-19									
Mother Nature's Window	55th Ave NE & 100th St NE	34	County	C	9-26			**P						
Northpointe East Park	70th St NE & 79th Dr NE	2.2	City	N	9-11		☐					FS	☐	
Northpointe Park	70th St NE & 75th Dr NE	28	City	N	9-10			2	2	☐				
Parkside Way Park	-	1.5	City	N	9-11	☐	☐						☐	
Quilceda Creek / Quilane Park	80th St NE & Beach Ave	9	City	OS	9-23									
Serenity Park	72nd Dr NE	0.5	City	N	9-12		☐						☐	
Strawberry Fields	6302 152nd St NE	72	City	R	9-22			2		☐	☐			
Sunnyside Wells	40th St NE & 71st Ave NE	17	City	OS	9-24					☐				
Tuscany Ridge Park	Getchell Hill Rd	1.2	City	N	9-12		☐						☐	
Verda Ridge Park	5300 block of 73rd Ave NE	1.8	City	N	9-13		☐	1/8	1/8				☐	
Whiskey Ridge Trail	84th St NE	2 mi.	City	T	9-24			2	2	☐				
Wenberg State Park	12 miles north of Msvl.	46	State	-	9-26	☐		1/2		☐	☐			☐
Youth Peace Park	Grove St & 67th Ave	1.8	City	N	9-14		☐							

*T – Trails, SU – Special Use, N – Neighborhood Park, C – Community Park, OS – Open Space, R - Regional

**P – Passive, Wooded, and Meandering Trails of Unknown Distance

Table 9-3 Matrix of Marysville School District Lands in Marysville Service Area

School	Location	Size (acres)	Picnic Facilities	Play Area/Equipment	Trails	Natural Areas	Track	Football Field	Baseball Field	Soccer Field	Basketball Hoops*	Tennis Court	Restrooms
Allen Creek Elementary	6505-60 th Dr NE	4		□						2	5U		
Cascade Elementary	5200-100 th St NE	6	□	□	□				□	□	2U, 4C		
Cedarcrest Middle	6400-88 th St NE	15					□	□	4	2	6U	6	□
Expansion Site	152 nd & Shoultes									6			
Kellogg-Marsh Elementary	6325-91 st Ave NE	5		2						□	8U		
Liberty Elementary	1919-10 th St	5		□			□		2	3	4U		
Marshall Elementary	4407-116 th St NE	9		□		□	□		2	2	5U, 2C		
Marysville Alternative High	4317-76 th St NE	<1								□	2		
Marysville Junior High	1605-7 th St NE	5					□	□	□	□		8	
Marysville Middle	4923-67 th St NE	15						□	3	□	4C	4	
**Pilchuck High	5611-108 th NE	50	□				□	3	7	3	2U	8	□
Pinewood Elementary	5115-84 th Ave NE	4		3					□	□	8U, 2C		
***School Farm	116 th St NE	18											
Shoultes Elementary	13525-51 st Ave NE	4		2					2	□	4U, 5C		
Sunnyside Elementary	3707 Sunnyside Blvd	4		□			□		□	□	7U, 2C		

* U (Uncovered Hoop), C (Covered Hoop)

** Pilchuck High School has an indoor swimming pool and children's wading pool.

*** School Farm operates an animal science laboratory.

Table 9-4 Matrix of Lakewood School District Owned Lands in Service Area

School	Location	Size (acres)	Picnic Facilities	Play Area/Equipment	Trails	Natural Areas	Track	Football Field	Baseball Field	Soccer Field	Basketball Hoops**	Tennis Court	Restrooms
English Crossing Elementary	16728-16 th Drive NE, Arlington	*		□							5U		
Lakewood Elementary	17000-16 th Drive NE, Arlington	*		□									
Lakewood High	17023-11 th Drive NE, Arlington	*		□			□	□	□	□		□	□
Lakewood Middle	16800 16 th Drive NE, Arlington	*		□							2U		

* All share an 89-acre campus.

** U (Uncovered Hoop), C (Covered Hoop)

C. COMMUNITY INVOLVEMENT: DEMAND

Demand is the identification of what a community wants in terms of parks and recreation opportunities.

Finding out what a community wants requires commitment and diligence. Sources of information such as participation records, parks and recreation standards, and national, regional, and local trends must be studied. These sources provide important information about how current facilities and programs are being used and how the community, in general, compares to other communities in terms of its parks and recreation. But these statistically oriented sources only provide a portion of the picture. Determining demand also requires listening to the community members themselves. The City of Marysville has a history of commitment to citizen involvement and this plan reflects that commitment.

Throughout the planning process, three goals directed community involvement efforts:

- To clearly articulate public attitudes toward present and future park and recreation facilities, programs, and services.
- To facilitate a community involvement process which is satisfying to all concerned.
- To direct a process which allows the City of Marysville to receive maximum points for public involvement through the Interagency Committee for Outdoor Recreation if the City should pursue funding through that agency.

To achieve these goals, six public involvement processes were incorporated into the planning process. These processes were analysis of existing community surveys, coordination of a 2004 comprehensive parks and recreation plan community survey, coordination of a Parks and Recreation Advisory Board, coordination of the planning process with the City of Marysville Planning Commission, facilitation of an athletic association focus group, public meetings, and a media program. Brief descriptions of these processes are included in Chapter II: Citizen Participation.

D. ANALYSIS OF NEED

Need is the identification of what we can and should do to offer the highest quality parks and recreation opportunities possible.

Needs are determined by comparing and contrasting the supply of parks and recreation opportunities with the demand for opportunities both now and in the future. This is done by reviewing data provided through sources such as the inventory, demographic projections, findings from community involvement processes, and standards. From this review, needs are identified and recommendations regarding actions are developed.

I. Consideration of Parks and Recreation Standards

Parks and recreation standards are statistically based recommendations for parks and recreation facilities. One of the most commonly used sets of standards is that of the National Recreation and Parks Association. Another set is that of the State of Washington Interagency Committee for Outdoor Recreation. NRPA standards are included in the Table 9-4. The table also lists *Marysville standards* which are NRPA

and/or IAC standards that have been adjusted to reflect maintenance of Marysville's current levels of service (LOS).

II. Application of Standards

Table 9-5 Comparison of Standards to Existing Facilities and Parklands to Determine Needs for the Years 2004 and 2025 Based on Projected Populations¹

	N.R.P.A	Marysville Standards	2004 Existing Facilities	2004 Need	2004 Defic.	2025 Need	2025 Defic.
Baseball /Softball	1/4,500	1/1,000	26	53	27	80	54
Soccer	1/5,660	1/1,500	29	35	6	53	24
Football ²	1/6,330	1/6,330	8	8	0	13	5
Sport Courts	1/800	1/800	86	66	0	100	14
Pool - Indoor ²	1/20,000	1/20,000	1	3	2	4	3
Pool - Outdoor	1/12,100	1/12,100	0	4	4	7	7
Neighborhood Park	1.5 acre / 1,000	1.5 acre / 1,000	67.4 acres	79.6 acres	12.2 acres	119.7 acres	52.3 acres
Community Park	1.5 acre / 1,000	1.5 acre / 1,000	135.6 acres	79.6 acres	0	119.7 acres	0
Regional Park	1/24,000	1/24,000	4	2	0	3	0
Recreation Center	1/20,000	1/20,000	0	3	3	4	4
Tennis Courts ²	1/2,110	1/2,110	27	25	0	38	11
Bicycle Trails	0.5 miles / 1,000	0.5 miles / 1,000	8.4 miles	26.5 miles	-	40 miles	-
Walking Trails	0.5 Linear Trails / 1,000	0.5 miles / 1,000	12.2 miles	26.5 miles	14.3 miles	40 miles	27.8 miles

¹ 2003 estimated UGA population of 53,042, 2025 estimated UGA population of 79,800.

² Facilities owned and operated by Marysville School District #25.

Additional standards for parks that can be useful in locating and differentiating them are:

Neighborhood Park: an area of one and a half to five acres or more used for intensive recreation activity such as field games, court games, skating, picnicking, etc.

Service Area: .75 mile radius

Size: generally 1.5 to 5+ acres

Standard: 1.5 acres per 1,000 population

Community Park: an area of diverse environmental quality. It may include areas suited for intense recreation facilities, areas of high natural quality for outdoor activities, passive use areas, or combinations of the above.

Service Area: 3 mile radius
 Size: generally 5 to 20+ acres
 Standard: 1.5 acres per 1,000 population

Regional Park: an area of natural or ornamental quality for outdoor recreation such as picnicking, boating, fishing, swimming, camping, and trail uses; may include major fields and play areas. These facilities would serve a number of communities.

Service Area: 1 hour driving time
 Size: 200+ acres
 Standard: 15-20 acres per 1,000 population

III. Consideration of Regional and National Trends and Surveys

Often local communities find it of value to take into account information about parks and recreation developments on a regional or even national level. Certainly national trends such as mountain biking, outdoor fitness facilities and adult soccer can have a great impact in the local community. Reviewing research generated on a state or national level can often be cost effective since conducting such research in the local community would be far too costly.

Several sources of information outside of the local community were reviewed in the preparation of this report. These sources include:

- State of Washington Interagency Committee for Outdoor Recreation, Assessment of Outdoor Recreation, October 2002.
- Soccer Access by Neil Saunders, published by Access Press, NY, 1994
- *Outdoor Pursuit Series: Canoeing* by Laurie Gullion, published by Human Kinetic Publishers, 1994

IV. Identification of Major Needs

By comparing and contrasting supply and demand data, seven major areas of need were identified. These needs are identified below. The basis for these needs is discussed in the following section.

1. Restrooms
2. Walking / Cycling Trails on Shoreline of Ebey Waterfront
3. Additional Waterfront Parklands
4. Walking / Cycling Trails in Urban Neighborhoods
5. Community Parks
6. Neighborhood Parks
7. Bicycle Trails

Need for Restrooms

Supply

- Currently there are restrooms at two (2) City of Marysville regional facilities, Cedarcrest Golf Course and Jennings Memorial Park.
- Currently there are restrooms at three (3) City of Marysville community parks, Comeford Park, Jennings Nature Park, and Marysville Community Campus.
- The restrooms located at Comeford Park are currently under a complete renovation due to grants received from the Community Development Block Grant Program. Project completion is scheduled for the winter of 2005.

Demand

- In a 2004 Marysville survey, restrooms were the most frequently cited important facilities. (Marysville, 2004)

Need for Walking / Cycling Trails on Shoreline of Ebey Waterfront

Supply

- Construction of the Ebey Waterfront Park is currently underway (October 2004). The project will feature access to the Slough for motorized and non-motorized boating uses. Additionally the site will provide a trail-head opportunity for planned improvements associated with the development of shoreline trail. The trail could be installed beginning at the City's Waste Water Treatment Facility and continue through 280 acres of property owned by the Tulalip Tribes in community partnership.
- Currently there is no pedestrian access to Ebey Slough Waterfront.
- Consequently, Marysville does not have walking or cycling trails on the shoreline of Ebey Waterfront.

Demand

- In a 2004 Marysville survey, walking/cycling trails along shoreline of Ebey Slough Waterfront were the second most frequently cited important facilities. (Marysville, 2004)
- According to the State of Washington Assessment of Outdoor Recreation, walking and cycling are the highest participation recreation activities. (October, 2002)
- The Background section of this Comprehensive Plan states, "Marysville's birth along the water-front also indicates a need to recognize and rediscover the potential of that part of down-town."

Need for Walking / Cycling Trails in Urban Neighborhoods

Supply

- Within the City and throughout most of the service area there are limited designated bike lanes along streets and roads. The County has developed bike lanes along a few roads in the north portion of the service area.

- Currently Marysville has eight miles of walking trails, all of which are located within existing parks.

City sidewalks and bicycle lanes located along several city arterials have provided a variety of uses for citizens. Dedicated trails however are limited.

Demand

- In a 2004 Marysville survey, walking/cycling trails in urban neighborhoods was the third most frequently cited important facilities. (Marysville, 2004)
- According to the State of Washington Assessment of Outdoor Recreation, walking and cycling are the highest participation recreation activities. (October, 2002)
- The Background section of this Comprehensive Plan states, "Marysville's birth along the water-front also indicates a need to recognize and re-discover the potential of that part of down-town."

Need for Community Parks

Supply

- In the service area there are seven developed community parks totaling 118.6 acres.
- Is this a need? The City of Marysville currently owns and operates 84.6 acres of developed community parklands; the Marysville Standard is 78.1 acres for the current population.
- The City of Marysville owns and operates six community parks ; Comeford Park, Deering Wildflower Acres, Harborview Park, Jennings Nature Park, Marysville Community Campus, and Marysville Skatepark.
- The County owns one 34-acre community park in the service area, Mother Nature's Window. This site is yet to be available for public use due to a "Life Estate Agreement" with Snohomish County Parks and the previous owner. The site is expected to be dedicated to the City once the estate is finalized and the surrounding area is annexed into the City.
- The City of Marysville owns one 17-acre, open space (undeveloped), community park site, Sunnyside Wells. This site is currently under consideration for a joint use development project between the Marysville School District and City potentially providing an Elementary School site and playfields.

Demand

- In a 2004 Marysville survey, community parks were the fourth most frequently cited important facilities. (Marysville, 2004)

Need for Neighborhood Parks

Supply

- In the service area there are 13 neighborhood parks totaling 67.4 acres, 11 of which are developed parks totaling 57.1 acres.
- The City of Marysville currently owns and operates 57.1 acres of developed neighborhood parklands; the Marysville Standard is 78.1 acres for the current population.

- The City of Marysville owns and operates 11 developed neighborhood parks; Cedarcrest Vista Park, Foothills Park, Hickok Park, Kiwanis Park, Northpointe East Park, Northpointe Park, Parkside Way Park, Serenity Park, Tuscany Ridge Park, Verda Ridge Park, and Youth Peace Park.
- The City of Marysville owns one undeveloped 4-acre neighborhood park site, Cedarcrest Reservoir Park.
The Marysville School District owns ten (10) elementary schools within the UGA which include amenities associated with neighborhood parks. The City also owns a seven (7) acre undeveloped site called Old Cedarcrest Reservoir which has the potential to be developed into a neighborhood park.
- Elsewhere in this Comprehensive Plan, the City sets forth that within each planning area residents should be within walking distance of a neighborhood park, public recreation area, or school. In meeting the need for neighborhood parks, individual developments may be asked to provide some property as a neighborhood park. The size of the project will determine the size of the park, based on the standards established above. Several projects may consolidate their property into a single neighborhood park, if it is acceptable to the City.

Demand

- In a 2004 Marysville survey, neighborhood parks were the fifth most frequently cited important facilities. (Marysville, 2004)
- According to Marysville Standards and a current (2004) UGA population of 52,776, ideal neighborhood park acreage totals at least 78.1 acres. Existing neighborhood park acreage totals only 67.4 acres, a deficiency of 10.7 acres.
- Elsewhere in this Comprehensive Plan it states that, "Generally every Planning Area should have a neighborhood park unless it is sufficiently served by linear park/trails or community park(s)." Currently, 2 of the 11 planning areas are without developed parks. These planning areas are Pinewood and Marshall/Kruse.

Need for Additional Waterfront Parklands

Supply

- Natural water resources in the Marysville service area are limited to Ebey Slough and several streams and creeks. There are no bodies of saltwater and no freshwater lakes.

Demand

- In a 2004 Marysville survey, additional waterfront parklands were the six most frequently cited important facilities. (Marysville, 2004)

Need for Bicycle Trails

Supply

- The City of Marysville currently maintains 8.4 miles of bicycle trails.

Demand

- In a 2004 Marysville survey, bicycle trails were the seventh most frequently cited important facilities. (Marysville, 2004)
- According to the State of Washington Assessment of Outdoor Recreation, walking and cycling are the highest participation recreation activities. (October, 2002)

E. GOALS AND POLICIES

Goals:

The goals and policies of the City of Marysville's parks and recreation system are statements of attitude, outlook, and orientation. They reflect the importance of parks and recreation facilities, services, and programs to the overall quality of life in the community.

- To acquire and develop a system of park, open space, and recreation facilities, both active and passive, that is attractive, safe, functional, and available to all segments of the population.
- To enhance the quality of life in the community by providing recreation programs that are creative, productive, and responsive to the needs of the public.

Policies:

The policies of the Marysville Parks and Recreation Department summarize the means by which the goals may be accomplished.

- PK-1 Acquire, preserve, and develop land, water, and waterfront areas for public recreation (i.e. trails and parks) based on area demand, public support, and use potential.
- PK-2 Maximize utilization of existing school district facilities, organizational, or other public facilities within each area whenever possible to supplement new and existing programming
- PK-3 Encourage citizen participation in the design and development of facilities and/or recreational areas.
- PK-4 Encourage future development of school grounds to compliment the facilities planned in future park developments and maintain support of a recently revised interlocal agreement with the district to facilitate this goal.
- PK-5 Encourage and promote cultural facilities and social services, compatible with recreational use to be developed on or contiguous to park areas and designated buffer zones.
- PK-6 Develop an approach to project planning and increase standards of park planning and design by developing support with surrounding jurisdictions such as Tulalip Tribes, City of Everett, City of Arlington, and Snohomish County for a regional planning effort.
- PK-7 Maintain interlocal agreement with Snohomish County to address parks and recreation deficiencies in unincorporated areas of the City's UGA and to ensure that park impact fees collected for developments within the UGA are used to address needs/impacts to the City's park and recreation system.

- PK-8 Pursue the acquisition of new parklands and proceed with the planning and development of new and existing parklands and facilities. Acquire environmentally sensitive areas to include streams, wetlands, creek, and river corridors as well as highly sensitive natural archaeological areas. Insure that publicly owned land suitable for recreation purposes is set aside for that purpose.
- PK-9 Accommodate new residential commercial, and industrial development only when required parks, recreation, and open space are available prior to or concurrent with development.
- PK-10 Encourage development in areas where parks, recreation, and open space are already available before developing areas where new parks, recreation, and open space would be required. Provide urban level parks, recreation, and open space only in Urban Growth Area.
- PK-11 Reduce the per unit cost of public parks, recreation, and open space by encouraging urban density development within Urban Growth Area, and rural densities outside the Urban Growth Area.
- PK-12 Developers should have primary fiscal responsibility to satisfy park, recreation, and open space needs/impacts created by their developments either by actual provision of these improvements or by a fee-in-lieu alternative at the City's option.
- PK-13 Provide park and recreation facilities within or adjacent to residential developments, and adjacent to or in conjunction with school district properties.
- PK-14 As an integral part of neighborhoods and the larger community, establish and enhance healthy, safe, abundant and varied recreation resources (both public and private) to serve present and future population needs.
- PK-15 Develop recreational facilities to provide accommodations for users of the area's recreational amenities.
- PK-16 Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.
- PK-17 New or expanded residential development should be within walking distance, preferably but not necessarily via paved sidewalk or improved trail, of a neighborhood park, public recreation area, or in some cases a school. Existing residential areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school within walking distance, via paved sidewalk or improved trail.
- PK-18 Buy, lease, or otherwise obtain additional lands and facilities for parks, recreation, and open space throughout the City/Urban Growth Area and specifically in those areas of the City/Urban Growth Area facing intense population growth and/or commercial development.
- PK-19 Equitably distribute park and recreation opportunities by type throughout the City, Urban Growth Area, and Planning Areas.
- PK-20 Coordinate park planning acquisition and development with other City projects and programs that implement the Comprehensive Plan.
- PK-21 Develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long-term efficiency.

- PK-22 Develop a neighborhood and community park system that provides a variety of active and passive facilities.
- PK-23 Incorporate utility, storm drainage, and public lands into the open space and linkage system through cooperative use agreements.
- PK-24 Permit parks to be located in any part of the City by way of the conditional use process.
- PK-25 Provide for an open space system within and between neighborhoods.
- PK-26 An open space network should be developed to connect parks, environmental sensitive areas, preserved areas of trees and native vegetation suitable for wildlife use and habitat.

F. ACTION PLAN AND CAPITAL IMPROVEMENT PLAN

The action plan is a specific statement of how the goals and policies of the City of Marysville Parks and Recreation Department will be achieved over the next five years. The action plan consists of a number of clearly defined strategies. These strategies are the means by which the goals and policies will be achieved.

Since all parks and recreation programs operate within a variety of constraints, developing recommendations includes making difficult choices about priorities to be pursued over the next five years. However, the priorities that are identified are intended to guide, not dictate action. The changing nature of communities mandates that comprehensive planning be an on-going and dynamic process.

Strategies must be developed carefully in order to balance the current and future demands and needs of the community with the current and future resources of the community.

Guidelines for their development are:

- Strategies should be designed to maximize, but not overburden, the resources of the community.
- Consideration must be given to the infrastructure of the community in terms of its current and future ability to support the proposed strategies. Such elements as financial resources, volunteer and staffing resources, and general commitment to parks and recreation development must be considered.
- Strategies should address not only the needs of the current five-year period but also should lay a foundation upon which to build over the long term.
- Strategies should be designed to meet the diverse needs of the community.

In this action plan each major need is identified with its relevant strategies.

Strategies for Restrooms

1. Identify locations of potential public restrooms facilities that could be developed by and for the community.
2. Explore public / private partnerships with local business to establish restroom facilities in highly traveled business centers or recreational corridors

3. Explore restroom facilities in and along any future trails systems.
4. Expand use(s) of portable restroom facilities and santi-can type fixtures when possible.
5. Explore installation of restroom facilities on School District facilities utilized for recreational and athletic programming.

Dedicate additional funds for maintenance and operations of additional restroom facilities.

Strategies for Walking / Cycling Trails on Shoreline of Ebey Slough

1. Define governing agencies and jurisdictions responsible for the management of the Ebey Slough Waterway.
2. Continue to work in partnership with the Tulalip Tribes in development of a Master Plan identifying potential applications of trail systems throughout the properties owned by the tribes and City respectively.
3. Explore the impact on trail of periodic slough flooding
4. Research and define ownership of the Ebey Slough dike right-of-way
5. Explore liability exposure if trail were to be developed
6. Explore potential impact of trail development on adjacent private property
7. Explore the need for safety precautions in steeply sloped areas
8. Determine appropriate surface for trail construction being sensitive to preserving the natural state of the surrounding property
9. Develop the trail
10. Develop a policy which allows multiple uses to the extent possible based on the width of the trail
11. Explore continuation of the trail from Ebey Slough to Sunnyside Blvd. and/or Centennial Trail
12. Develop a coordination/management policy with the Ebey Slough Dike District
13. Develop an extension of the Ebey Slough trail to Sunnyside Blvd. and/or Centennial Trail

Strategies for Additional Waterfront Parklands

With the recent development of the Ebey Waterfront Park site and boating facility, additional opportunities can be considered along the shoreline(s) of Ebey Slough. Increased recreation activity potential exists in several areas throughout this corridor. The following strategies are considered for additional use(s) of Marysville's waterfront.

1. Initiate re-development of Ebey Slough waterfront
 - a. Develop a downtown waterfront master plan to initiate redevelopment and creation of recreational use through the acquisition of and development of private lands
2. Evaluate enhancement of marina type areas for public uses
3. Work with Snohomish County to establish a water trail along Ebey Slough and Estuary

4. Develop program for the management of Ebey Slough recreational users with Snohomish County and local law enforcement agencies
5. Investigate potential for additional recreational uses of property now owned by the Tulalip Tribes.
6. Encourage management of environmentally sensitive uses of Ebey Slough
7. Identify appropriate portions of Ebey Slough as habitat conservation areas
8. Coordinate design and development of the Ebey Slough trail with the existing sensitive areas ordinance(s)
9. Develop picnic areas along the Ebey Slough trail east of the Regan Property trail-head
10. Pursue grant in aid funding sources for enhancement projects
11. Develop stewardship program to provide maintenance and operational support of shoreline
12. Market gifting program of shoreline land or easement dedications from private ownership(s)
13. Continue to place a strong emphasis on acquisition of any additional lands for access and parking areas adjacent to planned or developed trail systems

Strategies for Walking / Cycling Trails in Urban Neighborhoods

1. Appoint a Trails Advisory Committee as a standing committee of the Marysville Park Board and coordinate efforts with the Marysville Transportation Advisory Committee
2. Develop and initiate a plan for designating bike lanes on streets and roads throughout the community
3. Develop a trails system in Sunnyside Wells Site
4. Renovate the existing nature trail through Jennings Memorial and Nature parks
5. Consider trails as an integral part of future building construction by recommending a policy which requires that all new development include appropriate bike lanes, on through streets, to complement existing bike/walk corridors
6. Explore the potential to use utility right-of-way corridors for trail development with potential connection to Centennial Trail
7. Work with Marysville Public Works Department to locate future security fencing around waste treatment ponds so that dike area around ponds is retained for possible recreational use
8. Coordinate a trails bond issue to be presented in near future
9. Work with Snohomish County to establish a water trail along Ebey Slough and Snohomish River Estuary system
10. Complete construction of planned trail system identified for Strawberry Fields.

Strategies for Community Parks

1. Continue to explore development of Sunnyside Wells site into a multi-resource community park in collaboration with Marysville School District plans for adjoining elementary school site

- a. Pursue acquisition funding for Sunnyside Wells site. Any land requirement for permanent site development will require a purchase of the needed acreage from the Utility Fund.
- b. Develop baseball / softball and soccer field(s) with potential for lighting for night use
- c. Construct a children's play area
- d. Develop a picnic ground including uncovered and covered areas
- e. Develop parking
- f. Develop rest rooms
- h. Identify appropriate portions of the property as Habitat Conservation Areas (see Wildlife Habitat)
- i. Identify and protect wetland areas (see Wildlife Habitat)
- j. Explore trail connection from park to Kiwanis Park and Waterfront Trail
- k. Identify appropriate portions of the property for mountain biking
- 2. Improve Jennings Park
 - a. Complete planned improvements for Jennings playground, plaza and irrigation system from private funding sources.
 - b. Designate wetlands as Habitat Conservation Area
 - c. continue to study impacts of surface water management through Allen Creek corridor and pursue independent funding assistance for reed canary grass management.
 - d. Dredge youth fishing pond and install new drainage weir for improved water quality issues.
- 3. Continue development of Strawberry Fields Athletic Park
 - a. Develop Phase IV plans for additional soccer, baseball and softball fields within the remainder of the site. Add parking area to support additional uses.
 - b. Develop and install Off-leash Dog Park on Strawberry Fields site with assistance from Mitigation funds and special interest groups.

Strategies for Community Center Facilities

- 1. Coordinate materials and data for publication of a direct market survey associated with acquisition and development of a Community Center facility
- 2. Investigate the potential of formation of a Capital Facilities Improvement District to finance the development of a community recreation center
- 3. Explore appropriate sites for a community center
 - a. Potentially acquire land
- 4. Explore property on additional sites for a historical museum/cultural arts center.
- 5. Explore collaborative public private partnerships with non-profit associations for development of additional community centers i.e. YMCA, Boys and Girls Club. Private enterprises may also be interested in locating to area offering additional recreational programs and opportunities.

Strategies for Neighborhood Parks

- 1. Evaluate existing park sites for potential enhancements development

2. Identify and prioritize future neighborhood park needs within each planning area
3. Continue to place emphasis on maintaining existing facilities at a higher level through funding support
3. Continue to work with the development community in acquiring suitable land dedications and park construction through mitigation programs and policies.
4. Initiate equipment replacement program for existing parks that have non standard or aged equipment.

Strategies for Bicycle Trails

Many of Marysville's existing streets limit potential for dedicated or joint use as a bicycle trail corridor. New construction however may be an opportune time to require appropriate widths and or conditions for new recreational opportunities.

1. Develop a Master plan recognizing all existing transportation corridors, collectors, arterials for dedicated installation of bicycle trail markings.
2. Appoint a Trails Advisory Committee as a standing committee of the Marysville Park Board and coordinate efforts with the Marysville Transportation Advisory Committee
3. Designate all future trail(s) corridors as joint-use (Walking/Bicycling) whenever possible and utilize design standards appropriate for each application and site.
4. Maintain paths and trails Fund within City of Marysville budget by supporting dedicated proceeds from gasoline excise funds
5. Publish a trail guide for community information

X. UTILITIES ELEMENT

INTRODUCTION

The Growth Management Act defines electricity, gas, telecommunications, and cable TV as “utilities.” It defines water and sewer systems separately as “public facilities.” As used in this Comprehensive Plan “utility” and “public facility” are not interchangeable terms. Plans for water supply and sewer are found in the Public Facilities and Services as well as Capital Facilities Plan Elements. Coordinated community planning and utility delivery benefits residents. By increasing development density utility delivery efficiency is maximized and public costs are minimized. In turn, both siting and sizing of public utilities have a significant impact on land use patterns and future growth. Planned delivery of utilities increases long-range economic stability by assuring industries the future utilities they need. By investing in these utilities and scheduling their provision, Marysville residents will have a key role in implementing the policies. As Marysville grows, the demand for utilities will increase substantially. The utilities discussed in this section are:

- Electricity
- Natural Gas
- Telecommunication
- Olympic Pipeline

A. ELECTRICITY

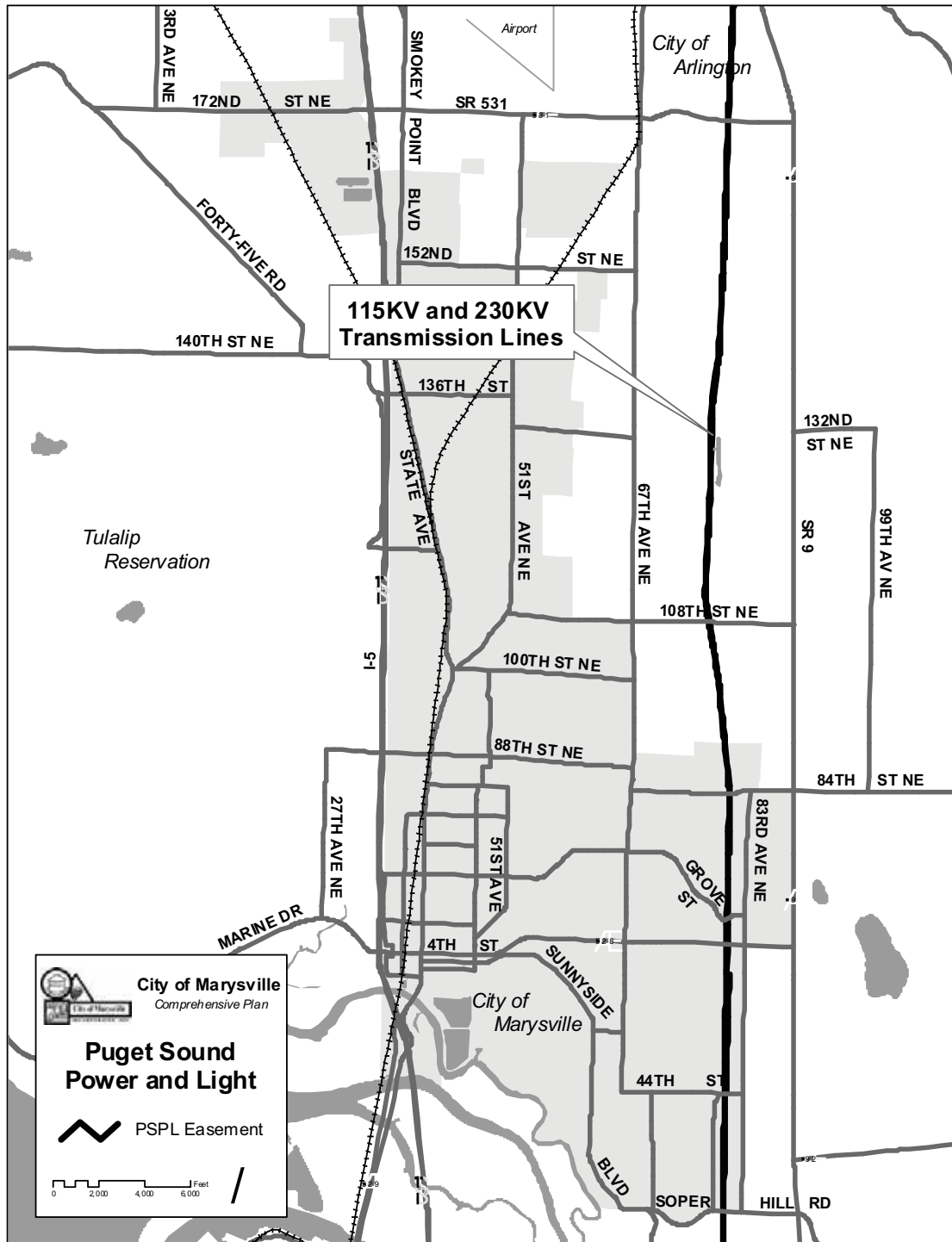
Snohomish County Public Utilities District #1 (PUD) provides electrical power to the Study area. PUD purchases over 80% of its power from Bonneville Power Administration (BPA) and over 10% from green sources, defined as renewable sources of energy (including its own Jackson Hydroelectric Project). The Bonneville Power Administration, part of the Federal Department of Energy, owns and operates three-fourths of the power transmission grid in the Pacific Northwest. BPA's high voltage lines transmit power from federally owned and managed hydroelectric dams and other sources, including power generated by other utilities. PUD is currently working towards a networked transmission system which will solve reliability problems and help meet future growth demands. Additional distribution and transmission lines will have to be built on public rights-of-way or on easements over private properties.

Puget Sound Energy also maintains an electric transmission corridor in the City of Marysville that transports electricity across the City. This corridor extends in a north-south direction, west of and generally paralleling 83rd Avenue NE, and contains two transmission lines: the “Beverly – Beaver Lake” 115 kV line, and the “Sedro Woolley – SCL Bothell” 230 kV line. These transmission lines serve the energy needs of areas to the north and south of Snohomish County. Under certain conditions, PSE's transmission line could support the local distribution grid by providing emergency back-up to Snohomish PUD's system.

PSE's electric system plans call for the upgrade of this corridor in the next 5 to 10 years. The 115 kV line is scheduled to be re-built to 230 kV within the existing corridor.

In order to serve the growing need for electricity in the area it may be necessary to construct and/or purchase new generating resources. Depending on where these resources are located, additional transmission lines or upgrades to existing lines may be needed in order to transport the power to where the loads (customers) are. These new lines would be located on existing transmission corridors whenever possible. Additional new rights-of-way and substations may be developed if load growth or system reliability standards dictate the need.

Figure 10-1 Existing Puget Sound Energy Electrical Transmission System



B. NATURAL GAS

Puget Sound Energy (PSE) supplies natural gas to six Western Washington counties: Snohomish, King, Pierce, Thurston, Kittitas and Lewis. PSE is an investor-owned utility that was formed in 1997 by the merger of Washington Natural Gas Company and Puget Sound Power & Light Company. PSE is regulated by the Washington Utilities and Transportation Commission and the Federal Energy Regulatory Commission.

Natural gas is supplied to PSE's system via the Williams Northwest Pipeline. Natural gas moves from wells in Canada and the Rocky Mountain region through the Northwest Pipeline, which consists of two pipelines: (1) 26-inch line and (1) 30-inch line. These transmission lines run in a north-south direction through Washington State and are interconnected with local distribution systems via Gate Stations, which serve to meter, odorize and reduce the pressure of natural gas. The City of Marysville is served primarily by the Granite Falls Gate Station (which connects PSE's system to the Northwest Pipeline east of the Marysville City limits on 84th Street NE) and also by the new Everett Delta Gate Station (located along SR 92 near Machias Road).

PSE's distribution system is generally comprised of the following components:

Gas Supply Mains: Usually larger diameter steel wrapped mains (8" and over) designed to operate at higher pressure (over 100 psig, pound per square inch gauge) to deliver natural gas from the supply source to pressure reducing stations (district regulators).

Pressure Reducing Stations: Includes district regulators, which are located at various locations throughout the system to reduce pressure to a standard distribution operating pressure of approximately 60 psig.

Distribution Mains: Pipes that are fed from district regulators. These mains vary in size (usually less than 8" in diameter) and material (typically polyethylene).

Extension of natural gas service is based on customer request followed by a financial analysis to determine if revenues from an extension will offset the cost of construction. Due to the relative cost savings of natural gas over electric service, natural gas has become the fuel of choice for many residents, homebuilders and businesses. The average energy use for residential customers is 50 cubic feet per hour during winter heating months. Energy use from office, commercial and industrial customers varies. The addition of new hookups will trend similar to the residential and commercial growth rate within the City, since the majority of developers request natural gas service. As of January 2005, there were approximately 7,000 natural gas customers in the City of Marysville.

As part of on-going system maintenance and expansion, PSE will propose projects that typically fall into one of the following categories:

- **System Reinforcement** – required to supplement the existing system and improve reliability
- **Main Replacement** – to upgrade existing pipe that is either worn out or undersized, in order to improve system reliability

- **Public Improvement Relocation** – facilities must sometimes be adjusted to accommodate City or State improvement projects
- **Provision of New Service** – facilities added to serve new development or customers converting from another fuel source

At this time, PSE's plans call for seven Reinforcement/Replacement projects in the City of Marysville:

1. Town Center Reinforcement

Install 8" main in Columbia Ave between 1st St and 5th St, and in 5th St from Columbia to Beach Ave. Also install 8" main in Beach Ave, 4th St, Ash Ave and alleys (construct in 1-5 years)

2. 1st & Columbia District Regulator

Install replacement district regulator at 1st St and Columbia Ave (construct in next 5 years)

3. 134th Street & Smokey Point Reinforcement

Install 8" main in 134th St NE from 41 Ave NE to Smokey Point Blvd, in Smokey Point Blvd from 134th St NE to 136th St NE, and in 136th St NE west across I-5. (construct in 3-8 years)

4. Northeast Marysville Reinforcement Project

Install 6" main in 144th St NE from 45 Ave NE to 51st Ave NE, and in 51st Ave NE from 144th St NE north in phases eventually to 172nd St NE (construct in 1-5 years)

5. Sunnyside Reinforcement Project

Install 4" main in Sunnyside Blvd NE from 60th Dr NE to 52 St NE (construct in 4-10 years)

6. 116th Street Reinforcement Project

Install 6" main in 116th St NE and ultimately connect with existing gas system in 51st Ave NE (construct in 5–10 years)

7. Bare Steel Replacement Projects (multiple)

Mandatory replacement of bare steel pipe at various locations around Town Center over next 10 years.

May be accomplished in conjunction with road improvement or paving projects if possible.

In order to serve the growing demand for natural gas in Marysville it may be necessary to construct new infrastructure in addition to the projects listed above. Additional new gas facilities or upgrades to existing lines may be needed in order to deliver gas to customers and maintain system reliability. These new lines would be located within existing public right-of-way or on easements as conditions dictate.

C. TELECOMMUNICATIONS

Telecommunications is the transmission of sound, images and/or data by wire, radio, optical cable, electromagnetic, or other similar means. Telecommunications include but are not limited to, telephone, cable television, personal wireless services, and internet services.

Telephone Services

Verizon is the telephone service provider in the Study area. Fiber optic cable connects all Verizon switching offices and is used for transport of data and voice traffic.

Cable Services

Comcast provides digital cable service to the majority of the Study area, which is an alternative to digital subscriber lines (DSL), as well as cable television. Wave broadband provides high-speed internet, cable TV, and digital cable to the northwest portion (Lakewood) of the Study area.

Wireless Communication

Wireless communication is a combination of a portion of the radio frequency spectrum with switching technology, making it possible to provide mobile or portable telephone service to virtually any number of subscribers within a given service area. Transmission quality is comparable to that provided by conventional wire-line telephones, and the same dialing capabilities and features available to wire-line users are available to cellular users. This involves the location of towers and antennas throughout the community.

Internet Service Providers

Numerous Internet Service Providers (ISP) serve the City. Dial-up internet services are available for those who have access to telephone service. High-speed internet services are available through either DSL or cable.

D. OLYMPIC PIPELINE

Portions of the BP Olympic Pipeline traverses the City of Marysville. This pipeline consists of a 400-mile system of pipe running in a 299-mile corridor the entire length of Western Washington. It is used to transport 4.9 billion gallons of gasoline, diesel, and jet fuel from four refineries located in Whatcom and Skagit Counties. Olympic serves a variety of distributors from Ferndale in Whatcom County to Portland. It is the sole supplier of jet fuel to Seattle-Tacoma International Airport. The diesel fuel and gasoline supply fuel stations across Washington and other states. There are two lines (16" and 20") located in the pipeline corridor. These are located at an average depth of 3-4' below ground surface. Coordination of development activity between the City and BP Olympic in order to ensure the pipeline remains undisturbed.

E. FUTURE NEEDS AND ASSUMPTIONS

Growth and development will place increased demands on these services. The rate of growth will affect timing of the need for planned system improvements.

F. GOALS AND POLICIES

Goals:

1. Facilitate the development of all utilities at the appropriate levels of service to accommodate the growth that is anticipated to occur in the City of Marysville.
2. Facilitate the provision of utilities and to ensure environmentally sensitive, safe, and reliable service that is aesthetically compatible with the surrounding land uses and results in reasonable economic costs.
3. Process permits and approvals for utility facilities in a fair and timely manner and in accord with development regulations which encourage predictability.

Policies:

- UT-1 Accommodate new residential, commercial, and industrial development only when required utilities are available prior to or concurrent with development. Concurrency indicates that utilities are available within 6 years of construction of the new development. Payment of mitigation fees is considered concurrency.
- UT-2 Coordinate the City's land use planning with the utility providers' planning. Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.
- UT-3 Encourage development in areas where utilities are already available before developing areas where new utilities would be required.
- UT-4 Provide urban level utilities only in Urban Growth Areas
- UT-5 Provide urban level utilities in Urban Growth Areas to provide, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery
- UT-6 Give priority to utility line extensions where on-site systems have created known pollution or health hazards.
- UT-7 Seek to coordinate, where appropriate, investment in utilities with business, employment, and economic development opportunities.
- UT-8 Reduce the per unit cost of public utilities by encouraging urban density development, allowing the distribution of public and private services more efficiently.
- UT-9 Coordinate and consolidate utilities districts, where feasible, to distribute public and private services more efficiently.
- UT-10 Facilitate and encourage conservation of resources to delay the need for additional facilities
- UT-11 Encourage the development of telecommunications infrastructure city-wide and region-wide

- UT-12 Allow location of utility distribution sites within residential areas, provided they are suitably landscaped and buffered, designed, and improved to prevent hazards to life and adverse effects on the surrounding neighborhood.
- UT-13 Use incentives to encourage undergrounding of utility distribution lines.
- UT-14 Public easements and rights-of-way should be considered multiple-purpose utility/public facility corridors. New utility systems, including gas, power, communications and transmission and distribution lines, should be located in existing public rights-of-way and easements where possible.
- UT-15 Recognize the inter-jurisdictional characteristics of providing utilities and work with Snohomish County, other jurisdictions, and area wide residents.
- UT-16 Extension of utilities should be carefully staged to achieve orderly, regular, and compact development.
- UT-17 The City/Utility Providers and School District should maintain open communications to keep each other abreast of plans and recommendations regarding closures, changes, and expansions of schools, streets, utilities, and other facilities that might impact each other.
- UT-18 Process permits and approvals for utilities in a fair and timely manner, and in accordance with development regulations that ensure predictability
- UT-19 Provide utilities with annual updates of population, employment, and development projections. The City and utilities will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to demand forecasts.
- UT-20 Coordinate the formulation and periodic update of the utility element with adjacent jurisdictions.
- UT-21 Coordinate and seek to cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements.
- UT-22 Promote when feasible sharing trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery
- UT-23 To facilitate coordination of public and private utility trenching activities, to promote cost efficiencies, and to reduce disruption in the street right-of-way, the Public Works Department shall provide timely and effective notification to interested utilities of road construction and of maintenance and upgrades of existing roads.
- UT-24 To ensure that growth is accommodated and adequate utilities are provided in a timely and cost-effective manner, facility location should be determined by the needs of facility users and clients, and the requirements of utility providers. The siting of facilities should address negative impacts on surrounding neighborhoods. Dispersal among neighborhoods should be an important consideration, but not a sole determinant of final siting decisions. The City's goal is to foster positive relationships between facilities and their neighbors, so that facilities will be regarded as assets to communities

- UT-25 In order that utilities make a positive contribution to the built environment, the City will consider opportunities to incorporate accessible open space as an element of major public projects, including public utilities' facilities. Innovative approaches to planning, design, and development of these facilities to address existing and growth-related open space needs will be encouraged
- UT-26 Require collocation of telecommunication facilities whenever possible to minimize the aesthetic impacts of multiple towers in the community.
- UT-27 Work with telecommunication providers to construct antennas on existing structures, and new towers that use materials and structures that minimize visual impacts to the community.

XI. PUBLIC FACILITIES AND SERVICES ELEMENT

INTRODUCTION

As Marysville grows, the demand for facilities and services will increase substantially. The City of Marysville provides a wide range of public services within the City limits and occasionally to other portions of the Study Area. Other providers also serve the Urban Growth Area or the Study Area. (Please see the Glossary for definitions.) The services discussed in this section are:

- Public Services:
 - Police protection
 - Fire protection and ambulance service
 - Library
 - City Facility Goals, Policies, and Locational Criteria
- Schools
- Public Facilities
 - Water
 - Sewer
 - Storm Drainage
 - Solid Waste
 - Goals, Policies, and Locational Criteria

The Growth Management Act defines electricity, gas, telecommunications, and cable TV as “utilities.” It defines water and sewer systems, streets, parks and recreation facilities, and schools separately as “public facilities.” Finally police and fire protection and other governmental services are classified as “public services.” As used in this Comprehensive Plan “utility” and “public facility” are not interchangeable terms. Plans for utilities are found in the Utility Element.

Streets and Parks are discussed separately in the Transportation and Parks Elements. Some of the services listed above are only provided within the City limits; others are provided to a larger area that usually does not correspond to the Urban Growth Area (UGA). In each section the area served is noted. In addition, few of the services have specific plans for serving the entire study area at this time.

Scattered development in unincorporated areas near Marysville can create problems in delivering services efficiently. Coordinated, planned delivery of services and facilities will be more efficient and cost effective; it will also increase long-range economic stability by assuring industries the future services they need.

Both the siting and size of public facilities and services has a significant impact on land use patterns and future growth. Careful, coordinated management is essential to provide these services in an orderly fashion and to minimize public costs. With respect to water and stormwater, reclamation can provide a valuable tool in the management of these resources. By investing in these services/facilities and scheduling their provision, Marysville residents will have a key role in implementing the policies.

The purpose of this section of the Comprehensive Plan is to:

- Provide a future vision of Public Facilities and Services in Marysville and its Urban Growth Area that is concurrent with anticipated growth
- Identify strategic plans and actions to maintain or improve services consistent with the vision

- Provide a framework for guiding the necessary budgetary and operational plans
- Provide the basis for integrating Public Facilities and Services with other elements of the Comprehensive Plan, such as Land Use, Transportation, and Capital Facilities.

A. FIRE

The Marysville Fire District, #12, provides fire suppression, life support, fire prevention, and disaster preparedness/emergency management services for approximately 55 square miles. The district encompasses most of the UGA as well as some areas that are outside the UGA.

The Marysville Fire District is the result of a merger between the City Fire Department and Snohomish County District #12 that became effective in 1992. Expansion of the District in 2002 includes the merger of Snohomish County Fire District 20 into Fire District 12.

I. Existing

The Marysville Fire District operates four fire stations. Station #61 is the operational headquarters located at 1635 Grove Street, at the Marysville Public Safety Building (PSB). Station #62 is located at 10701 Shoultes Road, Station #63 is located at 1416 Smokey Point Boulevard, and Station #65 is located at 17500 East Lake Goodwin Road.

The District is overseen by an eight member board of directors, five of which are Fire District 12 Commissioners and three are designated by the Mayor of the City of Marysville to serve on the board.

The District is currently (2004) staffs 110 firefighters. There are 54 full-time personnel and 45 part-time firefighters.

In 2003 the District responded to 7,837 calls. Of these calls 67% were EMS, 28% were non-fire, and 5% were responses to fires. The average response time was 6 minutes for 911 calls from alert time to the first unit on the scene.

The Marysville Fire District has a class 4 rating in the city and in unincorporated portions of the District on a scale of one (highest) to ten (lowest) from the Washington Survey and Rating Bureau. The evaluative criteria are based on the fire-fighting capabilities of the fire district, the City water system, the enforcement of the building code, and the structural conditions of the buildings in the district. The class rating is used to determine fire insurance premiums for homeowners and businesses within the District.

The remainder of the Study area is served by four fire districts, shown on Map 10-1. Fire District #22, the Getchell Fire District, serves the eastern portion of the Study Area. Its fire station is centrally located at Getchell Road and 99th Avenue NE. Lake Stevens Fire District #8 covers the southeast corner of the Study Area. The nearest fire stations are located at Meridian and 99th Avenue NE in Lake Stevens.

Lake Stevens Fire District #8 has 3 fire stations. Two of the 3 stations are manned 24 hours a day 7 days a week. The District currently has 30 full-time and 32 part-paid firefighters, of which an average of 8 are on per day.

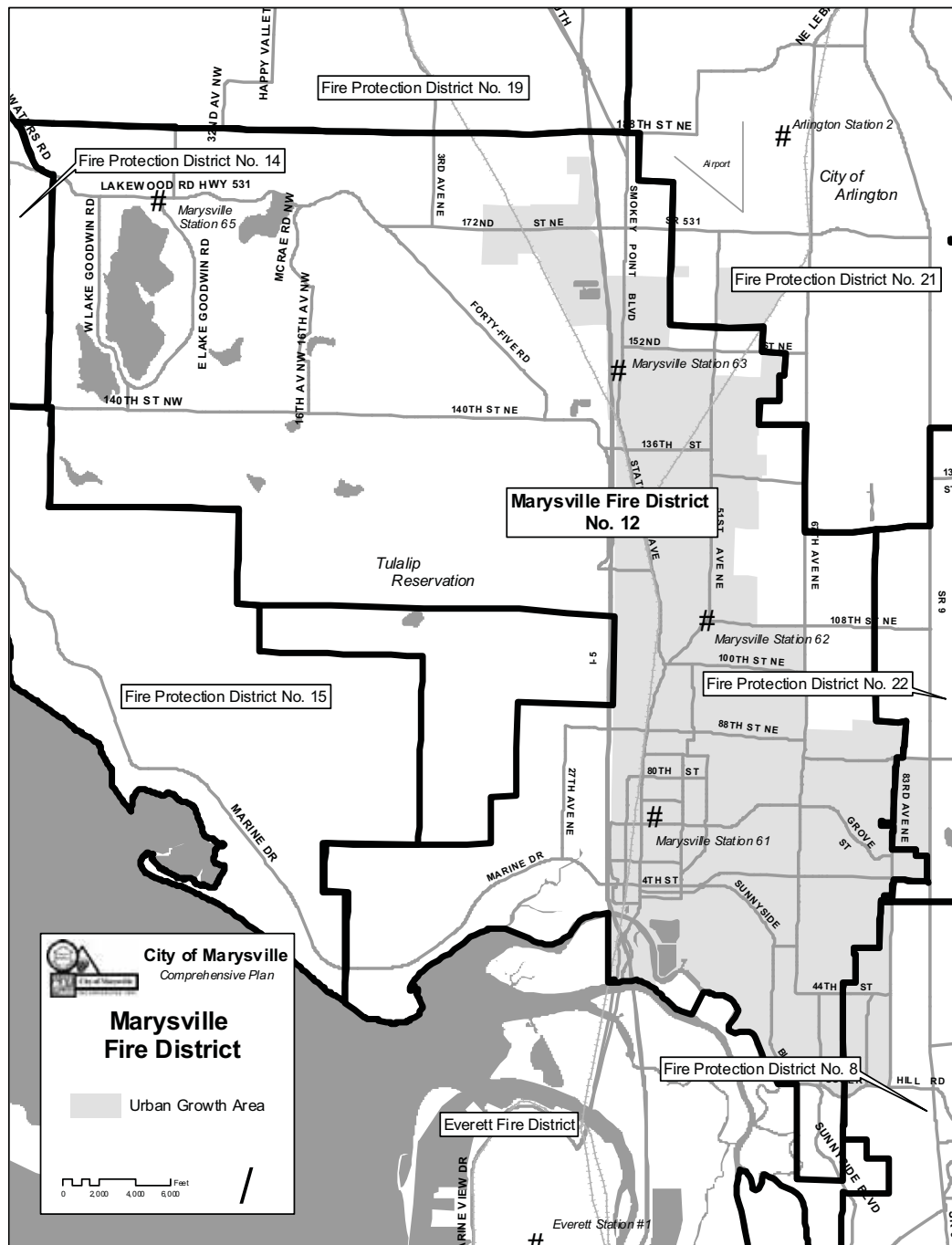
Fire District #21 serves the northeastern corner of the study area. The nearest fire stations are located in Arlington and on Arlington Heights Road.

Fire Districts 21, 22, 8 and the City of Everett have signed an interlocal county-wide mutual aid agreement to provide a coordinated emergency response to the area.

II. Future Needs and Assumptions

Continued growth in the District will place additional demand on the ability to provide an acceptable response time, manpower, and water flow. An additional station is needed in the southeastern part of the City to due rapid growth and in order to lower response times to that area.

Figure 11-1 Fire District Boundaries



Public Facilities and Services

Low and high density developments place different demands on the fire fighting capabilities of a Fire Department. Low density development increases average response time to a fire because of greater travel distances and the possibility of increased traffic congestion. High density development increases the fire flow and manpower needed to extinguish a fire. For example, although a fire in a downtown Marysville multiple-story building requires minimal response time, greater manpower and fire flow are needed to extinguish the fire due to the multiple stories and the surrounding high density development. Multi-family housing and businesses also generate a greater number of false alarms than single-family housing.

B. POLICE PROTECTION

I. Existing

The City of Marysville Police Department provides public safety and crime prevention services 24 hours a day, 7 days a week. In 2003, the Department received 39,833 calls for service.

The Police Department staff consists of 65 employees, 41 of which are commissioned officers. At least five officers are on duty at all times.

The Police Department services the incorporated City. Backup services and services to areas outside the city limits are provided by the Snohomish County Sheriff's Department. The Washington State Patrol and the City of Everett Police Department are also available if required.

The Police Department provides the following services: training and recruitment of new personnel, traffic and parking enforcement, animal control services, detective services, record keeping, jail services, and crime prevention through a variety of community-based programs including Seniors Against Crime.

The City of Marysville operates a 24-hour enhanced 911 dispatch service. Property crimes are the crimes most often handled by the Department. These include car prowls, malicious mischief, and burglary. Crimes associated with commercial and retail business issues include vandalism and shoplifting.

The City of Marysville employs 4 full-time and 1 part-time persons in the Municipal Court operation. In addition, there is 1 full-time probation officer. The Department processes citations issued by the Police Department for misdemeanors, gross misdemeanors and civil infractions. The gross amount of fines collected in 2003 was \$ 1,025,652.

The Police and Court departments are located in the Public Safety Building located at 1635 Grove Street.

II. Future Needs and Assumptions

The Department will continue to provide services to the City with the County Sheriff's department serving the unincorporated UGA. Population growth will increase the demand for police services.

Over the last five years, calls for service have increased 24% and case reports by 60%. As a result of these increases it is necessary to add additional police staff to meet the increased demands placed on the department. The additional volume of records related materials has a direct impact on the office operations support staff as well.

Additionally, the Detectives' case load has risen 340% since 1999. During this same time, Part One Crimes have increased by 20%, directly impacting the number of major cases being investigated by Detectives. This impacts the number of search warrants being served, leading to large amounts of evidence requiring storage.

Cost associated with the additional police staff may be offset by the additional tax revenue generated from new proposals for business parks and retail areas. However, as the City annexes undeveloped areas which then develop within the City, there is often a lag between the time police services must be provided and the time the revenues are allocated to the City.

III. Standards

The Department's response time averages 3.78 minutes for emergencies and 27.78 minutes for non emergencies.

The Police Department does not have formally adopted service standards for determining adequate levels of service; but based on the 2003 population (Snohomish County Tomorrow 2003, Growth Monitoring Report) of 28,370 for Marysville, the Police Department's service ratio is approximately 1.44 commissioned officers per 1000 population.

C. LIBRARY

The City of Marysville has provided library services to its citizens in many different buildings since 1907.

I. Existing

From 1907 to 1925, the library consisted of two or three shelves in a drug store. In 1924, a group of local civic-minded women started a Library committee to found and support a more extensive local library. As a result of their efforts, the library was moved to larger quarters in the City's Old Fire Hall on Third Street on July 25, 1925. From the Old Fire Hall, the library moved in 1949 to the "new and spacious" City Hall at Fifth and Delta. There it occupied 1,000 square feet in a room which is now the Finance Director's Office.

A growing collection and increased use by citizens soon mandated another move. In 1977-78, the City constructed a new 7,436 square foot building at 4822 Grove Street which was occupied in April 1978.

In 1991 city residents voted to annex to the library district. The current 23, 000 square foot building was opened in 1995, and is projected to meet the needs of the community until at least 2012. The facility houses 162,717 library books and other materials. The new building is located on a six acre site at 6120 Grove Street.

The Marysville Library is a City owned facility operated through Sno-Isle Libraries. The Sno-Isle Libraries is a suburban/rural library system serving residents of the unincorporated areas, annexed areas and contracting cities in Snohomish and Island counties.

The city of Marysville provides maintenance of the facility, and Sno-Isle reimburses the city for utility and janitorial costs.

Sno-Isle Libraries are funded by a tax levy on all property in unincorporated areas, areas which have annexed to the library district, such as Marysville, and contract fees from a few cities in the two counties. Cities and towns contracting with the Library pay a contract fee for materials, staff and services. Ninety per cent of the Library District's revenue comes from property taxes, with the remaining from contract fees and other sources.

The library serves residents of the Sno-Isle Inter-county Rural Library District and their dependents, and residents of jurisdictions within Washington State that provide equitable tax support for public library service. Therefore the entire UGA and Study Area are served by the library.

The Library is staffed by 34 people. Circulation for 2003 was over 614,000 for 34,708 registered borrowers coming into the library at a rate of 112 per hour.

A full range of library services is offered from the Marysville Library. The facility is open 63 hours each week, including Sundays, year around.

II. Future Needs and Assumptions

The building currently provides additional space for collection growth to meet the needs of a growing community. The city will continue to own and maintain the library building, with Sno-Isle Libraries continuing to operate the facility.

D. GOALS AND POLICIES: POLICE, FIRE, LIBRARY

Goals:

1. Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.
2. Equitable distribution and maximum utilization of City resources in the delivery of City services and protection.
3. Protect life and property from the hazards of fire and crime.

Policies:

- PS-1 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within 6 years of construction of the new development. Payment of mitigation fees is considered concurrency.
- PS-2 Assist growth and desired land use types and patterns through the planning, design, and installation of public services.
- PS-3 Encourage development in areas where services are already available before developing areas where new services would be required.
- PS-4 Provide urban level facilities and services only in Urban Growth Area.
- PS-5 Reduce the per unit cost of public facilities and services by encouraging urban density development within Urban Growth Area, and rural densities outside the Urban Growth Area.
- PS-6 Siting of proposed public buildings and other facilities should conform with land use policies and regulations. Local government agencies are not exempt from their own requirements.

Public Facilities and Services

- PS-7 Locate recreational and community facilities as focal points for the City.
- PS-8 The location, design, and construction of public facilities and services should be compatible with existing and planned land uses and with natural systems such as drainage ways and shorelines.
- PS-9 Development, residents, businesses, and industries should contribute their fair share toward mitigating identified impacts on public facilities.
- PS-10 Implement Building and related Codes, especially built-in fire protection for each structure in order to reduce the fire protection burden on the City. The implementation would also include older buildings, remodeled buildings, and buildings to be expanded that need updated fire protection facilities.
- PS-11 Implement Fire Protection Codes in order to govern the maintenance of buildings and premises; safeguard life, health, property, and public welfare by regulating the storage, use and handling of dangerous and hazardous materials, substances, processes; regulate the maintenance of adequate egress facilities; and investigate all life and fire losses.
- PS-12 Permit public services and facilities to be located in any part of the city through a conditional use permit process.

E. LOCATION AND CRITERIA: POLICE, FIRE, LIBRARY

In planning coordinated delivery of public facilities and services, Marysville will consider the level of key services needed to support existing development; which agency will provide each of the services; when services need to be in place to accommodate proposed land uses; the level of service appropriate and suitable for each use; time required for installation; and the range of fiscal impacts on the general public and on individual property owners.

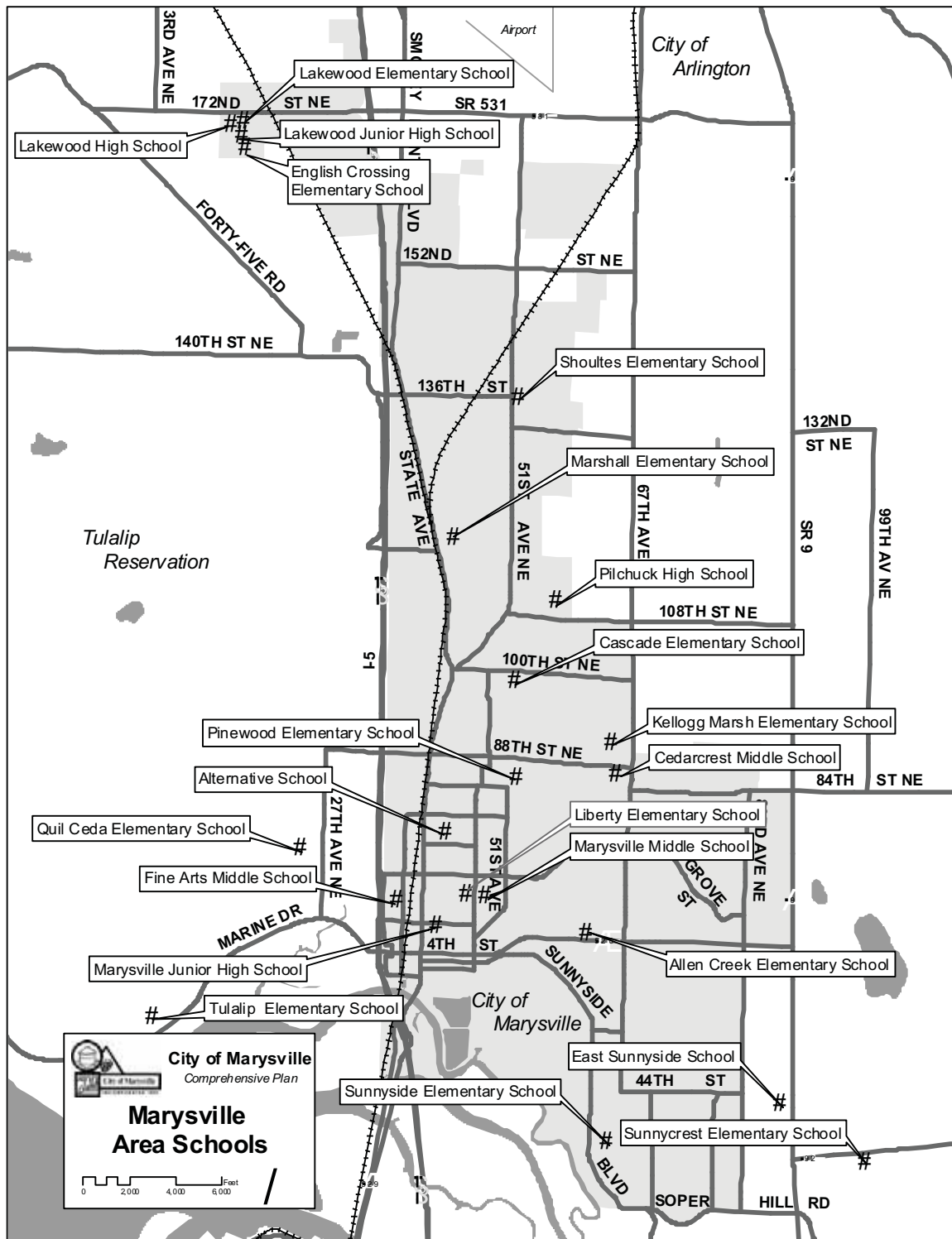
F. SCHOOLS²

The Study Area is served by four school districts: Marysville, Arlington, Lake Stevens, and Lakewood. However, Arlington's School District is outside the Urban Growth Area, and that serves only industrial lands inside the Urban Growth Area. Particular coordination is necessary between Marysville, Lakewood, and Lake Stevens School Districts, since they service the Urban Growth Area.

I. Existing

School District boundaries within the Study Area are shown in Figure 11-2. Marysville School District #25 serves the majority of the UGA as well as areas outside the UGA. Lakewood School District #306 serves the northwest corner of the UGA. Lake Stevens School District #4 serves the southeast corner of the UGA.

Figure 11-3 Marysville Area Schools



Marysville School District #25

In 2004 Marysville School District #25 served approximately 11,200 students with ten elementary schools, four middle level schools, and one comprehensive high school as shown in Figure 11-3 and listed in Table 11-1. In addition, the District operates a new (2003) Arts and Technology High School and an Alternative High School.

Table 11-1 Marysville School District, Existing Schools

SCHOOL	ENROLLMENT ESTIMATE FOR 2004	ESTIMATED STUDENT PERMANENT CAPACITY	ESTIMATED SCHOOL CAPACITY
Allen Creek Elementary	518	576	58
Cascade Elementary	367	408	41
Kellogg Marsh Elementary	497	552	55
Liberty Elementary	367	408	41
Marshall Elementary	562	624	62
Pinewood Elementary	432	480	48
Quil Ceda Elementary	475	528	53
Shoultes Elementary	454	504	50
Sunnyside Elementary	475	528	53
Tulalip Elementary	475	528	53
Marysville Middle School	779	866	87
Cedarcrest Middle School	595	661	66
Tenth Street Program	61	68	7
Tulalip Heritage	-	0*	-
Marysville Junior High	800	889	89
Marysville Arts & Technology Option School	204	240**	36
Marysville Alternative High School	211	248	37
Marysville-Pilchuck High	1,850	2,176	326
TOTAL	9,122	10,284	1,162

* Tulalip Heritage School is located in relocatable facilities (non-permanent) that are owned by the District. It is on a site that is not owned by the District.

** Marysville Arts and Technical High School is included in the inventory, however, the building square footage is not included in the total capacity plan because it is leased space.

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

In 2003 and 2004, the District's growth rate substantially declined. This decline is likely due to the reduction in employment at the Boeing Aircraft Company (and supporting companies) in the Everett/Marysville area and the prolonged Marysville teachers' strike in September and October of 2003. Growth in the Marysville School District is shown in Table 11-2.

Table 11-2 Growth in Marysville District Schools

SCHOOL	GRADES	11 YEAR % CHANGE	5 YEAR % CHANGE	3 YEAR % CHANGE
Elementary School Level	(K-5)	+0.80%	+0.85%	-7.1%
Middle School Level	(6-7)	+2.54%	+2.8%	-3.0%
Junior High Levels	(8-9)	+2.96%	+2.9%	-10.9%
High School Level	(10-12)	+3.06%	+3.1%	+5.4%



Negative growth.

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

Lakewood School District #306

Lakewood School District #306 currently serves a student population of approximately 2,500 with three elementary schools, one middle school, and one high school as shown in Figure 11-3 and listed in Table 11-3.

Table 11-3 Lakewood School District, Existing Schools

SCHOOL	FTE ENROLLMENT FOR MARCH 2004	ESTIMATED STUDENT PERMANENT CAPACITY	RELOCATABLE (PORTABLE) INTERIM CAPACITY	TOTAL CAPACITY
English Crossing Elementary		479	145	
Cougar Creek Elementary	1,122*	500	0	1800*
Lakewood Elementary		416	260	
Lakewood Middle	630	602	100	702
Lakewood High	673	619	100	719
TOTAL	3,055	2,616	605	3,221

* Totals are combined for all elementary schools.

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

Since 1997, Lakewood schools have grown an average of 2.9% a year. The largest increases have been at the High School level. Growth in the Lakewood School District is shown in Table 11-4.

Table 11-4 Growth in Lakewood District Schools

SCHOOL	GRADES	INCREASE IN STUDENTS (1997 TO 2003)	% INCREASE
Elementary School	(K-5)	102 FTE	10.3%
Middle School	(6-9)	131 FTE	18.3%
High School	(10-12)	152 FTE	40.1%

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

Lake Stevens School District #4

In 2004, Lake Stevens School District #4 served a student population of approximately 7,312 with six elementary schools, two middle schools, one high school, and two alternative schools as shown in Figure 11-3 and listed in Table 11-5.

Table 11-5 Lake Stevens School District, Existing Schools

SCHOOL	FTE ENROLLMENT FOR MARCH 2004	ESTIMATED STUDENT PERMANENT CAPACITY	RELOCATABLE (PORTABLE) INTERIM CAPACITY	TOTAL CAPACITY
Glenwood Elementary		549	100	649
Hillcrest Elementary		549	50	599
Highland Elementary		512	100	612
Mt. Pilchuck Elementary	3,046	549	50	574
Skyline Elementary		549	100	649
Sunnycrest Elementary		549	125	674
Lake Stevens Middle		732	243	975
North Lake Middle	1,818	751	216	967
Lake Stevens High		1,614	390	2,004
PROVE High	2,213	0	100	100
TOTAL	7,077	6,354	1,474	7,803

Source: Lake Stevens School District No. 4 Capital Facilities Plan, Draft, 2004.

Between 1973 and 1985 student enrollment in the Lake Stevens School District remained relatively constant (15%) and then between 1985 and 2003 grew significantly (116%). The October 2003 enrollment was 7,312 (7,077 FTE) students. Since 1994 through 2003, Lake Stevens schools have grown an average of 4.49% a year.

II. Future Needs and Assumptions

Marysville School District #25

By 2009, the Marysville School District projects student enrollment to increase by 10%, from 10,695 students (October 2003) to 11,815 students. Enrollment projections are shown in Table 11-6.

Table 11-6 Future Enrollment in Marysville Schools

YEAR	ENROLLMENT PROJECTION (FTE)		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2004	4,648	2,894	3,591
2005	4,669	2,862	3,861
2006	4,685	2,852	3,924
2007	4,745	2,768	4,056
2008	4,811	2,797	4,103
2009	4,927	2,777	4,111

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

Table 11-7 shows total student capacity without portables. It is not the District's policy to include portable classroom units when determining future capital facility needs.

Table 11-7 Future Capacity in Marysville Schools

YEAR	STUDENT CAPACITY		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2004	4,622	2,236	2,264
2005	4,666	2,236	2,264
2006	4,666	2,236	2,264
2007	5,184	2,236	2,264
2008	5,486	3,046	2,264
2009	5,486	3,046	3,624

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

School facility (capacity) needs are derived by subtracting projected student enrollment from existing student capacity.

Table 11-8 Future Surplus / Deficiency in Marysville Schools

YEAR	CAPACITY SURPLUS / (CAPACITY DEFICIENCY)*		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2004	(26)	(658)	(1,326)
2005	(3)	(626)	(1,597)
2006	(19)	(616)	(1,660)
2007	439	(532)	(1,792)
2008	675	(561)	(1,839)
2009	559	269	(487)

* Capacity Deficiency is expressed in terms of "un-housed students".

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

New schools planned between 2005-2009 to meet the projected increase in student population are listed in Table 11-9.

Table 11-9 Marysville School District Proposed Schools

BUILDING NAME	GRADE SPAN	ACTUAL CAPACITY	YEAR
Quil Ceda Elementary*	K-5	43	2005
Elementary School #11	K-5	518	2007
(New) Cascade Elementary	K-5	518	2008
(New) Liberty Elementary	K-5	518	2008
Middle School #4	6-8	810	2009
High School #2	9-12	1,200-1,600	2009

* Addition of two classrooms at Quil Ceda Elementary.

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

Capacity deficits during the time these schools are being constructed will be addressed by adding additional portable classrooms to the inventory as shown in Table 11-10.

Table 11-10 Marysville School District, Future Portables to Maintain Capacity

YEAR	PORTABLE ADDITIONS		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2004	4	0	4
2005	2	0	0
2006	0	4	0
2007	0	0	0
2008	0	0	0
2009	0	0	0

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

The District plans to shift approximately 400 9th grade students from the middle level schools to the new high school in 2009. Assuming a construction bond passes in 2005, the district also plans to shift all 9th grade students to the high schools as a new High School (#2) begins construction in 2007 and opens in 2009.

The following school age children per housing unit factors, listed in Table 11-11 were developed by Brown Consulting for the Marysville School District to estimate of the

number of school-aged children generated by new development. These factors may be used to determine future school impact fees.

Table 11-11 Marysville District, School Age Children per Housing Unit

SCHOOL TYPE	SINGLE-FAMILY UNIT	MULTI-FAMILY UNIT 2+ BEDRM.
Elementary	0.322	0.234
Middle	0.202	0.140
High	0.119	0.079
Total	0.643	0.453

Source: Marysville School District Capital Facilities Plan, Draft, July 2004.

Lakewood School District #306

The Lakewood School District projects student enrollment to increase by 10% from 2004 to 2009 as shown in Table 11-12.

Table 11-12 Future Enrollment in Lakewood Schools

YEAR	ENROLLMENT PROJECTION		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2004	1,199	673	737
2005	1,204	695	739
2006	1,245	639	792
2007	1,261	633	810
2008	1,273	638	837
2009	1,288	675	821

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

Table 11-13 shows total student capacity without portables. It is not the District's policy to include portable classroom units when determining future capital facility needs.

Table 11-13 Future Capacity in Lakewood Schools

YEAR	STUDENT CAPACITY		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2004	1,395	602	619
2005	1,395	602	619
2006	1,395	602	619
2007	1,395	602	619
2008	1,395	630	709
2009	1,395	630	709

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

School facility (capacity) needs are derived by subtracting projected student enrollment from existing student capacity. Future capacities for Lakewood Schools are shown in Table 11-14.

Table 11-14 Future Surplus / Deficiency in Lakewood Schools

YEAR	CAPACITY SURPLUS / (CAPACITY DEFICIENCY)*		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2004	196	(71)	(118)
2005	191	(93)	(120)
2006	150	(37)	(173)
2007	134	(31)	(191)
2008	122	(8)	(128)
2009	107	(45)	(112)

* Capacity Deficiency is expressed in terms of "un-housed students".

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

Projects being planned within the next six years to meet the projected increase in the student population are listed in Table 11-15.

Table 11-15 Lakewood School District Proposed Projects Adding Capacity

PROJECT	GRADE SPAN	ACTUAL ADDED CAPACITY
Acquisition of new Elementary School site	K-5	-
Lakewood Middle School expansion	6-8	28
Lakewood High School	9-12	90

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

Capacity deficits during the time these projects are being constructed will be addressed by use of portable classrooms. The District currently has 23 portables that add an interim capacity of 605.

The following factors, as listed in Table 11-16, were developed by the Lakewood School District to estimate of the number of school-aged children generated by new development. These factors may be used to determine future school impact fees.

Table 11-16 Lakewood School District, School Age Children per Housing Unit

SCHOOL TYPE	SINGLE-FAMILY UNIT	MULTI-FAMILY UNIT 2+ BEDRM.
ELEMENTARY	0.270	0.221
MIDDLE	0.096	0.132
HIGH	0.119	0.162
TOTAL	0.486	0.515

Source: Lakewood School District No. 306 Capital Facilities Plan, Draft, July 2004.

Lake Stevens School District #4

By 2009, the Lake Stevens School District projects student enrollment to increase by 7%, from 7,077 students (October 2003) to 7,580 students as shown in Table 11-17.

Table 11-17 Future Enrollment in Lake Stevens Schools

YEAR	ENROLLMENT PROJECTION (FTE)		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2004	3,051	1,842	2,355
2005	3,013	1,906	2,502
2006	3,035	1,897	2,592
2007	3,031	1,912	2,579
2008	2,984	1,915	2,663
2009	2,996	1,924	2,660

Source: Lake Stevens School District No. 4 Capital Facilities Plan, Draft, 2004.

School facility (capacity) needs, derived by subtracting projected student enrollment from existing student capacity, are listed in Table 11-18.

Table 11-18 Additional Capacity Needs 2004 – 2009

YEAR	(CAPACITY DEFICIENCY)		
	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2004	0	359	741
2005	0	423	888
2006	0	414	978
2007	0	429	965
2008	0	432	1049
2009	0	441	1046

Source: Lake Stevens School District No. 4 Capital Facilities Plan, Draft, 2004.

Planned improvements to accommodate un-housed students for years 2004 through 2009 includes the construction of an 8-9 secondary school that would open in 2007. Construction will be dependent upon the successful passage of a bond issue in 2005.

Capacity deficits during the interim will be addressed by adding additional portable classrooms to the inventory. Seven portables will be purchased in 2004.

School age children per housing unit factors are listed in Table 11-19. These factors may be used to determine future school impact fees.

Table 11-19 Lake Stevens District, School Age Children per Housing Unit

SCHOOL TYPE	SINGLE-FAMILY UNIT	MULTI-FAMILY UNIT 2+ BEDRM.
Elementary	0.362	0.118
Middle	0.172	0.062
High	0.167	0.075
Total	0.701	0.255

Source: Lake Stevens School District No. 4 Capital Facilities Plan, Draft, 2004.

III. Standards

Marysville School District #25

Elementary School

- Average class size for Kindergarten should not exceed 22 students. Average class size for grades 1-3 should not exceed 23 students. Average class size for grades 4-5 should not exceed 24 students.
- Special Education for students may be provided in regular classes when inclusion is possible and in self-contained classroom when this is the most appropriate option available.

Middle, Junior, and High Schools

- Average class size for grades 6-9 should not exceed 27 students. Average class size for grades 10-12 should not exceed 29 students.
- It is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity should be adjusted using utilization factor of 95% of available teaching stations depending on the physical characteristics of the facility.
- Special Education for students may be provided in regular classes this is the most appropriate option available.
- Identified students will also be provided to other programs in "resource rooms" (i.e. computer labs, study rooms), and program specific classrooms (i.e. music, drama, art, home and family education).

Lakewood School District #306

Elementary School

- Class size for grades K – 4 will not exceed 26 students. Class size for grades 5 – 8 will not exceed 28 students.
- All students will be provided library/media services in a school library.
- Special Education for students may be provided in self-contained or specialized classrooms.
- All students will be provided music instruction in a separate classroom.
- All students will have scheduled time in a computer lab, or time in which a mobile lab will be assigned to each classroom, for those building that have mobile computer labs. Each classroom will have access to computers and related educational technology.
- Optimum design capacity for new elementary schools is 475 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- All students will be provided physical education instruction in a gym or in a multipurpose room.

Middle, Junior, and High Schools

- Class size for middle school grades will not exceed 28 students. Class size for high school grades will not exceed 30 students.

- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during planning periods, it is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity should be adjusted using a utilization factor of 86% to reflect the use of one-period per day for teacher planning. Special Education for students will be provided in self-contained or specialized classrooms.

Lake Stevens School District #4

Elementary School

- Average class size for grades K – 3 should not exceed 20 students. Average class size for grades 4 – 5 should not exceed 24 students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 12 students.
- All students will be provided music instruction in a separate classroom.
- Students may have a scheduled time in a computer lab.
- Optimum design capacity for new elementary schools is 500 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

Middle, Junior, and High Schools

- Class size for middle school grades will not exceed 27 students. The District assumes a practical capacity for high school and middle school classrooms of 30 students.
- Class size for grades 9 – 12 should not exceed 30 students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 12 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during planning periods, it is not possible to achieve 100% utilization of all regular teaching stations throughout the day. Therefore, classroom capacity should be adjusted using a utilization factor of 90%.
- Some Special Education services for students will be provided in a self-contained classroom.
- Identified students will also be provided other nontraditional educational opportunities in classrooms designated as Resource Rooms (i.e. computer labs, study rooms) or Special Education Classrooms.
- Program Specific Classrooms, for example: (i.e. music, drama, art, home-economics, physical education, family and consumer sciences, and career and technical education).
- Optimum design capacity for new middle schools is 750 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- Optimum design capacity for new high schools is 1500 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

IV. Goals and Policies

Goals:

1. Include school districts in land use planning to ensure adequate facilities to handle growth.
2. Provide equitable distribution and maximum utilization of School District resources in the delivery of educational services.

Policies:

- SC-1 The City and School District should maintain open communications to keep each other abreast of plans and recommendations regarding:
- SC-2 · closures, changes, and expansions of schools, streets, other facilities, etc... that might impact the other
- SC-3 · location of schools and school related facilities
- SC-4 Encourage construction and location of schools and their facilities within the Urban Growth Area.
- SC-5 Encourage elementary schools, junior high, and high schools to locate close to existing or proposed residential areas.
- SC-6 The location, design, and construction of school facilities should be compatible with existing land use, drainage, and natural systems.
- SC-7 Locate schools as focal points for neighborhoods.
- SC-8 Accommodate new development only when required school space is available prior to or concurrent with development. Concurrency indicates that facilities are available within 6 years of construction of the new development. Payment of mitigation fees is considered concurrency.
- SC-9 Promote cooperation between the City and the School Districts to provide adequate opportunities for community utilization of school facilities.
- SC-10 Maximize utilization of existing School District facilities whenever possible to supplement new and existing parks and their programming. Encourage future development of school grounds to compliment the facilities planned in future park developments and maintain an interlocal agreement with district to facilitate this goal.
- SC-11 Development and design proposals for school facilities should address street and trail improvements to provide safe site access by pedestrians, bicyclists and vehicles.
- SC-12 Encourage the location and design of new schools, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes whenever possible.
- SC-13 Permit schools, through a conditional use process, to be located in any part of the city.

V. Criteria

The following criteria should be considered whenever possible when locating and designing schools:

- Each Planning Area should have an elementary school, placed within a 1/2 mile radius walking distance of residences. (State law requires that children be transported if they live outside of one mile diameter distance from the school, unless walking conditions are hazardous.)
- Located on an arterial or possibly a collector street.

Whenever possible, the optimum capacity range and site size for school buildings should be maintained as specified in Table 11-20.

Table 11-20 Optimum School Capacity

SCHOOL	STUDENTS	ACRES
Elementary	500	10
Middle	800	20
High	1,550	40

VI. Identification

Please see Figure 11-3 for the locations of schools. The locations are generalized. School locations may be adjusted, up to a half mile if land is not available in the location identified.

G. WATER¹

I. Existing

The Marysville Water System, operated and maintained by the Department of Public Works, provides water to a Coordinated Service Area (CSA) as illustrated in Figure 11-4. The CSA was defined by the North Snohomish County Coordinated Water System Plan (CWSP) and adopted by the City Council. There are three small developed areas located along 172nd Street NE and Warm Beach Road are located outside the current CSA but are served by Marysville.

Water supplied via the Everett-Marysville pipeline is a result of a Joint Operating Agreement (JOA) between Marysville, Snohomish County Public Utility District #1, and the Tulalip Tribes.

a. Demand

The City of Marysville supplies water to 15,929 accounts. The population served is 45,663. Annual sales for 2000 were 1,646 million gallons resulting in a retail usage of approximately 4.5 million gallons per day (MGD) as shown in Table 11-21.

Table 11-21 Marysville Retail Water Usage Breakdown

USE	PERCENTAGE OF AVERAGE DAILY RETAIL DEMAND
Single Family	56.2
Multi – family	11.3
Industrial/Commercial	30.8
Schools	1.6
TOTAL	100

Source: Table 5-2, City of Marysville 2002 Water System Plan Update,

¹ This section primarily relies on the City of Marysville, 2002 Water System Plan Update.
Public Facilities and Services

Over the last decade water demand has been greatest among the single family residential category followed by commercial/industrial, multi-family residential, and schools as shown in Table 11-22.

Table 11-22 Marysville CSA Retail Water Sold

YEAR	RETAIL WATER SOLD, 1991 – 2000 (MGD)*				
	SINGLE FAMILY	MULTI-FAMILY	COMMERCIAL/INDUSTRIAL	SCHOOLS	TOTAL
1991	2.16	0.44	1.19	0.06	3.85
1992	2.22	0.45	1.22	0.06	3.96
1993	2.21	0.45	1.22	0.06	3.93
1994	2.53	0.51	1.39	0.07	4.50
1995	2.64	0.53	1.45	0.07	4.69
1996	2.47	0.50	1.36	0.07	4.40
1997	2.43	0.49	1.34	0.07	4.33
1998	2.66	0.54	1.46	0.07	4.73
1999	2.47	0.50	1.36	0.07	4.39
2000	2.53	0.51	1.39	0.07	4.50
Total	24.32	4.92	13.38	0.67	43.3

*MGD Millions of Gallons per Day

Source: City of Marysville 2002 Water System Plan Update

b. Supply

The City of Marysville draws water from four primary sources: Edward Springs, the Stillaguamish Ranney Collector, the Lake Goodwin Well, and an intertie to the City of Everett water system through the Everett-Marysville pipeline. Primary sources are those that provide water during normal operating conditions. Secondary sources are intended for use in the event of emergencies, high demand, or when primary sources are off-line. Combined these sources provide approximately 17.5 MGD as shown in Tables 11-23 and 11-24.

Table 11-23 Contributing Sources of Water Supply

	CAPACITY	WATER RIGHTS
PRIMARY SUPPLY SOURCES		
Stillaguamish River Ranney Collector	3.2 MGD	3.2 MGD
Edward Springs	2.5 MGD	2.0 MGD ¹
Lake Goodwin Well	0.5 MGD	0.8 MGD
Everett-Marysville Pipeline	11.3 MGD ²	11.3 MGD ³
Total	17.5 MGD*	17.3 MGD
SECONDARY SUPPLY SOURCES⁴		
Highway 9 Well	1.4 MGD	1.4 MGD
Sunnyside Well No. 2	1.1 MGD	1.1 MGD
Total	2.5 MGD	2.5 MGD

*MGD Millions of Gallons per Day

1. In addition to the primary water rights listed for Edwards Springs, the City also holds additional, supplemental water rights for this source.
2. Marysville's current entitlement based on Joint Operating Agreement (JOA). The full capacity of the JOA pipeline is 20 mgd. The remaining capacity is allocated to the Tulalip Tribes and Snohomish County PUD #1, and Marysville wheels water to each of them.
3. Water rights related to JOA supply are held by City of Everett. Value shown is Marysville's allocation under JOA.
4. The City hold water rights for two additional wells that are not currently in use: the Cedarcrest La Joy Well and Sunnyside Well No.

Source: City of Marysville 2002 Water System Plan Update

Table 11-24 Water Production

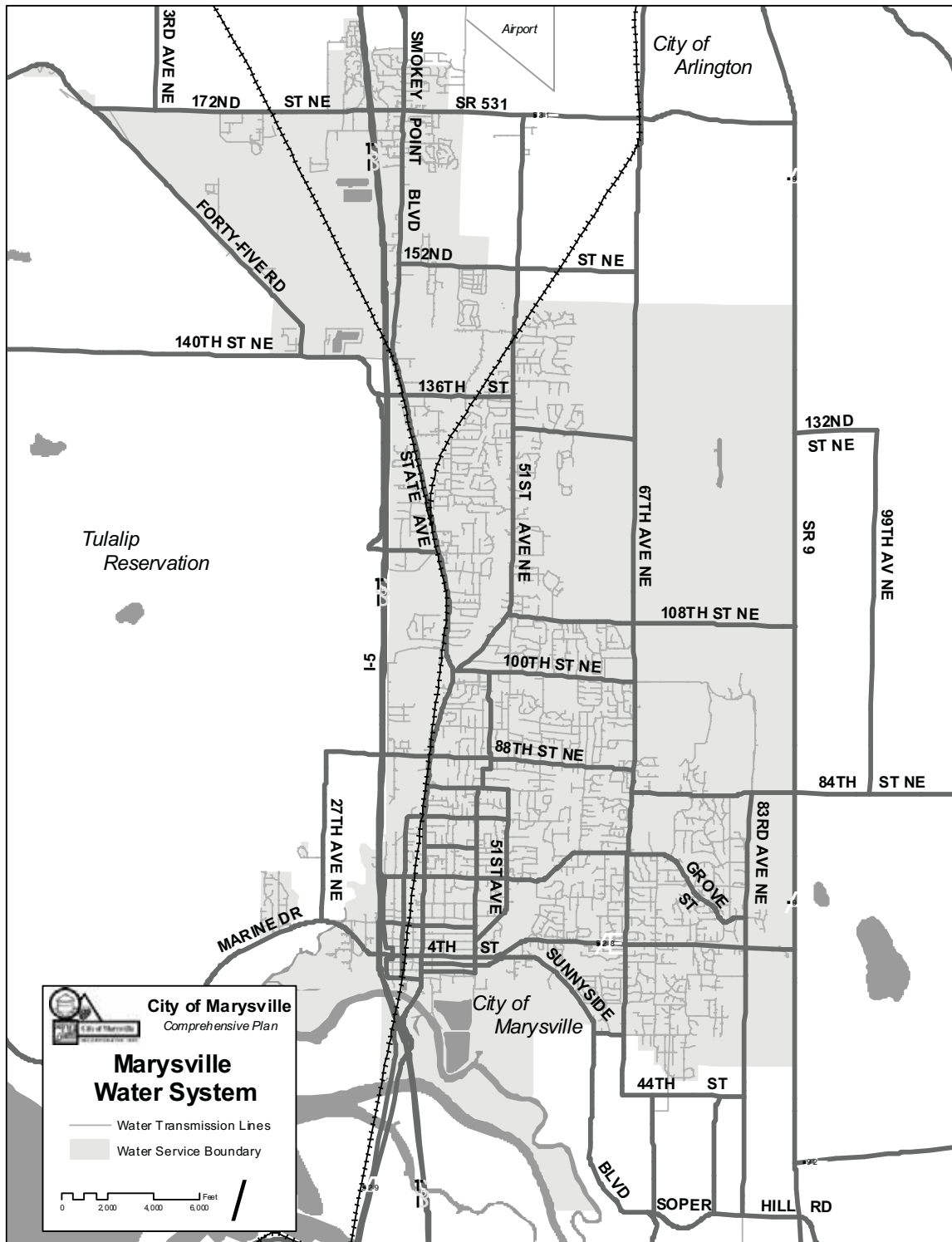
AVG. DAILY WATER PRODUCTION, 1991 – 2000 (MGD)*

YEAR	STILLAGUAMISH RIVER RANNEY COLLECTOR	EDWARD SPRINGS	SUNNYSIDE WELL	PURCHASED FROM EVERETT	TOTAL PRODUCTION
1991	ND	ND	ND	ND	3.97
1992	1.33	1.29	0.08	1.38	4.08
1993	1.16	1.38	0.01	1.50	4.05
1994	0.89	1.48	0.00	2.27	4.64
1995	0.93	1.60	0.00	2.31	4.84
1996	0.80	1.38	0.00	2.35	4.53
1997	0.49	1.39	0.00	2.58	4.47
1998	0.69	1.25	0.00	3.21	5.15
1999	0.40	1.43	0.00	3.03	4.85
2000	0.35	1.46	0.00	3.35	4.15

*MGD Millions of Gallons per Day

Source: Table 5-2, City of Marysville 2002 Water System Plan Update

Figure 11-4 Water Service Area



II. Distribution

Marysville has three principal supply mains from each of the three primary sources. Supply mains convey the water from the sources to the distribution system and storage. Marysville categorizes supply mains generally as any main 18-inches or greater in diameter.

The largest supply main is the 30-inch steel Everett-Marysville pipeline constructed in 1992. The supply main begins at Everett's No. 2 and No. 3 transmission lines near the intersection of the Bonneville Power Administration right-of-way and Hewitt Avenue East in Everett. Connection to the Marysville system is located at the intersection of 83rd Avenue NE and 44th Street NE, just northeast of the Sunnyside Well and Reservoir.

The Stillaguamish Collector supply main is an 18-inch ductile iron pipe extending from the Ranney Collector south to 172nd Street NE. At this point the Stillaguamish supply flows either directly into the distribution system or to the Edward Springs Reservoir.

Distribution mains are typically 8-inch and smaller and supply water to service connections and fire hydrants. The current city standard minimum distribution main size is 8 inches. The City has approximately 181 miles of distribution mains.

Transmission mains are generally 12- to 16- inch diameter mains that cross-connect with the distribution mains. Many of the system transmission mains are regulated by control valves at the pressure zone boundaries.

The Marysville supply, transmission, and distribution consist of 225 miles of pipe.

d. Pressure Zones

The City's CSA is divided into five pressure zones as shown in Figure 11-5. The zones are labeled according to the elevation, relative to mean sea level of the static pressure head in each zone. The zone boundaries are located to provide a service pressure range of 30 to 90 psi under maximum and average day demand conditions. Zone boundaries include the North 240 Zone, South 240 Zone, 170 Zone, 360 Zone, and 510 Zone.

The north portion of the Marysville service area is all within the 240 Zone. The south service area contains four zones. The north and south 240 Zones are physically separated with separate supply and storage.

e. Storage Facilities

Water storage facilities or reservoirs provide for user's daily storage needs, fire storage, and emergency reserves. (Fire flow storage is calculated as approximately a 1% addition to the reservoir, and set aside in any calculations.)

The Marysville water system currently operates 17.9 million gallons (MG) of storage as shown in Table 11-25. Edward Springs Reservoir stores for the North Service Area while Getchell, Cedarcrest, Kellogg-Marsh, Highway 9 and Sunnyside Reservoirs store for the South Service Area.

Table 11-25 Water Storage Facilities

FACILITY	YEAR CONST.	CAPACITY (gallons)
Edward Springs Reservoir	1975	6,000,000
Getchell Reservoir	1995	6,000,000
Cedarcrest Reservoir	1987	3,500,000
Kellogg-Marsh Standpipe	1963	467,000
Highway 9 Reservoir	1998	1,800,000
Sunnyside Standpipe	1958	200,000
Total Storage Capacity		17,967,000

Source: City of Marysville 2002 Water System Plan Update

III. Future Needs and Assumptions

The City has projected demand for years 2008 and 2022 as shown in Table 11-26.

Table 11-26 Summary Forecast of Total System Demand (MGD)*

	2000**	2008	2022
Average Day Demand (ADD)			
Retail System	4.6	6.6	7.5
Wholesale/Wheeled Water	0.5	4.0	4.7
Total ADD	5.1	10.6	12.2
Maximum Day Demand (MDD)			
Retail System	6.8	12.3	14.1
Wholesale/Wheeled Water	2.7	7.5	8.8
Total MDD	9.5	19.8	22.9

*MGD Millions of Gallons per Day

** Actual demand for 2000

Source: City of Marysville 2002 Water System Plan Update

Based on supply capacity and projected demand, maximum day demand will not exceed available supply until sometime after 2022. Available supply is adequate to serve average day demand until well beyond 2022.

Demand projections combine data and assumptions specific to Marysville and methodologies used in the 2001 Central Puget Sound Regional Water Supply Outlook. Demographic data and forecasts used in demand projections are shown in Table 11-27.

Table 11-27 Demographic Forecast for Marysville Water System¹

YEAR	POPULATION	SINGLE-FAMILY HOUSEHOLDS	MULTI-FAMILY HOUSEHOLDS	EMPLOYMENT
2000	45,663	13,782	3,438	13,323
2008	57,620	16,714	5,796	14,374
2010	60,609	17,447	6,386	14,637
2020	62,842	17,995	6,504	16,144
2022	65,522	18,653	6,646	17,952
% Growth 2000-2022	43%	35%	93%	35%

1. All figures reflect population served by Marysville Water System. Additional people and households in the CSA are served by individual household wells or small private water systems, and are not included in this table.

Source: Table 4-1, City of Marysville 2002 Water System Plan Update

a. Systems Analysis and Proposed Capital Improvements

Hydraulic analysis evaluation of the Marysville source, storage, distribution, transmission, and water quality identified a number of necessary improvements. Many of these improvements require upgrading water mains.

There are 20 recommended capital improvement projects for years 2002-2008 and 16 for years 2008-2022. Brief descriptions of these projects are listed in Table 11-28.

Table 11-28 Recommended Water System Capital Improvements

Project No.	Project Title	Description
W-001	State Ave: 100 th Street to 103 rd Street	LF 18-inch transmission main from Getchell Reservoir to I-5 along 100 th Street
W-002	State Ave: 93 rd Place to 103 rd Street	12-inch transmission main, extension of West Side transmission grid
W-003	Stilly/Ranney well rehabilitation	Predesign for water treatment of Stillaguamish water source
W-004	Edward Springs Watershed Improvements	Watershed Plan and predesign report
W-005	Northend 240Z Reservoir Siting	Developing fireflow and domestic water needs within service area, sizing reservoir, developing piping and appurtenance needs, site selection, developing preliminary site plan and completing appraisal report
W-006	State Ave: 116 th Street to 136 th Street	LF 18-inch main
W-007	152 nd Watermain Extension 43 rd to 51 st	12-inch main
W-008	67 th Avenue Oversizing 100 th to 108 th	LF 24-inch transmission main
W-009	Renewal and Replacement	Project W0105 in 2001 CIP
W-010	132 nd ST NE: 58 th to 67 th	New 18-inch transmission line
W-011	67 th ST NE: 132 nd to 152 nd	New 18-inch transmission line
W-012	152 nd ST NE: 58 th to 67 th	New 18-inch transmission line
W-013	Wade Road: 67 th to new 3.0 MG reservoir tank	New 18-inch transmission line
W-014	3.0 MG reservoir tank	New reservoir tank
W-015	East Site I-5: 102 nd to 116 th	3,600 LF of 18-inch
W-016	State Ave: 136 th to 150 th	6,000 LF of 18-inch
W-017	152 nd Street: 51 st to 43 rd	2,500 LF of 12-inch
W-018	45 Road: 172 nd to 11 th	8,000 LF of 18-inch
W-019	172 nd : Reservoir to 11 th	6,000 LF of 18-inch
W-020	45 Road: 11 th to State and 140 th	11,000 LF of 18-inch including I-5 boring
W-021	Cedarcrest transmission line	Upgrade existing 12-inch to 18-inch transmission line from JOA to Cedarcrest reservoir tank
W-022	73 rd ST NE: 44 th to 52 nd	Replace 14-inch transmission line with 18-inch
W-023	52 nd ST NE: 73 rd to 71 st	Upgrade existing transmission line from 14-inch to 18-inch
W-024	60 th ST and 83 rd AVE	Upgrade existing water mains from 12-inch to 18-inch

W-025	71 st AVE NE: 52 nd to 72 ^{ne}	Upgrade existing water mains from 10-inch to 12-inch and new PCV
W-026	67 th AVE NE: 52 nd to 76 th	Upgrade existing water mains from 9-inch to 12-inch
W-027	52 nd ST NE: 71 st to 67 th	Upgrade existing water mains from 9-inch to 12-inch and new PCV
W-028	64 th ST: 71 st to 58 th	Upgrade existing water mains from 10-inch to 12-inch
W-029	142 nd PL: 51 st to 143 rd	Upgrade existing water mains from 6-inch to 12-inch
W-030	51 st ST NE: 72 nd to 75 th	Upgrade existing water mains from 8-inch to 12-inch
W-031	75 th PL: 51 st to 49 th	Upgrade existing water mains from 6-inch to 8-inch
W-032	20 th DRIVE NE: Marine Drive to 65 th	Upgrade existing water mains from 6-inch to 12-inch
W-033	56 th DRIVE NE: 57 th to 80 th	Upgrade existing water mains from 6-inch to 12-inch
W-034	25 th AVE NE: 172 nd to 180 th	Upgrade existing water mains from 6-inch to 8-inch
W-035	108 th ST NE: 51 st to 54 th	Upgrade existing water mains from 8-inch to 12-inch
W-036	BNRR: Getchell Hill Reservoir to 132 nd	New 18-inch transmission line along the BNRR including new PRV and PCV

Source: City of Marysville 2002 Water System Plan Update

IV. Standards

For planning purposes the current water system plan uses a standard consumption amount of 223 gallons per day per Equivalent Residential Unit (ERU) for estimating future water demand.

H. SEWER²

The City of Marysville operates and maintains the sanitary sewer system and wastewater treatment facility that serves the City and the majority of the Study Area.

The Lake Stevens Sewer District serves a small portion of the Study Area. This area is bounded along the southeastern corner of the Study Area between 44th Street NE and 28th Street NE and between 79th Avenue NE and Highway 9.

The City of Marysville has adequate capacity to serve the area. If annexed to the City of Marysville, the Marysville Municipal code does have provisions requiring connection to both city water and sewer.

² This section primarily relies upon the City of Marysville Sewer Comprehensive Plan, 2004, by Gray & Osborne, Inc.

I. Existing

The City of Marysville sewer system service area is bounded by the Utility Service Area (USA). The system presently has approximately 13,021 connections. Of these, 12,330 are residential customers and 691 are schools, commercial, and industrial customers.

a. Wastewater Treatment Plant

The existing lagoon wastewater treatment plant (WWTP) is in the southwest corner of the City on Ebey Slough. The WWTP was originally constructed at the current site in 1959. After a plant expansion in 1980-1981, the biological treatment train consisted of two lagoons, each divided with curtains into two treatment cells. The first cells in the train were partially mixed and aerated with aspirating-type aerators, while the fourth cell served as a stabilizing pond. In addition to the lagoons, the WWTP included influent and effluent flow monitoring flumes, a mechanically cleaned bar screen and bypass manual screen, a grit chamber, and a chlorine contact tank using gaseous chlorine.

Another plant expansion occurred in 1992. A portion of the north lagoon system was converted to two complete mixed lagoons. Influent screw lift pumps were added to the headworks. A third channel was constructed in the headworks to accommodate a future screen (later installed in Phase 1 of the 2002-2004 upgrade). Effluent sand filters (manufactured by Dynasand) were added to remove solids from the lagoon effluent. A new chlorine contact tank was constructed.

Phase 1 of the current upgrade was completed in 2004. It added 2 new complete mix aerated lagoon cells, one new influent screw pump and one new influent screen, and 4 effluent pumps. Phase 2 added 2 complete mix aerated lagoon cells, 1,600 square feet of effluent filters, UV disinfection, and effluent piping to Everett. The WWTP biological treatment components include six complete-mixed, aerated lagoons, a partially mixed aerated lagoon, three partially mixed facultative lagoons, a facultative only lagoon. The plant discharges to Steamboat Slough in the Snohomish River, which is designated as a Class A Marine receiving water in the vicinity of the outfall. Following 2004 completion of construction of a new effluent conveyance pipeline to Everett (outfall into Port Gardner), the City now has a second discharge location necessary to meet dry-season permit requirements.

The wastewater treatment plant design flows and loading are shown in Table 11-29.

Table 11-29 Wastewater Treatment Plant Design Flows and Loading¹

Parameter	Phase 1	Phase 2
Design Year	2004	2010
Flows (mgd)		
Average Annual	8.52	10.1
Maximum Month	10.7	12.7
Maximum Day	13.1	15.6
Peak Hour	17.2	20.3
Mass Loading (lb/day)		
Annual Average		
BOD ₅	14,943	17,070
TSS	14,943	17,815
Average Day, Max. Month		
BOD ₅	17,632	17,070

TSS	20,322	24,229
Maximum Day		
BOD ₅	21,816	24,922
TSS	31,977	38,125

(1) This information is from the design drawings prepared by Tetrattech/KCM, Phase 2 (2003).

The City's most recent NPDES permit was issued by the Washington Department of Ecology on April 7, 2000 and expired June 30, 2004. Preparation of a new NPDES permit is currently in progress. Due to TMDL constraints on the Snohomish River Estuary, Marysville has a discharge permit with differing seasonal discharge limits based on dry period (July through October) versus the wet period (November through June). The following Table 11-30 and 11-31 summarize the permit limits.

Table 11-30 Wastewater Treatment Plant NPDES Permit Limits – Low Flow Season (July-October)

NPDES Effluent Limitations	Average Monthly	Average Weekly
CBOD ₅	25 mg/L ¹	40 mg/L
TSS (for portion of flow < 2.8 MGD)	75 mg/L (1751 lb/d)	110 mg/L (2569 lb/d)
TSS (for portion of flow > 2.8 MGD)	30 mg/L (308 lb/d)	45 mg/L (462 lb/d)
pH		6.0 – 9.0 (daily)
Fecal Coliform	200 cfu / 100mL	400 cfu / 100mL
NPDES Effluent Limitations	Average Monthly	Maximum Daily
Ammonia (as N)	101 lb/d	403 lb/d
CBOD ₅	374 lb/d	672 lb/d
Total Residual Chlorine	44 ug/L (1.5 lb/d)	114 ug/L

1. Or 15% of the respective monthly average influent concentrations, whichever is more stringent.

Source: City of Marysville Sewer Comprehensive Plan, 2004, Gray & Osborne, Inc.

Table 11-31 Wastewater Treatment Plant NPDES Permit Limits – Low Flow Season (November-June)

NPDES Effluent Limitations	Average Monthly	Average Weekly
CBOD ₅	25 mg/L ¹	40 mg/L
	(1272 lb/d)	(2035 lb/d)
TSS (for portion of flow < 2.8 MGD)	75 mg/L	110 mg/L
	(1751 lb/d)	(2569 lb/d)
TSS (for portion of flow > 2.8 MGD)	30 mg/L ¹	45 mg/L
	(826 lb/d)	(1238 lb/d)
pH		6.0 – 9.0 (daily)
Fecal Coliform	200 cfu / 100mL	400 cfu / 100mL
NPDES Effluent Limitations	Average Monthly	Maximum Daily
Total Residual Chlorine	54 ug/L	135 ug/L
	(2.7 lb/d)	

1. Or 15% of the respective monthly average influent concentrations, whichever is more stringent.

Source: City of Marysville Sewer Comprehensive Plan, 2004, Gray & Osborne, Inc.

b. Collection System

The sanitary sewers in the downtown core area of “older” Marysville, were constructed as a combined sewer system prior to 1940. The downtown system consists of clay pipes with asphalt or mortar joints. The pipe is showing signs of deterioration, and the joint material has deteriorated in some sections of pipe.

Since 1989, about 80% of this older remaining combined sewer system has been replaced with a separate storm drainage system. Replacement of old sewer and storm drain separation are important so that groundwater and storm run-off are not using capacity of the system that should otherwise be available for wastewater flows.

The original sewer system has been extended over the past several years. In 1968, Trunk Sewer C, Trunk D (the Eastside Trunk), and Trunk G (the Westside Trunk) extended the system to the north, east and west, respectively, and 1970 Trunk Sewer A (eight miles long) was constructed to serve the area northeast of Marysville. Map 11-6 shows the existing trunk sewer system.

Current sewer system components include collection mains, pump stations, and the treatment facility. The existing collection system is organized around six (6) trunk sewer systems: A, B, C, D, F, and G. The general direction of flow in the City’s collection systems is from north to south.

The trunk sewer system serving the largest portion of the sewer service area is Trunk A. Only Trunk G and Trunk C are not directly tributary to Trunk A.

The trunk sewers and other recent additions have been constructed under the supervision of the City, and are made of concrete or PVC pipe with rubber gasketed joints. The existing trunk sewer system contains approximately 101 miles of mainline sewer pipes ranging from 6 to 48 inches in diameter.

Most of the service area is served by gravity sewers. The City’s collection system includes over 180 miles of gravity sewer ranging from 6- to 48-inch diameter pipe, force main ranging from 2- to 12-inch diameter pipe and 14 stations.

c. Tributary Area

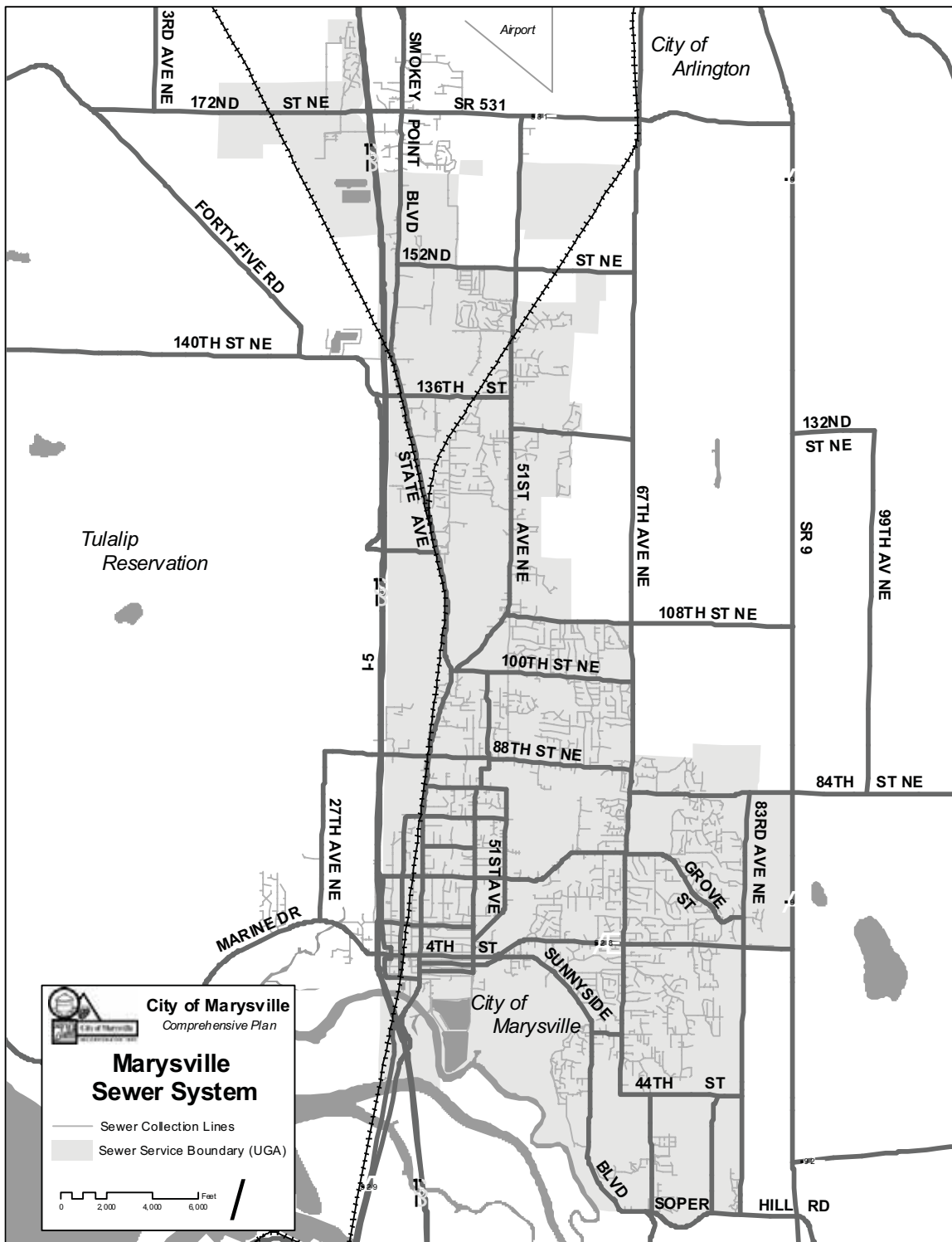
Two major drainage basins exist within the service area. Most of the existing sewer service area is within the Quilceda Creek and Allen Creek Sub-basin which flows south from 172nd Street NE towards Ebey Slough. The area north of 172nd Street is in the Stillaguamish Sub-basin and creeks within this area flow towards the Stillaguamish River.

d. Pumping Stations

The City operates and maintains 14 pump stations; about half of these stations serve small developments, while the rest serve significant portions of the sewer service area.

Within these two basins, seven lift stations exist to keep buried sewer pipe depth reasonable and maintain a logical flow pattern to the low points of the basins. All of the pump stations are in good condition and meet the present needs of the system. Each station is equipped with at least two pumps and emergency standby power generators. In addition to the seven pump stations owned and operated by the city, there are several private pump stations within the sewer service area.

Figure 11-6 Existing Sewer System



II. Future Needs and Assumptions

Recent major improvements to the treatment facility are now complete. These improvements enable the plant to now operate at design capacity which is adequate to serve Marysville and projected growth to the year 2020.

The projected future sewer service population is shown in Table 11-32.

Table 11-32 Projected Future Sewer Service Population

Year	2003	2010	2014	2025
City Population	28,104	31,801	33,740	39,720
City Population, Connected	26,193	30,559	32,880	39,720
UGA Population	51,794	58,601	62,160	73,110
UGA Population, Connected	43,331	50,929	55,077	67,315
Connected Population Increase - from 2003	--	17.5%	27.1%	55.4%

Source: City of Marysville Sewer Comprehensive Plan, 2004, Gray & Osborne, Inc.

Future improvements further modify the existing north lagoon system by adding more complete mix aerated cells. The remainder of the north lagoon and the south lagoon will continue to be operated as a recirculated oxidation pond system. An expansion of the effluent filter is also planned. The selection of this method of treatment in the wastewater treatment plant upgrade was based in part on the ease of modification of the lagoon system to accept future increases in plant loadings. This design will allow for future expansion to meet future sewage treatment capacity needs to ultimate buildout of the City.

Additional sewerage system improvements for the 1992-2012 planning period are included in Marysville's Comprehensive Sanitary Sewerage Plan. The plan includes a capital facilities plan and financing plan.

The City of Marysville will provide sewer to the City's Urban Growth Area. Sewer service will also be consistent with City ordinances. Any variance request for providing sewer outside of the City's Urban Growth Area will necessitate that the property meet the criteria outlined in the City Code.

I. STORMWATER³

I. Existing

Within Marysville, stormwater runoff from buildings, driveways, parking lots and other impervious surfaces is collected, then conveyed through public drainage facilities. Most of the tributary drainages lie primarily within existing road rights-of-way. The City's drainage system consists of approximately 15 to 25 miles of pipes, ditches and culverts, over 250 catch basins, a number of outfalls to the river, 8-10 miles of open streams, and numerous wetlands and riparian areas.

Run-off is collected on individual properties and either conveyed to area-wide detention facilities prior to release into the creek or detained on-site with metered release into the public system. Marysville currently regulates storm drainage utilizing the Title 14 of the Marysville Municipal Code. The City of Marysville and Snohomish County currently operate under an interlocal agreement for stormwater management within the Study Area.

The City has few regional detention/water facilities at the present time. City-owned surface water facilities are complemented by the numerous on-site detention and water quality enhancement facilities constructed by private landowners and businesses.

a. Surface Water Management

Drainage standards for new developments are guided by the 2001 State Department of Ecology Stormwater Manual for western Washington. Specific drainage standards are tailored as a result of local basin planning studies to unique, local drainage needs of the City.

The City requires water quality treatment for storm water runoff. Approved methods include the construction of sedimentation ponds and the provision of grass lined swales or shallow ditches to trap and filter solids and pollutants. Similar to other detention facilities mentioned above, these are located on both private and public property.

b. Flood Plain Management and Filling/Grading Guidelines

The City has adopted a floodplain ordinance that prohibits the construction of any new structures within the federally designated floodway.

c. Problem Areas

Rainfall onto undeveloped properties is mostly absorbed by vegetation and soils. Disturbance or removal of these natural features can cause flooding, erosion, siltation of streams, and mudslides. Further, stormwater runoff from developed land includes many pollutants such as chemicals, oils, fertilizers, and sediments that have deleterious effects on receiving waters and regional water quality.

Deficient construction practices have, in the past, resulted in erosion and sedimentation problems. Water quality in both Quilceda and Allen Creeks has diminished as a result of these deficient construction practices.

³ This section primarily relies upon the City of Marysville Surface Water Management Plan and Surface Water Rate Study, November 2002.

Problems with flooding from one developed site to another result from lack of drainage to capacity of the storm drain system. Positive drainage, which is the collection of all lot development runoff, is presently a standard practice in new developments. The long term effectiveness and performance of stormwater detention facilities, whether municipally owned or privately owned, is dependent upon the ability and resources of the responsible party to maintain them as designed.

Annual localized drainage problems commonly occur throughout the City but cause little property damage or inconvenience. However, storm events such as those in 1990 and 1996 caused significant public and private property damage. Most of the drainage problems in the City and UGA are conveyance related. Restrictions in the collection and conveyance system within the Central Business District Watershed have been noted at numerous locations. Additionally, conveyance, drainage, and retention problems have been noted at the Quilceda Creek and Allen Creek Watersheds. Problem areas are listed in Table 11-33.

Table 11-33 Problem Areas

Central Business District Watershed Location	PROBLEM
7 th to outfall at Ebey Slough	Pipeline
1 st to outfall at Ebey Slough	Pipeline
8 th to 1 st Streets	Pipeline
Union to Delta Streets	Pipeline
Grove to 8 th Street	Pipeline
47 th to Grove Street	Pipeline
Along Cedar Street, starting at 2 nd	Pipeline
Short Street to 4 th	Pipeline
Grove Street to 5 th	Pipeline
State Avenue	Insufficient conveyance capacity
Marina Outfall	No water quality treatment prior to discharge
Quilceda Creek Watershed Location	
NW Industrial Park	Groundwater problems for existing buildings
136 th Street and 45 th Avenue	Culvert
Eagle Point Trailer Park north of RR/51 st Avenue crossing	Flooding at stream
120 th Place and 38 th Avenue	High groundwater floods septic systems
152 nd Street Development (Dues Farm)	Groundwater being pumped into R/D facility
Allen Creek Watershed Location	
67 th Avenue and 52 nd Street	Stream choked by canary grass
Munson Creek near 72 nd Street	Channel overgrown with canary grass
Jennings Park	Bridge and walkway flooded frequently
Grove and 70 th Place	Lack of capacity, catch basins overflow
67 th Avenue (in County)	Culvert partially blocked
Wetland #3 (Parcel # 30D5100400400)	Last remaining 20-acre wetland
88 th Street	Failing embankment
Source: City of Marysville Surface Water Management Plan and Surface Water Rate Study, November 2002, by Otak, Inc.	

II. Future Needs and Assumptions

Stormwater facilities can and should be coordinated so that as much as possible several projects combine their storm water facility needs. The stormwater pipes and detention facilities would be constructed on-site during each construction project and the off-site release rates would be limited to pre-development levels.

The City of Marysville and Snohomish County have existing stormwater conveyance systems which are planned and administered by the City and County, in their respective areas of jurisdiction.

Continued growth throughout the City and the region will further exacerbate the existing problem areas. Many of the major conveyance and regional storage facilities must be enhanced while future new development will be required to provide water quality treatment and on-site surface water retention.

Proposed six-year (2003-2008) surface water capital improvements are listed in Table 11-34.

Table 11-34 Proposed Surface Water Capital Improvements

PROJECT	YEAR
Smokey Point Basin Plan	2003
No. End Reg. Detention Fac. - Permitting	2003
No. End Reg. Detention Fac. - Design	2003
No. End Reg. Detention Fac. – Land Acquisition	2004 / 2005
No. End Reg. Detention Fac. - construction	2005
No. End Smokey Pt. Crk. Rd. – Habitat Mitigation	2005 / 2006
West/East Field Access Conveyance	2006
Lakewood Basin Plan	2006
Grove Street	2006
Smokey Point/RR Culvert	2006
45 th Ave NE & Smokey Pt. Creek	2006
136 th Street Culvert	2006
43 rd Ave NE & Smokey Pt. Creek	2007
Downtown Drainage Basin Plan	2007
67 th Ave NE & 52 nd Habitat	2007
State Ave Conveyance	2007 / 2008
Munson Creek Habitat	2008

Source: City of Marysville Sewer Comprehensive Plan, April 2004, Gray & Osborne, Inc.

J. SOLID WASTE

Solid waste removal services are provided by the City of Marysville Public Works Department within the city limits. Unincorporated areas within the Study area are serviced by Waste Management-Northwest Inc. Both the City of Marysville and Snohomish County have active recycling programs which operate as a component of area solid waste removal services. Waste Management-Northwest, Inc. provides recycling services.

I. Existing

The City's solid waste service consists of six full-time refuse collectors, one lead, and one part-time supervisor. The City provides service to 8,605 accounts: 8,020 residential and 584 commercial. Accounts, type, and size are listed in Table 11-34. (Note: An account may have more than one container.)

Table 11-35 Solid Waste Accounts

Type/Size of Container	Number
Regular	7,759
Mini	385
One time per Month	446
1 Yard	157
1.5 Yard	69
2 Yard	92
3 Yard	80
4 Yard	71
6 Yard	68
8 Yard	43
Total	9,170

The department has five garbage trucks, one commercial capacity rear end load truck, and four front end loaders. The new front loading automated trucks can serve any size container. A truck can serve between 500 and 700 accounts per day.

Recycling services are contracted out to Waste Management Northwest, Inc. They provide weekly recycling services to residential and commercial customers. They pickup yard waste, mixed paper, corrugated cardboard, newspaper, glass, tin, aluminum, and some types of plastic (types 1 and 2).

II. Future Needs and Assumptions

The recent, September 2004, conversion from rear-loaders to automated front-end loaders has enabled solid waste removal services to exceed capacity requirements for the current population.

Land use considerations that impact solid waste services include development density and road networks. Areas of higher density development permit more efficient collection of solid waste, whereas areas that are more spread out are less efficient. The road network is a factor in providing efficient service; a street system that isolates neighborhoods and has many cul-de-sacs and dead-ends may impact the speed of collection.

Dumping fees have risen quickly in the last few years. Rates will probably continue to rise to cover these increases, since rates cover all garbage costs.

No significant changes in recycling service are anticipated. However, the level of change that recycling has experienced in the previous 20 years, makes future changes difficult to predict. In some other counties, scrap metal and motor oil are recycled, so these are potential services.

K. GOALS AND POLICIES: WATER, SEWER, STORM DRAINAGE, SOLID WASTE

Goals:

1. Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.
2. Equitable distribution and maximum utilization of City resources in the delivery of City services.

Public Facilities and Services

Policies:

- PF-1 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within 6 years of construction of the new development. Payment of mitigation fees is considered concurrency.
- PF-2 Encourage development in areas where facilities and services are already available before developing areas where new facilities and services would be required.
- PF-3 Provide urban level facilities and services only in Urban Growth Areas.
- PF-4 Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
- PF-5 Give priority to water and sewer line extensions where on-site disposal systems have created known pollution or health hazards.
- PF-6 Seek to coordinate, where appropriate, City investment in public facilities with business, employment, and economic development opportunities.
- PF-7 Reduce the per unit cost of public facilities and services by encouraging urban density development, allowing the distribution of public and private facilities and services more efficiently.
- PF-8 Coordinate and consolidate special districts providing facilities and services, where feasible, to distribute public and private services more efficiently.
- PF-9 Respect the capability of land and natural systems when determining how to provide such facilities and services as storm water drainage and flood prevention, water, sewage and garbage disposal.
- PF-10 Maintain or restore, wherever feasible, natural drainage systems in order to minimize the need for public expenditures and to recognize the amenity as well as the utilitarian functions as part of the natural drainage system.
- PF-11 Allow location of public facility distribution sites within residential areas, provided they are suitably landscaped and buffered, designed, and improved to prevent hazards to life and adverse effects on the surrounding neighborhood.
- PF-12 Encourage new techniques or innovative systems for sewage and sludge disposal, while also considering health and environmental concerns.
- PF-13 Design and locate solid waste disposal systems and sites with proper consideration for present and future health and environmental impacts.
- PF-14 Encourage reduction of solid waste, recycling, and pretreatment of industrial wastes. Educate the public on how to reduce their garbage output and how to participate in waste reduction and recycling programs. Encourage expansion of current recycling programs, especially plastics.
- PF-15 Water reuse and reclamation should be encourage, especially for large commercial and industrial developments, and for high water users such as parks, schools, and golf courses.
- PF-16 Water conservation should be aggressively pursued as a means of ensuring efficient water use and protection of water resources, and as a water supply source that can make a substantial contribution toward meeting future regional water needs.
- PF-17 Use incentives to encourage undergrounding of distribution lines.
- PF-18 Encourage development that minimizes water and other liquids from being discharged into any natural water courses, storm drainage system, or sanitary sewer in accordance with provisions of county, state, and federal water quality programs, guidelines, and regulations.

- PF-19 Encourage the design of future developments to utilize natural drainage patterns and incorporate means to entrap storm water and water pollutants before they are carried down slope or before they enter watercourses.
- PF-20 Limit the quantity and velocity of runoff during and after site development to levels that are not substantially greater than pre-development conditions. Means for implementing this Policy should be approved prior to the initiation of land surface modifications.
- PF-21 Where feasible regional detention should be used as opposed to site or project specific detention ponds.
- PF-22 As appropriate, storm detention facilities should be combined with park projects to meet multiple goals.
- PF-23 Encourage the design of residential, commercial, and industrial developments that minimize the amount of impervious surfaces, grading, and the removal of vegetation to minimize problems associated with increased volume and velocity of storm water runoff.
- PF-24 Limit the removal of vegetation and require reasonable replacement of vegetation in order to maximize rainfall interception and minimize erosion and siltation within the drainage system.
- PF-25 Recognize the inter-jurisdictional characteristics of storm drainage management problems and work with Diking District No. 3, Snohomish County, other jurisdictions, and area wide residents to improve storm drainage and to mitigate the impacts of increased storm water runoff caused by new construction.
- PF-26 Developers shall provide storm water drainage plans and facilities so that storm water runoff during and after construction prevents destruction of private property, disruption of natural drainage, and degradation of water resources and quality.
- PF-27 The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.
- PF-28 Public easements and rights-of-way should be considered multiple-purpose utility/public facility corridors. New systems, including water and sewer transmission and distribution lines, should be located in existing public rights-of-way and easements where possible.

L. CRITERIA AND STANDARDS: WATER, SEWER, STORM DRAINAGE, SOLID WASTE

Criteria and Standards are established by the applicable City of Marysville Codes, Snohomish County Codes, Puget Sound Water Quality Authority, North Snohomish County Coordination Water System Plan; State Departments of Health, Natural Resources, Fisheries, and Ecology; U.S. Environmental Protection Agency, and Army Corp of Engineers.

M. SITING ESSENTIAL PUBLIC FACILITIES

An essential public facility can be any facility owned or operated by a unit of local or state government, by a public utility or transportation company, or by any other entity providing a public service as its primary mission.

Under the provisions of the Growth Management Act a process or criteria for siting essential public facilities that are typically difficult to site such as state education facilities, regional transportation facilities (e.g. airports), solid waste-handling facilities, state or local correctional facilities and in-patient facilities including substance abuse, mental health and group homes must be included in the comprehensive plan. Other facilities may qualify by completing the designation procedure described below.

Public Facilities and Services

I. Eligibility for Common Site Review

Essential public facilities which are not already in a local comprehensive plan are eligible for review under the common siting process described below. Either the project sponsor or a local jurisdiction wishing to be the site of the project (i.e. host community) may submit the project for review.

A facility may be appropriate for review by this process under the following conditions:

1. The Snohomish County Tomorrow Steering Committee or the governing board of the host community determines that the proposed facility meets the definition of an essential public facility; or, the facility appears on the State, County, or the host community's list of essential public facilities.
2. Either the sponsoring agency or the host community determines that the facility will be difficult to site.

II. Common Site Review

In Snohomish County, sponsors of essential public facilities that are eligible for review under the Common Site Review Process may choose to follow the process described below. Alternatively, sponsors of such facilities that have identified a preferred site may choose to seek siting approval directly from the host community.

The Common Site Review process is:

1. *Determination of Eligibility*
Either the host community or the Snohomish County Tomorrow Steering Committee must determine if the project is eligible for review. This determination of eligibility ascertains if the proposed facility constitutes an essential public facility as defined above. This initial step also considers if the facility in question presents siting difficulties. If the facility does not present siting difficulties, it should follow the normal siting process, as recommended in WAC 365-195-340 (2)(a)(iii).
2. *Site Search Consultation*
Project sponsors have the option of requesting that either the Planning Advisory Committee (PAC) and/or the Infrastructure Coordinating Committee (ICC) offer a forum for project sponsors prior to the initiation of the formal siting review process. The sponsor of a project can initiate this process by contacting Snohomish County Tomorrow and requesting aid in the siting of its proposed facility.

In this forum sponsors will have the opportunity to present proposed essential public facilities projects. The committee can then provide the sponsors with information on potential sites within Snohomish County and about potential concerns related to siting. Sponsors may also propose possible incentives for host communities. The PAC/ICC may ask local jurisdictions to provide information to sponsors regarding potential sites within their communities.

3. *Local Land Use Review*
Following the Determination of Eligibility, and the optional site consultation by the PAC and/or the ICC if requested by the sponsor, the sponsor can then apply for

site approval with the local land use or permit authority. The common siting process, local codes and ordinances are the basis for the local jurisdiction's review. This includes public hearings that are required for any land use action which may be needed by the proposal, such as comprehensive plan amendment, rezoning, conditional use permit, or similar approval.

In making its land use decision on the project proposal, the local authority shall evaluate the proposal against the common siting criteria described below, as well as against any local criteria generally applicable to the type of action. Where no local land use action is required the sponsor may proceed directly to the permit application stage.

4. *Appeal Process*

In addition to any existing appeal processes already provided by local ordinance, the local land use authority's decision is subject to appeal under one of the alternatives described below.

Within 30 days following a local land use authority's formal action that is required to approve the proposal, an appeal may be made by the sponsor. Appeals may be made to the Puget Sound Regional Growth Hearing Board, where questions of interpretation of the GMA are involved, or to a three-member appeal board appointed by the Snohomish County Tomorrow Executive Board.

The appeal board does not have the authority to overturn a local decision. However, where the board finds that the local decision does not accurately reflect the evidence provided by the sponsor, or that adequate consideration was not given to the evaluation criteria, it may remand a decision back to the local agency for reconsideration.

A recommended alternative for host communities and sponsors would be to use arbitration as the final recourse for resolution of differences. In cases where this option is agreed to in advance, a pre-selected arbitrator would serve as the appeal agent for these parties.

5. *Permit Application*

After receiving the required land use approvals by the local land use authority, the sponsor may then apply for the required permits to construct the proposed facility. The permitting authority shall not issue a final building permit during the time when appeals may be filed, nor while an active appeal is in process. When a permit is denied, the permitting authority will submit in writing the reasons for permit denial to the sponsor.

III. Site Evaluation Criteria

The following criteria will be used by all county and city review authorities to evaluate the siting proposals made by sponsoring agencies seeking to site an essential public facility (EPF) in Snohomish County. The sponsor shall provide the information needed for the reviewing body to evaluate a site(s), and make a recommendation or decision on a specific proposal. These criteria cover both an evaluation of regional need and local site suitability for the proposed and designated essential public facility. Findings concerning the proposal's conformance with each criterion shall be included in the documentation of the local authority's decision.

1. *Documentation of Need*
Project sponsors must demonstrate the need for their proposed EPFs. Included in the analysis of need should be the projected service population, an inventory of existing and planned comparable facilities, and projected demand for this type of essential public facility.
2. *Consistency with Sponsor's Plans*
The proposed project should be consistent with the sponsor's own long-range plans for facilities and operations.
3. *Consistency with Other Plans*
The proposal must demonstrate the relationship of the project to local, regional, and state plans. The proposal should be consistent with the comprehensive plan and other adopted plans of the prospective host community. In evaluating this consistency, consideration shall be given to urban growth area designations and critical area designations, population and employment holding capacities and targets, and the land use, capital facilities, and utilities elements of these adopted plans.
4. *Relationship of Service Area to Population*
The facility's service area population should include a significant share of the host community's population, and the proposed site should be able to reasonably serve its over-all service area population. (Linear transmission facilities are exempt from this criterion.)
5. *Minimum Site Requirements*
Sponsors shall submit documentation showing the minimum siting requirements for the proposed facility. Site requirements may be determined by the following factors: minimum size of the facility, access, support facilities, topography, geology, and mitigation needs. The sponsor shall also identify future expansion needs of the facility.
6. *Alternative Site Selection*
In general, the project sponsor should search for and investigate alternative sites before submitting a proposal for siting review. Additionally, the proposal should indicate whether any alternative sites that meet the minimum site requirements of the facility have been identified. The sponsor's site selection methodology will also be reviewed. Where a proposal involves expansion of an existing facility, the documentation should indicate why relocation of the facility to another site would not be feasible.
7. *Consistency with County-wide Policies*
The proposal must be consistent with the adopted County-wide Planning Policies for Snohomish County.
8. *Distribution of Essential Public Facilities*
In considering a proposal, the local review agency will examine the overall distribution of essential public facilities within Snohomish County to avoid placing an undue burden on any one community.
9. *Public Participation*
Sponsors should encourage local public participation, particularly by any affected parties outside of the host community's corporate limits, in the

development of the proposal, including mitigation measures. Sponsors should conduct local outreach efforts to inform prospective neighbors about the project and to engage local residents in site planning and mitigation design prior to the initiation of formal hearings. The sponsor's efforts in this regard should be evaluated.

10. *Consistency with Existing Land Use Regulations*

The proposed facility must conform to existing land use and zoning regulations. Compliance with other applicable local regulations shall also be required.

11. *Compatibility with Surrounding Land Uses*

The sponsor's documentation should demonstrate that the site, as developed for the proposed project, will be compatible with surrounding land uses.

12. *Proposed Impact Mitigation*

The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies). Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures should be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

IV. Amendments

This siting process may be amended, upon recommendation by the Snohomish County Tomorrow Steering Committee, through established procedures for amending the comprehensive plan in accordance with local code and the State Growth Management Act.

XII. CAPITAL FACILITIES PLAN

INTRODUCTION

The City of Marysville Capital Facility Plan is updated annually and is available in hard-copy from the City's Community Development Department.

SUMMARY

The Capital Facilities Plan (CFP) is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act. Capital projects included in the 6-year CFP are grouped by the following departments: **Public Works** (transportation and roadway, water, sewer, storm drainage), **Police**, **City Facilities** and **Parks & Open Space**. Additionally, the City of Marysville adopted the Capital Facilities Plans for the Marysville, Lake Stevens and Lakewood School Districts as referenced herein.

The CFP details information on the following:

- Introduction
 - What are capital facilities and why do we need to plan for them?
 - Concurrency and levels-of-service requirements.
 - Determining where, when and how capital facilities will be built.
 - Capital facilities not provided by the city.
- Description of Revenue Sources
 - Methods of funding appropriated by the city council.
- Funds Available for Capital Projects
 - Six-year financial planning period, 2005-2010.
- Summary of Anticipated City Expenditures
 - Grouped by department, covering the six-year financial planning period.
- Project Status Report and Location
 - Ongoing and proposed projects grouped by department and vicinity maps.
- Funding Schedule by Project
 - Summarizes the total amount of money by project appropriated each year and funding required.
- Project Descriptions
 - Descriptions include project location, prioritization, justification, summary of the total project cost from each funding source, and the total amount of funding required.
- Long Range CFP List
 - Report that represents a partial list of projects, grouped by department, that are anticipated in the future , but for which no funding has been identified within the six-year scope of the CFP.

- Schools
 - Outlines a schedule and financing program for capital improvements over a six-year period for Marysville School District No. 25, Lake Stevens School District No. 4, and Lakewood School District No. 306.

XIII. GLOSSARY

Accessory dwelling unit:

An additional living unit, including separate kitchen, sleeping and bathroom facilities, attached or detached from the primary residential unit, on a single-family lot.

Active recreational uses:

Leisure time activities, usually of a more formal nature and performed with others, often requiring equipment and taking place at prescribed places, sites or fields.

Adequate public facilities:

Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums. (WAC 365-195-210)

Affordable housing:

Residential housing that is rented or owned by a person or household whose monthly gross housing costs, including utilities other than telephone, do not exceed thirty (30%) percent of the household's gross monthly income. (WAC 365-195-210)

Agricultural Land:

Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf and seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock, and has long-term commercial significance for agricultural production (RCW 36.70A.030).

Annexation:

The act of incorporating an area into the domain of a city.

Arterial roadways:

A class of roadway serving major movements of traffic not served by freeways. Arterial roadways are functionally classed depending on the degree to which they serve through traffic.

- Principal arterials are primarily for traffic movement and secondarily for access to abutting properties. Intersections are ordinarily at-grade with traffic control and geometric design features that expedite safe through traffic movement. This class of roadway tends to carry heavier traffic loads and therefore has four to seven lanes and extends for long distances.
- Minor arterials offer a balance between through traffic movement and direct access to abutting properties. Intersections are at-grade with traffic control and geometric design features that emphasize movement of traffic over access to land. This class of roadway tends to carry substantial traffic loads on two to five lanes and extends for significant distances.
- Collector arterials serve to collect and distribute traffic from and to neighborhoods and commercial areas and connect it to minor and major arterials. This class of road provides direct access to land and features more driveways and lower speeds. Traffic loads are ordinarily lower than on principal and minor arterials, therefore these roadways tend to have two lanes.

Assisted housing:

Owner-occupied or rental housing which is subject to restrictions on rents or sales prices as a result of one or more project based government subsidies. Assisted housing does not include holders of non-project based Section 8 Certificates.

Available public facilities:

Means that facilities or services that are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation the specified time is six years from the time of development. (WAC 365-195-210)

Best management practices:

Physical, structural, or managerial practices which have gained general acceptance for their ability to prevent or reduce environmental impacts.

B.O.D.

Biochemical oxygen demand. A term used with regard to wastewater that indicates its strength or degree of pollution..

Buffer:

An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of the critical area.

Buildout

The theoretical point at which all available sites have been built on or redeveloped to the full extent possible under this Comprehensive Plan.

Candidate species:

See Species classification.

Capital facilities:

Public structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services.

Capital improvement:

Land, improvements to land, structures (including design, permitting and construction), initial furnishings and selected equipment.

Capital Facilities Program (CFP):

A plan which matches the costs of capital improvements to anticipated revenues and a timeline. CFPs are usually prepared for six or more years, updated annually and coordinated with the comprehensive planning process. Also sometimes referred to as a Capital Improvement Program or Plan, CIP.

Cluster development:

A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, individual or jointly owned open space, and preservation of environmentally sensitive areas.

Complete Mix (Aerated) Cells:

Relating to wastewater treatment, the portion of the wastewater lagoons that contain numerous mechanical mixers and aerators that serve to accomplish initial treatment of the wastewater flow.

Comprehensive plan:

A generalized coordinated land use policy statement of the governing body of a county or city adopted pursuant to the Growth Management Act (RCW 36.70A.030).

Concurrency:

Means that adequate public improvements or strategies are in place at the time of development. For transportation improvements, concurrency means that a financial commitment is in place to complete the improvements or strategies within six years. (WAC 365-195-210)

Conditional use:

A land use permitted by the city zoning code in a particular zone after review by the city hearing examiner and the granting of a conditional use permit which imposes specific performance standards needed to ensure that the use will be compatible with other permitted uses in the vicinity.

Conservation:

The planned management of natural resources.

Consistency:

Means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. (WAC 365-195-210)

Cohousing:

Developments in which households live in separate homes, but share such things as cooking and dining facilities, play areas, gardens, and workshops.

Cottage housing:

Planned development incorporating common open space and small homes on lots that are usually smaller than the underlying zoning or land use designation would indicate.

Countywide:

All of incorporated and unincorporated Snohomish County.

Countywide planning policies:

Written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted. (RCW 36.70A.210)

Cultural resources:

Includes sites, structures, objects, or remains, which convey historical, architectural or archaeological information of local, state or national significance. On occasion, communities give recognition to respected elders and artists as "cultural resources" for their role in passing on the collective culture of the community.

Commute Trip Reduction (CTR):

The use of measures which reduce vehicle miles traveled (VMT) and the proportion of single-occupancy vehicles (SOVs) for commuter travel, while promoting and marketing travel by alternative method. See also Transportation Demand Management (TDM).

Critical areas:

See Sensitive Areas.

CWSP:

Coordinated Water System Plan. It may replace the RUSA for water. The water service can extend past the Urban Growth Area for health and safety reasons.

Density:

The number of families, persons, or housing units per acre or square mile. Gross density uses total land without deductions for roads, sensitive areas, or public uses; that is: Gross Density = (families, persons, or dwelling units) ÷ (acres or square miles). See Net Density and Density Calculations.

Density Calculations:

Calculation of density within County projects for the purpose of providing utility connection shall be in accordance with the City's comprehensive plan designations and density definitions.

Development regulations:

Any controls placed on development or land use activities by the city including, but not limited to zoning ordinances, subdivision ordinances, and binding site plan ordinances. (RCW 36.70A.030)

Downtown portion of planning area 1:

The downtown portion of Planning Area 1 is bounded by Grove St. on the north, Columbia Ave. on the east, Ebey Slough to the south, and I-5 to the west.

Dwelling Unit:

An occupied or vacant house, apartment, condominium, etc... that is intended as separate living quarters. See Household.

Ecosystem:

The complex of an ecological community and its environment functioning as a unit in nature.

Effluent

Relating to wastewater treatment, the liquid that is discharged after treatment to remove pollutants.

Endangered species:

See Species classification.

Environmental impact statement (EIS):

A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or programmatic action. The purpose of the EIS document is to provide the government decision makers with information to be considered prior to determining a project's acceptability. (197-11 WAC)

Erosion:

The removal and loss of soil by the action of water, ice, or wind.

Erosion hazard areas:

Areas containing soils which, according to the US Department of Agriculture Soil Conservation Service's Soil Classification System, may experience severe to very severe erosion. See the Sensitive Areas Ordinance.

Essential public facilities:

Facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities and group homes. (RCW 36.70A.200)

Extremely low-income:

A household whose income does not exceed thirty percent of the county median income.

Facilities:

The physical structure or structures in which a service is provided.

Factory-Built housing:

Factory-assembled parts that are transported to and assembled at the building site. The completed structure is not mobile and should not be considered a mobile/manufactured home.

Fair housing:

Access to housing unhindered by discrimination based on race or color, national origin, religion, sex, familial status, sexual orientation or handicap.

Fair share housing:

The concept that affordable and special needs housing should be proportionately distributed within the county, rather than concentrated in a few locations. An allocation methodology and guidelines were accepted by Snohomish County Tomorrow in January, 1994.

Family:

Householder and one or more other persons living in the same household who are related by birth, marriage, or adoption. See Household.

FAZ:

Forecast Analysis Zone. Terminology used by the Puget Sound Regional Council.

Fire flow:

The amount of water volume delivery rate, and delivery duration needed to provide fire suppression. Adequate fire flows are based on industry and insurance standards.

Fiscal impact:

The fiscal costs and constraints of implementing policies or regulations.

Fish and wildlife habitat conservation areas:

Areas identified as being of critical importance to the maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; commercial and recreational shellfish area; kelp and eelgrass beds, herring and smelt spawning areas; naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity, or private organization; state natural area preserves and natural resource conservation areas. (WAC 365-190-080) See the Sensitive Areas Ordinance.

Floodplain:

Land adjoining a river, stream, water course, ocean, bay or lake having a one percent chance of being inundated in any given year with flood waters resulting from the overflow of inland or tidal waters and/or the unusual and rapid accumulation of surface runoff from any source.

Forest Land:

Land primarily devoted to growing trees for long term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees, subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, and that has long term commercial significance for growing trees commercially. (RCW 36.70A.030)

Frequently flooded areas:

See Floodplain.

Geologically hazardous areas:

Areas that because of their susceptibility to erosion, sliding, earth quake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health and safety concerns. (RCW 36.70A.030) See the Sensitive Areas Ordinance.

Goal:

A general condition, ideal situation or achievement that reflects societal values or broad public purposes.

Greenbelt:

A predominantly open area that may be cultivated or maintained in a natural state surrounding development or used to separate land uses.

Gross housing costs:

Rent and utility costs for renters and principal, interest, taxes, insurance, and homeowner's association fees (if applicable) for homeowners.

Groundwater:

All water that is located below the surface of the land, including aquifer and permeable strata influenced by surface water or storm water.

Groundwater recharge:

The process of natural or man-made addition of water to an aquifer or permeable soil strata.

Group housing:

Group living arrangements for people with special needs such as developmental disabilities or mental illness.

Growth Management Act (gma):

Legislation passed in 1990, requiring all cities and counties in the state to plan; it calls for the fastest growing counties, and the cities within them, to plan extensively. See Chapter I: Introduction for more information.

Hazardous waste:

All dangerous and extremely hazardous waste, including substances composed of both radioactive and hazardous components.

High capacity transit:

Any transit technology that operates on separate right-of-way and functions to move large numbers of passengers at high speeds, such as busways, light rail, and commuter rail.

High occupancy vehicle (HOV):

A vehicle containing more than a single occupant such as an automobile with several passengers (carpool), a bus, vanpool, or a train. An HOV lane is a road lane dedicated for use of HOVs and transit vehicles only.

Home occupation:

Any activity carried out for gain by a resident, conducted as an accessory use in the resident's dwelling unit.

Household:

A household is a dwelling unit occupied by one or more persons. The occupants may be an individual, a family, or any group of related or unrelated persons who share living arrangements. See Dwelling Unit and Family.

Housing need:

Exists when a household whose income is less than 95 percent of county median household income and pays more than 30 percent of its gross income for gross housing costs.

Housing Stock:

A phrase referring to the supply of all types of housing in an area.

HOV:

High Occupancy Vehicle, such as bus, train, light rail, vans, and carpools.

Hydroponic farming:

Growing plants in nutrient solutions.

Impact Fee:

Charges levied by the city against new developments for a pro-rata share of the capital costs of facilities necessitated by the development. The Growth Management Act authorizes imposition of impact fees on new development and sets the conditions under which they may be imposed. They may only be applied to public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities in jurisdictions that are not part of a fire district.

Implementation measure:

Regulatory and non regulatory measures used to carry out the plan.

Infill:

Development of housing or other buildings on vacant sites in otherwise developed areas.

Infrastructure:

Facilities and services needed to sustain the functioning of an urban area, such as streets, transportation improvements, water, sewer, parks, schools, emergency services, and government.

Joint use:

Two or more parcels/developments share entrances from the street as well as parking areas. Entrances and parking areas are coordinated and combined, so that every parcel or business does not have a separate entrance or parking lot. This reduces the number of curb cuts, eases traffic flow along busy streets, and may reduce the area needed for parking.

Land assembly:

The combining of two or more adjoining lots into one large tract, usually done to allow construction of larger buildings than could otherwise have been built on the individual smaller lots.

Land Capacity Analysis:

A study of how land is currently being used within the community, and the capacity for accommodating future uses. The analysis determines how much vacant land, underutilized land, and sensitive areas there are as well as cataloging the types, extent, distribution, and intensity of the uses or activities found on parcels of land or in spaces within a building.

Landslide hazard areas:

Areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. See the Sensitive Areas Ordinance.

Leap frog development:

New urban development sited away from the existing urban area, bypassing vacant parcels that are suitable for development, and that are located in or closer to the urban area.

Level of service (LOS):

A measure of public service or capital facility supply that frequently relates to a unit of public demand and is used to establish needs or targets for facility planning purposes (example: 1 courtroom per 25,000 population). Level of Service can vary between urban and rural areas

Liquefaction:

The act or process of liquefying, particularly soils taking on the characteristics of liquids due to seismic shaking.

Local improvement district:

A quasi-governmental organization formed by landowners to finance and construct a variety of physical infrastructure improvements beneficial to the landowners.

Local road:

A class of roadway with the primary function of providing access to abutting properties. Traffic control is usually limited with slow speeds and numerous driveways. This roadway class typically carries low traffic loads and usually has one or two paved or gravel lanes.

Long-term commercial significance:

Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land. (RCW 36.70A.030)

Lot size averaging:

A design technique which allows one or more lots in a residential subdivision to be undersized by a specified percentage or to a minimum lot size, provided that the overall density permitted by the minimum zoning is not exceeded.

Low-income:

A household whose income is between 50 percent and 80 percent of the county median income.

Median income:

The income level that divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. For households and families, the median income is based on the distribution of the total number of units including those with no income.

Middle income:

A household whose income is between 96% and 120% of the county median income.

Mobile/Manufactured Home:

A residential unit on one or more chassis for towing to the point of use and designed to be used with a permanent foundation as a dwelling unit on a year round basis. A recreational vehicle or motor home is not a mobile manufactured home.

Moderate income:

A household whose income is between 81 percent and 95 percent of the county median income.

Multi-modal:

Two or more modes or methods of transportation. Examples of transportation modes include bicycling, driving an automobile, walking, bus transit or rail.

Native growth protection areas:

Areas to be left in a substantially natural state, where clearing, grading, filling, building construction or placement, or road construction may not occur. Some fencing, construction and vegetation removal may be permitted.

Natural resource:

Naturally occurring components of the earth's surface, such as timber, soils, water, or a mineral deposit, which have potential for human use and enjoyment.

Natural Resource Lands:

Lands useful for agriculture, forestry, or mineral extraction or lands which have long-term commercial significance for these land uses.

Net density:

The net project area divided by the number of dwelling units.

Net Project Area:

Refers to the gross project area minus floodplains, utility easements cumulatively 30 feet wide or greater, publicly owned community facility land and right-of-way, stormwater detention facility tracts or easements, private roads or access easements, panhandles, and critical areas and buffers that are not eligible for density transfer in accordance with the Marysville Municipal Code.

No Burn Zone:

Areas officially designated by the Puget Sound Air Pollution Control Agency where outdoor burning is prohibited.

Non-point source pollution:

Pollution that cannot be traced to specific discharge points, including road runoff, agricultural runoff and disposal of household chemicals.

Objective:

A desired result of public action that is specific, measurable, and leads to the achievement of a goal.

OFM:

Office of Financial Management. Responsible for population projections.

Open space corridor:

A linear land use plan overlay or that may contain various types of uses that are characterized in the aggregate by the pre-eminence of natural or man-altered landscape features and a minimal amount of man-made building and other above-grade structures.

Overlay:

There are three types of overlay in the City of Marysville: Small Farms, Waterfront, and Mixed Use over General Commercial.

- *Small Farms*

This overlay is for existing small farm lands. Because it is an existing use, it is applied through an administrative review process with public notification, and is applied for by the property owner. Its purpose is to provide official recognition of the agricultural use and to require additional setbacks in adjacent development. It is available to any property that is undeveloped, except for a single family home and supporting accessory structures, in a residential zone. At the time that the Small Farm use is no longer desired and the property developed, the overlay shall be removed through notification of the City, and the property will revert to the underlying zoning. (See Small Farm, under Residential Land Uses, Chapter V.)

- *Waterfront*

This overlay district is located along Ebey Slough adjacent to downtown, in Planning Area 1. It is identified on the land use maps by a dashed line. The waterfront overlay permits a wider range of uses than is currently permitted in that area. It is applied for by the property owner; it is reviewed through the hearing examiner process, based on criteria established in the zoning code.

- *Mixed Use over General Commercial*

The mixed use overlay district is located in Planning Area 1, along Interstate 5 between 5th and 72nd Streets, Ash and Beach Avenues. It is identified on the land use maps by a

dashed line. The mixed use overlay permits a wider range of uses than is currently permitted in that area. It is applied for by the property owner; it is reviewed through the hearing examiner process, based on criteria established in the zoning code.

Parcel:

A continuous quantity of land, in single ownership or under single control, and usually considered a unit for the purposes of development.

Park-and-ride:

A system in which commuters individually drive to a common location, park their vehicles, and continue travel to their final destination via public transit or carpool.

Peak period traffic:

The higher than average portion of daily vehicular traffic that occurs during distinct times of day. Peaks in daily traffic volumes usually occur during the morning (6:30-9:30 a.m.) and evening (3:30-6:30 p.m.) commuter periods. The one hour peaks during these three hour periods are referred to as a.m. or p.m. peak hour traffic.

Pedestrian friendly development:

Development designs that encourage walking by providing site amenities for pedestrians. Pedestrian friendly environments reduce auto dependence and may encourage the use of public transportation.

Pensione:

A small European style hotel that usually offers breakfast as part of the room cost.

Planned residential development (PRD):

A design technique which allows a land area to be planned and developed as a single entity containing one or more residential clusters or complexes which can include a wide range of compatible housing types. Appropriate small scale commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development and the surrounding community. A residential density bonus is allowed in exchange for dedication of a minimum amount of passive and active open space for the use and enjoyment of the development's residents.

Policy:

Action-oriented procedure, activity or decision-making that defines the process by which an objective is achieved.

Point source pollution:

Pollution that can be traced to a specific discharge source.

Portable Classrooms:

Manufactured modular structures that are self-contained (though without rest rooms) and relocatable. They are used within a school site as interim classrooms to house students until funding can be secured to construct permanent classroom facilities or to accommodate fluctuations in the student population.

Potable water:

Water suitable for drinking.

Primary corridor:

Principal arterial roadways that serve designated centers and have design features to accommodate several modes of travel (i.e., transit, auto, bicycle and pedestrian). These design features may include high-occupancy vehicle (HOV) lanes, bus pullouts, walkways, bikeways, and signal priority for HOVs, carpools, vanpools and buses.

Priority species:

Wildlife species of concern to the state Department of Wildlife due to their population status and their sensitivity to habitat alteration. Priority species include those which are listed, or are candidates for listing, by the state as endangered, threatened or sensitive. Uncommon species, including monitored species and some game and non game species, that are considered to be vulnerable to habitat loss or change or to urbanizing influences are also identified as priority. Priority species lists and maps are maintained by the state Department of Wildlife. See the Sensitive Areas Ordinance.

PSRC:

Puget Sound Regional Council, formerly the Puget Sound Council of Governments.

Public facilities:

Includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (RCW 36.70A.030) See Utilities.

Public services:

Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services. (RCW 36.70A.030)

Public water system:

Any system of water supply intended or used for human consumption or other domestic uses, including source, treatment, storage, transmission, and distribution facilities where water is being furnished to any community, collection, or number of individuals, but excluding a water system serving one single family residence.

Purchase of development rights (PDR):

The one time purchase of the right to develop resource lands for non-resource purposes. PDR is implemented through a deed restriction.

Ranney collection well:

A groundwater collection structure that consists of a series of horizontal perforated pipes extending radially from a central pumping structure.

Regional service:

A governmental service established by agreement among local governments that delineates the government entity or entities responsible for the service provision and allows for that delivery to extend over jurisdictional boundaries.

Regional significance:

This term describes growth planning issues and impacts which extend beyond the boundaries of an individual municipal government and require coordinated multi-jurisdictional supported planning solutions

Resource lands:

Forest, agricultural, or mineral lands that have long-term commercial significance.

Ridesharing:

Any type of travel where more than one rider occupies or “shares” the same vehicle, such as a carpool, vanpool, or transit vehicle.

Right-of-way:

Land owned by a government or an easement over the land of another, used for roads, ditches, electrical transmission lines, pipelines, or public facilities.

Riparian:

Means of, or pertaining to, the banks of rivers, streams, or lakes.

Rural cluster subdivision:

A form of development for single-family residential subdivisions in the rural portions of the county that permits a substantial reduction in lot area and bulk requirements, provided that the remaining undeveloped areas are devoted to open space for the purpose of preserving resource lands and environmentally sensitive features. A residential density bonus is allowed in exchange for dedication of additional open space area.

Rural infrastructure:

Facilities and services needed to sustain permanent settlement of rural land

Rural land:

All land located outside of UGAs and not designated as agricultural or forest lands of long-term commercial significance with existing or planned rural services and facilities such as domestic water systems (generally systems without fire flow), rural fire and police protection services and transit services along major arterial routes. New rural residential developments have a maximum net density of 1 dwelling unit per 2.3 acres. Maximum densities are lower in specific plan designations.

RUSA:

Rural Utility Service Area. Established in 1982, it is the boundary within which the City would provide water and sewer services. It may, for water, be replaced by the CWSP, Coordinated Water System Plan. See CWSP. Sewer service will be provided within the City of Marysville's Urban Growth Area.

Sanitary sewer:

Those sewers which carry water-borne wastes from household, industrial and commercial users from the point of origin to the treatment plants for treatment and disposal.

Scenic resources:

Features of the natural and man-made environment, and their associated viewpoints and sightlines that are or could be especially prominent and visually accessible to the general public. Such features may include selected forested areas, water bodies and shorelines, mountains and hill-side, wetlands or other wildlife habitat areas, pastoral settings, man-made structures, geological features, or other elements of the visual environment that enjoy prominence by virtue of special characteristics and/or location.

Seismic hazard areas:

Areas subject to severe risk of damage as a result of earthquake failure, settlement, or soil liquefaction. See the Sensitive Areas Ordinance.

Sensitive areas:

Includes the following areas and ecosystems: wetlands; areas with critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. Also known as critical areas. (RCW 36.70A.030) See Sensitive Areas Ordinance.

Sensitive Areas Ordinance:

A separate ordinance governing the uses and protection of sensitive areas.

Sensitive species:

See Species classification.

Shadow Platting:

In Snohomish County when lands outside of, but adjacent or close to, the Urban Growth Area are developed as rural land, a shadow plat is required. The shadow plat shows how its proposed development will permit urban density redevelopment, when and if the property is brought inside the Urban Growth Area in the future.

Shoreline management master program:

A comprehensive management program prepared by the county consisting, of goals, policies and regulations and used for review of permit applications for development along shorelines.

Significant Vegetation:

Significant vegetation occurs in three types of situations:

- Near or within environmentally sensitive areas where the vegetation is necessary to protect the sensitive area. For example, at the top or along the slope of a steep hill, or in a wetland.
- Vegetation containing significant plants, usually trees, based on size, species, etc.... A significant tree means any evergreen tree of eight inches in diameter or greater and any deciduous tree, other than red alder, willow, poplar, and cottonwood trees, ten inches in diameter or greater, measured one foot above the root crown.
- A significant cluster of plants (trees or shrubs) important to the visual character of an area. These might be at the top of a ridge or hill, along a roadway, along a creek, in a valley viewed from above,

slope

The angle of a hillside. It is measured by percentage with a 100% slope representing a 45° angle (rise equals run) and 0% equals flat land.

Small Farms:

An overlay for small farm lands within the Urban Growth Area. See Overlay; see Chapter V, Residential.

Snohomish County Tomorrow (sct):

A joint planning process of the county, its cities and towns, and the Tulalip Tribes to guide effective growth management and to meet the requirements of the GMA for coordination and consistency among local comprehensive plans.

Solid waste:

A general term for discarded materials destined for disposal, but not discharged to a sewer or to the atmosphere.

SOV:

Single Occupancy Vehicle. A passenger car with only one occupant.

Special needs housing:

Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS, and youth at risk.

Specialty agriculture:

Include uses such as specialty animal, vegetable and fruit farms, nursery and turf operations, greenhouse and hydroponic farming and related farm product processing, retail, and equipment repair in Upland Commercial Farmlands.

Species classification:

State listed species defined below are all native to the state of Washington. See the Sensitive Areas Ordinance.

- *Endangered:* A species that is seriously threatened with extermination throughout all or a significant portion of its range within the state. Legally designated in WAC 232-12-014.

- *Threatened*: A species that is likely to become endangered in the foreseeable future throughout a significant portion of its range within the state without cooperative management or the removal of threats. Legally designated in WAC 232-12-001.
- *Sensitive*: A species that is vulnerable or declining and is likely to become endangered or threatened in a significant portion of its range within the state without cooperative management or the removal of threats. Legally designated in WAC 232-14-011.
- *Candidate*: These species are under review by the state department of wildlife for possible listing as endangered, threatened or sensitive. A species will be considered for state candidate designation if sufficient scientific evidence suggests that its status may meet the criteria for endangered, threatened or sensitive in WAC 232-12-297. They are listed in WDW Policy 4802.
- *Monitor*: State monitor species will be managed by the department of wildlife, as needed to prevent them from becoming endangered, threatened or sensitive.

sprawl

Scattered, poorly planned development that occurs particularly in urban fringe and rural areas. Urban sprawl typically manifests itself in one or more of the following patterns: leap frog development, strip development, and large expanses of low-density, single-family dwelling development. Low density development is defined as two units per acre to one unit per ten acres. (See Leap frog development, Strip development.)

Sq. Ft.:

Square Feet. It is a measurement of area. An acre contains 43,560 square feet.

Stormwater:

Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.

Strip commercial:

An automobile oriented linear commercial development pattern on a major arterial with high volume traffic generating uses, vehicular entrances for each use, a visually cluttered appearance, and no internal pedestrian circulation system

Study area:

It is the area that was analyzed for this Comprehensive Plan. It is larger than the Urban Growth Area, and so encompasses rural and resource lands. Studying a larger area is necessary to appropriately determine the Urban Growth Area (UGA), include the City's sphere of influence and RUSA, and consider uses for lands that are outside the UGA. Studying lands outside the UGA provides the basis for interlocal agreements with the County and for preserving lands for future inclusion in the UGA.

Surface waters:

Streams, rivers, ponds, lakes or other waters designated as "waters of the state" by the Washington Department of Natural Resources in WAC 222-16-030.

Sweat Equity Housing:

A future owner's labor on improvements that increase the value of his future property. This is in lieu of a down payment or other financial commitment as determined by the sponsoring organization.

Taking:

The appropriation by government of private land for which compensation must be paid.

TAZ:

Transportation Analysis Zone. Used in the prediction of growth for traffic, as well as possibly dwelling units, population, and jobs.

Threatened species:

See Species classification.

Transfer of development rights (TDR):

Transfer of the potential right to develop, expressed in dwelling units per acre, from land in resource or environmentally sensitive area designations to land in an urban area where such density or development is permitted.

Transit centers:

Focal points for transit services which may allow connections with other routes.

Transportation centers:

Facilities providing connections between various modes of travel, particularly transit, serving different origins/destinations or routes. Examples of transportation centers are the current ferry terminals, Everett's proposed down town transit center or high-capacity transit stations along I-5.

Transportation demand management strategies (TDM):

Strategies aimed at changing travel behavior rather than expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ridesharing options, parking policies, and telecommuting.

Upper income:

A household whose income is greater than 120% of the county median income.

Urban governmental services:

Those governmental services historically and typically delivered by cities include the storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

Urban growth:

Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth. (RCW 36.70A.030)

Urban Growth Areas (UGAs):

Areas designated by the county after consultation with cities, where urban growth will be encouraged and supported by public facilities and services. The urban growth areas include areas and densities sufficient to permit the urban growth that is projected to occur in the county for a 20 year period. Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources.

Urban growth boundaries:

The boundary or line marking the limit between the UGAs and rural or resource land areas.

Urban land:

All land located within UGAs such as residential and employment land; land for public facilities and utilities; and critical areas, open space and greenbelts with existing or planned urban services and facilities such as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, and public transit services.

Urban reserve area:

An area outside of and adjacent to an urban growth area that may have potential for future as an urban growth area.

Utilities:

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. The Growth Management Act limits utilities to electricity, gas, telecommunications, and cable TV. See Public Facilities.

Very low-income:

A household whose income does not exceed 50% of the county median income.

Watershed:

The region drained by or contributing water to a stream, lake or other body of water.

Wetland:

Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wet lands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the city. (WAC 365-195-200) See the Sensitive Areas Ordinance.

Wildlife habitat:

Predominantly undisturbed areas of natural vegetation and/or aquatic system used by, and necessary for the survival of wildlife. See the Sensitive Areas Ordinance.

Zero lot line:

Subdivision technique that allows for the placement of a structure on the side yard property line.

Zipper Lot

In this lotting approach, the rear lot line jogs back and forth to vary the depth of the rear yard and to concentrate usable open space on the side of the lot. The other side of the lot is shallow and is located against the blank wall of an adjacent house.

Zoning:

The process by which the city legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction. Zoning is an exercise of the police power and must be enacted for the protection of public health, safety, and welfare.