CITY OF MARYSVILLE
Marysville, Washington
ORDINANCE NO. 3330

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

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

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

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

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

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

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

(4) adopting a new full-length Transportation Plan as a companion document and aspect of the Comprehensive Plan, as set forth in the attached **Exhibit C**;

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

Amendment Name	Parcel Number(s)	Existing Comprehensive Plan Map Designation	Existing Zoning Map Designation	Amended Comprehensive Plan Map Designation
Belle Haven (PA14-032)	Original parcels: 00590700030200 00590700031600 00590700030700 Note: these parcels superseded due to subdivision.	Mixed Use	WR-R-6-18, Whiskey Ridge Multi-family Medium Density	Whiskey Ridge Multi-family Medium Density

Brodie (PA22-023)	30052500302300 30052500303800 30052500303900	Community Business – Whiskey Ridge	R-6.5 Single Family, High Density	Single Family, High Density
Del's Nursery Rezone (PA22-041)	30051600200100 30051600200300	R-4.5 Single Family, Medium Density	General Commercial (GC)	General Commercial
Empire Property Holdings (formerly 27th Avenue Corridor Rezone PA10-001)	31052900201700	Mixed Use, General Commercial, and R-18 Multi-family Medium Density	R-18 Multi-family, Medium Density	Multi-family, Medium Density
Josephine Caring Community (PA21-054)	31052900200100 31052900200400	General Commercial	R-12 Multi-family, Low Density	Multi-family, Low Density
Marysville 10 Degrees (PA21-039)	31052900303200	Community Business	R-12 Multi-family, Low Density	Multi-family, Low Density

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

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

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

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

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

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

WHEREAS, after providing notice to the public as required by law, the Marysville Planning Commission held a Public Hearing on November 12, 2024 regarding the proposed

revisions to the Comprehensive Plan, development regulations, and the Official Comprehensive Plan Map amendments; and

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

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

WHEREAS, after providing notice to the public as required by law, the Marysville City Council held a Public Hearing on December 9, 2024 regarding the proposed revisions to the Comprehensive Plan, development regulations, and the Official Comprehensive Plan Map amendments;

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

Section 1. The purpose of this Ordinance is to set forth the actions taken by the City of Marysville to comply with the Growth Management Act (GMA) requirements under RCW 36.70A.130(4)(a) that the City review and revise the City's Comprehensive Plan and development regulations to ensure that they comply with the GMA. As specifically described and set forth in Sections 2 through 12 below, the City's actions include (1) establishing a public participation program, (2) reviewing and identifying necessary revisions to the Comprehensive Plan and development regulations, and (3) adopting the necessary revisions to the Comprehensive Plan and development regulations. As specifically described and set forth in Section 12 below, the City is committing to consider additional actions as needed to coordinate with Snohomish County and other relevant entities, and to further meet the spirit and intent of RCW 36.70A.130(4)(a).

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

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

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

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

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

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

(f) Making copies of the proposal and alternatives available for review at Community Development; and
(g) Including information in the Marysville City Scene newsletter.

Section 3. The City of Marysville has conducted a thorough review of the City's Comprehensive Plan, development regulations, and Comprehensive Plan and zoning maps to identify revisions needed to ensure compliance with the GMA. This review has been conducted by the City's Planning Commission, staff, and citizens, and has utilized the public participation plan set forth in Section 2 above. This review has furthermore focused on changes in the GMA and related laws that have occurred since the original adoption of the City's current Comprehensive Plan. The review process has included (but has not been limited to) the following activities:

(a) Review of Periodic Update checklist prepared by the Department of Commerce to ensure that critical areas, shoreline and other regulations are current and consistent with the GMA;
(b) Review of the VISION 2050 Consistency Tool for Local Comprehensive Plans prepared by Puget Sound Regional Council to ensure that regulations and policies are current and consistent with VISION 2050;
(c) Incorporation of Snohomish County Tomorrow's adopted population and employment projections for the City, and the Puget Sound Regional Council's Vision 2050 Regional Growth Strategy;
(d) Application of Census 2020 data and population projection updates from the Office of Financial Management to urban growth policies and regulations;
(e) Planning for housing affordable to all economic segments including the permanent supportive housing, emergency shelters, and emergency housing as required by Washington State House Bill 1220;
(f) Accommodating middle housing as required by Washington State House Bill 1110;
(g) Accommodation of essential public facilities, multi-modal transportation infrastructure, and public facilities and services for future needs; and
(h) Achieving consistency between the Comprehensive Plan and development regulations.

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

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

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

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

Section 7. The City Council adopts a new Comprehensive Plan, to ensure compliance with the GMA as set forth in Section 3 above, and which is attached as **Exhibit B** and is

incorporated by reference. This new Comprehensive Plan includes the following new or substantially updated chapters: 1 Introduction, 2 Land Use, 3 Housing, 4 Economic Development, 5 Public Services, 6 Parks, 7 Environment, 8 Transportation, 9 Utilities, 10 Capital Facilities.

Section 8. The City Council adopts the full-length version of the Transportation Plan as a companion document and aspect of the Comprehensive Plan, which is attached as **Exhibit C**.

Section 9. City Council amends the City's Official Comprehensive Plan Map, as previously amended, and the City's Unified Development Code MMC Title 22, by adopting the land use designations set forth in Figure 2.9 of **Exhibit B**. This amendment will ensure that the Comprehensive Plan Map is consistent with existing zoning designations and the Official Zoning Map.

Section 10. The City Council furthermore amends the City's Official Comprehensive Plan Map and Zoning Map, as previously amended, and the City's Unified Development Code MMC Title 22, by adopting the updated color scheme for the Comprehensive Plan Map and Zoning Map as shown in **Exhibit D and Exhibit E**, respectively.

Section 11. The amendments set forth in Section 9 and Section 10 shall be attested by the signature of the Mayor and City Clerk, with the seal of the municipality affixed, shall be included with the Official Comprehensive Plan Map on file in the office of the City Clerk, and shall be available for public inspection.

Section 12. In addition to the actions set forth above, the City of Marysville commits that it will consider further actions to coordinate with Snohomish County and other relevant entities and to ensure consistency with the County's Comprehensive Plan and to further meet the spirit and intent of RCW 36.70A.130(4)(a).

Section 13. If any section, subsection, sentence, clause, phrase or work of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this Ordinance.

Section 14. This Ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this 9th day of December, 2024.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
TINA BROCK, CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: December 12, 2024

Effective Date: December 17, 2024
(5 days after publication)

EST. 1891
MARYSVILLE
WASHINGTON

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

PC Recommendation - 2024 Comprehensive Plan Update

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

FINDINGS:

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

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

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

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

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

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

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

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

CONCLUSION:

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

RECOMMENDATION:

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

By: _____

Steve Leifer, Planning Commission Chair

Exhibit B

CITY OF MARYSVILLE
2024–2044 Comprehensive Plan

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

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CITY OF MARYSVILLE
2024–2044 Comprehensive Plan

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

MARYSVILLE

Cover page photo credit: Mark J. Photography.

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ACKNOWLEDGEMENTS

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

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Jon Nehring

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Gloria Hirashima (Until June 2024)

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Council President, Position 4
Peter Condyles, *Position 1*
Mark A. James, *Position 2*
Tom King, *Position 3*
Stephen C. Muller, *Position 6*
Kamille Norton, Position 7
(Also, former City Council President)
Kelly Richards, *Position 5*

Planning Commission
Steve Leifer, *Chair*
Brandon Whitaker, *Vice Chair*
Jerry Andes
Roger Hoen (Until June 2023)
Shanon Jordan
Gary Kemp
Kristen Michal (Until August 2024)
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Consultants and Contributing Organizations

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

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INTRODUCTION

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

Photo Credit: Mark J. Photography.

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

Related Plans

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

Unified Development Code

Surface Water Comprehensive Plan

Sewer Comprehensive Plan

Water Comprehensive Plan

Engineering Design and Development Standards

Shoreline Master Program

Growth Management Act

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

4. Under RCW 36.70A.040, 18 counties and the cities and towns within them, must "fully plan" under the GMA, while 10 other counties opted in to fully plan. Fully-planning counties comprise about 95 percent of the State's population.

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

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

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

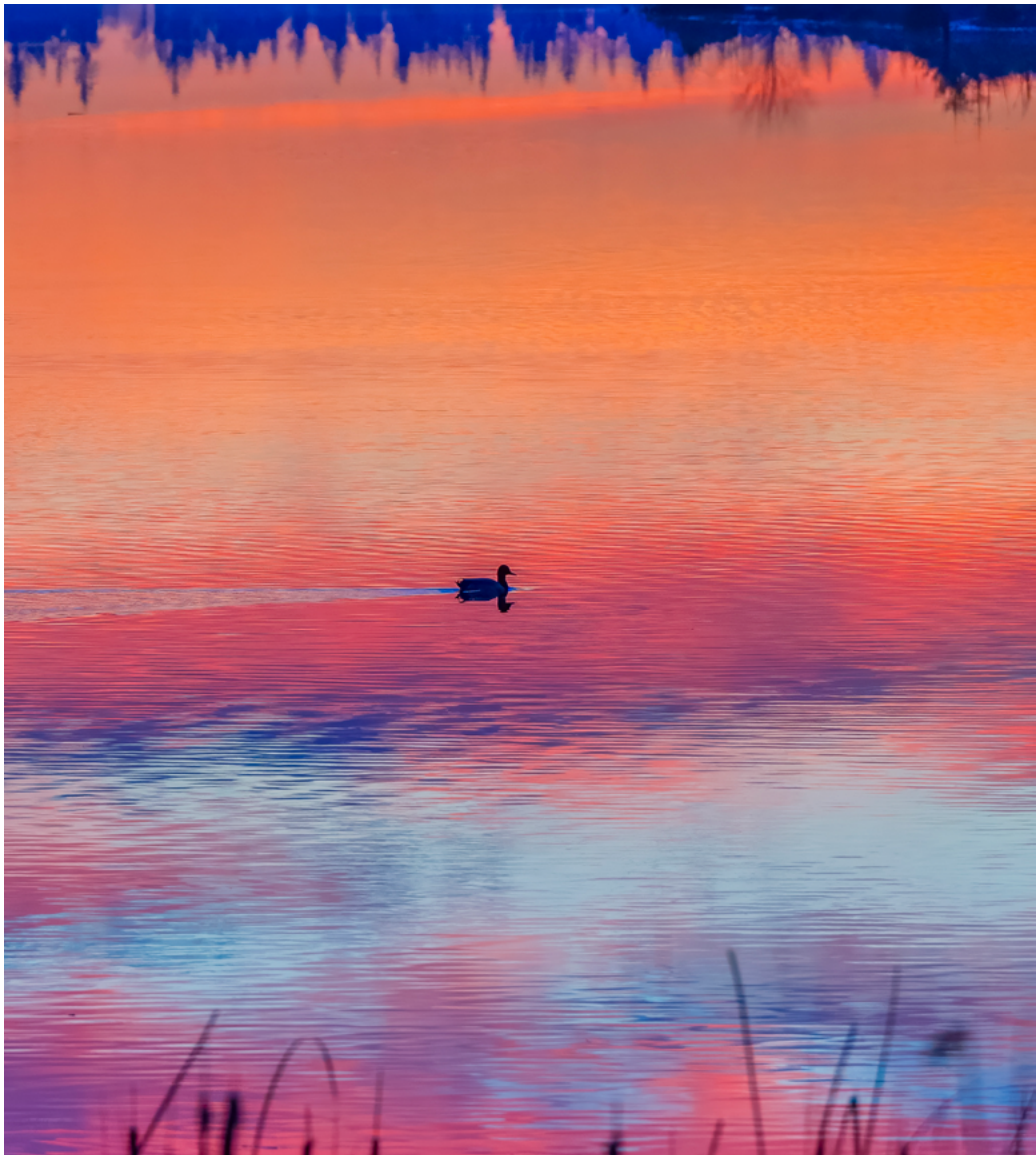
GROWTH ALLOCATIONS AND REGIONAL FRAMEWORK

Puget Sound Regional Council

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

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

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



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

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

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

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

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

Office of Financial Management

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

Buildable Lands Report

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

Snohomish County Tomorrow

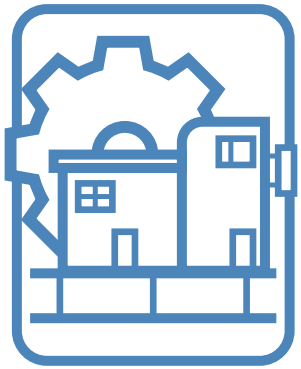
Snohomish County Tomorrow (SCT) allocates the population, employment, and housing projections from OFM to the cities and unincorporated areas within Snohomish County.[6] The growth allocations are a result of collaboration between Snohomish County, its cities, and the Tulalip Tribes, and are consistent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

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

Plan Organization

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

OUR COMMUNITY

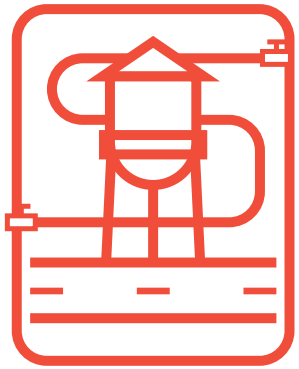


Our Community covers the Land Use, Housing, Economic Development, and Public Services Elements

OUR ENVIRONMENT

Our Environment covers the Parks and Environmental Elements.

OUR INFRASTRUCTURE



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

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

HOW ARE GOALS, POLICIES, AND INITIATIVES ORGANIZED?

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

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

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

This prefix indicates the element and goal number. **PS 1** **Goal text is largest.**

This prefix indicates the element, associated goal number, and policy number. **PS 1.1** Policy text follows the goal.

This prefix indicates the element, associated goal number, and associated policy number, and initiative number. **PS 1.1.1** Initiatives are nested under policies when present.

Implementation

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

7. MRSC - Comprehensive Planning

PUBLIC PARTICIPATION

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

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

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

8. As detailed in Section III Public Participation of the 2015 Comprehensive Plan.

HISTORY AND VISION

NATIVE AMERICAN ORIGINS

For centuries, Native Americans occupied the lands surrounding the Salish Sea.[9] The Native Americans "sustained a flourishing economy…rooted in fish harvest, shellfish harvests, hunting, gathering, and trading of resources within the Salish Sea" region. The first encounter in the vicinity between Europeans and Native Americans occurred in 1792 during Captain George Vancouver's exploration of Puget Sound. An influx of Europeans into the region began a half-century later, with a sawmill at Tulalip being the first European settlement in Snohomish County. In 1855, the Treaty of Point Elliott was signed. "Under the Treaty, signatory tribes ceded millions of acres of land in western Washington, reserving certain fundamental rights and four areas of reservation land in exchange for promises of governmental protection, goods, and services."[10]

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

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

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

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

9. The Salish Sea is a marginal sea of the Pacific Ocean that is located in Washington state and British Columbia, and includes the Puget Sound and other waterways.
10. The Tulalip Tribes are successors in interest to the Snohomish, Snoqualmie, Skykomish, and other tribes and bands, and were party to the 1855 Treaty of Point Elliott. Credit for quotes: Tulalip Tribes and 2009 Tulalip Tribes Comprehensive Plan.
11. Credit: The Tulalip Tribes|| WhoWeAre – History (tulaliptribes-nsn.gov)

FOUNDING FATHER

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

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

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

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

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

RAILROAD BOOM

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

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

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

STOCK MARKET PANIC

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

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

A NEW CENTURY AND ANOTHER BOOM

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

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

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

DEPRESSION ERA AND WORLD WAR II

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

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

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

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

POST-WAR CHANGES

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

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

LAND USE PLANNING BEGINS

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

In March 1982, the County Council adopted the revised County Sub-Area Plan for Marysville, to pursue growth management. The County's plan was also intended to complement the City's 1978 plan and supported strengthening the vitality of Marysville's business areas by prohibiting retail or service businesses from locating outside of the urban core (i.e. along State Avenue). In 1995, five years after the adoption of the Growth Management Act (GMA), the County established Marysville's first Urban Growth Area, which was followed by the City's first Comprehensive Plan in 1996.[12]

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

GROWING PAINS

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

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

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

MARYSVILLE TODAY

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

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

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

FUTURE VISION

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

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

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

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

Enhance the Community Image and Identity

Improve Transportation and Infrastructure

Improve Government and the Regulatory Environment

Enhance Employment and Housing Opportunities through Workforce Education and Training

Improve Existing Business Opportunities and Expand and Diversify the Economic Base through Business Attraction and Retention Efforts

Support Recreation and Tourism Advantages

OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY • OUR COMMUNITY •
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Chapter 2
LAND USE

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Land Use Snapshot

Adequate Land to Accommodate Growth

Over the past twenty years, the City of Marysville has grown tremendously in all sectors - commercial, industrial, and residential. The Land Use Element and companion land use regulations largely shape the City's pattern of growth, quality of development, and desired character by determining what may be built and where. The overarching goal of the Land Use Element is to ensure an adequate supply of commercial, industrial, institutional, and residential land to accommodate future growth, while simultaneously ensuring there are sufficient facilities, services, and environmental protections to support this growth and a good quality of life.

The UGA, Annexation, and Areas of Future Influence

In Washington State, the Urban Growth Area (UGA) determines where urban growth can occur. A City's UGA must have capacity for commercial, industrial, and residential growth for a 20-year planning period. Cities are ultimately expected to annex their UGAs. Marysville has proactively pursued annexation. Consequently, over 99 percent of the City's UGA has been annexed. Before future UGA expansions, the City must pursue planning efforts to increase density within the current UGA. While the City has adequate capacity in the UGA for its 2044 growth targets, Areas of Future Influence have been mapped to identify where expansion could occur.

Land Use Inventory

The City's land use inventory evaluates the City's total and developable acres by land use designation/zoning to determine whether there is adequate land capacity to accommodate the City's growth targets. The land capacity estimates are derived from Snohomish County's 2021 Buildable Lands Report. Of the City's 11,663 acres, 2,704 or 23.2 percent of land is still buildable. While 56 percent of land in the City is designated for single family, only 39 percent of buildable land has a single family designation. Industrial, commercial, multi-family, institutional/recreation, and open designations account for 44 percent of land in the city.

2044 Growth Targets and Capacity

The Growth Management Act requires jurisdictions to plan for growth over a 20-year time span using the Office of Financial Management's population forecasts. Snohomish County's Countywide Planning Policies provide direction on how to allocate the State's growth to the cities. Of Snohomish County's growth, the City is anticipated to receive 9.4 percent of population, 8.5 percent of housing, and 10.3 percent of job growth over the next 20 years. This growth forecast predicts that the City will have 99,822 residents, 39,976 housing units, and 32,926 jobs by 2044.

Land Use Designations

The City's Future Land Use or Comprehensive Plan Map sets forth the City's vision for where land uses should occur. Land use designations within the City generally fall into four broad categories: commercial, industrial, residential, and institutional/recreation/open. There are several different land use designations under these broad categories that guide where specific uses are permitted, their scale or intensity, and, for residential uses, allowed densities. Most land use designations and zones apply City-wide; however, the Downtown Master Plan Area and portions of the East Sunnyside – Whiskey Ridge Master Plan Area contain unique designations.

Neighborhoods, Master Plan Areas, and Center

The vision, character, and development pattern of the City is further shaped by its 11 designated Neighborhoods, five Master Plan Areas, and one regional Center. Within certain Neighborhoods, Master Plans or Subarea Plans provide further vision and standards to direct growth. The Cascade Industrial Center (CIC), which comprises nearly all of the Smokey Point Neighborhood, was designated as a regional center by the Puget Sound Regional Council (PSRC).

Section 2.1

INTRODUCTION

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

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

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

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

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

The Land Use Element includes:

- Designation of the proposed general distribution and general location and extent of the uses of land, where appropriate, for agricultural, timber, and mineral production, for housing, commerce, industry, recreation, open spaces, public utilities, public facilities, general aviation airports, military bases, rural uses, and other land uses;
- Population densities, building intensities, and estimates of future population growth;
- Consideration of urban planning approaches to promote physical activity;
- Provisions for protection of the quality and quantity of ground water used for public water supplies; and
- A review of drainage, flooding, and stormwater runoff and guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.[14]

14. Ground water quality and quantity, and drainage, flooding, and stormwater runoff, are addressed in the Environmental Element (page 201), Public and Human Services Element (page 147), Capital Facilities Element (page 287), the 2017 Water System Plan (currently being updated), the 2016 Surface Water Comprehensive Plan, the Stormwater Management Program Plan, and the Marysville Watershed Planning Basin Assessment and Prioritization. Standards to ensure that water and stormwater are adequately protected and impacts mitigated for are implemented through MMC Title 14, Water and Sewers and the City's National Pollutant Discharge Elimination System (NPDES) Permit.

Voices from the Community

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

Frequent desires expressed by the community include:

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

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

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

The community ranked the following overarching priorities of the Comprehensive Plan in the following order of importance: 1) Improving transportation and infrastructure 2) Enhancing the community image and identity 3) Improving existing business opportunities, and expanding and diversifying the economy 4) Supporting recreation and tourism 5) Enhancing employment and housing opportunities through workforce education and training 6) Improving government and the regulatory environment.

Section 2.2

URBAN GROWTH AREAS, ANNEXATION AND AREAS OF FUTURE INFLUENCE

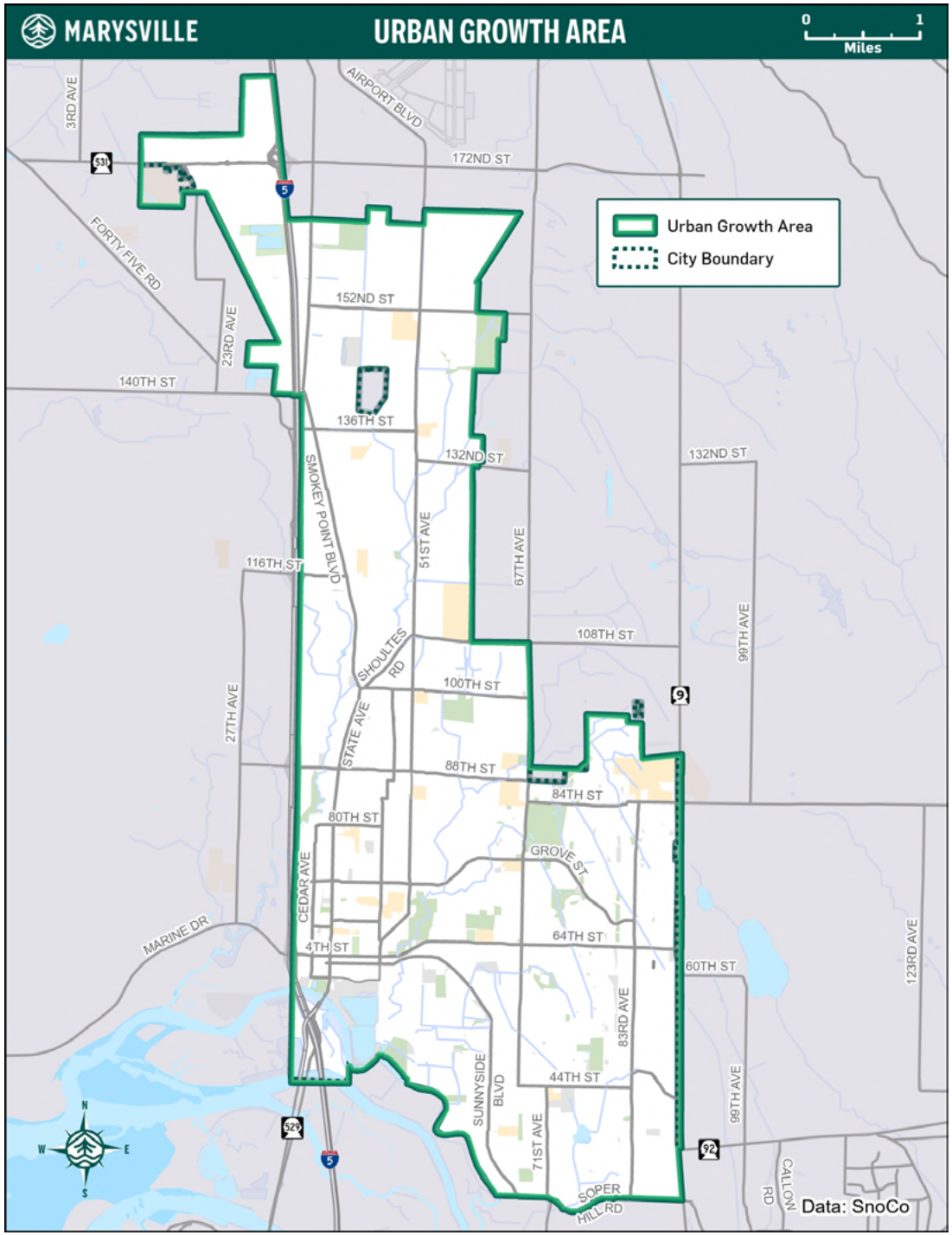
Urban Growth Areas

Washington State's Growth Management Act (GMA) requires the designation of Urban Growth Areas (UGAs) where urban growth, which is characterized by compact, intensive land use, can occur (the UGA is depicted in Figure 2.1). The land within the UGA must be capable of accommodating the City's anticipated commercial, industrial and residential growth for a 20-year period. Annexation of land and/or provision of urban services requires that the land is in the UGA.[15] UGAs are re-evaluated at least every five years to determine whether or not the UGA is capable of meeting Snohomish County's 20-year population and employment projections.

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

15. In Marysville's UGA, the City is the water and sewer provider in both incorporated and unincorporated areas. While the majority of the City's UGA has been annexed, being the major provider of these services has provided, and will continue to provide, the City with extraordinary influence on the appropriateness, timing and phasing of urban expansion.
16. Future urban growth is to be located first in areas already characterized by urban development where existing public facility and service capacity is available, and second in areas where public or private facilities or services are planned or could be provided in an efficient manner.
17. Critical areas include wetlands, areas with a critical recharging effect on aquifers or groundwater used for potable water, fish and wildlife habitat conservation areas, and frequently flooded areas. These areas can be in or outside the UGA, but their location, significance, and size are considered in establishing the UGA.

Figure 2.1



Annexation

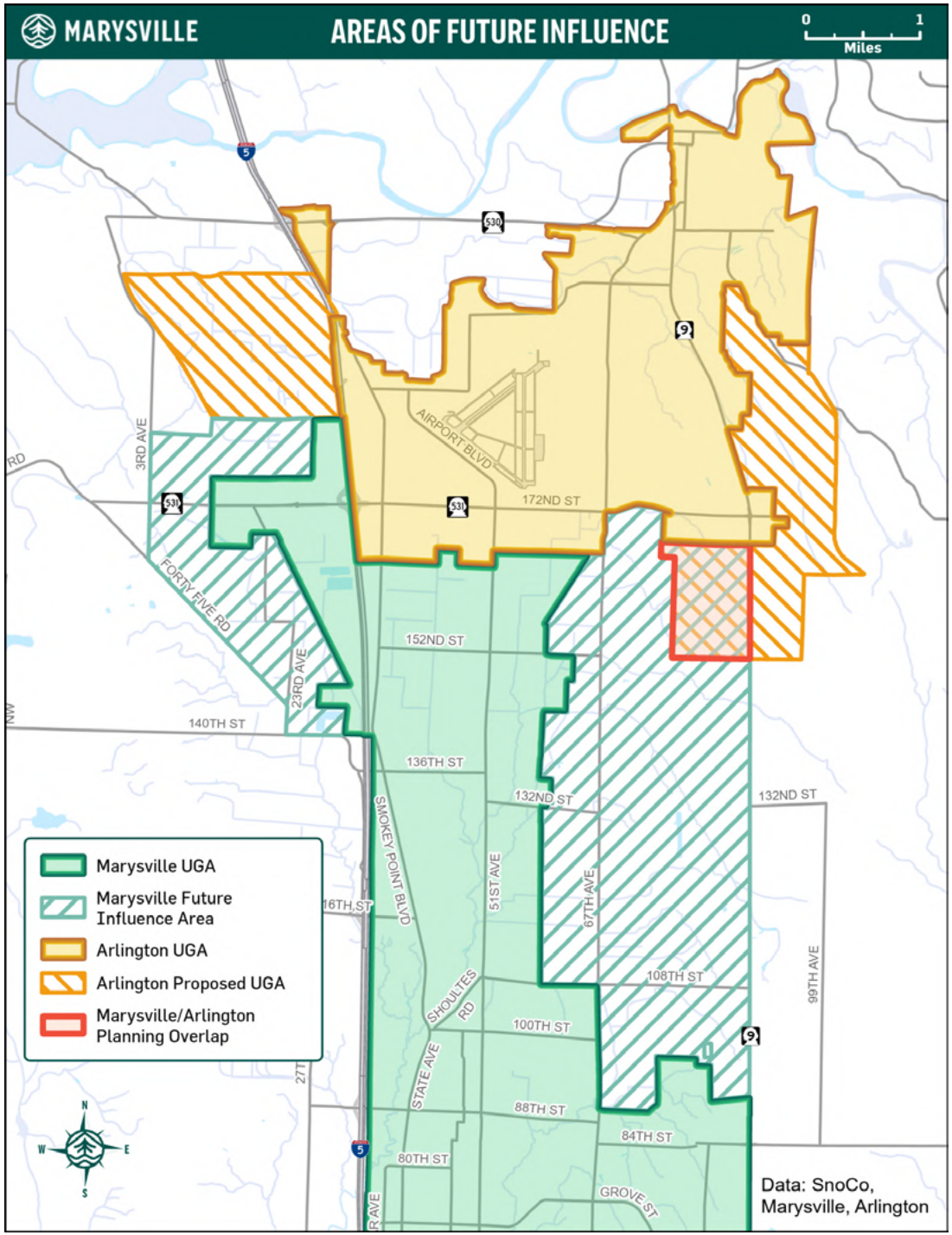
Cities are ultimately expected to annex areas within their respective UGAs and, therefore, must plan for effective service delivery for transitioning these areas into the city limits. Marysville has actively sought annexation of its UGA, negotiated interlocal agreements with Snohomish County for annexation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

This Comprehensive Plan establishes policies and conditions to address public services, infrastructure and utility extension and compatibility issues within Marysville's UGA and potential future annexation areas. These policies are intended to provide the City with guidance when undertaking decisions about future annexation. They encourage the City to carefully identify, evaluate and conduct annexations that will enhance the quality of life, improve the efficiency of services, protect the environment, and promote land use goals.

Areas of Future Influence

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

Figure 2.2



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

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

Section 2.3

LAND USE INVENTORY

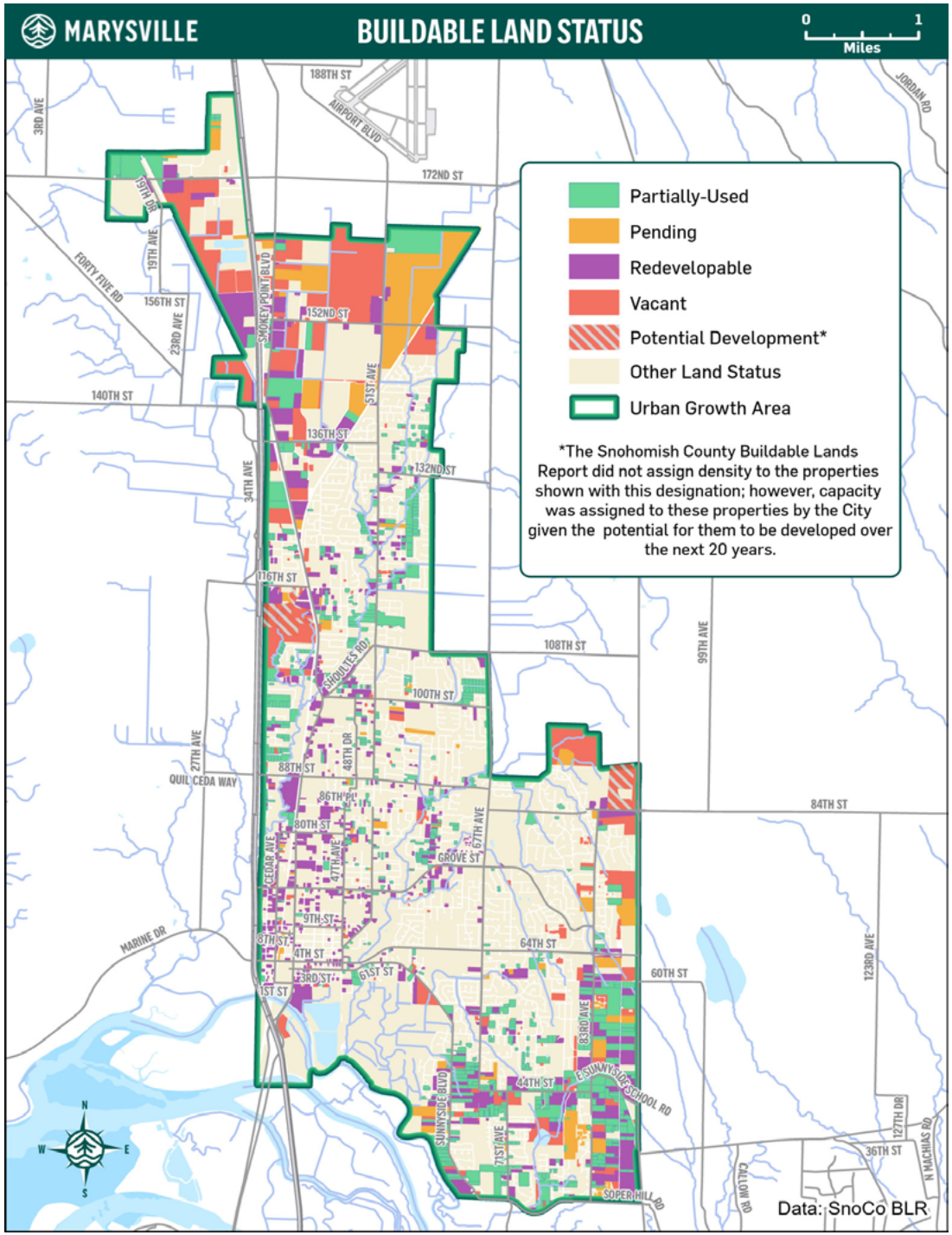
The Land Use Inventory evaluates the City's total and developable acres by land use designation/zoning in order to determine whether there is adequate land capacity to accommodate the City's population, housing, and employment growth targets. The land capacity estimates found in this section are derived from the Snohomish County 2021 Buildable Lands Report (BLR) and companion Geographic Information Systems (GIS) files, along with subsequent analysis by the City's Planning and GIS Divisions.

Developable Land Analysis

Snohomish County's 2021 BLR analyzes lands within the County and each City to determine which lands have future development potential. The land capacity analysis starts with a GIS evaluation of all lands within the City based on an April 2019 extract of Assessor's parcel records. Parcels are classified into those with and without additional development potential.[20] Those with additional development potential are placed into the categories depicted in Figure 2.3 and described below:

- Vacant are parcels without structures;
- Partially-used are parcels that have existing structures on part of the site but have further development potential without demolishing structures;
- Redevelopable are parcels with existing structures that are candidates for demolition and redevelopment with new, more intensive uses; and
- Pending are parcels with pending applications for new development.

Figure 2.3



20. The following parcels are classified as not having additional development potential: stable developed uses which are classified as constant, and land contemplated for public/institutional uses(e.g. schools, churches, municipal uses, etc.).

Properties with existing structures, on or before April 1, 2019, were deemed developed and population and employment were allocated to them. Properties where projects are proposed, built or occupied after April 1, 2019 were allocated future capacity. Land on developable parcels that are not buildable were removed from the buildable lands inventory.[21]

An analysis of actual past residential, commercial, and industrial development by City land use designation was conducted to approximate development densities (i.e. housing units or jobs per buildable acre) as detailed in Appendix 2. These development densities were applied to buildable parcels in order to estimate additional housing unit and employment capacity. The capacity estimates were then adjusted to reflect development uncertainties.[22] The parcel level capacity estimates were then aggregated and applied to each respective City, UGA and Municipal UGA within Snohomish County.

Land Use Inventory

The City of Marysville includes 11,663 acres of which 2,704 acres, or about 23.2 percent of land, is buildable as shown in Figure 2.4 below.[23] Fifty-six (56) percent of land within the City is designated as single family; however, this designation accounts for only 39 percent of the buildable land as depicted in Figure 2.5 and Figure 2.6. Industrial, commercial, multi-family, and institutional/ recreation and open space land account for the remaining 44 percent of land in the City, but 61 percent of the buildable land.

Figure 2.4

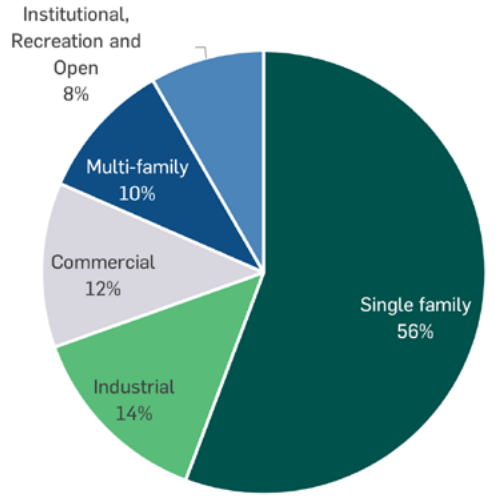
Land Use Inventory by General Land Use Category[24]

ACREAGE	Single family	Industrial	Commercial	Multi-family	Institutional, Recreation & Open
TOTAL	6,413	1,591	1,382	1,165	958
BUILDABLE	1,047	649	615	348	41

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

Figure 2.5

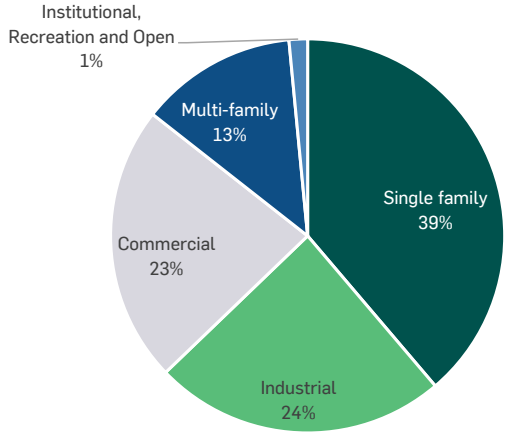
Total Acreage by General Land Use Designation



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

Figure 2.6

Buildable Acreage by General Land Use Designation



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

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

22. Development uncertainties include: the ability to obtain capital facilities and services(e.g. water and sewer)to support urban development, and market availability(i.e. property that is withheld from development)over the next 20 years. Due to the rapid pace of development in various neighborhoods throughout the City, particularly the East Sunnyside-Whiskey Ridge, Smokey Point, and Lakewood Neighborhoods, and to ensure adequate capacity, the market availability reduction factor was removed from properties where projects were constructed, obtained land use approval, or had a formal land use application filed between April 2019 and October 2024.

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

24. The City of Marysville has 27 different land use designations. These designations are consolidated into the five general categories shown above for ease of interpreting the data. Most land use designations fall neatly into a category with the exception of the following three which are included in the general categories above as follows: Mixed Use is with Commercial, Flex Residential is with Residential, and Light Industrial with General Commercial Overlay is with Industrial. Approximately 155 acres are unannexed and, therefore, not included in this table.

Section 2.4

2044 GROWTH TARGETS AND CAPACITY

The Growth Management Act (GMA) requires jurisdictions in Snohomish County to plan for growth over a 20-year time span using the State Office of Financial Management's (OFM) population forecasts. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how to allocate the State's countywide forecast to cities, Urban Growth Areas (UGAs), and the rural/resource areas of the County utilizing the cooperative planning process of Snohomish County Tomorrow (SCT). The resulting 2044 population and employment growth targets guide local GMA comprehensive plan updates.

Snohomish County is anticipated to grow from 827,957 people in 2020 to 1,136,309 people by 2044. The City of Marysville is anticipated to receive 9.4 percent of the County's population growth, 8.5 percent of the housing unit growth, and 10.3 percent of the job growth over the next 20 years as shown in Figure 2.7 and Figure 2.8.

Figure 2.7
2044 Growth Targets and Capacity within the Marysville UGA

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

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

Population

The City's population leapt from 39,628 people in 2009 to 60,020 people in 2010 as a result of the Central Marysville Annexation. Since 2010, the City has had an average annual population growth rate of 1.65 percent which equates to 1,069 additional residents each year. The City's 2020 population was 70,714 and is expected to grow at a 1.45 percent average annual rate approaching 100,000 people by 2044. The City has capacity for approximately 101,000 people, so is able to accommodate an additional 30,500 residents, which exceeds the 29,108-population allocation assigned to the City by Snohomish County.

Housing

Since 2010, the City's housing stock has increased at an average annual growth rate of 1.41 percent arriving at 25,723 units by 2020. By 2044, it is projected that the City's housing stock will need to increase by 14,253 units to 39,976 total housing units to serve the projected 2044 population. This means that about 594 new housing units will need to be built each year, representing a 1.85 percent average annual growth rate. The City has capacity for approximately 40,557 housing units, so can accommodate the 14,253-unit housing allocation assigned to the City by Snohomish County.

In order to meet the City's targeted housing allocation by income band, approximately 4,760 additional rental units will be needed.[28] In addition, 881 more temporary emergency housing beds are needed. Together, 5,641 affordable rental and emergency housing units are needed. Between the commercial zones that have been assigned residential density, and the multi-family zones, there is projected capacity for approximately 8,100 multi-family units; therefore, the City has the necessary land capacity to accommodate the affordable rental and emergency housing units allocated to the City by Snohomish County.

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

26. Over 99 percent of the City's UGA has been annexed as a result of the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). SCT growth projections through 2044 show negligible population (1 person), housing (2 units), employment (93 jobs) increases in the unannexed UGA which is generally limited to the Lakewood School District compound and a small, existing neighborhood north of Ingraham Boulevard and east of 67th Avenue NE. Therefore, population, employment, and housing figures are not shown separately for the UGA and the City. It should be noted that minor discrepancies exist between SCT figures and City figures due to the GIS files and detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly in high growth areas such as the CIC and Lakewood.

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

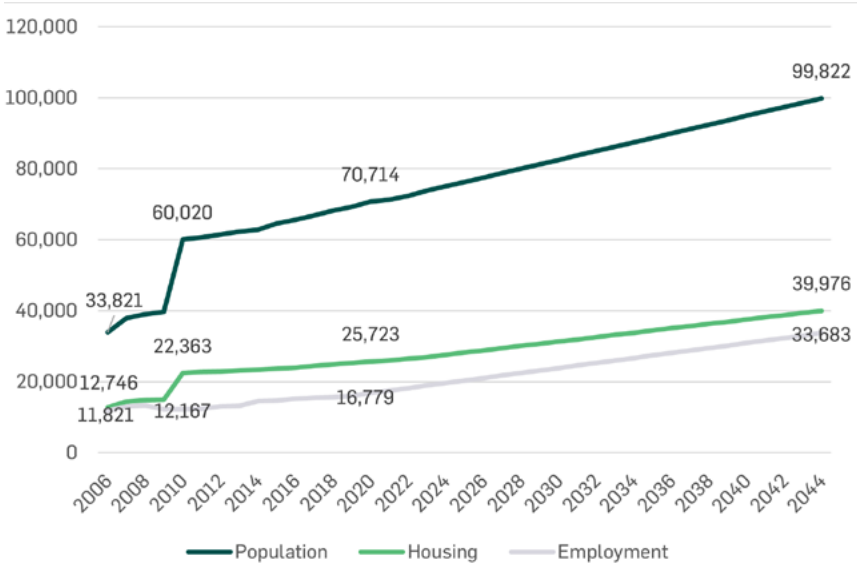
28. Housing allocation by income band or level is further discussed in the 'Housing for All Incomes' section of the Housing Element (page 103) and shown in Figure 3.22 of that chapter.

Employment

In 2006, the Marysville UGA had an estimated 11,821 jobs.[29] Between 2006 and 2019, employment within the UGA grew at an annual average rate of 2.34 percent or approximately 319 additional jobs each year. The Great Recession (2007 – 2009) resulted in job losses throughout the country; Marysville was no exception, shedding approximately 984 jobs between 2008 and 2011. Employment growth in the Marysville UGA resumed in 2012 and will need to grow at an average annual growth rate of approximately 3.03 percent to reach the 2044 target of 33,683 jobs for the UGA which represents 708 additional jobs per year. Most of this growth (up to 76 percent or 13,459 jobs with capacity for 15,100) is anticipated to be in north Marysville, particularly the Cascade Industrial Center (CIC). The UGA has capacity for approximately 34,690 jobs, so can accommodate the 33,683 jobs assigned to the UGA by Snohomish County.[30]

Figure 2.8

2044 Growth Targets and Capacity within the Marysville UGA



Source: Snohomish County Countywide Planning Policies, Appendix B

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

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

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

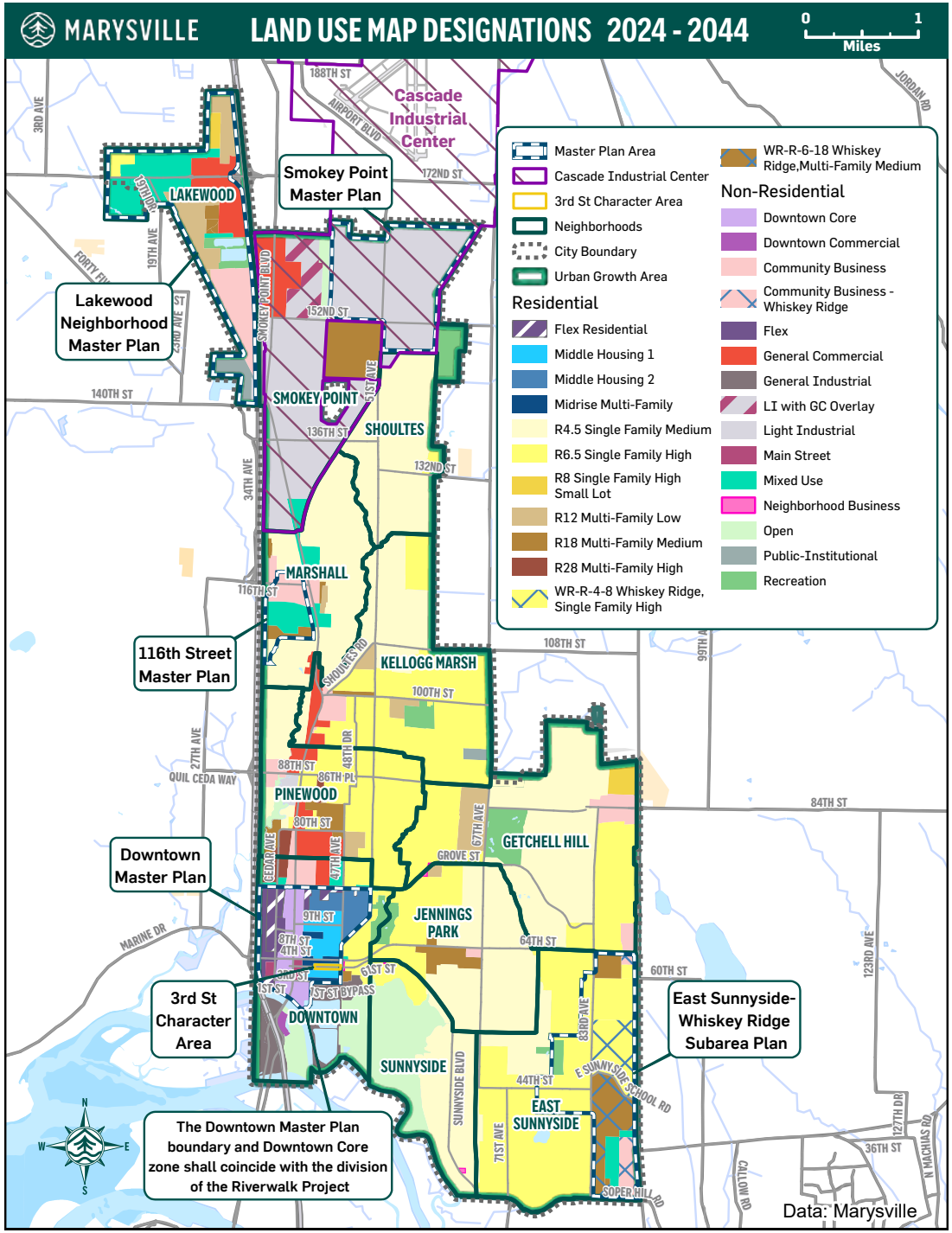
Section 2.5

LAND USE DESIGNATIONS

The City's Future Land Use or Comprehensive Plan Map sets forth the City's vision for where land uses (i.e. commercial, industrial, institutional, residential) should occur by applying land use designations for different areas of the City. The Future Land Use Map is then implemented by the City's official zoning map and land use regulations, which are regulatory tools. Due to the close relationship of these maps, zoning changes need to be consistent with the City's Future Land Use Map. The City's various land use designations are depicted in Figure 2.9. This map also shows the many Neighborhoods and Master Plan Areas within the City, which are discussed further in the 'Neighborhoods, Master Plan Area, and Centers' section.

Land use designations within the City generally fall into four broad categories: commercial, industrial, residential, and institutional/ recreation/open. The City has several different land use designations under these broad categories that guide where specific uses are permitted, what scale or intensity they can be, and, for residential uses, allowed densities (see also Appendix 3). Most land use designations and zones apply throughout the City; however, the Downtown Master Plan Area and parts of the East Sunnyside – Whiskey Ridge Master Plan Area contain unique land use and zoning designations. Below is a summary of the City's general land use categories followed by descriptions of the specific land use designations, which are implemented through zones or zoning designations.[31]

Figure 2.9



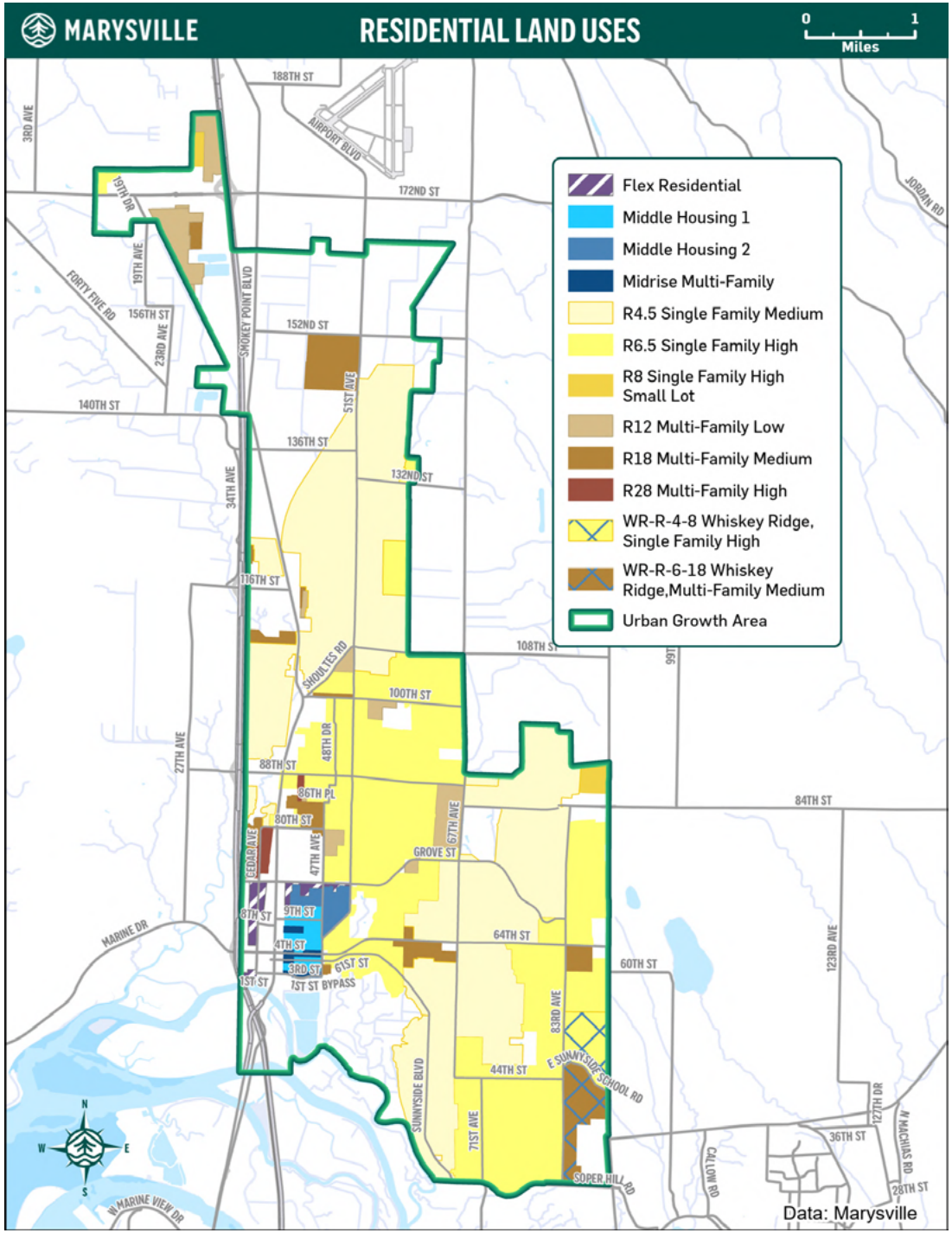
31. Residential and commercial zones unique to the East Sunnyside – Whiskey Ridge Master Plan Area (ESWR MPA) are integrated with the general land use designations since they are limited in number and other areas of the ESWR MPA use the general land use designations.

Residential

Historically, in Marysville single family and multi-family residential zones were separate land use designations. Single family zones primarily allowed for single family residences and duplexes, with uses such as townhomes restricted to Planned Residential Developments (PRDs). Multi-family residential zones were intended for more intense residential uses such as townhouses and multi-family apartments; however, less intense single family and duplex development is also allowed. A long-standing objective has been to ensure compatibility of multi-family with established or proposed single family neighborhoods while providing sufficient multi-family residences to meet increasing housing needs.

With the adoption of House Bill 1110, different types of middle housing will be allowed in single family neighborhoods. Design standards have historically been used to mitigate the impacts of multi-family on single family neighborhoods. These standards will be even more important to ensure that middle housing infill respects the character of existing single family neighborhoods and that the impacts of larger multi-family development continues to be mitigated.[32] Land with a residential land use designation is shown in Figure 2.10.

Figure 2.10



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

Residential—Downtown Land Use Designations

Flex Residential

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

Middle Housing 1

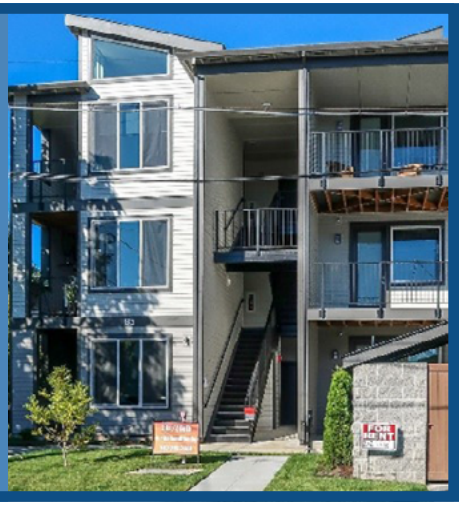
The Middle Housing 1 zone encourages small infill housing, especially "missing middle" housing. The zone protects the fine-grained, residential character of historic neighborhoods.

Midrise Multi-family

The Midrise Multi-family zone encourages dense multi-family housing. Commercial is allowed for properties abutting Third and Fourth Streets, but is limited to a ground floor element of a mixed use building for other properties within this zone.

Middle Housing 2

The Middle Housing 2 zone encourages infill housing, especially "missing middle" housing and low-rise apartments. Commercial is not allowed except as a ground floor element of a mixed use building located on an arterial street through the Conditional Use Permit process, and is limited to uses that serve the immediate needs of the neighborhood.



Residential—City-wide Land Use Designations

Medium Density Single Family, High Density Single Family, and High Density Single Family – Small Lot

The Medium Density Single Family (R-4.5), High Density Single Family (R-6.5), and High Density Single Family – Small Lot (R-8) zones encourage primarily single family residential and duplex development; however, these zones also allow townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions. The primary distinction among these zones is the allowed density as detailed in Appendices 2 and 3.

Residential—City-wide Land Use Designations

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

The Low Density Multi-family (R-12), Medium Density Multi-family (R-18), and High Density Multi-family (R-28) zones encourage multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions. The primary distinction among these zones is the allowed density and height as detailed in Appendices 2 and 3.

Whiskey Ridge – High Density Single Family

The Whiskey Ridge, High Density Single Family (WR-R-4-8) zone encourages primarily single family residential and duplex development; however, this zone also allows for townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions.

Whiskey Ridge – Medium Density Multi-family

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

Small Farms Overlay

The Small Farms Overlay is an overlay for agricultural uses in residential zones.[33] The intent is to register small farms in order to confer official recognition of them, encourage their continuation (as long as desired by the property owner), and promote good neighbor relations between existing single family residences and small farms.

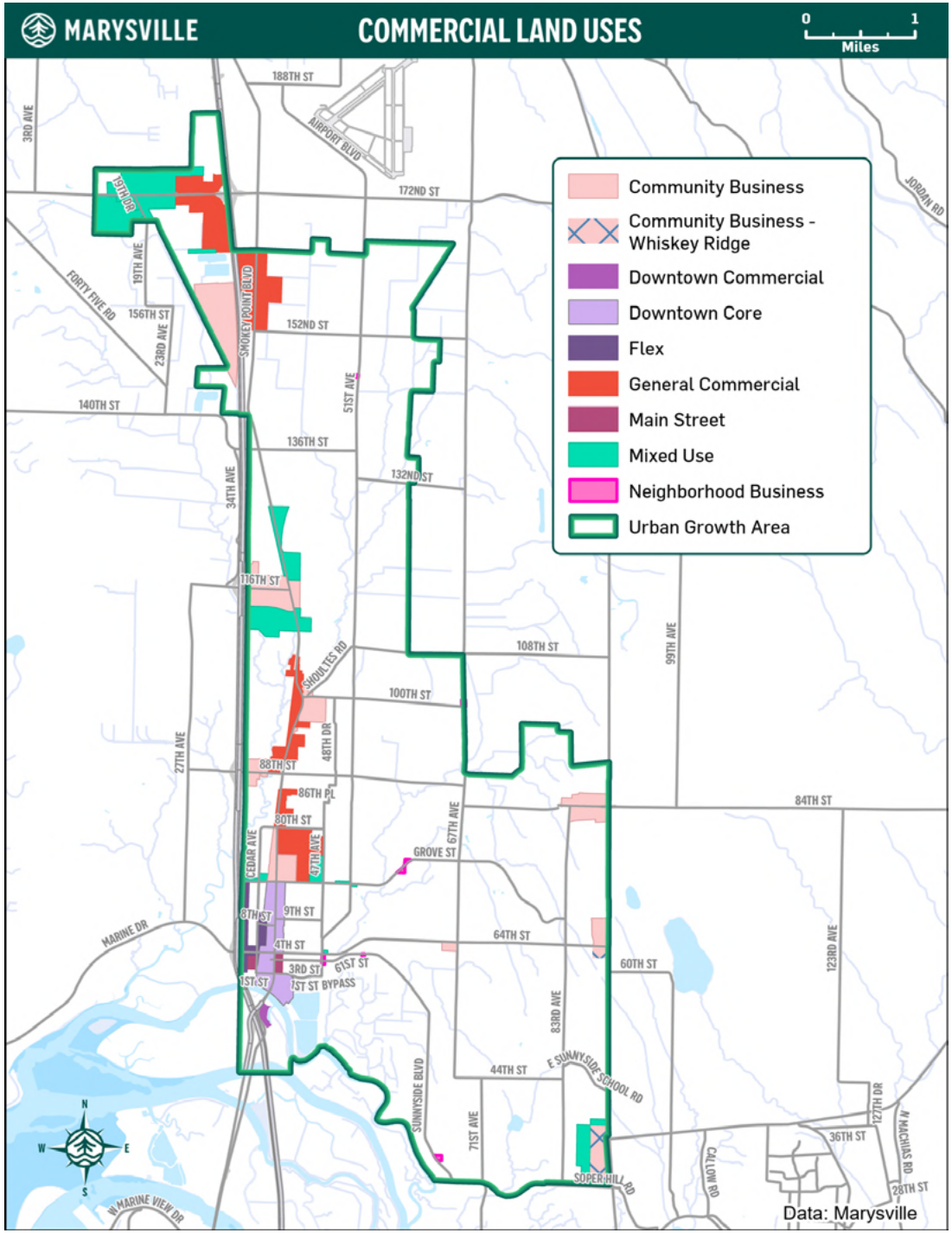
Photo Credit: Shane Monta.

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

Commercial

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

Figure 2.11



Commercial—Downtown Land Use Designations

Downtown Core

The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial use and multi-family residences are allowed.

Flex

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

Main Street

The Main Street zone protects and enhances the character of Marysville's historic retail core. This zone encourages high-activity uses like restaurants, entertainment, and shops, with residential above the ground floor. New buildings should feature an active ground floor use. Parking is not required for some uses in small commercial buildings.

Commercial—City-wide Land Use Designations

General Commercial

The General Commercial zone encourages the broadest mix of commercial, wholesale, service and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment.

Neighborhood Business

The Neighborhood Business zone provides convenient daily retail and personal services for a limited service area and minimizes impacts of commercial activities on nearby properties.

Community Business and Community Business – Whiskey Ridge

The Community Business and Community Business – Whiskey Ridge zones provide convenience and comparison retail and personal services for local service areas which exceed the daily convenience needs of adjacent neighborhoods but which cannot be served conveniently by larger activity centers, and provides retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses.

Mixed Use[34]

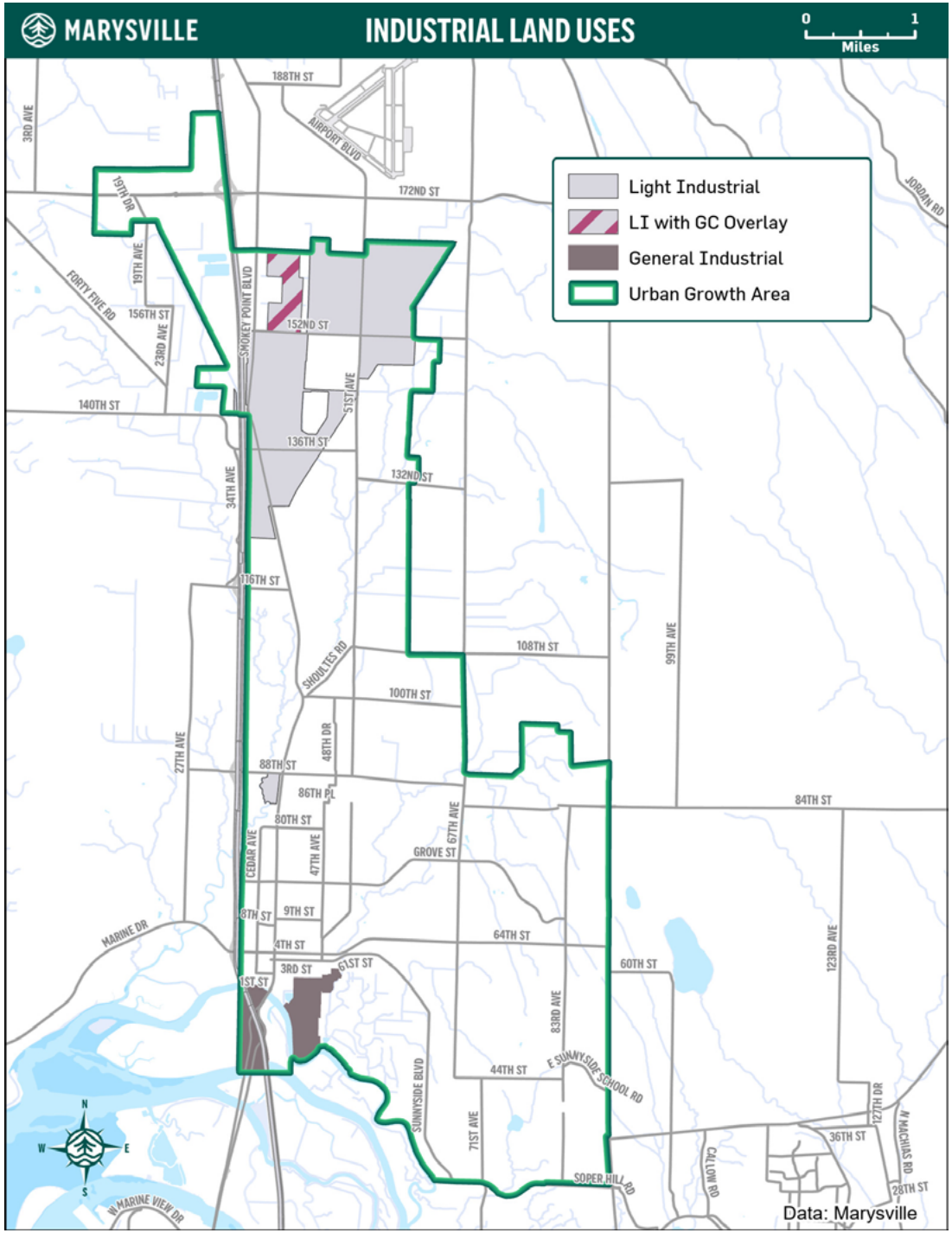
The Mixed Use zone provides for pedestrian- and transit-oriented high-density employment uses together with limited complementary retail and higher density residential development in locations within activity centers where the full range of commercial activities is not desirable.

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

Industrial

The City's initial industrial areas were in the Downtown along Ebey Slough and in Brashler's Industrial Park, and later developed along the north end of Smokey Point Boulevard. Today, new industrial uses that range from manufacturing to warehousing and distribution are being constructed in the City's Smokey Point Neighborhood, Smokey Point Master Plan Area, and Cascade Industrial Center, as further described in the similarly entitled sections below. The City's long-standing goals of an improved jobs to housing ratio, and an employment center with a range of businesses and living wages jobs, are all coming to fruition. Land with an industrial land use designation is shown in Figure 2.12.

Figure 2.12



Industrial—Land Use Designations

Light Industrial

The Light Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.

General Industrial

The General Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking equipment but also for commercial uses having special impacts. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.

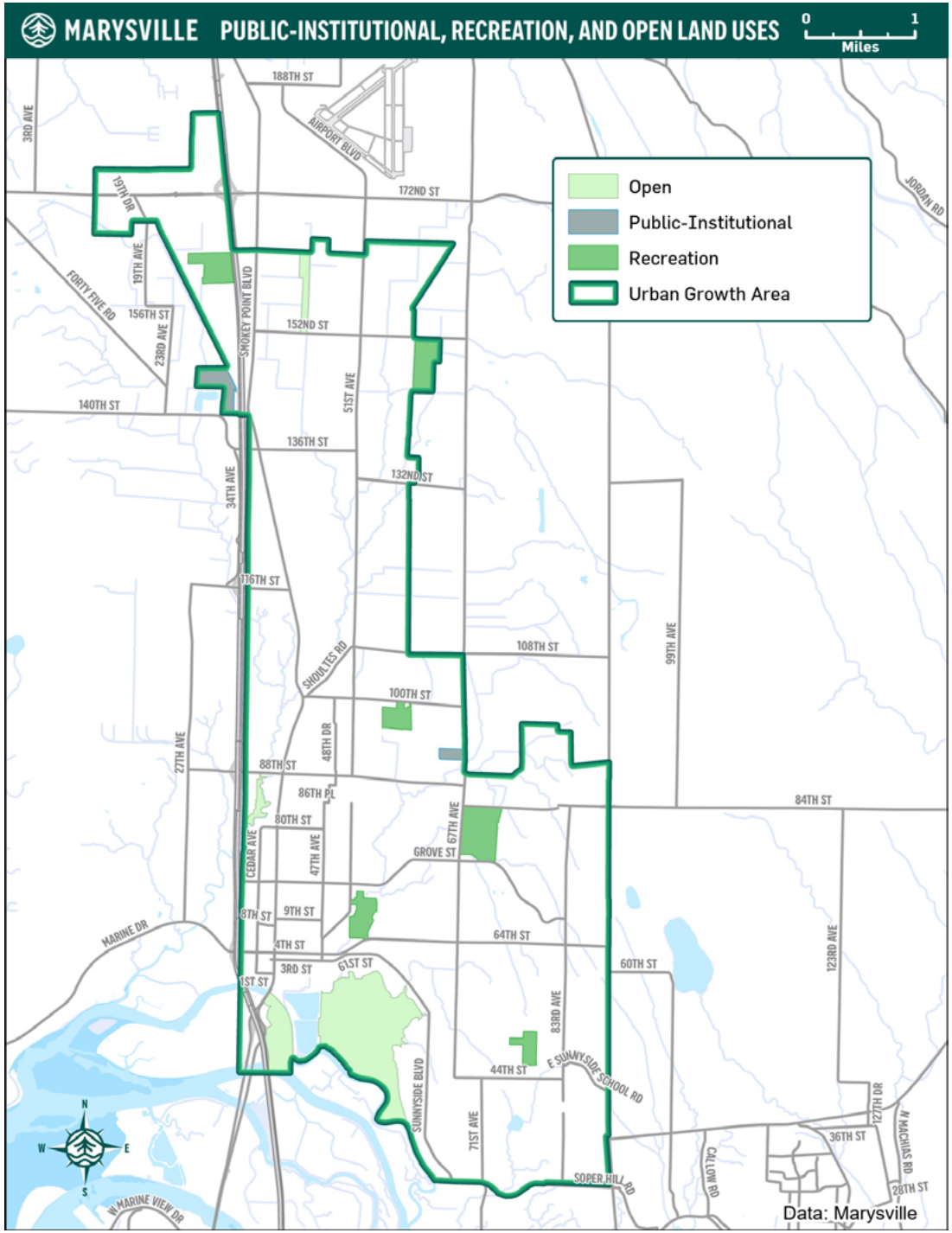
Light Industrial with General Commercial Overlay

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

Public-Institutional/ Recreation/Open

Public – institutional, recreation and open designated areas are dispersed throughout the City. Public-institutional designated lands are those intended for governmental buildings, churches and public facilities.[35] Recreation designated lands coincide with parks, and Open designated lands contain undevelopable critical areas requiring permanent protection. Land with open, public-institutional, and recreation land use designations are shown in Figure 2.13.

Figure 2.13



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

Public-Institutional/Recreation/Open—Land Use Designations

Public-Institutional

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

Open

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

Recreation

The Recreation zone establishes areas appropriate for public and private recreational uses. Recreation would permit passive as well as active recreational uses such as sports fields, ball courts, golf courses, and waterfront recreation, but not hunting. This zone also permits some resource land uses related to agriculture and fish and wildlife management.

Section 2.6

NEIGHBORHOODS, MASTER PLAN AREAS, AND CENTERS

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

Autumn leaves brighten an entrance to a residential neighborhood.

Neighborhoods

As discussed in the Vision section, the City believes that strong neighborhood planning efforts provide the basis for effective land use decisions. The use of Neighborhood Planning Areas, or Neighborhoods, is intended to encourage a sense of identity, maintain historical associations, and foster community pride. This aligns with one of the City's key strategies-to create a thriving community with a strengthened and improved image and identity. With continued growth and redevelopment, it is important to establish distinct neighborhoods and districts as shown in Figure 2.9. The basis for neighborhood planning areas comes from Marysville's past. Marysville is one of the oldest communities in Washington, and, as a result, boasts a history of small communities, landmarks, and cultural heritages that are associated with various areas. In some cases, residents still use these names; other remnants of this history are found on maps, road, and school names. The historical richness of this community should not be lost in the future.

Neighborhoods will be defined by existing, and some anticipated, features. Each Neighborhood will have land uses that may allow some autonomy, such as services and stores, a mix of residential, and a variety of transportation modes, including pedestrian and bicycle paths. Land uses in one Neighborhood can also complement land uses in an adjacent Neighborhood, providing a desired functional mix within the greater Marysville area.

Master Plan Areas

Within certain Neighborhoods, Master Plans or Subarea Plans have been established to provide further vision and standards to direct growth.[36] Master Plans are typically adopted for areas that have significant development or redevelopment potential, as well as unique issues that require pre-planning such as necessary transportation networks and access, utilities, stormwater, and site and architectural design. Currently there are five Master Plans within the City: Downtown, East Sunnyside – Whiskey Ridge, 116th Street, Smokey Point, and Lakewood Neighborhood.[37]

Most of the Master Plan areas were comprised of vast tracts of vacant land when the respective Master Plans were adopted. The exception is the Downtown Master Plan Area which has few vacant tracts, but an immense capacity for redevelopment due to the distinct opportunities the Downtown affords, along with the age and condition of many existing structures. The City's Master Plans guide development in only a portion of the respective Neighborhood in which the Master Plan is located. The exception is the Lakewood Neighborhood Master Plan, whose boundaries include the entire Neighborhood.

Centers

The City currently has one designated regional center, the Cascade Industrial Center (CIC), which comprises nearly all of the Smokey Point Neighborhood as shown in Figure 2.25.[38] The CIC extends into Arlington encompassing the Arlington Municipal Airport and surrounding industrial lands. The CIC is the City's industrial and manufacturing hub and affords various incentives and advantages due to its designation by Puget Sound Regional Council (PSRC) as a regional center.

Historic Third Street features retail, restaurants, and services.

36. Within the City of Marysville, Master Plan and Subarea Plans are essentially interchangeable terms.
37. The 88th Street Master Plan was repealed in 2021. A Master Plan for the State Avenue Corridor may be pursued in the future.
38. The multi-family zoning at the southwest corner of the intersection of 152nd Street NE and 51st Avenue NE is the only land in the Smokey Point Neighborhood that is not part of the CIC.

History

The Downtown Neighborhood was the site of the original founding of the City. Downtown also presents the effects of three of the most important growth periods in Marysville's history. First was the founding and original platting of the City, beginning on the waterfront and moving east to Allen Creek and north to 10th Street. Next was the construction of Highway 99 which reoriented businesses downtown from the waterfront to this roadway. Finally, was the building of Interstate 5 followed by the construction of the Town Center Mall; both signaled the importance of the automobile.

In recognition of the strategic importance of Downtown in establishing the City's image and identity, Downtown Visioning was completed in 2004 that ultimately culminated in the 2009 Downtown Master Plan (DMP). The original DMP boundaries were Interstate 5 to the west, Ebey Slough to the south, Alder Avenue to the east, and 8th Street to the north. The DMP set a vision and strategies for a vibrant, compact, mixed use urban Downtown core, and identified street and park improvements to catalyze the envisioned redevelopment. Between 2009 and 2020 the City completed extensive public improvements, but had not seen significant development activity within the Downtown Master Plan Area.

In 2020 the City obtained a grant from the Washington State Department of Commerce to update the Downtown Master Plan with an aim of modernizing and streamlining standards, increasing residential capacity, and attracting private investment.[39] Adopted in 2021, the updated Downtown Master Plan expands the Downtown Master Plan Area north to Grove Street and east to 47th Avenue/ Armar Road/51st Avenue, while retaining the original western and southern boundaries. The updated DMP allows for a wider range of residential options, including middle housing, and identifies infrastructure and programmatic needs and priorities as more fully discussed in the Downtown Master Plan section.

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

Predominant Land Use

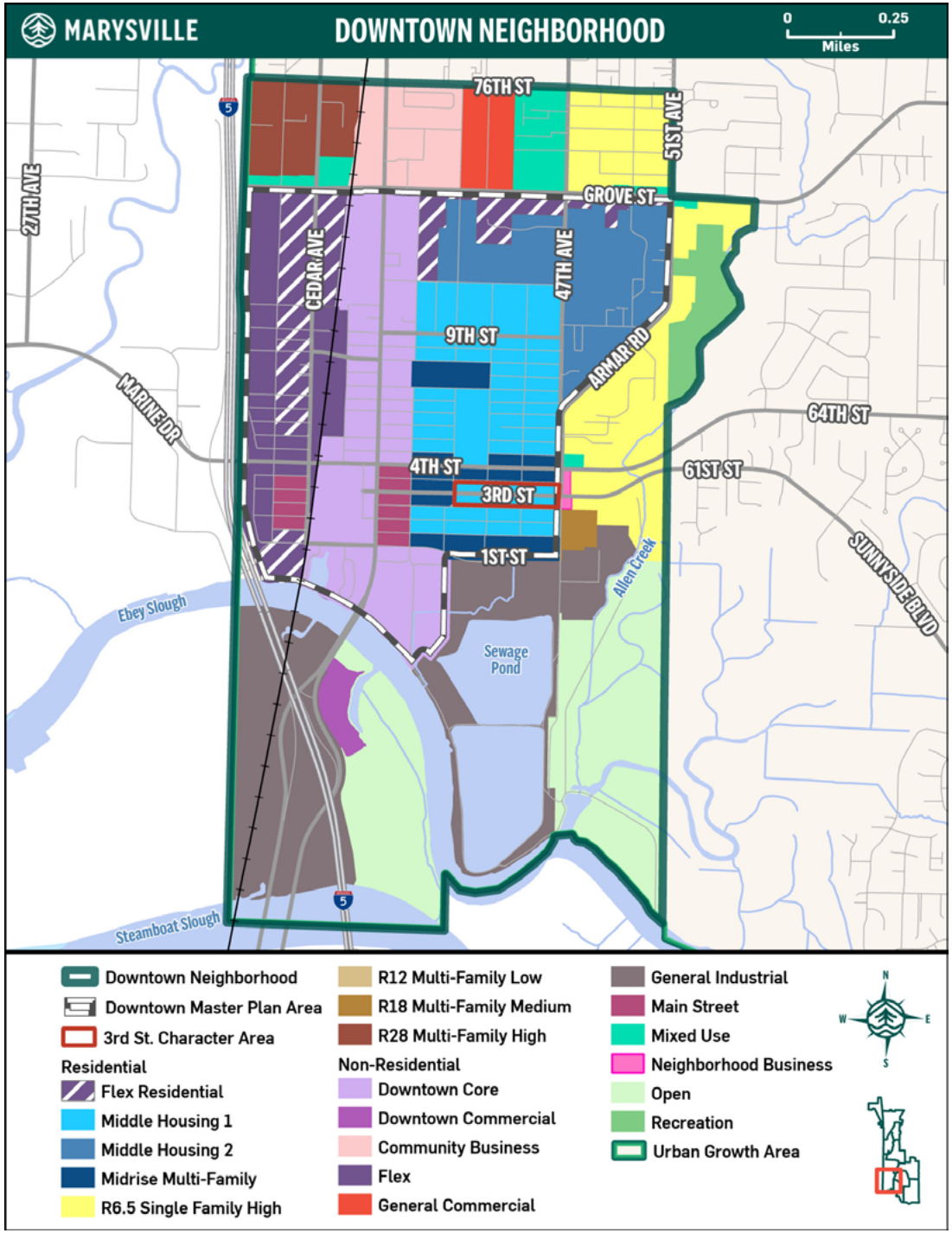
The Downtown Neighborhood features the most variation in zones and land uses among the City's eleven Neighborhoods. The core of Downtown features many original buildings along 3rd Street east of State Avenue and west of Cedar Avenue. These original buildings are separated by the Marysville Town Center Mall which disrupted the historic street grid when it was constructed in the late 1980s; redeveloping the mall site and reestablishing the historic street grid are long-standing goals of the City.

Small scale commercial uses flank State Avenue, many constructed when the road was known as Highway 99 and was a major north-south thoroughfare through the region. Commercial uses are also intermixed in other areas, notably along Ash, Beach, and Cedar Avenues and north of Grove Street. Multi-family residential uses are primarily located west of State Avenue along Beach and Cedar Avenues but can be found throughout the neighborhood. Single family uses are found throughout the neighborhood with the greatest concentration east of State Avenue.

Downtown Master Plan

The 2021 Downtown Master Plan (DMP) aims to promote activities that enhance the City's economic vitality and upgrade the character, identity, and appearance of Downtown as a vibrant focal point. Land uses that support transit and multi-modal transportation, with varied housing options, are encouraged. The DMP also endeavors to foster a mix of activities to live, work, play, and learn, as well as subdistricts with their own focus and character.

Figure 2.14



The main objectives of the DMP are detailed below:

- **Redevelopment.** Anticipating and planning for redevelopment of both City-owned and other key properties is the overarching objective of the DMP. With the update of the DMP, the City evaluated barriers to redevelopment and aimed to reduce them. A form-based code was adopted to direct development to meet public and private objectives and provide graceful transitions between higher and lower intensities.[40] Parking standards were recalibrated to balance development feasibility with future parking trends, impacts of parking on the public realm, and the provision of sufficient parking to meet business and resident needs.[41] Identifying catalyst projects to spur private investment Downtown is recommended by the DMP; the 2021 Waterfront Strategic Plan furthers this initiative by identifying several catalyst projects that either have been constructed or are proposed for construction in the future.

Within the DMP, the key properties or areas that should be the focus of redevelopment include:

- **Town Center.** The Town Center Mall is proposed to be a central node with reestablished pedestrian connectivity, public space, local businesses, services, and residences;
- **Waterfront.** City-owned waterfront properties are proposed to be developed with a mix of uses (e.g. retail, services, restaurants, gathering spaces, etc.) and connectivity to the Waterfront along Ebey Slough.
- **Civic Center and Comeford Park.** Construction of the Civic Center and improvements to Comeford Park have renewed a community gathering space, reframed the community's perception of Downtown, and illustrated the immense possibilities that the Downtown offers. Additional development that connects the Civic Center, historic retail core, Waterfront, and Town Center is encouraged.

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

40. Form based codes are development regulations based on the human experience of a building's exterior rather than its interior use. In contrast to conventional development regulations, form-based codes provide robust graphic examples to illustrate the type of development that is expected and encouraged.

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

Other redevelopment objectives include:

- **Housing.** Increasing the quality and variety of housing in Downtown with a focus on apartments in denser areas, and middle housing in lower density residential areas. Housing options for newer residents and senior citizens are also desired.
- **Districts.** Different districts within the DMP should be cultivated and promoted notably the 2nd/3rd Street historic retail core and an entertainment district building on the success of the Opera House. Visual connections between the Waterfront, Town Center, the historic retail core, entertainment district and Civic Center should be strengthened, and benefits of the BNSF railway should be leveraged.
- **Economic Development.** The DMP aims to encourage a variety of businesses, from restaurants and retail to farmers market and artisan manufacturing, to locate Downtown while preventing the displacement of small businesses.
- **Aesthetics.** The community desires to improve the aesthetics and pride of ownership in Downtown while preserving desirable historic character. Improving the appearance of the City from Interstate 5, and along State Avenue and 4th Street further this objective.
- **Transportation.** The transportation focus for the DMP is to use street design to enhance: Downtown's identity, transportation and multi-modal connectivity, and transit use.
- **Community Livability.** The DMP also aims to promote activities and improvements that foster community, celebrate diversity, and improve access to parks, trails and open spaces.

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

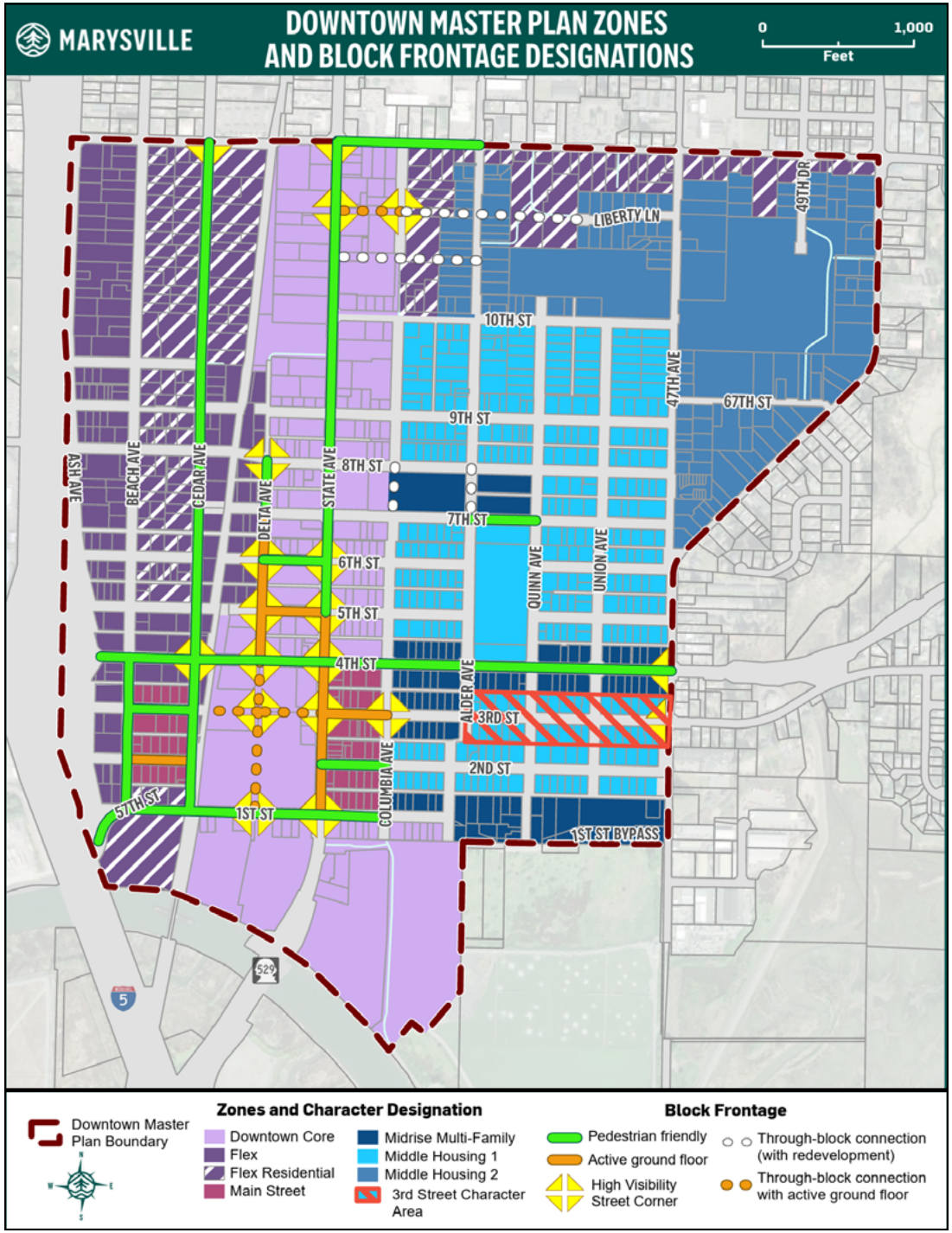
Future Vision

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

Streets within the DMP area have block frontage designations (i.e. active ground floor, pedestrian-friendly, landscaped, and undesignated as shown in Figure 2.15), which will determine the orientation of buildings and amount and type of transparency (i.e. amount of windows), pedestrian improvements, landscaping, etc.; these block frontage designations are further described in the DMP. High visibility corners are required to be enhanced with special architectural features. Commercial is required to step down building heights for properties that abut residential zones, and buildings must use durable, high-quality, urban materials.

Incremental infill multi-family and middle housing is anticipated in the multi-family zoned properties surrounding the commercial areas. Traditional architecture with gable or hip roofs are encouraged particularly in the designated Third Street Character Area. Craftsman architecture and architectural details are also strongly encouraged to honor the historical character of the area. To facilitate infill, standard residential setbacks are reduced in the DMP.

Figure 2.15



MARYSVILLE

JENNINGS PARK NEIGHBORHOOD

History

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

Predominant Land Use

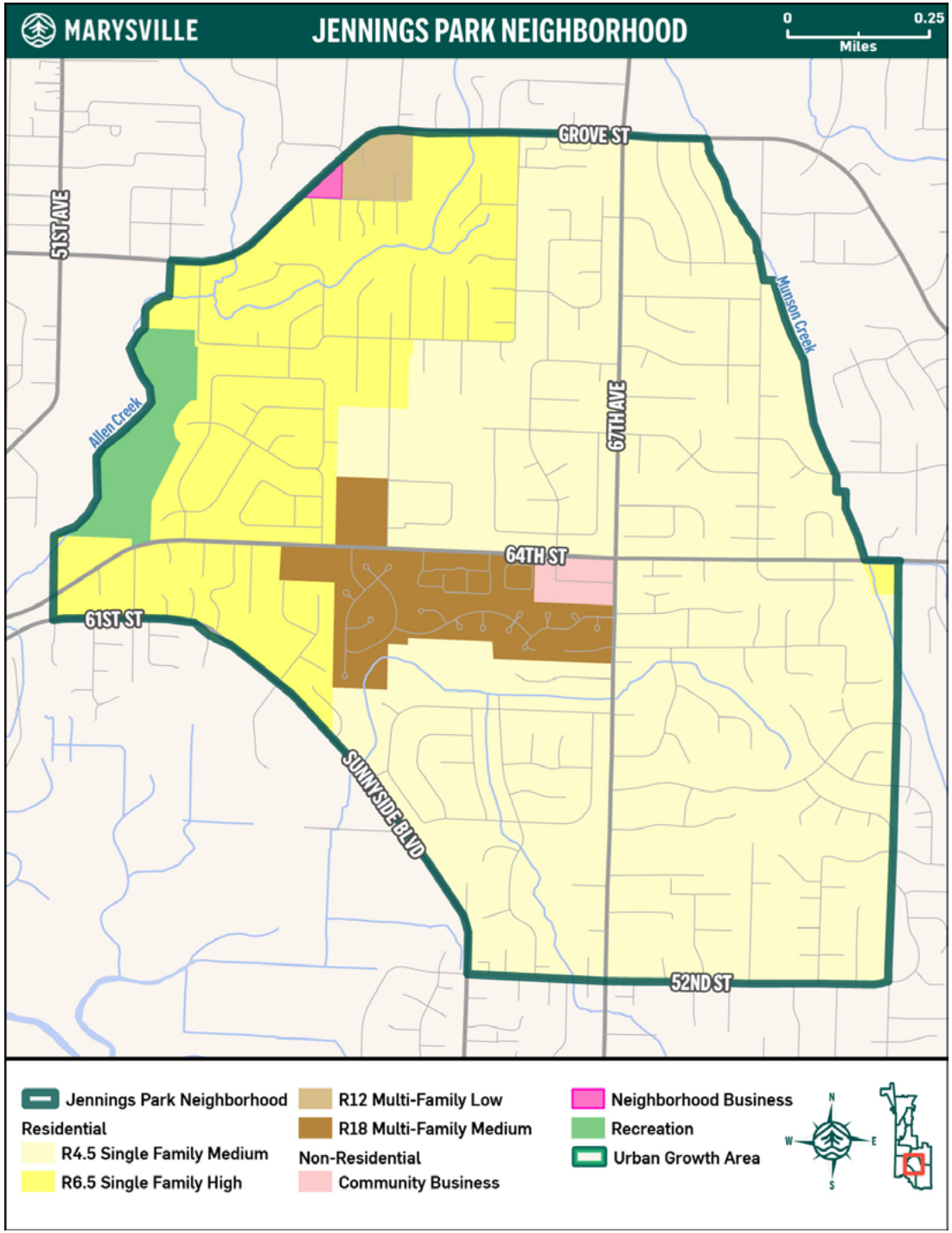
The Jennings Park Neighborhood consists of predominantly medium and high density single family residential. Commercial and medium density multi-family uses, which include apartments, manufactured home parks, and retirement homes, are primarily located at the southwest corner of 67th Avenue NE and 64th Street NE. A small pocket of low density multi-family and Neighborhood Business zoning is located along Grove Street in the vicinity of 59th Avenue NE. The Neighborhood hosts the Marysville YMCA and Allen Creek Elementary along 64th Street, and the Marysville Library along Grove Street.

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

Future Vision

The Jennings Park Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Additional multi-family is anticipated in the pocket of low density multi-family zoning located along Grove Street. Some commercial redevelopment could occur; the scale and appearance of architecture must be compatible with and complement adjacent residential uses particularly in the Neighborhood Business zone. Redevelopment of the manufactured home parks located at the southwest intersection of 64th Street NE and 67th Avenue NE could occur; however, preservation of these parks is encouraged. Infill development should be consistent with the existing single family residential character and allow for larger setbacks, traditional architecture with gable or hip roofs encouraged, and generous front porches. Pedestrian connections must be completed as development occurs.

Figure 2.16



MARYSVILLE

SUNNYSIDE NEIGHBORHOOD

History

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

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

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

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

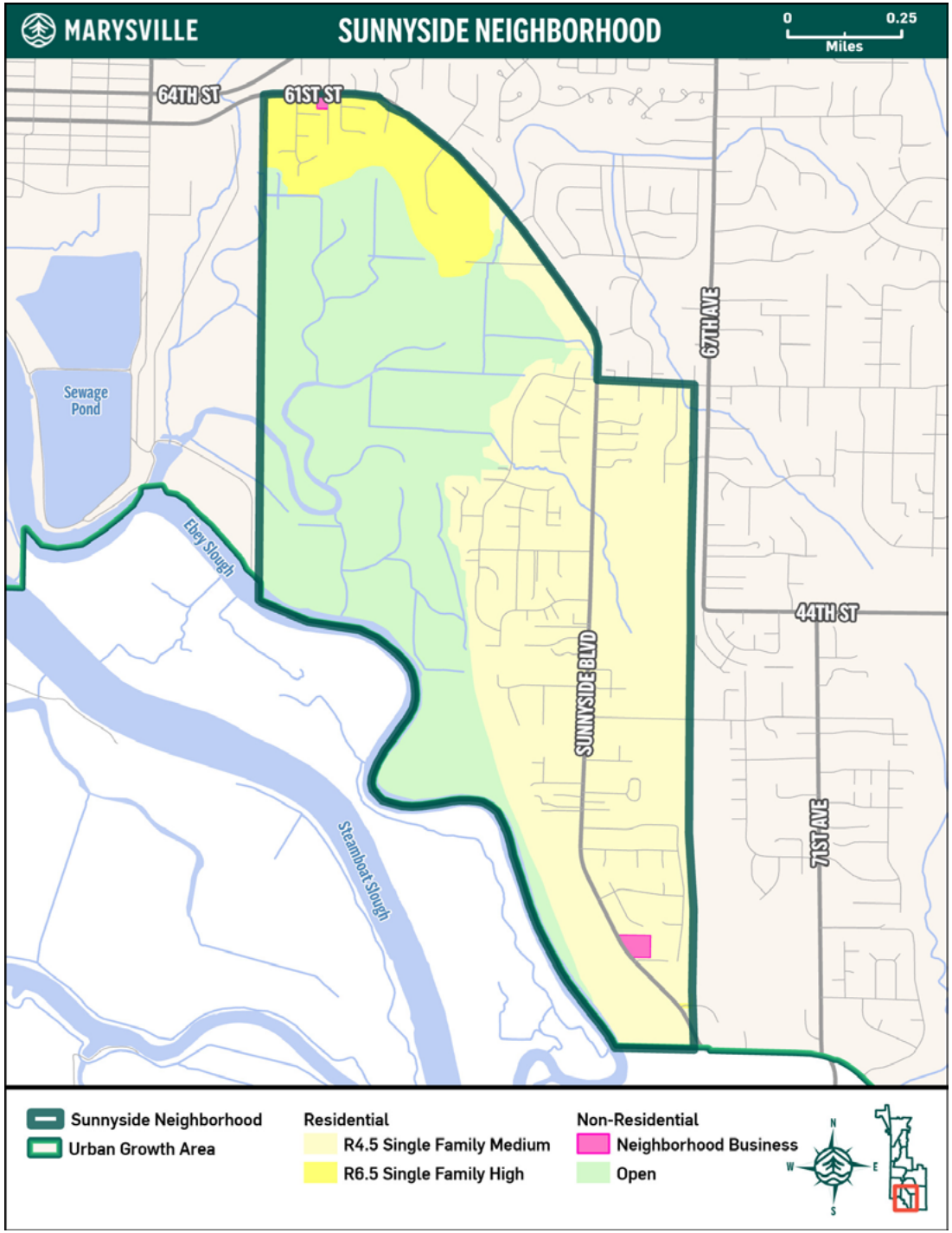
Predominant Land Use

The Sunnyside Neighborhood is predominantly medium and high density single family residential in the upland area adjacent to Sunnyside Boulevard, which is generally located along and above a ridge. The land located west of the ridge is dominated by the Qwuloolt Estuary and associated floodplain, with some small farms remaining. Commercial within this neighborhood is limited to two small areas zoned Neighborhood Business: the northwestern commercial area is developed with a convenience store while the southern one is currently undeveloped.

Future Vision

The Sunnyside Neighborhood is anticipated to remain predominantly single family; however, some infill middle housing may occur over the planning period as allowed by HB 1110. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs. Craftsman architecture and details are strongly encouraged to honor the historical character of the area. Residential development along Sunnyside Boulevard is encouraged to capitalize on the expansive westward views. Development or redevelopment of the Neighborhood Business sites is encouraged; the scale and appearance of architecture must be compatible with and complement adjacent residential uses.

Figure 2.17



MARYSVILLE

WHISKEY RIDGE NEIGHBORHOOD

History

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

Predominant Land Use

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

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

East Sunnyside – Whiskey Ridge Subarea Plan.

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

Commercial and Mixed Uses

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

Residential

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

Transportation Connectivity and Street Presence

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

Design Standards

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

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

Public Facilities

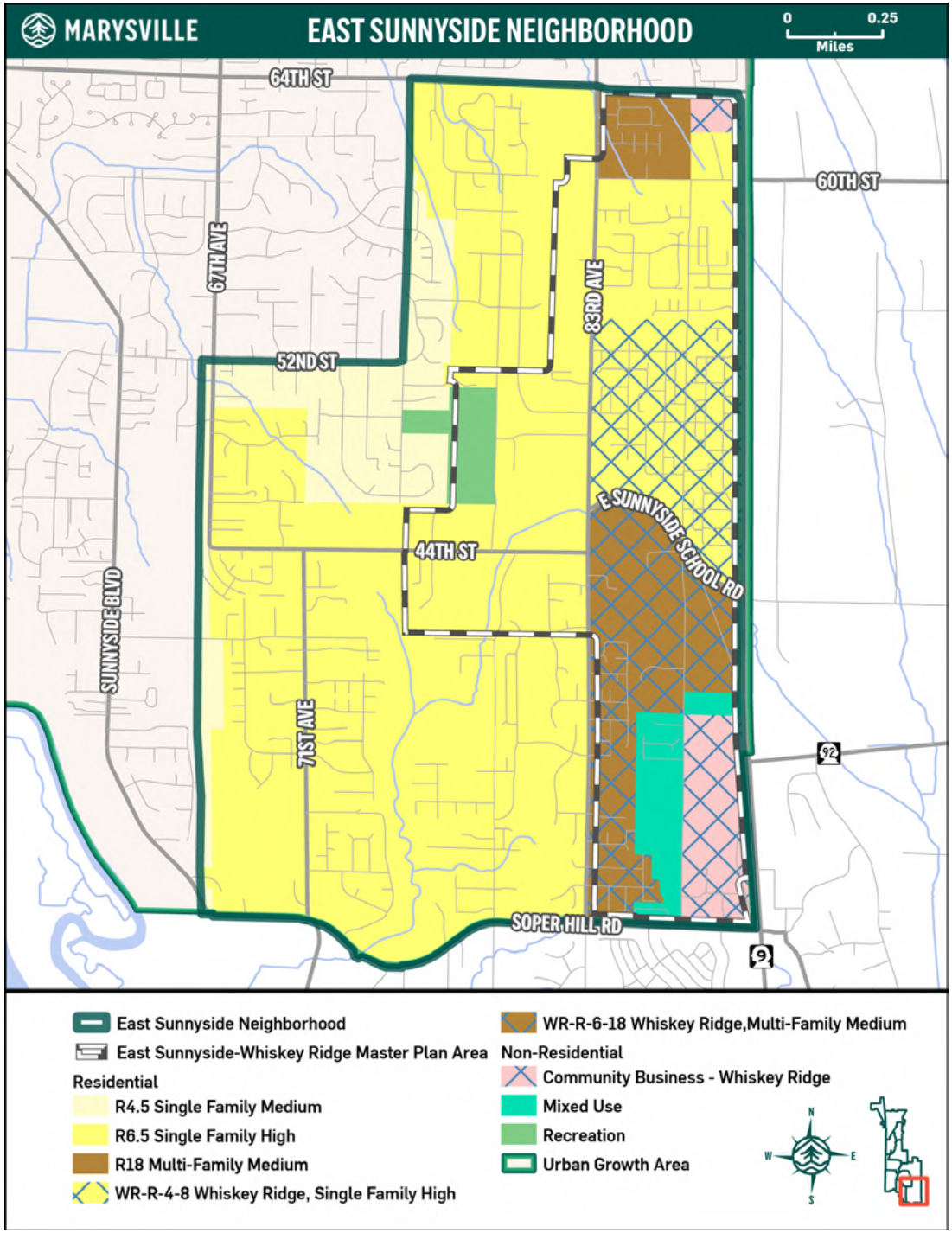
Ensure adequate public facilities including a fire station, new Lake Stevens School District school, various parks, and trails including the Bayview Trail extension.

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

Future Vision

The East Sunnyside – Whiskey Ridge Neighborhood has experienced significant residential development since 2006. Residential uses have primarily consisted of single family residences; however, townhouses and multi-family residences have also been constructed. Most of the commercial land in the northeast corner of the neighborhood has been developed. Several commercial uses have been developed in the southeast corner of the neighborhood over the past several years, and additional retail, personal service and related commercial uses, along with multi-family is expected to continue over the planning period.

Figure 2.18



MARYSVILLE

GETCHEL HILL NEIGHBORHOOD

History

The Getchell Hill Neighborhood takes its name from a historic town that no longer exists. A railroad serving this community used to run along Getchell Hill, but was converted into the Centennial Trail, part of the Snohomish County trail system. The neighborhood, as designated in the Plan, overlaps a portion of the historic Kellogg Marsh community. The most notable landmark in this neighborhood is Cedarcrest Golf Course. Residences in this neighborhood are graced with spectacular views of Puget Sound and the Olympic Mountain range.

Predominant Land Use

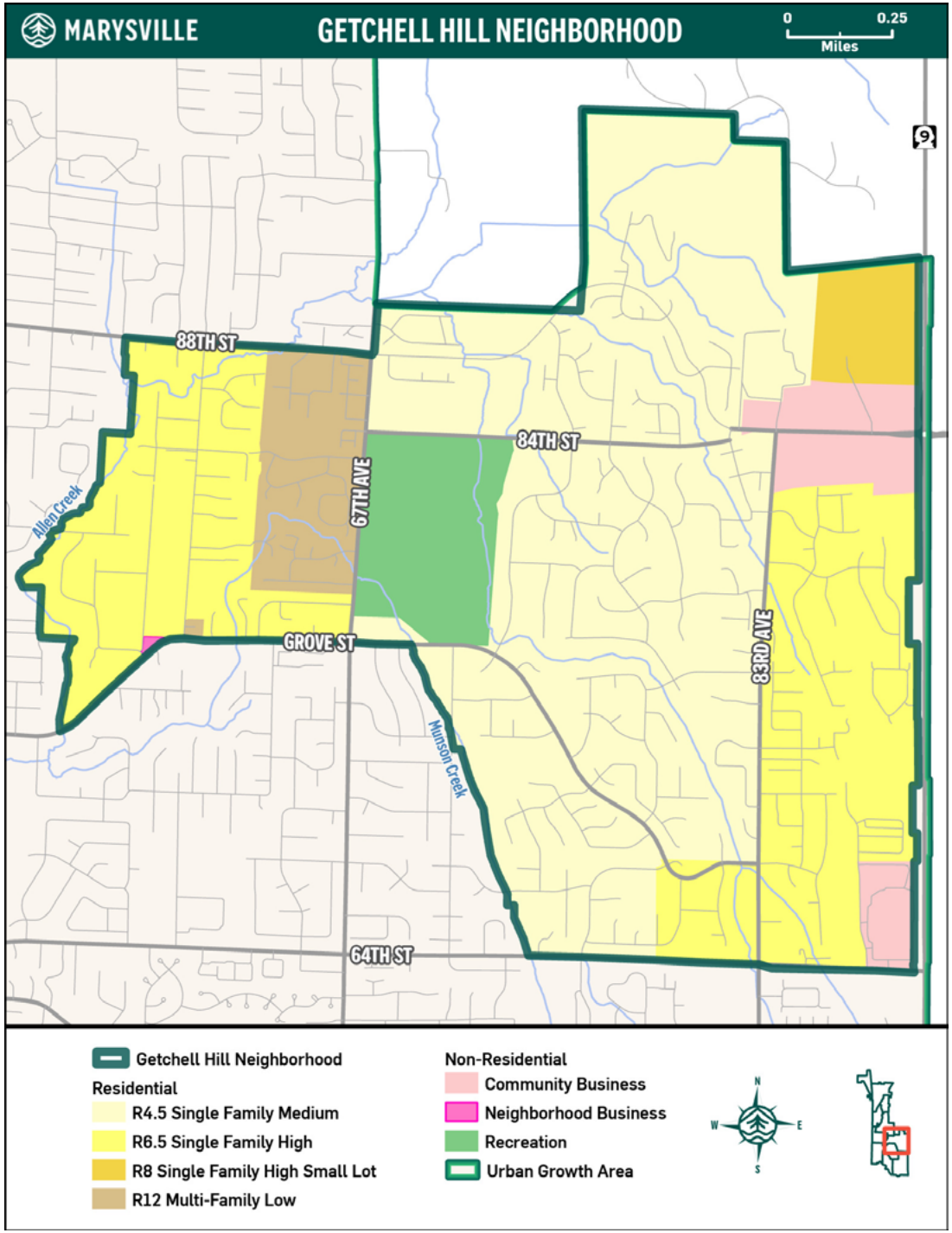
The neighborhood is characterized primarily by medium and high density single family development with some multi-family and townhouse development along the west side of 67th Avenue NE and north side of 84th Street NE. Community Business zoning is relegated to the eastern portions of the neighborhood along 84th Street NE and 64th Street NE. The CB zoned property along 64th Street NE is developed with a Wal-Mart while the CB zoned properties along 84th Street NE are undeveloped.

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

Future Vision

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

Figure 2.19



MARYSVILLE

PINEWOOD NEIGHBORHOOD

History

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

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

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

Predominant Land Use

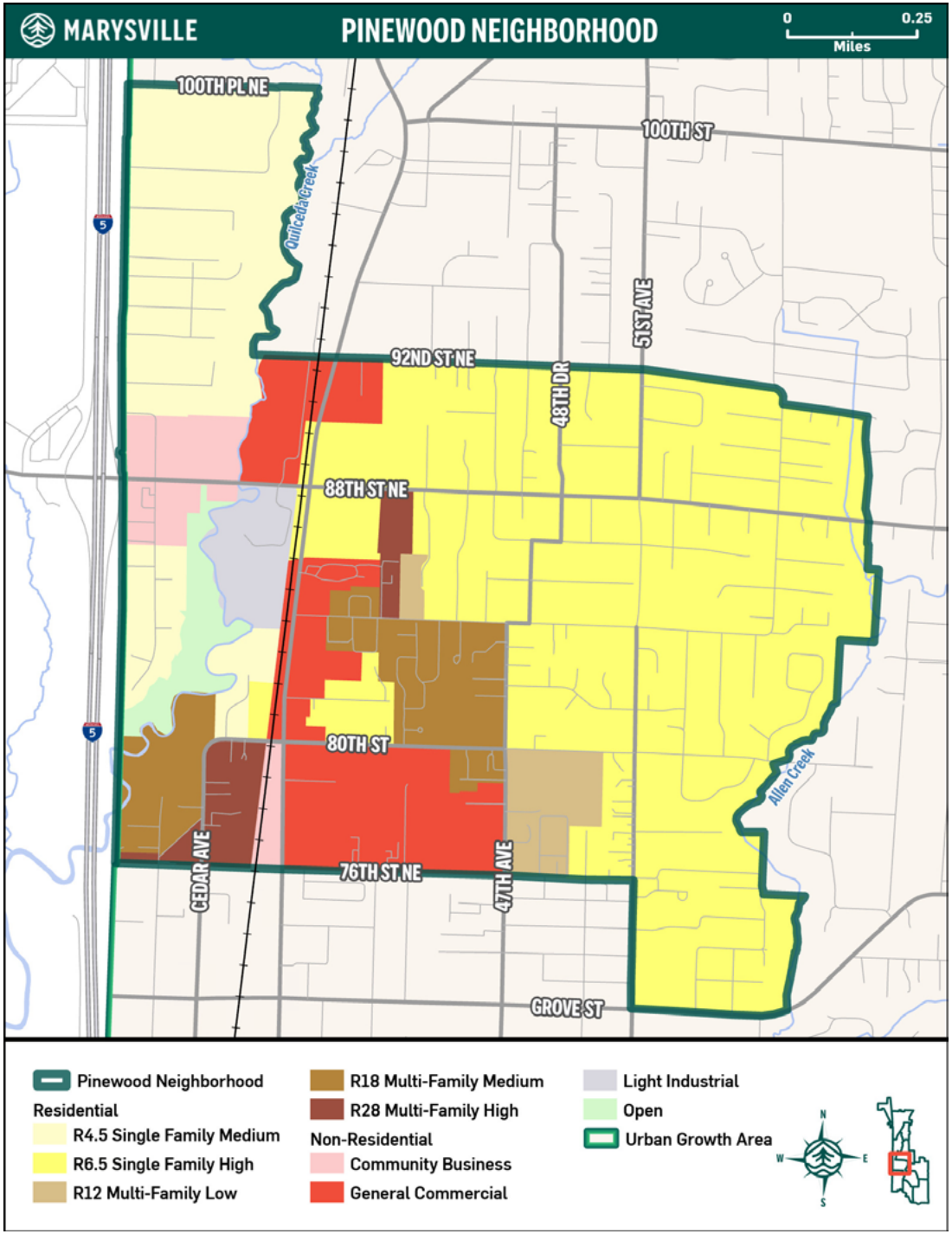
The western portion of the Pinewood Neighborhood is characterized by a mix of commercial and multi-family zoning and land uses, while the northern and eastern portions are primarily medium and high density single family zoning and uses. Much of the Community Business development along 88th Street NE is subject to an access management plan that requires joint access for properties located between State Avenue and 36th Avenue NE. This plan was developed to promote the long range capacity, level of service and safety of motorists along 88th Street NE.

Future Vision

As a gateway to the City, an attractive, consistent streetscape is required to be implemented on 88th Street based on the Major Arterial Streetscape standards; signs abutting 88th Street must be monument signs, not pole or pylon. Most commercial and industrial lands are developed; however, there are vacant, redevelopable and partially used commercial and industrial zoned lands interspersed among developed lands that would lend themselves to redevelopment or further development. Zoning changes along State Avenue, to allow for more commercial and multi-family development options, may also occur in the future at the discretion of City Council in order to leverage the benefits of future Community Transit SWIFT Bus Rapid Transit service; this is discussed further in the State Avenue Corridor section below.

Multi-family and single family residential areas are also largely developed; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill development should be consistent with the existing single family residences in the area and allow for larger setbacks, traditional architecture with gable or hip roofs, generous front porches, and pedestrian connections completed as development occurs.

Figure 2.20



State Avenue Corridor

State Avenue/Smokey Point Boulevard is the longest north-south corridor within the city limits.[43] The road is part of Old Highway 99, which was Washington State's primary north-south highway prior to the construction of Interstate 5.[44] Businesses catering to Old Highway 99 motorists developed alongside the road; this is particularly evident in the numerous small, older businesses located south of 80th Street NE.

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

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

Since the ultimate SWIFT route is still being determined, and the City anticipates having adequate residential capacity over the planning period without rezoning land, zoning changes are not proposed along State Avenue with this Plan. However, changing circumstances may serve as a catalyst for zoning changes in the future. [46, 47]

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

44. Washington State Route 99 - Wikipedia

45. While the SWIFT route is also proposed to travel through the Kellogg Marsh, Marshall, Shoultes and Smokey Point Neighborhoods, it is discussed in the Pinewood Neighborhood section since that is the first neighborhood that the service is likely to enter that could potentially experience zoning changes as a result of the service being deployed in the City.

46. Changing circumstances may include, but are not limited to: the establishment of the ultimate SWIFT route; residential growth occurring at a faster than anticipated rate and an associated need for more housing; and direction from the City Council to rezone to catalyze redevelopment.

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

- Spark Redevelopment and Leverage Amenities along State Avenue. With the existing zoning, minimal redevelopment has occurred along the State Avenue corridor over the past 20 years. Having the option to amend the zoning in the future could spur redevelopment. In addition, residential development along State Avenue would leverage the benefits of being in close proximity to goods and services, Interstate 5, the Cascade Industrial Center (CIC), pedestrian facilities, and general bus services. It could also reduce the need for future UGA expansions and rezones of residential areas;
- Align with Puget Sound Regional Council's (PSRC) Regional Goals. PSRC's VISION 2050 has a goal for 65 percent of the region's population growth to be within walking distance of high capacity transit. While this is a regional goal, and individual city goals are allowed to differ, future zoning changes would further progress towards this goal; and
- Additional Capacity for Longer Time Horizon. As the vacant greenfields in the Lakewood, East Sunnyside-Whiskey Ridge, and other neighborhoods is used, future development is anticipated to shift to infill development and redevelopment of existing underutilized lands throughout the City including Downtown. There are some large sites Downtown that lend themselves to development; however, redevelopment in many areas will either require aggregating smaller parcels (i.e. significant land acquisition costs) for large development projects, or will be smaller scale, middle housing infill projects.

MARYSVILLE

KELLOGG MARSH NEIGHBORHOOD

History

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

Predominant Land Use

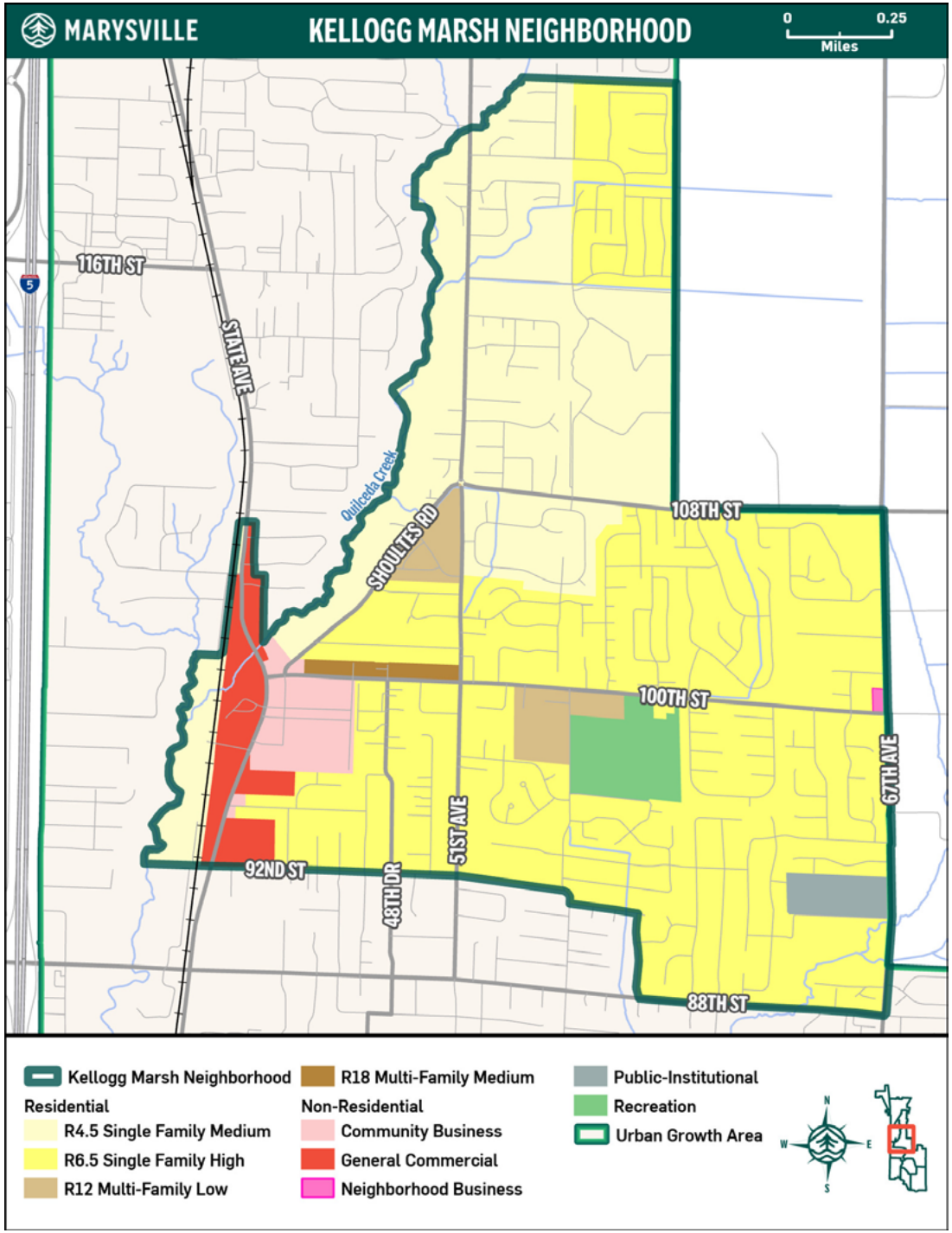
The western portion of the Kellogg Marsh Neighborhood is defined by commercial uses and zoning along State Avenue. Limited multi-family zoning and uses are located along 100th Street NE and Shoultes Road. Medium and high density single family residential uses and zoning characterize the majority of the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

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

Future Vision

Commercial uses within this neighborhood are concentrated along State Avenue, and at the intersection of 100th Street and State Avenue. As discussed in the State Avenue section above, zoning changes along State Avenue, may also occur in the future at the discretion of City Council. Multi-family development is anticipated to occur along the south side of 100th Street in the vicinity of 55th Avenue NE, and multi-family infill development is anticipated to continue along the 100th Street NE corridor between Shoultes Road and 51st Avenue NE. Single family areas are largely developed; however, infill development, including some infill middle housing as allowed by HB 1110, may occur over the planning period. Infill development should complement the existing single family character with use of traditional architecture including gable or hip roofs, front porches, and more generous setback. Sidewalks are required for new development with existing neighborhoods served by sidewalks or walkable shoulders. Safe pedestrian connections are particularly needed near schools and to retail and services.

Figure 2.21



History

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

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

Predominant Land Use

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

116th Street Master Plan

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

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

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

48. In conjunction with development, the City's Access Management Plan required the closing or consolidation of private accesses with development or redevelopment. Access management will continue to be required for development along 116th Street NE. Preservation of the existing railroad spur for future use by the Tulalip Tribes was also identified in the Plan; this spur is now under tribal ownership.

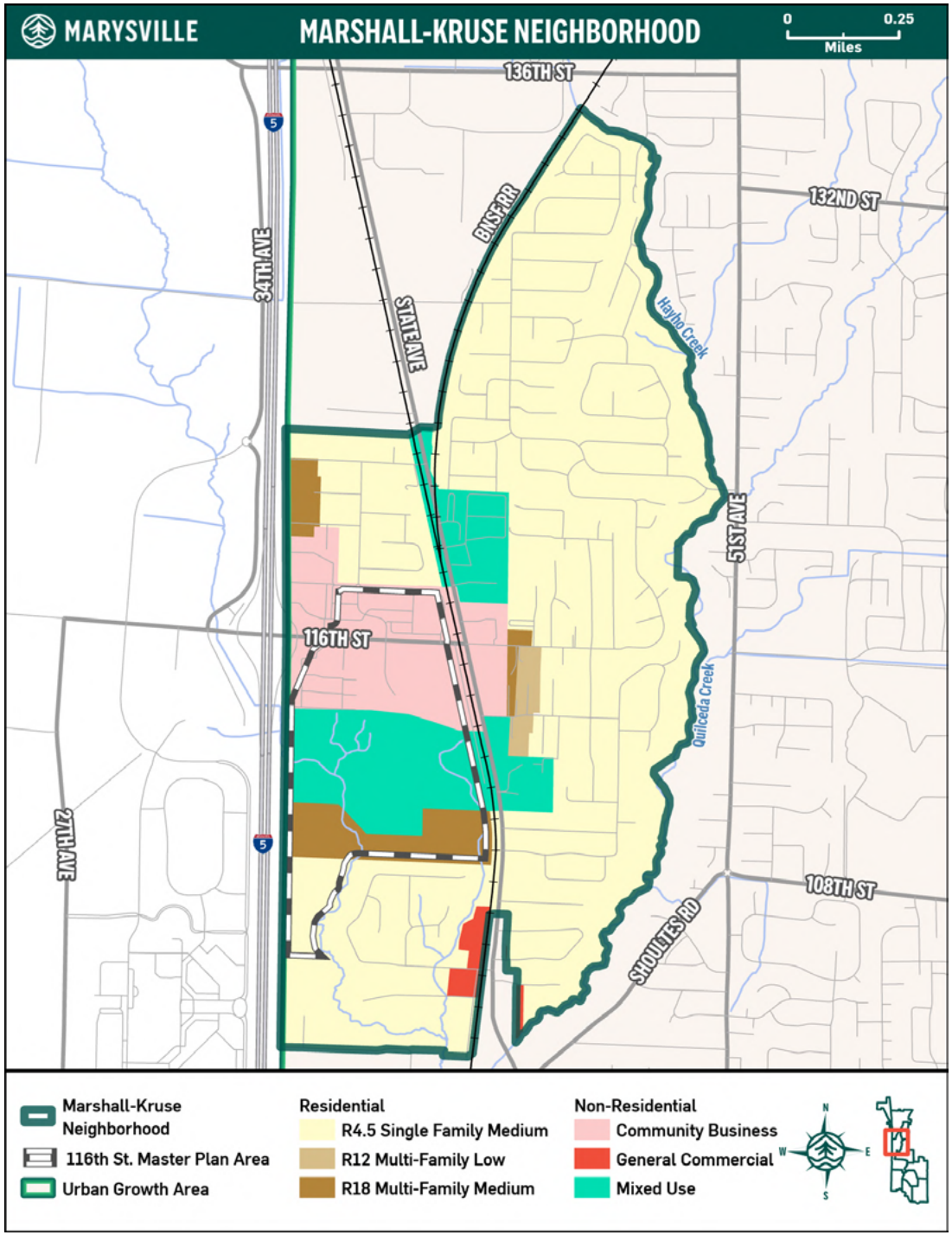
49. Individual stormwater facilities including aesthetically designed stormwater ponds, infiltration, and swales are also allowed.

Future Vision

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

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

Figure 2.22



MARYSVILLE

SHOULTES NEIGHBORHOOD

History

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

Predominant Land Use

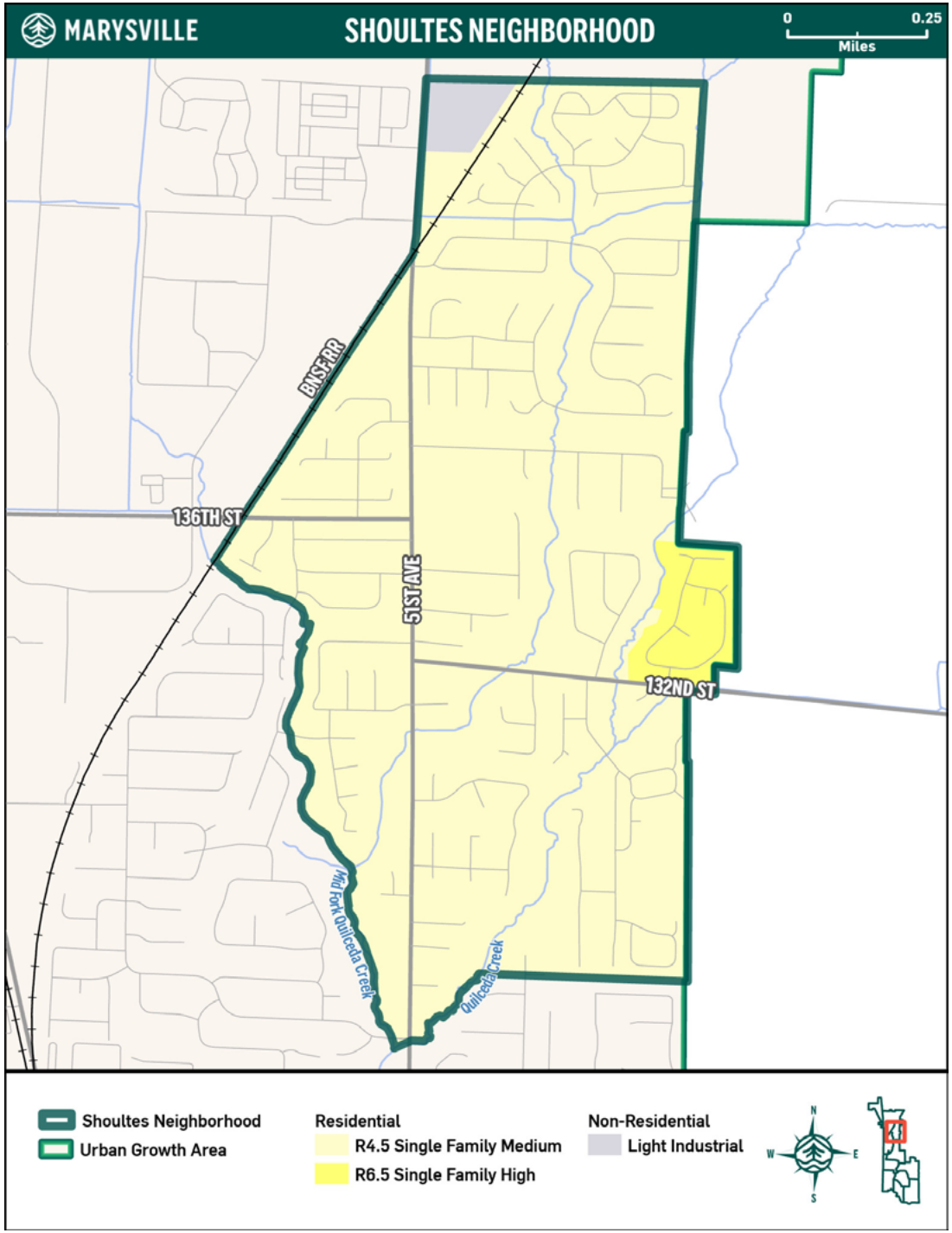
The Shoultes Neighborhood is almost exclusively medium density single family with a limited amount of high density single family along the east side of the neighborhood, and a small amount of Light Industrial in the northwest corner of the neighborhood.

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

Future Vision

As a predominantly residential area, the primary vision is to preserve the character of the area and ensure that infill development is consistent and compatible with existing residences. Traditional architecture with gable or hip roofs, and front porches are encouraged. Many neighborhoods are served by walkable shoulders, and enhanced pedestrian connectivity via either sidewalks or walkable shoulders should be provided particularly in key pedestrian areas. Development of the limited amount of industrial land in the northwest corner of the neighborhood will need to be adequately screened from existing residential to mitigate light, noise and other impacts of industrial development.

Figure 2.23



History

Since the early 1980s, the Smokey Point Neighborhood has been slated for urban industrial land uses in both City and Snohomish County land use plans.[50] Most of the Smokey Point Neighborhood became part of Marysville's Urban Growth Area following a settlement between the cities of Arlington and Marysville in 1996. In its 1996 Comprehensive Plan, the City of Marysville identified the Smokey Point Neighborhood as the number one priority for economic development. The portion of the neighborhood along Smokey Point Boulevard was annexed from 1992 through 2000 while the eastern portion of the neighborhood was the result of major annexations in 1999, 2005 and 2007. Presently, the only portion of the UGA within this neighborhood that remains unincorporated is Naval Station Everett.

In June 2008, the City adopted the Smokey Point Master Plan (SPMP)[51] to foster industrial, employment and economic development in the 675-acre, Smokey Point Master Plan Area located in the northeast corner of this neighborhood. Also in 2008, the cities of Marysville and Arlington locally designated the Arlington-

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

50. The only portion of the Smokey Point Neighborhood that is not within the CIC is the Medium Density, Multi-family designated land at the southwest corner of 51st Avenue NE and 152nd Street NE.

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

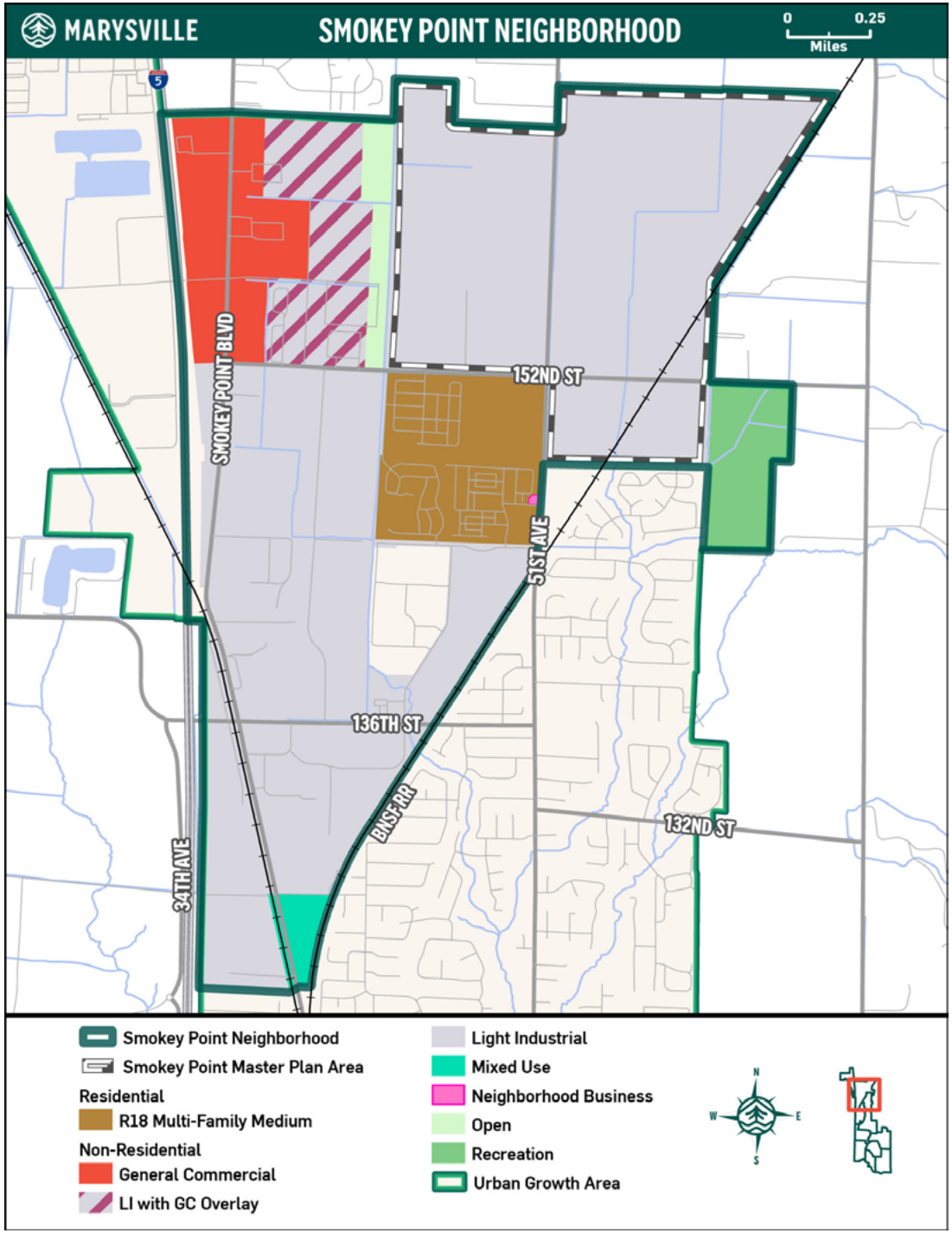
Marysville Manufacturing Industrial Center (AMMIC) which includes nearly all of the Smokey Point Neighborhood within Marysville and extends into Arlington.[52] The cities of Marysville and Arlington continued their partnership to pursue designation by the Puget Sound Regional Council (PSRC) of the AMMIC (now Cascade Industrial Center or CIC) as a Manufacturing Industrial Center (MIC). In June 2019, PSRC designated the CIC as a MIC. Further discussion on the SPMP and CIC is provided in the following sections.

The City has invested significant financial resources into economic development, and has prioritized transportation, water, sewer and stormwater facilities for this area to ensure adequate infrastructure to support industrial and commercial development. Some notable infrastructure includes regional stormwater ponds constructed in 2005 and 2014 respectively, and the 156th Street Overpass which is slated to be a full interchange by 2031. The regional stormwater pond facilities were tremendously successful, and all capacity has been sold.

Predominant Land Use

The portion of the Smokey Point Neighborhood located along Smokey Point Boulevard includes a variety of commercial and industrial uses. General Commercial zoning is primarily located north of 152nd Street NE, an area defined by auto and RV dealerships, self-storage facilities and other commercial uses. To the immediate east of the GC zoning, is Light Industrial zoning with a General Commercial Overlay that enables the pursuit of a full range of commercial and industrial uses, as determined by the market. Light Industrial zoning dominates the Neighborhood, with well-established commercial and industrial uses abutting Smokey Point Boulevard south of 152nd Street NE, and new and emerging uses in the Smokey Point Master Plan Area to the east.[53] Existing residential in the neighborhood primarily consists of two manufactured home parks, and residential developments located at the southwest corner of the intersection of 152nd Street NE and 51st Avenue NE.

Figure 2.24



52. The only portion of the Smokey Point Neighborhood that is not within the CIC is the Medium Density, Multi-family designated land at the southwest corner of 51st Avenue NE and 152nd Street NE.

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

Smokey Point Master Plan

The vision for the Smokey Point Master Plan Area is for a commercial/light industrial park that, based on the allowable uses in the zoning designations, provides jobs for the residents of Marysville and expands the City's commercial/light industrial base. The Smokey Point Master Plan (SPMP) implements this vision by providing additional design and development guidelines, and natural resource enhancements for Edgecomb and Hayho creeks. The design guidelines elevate the typical light industrial or commercial development to a higher level of urban design, contributing to a beneficial environment for workers, employers and businesses, while connecting to the natural environment.

With the 2005 Comprehensive Plan, the City identified the importance of establishing further commercial/light industrial businesses and providing living wage jobs for residents of Marysville and north Snohomish County. Commercial/light industrial development in the Smokey Point Master Plan is designed to be compatible with the Arlington Municipal Airport, Washington State Department of Transportation (WSDOT) airport guidelines, and Federal Aviation Administration (FAA) safety zone restrictions.[54] The SPMP addresses the following elements:

- **Transportation.** The Smokey Point Master Plan Area was historically used for agriculture, and was served by a limited road network – notably 152nd Street NE, 51st Avenue NE and 67th Avenue NE. The SPMP plans for a robust road network of principal and minor arterials that is designed to accommodate trucks, cars, and multi-modal transportation (i.e. transit, bicycles and pedestrians), with quality landscaping to enhance the appearance of the Smokey Point Master Plan Area. Principal arterials that will serve this neighborhood include 172nd Street NE, 152nd Street NE, 156th Street, the 152nd/156th Street Connector, Smokey Point Boulevard, and 51st Avenue NE as discussed further in the Transportation Element (page 229). Currently the 156th Street Overpass provides connectivity between the Lakewood and Smokey Point Neighborhoods, and general bus service is provided by Community Transit (CT). An interchange is fully funded under the Connecting Washington Program, approved by the Washington State legislature in 2016. Work on the interchange will occur from 2025 – 2031. CT's SWIFT Bus Rapid Transit is also expected to serve the neighborhood in the future along with bike lanes and trails along key arterials.
- **Critical Areas.** Edgecomb and Hayho Creeks, and various wetlands, are prevalent throughout the Smokey Point Master Plan Area. Wetlands are primarily Category III and IV wetlands, and are the responsibility of the property owner to address and mitigate as necessary. Edgecomb Creek was relocated and reestablished as a meandering stream in the fall of 2022 with the Cascade Business Park development. Hayho Creek will remain in its current location; however, its buffers will be enhanced as properties abutting it develop.
- **Drainage.** Regional stormwater facilities are considered by the SPMP; however, on-site stormwater facilities have largely been pursued. This has primarily entailed the import of structural fill for infiltration facilities and other Low Impact Development (LID) methods.
- **Site and Architectural Design.** Site and architectural design standards were adopted with the SPMP; however, the original standards were repealed and replaced with new standards outlined in the municipal code.

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

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

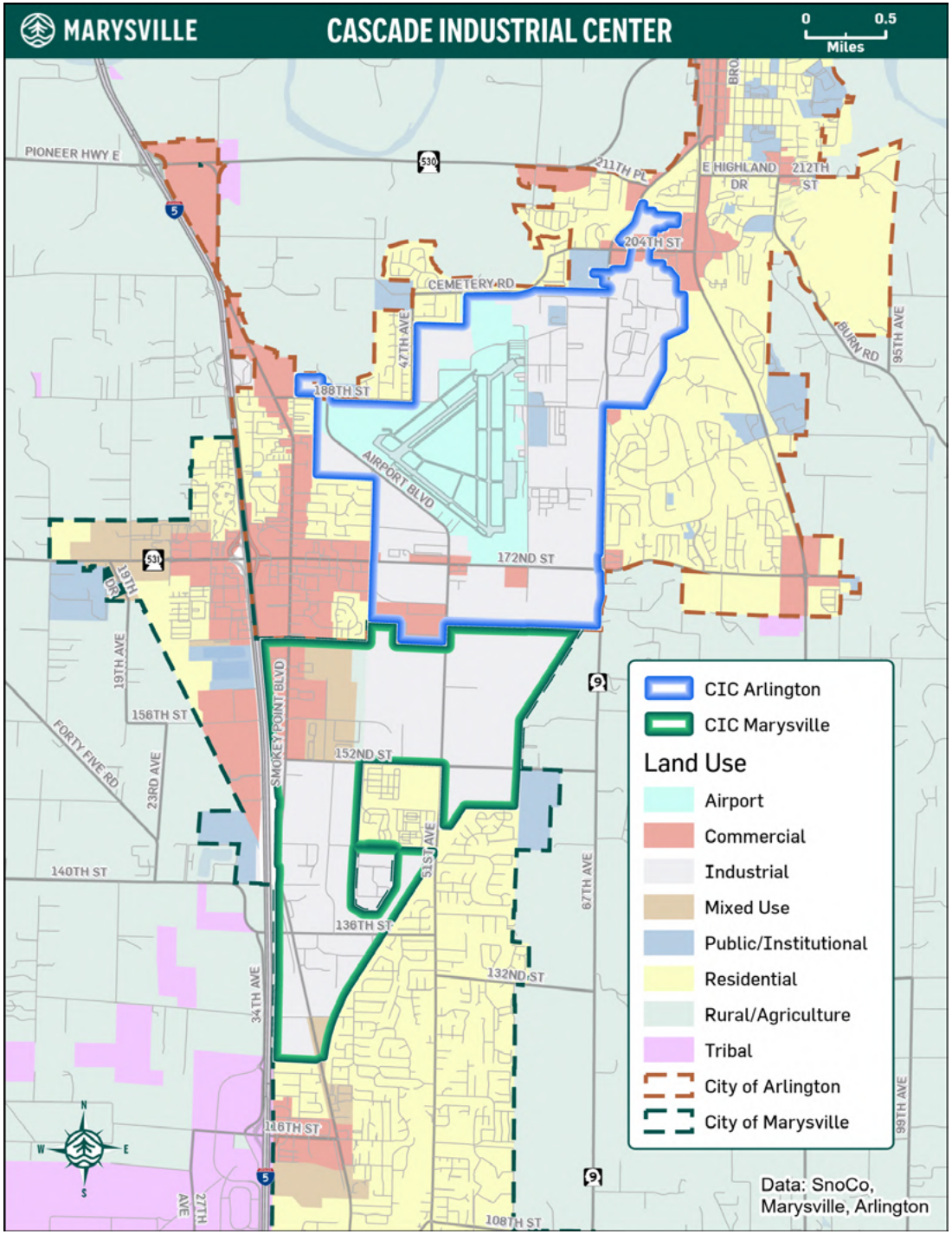
Cascade Industrial Center

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

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

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

Figure 2.25



The CIC will be the key location for current and future job growth within both Marysville and Arlington – with more than 20,000 family wage jobs projected within the CIC through its build-out. In 2023, an estimated 4,605 jobs were located in the Smokey Point Neighborhood. This neighborhood has capacity for over 12,183 additional jobs – potentially resulting in nearly 16,800 jobs within the Marysville portion of the CIC alone.

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

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

Arlington Airport Compatibility

Existing Conditions

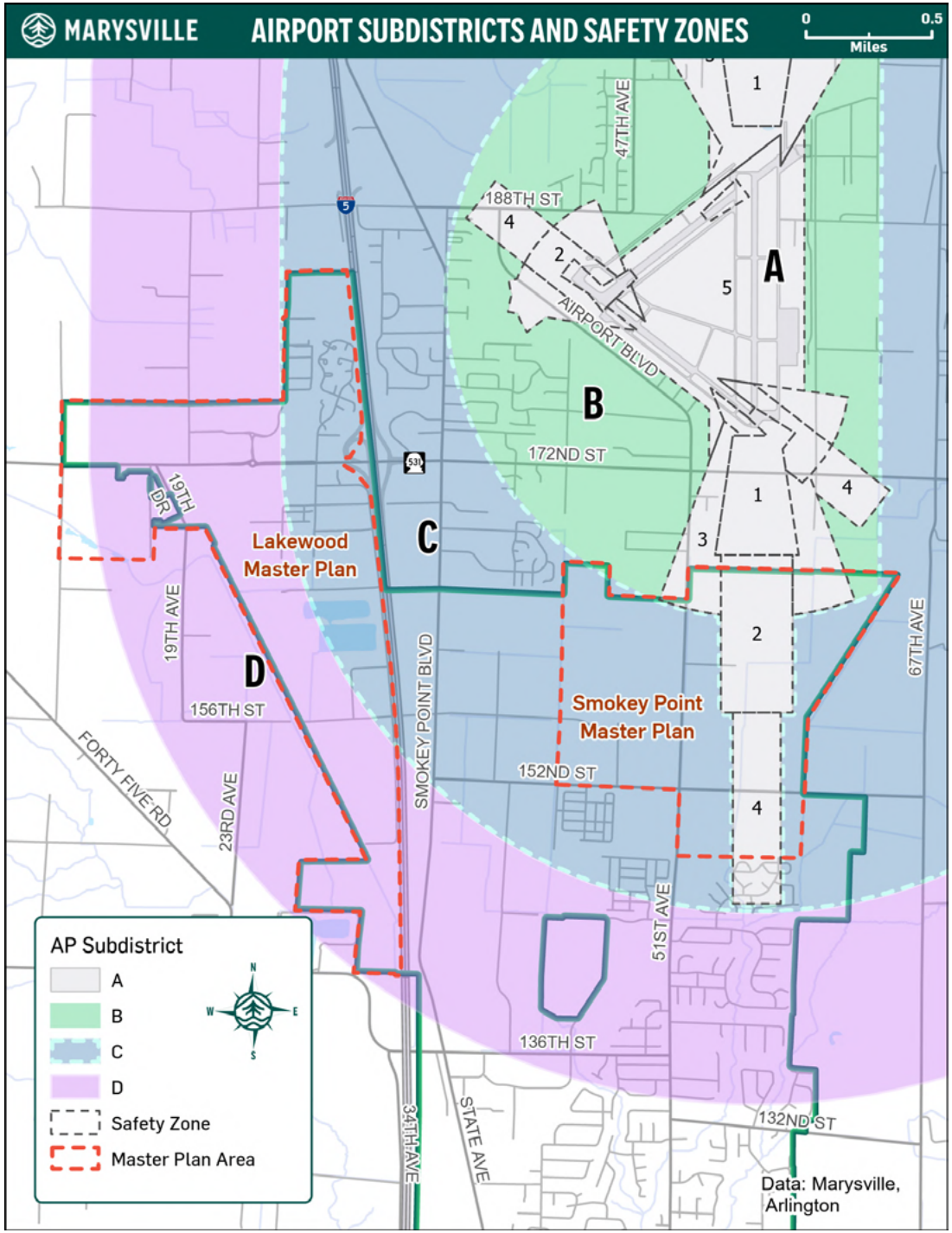
The Arlington Municipal Airport is located north of the Smokey Point Neighborhood in the City of Arlington. The airport is classified as a General Aviation Airport, encompasses approximately 1,189 acres, and consists of two paved runways and five taxiways. A large area of industrial zoning is located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

Airport Compatibility

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

55. Airport Protection Subdistrict A is comprised of the Runway Protection Zone (RPZ)/Zone 1 (The RPZ dimensions are determined by the aircraft using the airport and approach visibility minimums for each runway end), Inner Safety Zone (ISZ)/Zone 2, Inner Turning Zone (ITZ)/Zone 3, Outer Safety Zone (OSZ)/Zone 4, and Sideline Safety Zone (SSZ)/Zone 5. Airport Protection Subdistrict B is based on the airport's traffic pattern. Airport Protection Subdistrict C is based on the FAA AC 150/5200-33A guidelines for the type of aircraft operating at the airport. Airport Protection Subdistrict D is comprised of the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces.

Figure 2.26[55]



and the Marysville/Arlington Inter-local Agreement, which limits residential development south of the airport. This also provides the Airport with the opportunity to: purchase or negotiate avigation easements, and ensure that buildings comply with FAR Part 77 surfaces, do not penetrate the 100:1 airspace restrictions, and receive approval of an FAA airspace form (Form 7460-1).[56, 57] Additionally, Marysville utilizes the guidance provided in Puget Sound Regional Council's (PSRC) Airport Compatible Land Use Program and WSDOT's Land Use Compatibility Program in land use planning and regulations to further enhance airport compatibility.

Land Use Compatibility

The Airport Protection District (APD) is an area that includes the Arlington Airport and surrounding areas near the airport where particular land uses are either influenced by, or will influence the operation of, the airport in either a positive or negative manner. The purpose of the APD is to protect the viability of the Arlington Municipal Airport as a significant resource to the community by encouraging compatible land uses and densities, reducing hazards to lives and properties, and ensuring a safe and secure flying environment. The APD at the Arlington Municipal Airport delineates an area within the cities of Arlington, Marysville, and unincorporated Snohomish County, where residents may hear or see aircraft operating at the airport, or where certain land uses may impact the safe operation of the airport.

The APD boundaries were established based on a combination of factors including: airport characteristics; typical flight paths for aircraft; aircraft noise contours; and FAR Part 77 regulations defining the height of objects that may affect the navigable airspace. The Arlington Airport is divided into four subdistricts and five individual zones each with their own land use regulations and guidelines. Three subdistricts (B, C, and D) and three zones (2, 3, and 4) overlay the Smokey Point Neighborhood. The various districts and zones are depicted in Figure 2.25 and briefly described in the footnote accompanying the figure.

To ensure compliance with the Arlington Municipal Airport Master Plan, uses within the Smokey Point Neighborhood boundaries are limited. To determine if a use is allowed in this neighborhood, the proposed use must be allowed by both the Marysville Municipal Code and the Arlington Airport Master Plan standards (see Figure 2.27below). If either regulation prohibits the use, then the use is not allowed. The allowable industrial and warehouse uses, defined in Marysville's LI zone, are generally allowed and have few people relative to the building size. Zones 2 and 3 are exclusively zoned LI while Zone 4 is predominately LI with a limited amount of existing single family residential. Figure 2.27 depicts the airport zones relative to the City's land use zones including allowable densities and heights.

Figure 2.27

Allowed Land Uses within the Arlington Airport APD Zones[58]

LAND USE (A)	INNER SAFETY ZONE (ISZ)/ZONE 2	INNER TURNING ZONE (ITZ)/ZONE 3	OUTER SAFETY ZONE (OSZ)/ZONE 4
Residential	Prohibited	Allowed	Allowed
Commercial	Allowed	Allowed	Allowed
Industrial	Allowed	Allowed	Allowed
Recreational	Prohibited	Allowed	Allowed
Public (b)	Prohibited	Prohibited	Prohibited

56. The Federal Aviation Administration (FAA) has requirements to protect airports from incompatible land uses, primarily related to the height of structures and objects which could affect safe navigation of aircraft in the vicinity of airports. Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace provides guidance to protect airspace, including the area that encompasses the airport, runway protection zones, and airport approaches. Since FAR Part 77 surfaces often extend beyond airport boundaries, airport sponsors and local land use planning agencies must collaborate to address height hazards in these areas to ensure the safety of aircraft in the air and people on the ground (Source: PSRC Airport Compatible Land Use Program, p. 21).

57. Per FAA AC 70/7460-1K, Obstruction Marking and Lighting, when an airport sponsor, developer, property owner, or other party proposes any type of construction or alteration of a structure that may affect the National Airspace System (NAS), the airport sponsor, developer, property owner, or responsible party is required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration to the Obstruction Evaluation Service (OES). FAA Form 7460-1 is required for any proposed construction or alteration: of more than 200 feet AGL at its site; and/or off greater height than an imaginary surface at a slope of 100 feet horizontal for every one foot vertical (100:1) for a horizontal distance of 20,000 feet from the nearest point of the nearest runway (Source: PSRC Airport Compatible Land Use Program, p. 21).

58. (a) These development guidelines are not retroactive and will not be construed to require a change or alteration in the use of any property not conforming to these regulations, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein will require any change in the use of any property, the platting, construction, or alteration of which was begun prior to the effective date of the Arlington Airport Master Plan, and is diligently prosecuted. (b) Restrictions would apply to congregations of people and noise sensitive uses (i.e. schools, hospitals, nursing homes, churches, auditoriums, and concert halls).

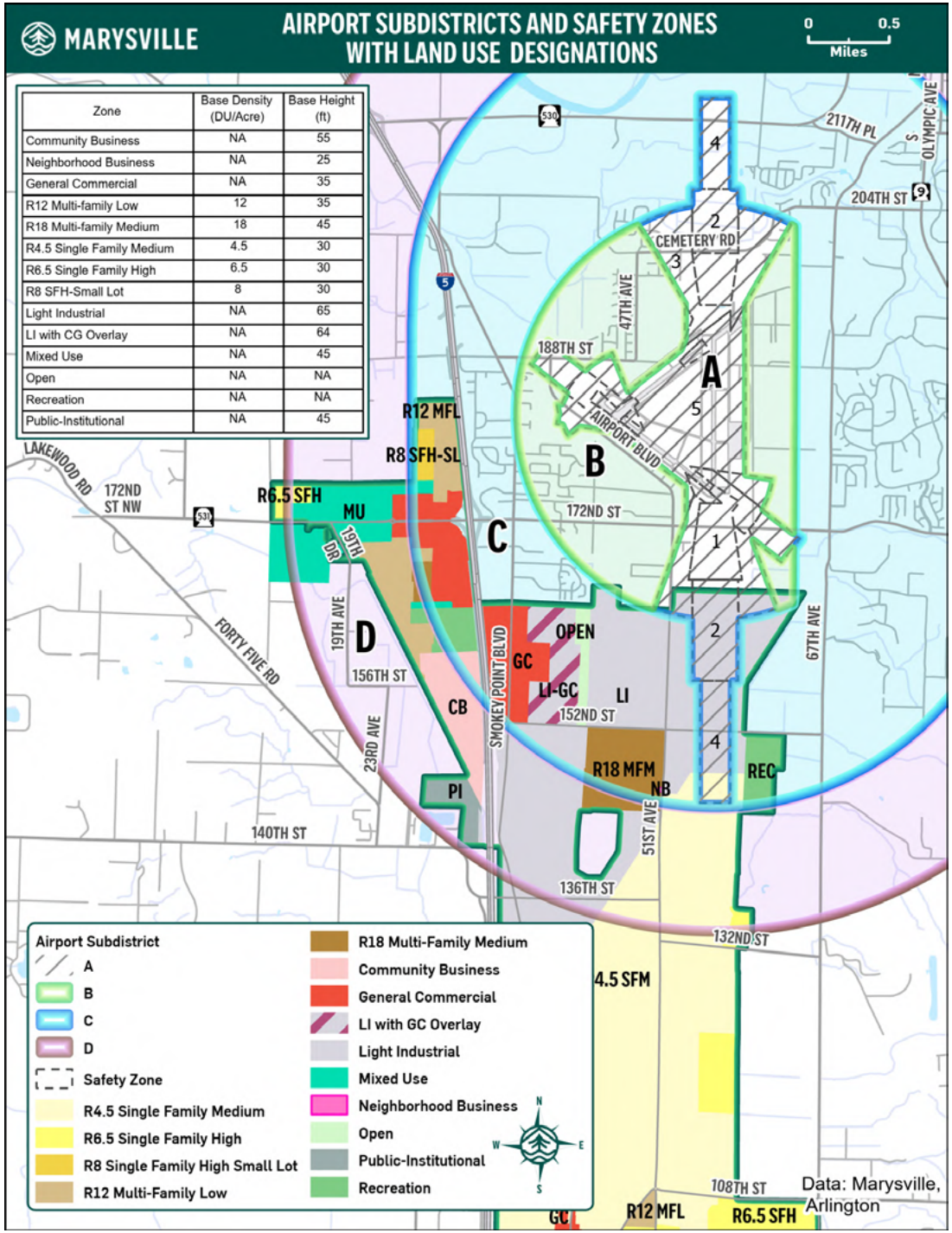
Noise Contours

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

Future Vision

Over the next 20 years, numerous industrial buildings, along with a robust supporting road network, are anticipated to be constructed transforming the Smokey Point Master Plan Area into an attractive and well-designed manufacturing and industrial business park, similar in nature to Bothell's Canyon Park. Already, various industrial buildings have been constructed, ranging from warehousing and distribution to indoor agriculture and aerospace related uses. Uses with a greater concentration of jobs, particularly living wage jobs, are encouraged and incentivized; however, initially, some sites will be constructed with less job intensive uses, such as warehousing and distribution.

Figure 2.28



59. 60-65 DNL noise level is compatible with all land uses; 65-70 DNL noise level is compatible with land use restrictions such as limiting residential uses and requiring noise abatement construction techniques in buildings; and 70-75 DNL noise level is significant and not compatible with residential uses.

History

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

This Lakewood Neighborhood was included in Marysville's Urban Growth area with the adoption of the County's 1995 Comprehensive Plan. Prior to the adoption of the 1995 Comprehensive Plan, Lakewood was designated for rural residential development and had an interim "Other Land Use" designation. At that time, the area was also a separate UGA – Smokey Point – with two cities vying for it – Marysville and Arlington. Ultimately, a 1996 settlement between the two cities resulted in Lakewood becoming part of Marysville's UGA. Following the UGA settlement, Snohomish County initiated a sub-area planning process for Lakewood, working with the City on detailed planning. This planning was not completed though, as the City annexed the majority of the Lakewood UGA in February 2005 and adopted zoning for the Lakewood Neighborhood with the City's 2005 Comprehensive Plan. The Lakewood Neighborhood Master Plan was adopted in 2017 in order to shape site, architectural, road and pedestrian network design, and is covered in the Lakewood Neighborhood Master Plan section below.

Predominant Land Use

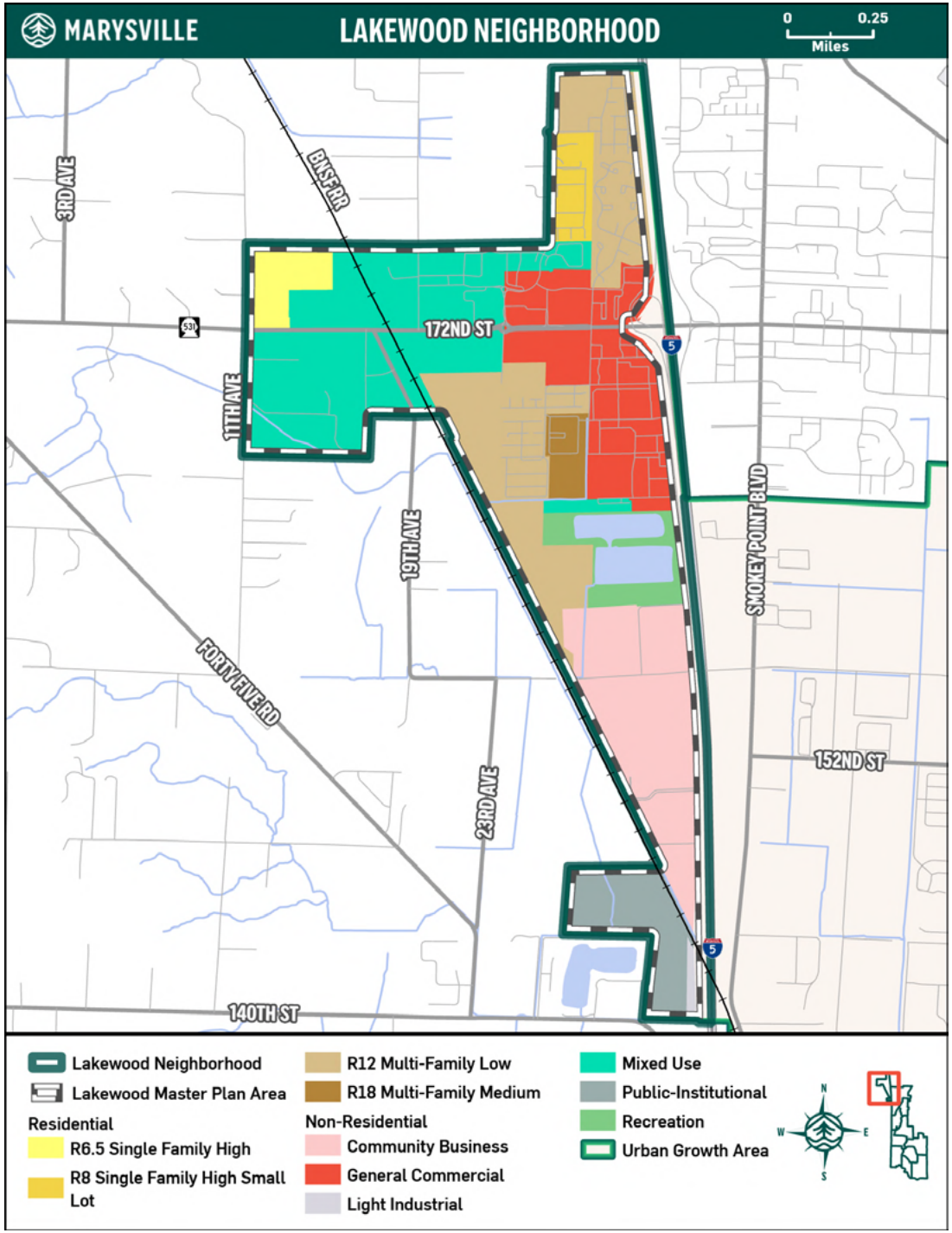
The Lakewood Neighborhood includes a large retail, commercial center west of Interstate 5 both to the north and south of 172nd Street NE. Mixed Use zoning, which allows for commercial, multi-family or a combination of both, is located along 172nd Street and has been primarily developed with multi-family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

Lakewood Neighborhood Master Plan

The Lakewood Neighborhood Master Plan (LNMP) encompasses the entire Lakewood Neighborhood. Over the past nearly two decades, the neighborhood has been transitioning from a rural to urban. Since its annexation, the neighborhood has seen robust growth beginning with commercial development in the area immediately abutting the Interstate 5 corridor, followed by multi-family development along the 172nd Street corridor. This development has resulted in increased vehicular traffic, stormwater considerations, and changing architectural character. During the public outreach for the LNMP, property owners and area residents expressed ambivalence about these changes. Concerns centered on traffic issues and loss of rural to "undesired activities" (e.g. shops that do not serve local needs, and dense multi-family housing). Some hoped to see the growth and change draw desired local amenities (e.g. a grocery store and small local businesses, street improvements, and a walkable and bikeable neighborhood center).

The historic crossroads of Lakewood west of the railroad.

Figure 2.29



Three major issues are addressed by the LNMP as described below:

- **Transportation.** With a limited street network, a well-used railroad corridor, a regional shopping center, and Community Transit and school bus systems, vehicular congestion is a significant issue in the Lakewood Neighborhood. The LNMP proposes improvements for 172nd Street NE that includes road widening with turn lanes where necessary, roundabouts at key intersections, bike lanes, a sidewalk/shared-use trail, landscaping with stormwater improvements, and decorative street lighting.[60] Various collector and minor arterials are planned for this neighborhood. North of 172nd Street NE, most of the contemplated roads have been constructed or partially constructed. South of 172nd Street NE, several key roads are proposed with many anticipated to be constructed in the near-term. A trail will be constructed along English Crossing Boulevard, which will provide connectivity from 172nd Street NE to the 156th Street Overpass and ultimately the CIC. The overpass will be converted to an Interstate 5 interchange by 2031.[61]
- **Utility infrastructure.** The flat land and high water table in the area must be accommodated in the design of stormwater, sewer and water infrastructure. Most sites in the Neighborhood have required several feet of structural fill to enable infiltration. Areas without high groundwater and with infiltrative soils provide opportunities to incorporate Low Impact Development (LID) facilities such as bioretention swales and planters.
- **Urban design.** Design standards were adopted for the Lakewood Neighborhood Master Plan Area to address concerns that the development that was occurring lacked a cohesive feel, lack of connectivity between sites and pedestrian opportunities, disjointed feel, and lack of neighborhood character. The LNMP endeavored to provide a holistic neighborhood that transitions between a rural crossroads character, and a more urban mixed-use center; increase pedestrian, bicycle, and vehicular access between residences and destinations; create community gathering places and small parks; and strengthen the identity of Lakewood as a neighborhood.[62, 63] Lakewood has two major centers: a) a regional commercial center at Interstate 5 and 172nd Street NE, and b) a civic-oriented center with historic crossroads at 172nd Street NE and the Burlington Northern Santa Fe railroad which are described fully in the LNMP along with key development objectives.

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

60. Decorative street lighting is required on arterials as outlined in the City's Engineering Design and Development Standards.
61. Further information on the interchange is provided in the Smokey Point Neighborhood section and Transportation Element.
62. Vehicular connectivity at 600 feet and pedestrian connectivity at 200 to 300 feet is required.
63. Open space must be provided for commercial and residential areas as prescribed by code.

Future Vision

Over the next 20 years, the Lakewood Neighborhood is anticipated to have robust road, sidewalk, and trail connectivity to facilitate travel from residences to commercial, mixed use, and recreational offerings. The General Commercial zoned lands that comprise the Regional Commercial Center have largely been developed with only a couple large parcels remaining; additional commercial uses are anticipated to be constructed further buoying this commercial destination. New buildings should be oriented towards the street, particularly on designated pedestrian-oriented streets, with visible and accessible entrances.

While the Mixed Use zone allows for commercial, multi-family, or a mix of the two to be pursued, developers have primarily pursued multi-family and townhouse projects in the Mixed Use zone east of the Burlington Northern Santa Fe railroad – a trend that is likely to continue. Orientation of buildings towards the street, and pedestrian and bicycle connectivity will remain a priority. Mixed Use zoning west of the railroad consists of both large and very small parcels.

The Community Business zoned land that makes up the "Lakewood Triangle" is currently undeveloped; however, uses consistent with the Community Business zone will likely be developed over the next 20 years.[64] A significant share of the multi-family and single family zoned land in the neighborhood has also either been developed or is entitled for a development. Multi-family, townhouses and single family have been pursued in the residential zones, and similar development are anticipated to continue. A strong orientation of buildings towards the street or open space, as appropriate, shall continue to be required. Landscaping shall be provided along streets where orientation of the building is infeasible. Some infill middle housing may occur over the planning period as allowed by HB 1110; however, this is anticipated to be more limited given that most land in the Lakewood Neighborhood is previously undeveloped.

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

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

Section 2.7

GOALS AND POLICIES

Growth Management

LU 1 Ensure that the City's land use vision is consistent with State, Regional and County-wide statutes, plans and policies as well as the community's vision.

LU 1.1 Ensure that the City's land use vision aligns with the Washington State Growth Management Act, Puget Sound Regional Council's VISION 2050, and Snohomish County's County-wide Planning Policies.

LU 1.2 All Comprehensive Plan elements shall be internally consistent, including capital budget decisions outlined in the Capital Facilities Plan (page 287). Should probable funding fall short of meeting existing needs, the Land Use Element shall be reassessed.

LU 1.3 In coordination with Snohomish County and neighboring jurisdictions, create an Urban Growth Area (UGA) based on the capabilities and characteristics of the land, availability of public facilities and services, existing land uses, and anticipated growth.

LU 1.4 Ensure the involvement of citizens in the planning process, including the participation of vulnerable population and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

LU 1.5 Encourage infill of existing commercial, industrial, and residential areas prior to expanding the City's Urban Growth Area (UGA) or designating new lands for these uses.

LU 1.6 Ensure an adequate supply of appropriately zoned land to enable meeting the City's employment, population and housing targets. Reduce disparities in access to opportunity and expand employment opportunities to improve the region's shared economic future.

LU 1.7 Establish a vision for growth that is informed by active and inclusive citizen engagement and community planning to ensure that land use is reflective of the community's vision, and that land use decisions do not negatively impact the community – particularly historically marginalized communities. Implementing development regulations must be fair and predictable.

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

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

Areas of Future Influence, UGAs and Annexations

LU 2 Proactively monitor land utilization and future expansion needs, ensuring that UGA expansion and annexation plans, and transitions are well-considered and consistent with those of Snohomish County and neighboring jurisdictions.

LU 2.1 Encourage Snohomish County to require land in Rural Urban Transition Areas (RUTAs) to be in tracts that are 10 acres or larger to allow for development at higher densities as the land is incorporated into the City's Urban Growth Area (UGA). Techniques such as shadow platting in conjunction with clustering should be used to permit efficient development at urban densities and urban level services when these areas are incorporated into UGAs. If shadow platting is not utilized, rural clusters should be prohibited.

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

LU 2.2 Locate and design new utilities, roads, and other infrastructure and improvements within RUTAs in a manner that reduces impact to the surrounding rural character, and reduces future cost of utility, road, and other infrastructure extensions when included in the UGA.

LU 2.3 Residential zones outside the UGA should be limited to rural, low-density residential (i.e. 5 to 10 acre tracts).

LU 2.4 Provide measures to enhance short-term and long-term transition planning to reduce urban impact on rural uses within the planning period, and to minimize long-term costs of service for areas that may be considered for urban expansion in future planning periods.

LU 2.5 Proactively assess future land use and expansion needs by monitoring land utilization, and coordinating with Snohomish County, neighboring jurisdictions, and tribes on future expansion plans.

LU 2.6 Proactively plan for the annexation of the City's UGA, and for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit.

Land Use Pattern

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

LU 3.1 Locate commercial, industrial, and employment in compact, well-defined centers with a pattern and scale appropriate to the location and population served.

LU 3.2 Coordinate with Community Transit on identifying future high-capacity transit station areas (i.e. SWIFT Bus Rapid Transit service) and, at the direction of City Council, plan for densities that maximize benefits of transit investments.

LU 3.3 Encourage a harmonious blend of opportunities for living, working, recreating, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities.

LU 3.4 A particular emphasis should be placed on infill within the Downtown Neighborhood and along State Avenue/Smokey Point Boulevard especially at its intersection with Grove Street, 88th Street, and 116th Street.

LU 3.5 Require urban level facilities, services, and utilities to be provided prior to, or concurrent with, development to ensure adequate level of service and to mitigate the subsequent impacts on residents.[66] Expansion of public facilities, services, and utilities should occur in a manner that balances growth with the City's ability to serve the growth, and should prioritize the City's economic growth.

LU 3.6 Cultivate an image and identity of Downtown and the Waterfront as special districts with synergistic links to each other, and a commercial, residential, entertainment, and recreational focal point by advancing the vision of, and initiatives in, the Downtown Master Plan and the Waterfront Strategic Plan. Water-oriented uses are encouraged to locate along the Waterfront.

LU 3.7 Design all new commercial, industrial, and residential developments, and pursue improvements in existing developments, to facilitate general connectivity as well as the use of multi-modal transportation options (i.e. pedestrian, bicycle, transit, car/vanpool etc.). In residential areas, care should be taken to discourage cut-through traffic.[67]

LU 3.8 Use land use, multi-modal transportation, and other initiatives to promote healthy communities and health outcomes, reduce health disparities, and promote environmental justice.

LU 3.9 Encourage convenience and commercial services at or near transit stations, park and rides, and major transit stops to foster a more pleasant transit experience, encourage the use of transit as an alternative to private automobile use, and reduce vehicle miles traveled (VMT).

LU 3.10 Consider potential impacts to, and preserve significant historic, visual, cultural, and archaeological resources and sites ; and identify strategies and incentives for their protection for the enrichment of future generations.[68]

66. Facilities and services include, but are not limited to, water, sewer, storm, police, fire, schools, and roads. Where appropriate, it also includes transit, and parks and recreation. Concurrency is generally defined as a financial commitment or strategies to complete improvements within six years of development.

67. Multi-modal transportation helps reduce reliance on the automobile, and promotes physical activity through suitable combinations and locations of land uses, such as employment, retail and residences, including mixed use development.

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

LU 3.11 Prepare future Master Plans, as necessary, to ensure that the unique development needs of key areas are properly planned for. Master planning for the State Avenue Corridor, to accommodate Community Transit's SWIFT Bus Rapid Transit and leverage benefits of this service, is anticipated to be a future planning need.

Land Use Compatibility

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

LU 4.1 Minimize land use conflicts, and impacts to the community and residential areas, through proper location and appropriate design of uses – particularly commercial and industrial ones.

LU 4.2 Commercial, industrial, and multi-family development must be located and designed to bear the burden of transition and mitigation when located near designated single family and multi-family areas (in the case of commercial and industrial). Appropriate measures to ensure compatibility may include increased setbacks, landscaping, fencing, open space, architectural design techniques that complement the character of existing neighborhoods or residences, and/or reduced building heights.

LU 4.3 Evaluate planning in areas for potential residential and commercial displacement, and use a range of strategies to mitigate displacement impacts.

LU 4.4 Limit incompatible uses adjacent to the Cascade Industrial Center (CIC), Arlington Airport, military lands, and the Tulalip Tribal Reservation.

LU 4.5 Encourage the preservation of small farms and agricultural uses by requiring adjacent new developments to provide buffers and screening to minimize impacts on existing and ongoing agricultural operations. The use is encouraged to continue as long as the farm or agricultural property owner desires. Educating neighboring property owners on agricultural practices should occur as necessary.

LU 4.6 Ensure that the public benefits of new economic activities exceed the public costs by considering community impact and requiring new development to provide adequate services and public amenities.

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

Image and Design

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

LU 5.1 Encourage architectural design that enhances the overall coherence of a Neighborhood's visual character. Architecture should promote an attractive image of the City from Interstate 5, Highway 9, and other roads.

LU 5.2 Improve the appearance of existing commercial areas, and encourage the upgrade and preservation of existing structures, with a special emphasis on historically significant structures particularly Downtown.

LU 5.3 Encourage the use of high-quality, durable materials, with urban materials encouraged Downtown and industrial materials encouraged for industrial uses.

LU 5.4 Require the installation of street trees, landscaping, and mitigation plantings for degraded critical area buffers, and encourage the retention of significant trees.

LU 5.5 Orient uses towards the higher volume roadway with a particular importance placed on uses along State Avenue/Smokey Point Boulevard.

LU 5.6 Encourage the pedestrian-oriented character of the Downtown Neighborhood, Waterfront, Lakewood Neighborhood, Community Business, Mixed Use, and Neighborhood Business zones through the use of:

- Building design and awnings at the street wall that contributes to a lively, attractive, and safe streetscape;
- Commercial and retail activities are encouraged at the street level with residential above;
- Along the Waterfront, uses should be oriented towards the water, designed to both promote views of the slough and minimize shadows cast on public trails, plazas, and other outdoor spaces; and
- Wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other sidewalks uses.

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

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

LU 5.9 Encourage day and nighttime activities, as appropriate, in the Downtown Neighborhood, Waterfront, and Mixed Use zone, particularly restaurants, retail, services, farmers or fresh produce markets, and similar uses catering to both residents and visitors.

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

LU 5.11 On-site parking should generally be limited to areas behind or adjacent to the building or complex to ensure that the street wall is maintained in the Downtown Neighborhood and Waterfront, and in the Mixed Use, Community Business, and Mixed Use zones; provided that, more flexibility is afforded for parking in the Downtown Neighborhood and Community Business zone.

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

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

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

Commercial

LU 6 Provide adequate commercial uses to serve the City's growing population by advancing business and trade, and providing a variety of commercial opportunities that enhance the economic vitality of the community.

LU 6.1 Provide for the development of distinct commercial land use districts including Downtown and the Waterfront, and areas for highway, auto-oriented, mixed use/pedestrian-oriented, and neighborhood commercial activities.

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

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

LU 6.4 Support Downtown as a commercial district, with a mix of complementary uses including residential, that is a robust hub of retail, service, and recreational opportunities. Encourage major governmental agencies to locate Downtown.

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

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

Residential

LU 7 Protect and strengthen the vitality, character, and stability of established residential neighborhoods, while providing safe, quality housing options, both ownership and rental, for households of all incomes, ages, and lifestyles.

LU 7.1 Single family residences, duplexes, accessory dwelling units, and some middle housing is encouraged in single family zones while multi-family, townhouses, and middle housing are encouraged in multi-family zones.

LU 7.2 Preserve the character of existing single family areas while encouraging a range of housing types and increased densities that enable more people to own homes.[71] Middle housing in single family zoned areas, or where single family is the predominant use, should either be designed to appear as a single family residence or should provide individual architectural identity for each unit.

LU 7.3 New or expanded residential areas, and existing residential areas where feasible, should be within walking distance, preferably via a paved sidewalk or an improved trail, of a neighborhood park, public recreation area, or school that affords recreational opportunities.

LU 7.4 Encourage higher density residential uses and manufactured home parks along or near arterial streets and public transportation routes, and/or near commercial/employment centers and other facilities and services (i.e. libraries, schools, health care facilities, etc.) to minimize congestion and disruption to single family residential neighborhoods.

LU 7.5 Active or passive recreational opportunities must be included in new or expanded multi-family, townhouse, Planned Residential Development (PRD), and large subdivisions as required by code; however, housing for older persons is generally exempt.

LU 7.6 Permit factory-built and manufactured housing in residential zones subject to the same zoning and development standards as single family residential uses.

LU 7.7 New manufactured home parks are allowed as a Conditional Use in the Multi-family Low Density and permitted outright in the Medium Density Multi-family and High Density-Multi-family designations.

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

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

Industrial

LU 8 Promote the development of a variety of industrial uses, particularly in the Cascade Industrial Center (CIC), that provide living wage job opportunities for residents of the City and neighboring areas.

LU 8.1 Encourage industrial growth that will transform Marysville from a primarily residential community to one that provides greater balance between employment and residential. The CIC, Smokey Point Master Plan Area, and Smokey Point Neighborhood will be the key areas for employment growth.

LU 8.2 Retain industrial zoned land in large parcels to ensure viability for industrial uses.

LU 8.3 Require that at least 80 percent of the property in the CIC is zoned for industrial and manufacturing uses, to preserve business and employment opportunities.

LU 8.4 Advance the goals, policies and implementation strategies in the Arlington-Marysville MIC Subarea Plan including, but not limited to, pursuing key infrastructure, and promoting target industries and living wage jobs. Support the update of plans for the MIC to be consistent with PSRC's Center Plan Tools.

71. Housing types include, but are not limited to, small lot single family, accessory dwelling units, zero lot line developments, Planned Residential Developments (PRDs), duplexes, cottage housing, triplexes, fourplexes, townhouses, apartments, and manufactured home parks. PRDs and similar clustered developments allow for a comparable number of units to be constructed as in a traditional subdivision, but result in greater preservation of open space, views, watersheds, and natural systems while enabling the more efficient delivery of facilities, services, and utilities.

OUR COMMUNITY

Chapter 3
HOUSING

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

Housing Snapshot

Great Growth

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

New State Laws & Housing Types

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

Demographics and Household Characteristics

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

Where Growth is Going and What it Looks Like

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

Housing for All

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

Housing Strategies

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

Section 3.1

INTRODUCTION

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

Source: Opticos.

These attributes, along with large tracts of vacant land, sound land use and development standards, and location in the desirable Puget Sound region, have resulted in tremendous housing unit production within Marysville over the past 20 years. Robust population growth within Marysville and throughout the State have contributed to a significant housing shortage in the Puget Sound region with an estimated state-wide housing construction deficit of 80,000 to 140,000 units.[72] In response, Washington State has adopted a slew of legislation to tackle this shortfall. Three of the bills with the greatest implications for housing are:

- E2SHB 1220 requiring Housing Elements to include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low income households;
- E2SHB 1110[73] requiring jurisdictions to allow "missing middle" housing in residential zones; and
- EHB 1337 requiring jurisdictions to increase the flexibility of their accessory dwelling unit codes.

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

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

72. Washington State Office of Financial Management.

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

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

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

Pride of ownership is evident in this Downtown home.

Voices from the Community

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

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

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

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

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

Section 3.2

CURRENT CONDITIONS AND FUTURE PROJECTIONS

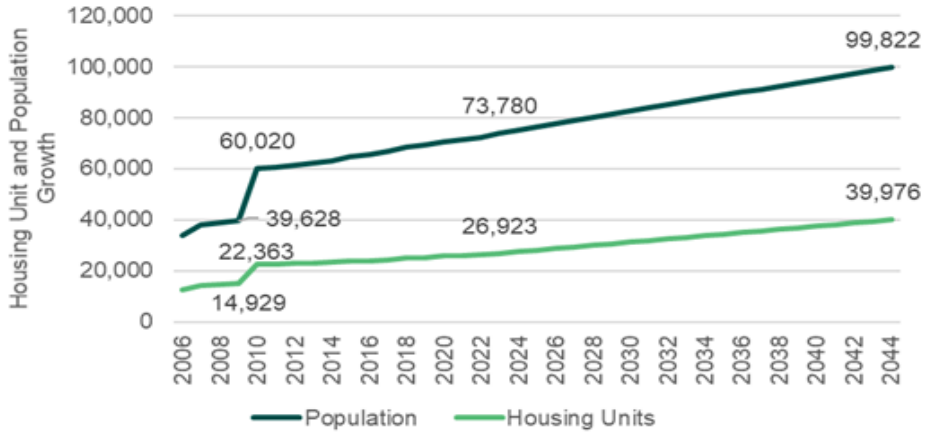
Population

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

Housing

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

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



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

HOUSING SUPPLY GROWTH

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

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

Demographic Snapshot

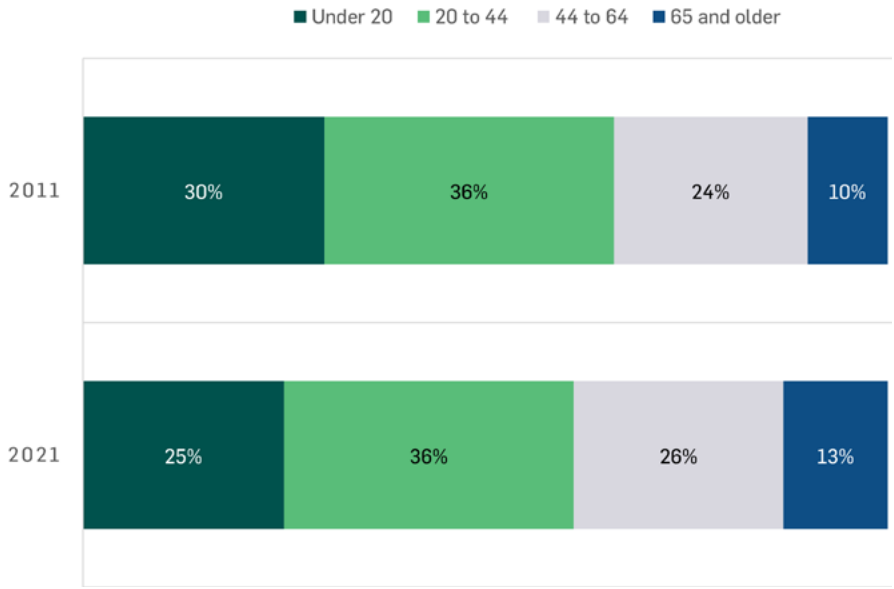
Age

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

Race and Ethnicity

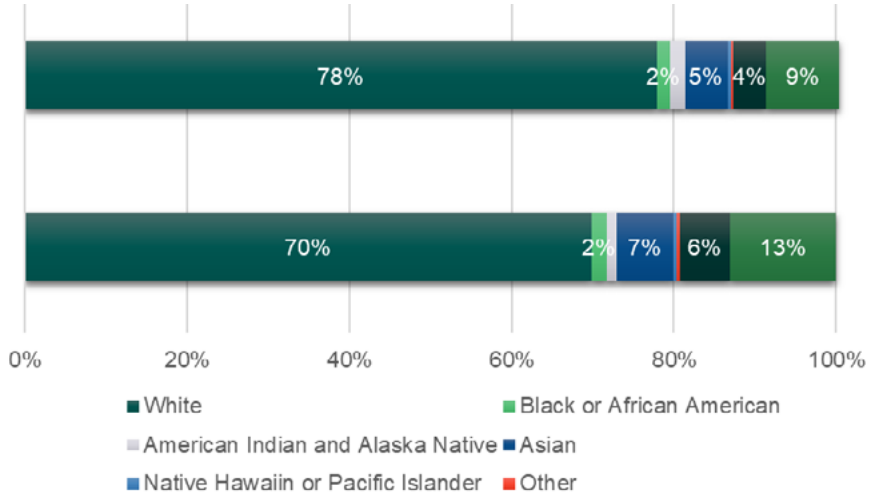
Marysville, like Snohomish County, has a majority White population; however, from 2011 to 2021, the City has become more racially and ethnically diverse, with increases in our Hispanic and Asian populations of four and two percent respectively (see Figure 3.3). Additional analysis on race and racially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

Figure 3.2
Age Distribution Marysville 2021



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

Figure 3.3
Race and Ethnicity, Marysville 2011 & 2021



Source: US Census Bureau, On the Map Census

Household Characteristics

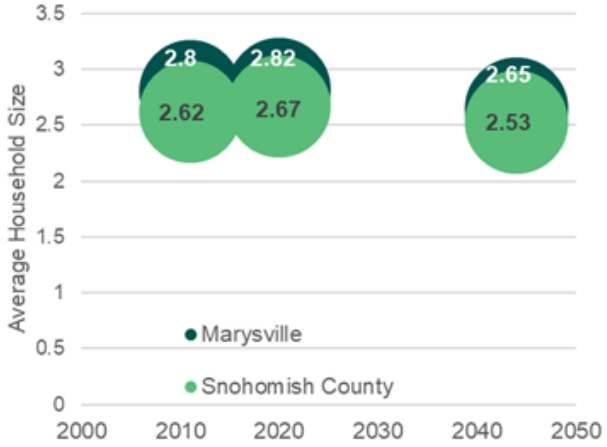
Average Household Size

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

Household Size by Tenure

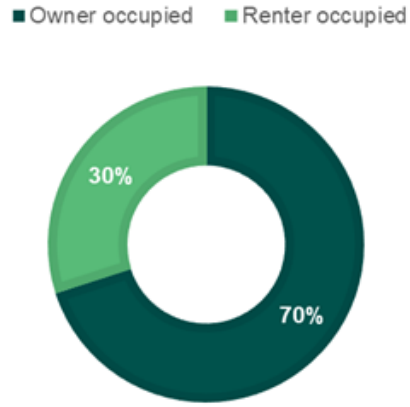
Housing tenure refers to whether a dwelling is owner- or renter-occupied. In 2021, 70 percent of housing in the City was owner-occupied (Figure 3.5) which is on par with Snohomish County where 68 percent of housing was owner-occupied. Owner-occupied units primarily consist of two-person households; the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

Figure 3.4
Average Household Size, Snohomish County and Marysville



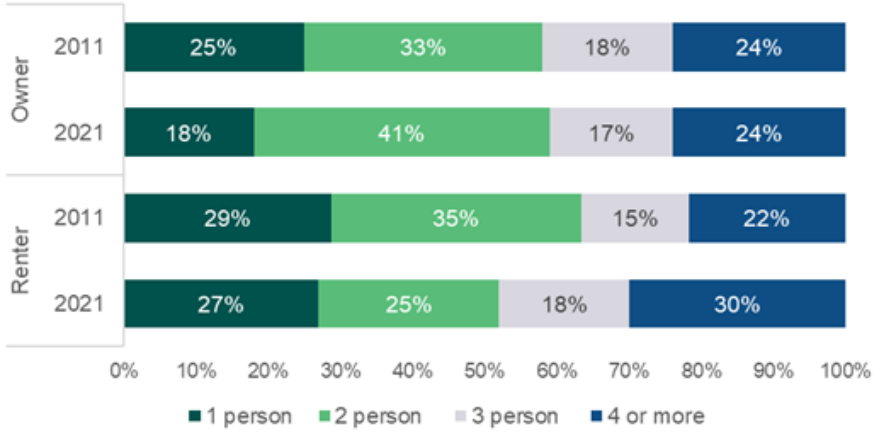
Source: 2023 Snohomish County Buildable Lands Report

Figure 3.5
Housing by Tenure



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

Figure 3.6
Household Size by Tenure, 2011 – 2021



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

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

Living Arrangement

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

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

Vacancy Rates

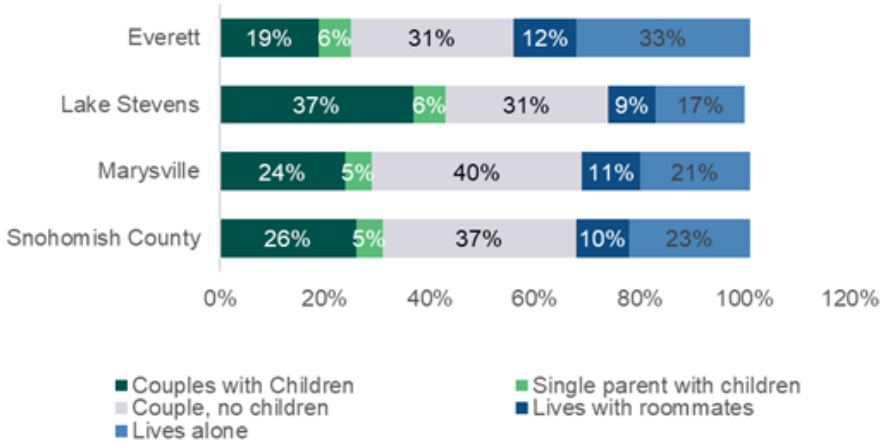
In 2021, approximately three percent of Marysville's housing stock was vacant, meaning that the unit likely could be occupied but was not. Marysville's vacancy rate is less than the Snohomish County average of 4.6 percent. Washington State Department of Commerce's guidance directs counties to assign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

Income Distribution

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

Figure 3.7

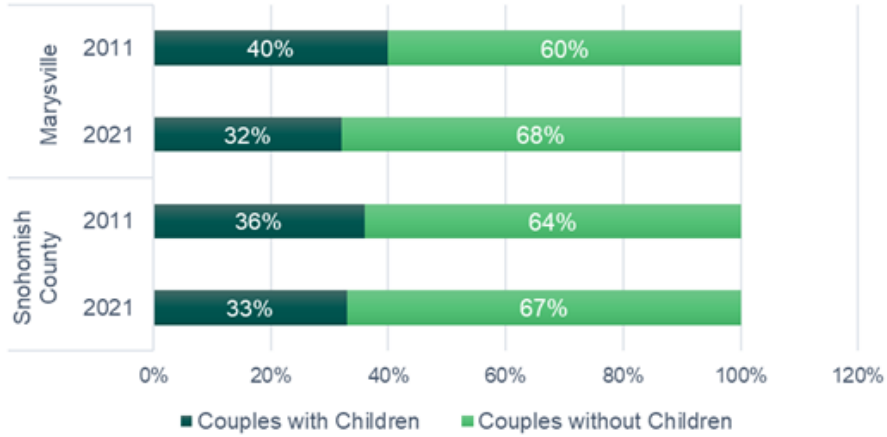
Living Arrangement Distribution, Marysville and Comparison Jurisdictions, 2021



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

Figure 3.8

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



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

Existing Housing Stock

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

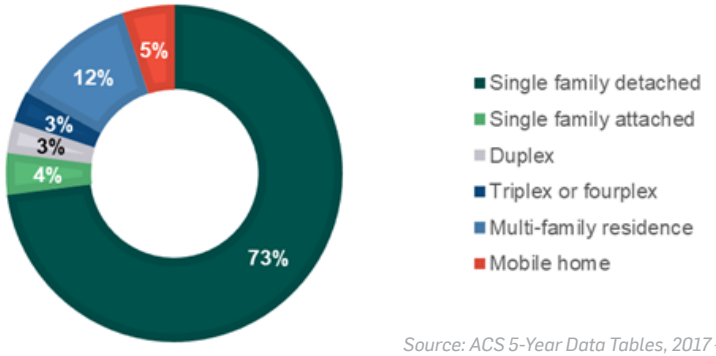
The majority of Marysville's housing stock is comprised of three bedroom (49 percent) and four bedroom (26 percent) units (Figure 3.10). With the growing number of two-person households, and the trend towards smaller household sizes, incentivizing the production of more one- to two-bedroom units to meet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

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

Residential Development Trends

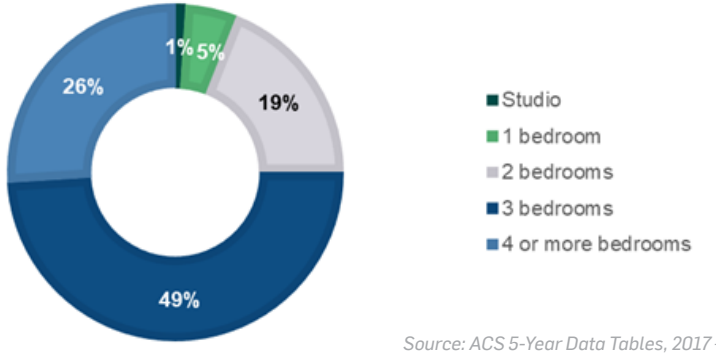
From 2010 to 2023, Marysville's housing stock increased by 4,560 units. Historically, single family residences have been the dominant housing type in Marysville. However, since 2011, the City has experienced a significant shift from this historic pattern with 41 percent of new housing stock comprised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

Figure 3.9
Marysville Housing Stock, 2021



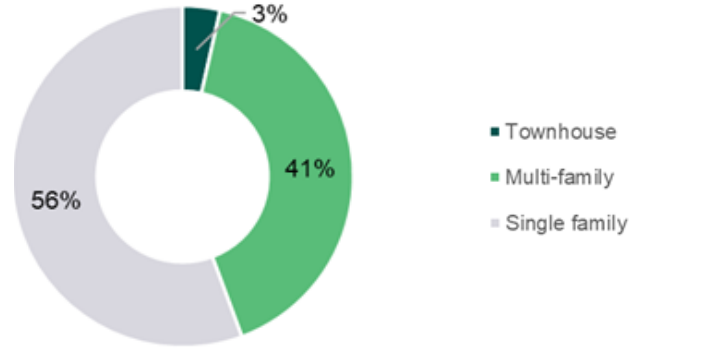
Source: ACS 5-Year Data Tables, 2017 – 2021

Figure 3.10
Marysville Housing Stock by Bedroom, 2021



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

Figure 3.11
Marysville Housing Production, 2011 - 2023



Source: Marysville TrakIt permit data

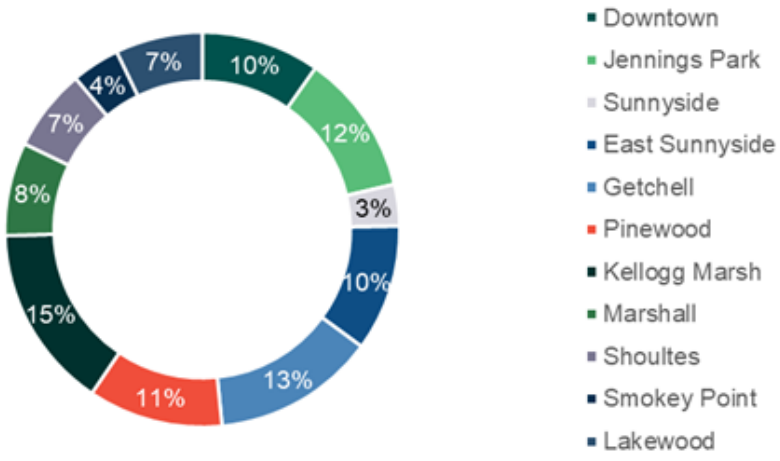
Where is the Growth Occurring?

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

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

Figure 3.12

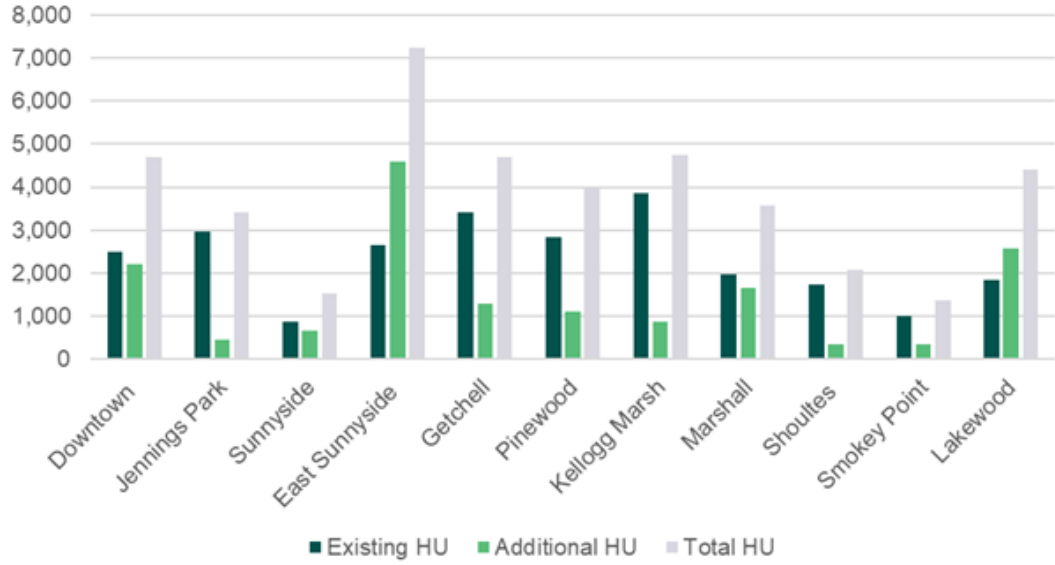
Marysville Neighborhoods Share of Housing Stock, 2019



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

Figure 3.13

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



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

Housing Market Trends

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

Ownership Housing

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

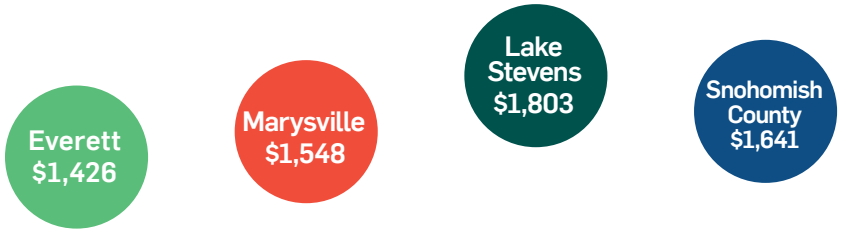
Rental Housing

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

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

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

Figure 3.15
Median Rent Rates, Marysville and Surrounding Jurisdictions 2021



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

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

Housing Affordability

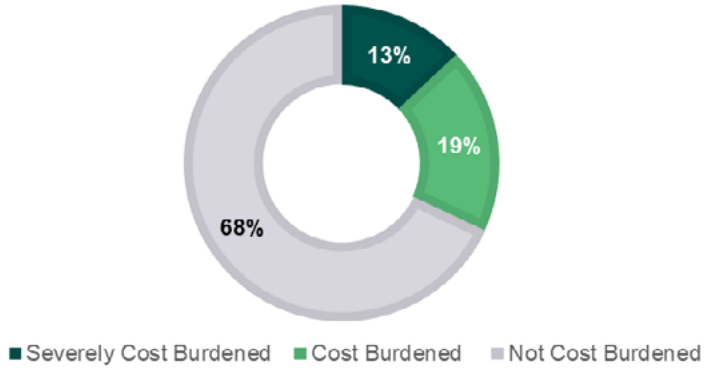
Housing costs are usually the largest portion of a household budget and typically include mortgage or rent payment, utilities, interest, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30 percent of their income on housing experience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

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

Cost Burdened Households

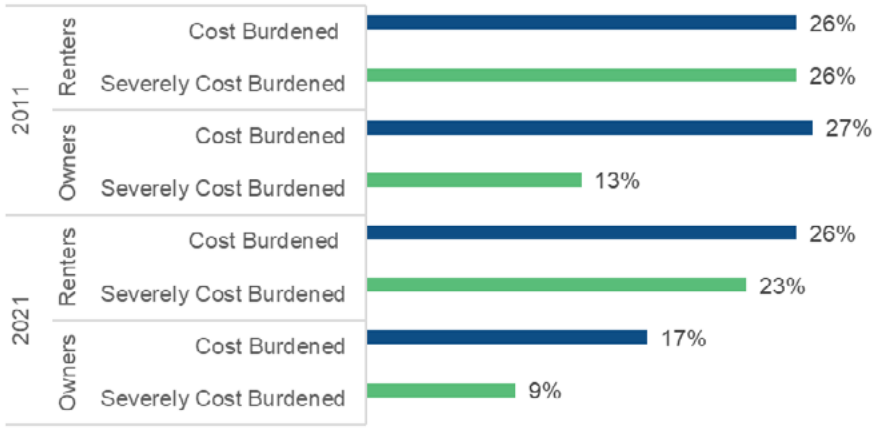
In 2022, 32 percent of Marysville residents were cost burdened (see Figure 3.16). Renters are more likely to be cost burdened than homeowners (see Figure 3.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease and renters seeing a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

Figure 3.16
Overall Cost Burden in Marysville 2021



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

Figure 3.17
Cost Burden by Tenure, Marysville 2011 – 2021



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

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

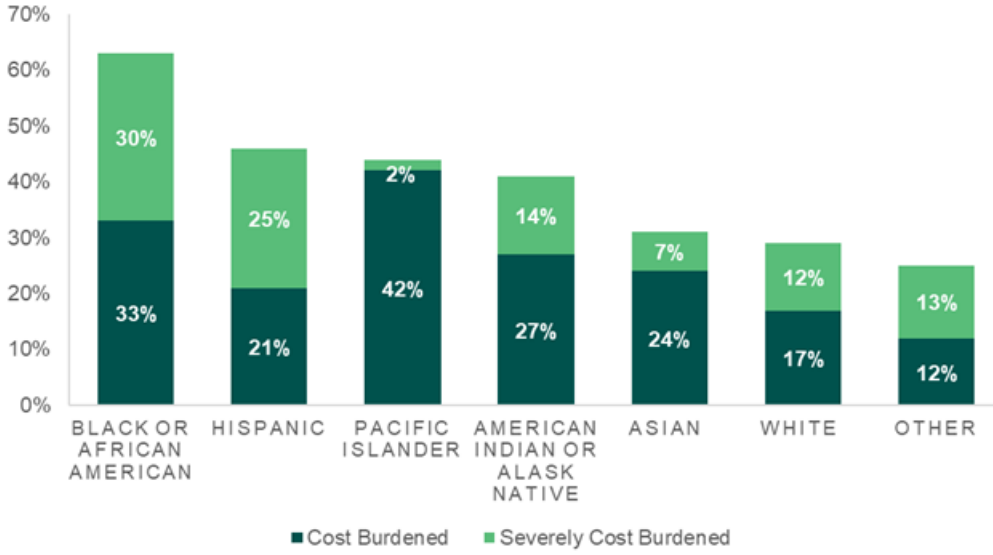
Housing Attainability

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

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

Figure 3.18

Cost Burden by Race, Marysville 2015 – 2019



Source: CHAS 2015 – 2019

Figure 3.19

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

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

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

Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts

House Bill (HB) 1220 requires local governments to assess displacement risk and establish policies to prevent or reduce displacement and related hardships. It also requires governments to review their policies, programs and zoning to identify and address any that may have racially disparate or exclusionary effects. With the City's 2023 Housing Action Plan (HAP), analyses were conducted on Gentrification Risk and Racially Disparate Impacts.[75] The Gentrification Risk Analysis identifies areas within the City with greater socioeconomic vulnerability and risks of displacement, while the Racially Disparate Impact Analysis shows where ethnic groups are concentrated and provides household income distribution by ethnicity.

WHAT IS SOCIOECONOMIC VULNERABILITY?

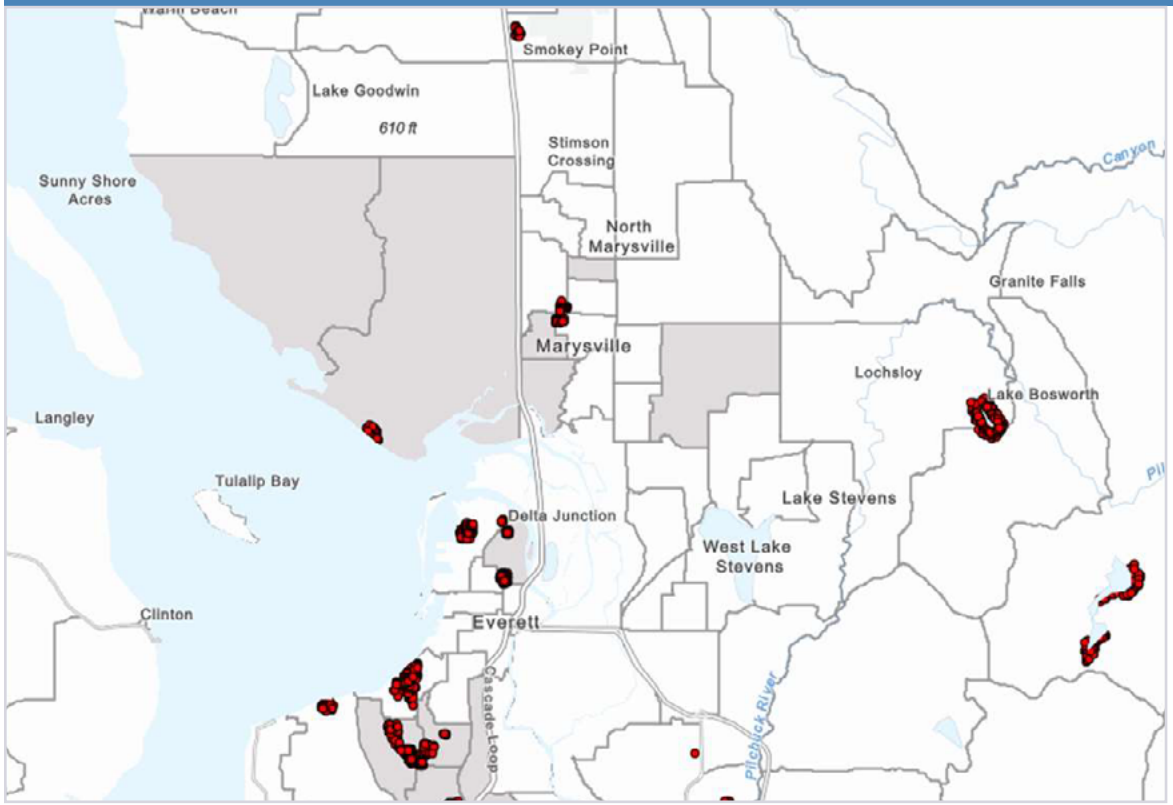
Socioeconomic vulnerability refers to social and economic factors, such as educational attainment, English language proficiency, disabilities, ethnicity, or income, that may leave individuals and household exposed to harm or damage, such as homelessness.

WHAT IS DISPLACEMENT RISK?

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

WHAT ARE RACIALLY DISPARATE IMPACTS?

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



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

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

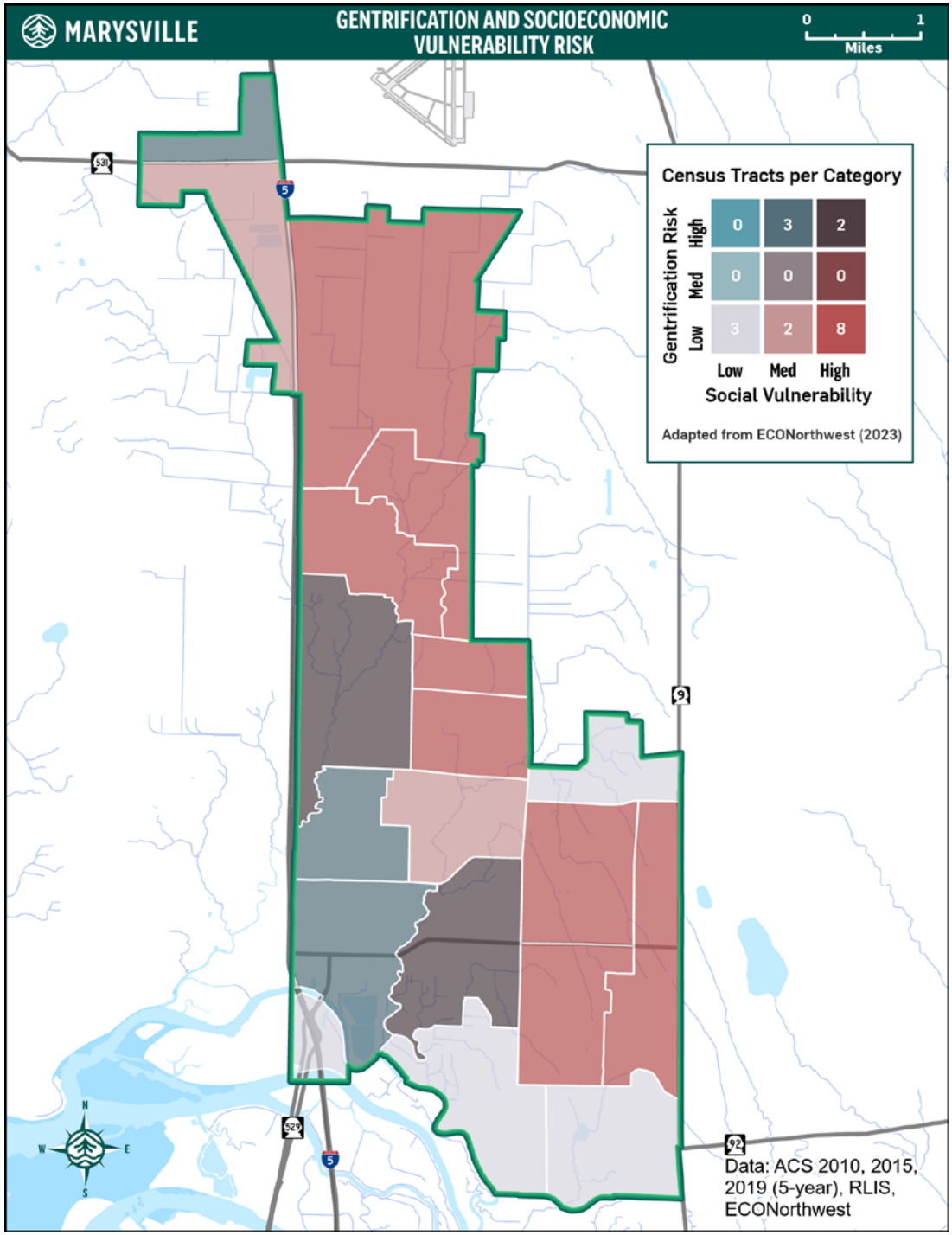
75. An in depth analysis of Gentrification Risk and Displacement is provided in Appendix B of the HAP while Racially Disparate Impacts are in the overall HAP.

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

Socioeconomic Vulnerability and Displacement Risk

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

Figure 3.20

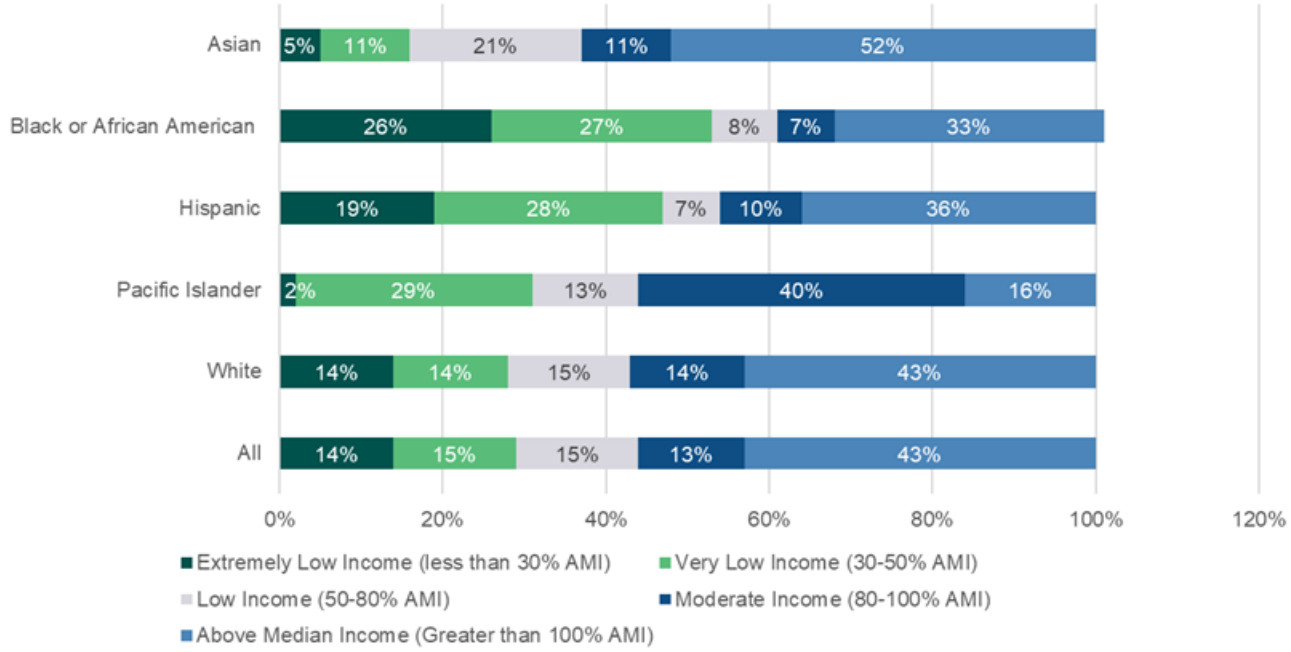


Racially Disparate Impacts[77]

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

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

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



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

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

77. Ibid.

Housing for All Incomes

Washington state has pursued significant legislation to help tackle the regional housing shortage. Planning for adequate housing units to serve moderate, low, very low, and extremely low income households is a new Growth Management Act (GMA) requirement for this update. As detailed in the Land Use Element (page 23), the City has adequate, appropriately zoned land available to allow for construction of housing at each of the income levels shown in Figure 3.22.

Historically, Marysville's housing stock has primarily consisted of single family residences that have been largely affordable. As illustrated in Figure 3.22, the City has a good supply of housing for Low and Moderate income households and does not require any additional housing production at these levels during the planning period. However, a significant amount of new housing is needed for Extremely Low to Very Low incomes, as well as High and Very High income levels. The City's Housing Action Plan indicates that the mismatch between household income and the housing supply available for the respective income levels may suggest "that lower-income households are cost burdened by paying more than 30 percent of their income on housing or a higher-income household is "down renting" by paying less than they can afford in rental housing."

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

Figure 3.22

Marysville Existing Housing and 2044 Housing Need by Income Level

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

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

A detached single family condominium neighborhood

Section 3.3

KEY HOUSING STRATEGIES

In order to address the City's existing and future housing needs, and respond to new State regulations, the City prepared a Housing Action Plan (HAP) that was adopted as a reference document in late 2023. The HAP outlines barriers to providing affordable housing, outlines goals for providing more housing choices and opportunities across the household income spectrum and proposes strategies to further these housing goals.

Housing Barriers

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

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

Figure 3.23
Private and Public Sector Barriers to the Provision of Affordable Housing

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

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

Housing Goals and Strategies

The **Housing Action Plan** outlines three overarching goals:

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

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

STRATEGY 1

Increase Housing Diversity

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

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

- The City is currently aging faster than Lake Stevens, Everett and Snohomish County overall, resulting in a need for more housing options for empty nesters, seniors, and aging-in-place;
- The average household size has decreased over the last decade while one and two person households have increased. Homeownership has also declined for one person households. The City's housing stock primarily consists of single family detached homes with three to four bedrooms. More housing options, including more middle housing such as townhouses, may result in more affordable homeownership options – particularly for four person households which are the largest share of renter households; and
- House Bill (HB) 1110, known as the Middle Housing Bill, must be implemented by the end of June 2025. The City will need to allow middle housing as provided in Figure 3.24.

Figure 3.24
House Bill 1110 Unit Requirements

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

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

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

Increase Residential Density along Future Transit Lines

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

HAP Action 1.1

Increasing density along proposed transit lines to accommodate more multi-family development is a suggested action contemplated by the Housing Action Plan. Community Transit's SWIFT Bus Rapid Transit service, specifically the 'Gold Line', is anticipated to be extended to Marysville and Arlington in 2027 – 2029. Bus Rapid Transit is designed to move people quickly between destinations and is most successful when it is surrounded by higher residential densities, robust job centers, and other destinations such as retail and services. A couple of different SWIFT route alternatives are currently being considered by Community Transit.

Since the ultimate SWIFT route is still being determined, and the City anticipates having adequate residential capacity over the planning period without rezoning land, zoning changes are not proposed with this Plan with the exception of where it is required in order to comply with the increased density provisions of HB 1110. However, changing circumstances, which include but are not limited to the following, may serve as a catalyst for zoning changes in the future:

- The establishment of the ultimate SWIFT route;
- Residential growth occurring at a faster than anticipated rate and an associated need for more housing; and
- Direction from the City Council to rezone to catalyze redevelopment.

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

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

Create more Flexibility for Townhome Development

HAP Action 1.2

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

Townhouses provide a more affordable homeownership opportunity.

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

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

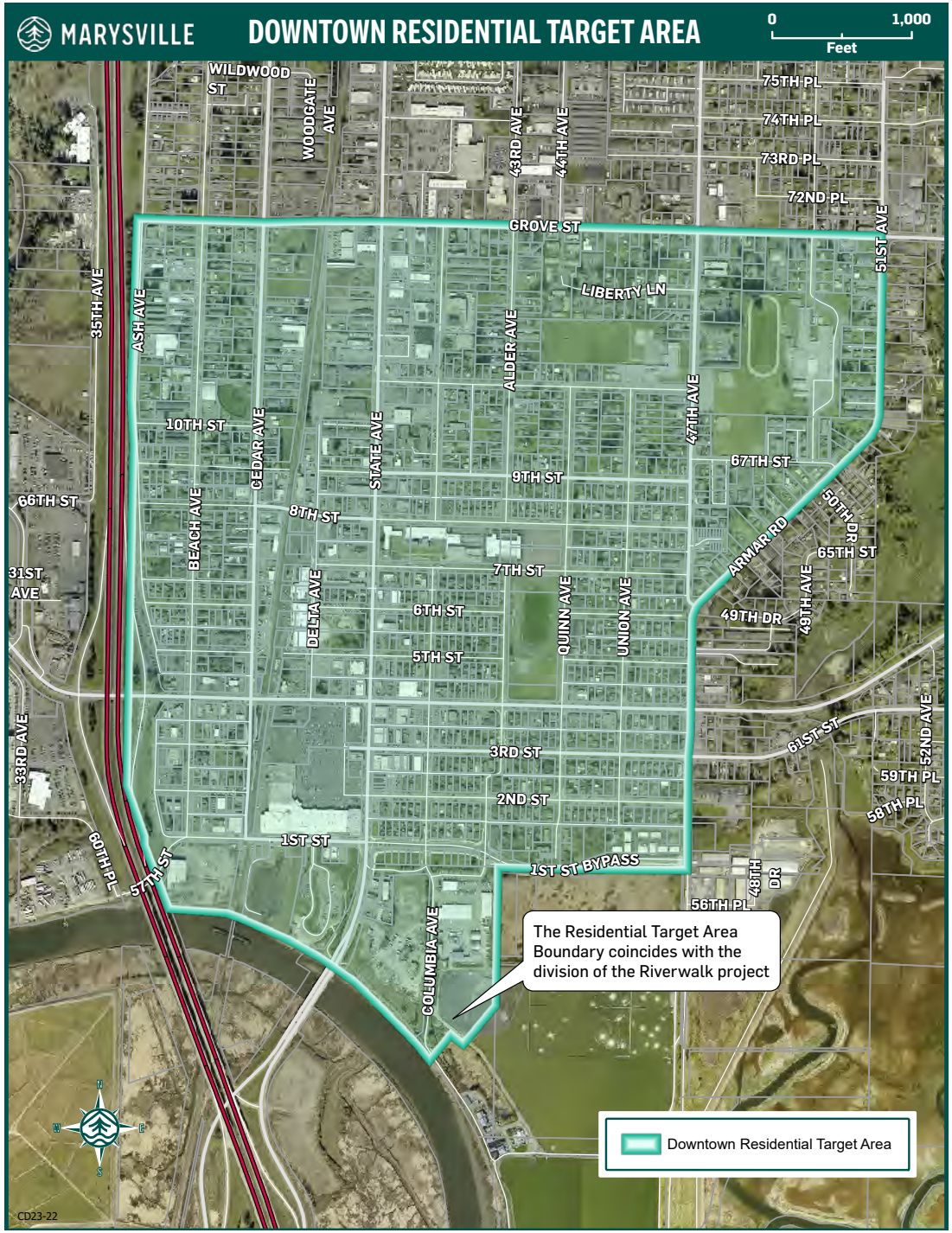
Expand and Calibrate Existing MFTE Program to Stimulate Program Participation

HAP Action 1.3

The City adopted a Multi-family Tax Exemption (MFTE) program in 2009 to encourage increased residential housing, including affordable housing opportunities, and redevelopment within the Downtown. In 2021, the target area for the MFTE program was expanded to coincide with the expanded Downtown Master Plan boundaries (see Figure 3.25); however, the program still has not been utilized to-date. Consideration should be given to potentially:

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

Figure 3.25



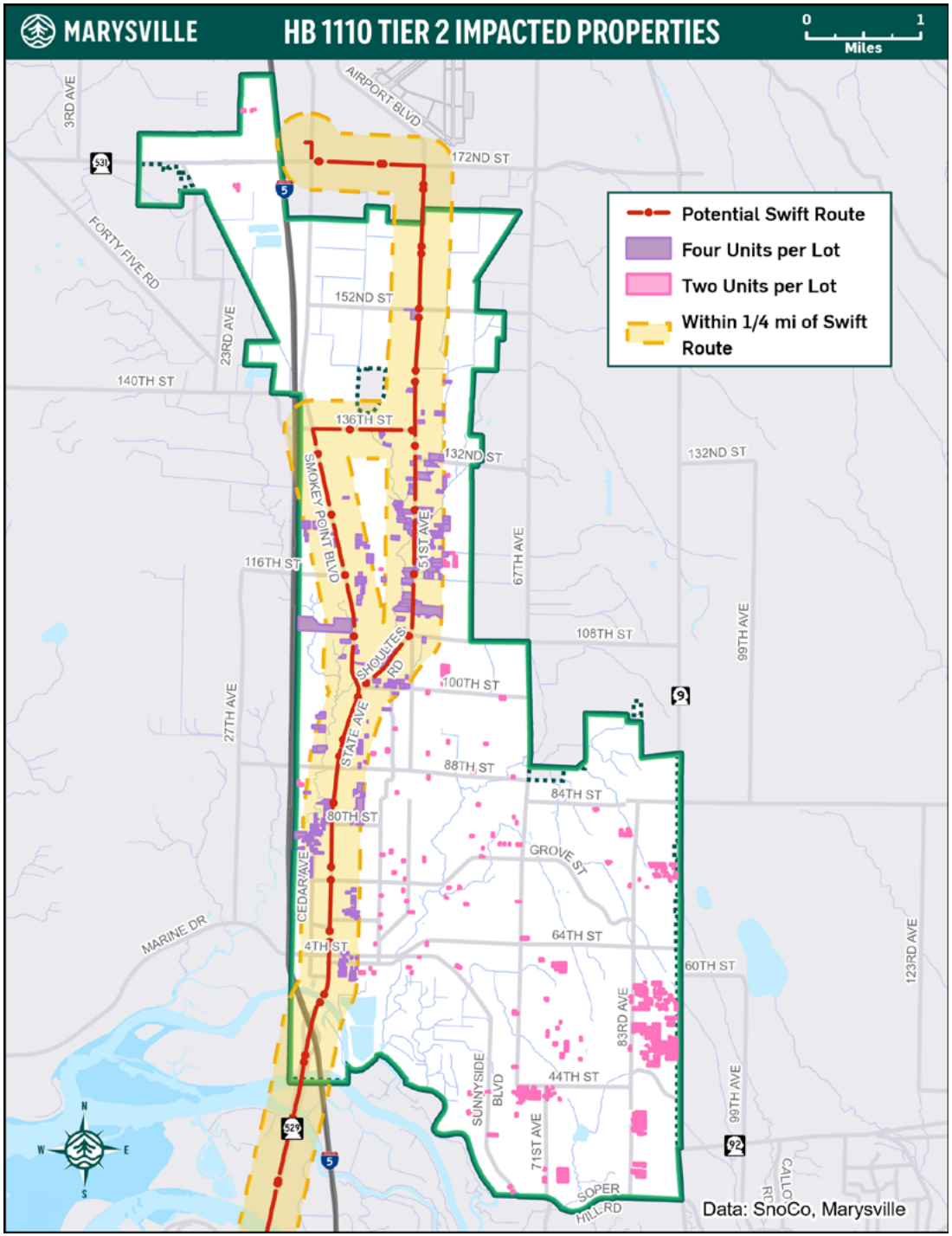
Consider Middle Housing Best Practices when Complying with HB 1110

HAP Action 1.4

Considering Middle Housing best practices when complying with HB 1110 is a recommended HAP action item. Middle housing describes housing that is "compatible in scale, form, and character with single family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, townhouses, stacked flats, courtyard apartments and cottage housing." The City must allow six out of nine of the referenced middle housing types and the units per lot described in Figure 3.24. Residentially zoned properties that are not currently eligible for additional residential units, but may become eligible for more units upon the implementation of HB 1110, are depicted in Figure 3.26. The City will carefully evaluate the best approach to implementing the middle housing provisions of HB 1110 in 2025.

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

Figure 3.26



Balance Housing Development among School Districts

HAP Action 1.5

The City of Marysville is served by three school districts – Marysville, Lakewood and Lake Stevens. Since 1997, the majority of new residential growth has occurred within the Lakewood and Lake Stevens School Districts largely due to the large tracts of undeveloped land. The Lakewood and Lake Stevens School Districts are both well rated districts which serves as a pull factor for households with children. The bulk of Downtown and central Marysville experienced much of its residential growth in 1996 or prior as shown in Figure 3.27. Household sizes in these areas tend to be smaller implying older residents many of whom no longer have children at home and in Marysville School District schools. Disinvestment in the school district and declining enrollment are significant challenges facing the Marysville School District.

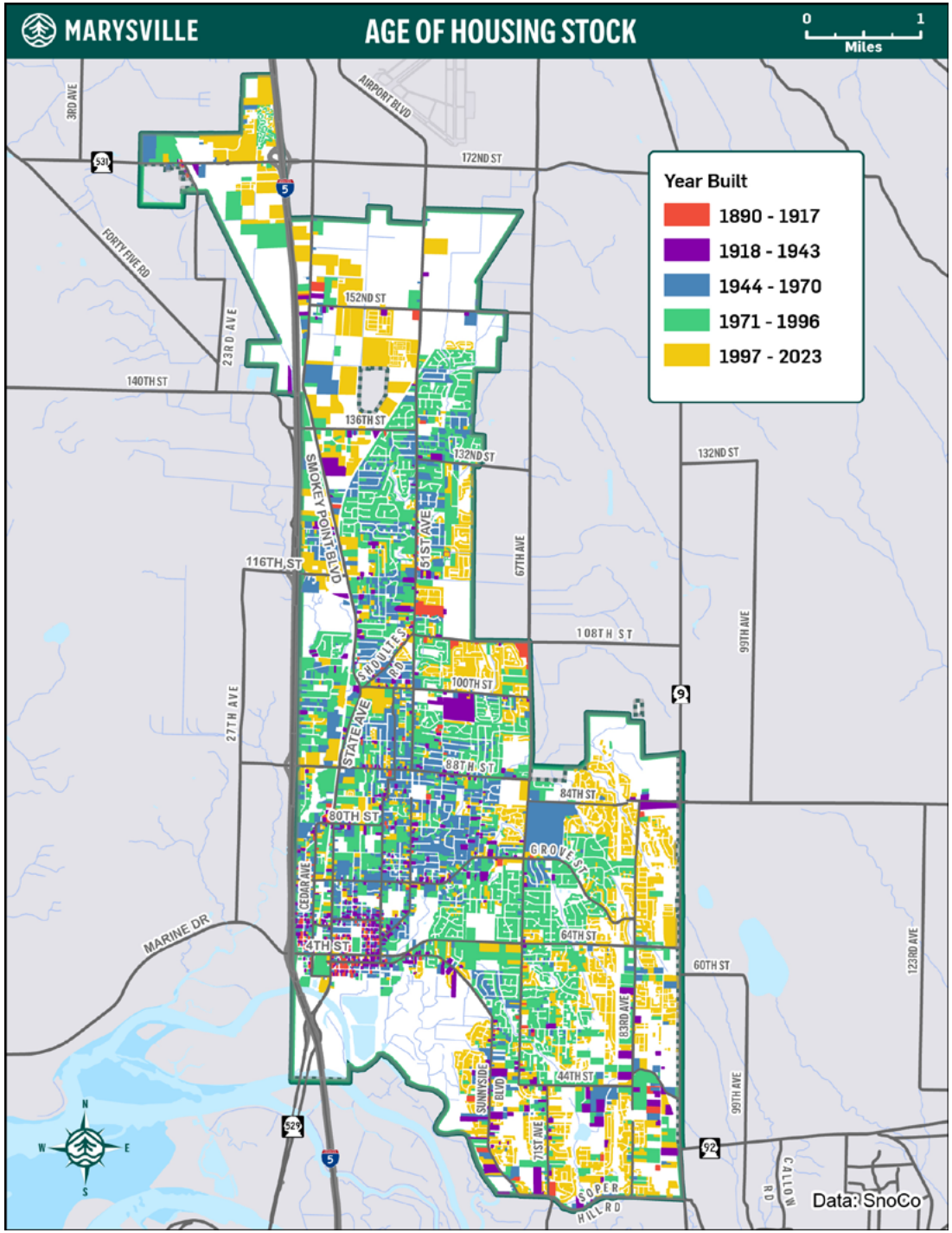
Incentivizing housing developments within the Marysville School District is a policy action that the City of Marysville could consider to help encourage households with children to live in the District which would increase enrollment, foster support for the District, and contribute to greater balance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

Accessory Dwelling Unit Code Amendments and Incentives

HAP Action 1.6

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

Figure 3.27



Create More Flexibility for Planned Residential Developments (PRDs)

HAP Action 1.7

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

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

STRATEGY 2

Create More Housing Stability

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

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

Conduct Targeted Outreach to Better Understand Displacement Risk

HAP Action 2.1

Within Marysville, Census tracts susceptible to displacement are largely concentrated Downtown and in west, central Marysville. A significant expansion of the Downtown Master Plan Area and associated zoning changes occurred in 2021. These rezones and zoning amendments, and others that the City may adopt over the planning period Downtown and elsewhere, may lead to intense redevelopment and displacement of tenants in unregulated affordable housing.[78]

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

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

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

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

Mobile home parks are a naturally affordable housing option.

Support the Preservation of Manufactured Home Parks

HAP Action 2.2

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

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

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

STRATEGY 3

Support the Development of Housing at All Income Levels

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

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

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

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

HAP Action 3.1

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

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

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

Coordinate with Regional Affordable Housing Partners

HAP Action 3.2

Providing housing for the City's low and very low income households will require coordination with regional affordable housing partners as private developers do not produce low-income housing, particularly below 80% AMI. Affordable housing projects often experience financing gaps despite use of Federal or State programs since they must charge below market rate rents. Coordinating with the Housing Authority of Snohomish County (HASCO) or other regional affordable housing providers to leverage Low-Income Housing Tax Credits (LIHTC) could help deliver more affordable units as LIHTC are difficult to obtain. City partnerships on LIHTC proposals can make them more competitive as City backing, either through direct financial support or through the donation or discounting of land, lowers the perception of risk and alleviates concerns about the development review process.[79]

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

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

STRATEGY 4

Take a Proactive Approach to Addressing Homelessness

Each year Snohomish County conducts a Point-in-Time count to better understand homelessness within the County.[80] In 2023, 1,285 people experiencing homelessness were identified including people in shelters, transitional housing, vehicles, abandoned buildings, and outdoors. Of those that agreed to participate in the Point-in-Time survey, 37 indicated that they had slept in Marysville the previous night and that the City was also their last permanent residence.

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

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

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

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

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

Partner with Nonprofits on Permanent Supportive Housing

HAP Action 4.1

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

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

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

Consider Emergency Shelter Needs in Marysville

HAP Action 4.2

Marysville does not currently have a year-round emergency shelter outside of ad hoc cold-weather shelters that open during extreme weather events. Emergency shelters provide a safe and secure environment for those experiencing homelessness.[81] The City may wish to pursue emergency shelters for those experiencing homelessness in Marysville. An initial step would be to better understand shelter needs within the City so that appropriate services are provided. Coordinating with Snohomish County and other service providers on the demographics of those experiencing homelessness would be important in this effort.

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

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

Section 3.4

GOALS AND POLICIES

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

HS 1.1 Maintain an adequate supply of appropriately zoned residential land in the City.

HS 1.2 Provide increased flexibility, encourage creative approaches, and consider best practices for housing development and design.

HS 1.3 Provide for a wide range of ownership and rental housing opportunities for the various household types and income levels within the community including, but not limited to, families, senior citizens, smaller households, first time buyers, those with special needs, and lower incomes.

HS 1.4 Recognize historic inequities in access to homeownership opportunities for communities of color.

HS 1.5 Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to single family residences, Planned Residential Developments, apartments, and moderate density or middle housing types such as cottages, townhouses (e.g. triplexes, fourplexes), and accessory dwelling units.

HS 1.6 Support the development and preservation of manufactured homes on individual lots, and residentially zoned mobile home parks.

HS 1.7 Continue to promote and recalibrate existing housing incentives (e.g. Downtown Multi-family Tax Exemption, Residential Density Incentives, etc.) and pursue new ones while giving consideration to inclusionary and incentive zoning to increase housing capacity and affordable housing.

HS 1.8 The City will coordinate and partner with agencies and nonprofits, such as the Housing Authority of Snohomish County, Housing Hope, Habitat for Humanity, and others to maintain and increase the supply of housing for all income levels.

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

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

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

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

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

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

HS 2 Create quality places and livable neighborhoods for all residents.

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

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

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

HS 2.4 Encourage and facilitate housing developments that provide quality residential living environments for families and seniors with housing needs.

HS 2.5 Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a variety of housing types affordable to all economic segments of the population.

HS 2.6 Promote greater balance in the amount and type of housing development among the school districts that serve Marysville.

HS 3 Respect the scale and form of established residential neighborhoods.

HS 3.1 Encourage and facilitate the participation of neighborhood groups in the land use and community development planning process.

HS 3.2 Distribute affordable and special needs housing equitably among the jurisdictions and planning areas to ensure that no jurisdiction or planning area has more than its fair share of affordable and special needs housing.

HS 3.3 Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.

HS 3.4 Encourage the integration of a variety of dwelling types and intensities in residential neighborhoods.

HS 3.5 Ensure that mixed use development, infill, and middle housing complements and enhances the scale and form of the surrounding built environment.

HS 3.6 Encourage the concept of strong neighborhood planning to improve neighborhood quality and reduce automobile dependency.

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

HS 4.1 Consider the location of traffic routes, transit, bike, and pedestrian trails in locating new housing, and maximize the public investment in infrastructure by supporting a compact land use strategy to increase residential density.

HS 4.2 Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors, and to develop transit connecting dispersed housing and employment centers. Ensure that development standards for priority transit corridors are transit and pedestrian friendly.

HS 4.3 Prioritize the funding of parks, and other civic improvements that respond to the needs of neighborhoods where over 20 percent of the total housing stock is rental housing, or where housing density exceeds 10 dwelling units per acre.

HS 4.4 Promote jobs to housing balance by providing housing choices that are accessible and attainable to workers. Include jobs to housing balance in housing and land use needs assessment to better support job centers with the needed housing supply.

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

HS 5.1 Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.

HS 5.2 Consult the City's Housing Needs Assessment and Housing Action Plan to evaluate the effectiveness and relevance of housing policies and strategies for achieving housing targets and affordability goals.

HS 5.3 Evaluate the housing cost and supply implications of proposed regulations.

HS 5.4 Pursue opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.

OUR COMMUNITY

Chapter 4
ECONOMIC DEVELOPMENT

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

Economic Development Snapshot

Public and Private Investment

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

Balancing Jobs and Housing

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

Downtown Revitalization

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

Cascade Industrial Center

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

Competitive Sectors and Target Industries

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

Assets Challenges, and Opportunities

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

Section 4.1

INTRODUCTION

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

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

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

WHAT IS ECONOMIC DEVELOPMENT?

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

Source: International development council

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

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

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

Section 4.2

CURRENT CONDITIONS AND FUTURE PROJECTIONS

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

Voices from the Community

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

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

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

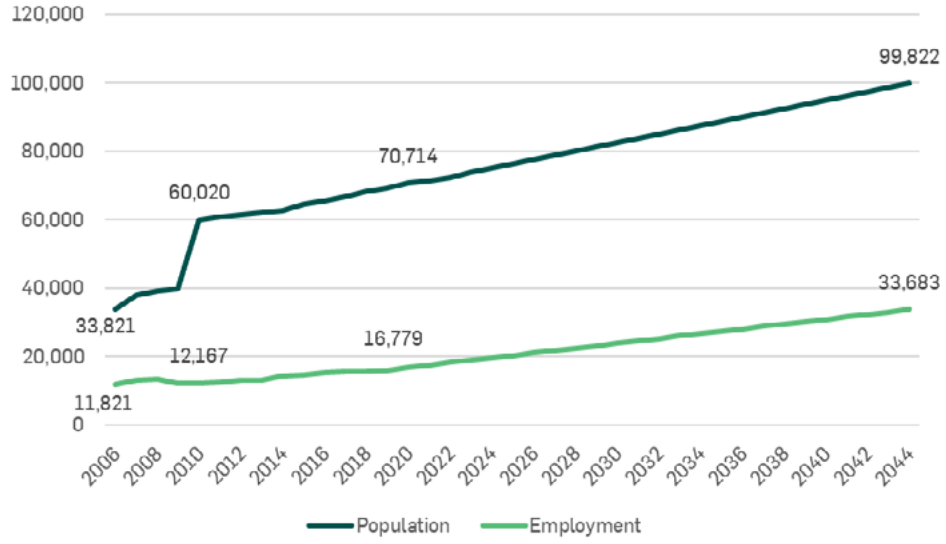
The importance of focusing on a strong economy in the city is rated as 4.3 on a scale of 1 to 5.

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

Population

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

Figure 4.1
Marysville Population and Employment – Existing (2006 – 2023) and Projected (2024 – 2044)



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

Employment

The Marysville Urban Growth Area (UGA)[82] had an estimated 11,821 jobs in 2006. Between 2006 and 2019, employment within the UGA grew at an annual average rate of 2.34 percent or approximately 319 additional jobs each year. The Great Recession (2007 – 2009) resulted in job losses throughout the country; Marysville was no exception, shedding approximately 984 jobs between 2008 and 2011. Employment in the Marysville UGA is anticipated to continue growing between 2020 and 2044 at an average annual growth rate of approximately 3.03 percent representing 708 additional jobs per year. Most of this growth (up to 76 percent) is anticipated to be in the Marysville portion of the Cascade Industrial Center (CIC).[83]

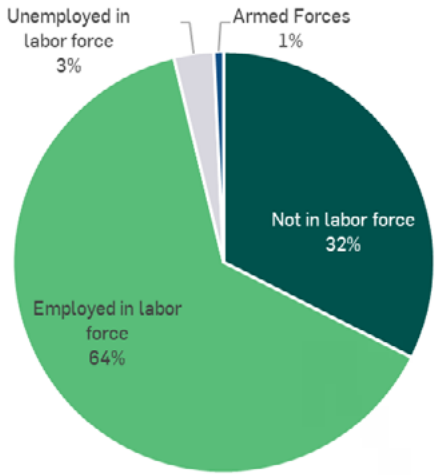
Labor Force and Employment Rate

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

Jobs to Housing Ratio

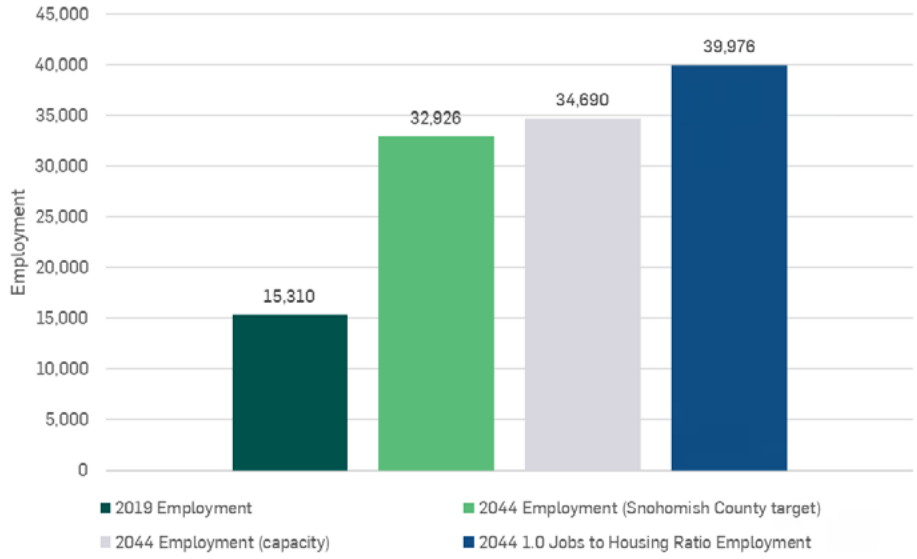
Achieving a greater jobs to housing balance has been a long-standing objective of the City. In 2005 the City established a goal of achieving a jobs to housing ratio of 1.0 by 2035 which represented a significant shift in historic patterns of residential and employment growth. A jobs to housing ratio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

Figure 4.2
Marysville Residents in Labor Force, 2021



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

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



Source: US Census Bureau, On the Map Census

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

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

In 2010, the City had a jobs to housing ratio of 0.42, reflecting substantial employment leakage to other areas. Due to strong job growth within the City, the jobs to housing ratio increased to 0.60 by 2020. Using the jobs and housing targets allocated by Snohomish County to the City, the jobs to housing ratio is projected to further improve to 0.82 by 2044. To achieve the goal of a jobs to housing ratio of 1.0 by 2044, 7,050 more jobs need to be created in the City than are projected under Snohomish County's 2044 targets as shown in Figure 4.3.[84]

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

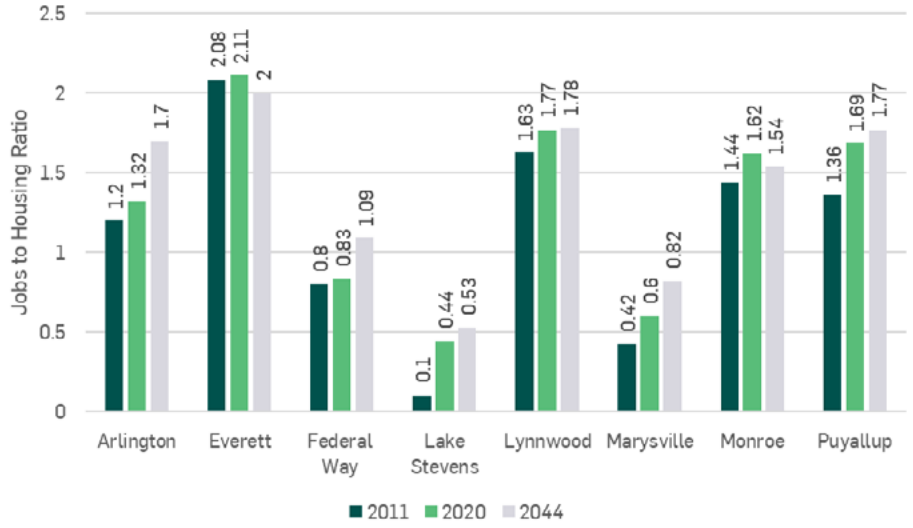
Commuting Patterns

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

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

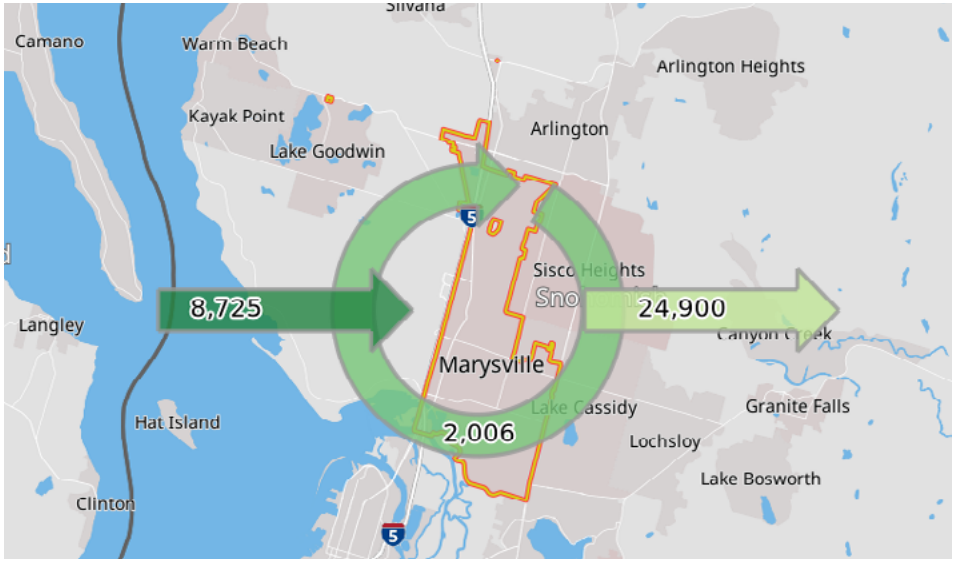
Driving alone is the primary commute mode (77 percent) followed by carpooling/vanpooling (11 percent), and working from home (see Figure 4.7). The mean travel time to work for Marysville residents is 31.4 minutes.

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



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

Figure 4.5
Marysville Commuter Flows, 2021



Source: US Census Bureau, On the Map Census

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

Figure 4.6
Outflow Commuter Destinations, 2021

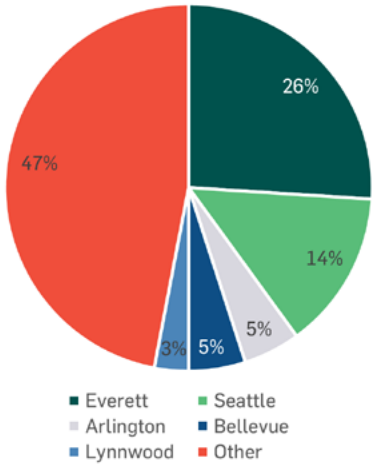
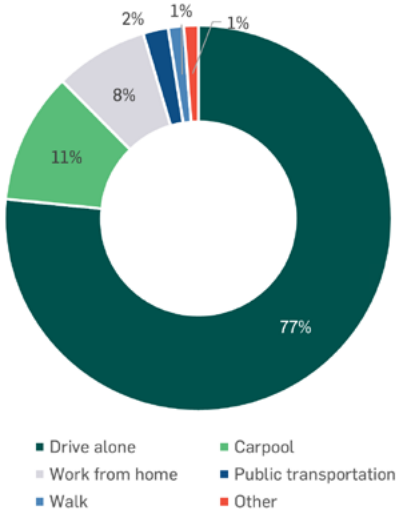
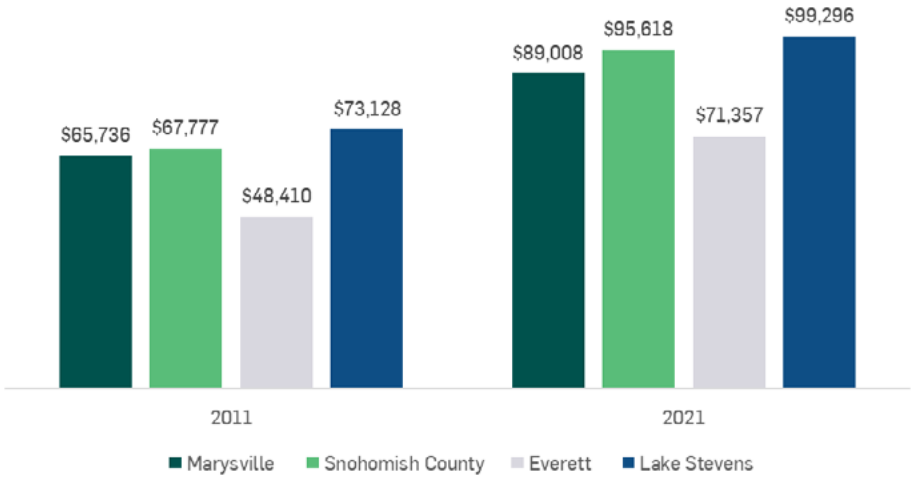


Figure 4.7
Commute Modes, 2021



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

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



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

Median Household Income

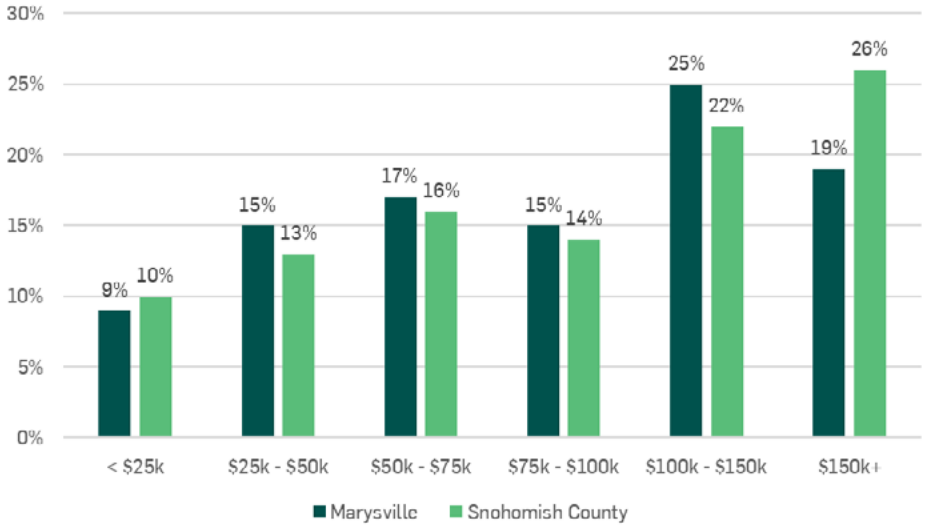
In 2021, Marysville's median household income was about $89,000 which is an approximately 35 percent increase from the 2011 median income of just under $66,000 as shown in Figure 4.8. This increase is partially driven by wage increases for existing residents but is also due to in-migration of higher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

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

Median Household Income Distribution

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

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



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

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

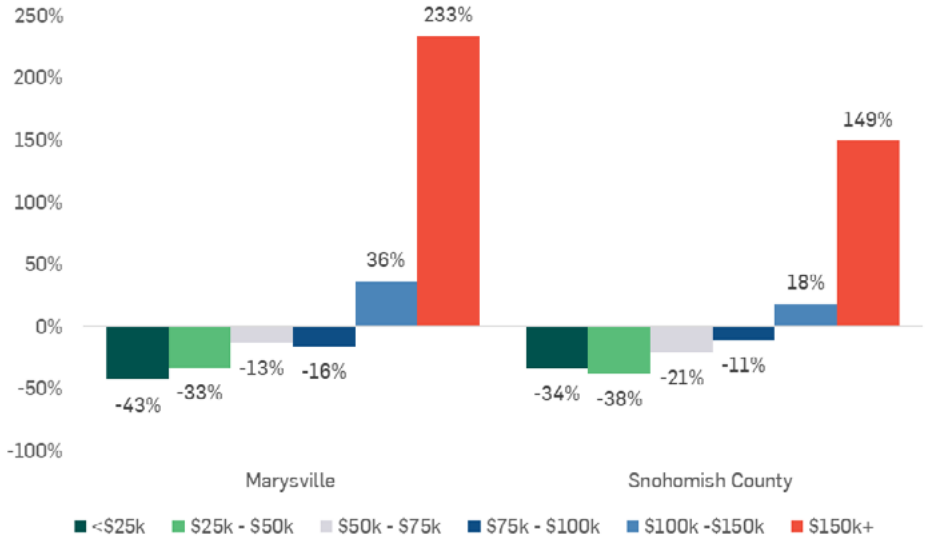
Additional analysis on median household income trends and comparisons to local jurisdictions can be found in the Housing Element (page 87) and 2023 Housing Action Plan.

Educational Attainment

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

Figure 4.10

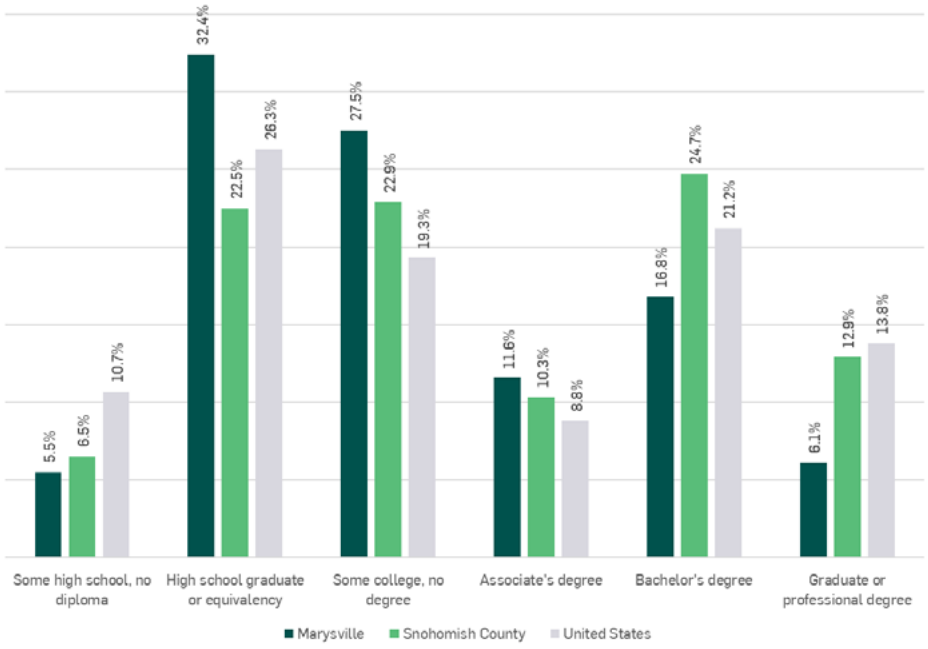
Change in Median Household Income Distribution, Marysville and Snohomish County, 2011 – 2021



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

Figure 4.11

Educational Attainment of Residents, Marysville and Snohomish County, 2021



Source: ACS 1-Year Data Table, 2021

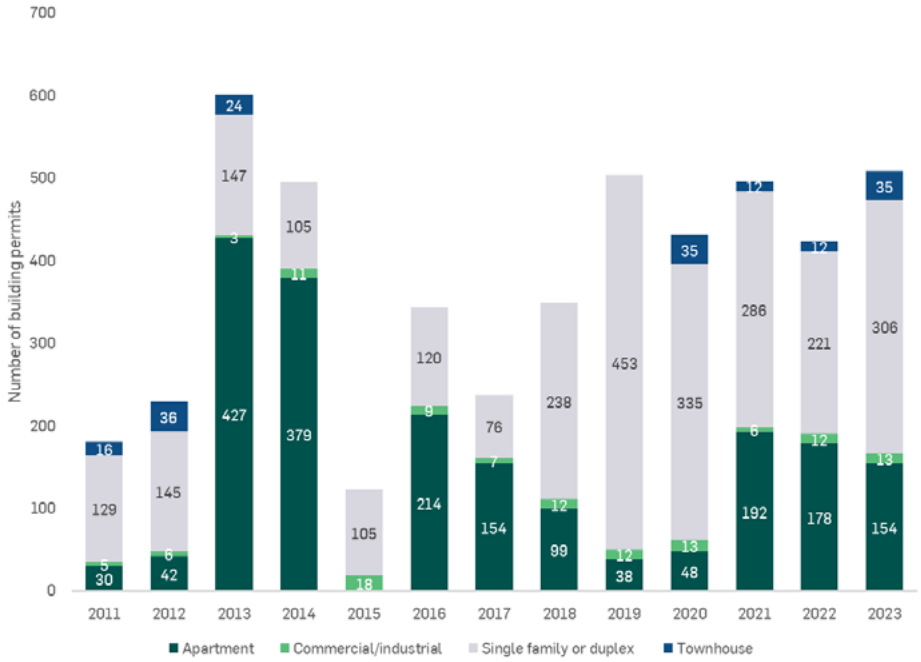
Permits, Licenses, and Sales Tax

Permit and Business License History

The high volume of building permits for commercial/industrial and residential projects (see Figure 4.12), and business licenses received since 2011, underscores the considerable growth that the City has experienced over the past decade plus. Between 2011 and 2023, the City's housing stock increased by 19 percent while 2.2 million square feet of commercial and industrial buildings or additions were constructed, representing over $197 million in private sector investment in Marysville. From 2011 through 2022, over 10,000 business licenses were issued – an average of 839 business licenses each year. In 2021 and 2022, Marysville received 195 and 361 new home based business licenses respectively.[85]

Figure 4.12

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



Source: Marysville Central Square Permitting Software

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

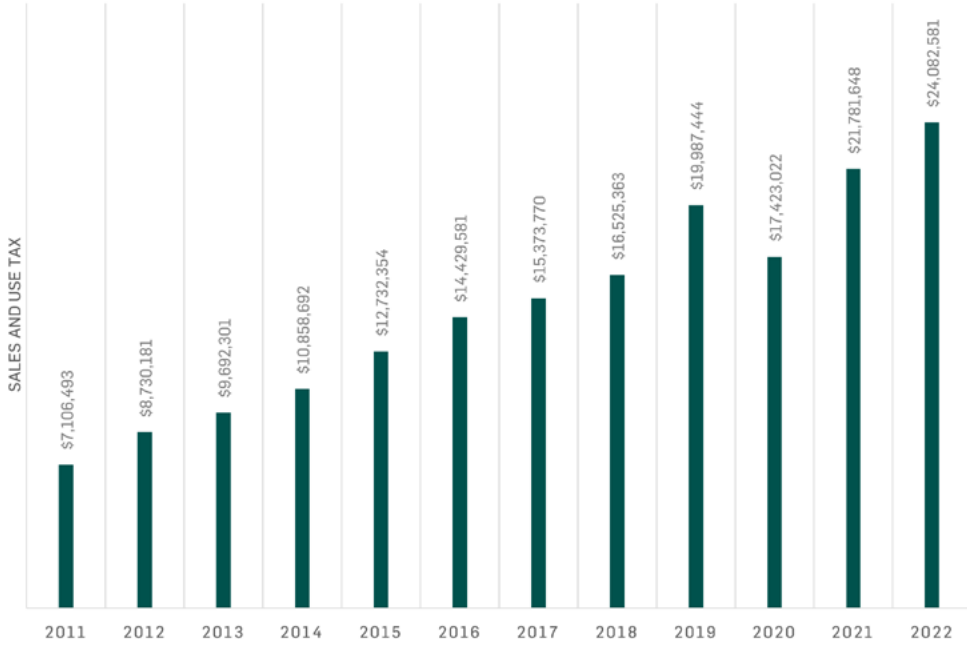
85. The Washington State Department of Revenue's Business Licensing Service appears to have improved their tracking of home-based business licenses in 2021 which is why the data cited above is limited to 2021 – 2023. Due to both the impacts of the pandemic and the growth of ecommerce platforms, home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

Sales and Use Tax

Marysville's sales and use tax receipts grew steadily from 2011 to 2019. In 2020 the sales and use tax receipts dipped significantly due to the expiration of the Washington state sales tax credit that the City received as a result of the 2009 Central Marysville Annexation (CMA). However, the decline does not appear to have been driven by the pandemic, and growth in sales and use tax receipts has resumed in 2021 as shown in Figure 4.13. The Retail Trade and Other: Criminal Justice (CJ), Transportation Benefit District (TBD), Streamline, Central Marysville Annexation (CMA) categories comprise the greatest share of sales and use tax as depicted in Figure 4.14 below. In 2020, with the expiration of the Washington state sales tax credit, the Other: CJ, TBD, Streamline, CMA sales tax category plummeted as the CMA sales tax credit receipts were included in this category. Then between 2021 and 2022, tax receipts from Retail Trade were stagnant, which deviates from the trend observed over the prior decade. This stagnation in Retail Trade tax receipts is likely attributable to post-pandemic supply change issues and trade disruption.

Figure 4.13

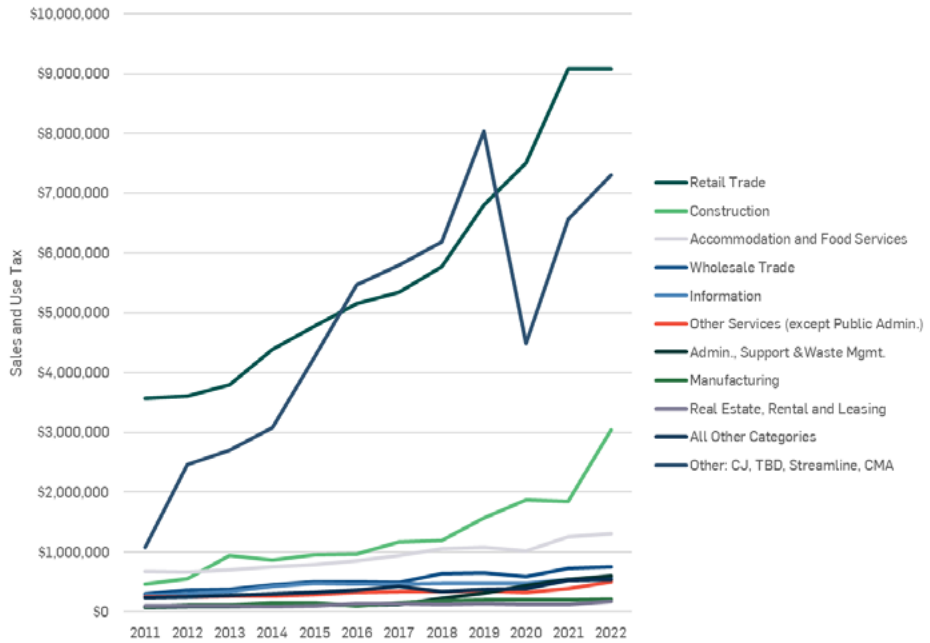
Total Annual Sales Tax Receipts, 2011 – 2022



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

Figure 4.14

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



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

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

Section 4.3

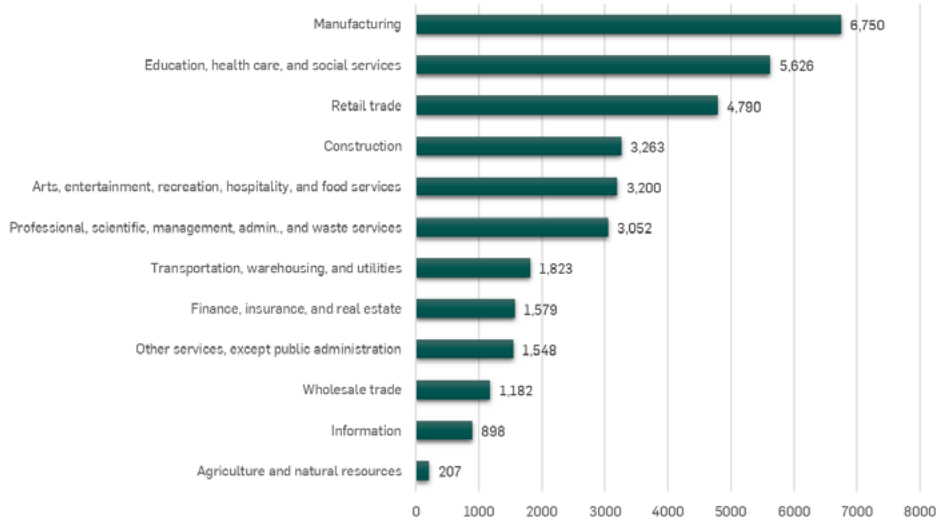
EMPLOYMENT AND WAGES BY INDUSTRY

Marysville Residents – Employment by Industry

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

Figure 4.15

Marysville Residents – Employment by Industry, 2021



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

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

Children play as construction workers.

Marysville Companies and Employees by Industry

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

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

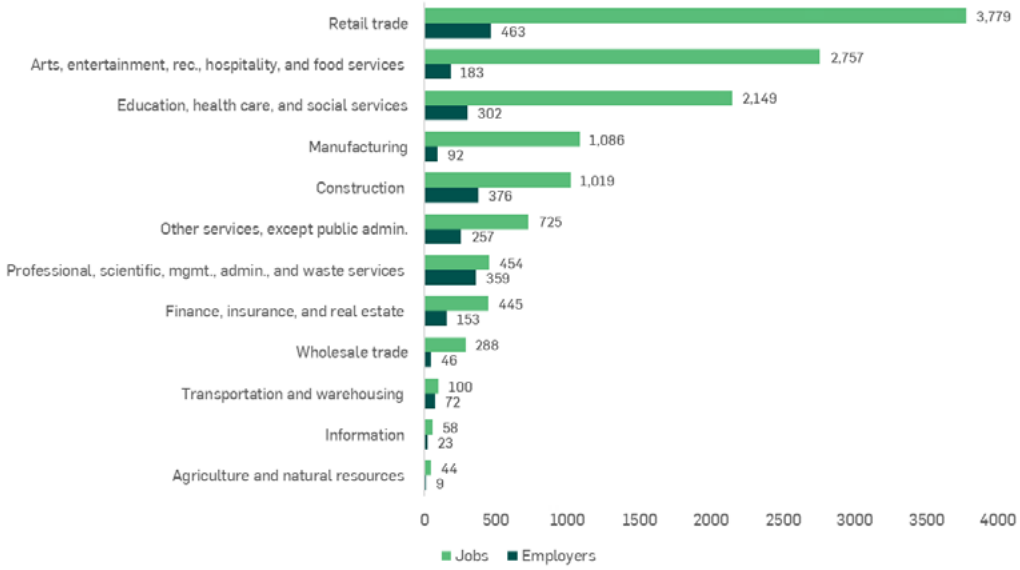
Wages by Industry

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

Three notable sectors experiencing wage growth in Marysville include:

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

Figure 4.16
Marysville Residents – Employment by Industry, 2021



Source: Marysville business license history January 2023 with NAICS codes

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

Figure 4.17

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

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

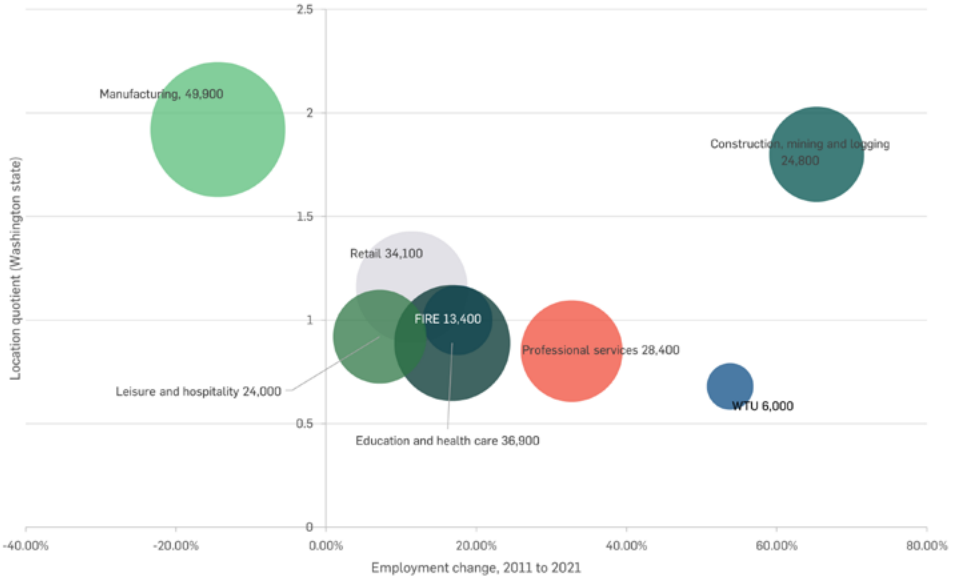
Source: ACS 5-Year Data Tables, 2017 – 2021

Section 4.4

COMPETITIVE SECTORS AND TARGET INDUSTRIES

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

Figure 4.18
Snohomish County Competitive Sectors, 2021



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

Snohomish County Competitive Sectors

Snohomish County has a strong position (location quotient)[87] relative to Washington State overall in the manufacturing, construction, and retail industry sectors. The County has seen significant growth in the construction sector and modest growth in the retail sector, although the manufacturing sector has seen some declining employment since 2011. Snohomish County's position is on par with the State overall in the Finance, Insurance and Real Estate (FIRE) sector, which has seen modest growth in the County since 2011. Snohomish County's position is less strong than the State's overall in the leisure and hospitality; education and health care; professional and business service; and warehousing, trade and utilities sectors (WTU); however, each of these sectors has grown within Snohomish County since 2011, and with the exception of WTU, their location quotient is only modestly below one. In particular, Marysville anticipates growth in clean technology and aerospace related clusters over the next 20 years.

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

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

Target Industries

The central Puget Sound Region "is home to an important set of key export focused industries"[88]. Key export focused industries identified by the Puget Sound Regional Council (PSRC), that are also identified by the Economic Alliance for Snohomish County as target industries, include:[89]

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

The City has committed significant resources to identify and promote target industries in which the City has a strategic advantage. In 2016, the Arlington-Marysville Manufacturing Industrial Center Market Study was prepared for the Cascade Industrial Center[90] which was followed by the 2018 Arlington-Marysville MIC Subarea Plan (AMMIC Subarea Plan) and the 2021 Waterfront Strategic Plan. Target industry clusters identified in these Plans, which the City has and will continue to pursue include the following.

Boeing, an aerospace industry leader, manufacturing planes.

DID YOU KNOW?

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

Source: Economic Alliance Snohomish County.

Aerospace

"The Boeing Company is one of the leading aerospace companies in the United States. The regional supply chain for the aerospace industry includes 600+ companies, supporting Boeing, as well as Airbus, Bombardier, Comac, Embraer, Sukhoi, and Mitsubishi." Forty six (46) percent of all aerospace workers in the State of Washington are employed in Snohomish County.[91] Given the proximity of Marysville to "Boeing's Paine Field, the strength of the aerospace industry in Snohomish County, and growing shortage of land viable for industry, the CIC is anticipated to be attractive for advanced aerospace manufacturers and suppliers. The presence of several businesses in the aerospace sector, engaged in materials fabrication, coating, machining, and process engineering, is another benefit."[92] Potential aerospace businesses for Marysville to pursue include those engaged in activities related to commercial/military airplanes, unmanned aerial vehicles/systems, space exploration maintenance, repair and overhaul, aviation biofuel, air travel and cargo. Notable aerospace firms operating within Marysville include SAFRAN (formerly Zodiac) and Gravitics, an aerospace component manufacturing firm that constructs large, next-generation space station modules.

88. Source: Puget Sound Regional Council (PSRC), Regional Economic Strategy, adopted December 2021. PSRC also identifies Military & Defense, Clean Technology, Tourism, Transportation & Logistics, and Business Services as key export industries in the region.
89. Source: Economic Alliance for Snohomish County Target Industries in Snohomish County, WA (economicalliancesc.org)
90. The CIC was called the Arlington-Marysville Manufacturing Industrial Center (AMMIC) at the time that the study was prepared.
91. Source: Economic Alliance Snohomish County.
92. Arlington-Marysville MIC Subarea Plan – Existing Conditions Report.

Advanced Manufacturing and Cleantech

"Advanced manufacturing includes businesses engaged in activities that depend on the use of information, automation, computation, software, sensing, and networking, and/or make use of cutting edge materials and emerging capabilities. It involves both new ways to manufacture existing products, and the manufacture of new products emerging from new advanced technologies".[93] Clean Technology or Cleantech "is any process, product or service that reduces negative environmental impacts through significant energy efficiency improvements, the sustainable use of resources, or environmental protection activities. Clean technology includes a broad range of technology related to recycling, renewable energy, information technology, green transportation, electric motors, green chemistry, lighting, grey water, and more."[94] Several other industry sectors noted in this section employ advanced manufacturing or cleantech techniques. SAFRAN, which is engaged in composites manufacturing, is an example of a Marysville business that uses advanced manufacturing techniques.

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

93. Arlington-Marysville MIC Subarea Plan – Existing Conditions Report.
94. Clean technology - Wikipedia.
95. Arlington-Marysville MIC Subarea Plan – Existing Conditions Report.
96. Ecotourism is defined by the International Ecotourism Society as "the responsible travel to natural areas that conserves the environment, sustains the well-being of the local people, and involves interpretation and education."

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

Ecotourism/Tourism

The City's Waterfront Strategic Plan identifies redefining the City as a regional recreation and ecotourism[96] destination as a major objective in revitalizing the City's Downtown and Waterfont. The Marysville Opera House, Ebey Slough, Ebey Waterfront Park and Marina, and Ebey Waterfront Trail are major assets that further this objective – providing recreational programming, miles of inland non-motorized waterfront, a boat launch and fishing opportunities, and miles of trails with scenic viewpoints respectively. Further, the Snohomish County Sports Commission has selected a 30-acre waterfront assemblage in Marysville as the site for an indoor sports complex which, if constructed, will create significant employment in hospitality, facility and property maintenance and management, construction, security, retail, services, and tourism. The prospective sports complex, and the tourism opportunities it affords, are described more fully in Section 4.5, Assets, Challenges and Opportunities (page 136).

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

Food Production and Processing

The CIC has great access to many Western Washington food processors; the Port of Everett; fisheries in Alaska, British Columbia and the Pacific Northwest; and the Idaho aquaculture community.[95] Given this access, the CIC is anticipated to be attractive to food processing. Potential businesses in this industry could include indoor farming, hydroponics, post harvest handling, drying/dehydrating,

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

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

Maritime or Blue Economies

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

Wood Products and Mass Timber

The strong Canadian raw timber sector coupled with U.S. tariffs on the importation of value-added[97] goods, has resulted in Canadian-owned companies purchasing or leasing land in Washington state for processing and shipping facilities in order to conduct value-added activities without the imposition of U.S. tariffs. Marysville's CIC is ideally situated on rail and interstate corridors and within short-haul trucking distance of Canadian distribution networks and ports of entry. Potential businesses include those engaged in the manufacture of furniture, wood products, paper, packaging and forestry, including high-value niche timber products manufacturing such as cross-laminated timber (CLT) or mass timber manufacturing.[98,99]

Siting Criteria

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

Figure 4.19

Top Siting Needs of Target Industrial Uses

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

97. A value-added product is one that has been enhanced with additional qualities that make it worth a higher price than the raw materials used to make it.
98. Arlington-Marysville MIC Subarea Plan
99. Mass timber manufacturing uses prefabricated solid engineered wood products made from layers of solid-sawn lumber or structural composite lumber.

Section 4.5

ASSETS, CHALLENGES AND OPPORTUNITIES

The City of Marysville has several assets that make it attractive to economic development. The City is also presented with many opportunities to build on these assets and improve economic prospects for businesses and residents of the community.[100] These assets and opportunities are detailed in this section.

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

Assets

Great Access to Regional Transportation Routes

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

Cascade Industrial Center

The Cascade Industrial Center (CIC) received its official designation as a Manufacturing and Industrial Center from the Puget Sound Regional Council in 2019. The CIC's 'Centers' designation results in "funding priority – both for transportation infrastructure and for economic development" consistent with PSRC's VISION 2050.[101] The CIC contains many large, flat sites buffered from residential uses that are competitive, affordable, and ideal for modern industry. The CIC is a hub for innovation and supports a wide range of mechanized and technology-driven industries. Significant advantages of the CIC include:

- City and Snohomish County property tax exemptions for eligible manufacturing/industrial businesses;
- No City business and occupation (B&O) tax and reduced State B&O tax for qualifying industries;
- Marysville North Opportunity Zone[102] that provides tax incentives to investors; and
- Benefits afforded by proximity to the Port of Everett's Foreign Trade Zone (FTZ) #85.

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

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

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

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

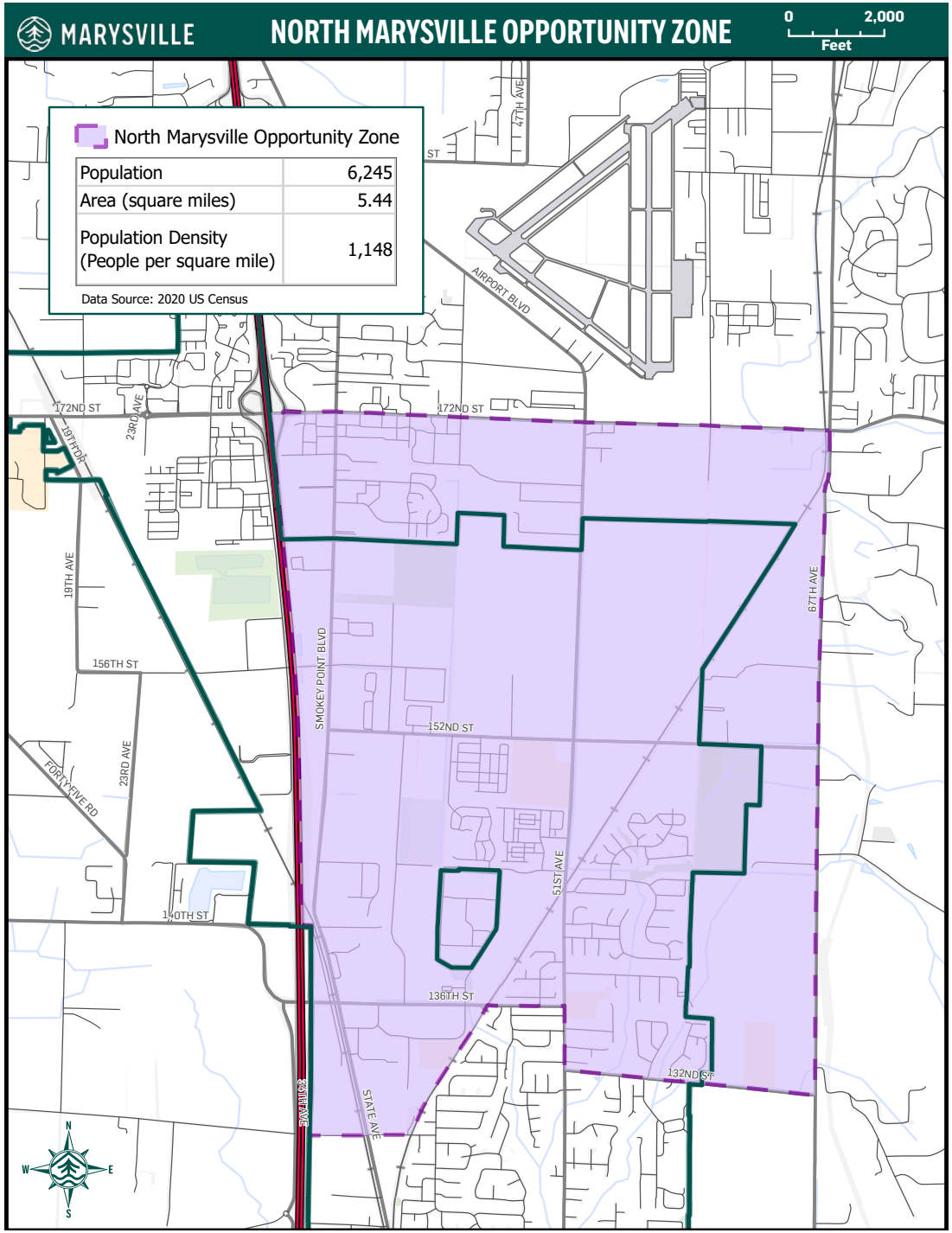
Proactive planning and investment

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

Recognized aerospace industry cluster and proximity to airports

Snohomish County's Seattle Paine Field International Airport (Paine Field) and the Arlington Municipal Airport support over 200 aerospace companies of varying sizes and 38,000 workers in Snohomish County. Given its proximity to Paine Field, existing concentration of aerospace businesses, access to skilled labor, and lower costs, the CIC enjoys a comparative advantage in the region for aerospace-related manufacturing and industrial activity. In addition, commercial flights at Paine Field Airport began in March 2019 providing an alternative to Sea-Tac for destinations on the continental west coast as well as Anchorage and Honolulu.[103]

Figure 4.20



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

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

Access to the Port of Everett

The Port of Everett is located in northwest Everett on Port Gardner Bay at the mouth of the Snohomish River next to U.S. Naval Station Everett, roughly seven miles south of the CIC. The seaport "is a natural deep-water, self-operating seaport that supports nearly $21 billion worth of U.S. exports annually", and is the second ranked "export customs district in Washington state"[104] and the fifth largest US west coast port for exports. "The Port of Everett is the third largest container port in Washington state and is the region's premier breakbulk cargo facility, handling high-value, conventional and overdimensional cargoes in support of the aerospace, construction, manufacturing, agriculture, energy, and forest product industries." The Port creates "economic opportunities and jobs while providing maritime and marine-related services". This natural, deepwater seaport "supports more than 40,000 jobs in the surrounding community and contributes $433 million in state and local taxes"and provides a skilled maritime workforce.

Affordable Workforce Housing

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

Strong Regulatory Environment

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

Educated and Talented Workforce

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

The Port of Everett. Image credit: Port of Everett

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

Challenges and Opportunities

Downtown and Waterfront Redevelopment

From 2017 – 2022, the City has invested $90 million and will be investing $200 million in the coming 10 years to revitalize the City's Downtown and transform the Waterfront into a regional recreation and eco-tourism destination. The City has identified 32 projects in its Waterfront Strategic Plan that are "top priority actions…to catalyze improvements in the Downtown and Waterfront areas".[105] The City has aggregated more than 45 acres in its Downtown Master Plan Area (DMP Area), and completed several catalyst projects including, but not limited to:

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

The City was recently selected by the Snohomish County Sports Commission for their multi-million dollar indoor sports tournament complex which is planned for a 30-acre waterfront assemblage and will anchor the approximately 45 acre, City-aggregated land holding.[106] Once funded and completed, this complex is projected to receive up to 185,000 visitors annually and generate enough demand to support a new 130 room hotel and related services. The sports complex is part of a planned development titled Riverwalk that will include expanded park, trail, and river activities. Private development is planned to include the sports facility, hotel, and multi-family residential. A prospective sports complex and hotel will generate significant employment, hotel nights, and millions in consumer spending impacts in the Downtown.

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

A conceptual illustration of a redeveloped Downtown and Waterfront.

Investments in Infrastructure

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

105. Waterfront Strategic Plan 2021 to 2026.

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

Crossing over Ebey Slough – a gateway to Downtown.

Improvements to Transportation Network

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

Closing the Skills Gap

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

Leveraging Benefits of Aerospace Industry Cluster and Proximity to Airports

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

Attract Businesses in Desired Industry Clusters

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

Expand Residential Choice

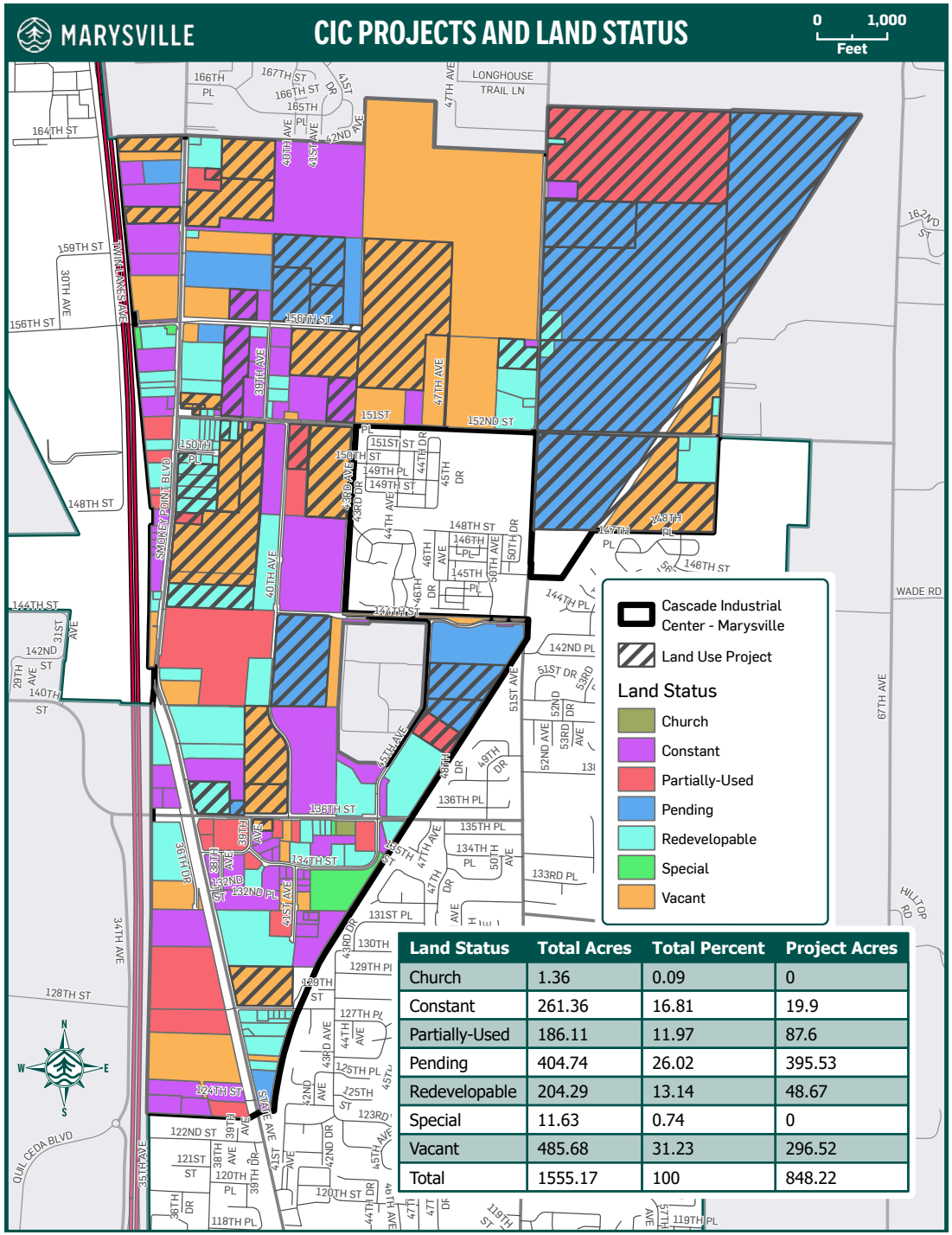
Providing additional middle and upper middle income housing opportunities along with affordable housing to ensure a healthier and more diverse mix of housing choices is both a challenge and opportunity for the City. Generally, quality housing that is available at different income levels, along with more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

Industrial Land Capacity

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

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

Figure 4.21



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

Section 4.6

GOALS AND POLICIES

OVERARCHING GOAL

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

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

ED 1.1 Actively champion the Cascade Industrial Center (CIC) and the industries in which the City has a competitive advantage.

ED 1.2 Promote increased employment opportunities in the CIC, and other industrial and commercial areas, to achieve a greater balance between population and employment growth, and improve the jobs to housing ratio.

- **ED 1.2.1** Promote the industrial/manufacturing property tax exemption allowed by MMC Chapter 3.104 to create more family living wage jobs in the City.
- **ED 1.2.2** Develop a capital financing strategy to provide a comprehensive approach to construction of infrastructure to promote equitable and proactive distribution of development costs.
- **ED 1.2.3** Promote innovative workers by leveraging area competencies in manufacturing and engineering sectors, and building resources for and networking among existing companies.

ED 1.3 Implement recommended policies and strategies identified in the 2023 Housing Action Plan to increase the quality and diversity of housing stock available to own or rent, and ensure an adequate supply of housing for all economic segments including workforce housing.

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

ED 2.1 Pursue future Urban Growth Area (UGA) expansions that increase the commercial and industrial land base, and encourage annexation of UGA properties prior to their development.

ED 2.2 Ensure an adequate supply of, and stimulate availability of vacant and infill commercial and industrial land, especially in the Downtown and CIC.

- **ED 2.2.1** Periodically prepare a report that: inventories and analyzes commercial and industrial land needs based on population growth projections; monitors demand for existing and proposed development; monitors local economic conditions; and proactively consults with business and property owners to determine levels of interest in various types of development.
- **ED 2.2.2** Promote resources to fund redevelopment of existing, functionally obsolete buildings into modern facilities.

ED 2.3 Recognize the need for continued growth in the City's tax base from industrial and commercial development to provide quality public services and facilities for residents and businesses.

ED 2.4 Advance the goals, policies, and implementation strategies outlined in the Arlington-Marysville MIC Subarea Plan.

- **ED 2.4.1** Establish and facilitate a stronger working relationship with the City of Arlington to further mutual goals, and promote marketing of the CIC.
- **ED 2.4.2** Pursue and support business and employment growth in desired key competitive sectors and target industries over warehousing and distribution uses to ensure a strong ratio of jobs to acreage.

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

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

ED 2.5.1 Prepare a strategic plan to support infrastructure advancement.

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

ED 2.6 Improve traffic flow and multi-modal infrastructure and circulation by implementing the recommendations and actions outlined in the Transportation Element (page 229).

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

ED 3.1 Prepare Marysville residents for current and future jobs.

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

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

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

ED 4 Foster a strong business and regulatory environment.

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

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

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

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

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

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

ED 4.2.1 Improve communication with businesses by:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ED 6.1.6 Cultivate a greater sense of place through place-making initiatives that include landscaping, gathering areas, artwork, decorative lighting, gateway and wayfinding signage, and cultural programming (e.g. festivals and events). Enhance and maintain existing historic sites and focal points, and pursue themes or motifs where appropriate.

ED 6.1.7 Maintain and improve street amenities (e.g. lighting, benches, crosswalks, etc.) and landscaping, and create a mechanism to encourage private property owners to maintain and improve their properties.

ED 6.1.8 Provide thoughtful transitions from commercial and industrial uses to residential uses to minimize visual, spatial, noise, and odor impacts.

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

ED 7.1 Pursue the catalyst projects identified in the City's Waterfront Strategic Plan to revitalize and cultivate further tourism, ecotourism, and recreational opportunities in the City's Downtown and Waterfront.

ED 7.2 Improve tourism marketing

ED 7.2.1 Partner, or continue partnership, with the State of Washington Tourism (SWT), Snohomish County Tourism including the Industry Stakeholder Roundtable, The Greater Marysville Tulalip Chamber, and other tourist and business organizations.

ED 7.2.2 Pursue, and increase awareness of:

- The Snohomish County Hotel-Motel Small Fund Grant for public and non-profit organizations' tourism marketing and promotional projects;
- The Snohomish County Lodging Tax Program; and
- The Snohomish County Tourism Promotion Area Fund for private, public, and non-profit entities' large multi-day events, activities, and non-capital projects that generate significant sales of hotel room nights.

ED 7.2.3 Expand social media tourism presence while continuously improving conventional tourism marketing efforts.

- Curate local and regional attractions both large and small and feature on social media and interactive maps.
- Pursue or enhance presence on websites, brochures (digital and physical), mobile apps, and in The Washington State Visitor's Guide.

ED 7.3 Expand and enhance recreation and tourism business opportunities

ED 7.3.1 Promote local businesses and their entertainment, shopping and dining offerings.

ED 7.3.2 Continue the City's robust recreation and entertainment programming.

ED 7.3.3 Pursue new, while continuously improving existing, recreation facilities, assets, and community events.

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

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Chapter 5
PUBLIC AND HUMAN SERVICES

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5.7 Goals and Policies 168

Public and Human Services Snapshot

Public and Human Services

Public services, such as police protection, fire prevention and suppression, emergency medical services, education, library services, and human services, are vital to the safety and well-being of Marysville residents. While police and some human services are provided by the City, other public services are provided by partner entities: the Marysville Fire Authority, public school districts serving Marysville, and the Sno-Isle Regional Library. As Marysville grows, the demand for public services will steadily increase.

Police

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

Library

The City of Marysville has provided library services to its citizens since 1907. In 2015, the Marysville Library transferred to Sno-Isle Libraries which now owns and operates the library. Sno-Isle's vision is that "everyone in our community is connected to their library" and mission is to "engage and inspire our communities through equitable access to knowledge and resources." In 2023, Sno-Isle Libraries had $77 million in expenditures and $75.4 million in revenue, with 87.5 percent of their funding from taxes and the balance provided from grants and other sources. The Marysville Library's 40 employees manage the library's resources and offer a full range of library services.

Schools

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

Fire

The Marysville Fire District (MFD) provides fire prevention and suppression services, emergency medical services, special operations, and other preparedness/emergency management services for an approximately 55 square mile area. The District encompasses the City's entire UGA and some adjacent areas. In April 2019, the MFD became a Regional Fire Authority (RFA), a special purpose district. The MFD has five strategically located fire stations staffed by 83 firefighters. In 2023, the MFD responded to 15,953 calls for service. Most of these calls (69% or 11,030 calls) were for emergency medical incidents. The MFD also has three special operations teams that tackle hazardous materials, technical rescue, and rescue swimming.

Human Services

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

Section 5.1

INTRODUCTION

Public services, such as police protection, fire prevention and suppression, emergency medical services, education, library services, and human services, are vital to the safety and well-being of Marysville residents.[107] While police and some human services are provided by the City, other public services are provided by partner entities: the Marysville Fire Authority, public school districts serving Marysville, and the Sno-Isle Regional Library. Some public services discussed in this chapter are provided only within the City while others are offered beyond the UGA.

Firefighters educating young children on public safety.

As Marysville grows, the demand for public services will steadily increase. Low density development in unincorporated areas near Marysville can create challenges in delivering services. Careful, coordinated management of public services is essential to provide these services in an orderly fashion and to minimize public costs, increasing long-term economic stability by ensuring the provision of these services to the community and the ability of industry to locate within the City. By investing in these services and associated facilities, and scheduling their provision, Marysville residents play a key role in implementing the policies of this chapter.

The Public Services Element endeavors to:

- Provide a vision for Public Services in the City and its UGA that is concurrent with anticipated growth;
- Identify strategic plans and actions to maintain or improve services consistent with the vision; and
- Provide a framework for guiding the necessary budgetary and operational plans.

107. Public services are defined in RCW 36.70A.030 as fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other government services. As noted in the introduction, this chapter covers law enforcement, fire protection and suppression, emergency medical services, education, and human services. Public health is a topic touched on in multiple chapters while recreation is covered in the Parks and Recreation Element (page 171), and the Environment is covered in the Environmental Element (page 201).

Section 5.2

POLICE

The City of Marysville Police Department provides law enforcement, policing, crime prevention, public safety, and corrections services within the City of Marysville. In 2024, the Police Department prepared its first Functional Plan, which is a companion to the 2024 Comprehensive Plan and outlines the Department's vision, mission, strategies for delivering safety services, goals for successfully implementing these strategies, recent major accomplishments, performance metrics, public safety service and level of service needs, capital facility needs, a three year action plan (2024 – 2027), and a long-term strategy (2024 – 2044). This section provides an overview of the Marysville Police Department and key elements of the Functional Plan.[108]

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

Mission, Vision and Strategies

The Police Department's vision statement is "service with honor" which is intended to support the six pillars of 21st century policing.[109] The Department's mission is "to provide outstanding service in partnership with our community to enhance our City's safety, growth, and livability", which reflects the Department's culture and aligns with the City's Mission, Vision, and Values.[110] Six strategies provide the foundation for the Functional Plan and align closely with the pillars noted above. These strategies include:

- Community engagement, crime prevention, and program expansion;
- Expanding and improving staff safety, wellness and training;
- Leadership development;
- State accreditation from the Washington Association of Sheriffs & Police Chiefs;
- Recruitment and retention; and
- Technology advancement.

Goals and Recent Major Accomplishments

The strategies outlined above are supported by six overarching goals. These goals, and recent major accomplishments that further each of these goals, are detailed below:

Goal 1: Standards of Service

To provide excellent police services that meet or exceed state-wide recognized standards.

This goal was furthered through the development of a Wellness Program administered by a Wellness Coordinator, additional staff to support an expanded mental health program, and the promotion of four new Commanders and seven new Sergeants.

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

109. These pillars include building trust and legitimacy, policy and oversight, technology and social media, community policing and crime reduction, training and education, and officer wellness and safety.

110. The City's mission is: A leader in cultivating a welcoming and engaging community, the City of Marysville provides opportunities while protecting and enhancing the quality of life for those served. The City's values are that we: provide excellence in service; work with integrity recognizing the impact of our actions; practice responsible stewardship of all City resources; encourage innovation to meet our community's needs; and embrace inclusion, recognizing that diversity enhances ideas and outcomes.

Goal 2: Performance Measures

To achieve outcome-based performance measures that ensure Marysville remains a place that is safe to live, work, learn and play.

This goal was furthered through the reduction of crime by 8.67 percent from 2020 – 2023; maintaining an average response time of less than five minutes for emergency calls; having a low citizen complaint rate; and achieving an average of 90 percent customer satisfaction for professionalism.

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

Goal 3: Develop Professional Relationships

To build active and positive relationships with internal and external partners to achieve the City's vision and organizational performance measures.

This goal was furthered through:

- Establishment of a new Police Department building at the Marysville Civic Center that provides a state-of-the-art with a medical facility and staff, and a consolidated location for police and municipal services;
- Partnered with local community groups to bring Active Bystandership for Law Enforcement (ABLE) Training to the Department;
- Partnered with the Marysville School District to retain officers in schools serving as school resource officers; and
- Led or participated in community outreach, including the Special Olympics' Torch Run and Polar Plunge events, Shop with a Cop, and Coat Drive to provide coats and warm clothes to the Marysville Food Bank Holiday Store.

Goal 4: Training and Equipment

To have an organization that is well trained and properly equipped to effectively and efficiently deliver public safety services.

This goal was furthered through the ABLE training referenced in Goal 3 above, use of body-worn cameras since January 2022, incorporation of new de-escalation tools, and provision of Crisis Intervention Training.

Goal 5. Public Engagement

To develop and create a welcoming community and foster partnerships with residents. We provide opportunities for the community to take an active role to prevent harm and solve problems by addressing community concerns for the benefit of all members of the community.

This goal was furthered through the establishment of the Marysville Police Foundation a non-profit assisting the Department and community, and the Marysville Police Cadets which allows youth 14 to 20 to volunteer and work with officers building relationships. The Marysville Volunteer Patrol program was also expanded.

Goal 6. Leveraging Technology

To keep pace with the professional best practices in the use of technology and to provide efficient and effective public safety services to community members.

This goal was furthered through acquiring the following software or technology: Lexipol which was used to update and modernize the Department's policy manual; SPIDR Tech which provides 911 callers with the result of the police response and conducts a survey of the service provided; FLOCK License Plate Reader (LPR) cameras that assist in criminal investigations to identify and capture suspects; Mobile Data Computers (MDCs) that allow staff to bring computers into crime scenes to more efficiently and effectively take statements and begin reports; and AxonEvidence.com which provides cloud-based digital evidence storage and allows citizens to directly upload digital evidence to the platform.[111]

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

Performance Metrics

The Marysville Police Department's organizational efforts focus on Key Performance Indicators (KPIs). The goal in ongoing evaluation of these metrics is to ensure that the organization best serves the Marysville community. To that end, Command staff educates each Department member and confirms their understanding of their role in achieving the desired outcomes in support of the City's Mission. The KPIs used to evaluate overall organizational performance include:

- City-wide National Incident-Based Reporting System (NIBRS) Crime Rates;[112]
- Case clearance rates greater than or equal to 30 percent;
- 90 percent average customer satisfaction for professionalism of Police Officers;
- An average response rate of less than five minutes for priority calls; and
- Citizen complaints per 1,000 police contacts expressed as a ratio

Outcomes for each of these areas for the last five years are shown in Figure 5.1 below.

Figure 5.1
Marysville Police Department Key Performance Indicators

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

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

Source: Marysville Police Department Functional Plan, 2024

111. In addition to the SPIDR Tech metrics that is evaluated monthly, the recent National Citizen Survey conducted for the City helped to inform the Police Department's Functional Plan.

112. The National Incident-Based Reporting System (NIBRS) is an incident-based reporting system used by law enforcement agencies in the United States for collecting and reporting data on crimes. Local, state, and federal agencies generate NIBRS data from their records management systems. Data is collected on every incident and arrest in the Group A offense category. These Group A offenses are 52 offenses grouped in 23 crime categories. Specific facts about these offenses are gathered and reported to NIBRS. In addition to the Group A offenses, 10 Group B offenses are reported with only the arrest information. Source: National Incident-Based Reporting System - Wikipedia

Additional metrics that are tracked to improve public safety performance include traffic enforcement (e.g citations, DUI arrests, and collision investigations), embedded social worker engagements, municipal jail bookings, and other activities.[113]

The Department intends to use a data-informed approach to improve its performance metrics in the next several years. These efforts will be critical in informing the Department's requests and decision-making regarding growth and the corresponding increased needs related to Department staffing. These needs include commissioned officers, custody officers, and support staff as further detailed in the Functional Plan. Policing deployment strategies and crime rates will continue to drive citizens' perceptions of safety.

Public Safety Service Delivery and Level of Service

The Marysville Police Department proactively recruits new hires

As the City continues to grow, the Marysville Police Department will need to maintain its standing as a full-service professional police agency providing patrol services, follow-up investigation, traffic enforcement, collision investigation, records management, diverse and pro-active crime intervention efforts, robust community engagement, code enforcement, a growing embedded social worker program, and municipal jail services. An important aspect of responding to growth is partnering with and leveraging Federal and regional partnerships.[114]

Over the next 20 years, the City of Marysville's population is expected to increase to 99,822 residents, and the employment target is 33,683 jobs. In 2023, the Police Department had 131 full-time employees or 1.08 officers per 1,000 residents. To sustain Department staffing at the current levels relative to the projected 2044 population, it is anticipated that the Department will need to grow to 191 full-time employees by 2044 as shown in Figure 5.2.

According to industry data, the ratio of full-time officers per 1,000 residents nationally ranges from 1.8 to 2.6 officers per 1,000 residents; however, evaluation based on the City's KPI (e.g. crime rate, case clearances, collision, and citizen satisfaction) demonstrates that the above hiring projection is irrelevant to the City of Marysville. The Department's workload demand evaluation is the Department's preferred method for evaluating staffing and is based on a call-per-officer standard. If calls for service increase at the same rate as population growth, the Department projects that between 30 and 61 additional commissioned officers will be needed in 2044 to maintain or increase the current level of service as shown in Figure 5.2. To retain the current ratio of support staff to commissioned officers, 20 additional support staff will be needed in 2044. Additionally, to adequately staff the jail population of 96 beds, 20 more custody staff are anticipated to be needed. Anticipated future facility needs are detailed in the Capital Facilities Element (page 287).

Figure 5.2

Marysville Police Department 2024 Staff and Projected 2044 Staff Needs

	COMMISSIONED OFFICERS	CUSTODY OFFICERS	SUPPORT STAFF	TOTAL STAFF
2024	80	25	26	131
2044 Maintenance Alternative*	110	45	36	191
2044 Preferred Alternative**	141	45	46	232

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

Source: Marysville Police Department Functional Plan, 2024

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

114. Partners include the Tulalip Tribal Police, Snohomish County Sheriff's Office, Police Departments for the cities of Arlington, Everett, and Lake Stevens, the Federal Bureau of Investigations (FBI), United States Marshals Office, and regional task forces. Regional task forces and teams include the Snohomish Regional Drug & Gang Task Force, Snohomish County Auto Theft Task Force (SNOCAT), Region 1 SWAT Team, Snohomish County Violent Offender Task Force, and the North County Property Crimes Task Force.

Section 5.3

FIRE

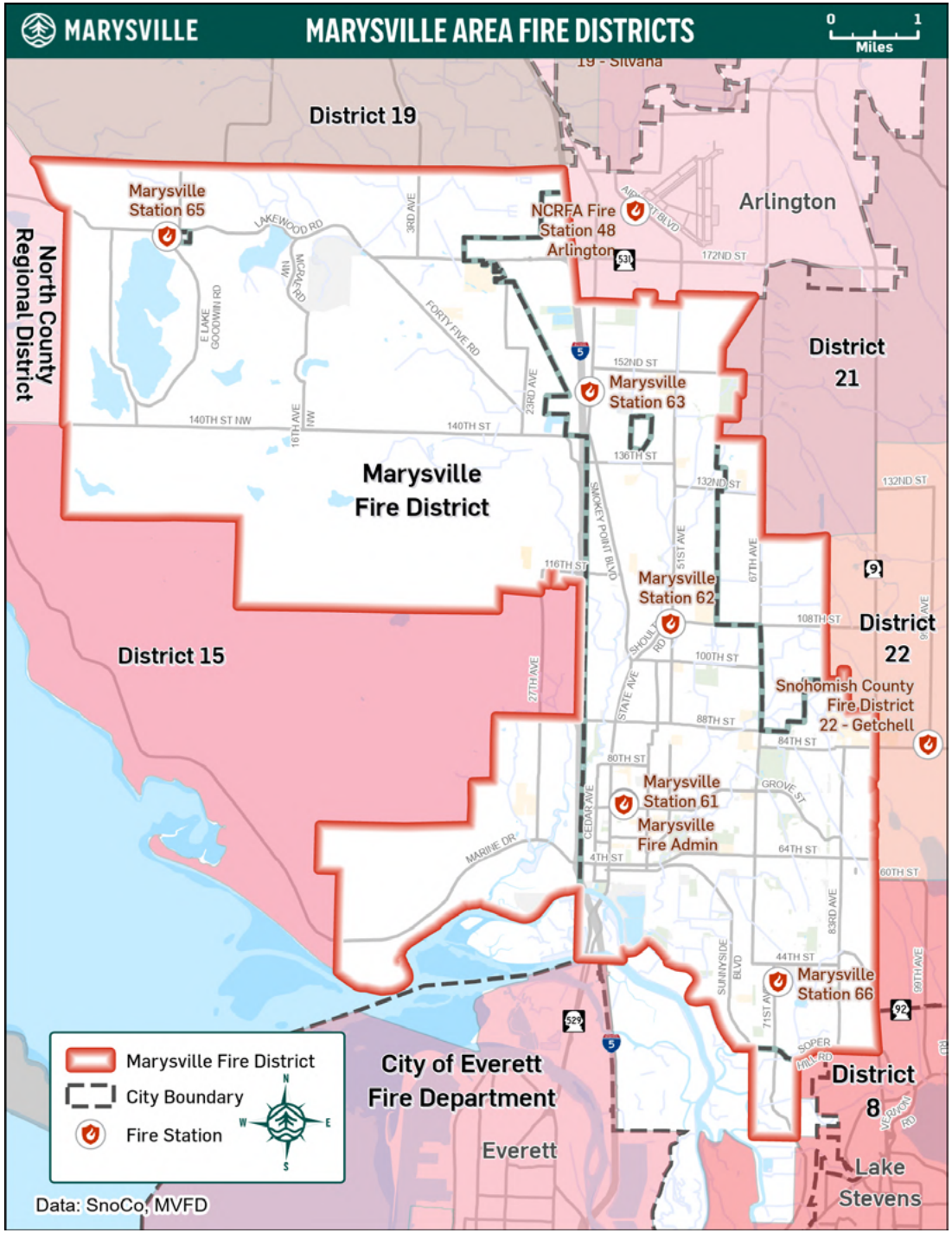
The Marysville Fire District provides fire prevention and suppression services, emergency medical services, special operations, and other preparedness/emergency management services for an approximately 55 square mile area. The District encompasses the City's entire UGA and some adjacent areas to the east and south of the UGA that are located in unincorporated Snohomish County together with the Seven Lakes area and a portion of the Tulalip Indian Reservation.[115]

In April 2019, the Marysville Fire District became a Regional Fire Authority (RFA) which is a special purpose district similar to a school district.[116] Creation of the RFA resulted in the official merger of fire services in the City of Marysville and Snohomish County Fire District 12. The District is governed by a Board of Directors consisting of four members of the Marysville City Council and three Fire District 12 Commissioners (one voting, one non-voting, and one non-appointed).

Mission, Values, and Strategic Initiatives

The Marysville Fire District's Mission is to be "a team of passionately dedicated professionals striving for excellence in all aspects of public safety and community services." Compassion, integrity, diversity and teamwork are the values that guide the District. The District's three core strategic initiatives focus on district partnerships, community messaging, and foundational identity. Further discussion on the District's values and strategic initiatives are set forth in the District's 2020 – 2025 Strategic Plan.

Figure 5.3



115. In 2024, the Tulalip Tribes elected to not renew the contract for protection of Quil Ceda Village and instead signed a new contract with Snohomish County Fire District No. 15.

116. The Marysville Fire District was the result of a merger between the City of Marysville's Fire Department and Snohomish County Fire District No. 12 that became effective in 1992. In 1998, the Marysville Fire District expanded to include the consolidation of Snohomish County Fire District 20 into Fire District 12. In 2002, Snohomish County Fire District 20 formally merged into Fire District 12.

Fire Prevention and Suppression

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

The Marysville Fire District provides a variety of fire prevention and fire suppression services. Fire prevention services include, but are not limited to, a variety of public outreach events, public safety education and communication including social media, fire safety inspections of businesses, limitations on outdoor burning and enforcing burn bans, and fire/smoke alarm inspections and installation.

The District's firefighters staff five strategically located fire stations 24 hours a day, 365 days per year, to provide prompt emergency fire response. The District's 83 firefighters are trained to respond to residential, commercial, brush, vehicle, hazardous material, and all other types of fires.[117]

The Marysville Fire District has a commitment to training and requires firefighters to complete at least 144 to 180 hours of training each year depending on rank. The District also participates in the Washington State Joint Apprenticeship Training (JATC) program, which is a three-year apprenticeship program which earns participants Journey Firefighter status in Washington State. The District also participates in block training with other first responders throughout Snohomish County, which ensures that different organizations receive consistent training enabling better coordination during emergency incidents. This is particularly important as Fire Districts 8, 21, 22, and the City of Everett have signed an interlocal county-wide mutual aid agreement to provide a coordinated emergency response to the area.

The Marysville Fire District is among less than 10 percent of fire suppression agencies in Washington State with a Protection Class 3 rating or better, as determined by the Washington Surveying and Rating Bureau (WSRB). WSRB ratings range from Class 1 to 10, with 1 being the best rating. Protection Class Ratings are used by insurance companies to help determine fire insurance premiums for properties. A lower rating may allow insurance companies to offer lower rates based on the fire department's ability to extinguish fires more quickly and effectively.

117. In 2024, the Marysville Fire District had 131 staff that consist of 8 administrative staff, 28 emergency medical services (EMS), five fire prevention, 83 firefighters (fire suppression), five special operations, and two staff that are currently in training.

Emergency Medical Services

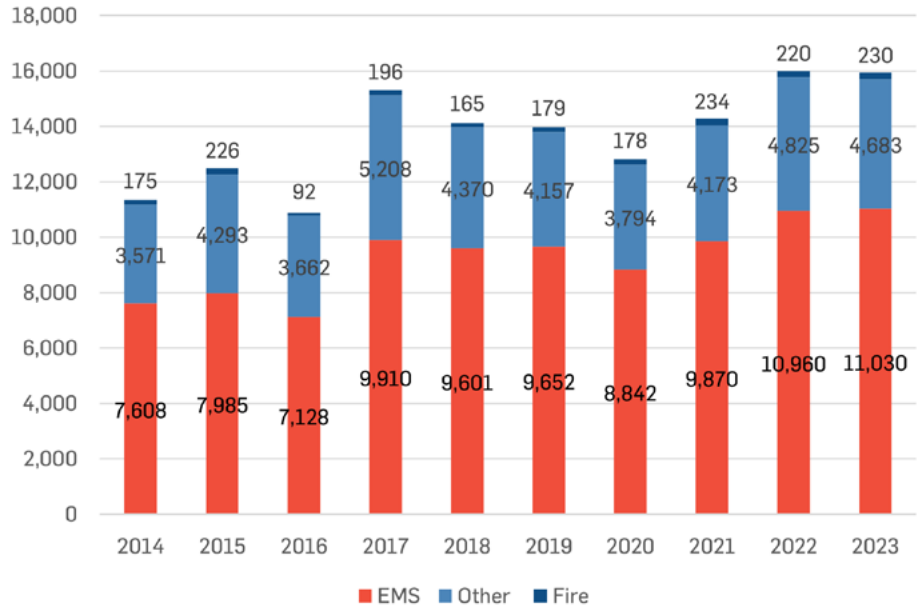
Providing prompt, high quality Emergency Medical Services to the Marysville community is one of the District's highest priorities. All Marysville Fire District firefighters are certified as either Emergency Medical Technicians (EMT) to provide basic life support or Paramedics to provide advanced life support. In 2023, the Marysville Fire District responded to 15,953 calls for service. Most of these calls (69 percent or 11,030 calls) were for emergency medical incidents as shown in Figure 5.4. The District responded to 230 fire-related calls of which 60 were building fires. In 2023, the average response time for emergent priority calls was 6 minutes, 53 seconds.

Special Operations

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

- The Hazardous Materials Response Team is trained to deal with hazardous materials incidents that are beyond the capabilities of a normal response; the HazMat Unit is equipped with protective suits, a chemical ID kit, decontamination equipment, air monitoring supplies, radiological equipment and other tools used to address incidents involving hazardous vapors or liquids.
- The Technical Rescue Team is trained in rope, confined space, and trench rescues as well as urban search and rescue, and assists with emergency rescues throughout Snohomish County. Technical rescues are often complex, requiring specially trained technicians and equipment to respond to these low frequency, high risk incidents.
- The Rapid Entry Rescue Swimmer Team is trained and qualified to conduct surface and subsurface search and rescue in waters moving at 1 knot (1.15 mph) or less. This program is both mentally and physically challenging, with rescue swimmers training to perform free dives down to 40 feet.

Figure 5.4
Marysville Fire District Calls for Service by Service Type



Source: Marysville Fire District

Other Services

In addition to the services noted above, the Marysville Fire District reviews building and fire sprinkler permits, special event permits, and conducts fire safety inspections of local businesses prior to their opening and typically annually after opening.

Growth

Continued growth in the Marysville Fire District will place additional demand on the ability to provide an acceptable response time and adequate fire flow. It also imposes additional stress on first responders. The District's 2020 – 2025 Strategic Plan recognizes this and proposes different strategies to foster the well-being of staff. In time, growth will also require the addition of personnel; upgrading of existing fire stations and/or the replacement of stations; continued improvements to the water system as defined in the City's Water Comprehensive Plan; and ongoing fire prevention programs to prevent fires and fire loss. As call volumes increase, it is imperative that the Marysville Fire District's Strategic Plan continues to look at the growth and needs of the City. When the Strategic Plan is updated in 2026, it is recommended that consideration be given to these areas.

It is important to highlight that low- and high-density developments demand different capabilities from the Fire District. Low density development increases average response times to a fire due to greater travel distances and the possibility of increased traffic congestion. High density development increases the fire flow requirements and the firefighters needed to extinguish a fire. For example, although a fire in a Downtown multi-story building has a quick response time, more firefighters are needed to extinguish the fire due to the multiple stories and surrounding high density development. Multi-family housing and businesses also generate a greater number of false alarms than single family housing.

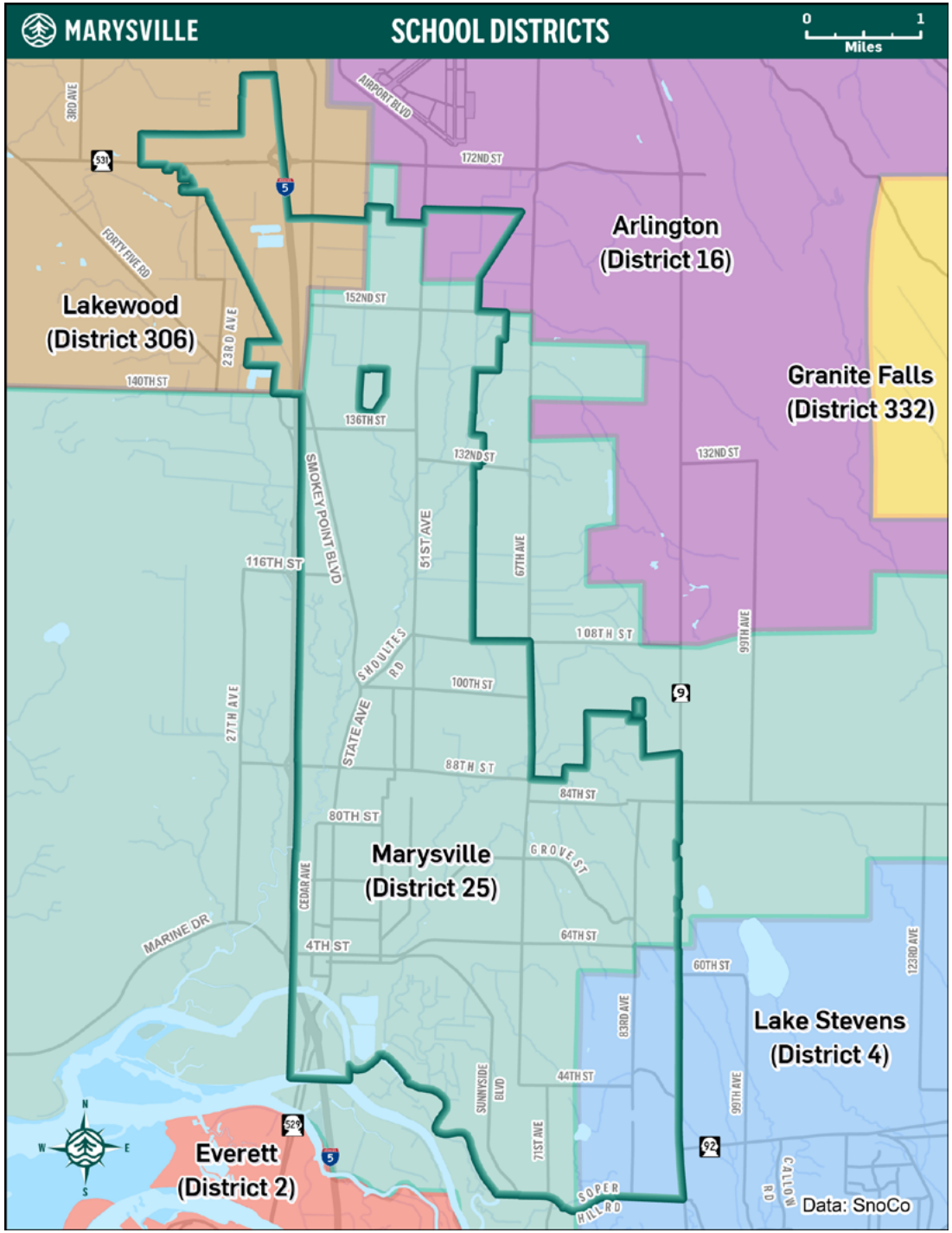
Marysville Fire District firefighters and Marysville Police respond to an emergency.

Section 5.4

SCHOOLS

The City of Marysville is served by four school districts: Marysville, Arlington, Lake Stevens, and Lakewood; however, the portion of the Arlington School District within the City is very limited and coincides with industrial-zoned lands. Coordination with the Marysville, Lake Stevens, and Lakewood School Districts is vital as large student populations in Marysville are served by each District. As shown in Figure 5.5, Marysville School District No. 25 serves the majority of the City while Lake Stevens School District No. 4 and Lakewood School District No. 306 serve the southeast and northwest corners of the City respectively.

Figure 5.5



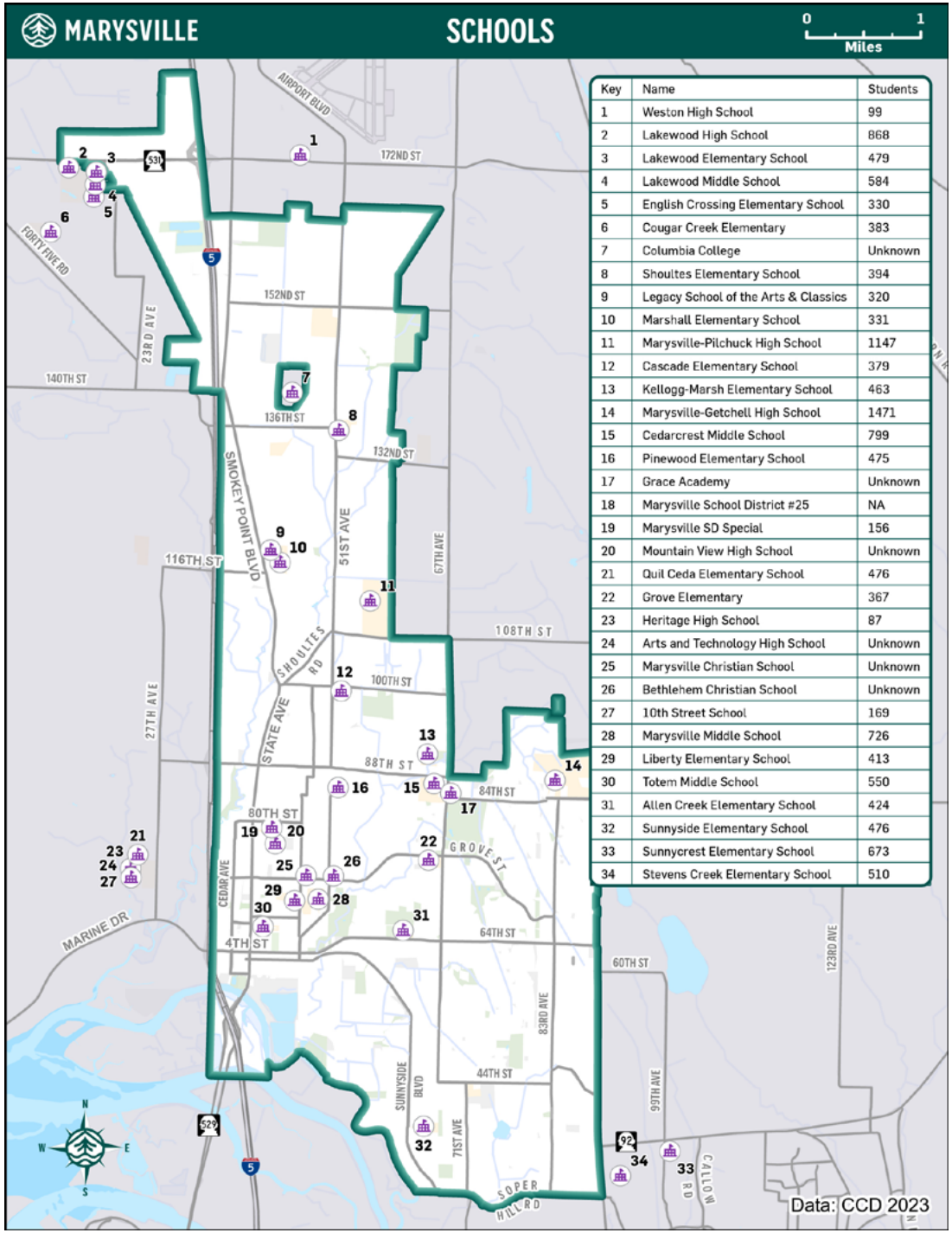
Marysville School District

The Marysville School District currently serves approximately 9,368 students with 11 elementary schools, four middle schools, and four high schools, with two being comprehensive high schools. Elementary schools serve students in kindergarten through fifth grade, middle schools serve sixth through eighth grade, and high schools serve ninth through twelfth grade. These schools, along with a few in the Lake Stevens and Lakewood School Districts, are shown in Figure 5.6. The current total capacity of the elementary schools, middle schools, and high schools is shown in Figure 5.7.

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

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

Figure 5.6

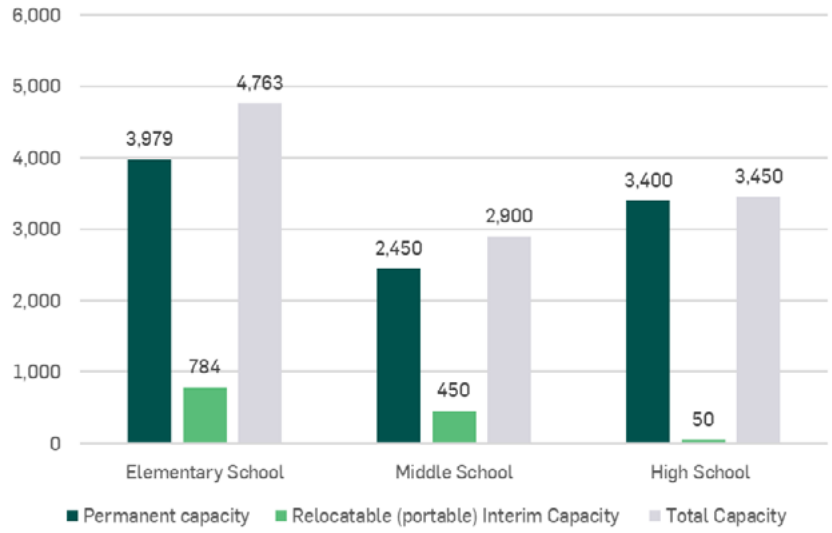


Key	Name	Students
1	Weston High School	99
2	Lakewood High School	868
3	Lakewood Elementary School	479
4	Lakewood Middle School	584
5	English Crossing Elementary School	330
6	Cougar Creek Elementary	383
7	Columbia College	Unknown
8	Shoultes Elementary School	394
9	Legacy School of the Arts & Classics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

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

Figure 5.7

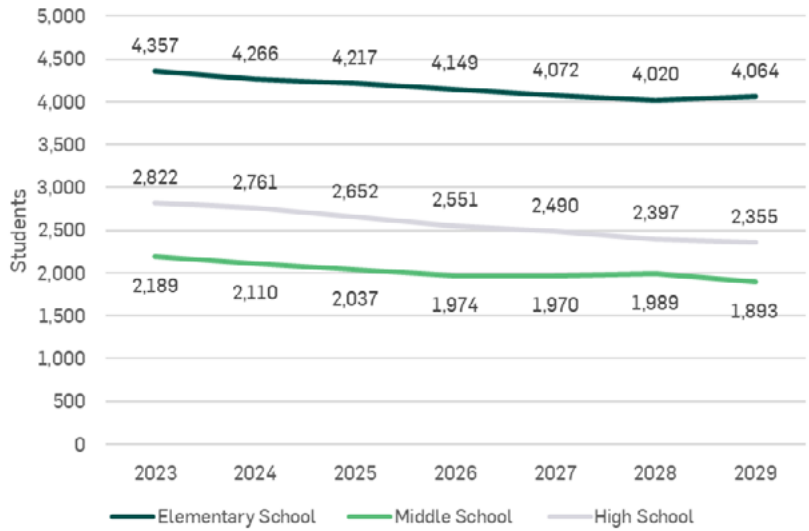
Marysville School District 2023 Capacity by School Type



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

Figure 5.8

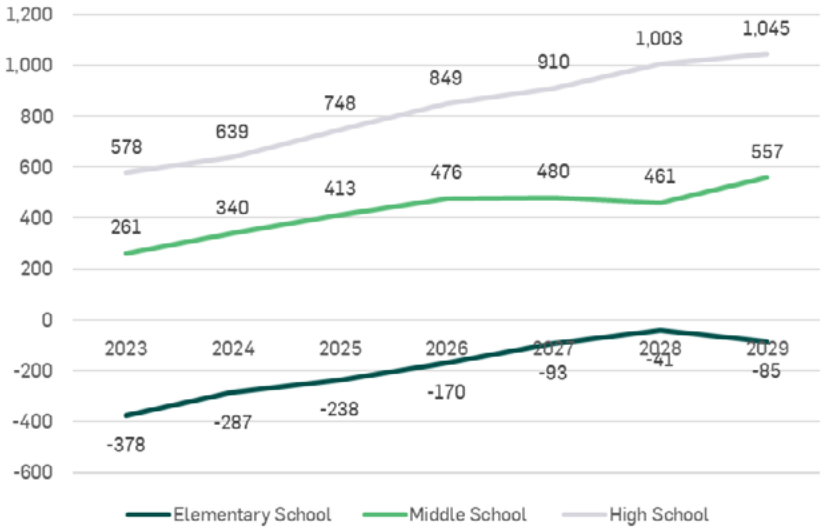
Marysville School District Student Enrollment, Existing and Projected through 2029



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

Figure 5.9

Marysville School District Capacity Shortfalls, Existing and Projected through 2029



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

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

Lake Stevens Schools District

The Lake Stevens School District currently serves approximately 9,423 students with seven elementary schools, two middle schools, one mid-high school, one high school, and one homeschool partnership program. Elementary schools serve students in kindergarten through fifth grade, middle schools serve sixth and seventh grade, mid-high serves eighth and ninth grade, and the high school serves tenth through twelfth. HomeLink provides services to students from kindergarten through ninth grade.[119] The current total capacity of the elementary schools, middle schools, mid-high school, and high school is shown in Figure 5.10.

By 2029, the Lake Stevens School District projects student enrollment to increase from 9,446 students in 2023 to 9,933 in 2029, a 5.2 percent increase as shown in Figure 5.11.[120] By 2044, the District anticipates serving 11,716 students consisting of 5,467 elementary school, 1,883 middle school, 1,878 mid-high school, and 2,488 high school students.

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

Figure 5.10

Marysville School District 2023 Capacity by School Type

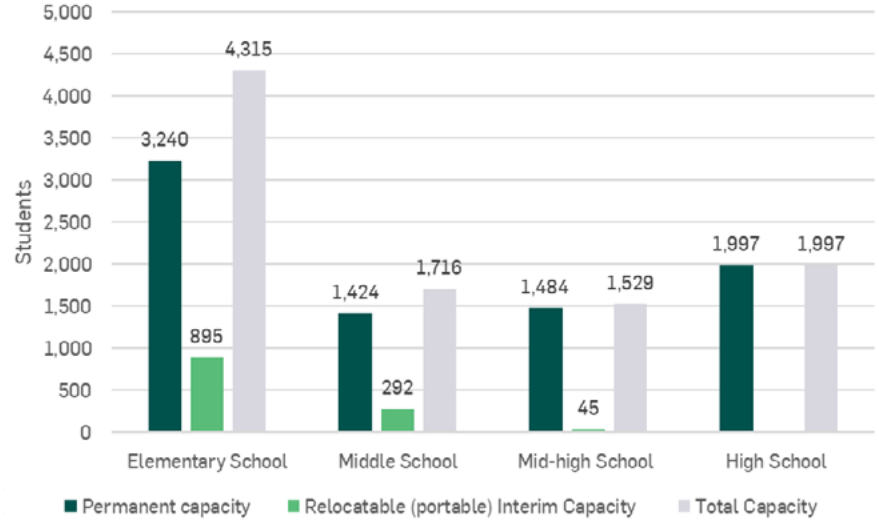
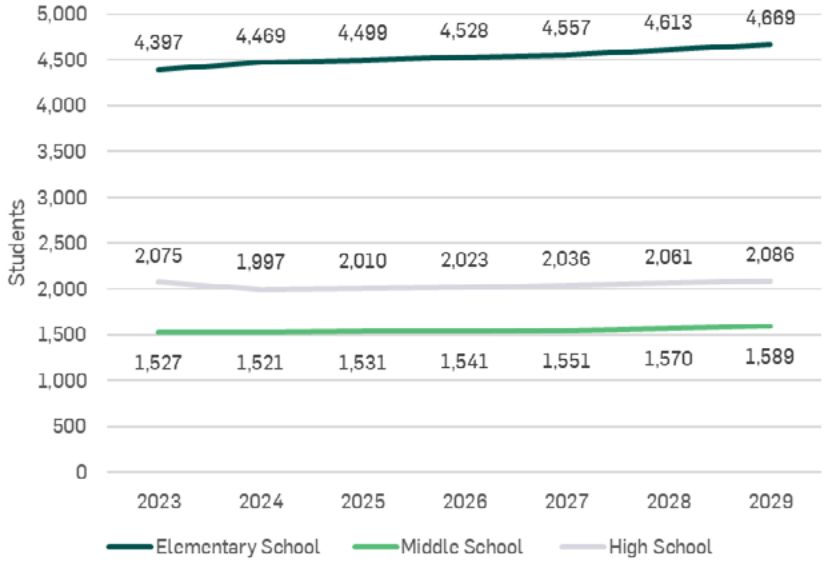


Figure 5.11

Marysville School District 2023 Capacity by School Type



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

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

120. The projected enrollment at the middle school and mid-high school grade levels is identical from 2024 – 2029; therefore, only the middle school level is shown in Figure 5.11 as the graphed line overlapped with exception of the year 2023 in which the October 2023 headcount for middle school was 1,527 while the head count for mid-high school was 1,447.

Based on the projected growth in the student population, facility capacity shortfalls are expected to be greatest at the elementary school level as shown in Figure 5.12.[121] Given current enrollment projections, the following facilities will be needed by 2029:

- Acquisition of land for two additional elementary school sites, construction of one new elementary school, and expansion of two existing elementary schools in 2026 – 2027; however, the exact timing is unknown at this time.
- An expansion of a middle school (planned for in 2027);
- Additional portables; and
- The District has added a satellite pupil transportation lot at Cavalero Mid-High to support the growth of the District; however, this is a temporary measure until a site can be acquired and a new, larger pupil transportation center can be built.

Lakewood School District

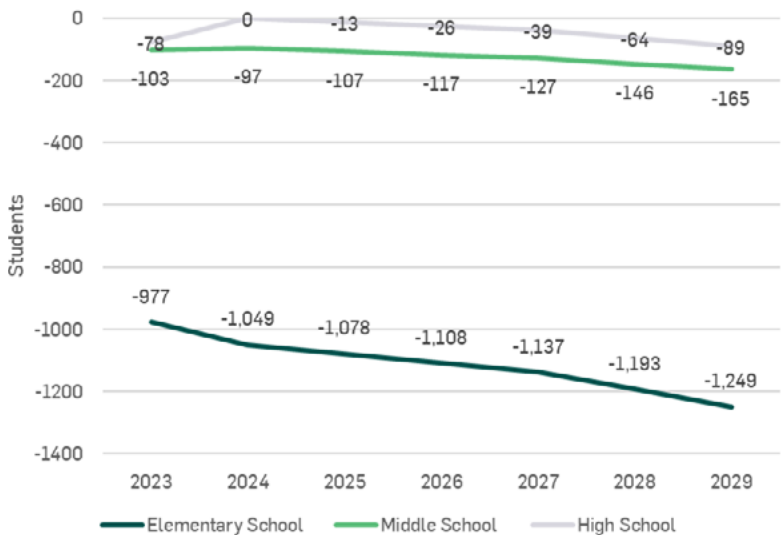
The Lakewood School District currently serves a population of 2,614 headcount students with an enrollment of 2,534 students. The District has three elementary schools, one middle school, and one high school. Elementary schools serve students in kindergarten through fifth grade, middle schools serve sixth through eighth grade, and the high school serves ninth through twelfth grade. The current total capacity of the elementary schools, middle school, and high school is shown in Figure 5.13.

By 2029, the Lakewood School District projects student enrollment to increase from 2,534 students in 2023 to 2,743 in 2029, an 8.25 percent increase as shown in Figure 5.14.[122] By 2044, the District anticipates serving 3,517 student consisting of 1,590 elementary school, 829 middle school, and 1,098 high school students.

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

Figure 5.12

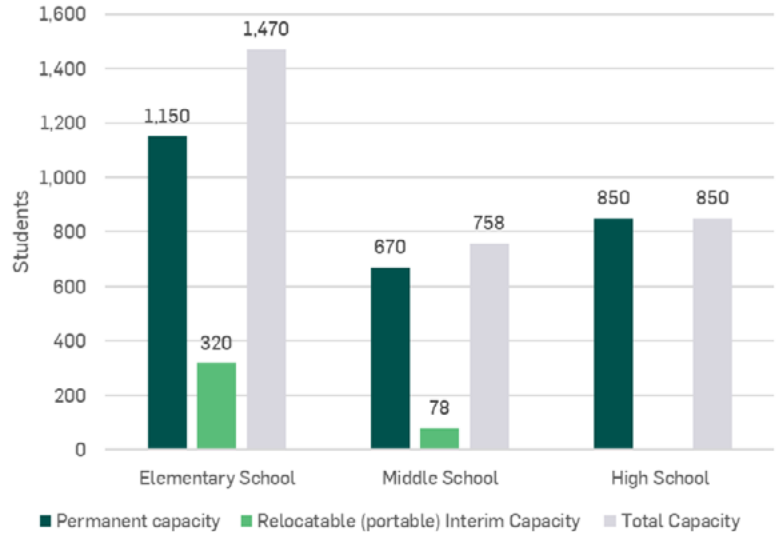
Lake Stevens School District Capacity Shortfalls, Existing and Projected through 2029



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

Figure 5.13

Marysville School District 2023 Capacity by School Type



Source: Lakewood School District 2024 – 2029 Capital Facilities Plan

121. The projected additional capacity needs at the middle school and mid-high school levels are very comparable. When capacity for both grade levels is mapped, it is difficult to discern the differences; therefore, only the middle school level is depicted in this chart. Specific projected capacity needs for the mid-high school level can be found in Table 6-1 of the adopted 2024 – 2029 Lake Stevens School District Capital Facilities Plan (page 287).

122. The 2024 – 2029 Lakewood School District Capital Facilities Plan (LSD CFP) includes projected student enrollment that aggregates the projections for elementary, middle and high school grade levels. Three different entities provided projected future student enrollment: the Office of Financial Management (OFM)/Snohomish County, the Office of the Superintendent of Public Instruction (OSPI), and the Lakewood School District (District). The District's projections were based on the work of professional demographer, FLO Analytics. The 2023 student enrollment of 2,534 students and the projected 2029 enrollment of 2,743 cited above are based on the District's/FLO Analytics' projections as shown in Table 4 of the 2024 – 2029 LSD CFP; however, growth projections by grade level shown in Figure 5.12 are derived from Table 7 of the LSD CFP. It is important to note that Table 7 of the LSD CFP appears to use the OFM/County and OSPI figures for 2023 only. In addition, there is a one student discrepancy in 2025 and 2026 between Tables 4 and 7.

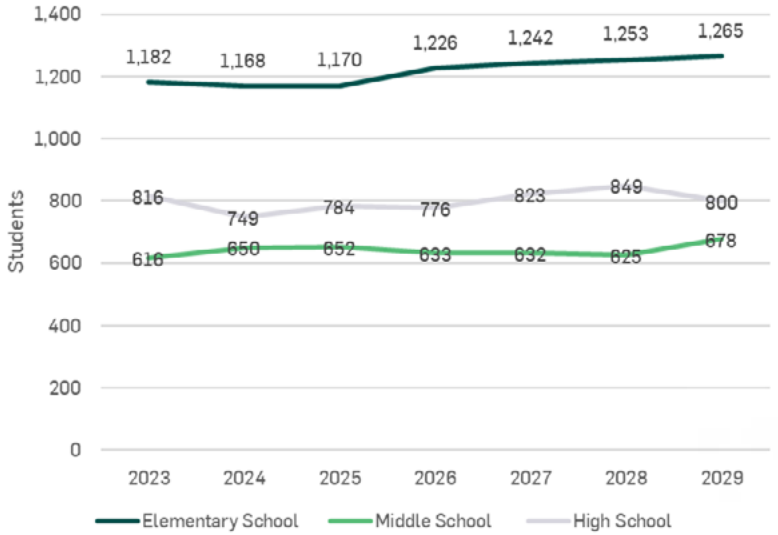
Currently the District is assessing future capacity needs and, at the present time, anticipates adding interim (portable) capacity to address short-term capacity needs. Capacity surpluses and shortfalls are shown in Figure 5.15, which illustrates the need for additional elementary school capacity.[123] In the summer of 2024, portables will be added to the land between Lakewood Elementary School and Lakewood Middle School; this will provide additional interim capacity for Lakewood Elementary School. The District is not planning for permanent capacity improvements with the 2024 – 2029 LSD CFP update; however, the District is considering a new middle school in the future. When the future middle school is constructed, the existing Lakewood Middle School will be converted to Lakewood Elementary School, which will provide additional growth capacity for both schools. The District is in early planning for the middle school; future updates to the CFP, including a potential interim update, will provide further plans.

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

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

Figure 5.14

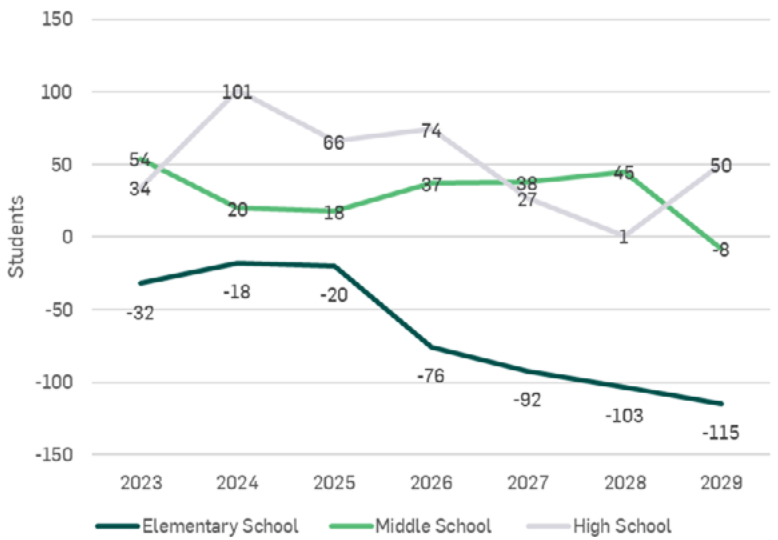
Lakewood School District Student Enrollment, Existing and Projected through 2029



Source: Lakewood School District 2024 – 2029 Capital Facilities Plan

Figure 5.15

Lakewood School District Capacity Shortfalls, Existing and Projected through 2029



Source: Lakewood School District 2024 – 2029 Capital Facilities Plan

Section 5.5

LIBRARY

In 1907, the City of Marysville started providing library services to its citizens. From 1907 to 1925, the library consisted of a couple shelves in a drug store. A group of local, civic-minded women started a library committee in 1924 to found and support a more extensive local library. As a result of their efforts, the library relocated to larger quarters in the City's Old Fire Hall on Third Street on July 25, 1925. The library was relocated in 1949 to the "new and spacious" City Hall then at Fifth and Delta where it occupied a 1,000 square foot room. A growing collection and increased citizen use soon resulted in another relocation in April 1978 when a new 7,436 square foot building was completed at 4822 Grove Street.

In 1991, City residents voted to annex into the Sno-Isle Library District. The current 24,300 square foot building opened in 1995 at 6120 Grove Street. In 2015, ownership of the Marysville Library transferred to Sno-Isle Libraries which now owns and operates the library. Sno-Isle Libraries is an intercounty-rural library district serving Snohomish and Island Counties.

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

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

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

Stained glass windows greet patrons of the Marysville Library.

Section 5.6

HUMAN SERVICES

The City of Marysville offers human services to Marysville residents through the Community Development Block Grant (CDBG) program, Micro Extended Shelter House (MESH) housing, the Embedded Social Worker Program, and its new Human Services Grant.

Community Development Block Grant Program

In 2012, the City of Marysville became a new federal Community Development Block Grant (CDBG) Program entitlement city, with 2012 also being the City's first program year. The CDBG Program is one of the longest running U. S. Department of Housing and Urban Development (HUD) Programs.[124] The CDBG Program provides annual grants on a formula basis to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

HUD determines the amount of each entitlement grant by a statutory dual formula which uses several objective measures of community needs, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas.[125] The City of Marysville then accepts applications for the entitlement grant funds from eligible applicants and awards funds to activities which meet a national objective, meet a CDBG objective, is an eligible activity according to CDBG entitlement program guidelines, and is consistent with the priorities and objectives of the Consolidated Plan.[126] Eligible applicants include: private non-profit organizations that have received 501(c)(3) federal tax-exempt status from the U.S. Internal Revenue Service (IRS) and are registered as non-profit corporations in the State of Washington; faith-based organizations pursuant to 24 CFR 570.200(j); public agencies and city departments; and for-profit entities authorized under 24 CFR 570.201(o).

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

124. The CDBG Program is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended.

125. Received by participating jurisdictions.

126. Applications must meet all four criteria.

Since 2012, over $4.7 million has been allocated to the City's CDBG program, with an average of $350,000 received annually.[127] Seven different organizations have received CDBG funds from the City since the beginning of the program. Annually six to seven programs receive funding. Funding is directed to both public services and capital projects. Public services include: Meals on Wheels, low-income supportive services, food bank programs, domestic violence services, and chore services for low-income residents. Capital projects have included: park improvements, minor home repair for low-income residents, installation of sidewalks and crosswalk improvements, and public facility improvements.

Micro Extended Shelter House

Since 2016, the City of Marysville has partnered with the Everett Gospel Mission and local churches to provide housing, known as Micro Extended Shelter House (MESH), for graduates of recovery programs. MESH housing provides supportive housing for clean and sober graduates of the Mission's recovery program. Residents of the MESH housing typically work or volunteer, pay a program fee, and participate in activities in the community and at their church. People transitioning out of homelessness are able to build relationships with friends and mentors in the community and at their local church. Isolation is often the greatest danger for people in recovery; MESH ensures that does not happen by providing strong relationships for residents as well as vocational and life-skills training.[128]

Embedded Social Worker Program

In 2021, the City of Marysville established a Law Enforcement Embedded Social Worker Program. The program serves those in the homeless community who are battling addictions and mental health issues by providing assistance in navigating the complex social service system and removing the barriers between addiction and homelessness, and sobriety and housing. The program provides resources and alternatives to clients' current situations to help them enter, engage, and complete the necessary steps to have a secure residence and return to being stable, productive, and healthy individuals. The program team contacts clients on the street via officer referrals, the Snohomish County

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

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

128. Source: MESH: The right way to shelter more people! : Everett Gospel Mission(egmission.org)

and Marysville jails, and in camps. While no two encounters are the same, the Embedded Social Worker teams adhere to an established protocol when engaging with their clients.[129]

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

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

Humans Services Grant Program

In 2024, the City of Marysville established a Human Services Grant Program, which is a competitive grant with applications reviewed by a grant committee. The program offers grants to non-profit organizations who provide human services to residents of Marysville. The program seeks to partner with agencies who provide health and human services primarily for low- and moderate-income residents. Human services eligible for the grant are those that allow individuals and families to meet basic human needs for:

- Survival;
- Finding and retaining gainful employment;
- Support in times of personal or family crisis;
- Assistance in overcoming family or individual problems; and
- Help in gaining access to available, appropriate services.

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

129. The protocol consists of: multiple contacts with homeless individuals with addiction and/or mental health issues, building trust and developing a game plan for a pathway to sobriety, improved mental health and overall well-being, ensure essentials are in place(i.e. ID, EBT, insurance), complete a chemical dependency and mental health assessments if needed, complete detox if needed, complete inpatient treatment, and secure housing and outpatient treatment and ongoing support.

Section 5.7

GOALS AND POLICIES

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

PS 1.1 Encourage the location of schools and their facilities within the UGA. Schools may locate anywhere within the City through the Conditional Use Permit process.

PS 1.2 Accommodate new development only when required school space is available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

PS 1.3 Maintain open communication and cooperation between the City and school districts to ensure:

- Adequate facilities to handle growth;
- Knowledge of each other's plans and recommendations regarding the future location of schools and school-related facilities, as well as closures, changes, and expansions of schools, streets, and other facilities; and
- Opportunities for community utilization of school facilities.

PS 1.4 Promote schools as focal points for neighborhoods and encourage them to locate close to existing or proposed residential areas.

PS 1.5 The location, design, and construction of school facilities should be compatible with existing land use and should prioritize street and trail improvements to provide safe site access by pedestrians, bicyclists, vehicles, and transit users.

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

PS 2.1 Provide urban level services and associated facilities only in the UGA where services can be delivered more efficiently and cost-effectively. Facilities for public resources may locate in any part of the City through the Conditional Use Permit process.

PS 2.2 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

PS 2.3 Encourage development in areas where services are already available before developing areas where new services would be required.

PS 2.4 Development, residents, businesses, and industries should contribute their fair share toward mitigating identified impacts on public facilities.

PS 2.5 Siting of public buildings and other facilities must conform with land use policies and regulations. Local government agencies are subject to their own requirements.

PS 2.6 Public facilities should be located as focal points within the City, and should be compatible with existing and proposed land uses and the environment. Community facilities and services, including civic place such as schools, fire stations, libraries, and other public places, should be located with consideration for climate change, economic, social and health impacts (addresses PSRC's MPP-PS-18, PS-20, PS-29, DP-11).

PS 2.7 Protect life, health, property, and the public welfare from the hazards of fire and crime by:

- Encouraging planning and coordination of emergency management and public safety programs;
- The International Building Code (IBC), International Residential Code (IRC), National Fire Protection Association (NFPA) code, and related codes – particularly built-in fire protection for structures in order to reduce the fire protection burden on the City;[130]
- Proactively policing;
- Governing the maintenance of buildings and premises;
- Regulating the storage, use and handling of dangerous and hazardous materials, substances, and processes;
- Maintaining adequate egress facilities; and
- Investigating all life and fire losses.

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

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

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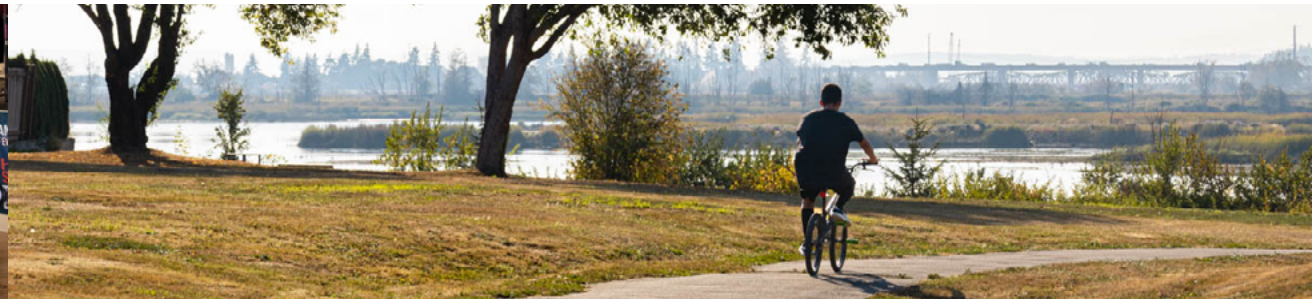

Chapter 6
PARKS AND RECREATION

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Parks and Recreation Snapshot

Full Service Parks

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

Department Structure and Budget

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

Parklands, Trails and Facilities

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

Recreation and Athletics

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

Service guidelines

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

Recommendations and Implementation

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

Section 6.1

INTRODUCTION

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

Girls play soccer on the new turf at Strawberry Fields.

The City of Marysville's parks and open spaces, and recreation and cultural programming, are crucial to the vitality and vibrancy of our community. Recreation benefits the individual and society physically, socially and economically. The City boasts 45 parklands totaling 522 acres, 24 miles of trails, and 38,000 square feet of facility space which serve both our 73,780 citizens and visitors.[131] Marysville Parks, Culture and Recreation (MPCR) staff manage a diversified menu of exceptional recreational, cultural and athletic programming. Over the past 20 years, the City has made several noteworthy park investments that include:

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

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

This Parks and Recreation Element is a shortened version of the Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025 that was adopted in November 2020 via Ordinance 3165.[132] The overarching goal of the City's Parks and Recreation Element is to "enhance the quality of life of Marysville's citizens by providing beautiful parks, open spaces and exceptional recreational, cultural, and athletic programs".

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

- Inventories existing parks, trails, facilities, and athletic and recreational programming;
- Estimates park and recreation demand for at least a decade;
- Prioritizes strategies to meet a level of service which fits the needs of residents, and proposes future improvements;
- Provides consistency with the Capital Facilities Element (page 287) as it relates to park and recreation facilities;
- Evaluates intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand; and
- Outlines goals and policies to guide these efforts.

131. A complete inventory of Marysville's parklands is available in Appendices B and C of the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025. The inventory includes more detailed information on each park, it location, facilities, management issues, and recommended improvements.

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

Section 6.2

DEPARTMENT STRUCTURE AND OPERATING BUDGET

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

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

Department Structure

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

Operating Budget

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

Section 6.3

PARKLANDS

The City of Marysville currently owns 45 parklands totaling 522 acres. Of these parklands, 356.4 acres are developed, 93.6 acres are undeveloped, and close to 72 acres are open space. Marysville parks are regularly used. In 2020 a community survey was conducted in which 60 percent of respondents reported visiting a Marysville park at least two times a month or more, with 36 percent of those reporting visiting once a week or more.[133] The most frequently visited City parks are Jennings Memorial and Nature Parks, Ebey Waterfront Park and Comeford Park. Marysville residents also benefit from use of the Snohomish County parks system and recreational amenities offered by other local and regional partners.

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

City Parks

The following is a brief summary of the different types of parklands within Marysville. Each park is mapped on Figure 6.1 on page 179; the corresponding Map ID is shown in Table 6.1.

Community Parks

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

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

133. The complete 2020 community survey results are in Appendix D of the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025.

Neighborhood Parks

Neighborhood parks are usually smaller open spaces up to five acres that are more for neighborhood use and serve a ¾ mile radius. The City has 15 neighborhood parks that total 82 acres.

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

Open Space Parklands

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

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

Pocket or Mini Parks

Pocket or mini parks are small parcels of land that the parks maintenance crew maintains and are generally less than a quarter acre in size.

Regional Parks

Regional parks are similar to community parks in the variety of active and passive recreation opportunities they offer. The difference is that regional parks serve people up to an hour drive and are usually much larger. Regional parks typically include unique features that draw people to them from outside of the area. The City of Marysville has two such parks, Ebey Waterfront Park and Jennings Memorial Park, that together total close to 25 acres.

Jennings Memorial Park – the City's flagship park.

Special Use Areas

Special Use Areas exist for a specific recreational use; the City's five Special Use Areas total 175 acres and include the facilities listed in Table 6.1.

Strawberry Fields for Rover is a special use area for dogs.

Undeveloped

Undeveloped park properties are currently undeveloped, and were purchased with the intent of developing them into parks as funding becomes available. They currently total nearly 94 acres and include significant properties such as Frontier Fields and Mother Nature's Window.

Ebey Slough as viewed from the Ebey Waterfront Trail.

Table 6.1 City Parks

MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Community Parks			
1	Comeford Park	2.09	-
2	Deering Wildflower Acres	30.32	1.2
3	Jennings Nature Park	34.25	1
4	Olympic View Park	7.64	-
Totals		**74.3**	**2.2**
Neighborhood Parks			
9	Cedarcrest Vista Park	1.87	-
10	Doleshel Park	6.27	0.6
11	Foothills Park	12.02	1.25
12	Harborview Park	14.58	-
13	Hickok Park	0.8	-
14	Kiwanis Park	5.05	0.5
15	Northpointe East Park	3.15	-
16	Northpointe Park	28.97	2
17	Parkside Way Park	1.5	-
18	Serenity Park	0.31	-
19	Shasta Ridge Park	1.56	0.5
20	Tuscany Ridge Park	1.2	0.25
21	Verda Ridge Park	1.8	0.5
22	Whiskey Ridge Park	1.5	-
23	Youth Peace Park	1.48	-
Totals		**82.06**	**5.6**

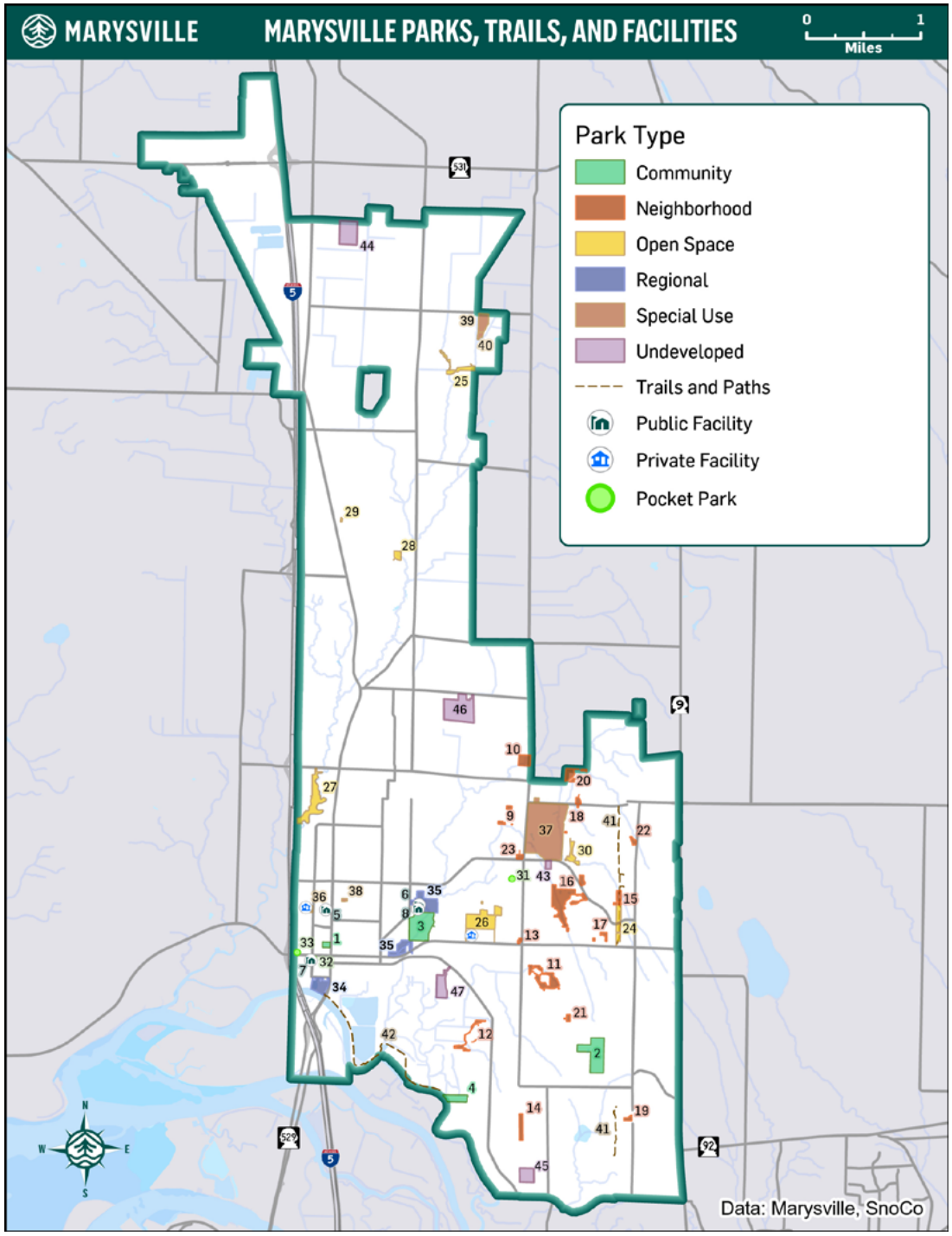
MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Open Space			
24	Bayview Trail Open Area	20	-
25	Heather Glen-Timberbrook	6.87	0.75
26	Holman Nature Park	20.84	0.25
27	Quilane Park	20.87	-
28	Sherwood Forest	2.78	-
29	Walter's Manor	0.33	-
30	Munson Creek	-	-
Totals		**71.69**	**1**
Pocket Parks			
31	66th Drive and 73rd Street	0.08	-
32	Community Information Site (Caboose)	0.26	-
33	Freeway Park	0.21	-
Total		**0.55**	**-**
Regional Parks			
34	Ebey Waterfront Park	5.72	0.5
35	Jennings Memorial Park	18.94	1.5
Totals		**24.66**	**2**
Special Use Areas			
36	Cedar Field (Rudy Wright Memorial)	1.2	
37	Cedarcrest Golf Course	99.4	3
38	Marysville Skate Park	0.79	
39	Strawberry Fields Athletic Complex	71.09	2.25
40	Strawberry Fields for Rover	3	5.25
Totals		**175.48**	**10.5**

MAP ID (FIGURE 6.1)	PARK NAME	ACRES	TRAIL MILES
Trails—Dedicated[1]			
41	Bayview Trail	-	2.75
42	Ebey Waterfront Trail	-	3.5
Totals		**-**	**6.25**
Undeveloped Park Properties			
43	Cedarcrest Reservoir	2.26	
44	Frontier Fields	25	
45	King property	9.74	0.5
46	Mother Nature's Window	34.57	1.5
47	Rainier Vista (Crane and Rose)	22.03	
Totals		**93.6**	**2**

1. Entries 41 and 42 are described in further detail in Section 6.4 Trails.

The parks referenced on the previous pages and listed in Table 6.1 are depicted in Figure 6.1 adjacent. A complete inventory of the City's parks system is also provided in Appendices B and C of the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025.

Figure 6.1



Other Public Parklands

As noted above, Marysville residents also benefit from parklands owned and managed by other entities. Other public parklands are provided by Snohomish County, the Tulalip Tribes, and both the Marysville and Lakewood school districts.

Federal and State

There are no federal lands in Marysville's service area; however, there are a couple of exceptional State-owned parklands within about an hour's drive of the City that are well-known for their trails. Two of the most notable of these are: Mount Pilchuck State Park, a 1,903 acre mountainous alpine day-use park, and Wallace Falls State Park, a 1,380 acre camping park featuring a river, three lakes, a 265-foot waterfall, and old-growth coniferous forests.

Snohomish County

Snohomish County operates one park within the City of Marysville, and several regional or special use parks that are within a 30-minute drive of the City. The lone park within the City is the 44-acre Gissberg Twin Lakes Park which features two naturally spring fed lakes, sandy beaches and a walking track; as of this writing, discussions are occurring between the County and City regarding the City potentially acquiring ownership of this park.

A father and son enjoy fishing at Gissberg Twin Lakes Park.

Kayak Point, with its vast shoreline, fishing pier, and various amenities, is a popular Snohomish County destination.

While the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025 goes into greater detail on Snohomish County Parks in the vicinity, some notable parks include:

- Flowing Lake Park at Leckie's Beach, a 40-acre park with amphitheater, boat launch, playground, wading area, fishing dock, nature trail and 40 campsites/cabins;
- Kayak Point Regional County Park, a 428-acre saltwater beach park with 3,300 feet of shoreline, a boat launch, 30 campsites, picnic shelters, a 300 foot fishing pier and trails. Significant improvements to this park began in 2023;
- Spencer Island, part of the Snohomish River Estuary, is co-owned by Snohomish County and the Washington Department of Fish and Wildlife and offers passive recreational options, as well as trails with scenic views of wetlands, sloughs and mountains; and
- Wenberg County Park, a 45-acre park with 1,140 feet of shoreline on Lake Goodwin, and a 70-site campground, beach, boat ramps and launch, picnic shelters, and hiking.

Tulalip Tribes of Washington

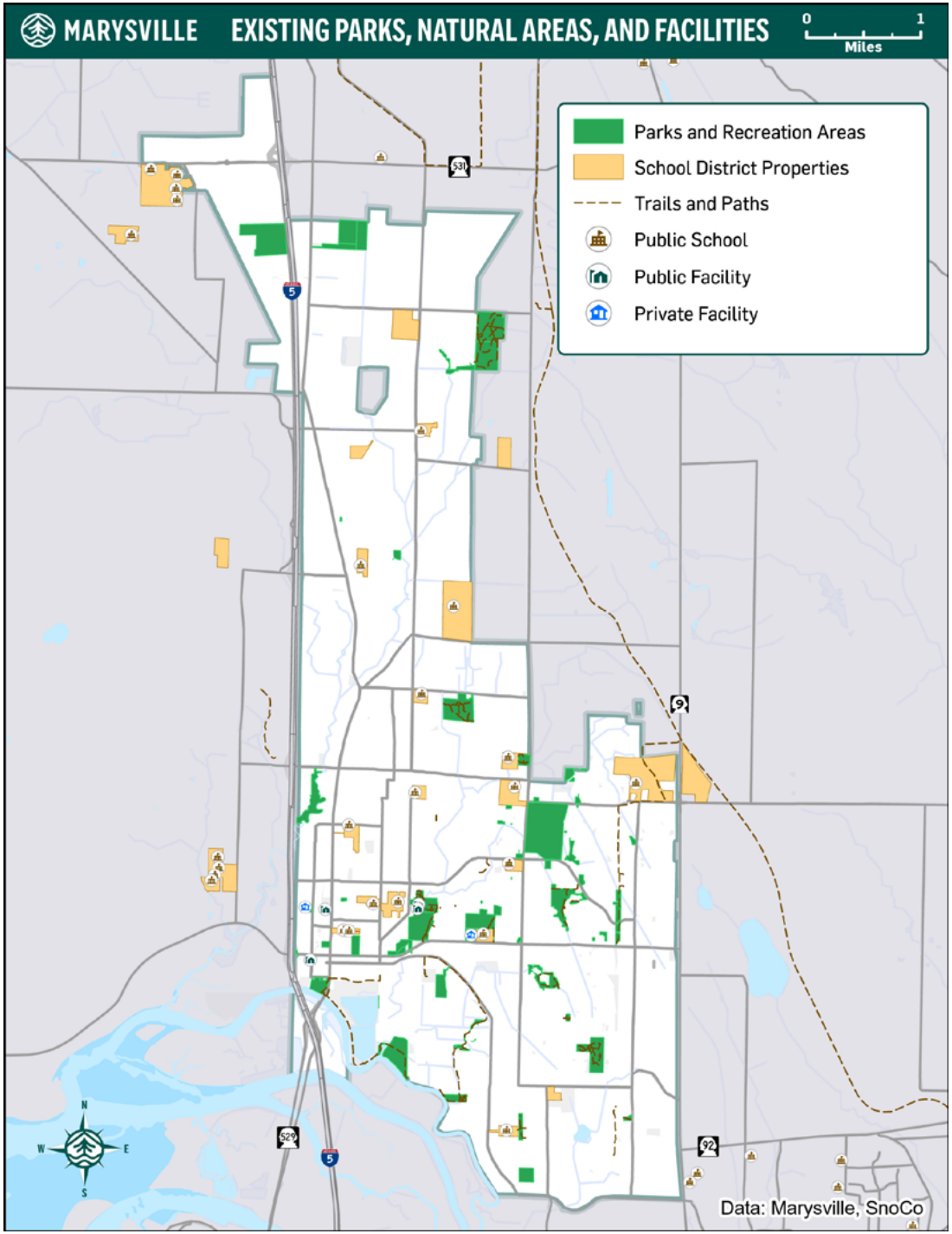
Within the City, the Tulalip Tribes manage the Poortinga Property, a 347-acre parcel with extensive frontage along Ebey Slough that is protected by conservation easements. The Tribes worked with State and Federal agencies on the Qwuloolt Estuary Restoration Project which flooded the property in 2015 to restore a tidally influenced estuary. The Tulalip Tribes also operate the 175-acre Battle Creek Golf Course just west of the City which includes a regulation-length 18-hole course, as well as a nine-hole par three course.

Marysville and Lakewood School Districts

There are three school districts that serve Marysville students; however, only the Marysville and Lakewood School Districts currently own and operate recreation facilities within the City. The Marysville School District owns 16 schools sites in the City, and the Lakewood School District owns five school sites, four of which are in the City's Urban Growth Area. These school sites primarily offer athletic fields and playgrounds that provide additional recreational opportunities for Marysville residents.

A new playground at Cedar Field.

Figure 6.2



Section 6.4

TRAILS

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

Table 6.2 Dedicated Trails

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

Walking and jogging trails are important to residents.

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

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

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

City Trails

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

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

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

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

Other Public Trails

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

Figure 6.3

Section 6.5

FACILITIES

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

The benefits of public facilities has been well documented over the years. Community centers appear to improve health and well-being through building positive social relationships by an exchange of resources, information, and emotional support.[134] They may also increase community engagement and participants' sense of citizenship.[135]

Figure 6.4 below shows the prevalence and population per facility for indoor parks and recreation facilities in the United States:

Figure 6.4 Prevalence and Population per Facility for Indoor Parks and Recreation Facilities

TYPE OF FACILITY	PERCENTAGE OF AGENCIES	AVERAGE RESIDENTS PER FACILITY FOR AGENCIES SERVING POPULATIONS OF 50,000 TO 99,999
Recreation Centers	61.0	40,899
Community Centers	59.7	42,491
Senior Centers	40.9	68,701
Performance Amphitheaters	35.0	57,304
Nature Centers	29.3	65,000
Stadiums	17.9	59,074
Ice Rinks	14.8	56,847
Teen Centers	13.8	60,268
Arenas	7.5	61,556

City Facilities

MCPR's facilities are listed in the table below, and their location is depicted in Figure 6.1 on page 179; a brief summary of these facilities follows.[136]

Table 6.3 Park Facilities

MAP ID (FIGURE 6.1)	FACILITY NAME	SQUARE FOOTAGE
5	Community Center	15,965
6	Jennings Park Barn	3,456
7	Marysville Opera House	16,990
8	Rotary Ranch in Jennings Park	1,800
Total		**38,211**

New pickleball courts at Jennings Park await players.

134. Colistra 2017
135. CDC – Health Equity Guide 2013, Glover 2004.
136. A full inventory spreadsheet is in Appendix B, and detailed information of each facility, including addresses, inventory, management issues, and recommended improvements are in Appendix C of the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025.

Jennings Park Barn

The Jennings Park Barn is used for recreational classes and as a rental space for events with 50 or fewer people. While the barn is 3,456 square feet, the 1,984 square foot main floor receives the most use with its large open room, kitchen, and public restrooms.

The Jennings Parks Barn is used for various events and also offers restrooms for park visitors.

Marysville Community Center

In January 2023, the renovation of the former Marysville Municipal Court was completed and the facility was opened to the public as the new Marysville Community Center. The Marysville Community Center replaced the former Ken Baxter Community Center as the location for community recreation programs. The former courtrooms were renovated into classrooms and meeting rooms that include a new dance room with full-length mirrors and barre bars for dance and fitness classes, and the Baxter room which serves as the home for art and senior programs.

The former municipal court is now home to the Marysville Community Center.

Marysville Opera House

Originally built by the Independent Order of Oddfellows in 1911, the Marysville Opera House has been the site for many memorable events, from world class musicians to New York productions to grade-school talent shows. During the Great Depression and later during World War II, the theatre became a center of support for the community. Thanks to a group of local artisans, the Marysville Opera House was placed on the National Register of Historic places in 1982, citing both its architectural uniqueness and historic significance. The City of Marysville leased the facility in 2016 from a private owner, who had used it as a rental facility, and then acquired it in 2018. The City uses the facility for both private rentals and multiple community events throughout the year.

A quinceañera fashion show brightens the Opera House stage.

The Marysville Opera House has four floors and totals 16,990 square feet. The main floor is 5,000 square feet and includes a large assembly area, lobby, ticket booth, a small room and an office, restroom, concession stand, and stage with green rooms. The 5,000 square foot lower floor consists of an assembly room, kitchen, and large storage area. There is a 1,990 square foot balcony that overlooks the main floor and stage, and also has a seating area and restrooms. The 5,000 square foot top floor has many rooms but is not currently used due to limited accessibility.

Rotary Ranch

The Rotary Ranch in Jennings Park was built in 1987, housed a petting zoo until 2006, and then sat fairly unused until a remodel in 2015. Community Development Block Grant funding, in addition to Marysville Rotary labor and funding, converted the 1,800 square foot facility into a community use building. The facility is mainly used for recreational classes, and some special events or City meetings; it includes a large open room and a restroom.

From top to bottom: Artwork displayed at the Juneteenth celebration hosted at Totem Middle School; Strawberry Lanes Bowling Alley offers bowling Downtown.

Other Recreational Facilities

Other recreational facilities which serve Marysville residents include school district facilities, non-profit facilities, and various privately-owned for-profit facilities. A brief summary of these follows:

School Facilities

As noted in the Parks section above, the Marysville and Lakewood School Districts own 20 schools within the City's UGA. During non-school times, the Districts offer classrooms, meeting facilities, and gym access to the public. Marysville-Pilchuck High School also has a swimming pool providing lessons and public swim times. The City's Parks, Culture and Recreation Department has a strong relationship with both Districts, and interlocal agreements are in place with both Districts to foster cooperative efforts; this allows for City access to school facilities for recreational programming during non-school times at a lower rate.

Private Non-Profit Facilities

Private, non-profit recreational facilities in Marysville include:

- Marysville – North County Family YMCA which features a full-size gym, indoor running track, fitness studio, weight room, sports courts, swimming pool, child care center, teen recreation and technology center, dry sauna, whirlpool, and meeting rooms;
- Marysville Boys and Girls Club; and
- Several churches that allow for facility rentals.

Private For-Profit Facilities

Privately-owned recreational facilities in Marysville include:

- Altitude Trampoline Park;
- Marysville Performing Arts Centre;
- Marysville Skate Inn;
- Northwest Dance and Acro;
- Regal Marysville 14 Cinemas;
- Rising Star Gymnastics, and several martial arts and self-defense academies; and
- Strawberry Lanes Bowling Alley.

Section 6.6

RECREATION

From left to right, top to bottom: Pups strut their stuff at Poochella; Children in their 4th of July best; Fireworks illuminate the night sky over Ebey Slough at the Marysville 4th of July celebration. Photo credit: Everett Herald; Future scientists and engineers attend the STEM Science Machine Mania Camp.

The Marysville Parks, Culture and Recreation Department employs four full-time Recreation Supervisors that manage a diversified menu of exceptional recreational programs. Many classes are taught by instructors. Administrative costs are paid through the general fund while operating costs are recovered through fees. Any net revenues are directed back to recreational programs.

Recreational activities that were rated as having the greatest need with the 2020 community survey include: walking/hiking, swimming, playgrounds, musical performances, biking, spray parks, cultural performances, aerobics/fitness, art classes and music lessons. Almost half of respondents reported that they were very likely or likely to attend a community event offered by the City in 2021 with outdoor entertainment being rated the highest with 63 percent.

MPCR hosts a variety of recreational opportunities and special events for both youth and adults. Recreational opportunities include arts and crafts, dance and music, fitness and wellness, and special interest classes, camps, and workshops. Special events include cultural events, family focused and holiday events, outdoor entertainment, and specialty events. From the Mother-Son Superhero Dance to Popcorn in the Park Movie Series to Merrysville for the Holidays, MPCR aims to offer something for everyone. More information on the various recreational opportunities and special events offered by MPCR can be found on the City's community events page.

Section 6.7

ATHLETICS

Marysville Parks, Culture and Recreation's athletic focus is on fitness programs, recreational leagues and instructional classes. Youth classes and camps focus on the fundamentals, skills, sportsmanship, and fun that prepare young athletes to participate in youth leagues. With a wide array of youth leagues offered throughout the county, the City focuses on the youngest users with recreational leagues for soccer and basketball. Youth baseball, football, fall soccer and select basketball leagues are provided by private groups or associations.

In the 2020 community survey, the need for gymnasiums, athletic fields, and sports courts within a 15 minute walk or drive from respondent's homes was rated low. While the survey shows that the general public does not see the need for more gymnasiums, athletic fields, or sports courts, our local athletic groups continue to report a shortage of space to run their programs. What the Marysville Parks, Culture and Recreation Department observes is that the physical number of fields, courts, and gymnasiums in Marysville may be adequate, however, there is a large deficiency in spaces that can accommodate youth premiere sports and adult athletics. The quality of a number of the gymnasiums, fields and courts is also questionable with many needing upgrades. A summary of current athletic programming and purveyors is detailed in Figure 6.5 on the following page.

Basketball for youth.

Figure 6.5 Athletic Programming Provided by MPCR and Other Entities

	MARYSVILLE PARKS, CULTURE & RECREATION	MARYSVILLE & LAKEWOOD SCHOOLS	MARYSVILLE YMCA	OTHER ORGANIZATIONS
Aerobics	For adults		Yes	
Baseball/ Softball	For adults	Middle and high school		Marysville Little League
				Marysville Little League
Basketball	Recreation league, classes, and youth camps	Middle and high school	Youth league	Marysville Boys and Girls Club
Bowling	Bowling classes			Strawberry Lanes
Cheerleading		High school		All Stars Cheer; Marysville Youth Cheer
Football		Middle and high school		Marysville Youth Football
Golf	Cedarcrest Golf Course public golf and lessons	High school		
Gymnastics				Multiple private organizations
Lacrosse				Snohomish Co Lacrosse Club
Martial Arts	Taekwondo and Kung Fu classes and camps		Yes	Kung Fu for Kids; USTA Martial Arts
Pickleball	Facilities, lessons, leagues		Gym space	Volli
Soccer	Youth league, classes and camps	Middle and high school		Pilchuck Soccer Alliance
Swim and Dive		Middle and high school; public pool	Pool	
Tennis	Youth and adult classes; youth camps/ competitions	High school		
Track, Field & Cross Country	Youth and adult track meets; youth camps	Middle and high school		
Volleyball	Youth camps	Middle and high school		Marysville Boys and Girls Club
Wrestling		Middle and high school		
Yoga	Youth and adult classes		Yes	

Section 6.8

SERVICE GUIDELINES

For years, the nationally accepted standard called for 10 acres of parkland for every 1,000 residents. But by the 1990s, the National Recreation and Parks Association suggested each city establish its own standard based on its growth patterns. Figure 6.6 outlines Marysville's standards per 1,000 people, the existing inventory, and the needs and deficiencies in 2023 and 2044. The 2023 need is estimated using a population of 73,780; for 2044 the estimated population is 99,822.

The east side of Jennings Memorial Park features the Jennings Dinosaur Playground, new pickleball courts, parking, and a trail to Jennings Nature Park.

Use Patterns

Use patterns can be analyzed in a variety of ways. Lack of facility space, a shortage of ball fields, or an overrun trail system may lead the City to easily conclude needs are not being met. In other cases, the analysis may be more ambiguous or complex. For example, the fact that a facility is being used under capacity may lead some to believe that needs are not being sufficiently met. Whereas, the real reason the facility is being underutilized may be due to maintenance, expansion, or upgrade needs of the facility, or some other inadequacy.

Due to the many variables, it becomes necessary to look at each facility and/or program "site specifically" to determine if the needs of the community are in fact being met. MPCR staff oversees facility use, have a current knowledge of the inadequacies and/or deficiencies of these facilities, and are positioned well for making this determination. In addition, there are users in the community that are extremely knowledgeable and focused on various types of recreation.

Attendance

Attendance is used as an indicator if the program or event being offered is meeting the needs of the community. Low attendance can indicate a lack of interest but it can also be an indicator that the program or event is offered at the wrong time.

Feedback

Listening to residents is an important way to find out if MPCR is meeting the public's needs. It was through feedback that MPCR realized there was a need for swings that better accommodated individuals with disabilities. Feedback also prompted MPCR to offer preschool dance classes in the evenings so working parents would be able to sign their child up, and to add dance classes for elementary school aged children.

Figure 6.6 MPCR Existing Parks, Trails and Recreational Facilities and Future Needs

TYPE	STANDARDS (PER 1,000 PEOPLE)	EXISTING INVENTORY			2023		2044	
		CITY	NON-CITY	TOTAL	NEED	DEFICIENCY	NEED	DEFICIENCY
Parks (acres) – Developed								
Neighborhood & Community[1]	3	156	30	186	221	35	299	113
Regional & Special Use[2]	3	200	44	244	221	0	299	55
Open Space[3]	3	72	87	159	221	62	299	140
Trails (miles)								
Bicycle Lanes	0.5	25	0	25	37	12	50	25
Park Trails	0.5	24	0	24	37	13	50	26
Athletic Fields & Courts (count)								
Baseball/ Softball	0.35	2	20	22	26	4	35	13
Football	0.1	0	5	5	7	2	10	5
Gymnasiums	0.3	0	17	17	22	5	30	13
Pickleball	0.1	8	4	12	7	0	10	0
Soccer	0.35	4	20	24	26	2	35	11
Sports	0.3	8	13	21	22	1	30	9
Tennis	0.1	0	8	8	7	1	10	3
Facilities (count)								
Pool	0.05	0	2	2	4	2	5	3
Recreation Center	0.05	1	2	3	4	1	5	2

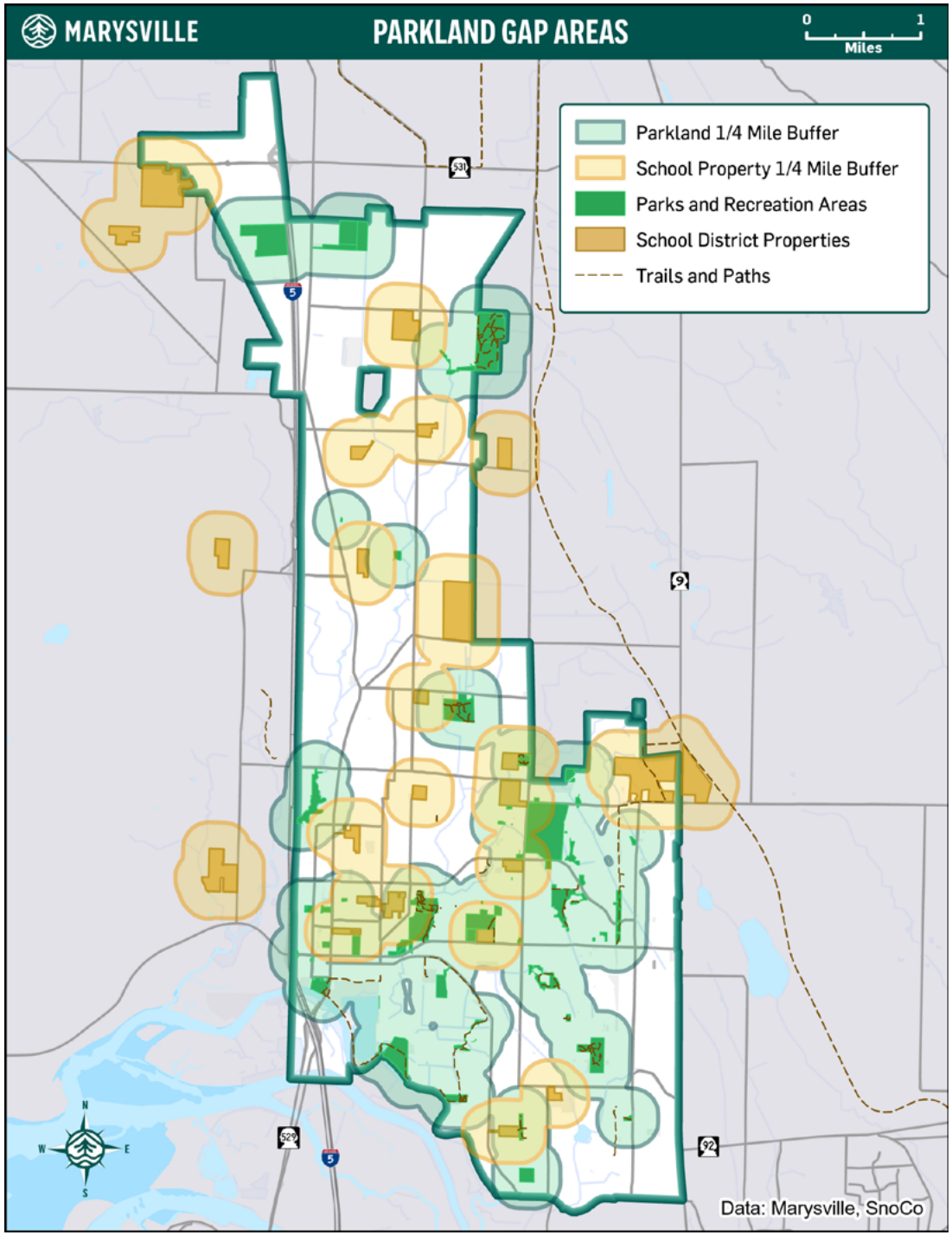
1. Non-city neighborhood and community park inventory total is an estimate to capture Marysville School District public play areas and HOA parks.
2. A pump track was constructed in Jennings Memorial Park in 2023.
3. The Tulalip Tribes of Washington manage a 347-acre of protected wetland that is tidally influenced. This land is used an as estuary and the majority of it is not accessible to humans. Therefore, only one-fourth of these acres are listed in the non-city inventory as open land.

Location

In addition to standards, it is also important to be aware of parkland locations and where there might be parkland gaps. The map (Figure 6.7) shows both city-owned parkland and parkland owned by others. A map showing only city-owned parklands and the resulting gaps is provided in the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025. It is clear from this map that there is less parkland in northern Marysville.

From top to bottom: Children play at the grand opening of the Strawberry Fields playground which addresses a long-standing need in the north end of the City. Adaptive playgrounds are another need MPCR will be addressing soon.

Figure 6.7



Section 6.9

RECOMMENDATIONS & IMPLEMENTATION

Voices from the Community

Neighborhood parks are the 5th most popular facility type. The community is interested in playgrounds close to where people live and walking opportunities in parks.

The top three infrastructure types desired by the community in 2020 were: walking trails, restrooms, and biking trails.

In 2020, parks, culture and recreational opportunities in the City were classified by 52 percent of survey takers as "excellent" and "good" across all age groups. Ages 5-12 were viewed as having the most opportunities with 70 percent "excellent" and "good" ratings while ages 13-17 had the least opportunities with only 38 percent "excellent" and "good" ratings.

Major park needs identified by the public include:

- Neighborhood and community parks
- Open natural areas
- Waterfront access
- Group picnic areas
- Restrooms
- Trails and pathways
- Recreational facilities
- Gymnasiums
- Swimming pools
- Baseball/softball fields

When evaluating possible future water access and uses along the Downtown Ebey Slough waterfront, the greatest needs identified by the community were walking trails (62%) shoreline access (52%) and picnic areas (50%). In a separate survey, (45%) of respondents rated a high need for wildlife viewing opportunities.

Major Needs

Several major areas of need were identified through feedback from the public and review of parks standards. These needs are listed in the adjacent graphic and described in depth in this section. Specific improvements to implement the recommendations described in each of the areas below are detailed in Chapter 15 of the full Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025.

Neighborhood and Community Parks

In Marysville, there are 156 acres of developed neighborhood and community parklands owned by the City and approximately 30 acres owned by the Marysville School District and homeowners associations. With a standard of 3 acres per 1,000 people, there is currently a 35 acre deficiency that increases to 133 acres in 2044. The City owns 93.6 acres of undeveloped parklands that, if developed, would correct 70 percent of this deficiency. The City is currently working with Snohomish County on the acquisition of Gissberg-Twin Lakes Park, a 44 acre park. If acquired, this park will address the anticipated remaining 2044 deficiency.

Although Marysville has a good quantity of parks and open space, it is important to continue to acquire more park space as the population grows and sites become denser. Tracts that connect with existing parks, and larger tracts should be prioritized over smaller tracts.

Open Natural Spaces

The City of Marysville owns six open natural spaces totaling 71.69 acres. Some of these are accessible to the public but a number have not been developed with clear parking, access points or restrooms.

Waterfront Access

Public shoreline in Marysville is located on the shores of the Ebey Slough, which is part of the Snohomish River Estuary system that feeds into Port Gardner Bay. The enjoyment of Ebey Slough is highly valued by our residents. Public access is available at Ebey Waterfront Park and boat launch facility; however, this access is limited to 900 feet of the shoreline. The opening of the Ebey Waterfront Trail from Ebey Waterfront Park to the east side of the Qwuloolt Wetland Reserve allowed an additional mile and a half of viewing access to the Ebey Slough. Pressure on these facilities is expected to increase as redevelopment continues Downtown. The City's Waterfront Strategic Plan identifies the Ebey Waterfront Park Expansion as a future catalyst project that would expand the Ebey Waterfront Park onto the former Geddes Marina site and former Welco property, which have both been acquired by the City. When constructed, the expansion is proposed to include additional water features to encourage kayaking, boating, and water-oriented recreation.

Waterfront access including a boat launch is provided at Ebey Waterfront Park.

Group Picnic Areas

Group picnic areas are needed throughout our community. Marysville has added covered picnic shelters at Jennings Park, Strawberry Fields Athletic Complex, and Comeford Park. One unimproved shelter exists at Harborview Park. Overall condition of group picnic areas is fair. The public has stressed a need for covered facilities with cooking amenities. A simple shelter would improve most parks.

Restrooms

Additional public restrooms are a high priority within the City, and should be considered for the following parks:

- Harborview Park
- Jennings Memorial Park near BBQ shelter
- Mother Nature's Window
- Rainier Vista

Restrooms at the Ebey Waterfront Park.

Trails and Pathways

Currently, Marysville has 24.3 miles of walking trails, most of which are within existing parks. Dedicated trails are limited to the Ebey Waterfront and Bayview Trails. Recent residential developments within the City are creating a growing need for connectivity of trails, sidewalks and pathways. While the City has developed almost 25 miles of striped bicycle lanes, there is a need for more. Walking and biking trails continue to be a high priority for residents.

Connections of existing trails and sidewalks are the single most requested improvement to trails in Marysville. Citizens continue to ask for trails that connect to other trails, the waterfront, other parks, and areas of importance like shopping, Downtown, and schools. Connections and access to Ebey Slough has also been requested. Loop trails, such as the Jennings Park Loop, that serve as amenities to neighborhoods were seen as highly desirable. A long-standing community desire to connect the Bayview Trail to the Centennial Trail came to fruition in 2021 with the construction of a trail connector. The City of Marysville is also working with the City of Lake Stevens regarding an extension of the Bayview Trail to connect to the Lake Stevens trail system.

More connections to the waterfront are desired by the community.

Rotary Ranch, in Jennings Memorial Park, is used for recreational services.

Recreational Facilities

MPCR facilitates the delivery of recreational services using the Marysville Opera House, Community Center, Rotary Ranch and Jennings Park Barn. Additional programs are coordinated at school district facilities, as well as private businesses. There is a shortage of facilities which limits the number recreational programs offered to the public.

Gymnasiums

MPCR lacks an indoor gymnasium facility. Currently, all gym use is coordinated through the school districts. While there is a great relationship between the City and both school districts, gym usage is contingent on availability. In general, the City is viewed as having enough gymnasiums, but they are not as available as needed primarily due to school district use policies, field conditions, and weather-related impacts.

Swimming Pools

Marysville is deficient in pools for its residents. There are currently two pools in the City:

- The Marysville-Pilchuck High School pool is for students with public access limited to evenings and weekends during most of the year; and
- The Marysville YMCA pool requires a Y membership to use.

The public has expressed a need for a pool to accommodate Marysville residents. A warm water aquatic facility or recreational pool is also seen as a need.

Baseball/Softball Fields

In Marysville, there are four baseball fields for adult play located at the Marysville-Pilchuck High School. MPCR hosts tournaments at these fields, as well as adult softball leagues. The City has invested in the school district's fields providing an irrigation system, facility dugout improvements, and annually re-conditions the infields to provide for safe play. In general, the fields are considered sub-standard and contribute to a loss of participation.

The City owns only one regulation youth field at Rudy Wright Memorial Field/ Cedar Field and leases it to the Marysville Little League organization. The facility is not generally available for pickup games due to the lease, and the need to keep the park in excellent condition for league play.

Marysville has no dedicated softball facilities that would cater to both senior, adult, or girls fast pitch softball programs. Both staff and the community support the development of a tournament quality softball facility.

Soccer Fields

Currently, there are sufficient infrastructure /facilities to meet the demand in Marysville. The majority of soccer fields are owned by the Marysville School District. MPCR owns the Strawberry Fields Athletic Complex. A long-standing challenge to Marysville leagues and tournament was a lack of all-weather turf facilities and related costs associated with managing grass fields during extremely wet seasons. This concern was largely addressed with the installation of drainage and synthetic turf at Strawberry Fields in the spring of 2023. This investment will yield benefits from field rental, tournaments, and associated economic activities, and will also significantly reduce maintenance costs.

From left to right: Recent Cedar Field improvements include synthetic turf and lighting; New drainage and synthetic turf allow for year-round soccer at the Strawberry Fields Athletic Complex.

Section 6.10

GOALS AND POLICIES

The goals and policies of the City of Marysville's parks and recreation system are statements of attitude, outlook, and orientation. They reflect the importance of parks and recreation facilities, services, and programs to the overall quality of life in the community.

OVERARCHING GOAL

PK 1 To enhance the quality of life of Marysville's citizens by providing beautiful parks, open spaces and exceptional recreational, cultural, and athletic programs.

THIS OVERARCHING GOAL IS SUPPORTED BY THE FOLLOWING RELATED GOALS:

PK 2 To acquire and develop a system of park, open space, and recreation facilities, both active and passive, that is attractive, safe, functional, and available to all segments of the population.

PK 3 To enhance the quality of life in the community by providing recreation programs that are creative, productive, and responsive to the needs of the public.

PK 4 To promote preservation of the natural environment; protect fish and wildlife habitat corridors; preserve and conserve open space; provide appropriate public access; and offer environmental education opportunities within the parks system.

The following policies support the overarching goal.

PK 1.1 Acquire, preserve, and develop land, water, and waterfront areas for public recreation (i.e. trails and parks) based on area demand, public support, and use potential.

PK 1.2 Maximize utilization of existing school district facilities, organizational, or other public facilities whenever possible to supplement new and existing programming.

PK 1.3 Encourage citizen participation in the design and development of facilities and/or recreational areas.

PK 1.4 Encourage future development of school grounds to complement the facilities planned in future park developments and maintain support of a recently revised interlocal agreement with the district to facilitate this goal.

PK 1.5 Encourage and promote cultural facilities and social services, compatible with recreational use to be developed on or contiguous to park areas and designated buffer zones.

PK 1.6 Develop an approach to project planning and increase standards of park planning and design by developing support with surrounding jurisdictions such as Tulalip Tribes, City of Everett, City of Arlington, and Snohomish County for a regional planning effort.

PK 1.7 Maintain interlocal agreements with Snohomish County to address parks and recreation deficiencies in unincorporated areas of the City's Urban Growth Area and to ensure that park impact fees collected for developments within the Urban Growth Area are used to address needs/impacts to the City's park and recreation system.

PK 1.8 Pursue the acquisition of new parklands and proceed with the planning and development of new and existing parklands and facilities. Acquire environmentally sensitive areas to include streams, wetlands, creek,

and river corridors, as well as highly sensitive natural archaeological areas. Ensure that publicly owned land suitable for recreation purposes is set aside for that purpose.

PK 1.9 Accommodate new residential, commercial, and industrial development only when required parks, recreation, and open space are available prior to or concurrent with development.

PK 1.10 Encourage development in areas where parks, recreation, and open space are already available before developing areas where new parks, recreation, and open space would be required. Provide urban level parks, recreation, and open space only in Urban Growth Area.

PK 1.11 Reduce per unit cost of public parks, recreation, and open space by encouraging urban density development within Urban Growth Area, and rural densities outside the Urban Growth Area.

PK 1.12 Provide park and recreation facilities within or adjacent to residential developments, and adjacent to or in conjunction with school district properties.

PK 1.13 Developers should have primary fiscal responsibility to satisfy park, recreation, and open space needs/impacts created by their developments either by actual provision of these improvements or by a fee in-lieu alternate at the City's option.

PK 1.14 As an integral part of neighborhoods and the larger community, establish and enhance healthy, safe, abundant and varied recreation resources (both public and private) to serve present and future population needs.

PK 1.15 Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

PK 1.16 Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.

PK 1.17 New or expanded residential developments should be within walking distance, preferably but not necessarily via paved sidewalk or improved trail, of a neighborhood park, public recreation area, or in some cases a school. Existing residential areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school within walking distance, via paved sidewalk or improved trail.

PK 1.18 Buy, lease, or otherwise obtain additional lands and facilities for parks, recreation, and open space throughout the City/ Urban Growth Area and specifically in those areas of the City/ Urban Growth Area facing intense population growth and/or commercial development.

PK 1.19 Equitably distribute park and recreation opportunities by type throughout the City, Urban Growth Area, and Planning Areas.

PK 1.20 Coordinate park planning acquisition and development with other City projects and programs that implement the Comprehensive Plan.

PK 1.21 Develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long-term efficiency.

PK 1.22 Develop a neighborhood and community park system that provides a variety of active and passive facilities.

PK 1.23 Incorporate utility, storm drainage, and public lands into the open space and linkage system through cooperative use agreements.

PK 1.24 Permit parks to be located in any part of the City by way of the conditional use process.

PK 1.25 Provide for an open space system within and between neighborhoods.

PK 1.26 An open space network should be developed to connect parks, environmental sensitive areas, preserved areas of trees and native vegetation suitable for wildlife use and habitat.

PK 1.27 Restore or enhance the natural environment on developed and undeveloped City park sites where appropriate.

PK 1.28 Jointly develop habitat stewardship plans, acquisition/restoration projects for Endangered Species Act (ESA) benefit, and demonstration management projects with the Surface Water Division of the Public Works Department.

PK 1.29 Develop habitat management plans for specific properties where habitat and public access issues require detailed review.

PK 1.30 Assign and map stewardship and management designations for selected City- owned parklands to outline appropriate uses and identify management limitations.

PK 1.31 Explore techniques to manage and protect forest lands in City ownership.

PK 1.32 Provide appropriate public access to natural resource areas in order to promote understanding and support of natural areas.

PK 1.33 Provide interpretive facilities that make it possible for visitors to learn about natural resources through self-guided exploration.

PK 1.34 Provide outdoor classrooms and gathering places where appropriate in City parks to facilitate environmental learning programs.

PK 1.35 Explore the possibility of providing an environmental education summer camp through the existing summer recreation program.

PK 1.36 Acquire, preserve and responsibly steward natural areas on City parklands as a key component of the City's habitat preservation strategy.

PK 1.37 Coordinate public and private efforts to identify and acquire key habitat parcels that preserve critical corridors.

PK 1.38 Partner with public and private organizations to assist in habitat improvement implementation, monitoring and research on sensitive City park lands.

PK 1.39 Partner with local environmental education providers to provide environmental programs.

PK 1.40 Provide opportunities for Park staff to conduct environmental education activities and programs.

Young Marysville residents enjoy day camp.

Dancers at the Hispanic Heritage Event captivate the audience at the Opera House.

OUR ENVIRONMENT

Photo Credit: Mark J. Photography.

Chapter 7
ENVIRONMENT

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Environment Snapshot

Climate Change

The City first adopted climate change goals and policies in 2010 via resolution 2286. These goals and policies focused on managing and reducing energy use, fuel consumption, and greenhouse gasses (ghg). In 2023, a Climate Change Vulnerability and Risk Assessment Study (CVA) was conducted. The CVA was adopted as a reference document via resolution 2529 to inform updates to the Environmental Element. New goals and policies which address the social and physical impacts of climate change are incorporated into this plan. By 2029, the City will need to pursue actions to address climate change and to track, measure and reduce ghg emissions.

Water Resources

Water resources comprise surface water, ground water, aquifers, shorelines, floodplains, wetlands and stormwater. Surface water, groundwater and aquifers require protection and proper management for both water quality and supply. Development is required to construct stormwater management facilities to protect these resources from pollutants and prevent flooding. Federal and state regulations govern development near shorelines and floodplains, such as Ebey Slough and Quilceda Creek, to afford additional protections. Lastly, wetlands require protection to preserve their natural water quality functions, wildlife habitat, and stream flow.

Air Quality

Air quality within the Puget Sound Airshed is regulated at both the national and regional level via the clean air act. Vehicles, wildfire, industry and some home heating are the main contributors to air pollution in our region. The United States Environmental Protection Agency (EPA) has established a system to categorize and report air quality based on pollutant concentrations called the Air Quality Index (AQI). The Washington State Department of Ecology (DOE) and Puget Sound Clean Air Agency (PSCAA) jointly regulate and monitor air quality in western Washington. State climate action regulations have also recently been adopted to reduce emissions.

Earth Resources

Earth resources cover geology, soils, and geologically hazardous areas. Geology determines landforms, stream features, and soil types; it also provides insight into how the land was formed. Soils impact: how land can be developed including what structures and foundations are needed, whether the land has agricultural capacity, and what drainage system will work best. Geologically hazardous areas are lands that are prone to landslides and susceptible to earthquakes. Development of these areas must either be avoided or additional reports and measures implemented to mitigate the additional development risks.

Fish and Wildlife Habitat

Quil Ceda Creek, Allen Creek, Ebey Slough and the Qwuloolt Estuary, Twin Lakes, and associated wetlands, streams, and buffers provide crucial fish and wildlife habitat within the City. Quil Ceda and Allen Creek supply important spawning and rearing habitat for Salmonids. A variety of other wildlife use critical areas and buffers. The buffers along these habitats are required to be placed in Native Growth Protection Area (NGPA) tracts for permanent protection, and degraded buffers are required to be replanted with native trees and shrubs with development.

Environmental Stewardship

The City of Marysville endeavors to be a good steward of the environment. Protecting the natural environment entails preserving the ecological balance, improving air and water quality, retaining critical areas in their natural state, and protecting wildlife habitat. The Environmental Element, and the City's Critical Areas Management Ordinance, set forth goals, policies and standards that ensure that our natural resources are protected, and mitigation occurs when impacts cannot be avoided

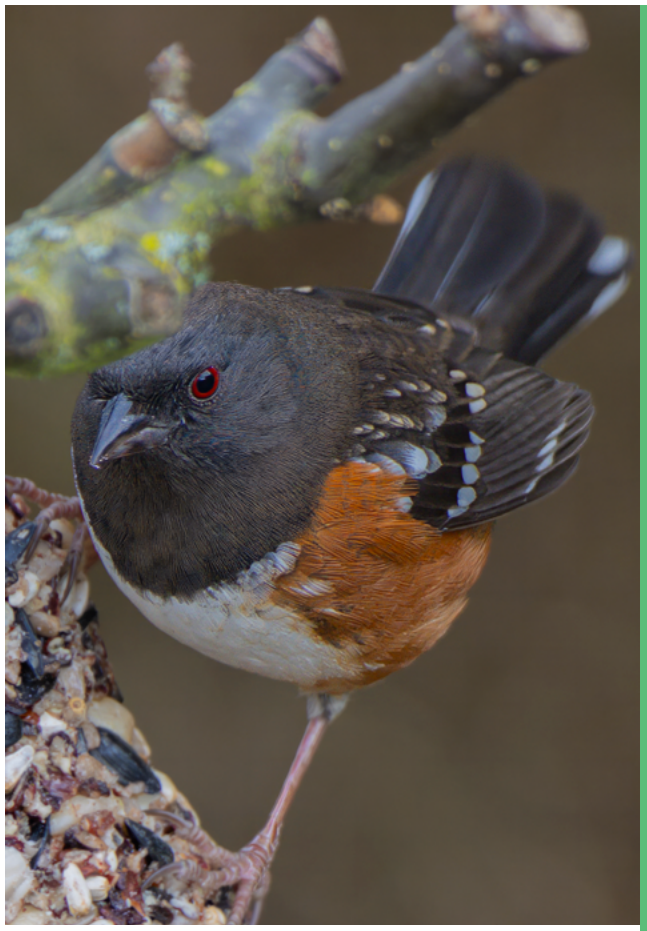
Section 7.1

INTRODUCTION

Protecting the natural environment in Marysville requires: preserving the ecological balance, environmentally sensitive areas, and wildlife habitat; improving air and water quality; and providing for public access to natural areas.

Marysville's varied topography and natural features create opportunities, as well as limitations, for development. The geography, geology, soils, hydrology, vegetation, and climate of the City have all contributed to settlement and development patterns. In turn, these natural features have a strong influence on future land use and the image of the community.

Human activity has had a major impact on our vegetation, wildlife, and water resources. City land use policies seek to protect the environment, conserve our resources, and permit future development only in areas that can support it without adverse impact. Natural resources are an important inheritance not only for recreation and aesthetic purposes, but also for their roles in the ecosystem and natural processes. The critical areas regulations, urban growth boundary, land use designations, capital facilities plan, and development regulations provide mechanisms for implementing environmental and resource management goals.



Bird roosting on suet. Photo Credit: Mark J. Photography.

Voices from the Community

Environmental impacts were identified as the third greatest concern regarding increased density in the City with 40% of community members identifying this as a concern.

Promoting environmentally sustainable business practices is a way that 16% of survey participants believe that the City should support businesses.

Four out of five (80%) of those polled are concerned about extreme weather events and a majority of them (70%) feel that climate change is a problem now or will be soon.

Marysville residents feel most prepared for extreme heat, with a majority (72%) who indicated that they are concerned feeling at least somewhat prepared for it; however, many do not feel as prepared for drought, flooding, and poor air quality due to smog and wildfire smoke.

Two-thirds of community members are concerned about extreme heat (65%) and poor air quality (63%). A lower number, approximately one third, are concerned about drought (37%) and flooding (37%).

Section 7.2

EARTH RESOURCES

There are a variety of earth related variables that influence potential land use, environmental quality and issues for land development. These include area geology, soils and topography.

Mount Pilchuck towers over the Puget Sound lowland which was formed by glacial events. Photo Credit: Mark J. Photography.

Geology

Geology is important in determining landforms, stream characteristics, and soil types. Runoff processes are characterized by the permeability, depth, and porosity of soil and bedrock. Soils and rock types affect erosion processes and the sediment delivery rate. Geologic features control stream gradient and channel morphology.

The soils and landforms of the Puget Sound area are the result of erosion and deposition of materials associated with the advance and withdrawal of glaciers. Surface geology is shown in Figure 7.1. The Quilceda/Allen Watershed lies in the Puget Sound Lowland Physiographic Province. The province contains the Puget Sound Basin and all areas west of the Snohomish County foothills.

The Puget Sound lowland was formed by several glacial events that occurred during the last million years. Current surface features, landforms, and subsurface layers are related to the most recent of these glacial advances –the Fraser Glaciation. During this glacial period, there were two glacial advances and an intervening glacial retreat. This final advance, locally referred to as the Vashon Stade of the Fraser Glaciation, began approximately 20,000 years ago.

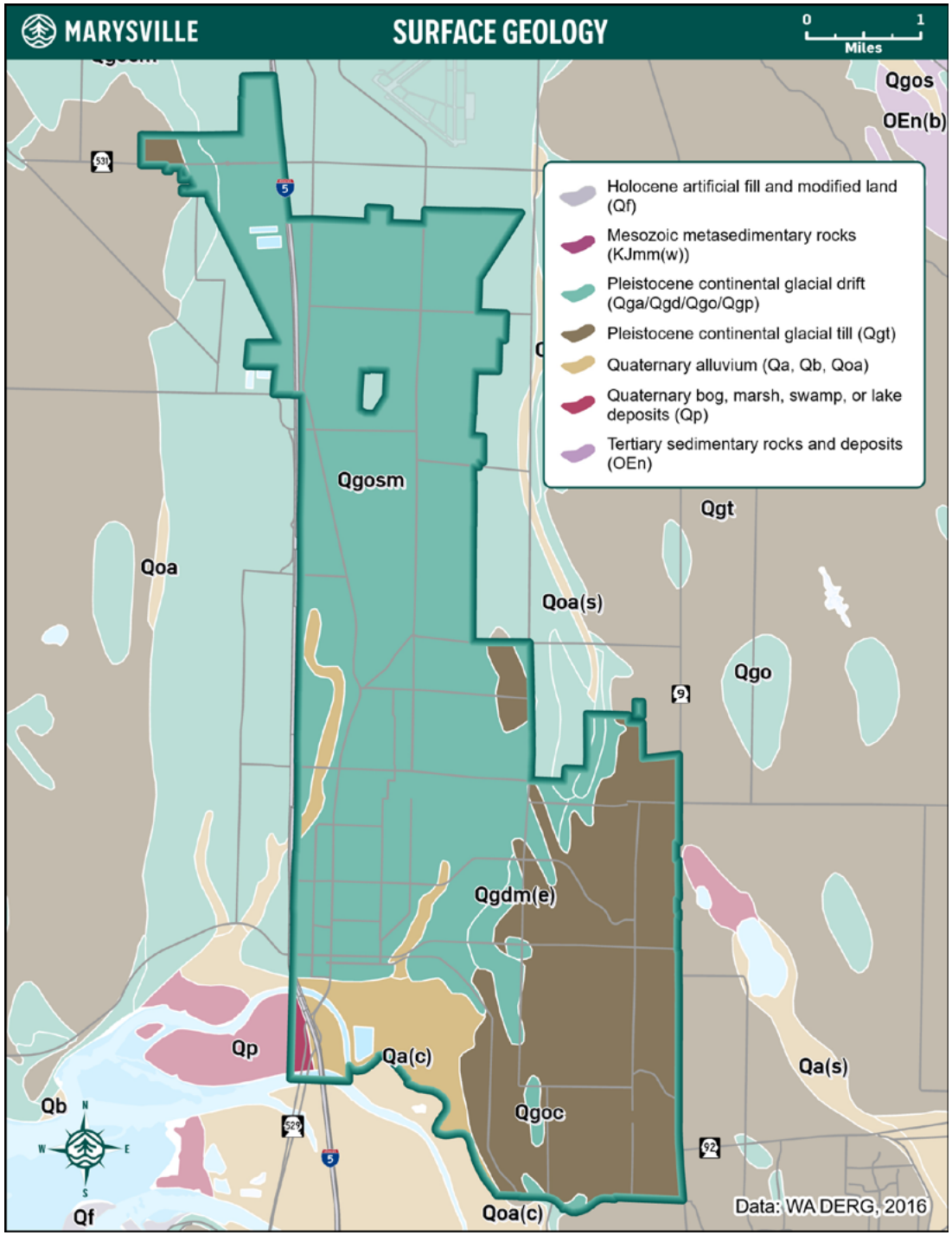
During the Vashon Stade, a large tongue of ice called the Puget Lobe advanced through the Puget Sound lowland. The meltwaters from the advancing glacier deposited sand and gravel, called Vashon advance outwash, directly on top of older glacial and nonglacial soils (transitional beds and tertiary sedimentary rocks). In the watershed advance, outwash material occurs on the Tulalip and Getchell plateaus in thicknesses of up to 350 feet.

As the ice sheet passed over the area, the sand and gravel materials consolidated with other materials that were directly deposited and overridden by the glacier. This consolidated material is referred to as Vashon Till. The Vashon Till was deposited on top of the advance outwash on hills and plateaus on both sides of the watershed. It also formed an underlying layer in the Marysville Trough.

At some time during this glacial event, the Puget Lobe dammed the Stillaguamish River valley and glacial flow was deflected southward, eroding the Marysville Trough Valley. As the Puget Lobe receded out of the area, extensive deposits of recessional materials were laid down on the Vashon Till. This recessional outwash, termed the Marysville sand member, became very thick and extensive throughout the Marysville Trough.

Alluvial deposits are the most recent geologic deposits in the watershed. They are found at the eastern and western edges of the Marysville Trough. These materials consist of sand and gravel carried by streams down the hillside and deposited in the valley.

Figure 7.1



Soils

The Natural Resource Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA) mapped and evaluated each soil type within the City in terms of its suitability for septic systems, capability for agricultural production, and structural integrity for siting buildings, and other structures.

Three major soil types can be found within the City. The Marysville Trough contains primarily the Indianola-Hale-Custer and the Indianola-Everett-Ragnar soil series as shown in Figure 7.2.

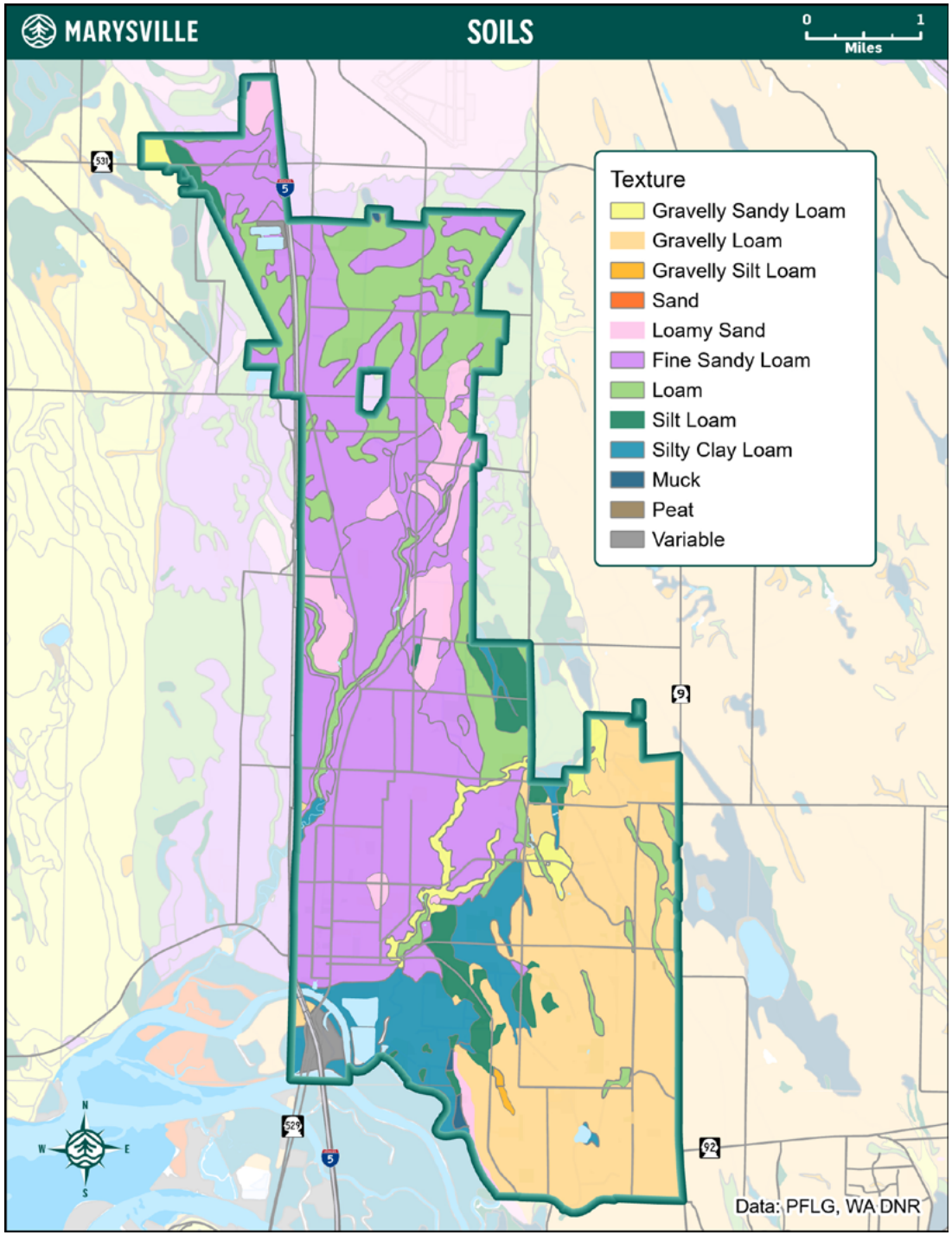
The Indianola-Hale-Custer soil series consists of poorly and somewhat excessively drained soils underlain by sand. The majority of well drained soils in this series have been previously developed while the preponderance of poorly drained soils has remained in agricultural use.

The Indianola-Everett-Ragnar soils series are generally well and somewhat excessively drained soils also underlain by porous sand and gravel and are generally well suited for septic tank and drain fields. The majority of this area is, however, currently developed and sewers are generally available for the remaining area.

All of the Getchell Hill Plateau is covered with moderately well and somewhat excessively drained soils of the Alderwood-Everett series underlain by compact glacial till or glacial outwash.

The capacity of the land to support buildings and other structures is a function of soil texture, density, plasticity, shrink-swell behavior, wetness, and slope. The NRCS has evaluated soils within the City in terms of their capacity to support foundations, settle evenly, and their resistance to slump and landslide. Mapping of the soil limitations for dwellings reveals “no” limitations for dwellings within most of the built-up areas in and around Marysville; “moderate” limitations in the upland areas of the Sisco Heights/ Getchell Hill plateau; and “severe” limitations generally for those soils that are also agricultural soils.

Figure 7.2



Geologically Hazardous Areas

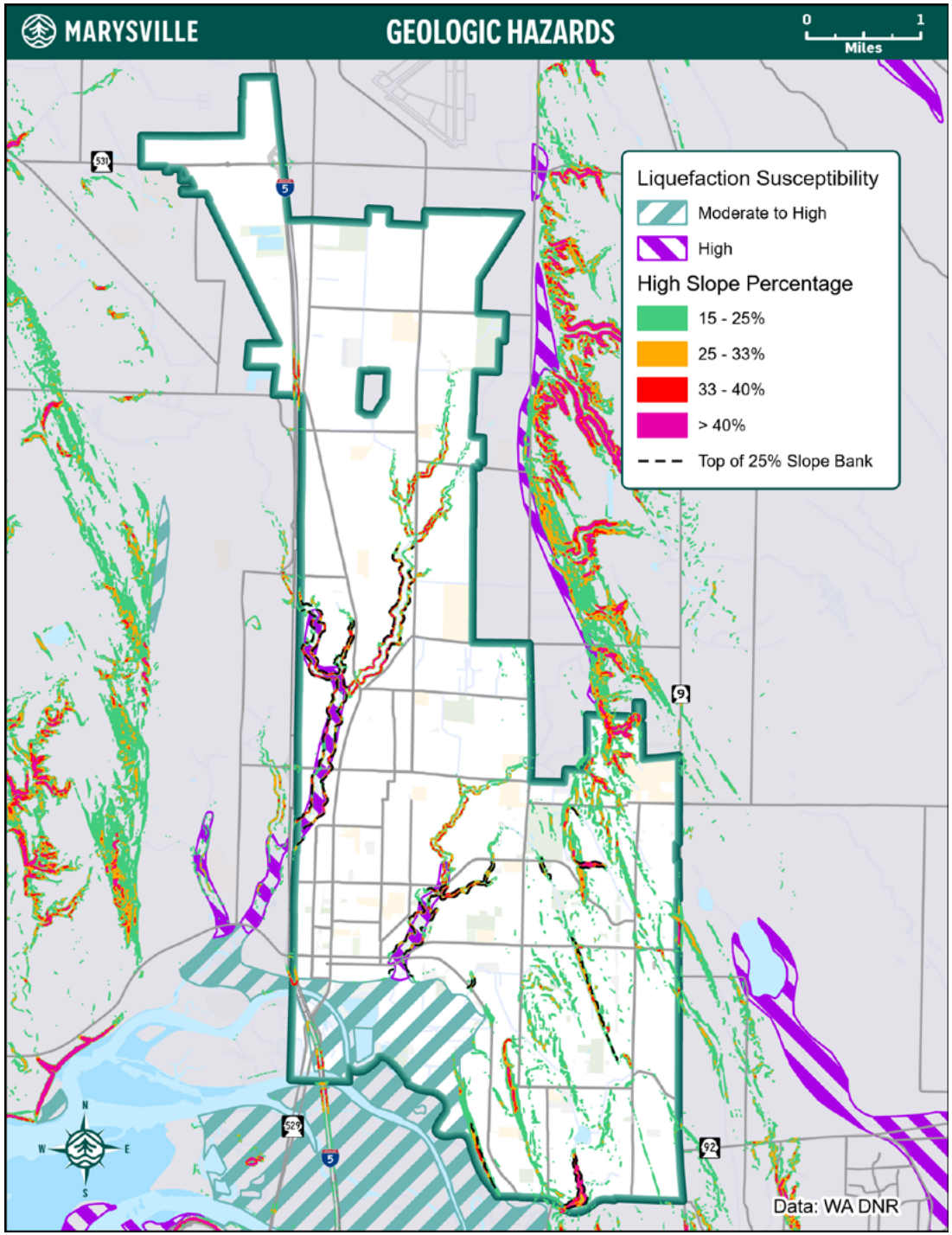
Geologic hazard areas have been defined through the City's critical areas ordinance by mapping created by the City's Geographic Information Systems (GIS) information. Geologic hazard areas include areas prone to landslides and earthquakes as shown in Figure 7.3. Landslide hazard areas are found along the slope of the Getchell plateau and along the banks of Quilceda, Allen and Munson creeks. Steep slopes (ranging from 25 to 75% slopes), soft soils, and ground water seepage make these areas prone to landslides.

Areas susceptible to earthquakes – where soft or loose soils form valley floors and locally in upland areas – have been identified by the City's Geographic Information Systems (GIS) information. Moderate to high seismic (liquefaction) areas have been identified along Quilceda and Allen creeks and in the 100 year floodplain along Ebey Slough. Soil liquefaction may occur during an earthquake in areas where fine to medium grain soil materials (silt and sand) are saturated. When subject to shaking, these soils become like quicksand and lose their capacity to support structures. When development is proposed on a seismic hazard area, the applicant must submit a study which demonstrates that:

1. Evaluation of site-specific subsurface conditions show that the site is not located in a seismic hazard area; or
2. Mitigation is implemented that renders the proposed development as safe as if it were not a seismic hazard area.

Geologic processes and human activities are responsible for slope instability and erosion prone areas. In the Quilceda/Allen watershed, steep, unstable slopes occur along the streams and in ravines. Erosion from increased stream flows and human activity is observable along several reaches in both stream systems.

Figure 7.3



Section 7.3

AIR QUALITY

Air quality within the Puget Sound Airshed is regulated at both the national level and regional level through the Clean Air Act. Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare.

The main sources of air pollution in the Puget Sound region are wood smoke from home heating, vehicles, wildfires and industry. According to the Puget Sound Clean Air Agency, fine particles and smog (ozone) are the greatest concern for the Puget Sound region. Wildfire smoke has contributed to the highest fine particle levels since being initially monitored in 1980.

The United States Environmental Protection Agency (EPA) has established a system to categorize and report air quality based on pollutant concentrations. This system is called the Air Quality Index (AQI) and utilizes a numerical scale divided into six categories. The air quality index scale is shown in Figure 7.4. For each pollutant, an AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level EPA has set to protect public health.

Within the Puget Sound region, the Washington State Department of Ecology (DOE) and Puget Sound Clean Air Agency (PSCAA) jointly regulate and monitor air quality. Widespread climate action regulations have been recently adopted by Washington State to reduce emissions at State, regional and local levels.

Air quality is vital to environmental and public health.

Figure 7.4
Air Quality Index for Air Pollutants

DAILY AQI COLOR	LEVELS OF CONCERN	VALUES OF INDEX	DESCRIPTION OF AIR QUALITY
Green	Good	0 to 50	Air quality is satisfactory, an air pollution poses little to no risk.
Yellow	Moderate	51 to 100	Air quality is acceptable. However, there may be a risk for some people, particularly those who are usually sensitive to air pollution.
Orange	Unhealthy for Sensitive Groups	101 to 150	Members of sensitive groups may experience health effects. The general public is less likely to be effected.
Red	Unhealthy	151 to 200	Some members of the general public may experience health effects; members of sensitive groups may experience more sensitive health
Purple	Very Unhealthy	201 to 300	Health alert: The risk of health effects is increased for everyone.
Maroon	Hazardous	301 and higher	Health warning of emergency conditions: everyone is more likely to be affected.

Source: Air Quality Index - Washington State Department of Ecology

Section 7.4

WATER RESOURCES

Surface Water

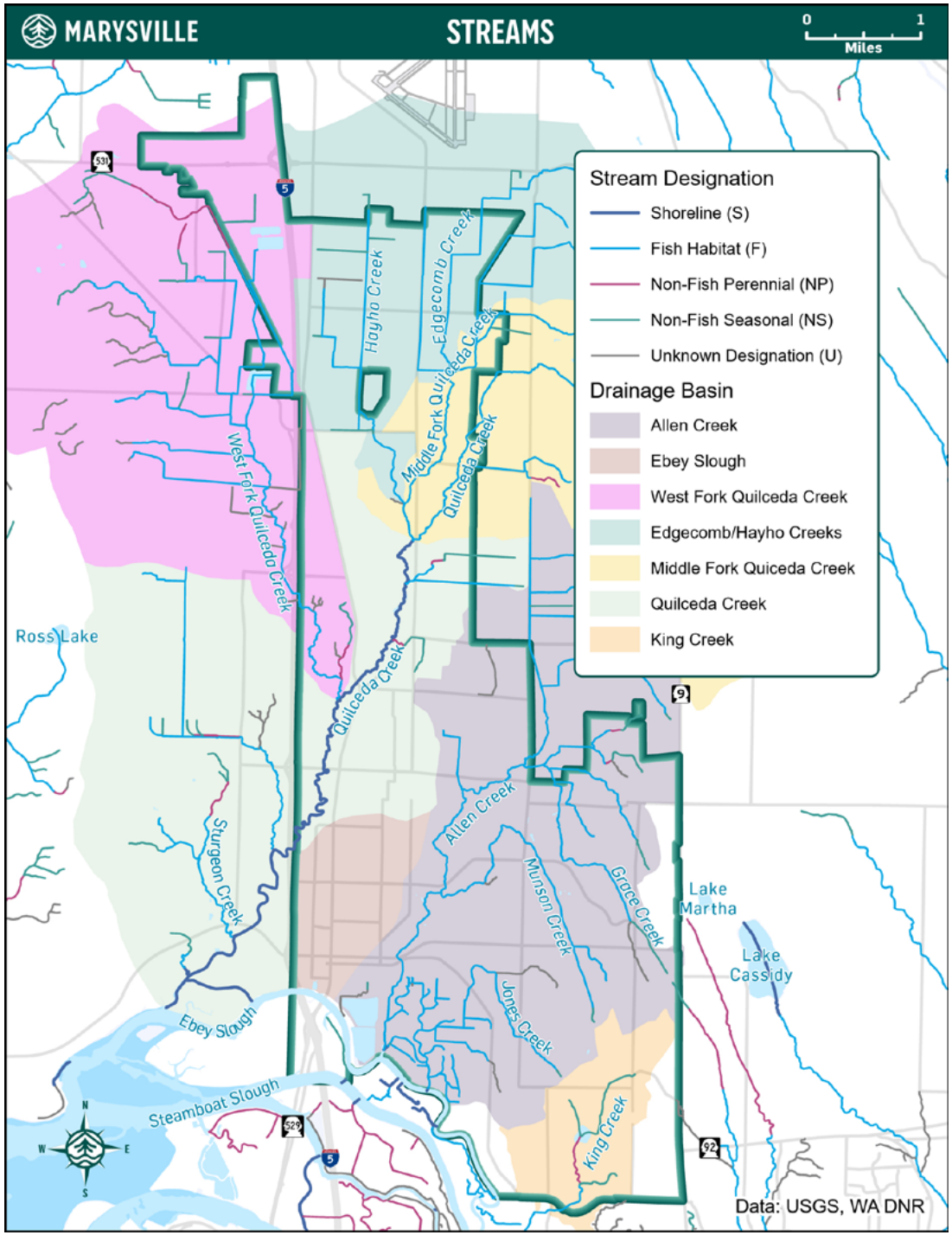
Surface water resources within the City are primarily located within the Quilceda/Allen creek watershed, which covers an area of about 49 square miles. The watershed has two stream systems: Quilceda and Allen Creeks. Quilceda Creek drains approximately 38 square miles and Allen Creek drains approximately 11 square miles; both drain into Ebey Slough and the lower Snohomish River Delta as illustrated in Figure 7.5.

Both drainage basin surface waters flow generally in a northwesterly direction in the upper reaches of the tributaries, and a southwesterly flow in the lower reaches. The watershed is highly susceptible to a variety of environmental problems. Water pollution is increasing from non-point sources such as agricultural and urban development. Generally, pollutants that flow into the tributary systems consist of pesticides, chemical fertilizers, animal waste, oil, gasoline, heavy metals, and sediments.

Also, although much of Quilceda and Allen Creeks have a protective vegetative buffer, agriculture and timber harvesting in the mid-to-upper reaches have resulted in soil erosion and subsequent loss of spawning areas and reduction of fish rearing habitat throughout much of the system.

The Quilceda-Allen system is within the Tulalip Tribes' usual and accustomed fishing areas; therefore, land use within the watershed is governed by a variety of tribal, state, county and city governments, and ranges from agricultural and timber production to commercial development.

Figure 7.5



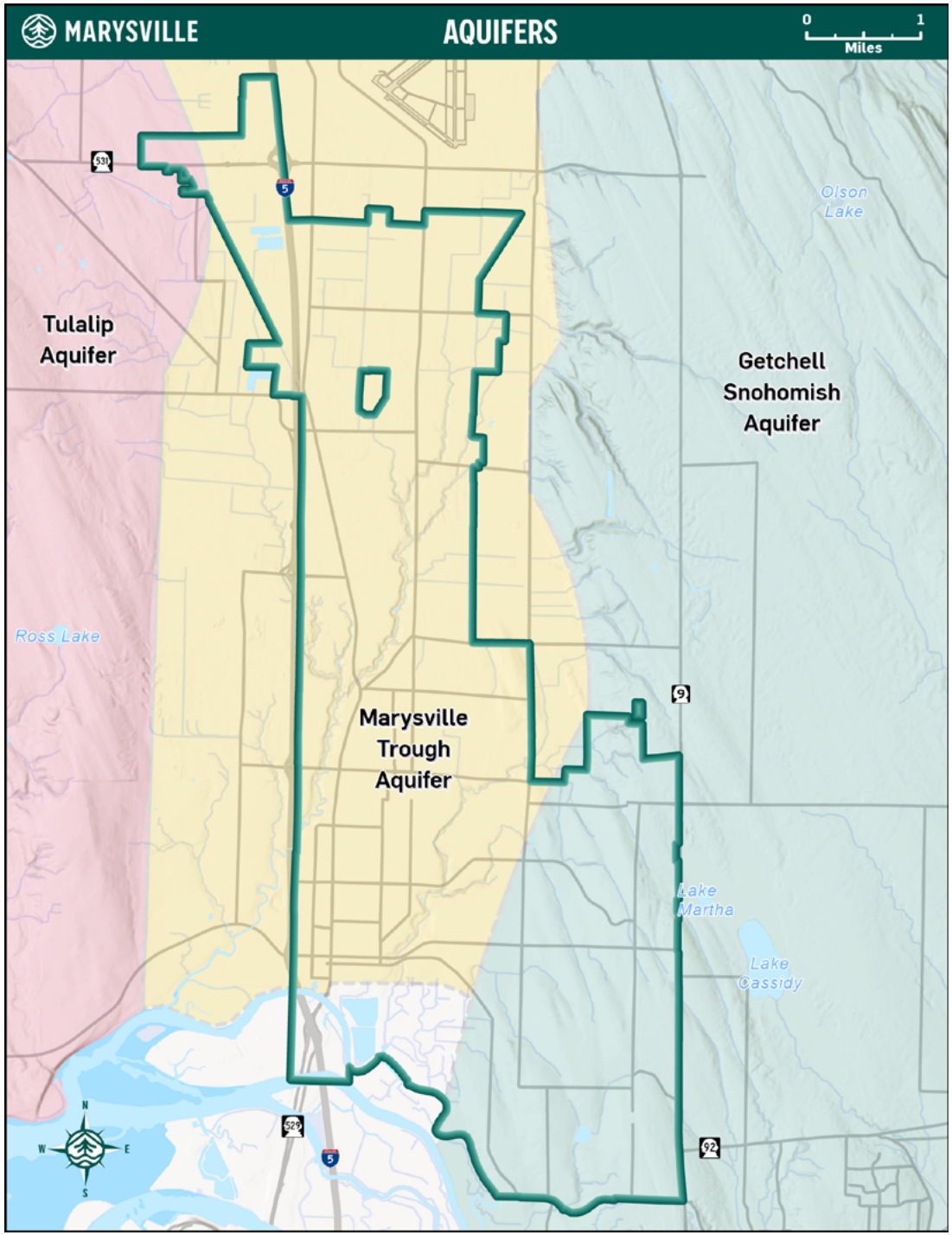
Ground Water

Ground water is a limited and variable resource that plays an important role in the watershed. Ground water discharge to streams supports year-round flow, and ground water provides drinking water to watershed residents. The infiltration, movement and storage of ground water are controlled by the soils and geologic materials present below ground surface.

Aquifers are subsurface zones of earth, gravel, or porous stone yielding usable amounts of water. The Marysville UGA encompasses two of three of the aquifers within the Quilceda/ Allen Watershed. These are the Marysville Trough Aquifer, and the Getchell-Snohomish Aquifer as shown in Figure 7.6. The Marysville Trough Aquifer is a shallow aquifer; the Getchell-Snohomish Aquifer is an intermediate aquifer.

The Marysville Trough Aquifer is a large unconfined or water table aquifer. It extends from Arlington and the Stillaguamish River in the north and to Marysville and the Snohomish River in the south. The aquifer is contained within the Marysville sand recessional outwash, extending from the surface to 150 feet below the surface. The ground water generally flows in a south to southwest direction, perpendicular to the water table contours.

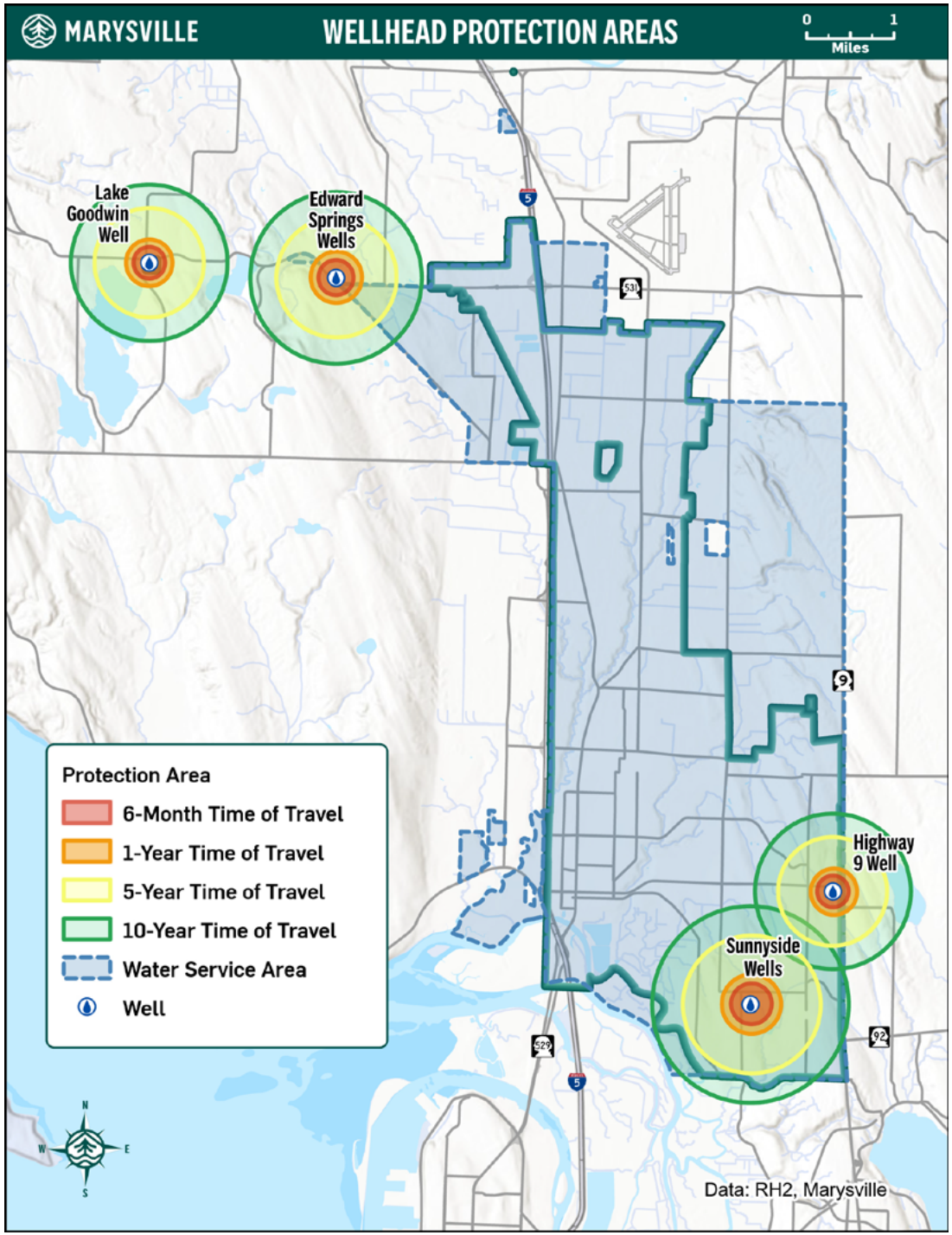
Figure 7.6



The Getchell-Snohomish Aquifer occurs in advance outwash deposits extending from Arlington to Snohomish just east of the Marysville Trough Aquifer. The aquifer is from 50 to several hundred feet deep. Ground water flow from the Getchell-Snohomish Aquifer is generally to the west in the watershed. This aquifer is considered confined even though ground water emerges where the Vashon advance outwash meets transitional beds, forming hillside springs and seeps and discharging into hillside headwater streams.

Sunnyside Wells 1R and 2 currently draw groundwater from the Getchell-Snohomish Aquifer, for potable use. The City began to utilize these wells for potable water, after the Sunnyside Water Treatment Facility was constructed in 2017. The Highway 9 Well is currently designated as an emergency backup, however, the City intends to maximize the water right to this source at a future date. Sunnyside and the Highway 9 Wells (shown in Figure 7.7) are classified as Critical Aquifer Recharge Areas (CARAs)[137,138]. The City is required to classify, designate and regulate CARAs according the State regulations.

Figure 7.7



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

138. Critical Aquifer Recharge Areas (CARA) are defined under the GMA as "areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water, or is susceptible to reduced recharge."

Shoreline and Floodplain Management

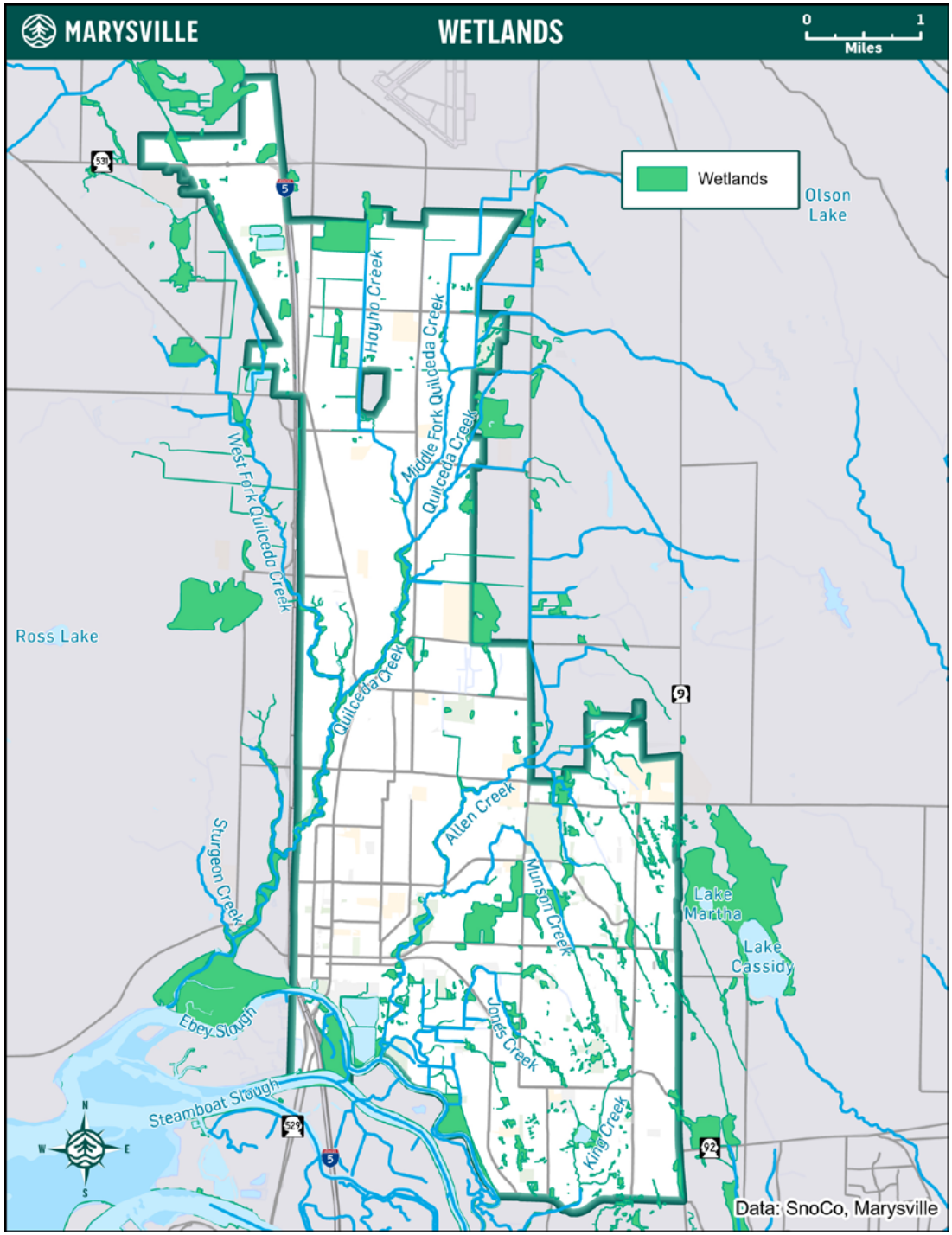
Streams and water bodies that fall within shoreline jurisdiction include Ebey Slough, Quilceda Creek, which flows from its confluence with the Middle Fork downstream to the mouth of Ebey Slough, and the West Fork Quilceda Creek along the eastern boundary of Interstate 5 to its confluence with the Mainstem Quilceda. Land use activities within these boundaries must obtain shoreline permits or shoreline substantial development permits regulated by the City and State Department of Ecology. Ebey Slough provides the single point of shoreline access (as opposed to creeks) within city limits.

The Federal Emergency Management Agency (FEMA) designated the reaches of Quilceda Creek downstream from 101st Place NE; Allen Creek downstream from 76th Place NE together with an upland bog immediately west of SR 9 and north of 108th Street NE; and the limits of the 100-year flood area associated with Ebey Slough as flood hazard zones. Any structures proposed to be constructed in any area designated as a flood hazard zone are required to be flood-proofed to assure that the City may continue to qualify for participation in the National Flood Insurance Program.

Wetlands

Wetlands provide many functions within the watershed. These include fish and wildlife habitat; water quality protection; groundwater recharge/discharge; and flood water storage and attenuation or desynchronization. There have been a number of surveys by Snohomish County, Marysville, and private surveys completed within the Marysville UGA to identify and classify wetlands. These inventories, however, represent only a portion of area wetlands. Of those identified, the majority of Category I, II and III wetland habitats are located within existing stream corridors. Most wetlands in the watershed are hydrologically connected either by ditch or as part of the stream as shown in Figure 7.8. Consequently, a high percentage of the wetlands in the watershed are significant for providing base flow to streams.

Figure 7.8



Stormwater

Residential, commercial and industrial development have both short-term and long-term effects upon the quality of surface and ground water resources. Increased storm water runoff results from removal of natural vegetation, draining and filling wetlands, disturbing soil structures by grading and compacting, and by covering land with impervious surfaces such as streets, parking lots, and structures. The unmitigated increased volume and rate of subsequent storm water runoff carries greater quantities of silt, debris, and chemical pollutants into the Quilceda and Allen Creek drainage system.

In 2022 the City of Marysville completed the Marysville Watershed Planning Basin Assessment and Prioritization which describes stream conditions inside city boundaries, and ranks areas for stormwater retrofits to improve stream water quality. This plan subsequently developed the Stormwater Management Action Plan (SMAP) describing the stormwater retrofits. These retrofits will be incorporated into subsequent Comprehensive Surface Water Plan updates.

The City of Marysville adopted its Comprehensive Surface Water Management Plan and adopted a rate structure in 2003 to address capital facility needs. The Comprehensive Surface Water Plan was updated in 2009 and 2017, with a future update scheduled to begin in 2024.

Coordination between Arlington, Marysville, Snohomish County and the Tulalip Tribes should occur to prevent further degradation of the natural system and property damage due to flooding and erosion.

Wetlands perform many important functions including enhancing water quality. Photo Credit: Mark J. Photography.

Section 7.5

VEGETATION

Certain areas within the City remain forested. No area has old growth timber since it was logged in the late 1800s and early 1900s; therefore, these areas are of second growth forest. They are found on undeveloped tracks, along creeks, ravines, and some wetlands, and as significant buffers along Interstate 5 and Highway 9. They have important functions as visual buffers, erosion prevention and maintaining topsoil, help with the conversion of carbon dioxide to oxygen, and provide habitat for wildlife. Most of the wildlife habitats coincide with the forested areas or areas with heavy vegetation. However, a significant stand of older trees, known as Mother Nature's Window, is situated at 55th Avenue NE and 100th Street NE.

Mature cedar trees and native understory along Quil Ceda Creek.

Section 7.6

FISH AND WILDLIFE HABITAT

The condition of fish habitat in watershed streams is variable. Coho spawning and good rearing habitat are found toward the headwaters (Figure 7.9); the heavily altered middle sections have significantly reduced habitat value; and the lower sections with their large ravines generally have good habitat value for an urban stream system. There is one lake within the Marysville UGA. Largemouth bass, pumpkinseed and rainbow trout are planted in Twin Lakes by the Washington Department of Fish & Wildlife and other parties.

The majority of the City's wildlife habitat is found in areas with dense vegetation or second growth forests. This covers the habitat that is suitable for salmonid spawning and rearing at the headwaters of numerous tributaries of Allen Creek and Quilceda Creek. Along with resident cutthroat trout habitat in the Edgecomb Creek headwaters, numerous areas of the Quilceda Creek system provide healthy habitat for spawning and rearing Coho and Chum salmon. Due to the rarity of buffers in agricultural fields, fish habitat in agricultural areas has decreased. Erosion has reduced the amount of spawning habitat in the Allen Creek system, resulting in stream beds becoming filled with mud and silt, canary reed grass growing in streambeds and channelized areas of the system, and the elimination of wetlands. Though not as much as the aforementioned species, chinook salmon, steelhead, and rainbow trout also make use of the streams in the Quilceda and Allen Creek watersheds.

Quil Ceda Creek System

Quilceda Creek and its tributaries provide good spawning and rearing habitat for salmonids, as well as supplying resident fish habitat. The mainstem Quilceda Creek provides about one and a half miles of spawning habitat towards the headwaters. Very good salmon rearing habitat and resident fish habitat are found throughout the stream. A riparian buffer of from 100 to 200 feet in width, and adjacent wetlands, protect the creek along most of the length except as it passes through agricultural land.

The West Fork Quilceda Creek has patchy spawning and good rearing habitat in the lower and middle sections. Coho and chum spawning habitat occurs east of I-5. Coho and chum also spawn in some of the tributaries and channeled streams. Most of the stream sections that flow through agricultural lands have been highly modified, significantly reducing habitat values.

Streams provide important fish and wildlife habitat.

Salmon rely on streams for spawning and rearing.

Fish spawning habitat occurs throughout the Middle Fork Quilceda Creek in both long reaches and isolated spots. Chum spawning occurs north of the confluence of the Middle Fork with Quilceda Creek. A 75 to 100 foot riparian buffer exists along the creek through portions of residential development, but has been removed where the creek flows through farm fields.

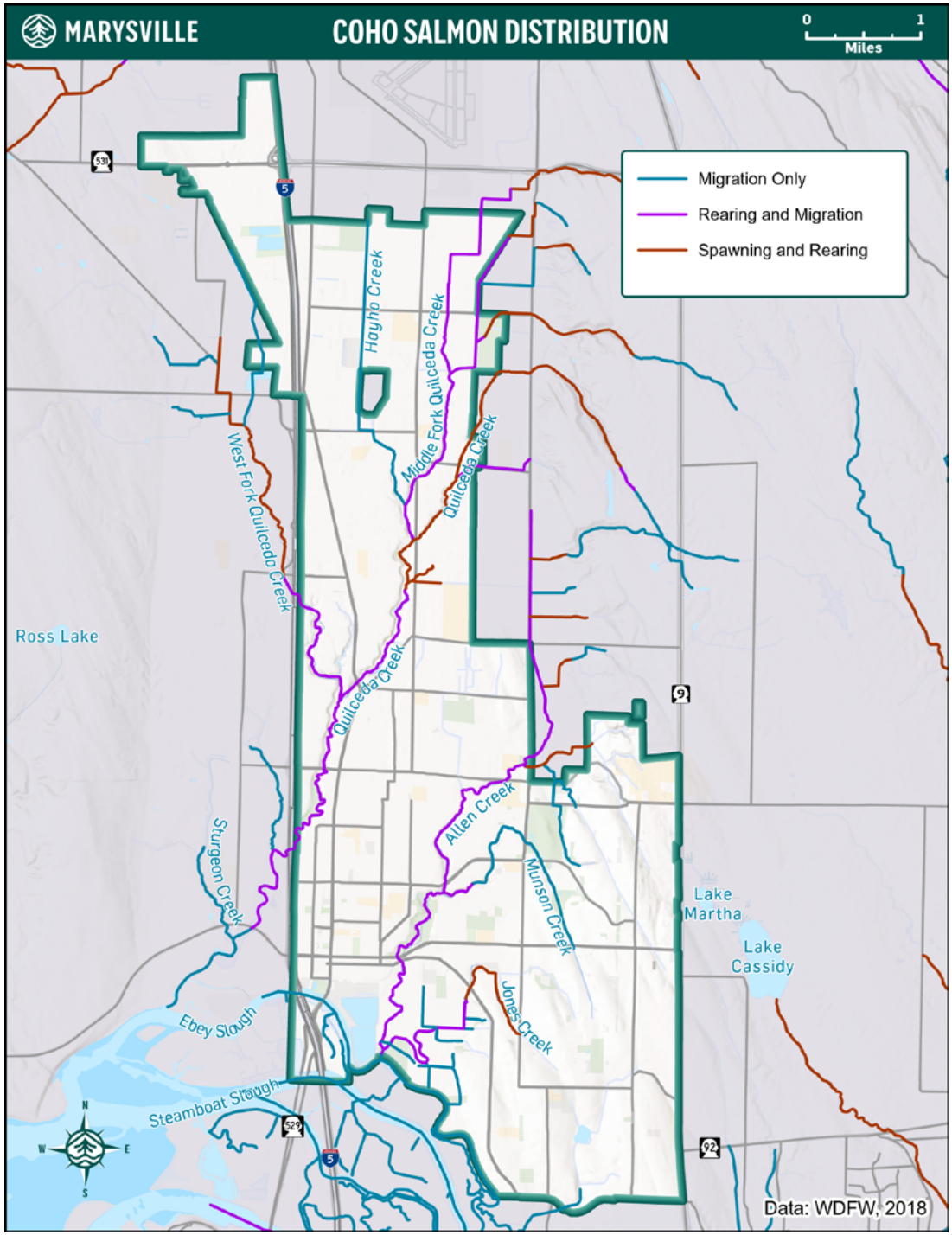
The headwaters of Edgecomb Creek, a tributary to the Middle Fork, contains spawning habitat for coho salmon and resident cutthroat. The spawning habitat extends south of 172nd Street NE, for over two miles through a newly relocated and enhanced stream and wetland mitigation corridor. This stream flows through Arlington and Marysville, west of 67th Avenue NE following the west side of the BNSF railroad tracks. Additional spawning habitat for chum salmon has been identified from the confluence with the Middle Fork Quilceda Creek for about a half mile of stream.

Olaf Strad Creek, another Middle Fork tributary, is spring fed and provides good spawning habitat at its headwaters. Steelhead redds have been observed in this stream. The headwaters are protected with forested vegetation, but there is little overstory vegetation where the stream enters farmland.

Allen Creek System

Salmon spawning habitat occurs toward the headwaters of Allen Creek east of 67th Avenue NE and along the stream south of 108th to 88th Streets NE. The creek has good rearing habitat in many sections including some of the east bank tributaries. Below its confluence with Munson Creek, the stream bottom is mud and silt, and spawning habitat is lacking. A small wooded buffer and wetland system protect the creek from Jennings Park south to Sunnyside Boulevard. North of Jennings Park, the buffer is 100 to 200 feet, but shrinks as it nears agricultural land and 67th Avenue NE, where little vegetation has been retained. Below Sunnyside Boulevard, Allen Creek flows through floodplain farmland where much of the channel is choked with sediment and reed canarygrass.

Figure 7.9



Rearing habitat is available in the unnamed east bank tributary to Allen Creek (WRIA 07-0079) that has been channeled along 112th Street NE. There is some spawning habitat, but much of the stream has filled in with reed canarygrass. Habitat projects built in the stream channel no longer function properly.

Munson Creek has spawning and rearing habitat throughout, but construction activities and urban impact has severely degraded the stream and eliminated wetlands.

Wetlands play a critical role in protection of fish and wildlife habitat. Wetlands provide a steady water source and reduce stream degradation from uncontrolled stormwater runoff. A significant portion of wildlife species occurring in western Washington, use wetlands or riparian habitat during their life cycle. Many wildlife species occur only in wetlands, while many more spend a portion of their life cycle in wetlands. They improve water quality through biofiltration of surface water, nutrient uptake by vegetation, binding by soils particles, and/or by providing a settling basin for suspended solid deposition. Wetland soils can extend stream flow and recharge over long time periods, and they can act as recharge areas for stream channels during dry periods. Wetlands also assist in reducing runoff quantity and velocity during storms. Wetland flood storage plays a critical role in tempering downstream flooding impacts within the watershed and can also be important in preventing scouring of salmonid spawning beds in stream gravels.

Critical areas and buffers provided important habitat for both fish and wildlife. Photo Credit: Mark J. Photography.

Qwuloolt Estuary Restoration Project

The Qwuloolt Estuary Restoration Project is a combined effort among the Tulalip Tribes, Army Corp of Engineers, Department of Ecology, National Oceanic and Atmospheric Administration (NOAA), Washington Department of Fish and Wildlife (WDFW) and the City of Marysville to restore approximately 400 acres of tidally influenced estuary. This restored ecosystem includes both wetland and riverine habitats in the Allen creek basin. This area is located at the southern edge of Marysville, at the confluence of Allen Creek and Ebey Slough. The area was diked for farming in the 1800s, dramatically changing the floodplains' vegetation and wildlife regimes. Restoration of the site began in 2012, with the creation of tidal channels, mowing and tilling of existing invasive vegetation, and planting of native species to form plant communities. The Army Corp of Engineers began construction in 2014 of a new levee system to protect the Industrial Park at 56th Place NE and 48th Drive NE and the historic levee was breached August 28, 2015. The city continues collaborating with Tulalip tribes to monitor and control invasive species within the wetlands. The Department of Ecology and the Army Corps of Engineers monitor the site periodically. The next monitoring date is 2025.

The Qwuloolt Estuary Restoration restored over 400 acres of tidally influenced estuary.

Section 7.7

CLIMATE CHANGE

Marysville Climate Change Initiatives – History and Background

In May of 2010, the Marysville City Council formally adopted Resolution 2286 establishing a strategy to manage and reduce energy, fuel consumption and greenhouse gasses (GHG). During the review process, the Council expressed some concern regarding the uncertainty of climate change, but recognized that although there is not clear consensus about exactly what will occur, some changes are likely inevitable. Components from Resolution 2286 were incorporated into the 2015 Comprehensive Plan update.

The existing climate change section is now expanded to: address Puget Sound Regional Council (PSRC) Vision 2050 requirements; plan for approaching mandatory State regulations; and address Marysville-specific climate change issues. The Growth Management Act regulations require Marysville to adopt a formal (and more elaborate) Climate Change and Resiliency Element by 2029 including providing measurable actions to reduce greenhouse gas (GHG) emissions.

In May of 2023, the Marysville City Council approved Resolution 2529, to utilize the Climate Change and Vulnerability and Risk Assessment Study (CVA) prepared by Cascadia Consulting as a resource to further inform the City's Comprehensive Plan in order to address issues surrounding the environment and climate change.

Extreme weather events such as droughts, flooding, and extreme heat pose risks to health, infrastructure, natural areas, and the economy in Marysville. Planning is necessary to address future impacts that could occur as a result of these events. The following sections will summarize the findings of the CVA.

Trees and parks provide a reprieve from extreme heat.

Climate Vulnerability Assessment (CVA) Summary

The CVA was prepared to analyze Marysville's communities, economy, natural areas and infrastructure and the potential climate change effects to these areas. The study assessed four areas including; the physical vulnerability of infrastructure and natural areas, as well as the social vulnerability of neighborhoods (or communities) and economy. Impacts to these four areas anticipated are, increasing winter storms and flooding, higher temperatures and extreme heat, changing stream flows, rising see levels, and more frequent and intense wildfires and smoke events.

CVA Key Findings

The CVA's key findings identified areas of vulnerability within Marysville as it relates to the social and physical realms.

The social impacts identified are summarized below.

The CVA found that certain areas and communities (located in the northeastern and central census tracts of Marysville) are more vulnerable to climate change because of:

- Higher rates of respiratory illness and mortality related to poor air quality for longer periods of times;
- Food access and security due to proximity to grocery stores; and
- Fewer areas with open spaces and tree canopy coverage.

Areas in the southern part of Marysville are exposed more to flooding impacts which are anticipated to occur more often and more intense within the 100-year and 500-year floodplain (floodplain).

Disruptions (short term and long term) will occur to businesses and the workforce as a result of sea level rise, flooding and extreme heat events. Businesses and workers located in the floodplain are most at risk for flood damage. Outdoor occupations (such as construction) will see reduced labor during extreme heat events. The ability to adapt to climate change related monetary impacts will be more difficult for small businesses, and for residents who are unemployed, elderly, low income and/or disabled.

The physical impacts identified are summarized below.

- Ebey Slough and the associated critical areas and habitat areas face more risk of erosion and flooding. The City received grant funding to increase levee heights to address: 2023 sea level rise projections, flood mitigation, and estuary restoration.
- Increasing temperatures and more intense rainfall patterns cause risks for forested areas and salmon. Elevated stream temperatures and insufficient flows in streams can harm salmon migration and spawning. Mortality of trees can occur in the floodplain, near the shoreline or land hazard areas when there is an extreme weather event.
- Marysville's transportation systems, roads, wastewater treatment plant, stormwater conveyance infrastructure and sewer facilities, within the floodplain or near the shoreline area, are subject to risk due to flooding and sea level rise.
- Very hot summers or heat events (occurring more often and more extreme) will cause a surge in energy usage (from air-conditioning) causing strains on the electricity systems resulting in potential power outages. Residents with low income have a higher change of occupying housing with poor insulation or limited weatherproofing and will be overburdened by higher power bills.
- The majority of the electricity supply in Marysville is from hydropower. Increasing temperatures and extreme rainfall can cause damage to dams due to overtopping. Diversifying the City's energy options is included in the policy section below.
- Portions of the British Petroleum (BP) Pipeline are within the floodplain which poses a risk of pipe damage due to flooding.

Existing and Proposed CVA Policies

Marysville previously adopted several climate change adaption policies within the 2015 Comprehensive Plan. Additional policies are included to address the CVA results, PSRC requirements and to plan for approaching climate change State mandates. By 2029, the City will be required to modify the climate change section within its Comprehensive Plan and municipal codes to further elaborate on these policies, create action items to address climate change, and to track, measure, and reduce GHG emissions.

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

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

Section 7.8

GOALS AND POLICIES

Environmental Goals and Policies Format

Please note, in other chapters, the goals and policies format includes one goal followed by the related policies for that goal. In this chapter, the goals and policies format includes one category (such as General Environmental Goals and Policies, Environmentally Sensitive Lands Goals and Policies, etc.) followed by a group of goals and a group of policies that relate to the overarching category. Goals are numbered as EN X and policies as EN 0.X.

General Environment

GOALS

EN 1 Pursue effective policies, regulations, management practices, and capital projects that result in improvements, preservation and/or enhancement of the natural environment.

EN 2 Protect life and property from floods, landslides, erosion, uneven settlement, and other disruptions that may be associated with natural hazard areas.

EN 3 Design and build developments in a manner that respects and retains ecosystem services, natural elements, vegetation and critical areas, with emphasis on streams, creeks and other bodies of water; and on wetlands, and steep slopes.

EN 4 Promote innovative and environmentally sensitive development practices informed by Best Available Science in siting, design, materials selection, construction, and maintenance.

EN 5 Recognize the benefits provided by ecosystem services and incorporate these functions into developments by using applicable green infrastructure tactics.

EN 6 Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected.

EN 7 Support and incentivize environmental stewardship on private and public lands.

EN 8 Advance integrated and interdisciplinary approaches for environmental planning and assessments

POLICIES

EN 0.1 Recognize the natural environment as an integrated unit composed of interacting land, water, and air resources. Make every effort to ensure that the health and stability of this resource system is protected and maintained.

EN 0.2 Recognize the interrelationship of habitat corridors with parks and open space and prioritize the connection and enhancement of these valuable linkages in order to promote no net loss of ecological function while enhancing recreational opportunities.

EN 0.3 Educate the public concerning the importance of maintaining and conserving environmentally sensitive lands, natural resources, climate change impacts on health and safety, flood risk, practices that maintain or improve air quality, and the cultural environment.

EN 0.4 Encourage property owners to utilize the Open Space Current Use Assessment Program to preserve significant areas of environmental concern, particularly wetlands.

EN 0.5 Identify open space, trails (including pedestrian and bicycle trails), and park resources and needs, and develop programs for protecting and enhancing these areas.

EN 0.6 Regulatory programs developed for the protection of the natural environment shall provide certainty, clarity, flexibility, efficiency, public outreach, and education so that: people understand the requirements, permits are processed quickly, and alternative approaches that provide equal or greater protection to the environment may be considered.

EN 0.7 Create programs and/or development regulations that allow for flexible site design for innovative solutions for critical area protection, and consideration of site constraints and characteristics.

EN 0.8 Encourage all future development to occur in a manner that will first avoid critical areas impacts where such avoidance is feasible and reasonable. In appropriate circumstances, impacts to critical areas resulting from regulated activities may be minimized, rectified, reduced or compensated for, consistent with the requirements of the City's Critical Areas Ordinance.

Kildeer eggs.

Environmentally Sensitive Lands

GOALS

EN 9 Ensure no net loss of ecological function of natural features in areas potentially sensitive to development. This includes areas that have features such as steep slopes, severe erosion, foundation instability, seasonally wet soils, or any other critical areas.

EN 10 Areas of significantly forested and vegetated areas should be maintained. These areas provide shade over impervious surfaces – reduce heat island effects, increase filtration of harmful road-related runoff, provide habitat for avian and terrestrial wildlife species, contribute to aesthetic value, assist in noise buffering, and more.

POLICIES

EN 0.9 Utilize natural features to provide visual variety, community identity, and open space areas.

EN 0.10 Encourage development to consider the inherent characteristics of the predominant soil type(s).

Earth

GOAL

EN 11 Restrict clearing and grading on steep slopes, near streams, or high-predisposition Tokul soils. The City and County should collaborate to identify areas unsuitable for urban development and future UGA expansions due to soils, topography, ecosystem service value, and watershed impact.

POLICIES

EN 0.11 Utilize natural features to provide visual variety, community identity, and open space areas.

EN 0.12 Encourage development to consider the inherent characteristics of the predominant soil type(s).

Sunrise paints the sky over the Qwuloolt Estuary and Cascade Mountain range. Photo Credit: Mark J. Photography.

Water Quality, Wetland and Watershed Protection, Stormwater Runoff and Drainage

GOALS

EN 12 Coordinate with adjacent jurisdictions, tribes, countywide planning groups and watershed groups to protect critical areas, habitat, water quality, and Critical Aquifer Recharge Areas (CARAs).

EN 13 Promote the preservation and improvement of water quality by recognizing the importance of land within and adjacent to streams, shorelines, and watercourses to provide and sustain water resources for humans, natural processes, and wildlife use.

EN 14 Continue to deliver on the goals and actions outlined in the Marysville Watershed Planning Basin Assessment and Prioritization report and the Marysville Watershed Planning Stormwater Action Plan, prioritizing areas with a high level of environmental importance that have also been impacted by development.

POLICIES

EN 0.13 Protect, restore and/or enhance natural systems, critical areas, hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater.

EN 0.14 Density credits should be given when vegetation is retained and open space or buffer areas provided, above and beyond what code requires.

EN 0.15 Utilize the natural drainage system where it is possible to do so without significantly altering the natural drainage ways or upgrading a public storm drainage system.

EN 0.16 Recognize the inter-jurisdictional characteristics of storm drainage management problems and work with Snohomish County, other jurisdictions, and area-wide residents to improve storm drainage.

EN 0.17 Promote advanced planning and subsequent monitoring to mitigate development impacts through area wide wetland surveys, wetland banking and mitigation projects.

EN 0.18 Review and update development codes and design standards to comply with State stormwater requirements, pursue nature-based solutions and low-impact development, and minimize impervious surface areas in private development and city capital improvements.

EN 0.19 Account for climate change impacts in planning, designing, and operating stormwater management approaches, including infrastructure and best management practices.

EN 0.20 Improve real-time forecasting of water delivery and basin yields to improve management of stored water.

EN 0.21 Improve provision of technical assistance and incentives to increase storage capacity and to improve conservation, reuse, and water use efficiency among all consumptive water uses.

Wildlife

GOAL

EN 15 Encourage the preservation of wildlife, their habitats and refuges.

POLICY

EN 0.22 Preserve fish and wildlife habitats conservation areas by requiring adequate setbacks of development from creeks and tributaries and by limiting alterations to natural vegetative cover through development restrictions. Also coordinate with other agencies to manage or improve conditions for wildlife and habitat in streams, anadromous fisheries, drainage ways, wetlands, and other watercourses.

Cultural Resources

GOAL

EN 16 Protect and enhance Marysville's cultural heritage.

POLICIES

EN 0.23 Encourage coordination between public and private entities to identify, preserve and restore buildings, structures, objects, and sites having historical and cultural significance or interest.

EN 0.24 Protect scenic views and sites so present and future generations may enjoy them.

EN 0.25 Archeological and historic resources should be surveyed as part of the development review process.

EN 0.26 Work with the Washington State Department of Archaeology and Historic Preservation (DAHP) and local tribes to help identify cultural resources and coordinate when cultural resources are identified.

Climate Change

GOALS

EN 17 Work with public and private partners to develop strategies and programs, that can be used by both the public and private sectors, to prepare for and mitigate the potential impacts of climate change.

EN 18 Account for climate change impacts when planning, siting, designing, and operating capital facility, utility, and infrastructure projects.

EN 19 Develop programs and strategies that will encourage the retrofitting of existing development and infrastructure to mitigate and adapt to the effects of climate change.

EN 20 Develop policies, programs, and projects that equitably reduce climate change impacts on vulnerable communities and increase resilience.

POLICIES

Air Quality

EN 0.27 To protect local and regional air quality, the City shall coordinate with county, regional, state, and federal agencies with air quality responsibilities, and seek to ensure that the City's programs and transportation projects are designed and implemented to conform to the provisions of the state and federal Clean Air Act.

EN 0.28 Ensure all federal and state air quality standards are met to reduce emissions of air toxics and greenhouse gases.

EN 0.29 Develop policies and strategies to reduce greenhouse gas emissions.

EN 0.30 Continue cooperative education efforts with the Marysville Fire District regarding burn bans and outdoor burning to promote air quality improvements.

EN 0.31 Protect, restore and manage native vegetation, tree canopy and forests (including parks, greenbelts and urban forests).

EN 0.32 Protect and restore natural resources that sequester and store carbon.

Energy Efficiency

EN 0.33 Promote the use of conservation, alternative energy sources including solar energy, and energy management technology where feasible.

EN 0.34 Prioritize EPA Energy Star-certified and high-efficiency devices to reduce electricity consumption.

EN 0.35 Promote sustainable building practices such as Leader in Energy and Environmental Design (LEED), Evergreen Sustainable Development Standard (ESDS) or a similar system.

EN 0.36 Staff shall recycle, and reduce paper consumption and plastic bottle use.

EN 0.37 The City will continue to participate in the Commute Trip Reduction (CTR) program.

Planning and Risk Assessment

EN 0.38 Develop a comprehensive approach to manage low flow conditions and drought response, taking into consideration the needs of the environment, agriculture, and vulnerable communities.

EN 0.39 Support enhanced data collection for hazard events to provide a fuller understanding of the community's hazard characteristics—including identifying demographic groups/community members most vulnerable to hazard events.

Natural Emergency Preparedness

EN 0.40 Improve capability to rapidly assess and repair damaged transportation infrastructure, in order to ensure rapid reopening of transportation corridors.

EN 0.41 Integrate local climate impacts risk assessment, as applicable, into hazard mitigation planning.

EN 0.42 Implement an urban heat resilience plan, incorporating heat mitigation and management actions, informed by heat island mapping, and involving cooling centers, early warning systems, and energy grid resilience.

EN 0.43 Revise land use codes to promote passive cooling, energy-efficient technologies, and green spaces to mitigate urban heat island effects.

EN 0.44 Prioritize equitable access to emergency preparedness resources for vulnerable populations and areas. Develop and distribute tools and resources for the community to stay safe during extreme heat events.

Wildfire Risk

EN 0.45 Develop short- and medium-term adaptation strategies for urban forests and other fire-prone habitats, and improve development standards.

EN 0.46 Collaborate with community partners to establish resilience hubs as clean air centers for public use during wildfire smoke events, especially in areas with poor air quality and limited air filtration access.

EN 0.47 Provide community education and outreach on wildfire smoke mitigation practices.

EN 0.48 Develop community wildfire preparedness, response, and recovery plans.

Prioritize Green Spaces and Shade Coverage

EN 0.49 Review, update, and implement tree protection codes to increase tree retention. Encourage the protection, maintenance, and expansion of tree canopy throughout the community, prioritizing residential and mixed-use areas with the least current tree canopy to equitably distribute benefits.

EN 0.50 Actively manage municipal forests (e.g., parks and greenbelts) to protect residents, and improve ecosystem health and habitat.

Shorelines and Flood areas

EN 0.51 Collaborate with scientific community, agencies, and jurisdictions to develop science-based estimates of coastal flooding impacts, incorporating future climate conditions in land use, Flood Hazard Management, and comprehensive planning.

EN 0.52 Prioritize coastal restoration to promote ecosystem resilience, considering sea level rise impacts.

EN 0.53 Increase resilience to flooding, and protect, restore, and enhance existing flood storage, conveyance, and the ecological functions and values of floodplains, wetlands, and riparian corridors.

EN 0.54 Maintain existing water levels of perennial water bodies and update local land use codes to reduce the risks of sea level rise for shoreline development.

EN 0.55 Preserve and develop direct and visual public access to water, including public docks, aquatic recreation, marine facilities, and scenic vistas, where consistent with the Shoreline Management Act.

EN 0.56 Discourage construction in designated flood hazard areas, and prohibit it in floodway areas. Developments in designated flood hazards areas shall be adequately flood-proofed.

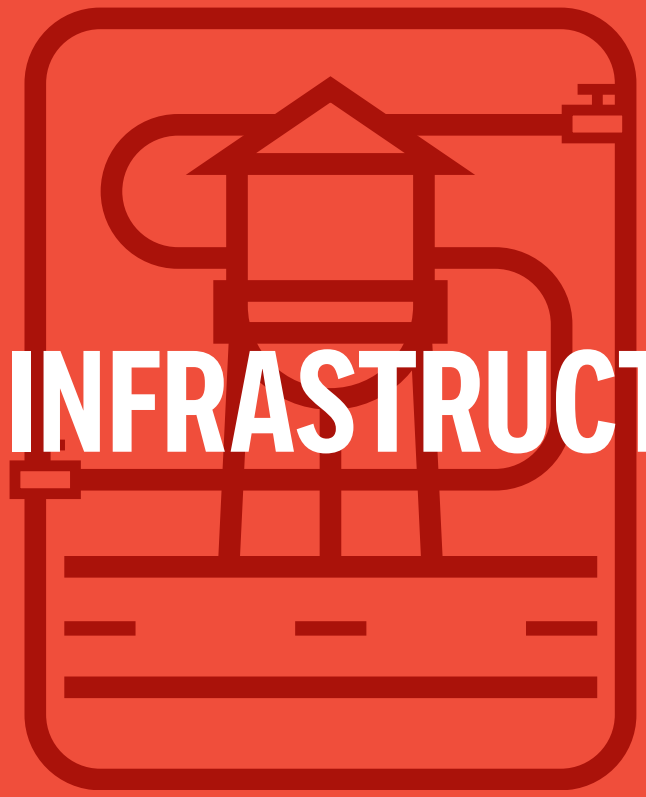
EN 0.57 Provide continued maintenance of established flood control facilities along rivers and creeks that protect existing populations and developments.

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

EN 0.59 Conserve and utilize shoreline and flood plain areas within the City consistent with the City's Shoreline Management Master Program.

Native plants contribute to a healthy environment. Photo Credit: Mark J. Photography.

OUR INFRASTRUCTURE



Chapter 8
TRANSPORTATION

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Transportation Snapshot

Transportation Element Overview

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

Existing Transportation Network

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

Existing Transportation Conditions and Safety

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

Land Use Forecasts and Key Growth Areas

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

Motorized, Non-Motorized, and Transit System Plans

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

Transportation Improvement Projects and Financing Program

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

Section 8.1

INTRODUCTION

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

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

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

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

Major Plan Updates

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

Notable planning efforts include, but are not limited to: adoption of the Lakewood Neighborhood Master Plan, Downtown Master Plan, and the Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan[139]; preliminary planning for Community Transit's SWIFT Gold Line[140]; and designation of the Cascade Industrial Center as a Regional Center by the Puget Sound Regional Council (PSRC) along with transportation network changes within the Smokey Point Master Plan Area.

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

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

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

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

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

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

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

Voices from the Community

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

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

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

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

---

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

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

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

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

For bicyclists, the five most important priorities are:

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

Section 8.2

INVENTORY OF EXISTING TRANSPORTATION FACILITIES

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

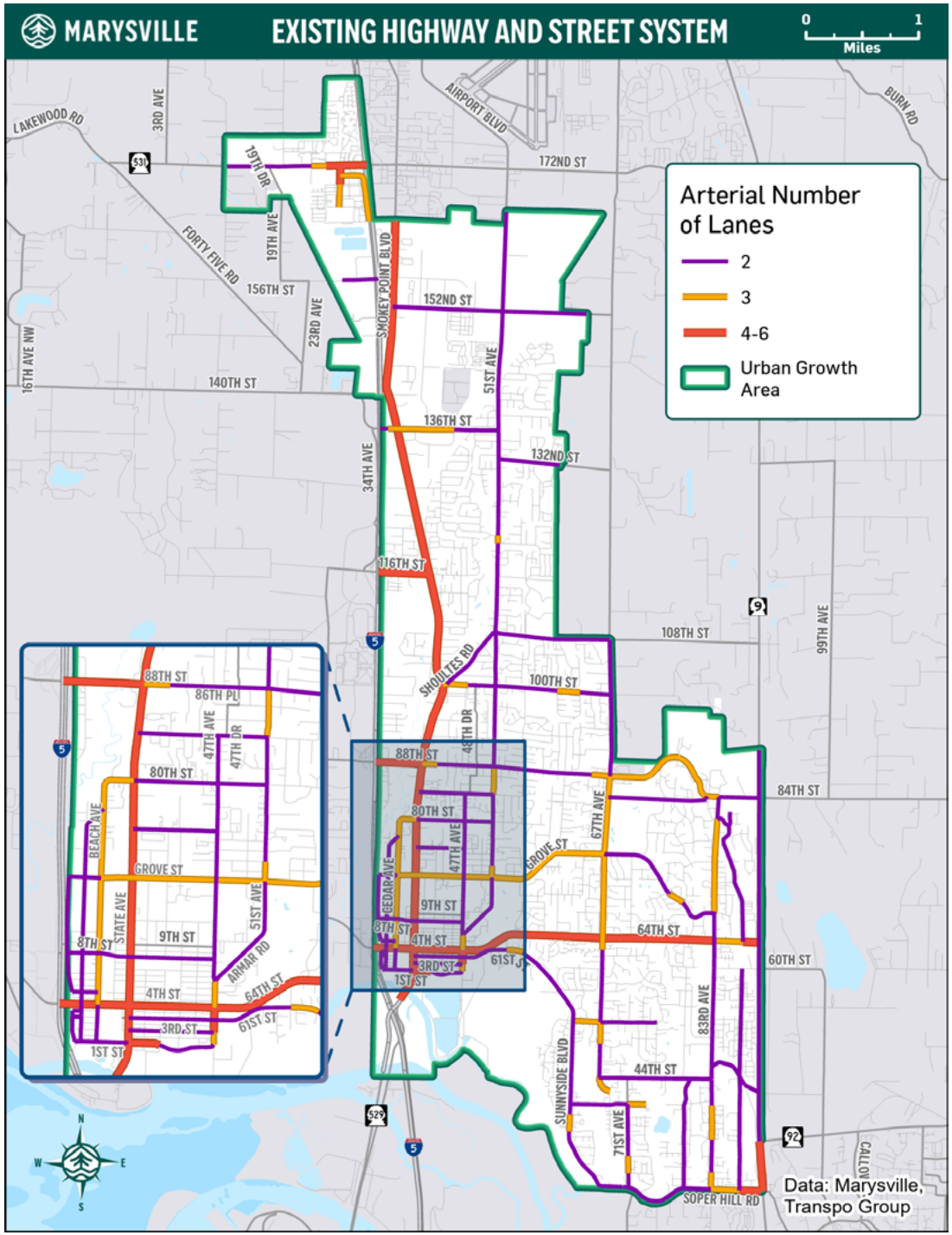
State Highways

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

North-South City Arterials

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

Figure 8.1



East-West City Arterials

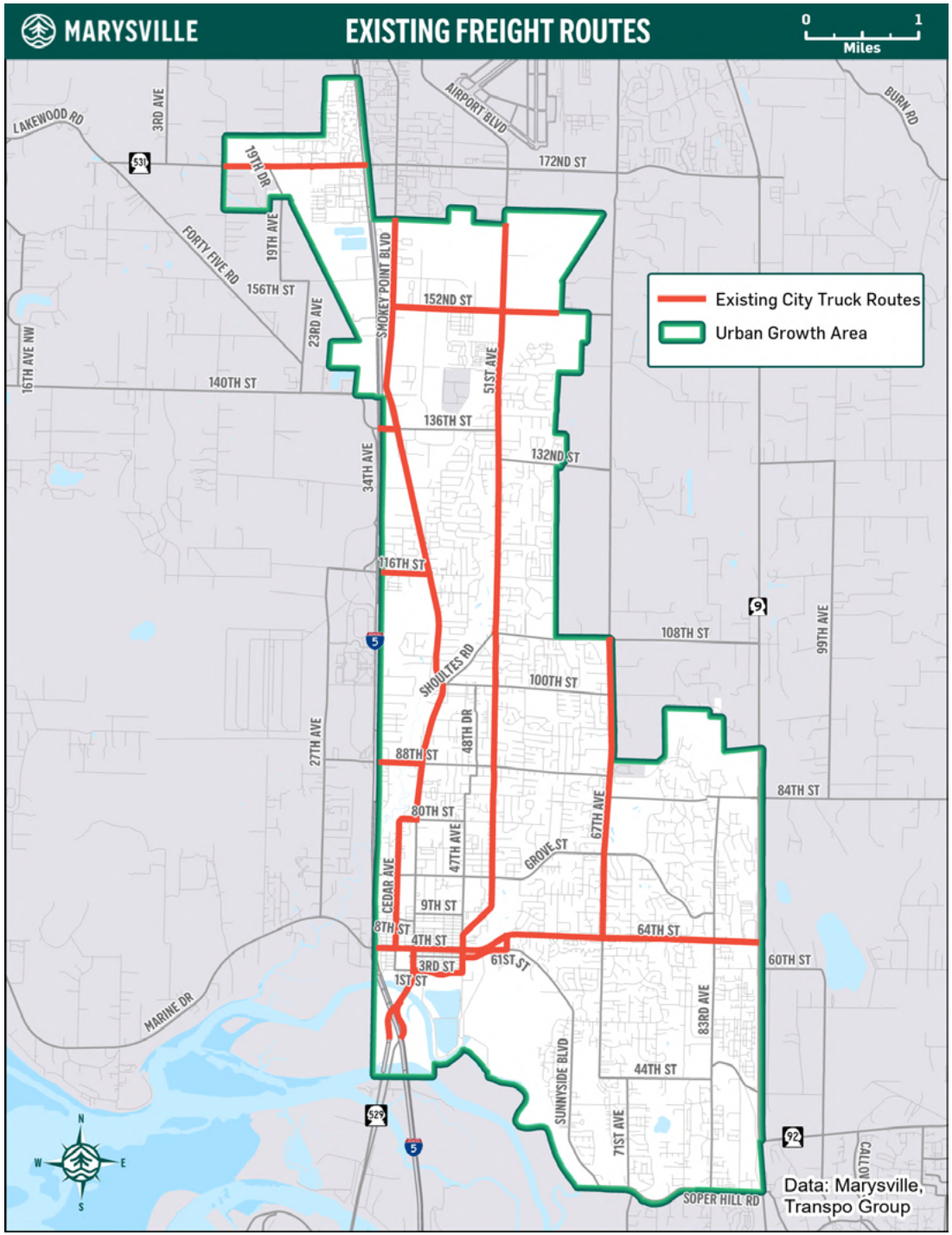
Few east-west City arterials provide direct connectivity through the City, but instead provide connectivity with major north-south arterials. Besides SR 528 and SR 531, only 88th Street NE/ Ingraham Boulevard/84th Street NE directly links I-5 with SR 9. The other main east-west arterials are 1st Street/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

Truck or Freight Routes

The Washington State Freight and Goods Transportation System (FGTS)classifies state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021.[144] FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for funding. There is one T-1 roadway (Interstate 5) in the Marysville area, and several T2 roadways.[145]

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

Figure 8.2



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

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

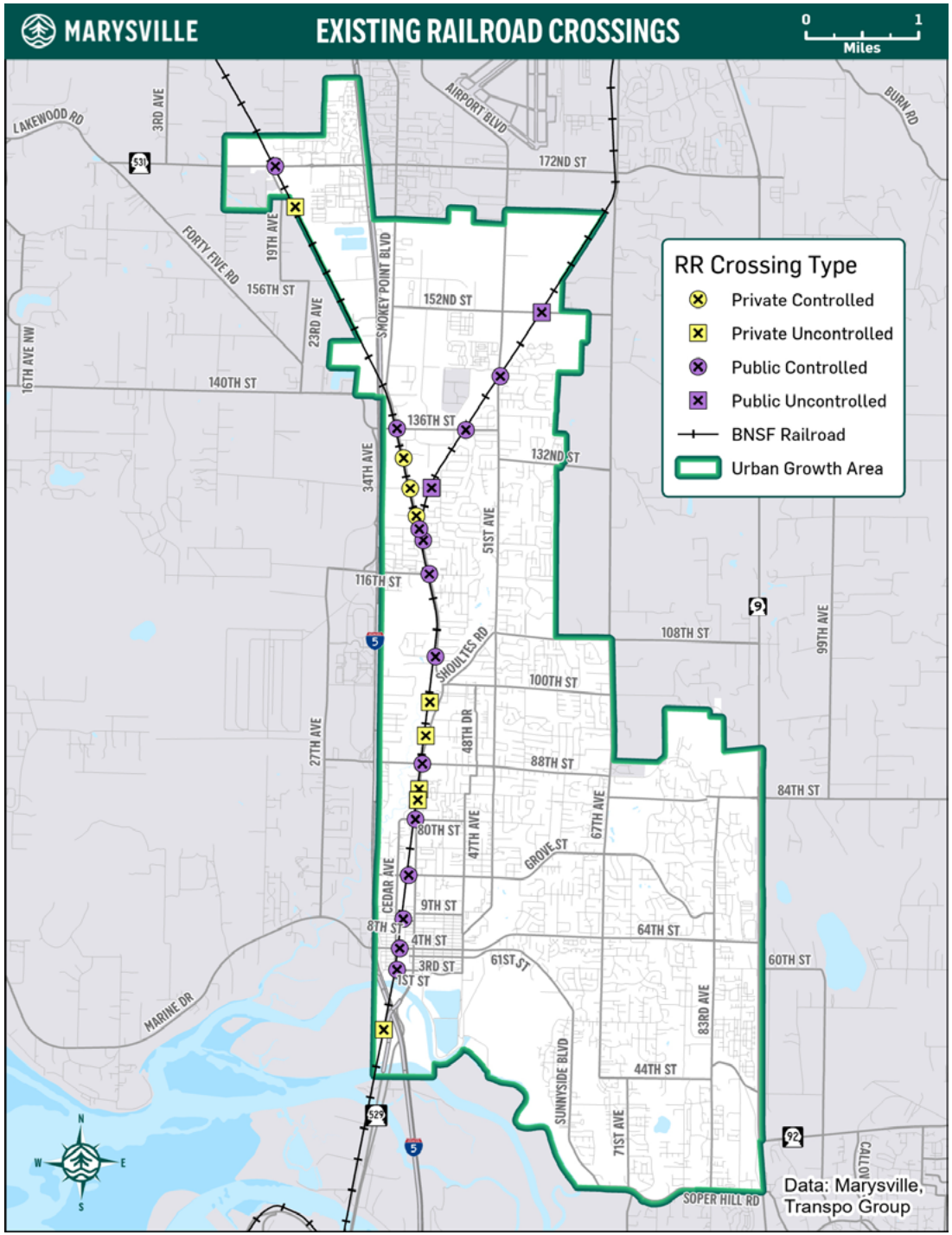
Rail Crossings

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

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

The railway presents challenges and opportunities for the community.

Figure 8.3



Non-Motorized System

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

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

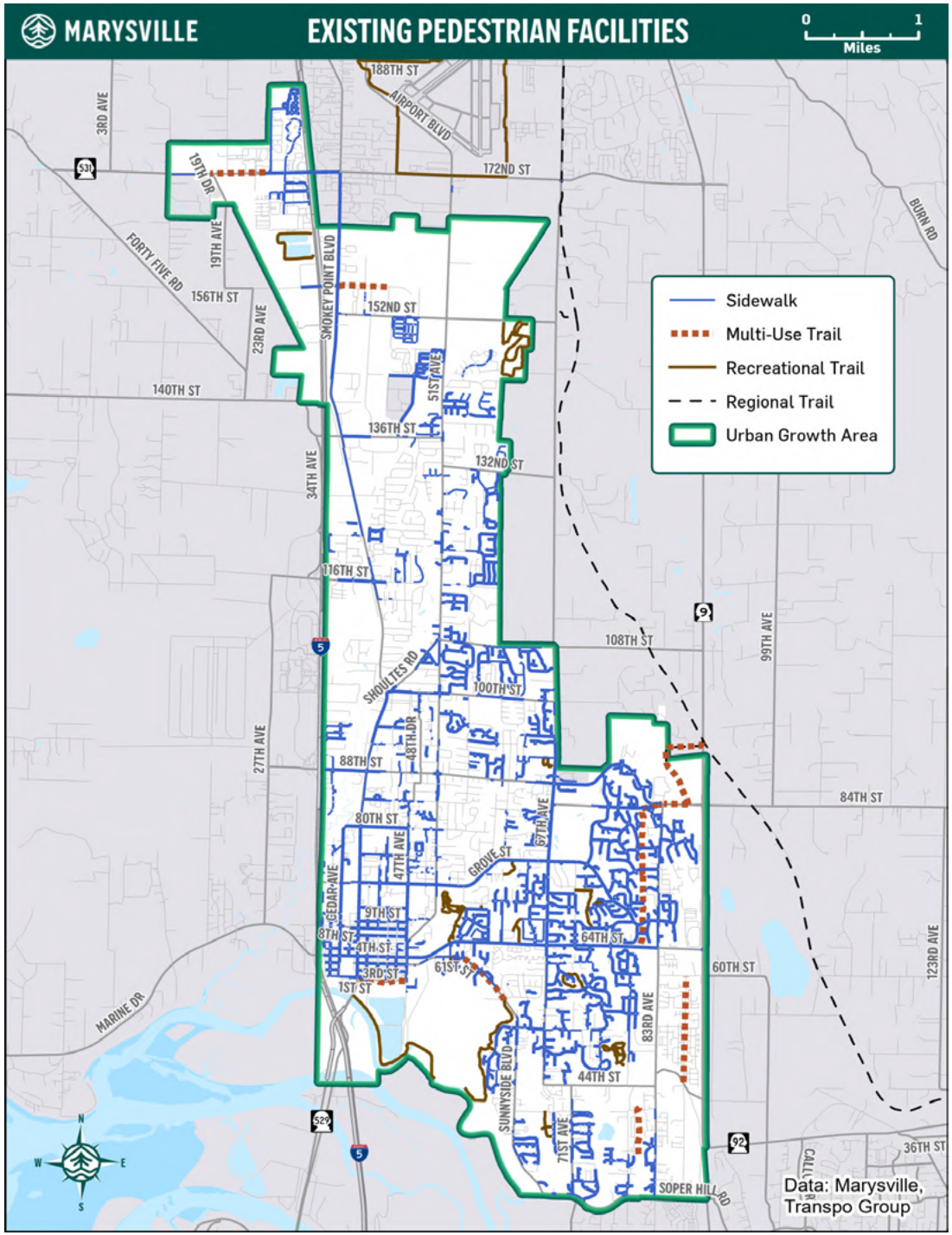
Pedestrian Facilities

As shown in Figure 4, most existing sidewalks and pedestrian pathways are located Downtown and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulders that serve as walkways are also provided elsewhere in the City. While many sidewalks have been constructed by the City, other sidewalks have been constructed by developers as new subdivisions or commercial projects were built. While this has resulted in many new sidewalks, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues, particularly for vulnerable populations like seniors, children and people with limited mobility.

The City is also served by several multi-use trails and recreational trails.[146] The dedicated trails in Marysville are the Bayview-Whiskey Ridge Trail and the Ebey Waterfront Trail. In 2021, the City completed the Centennial Trail Connector which connects the Bayview Trail to the regional Centennial Trail.

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

Figure 8.4



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

Bicycle Facilities

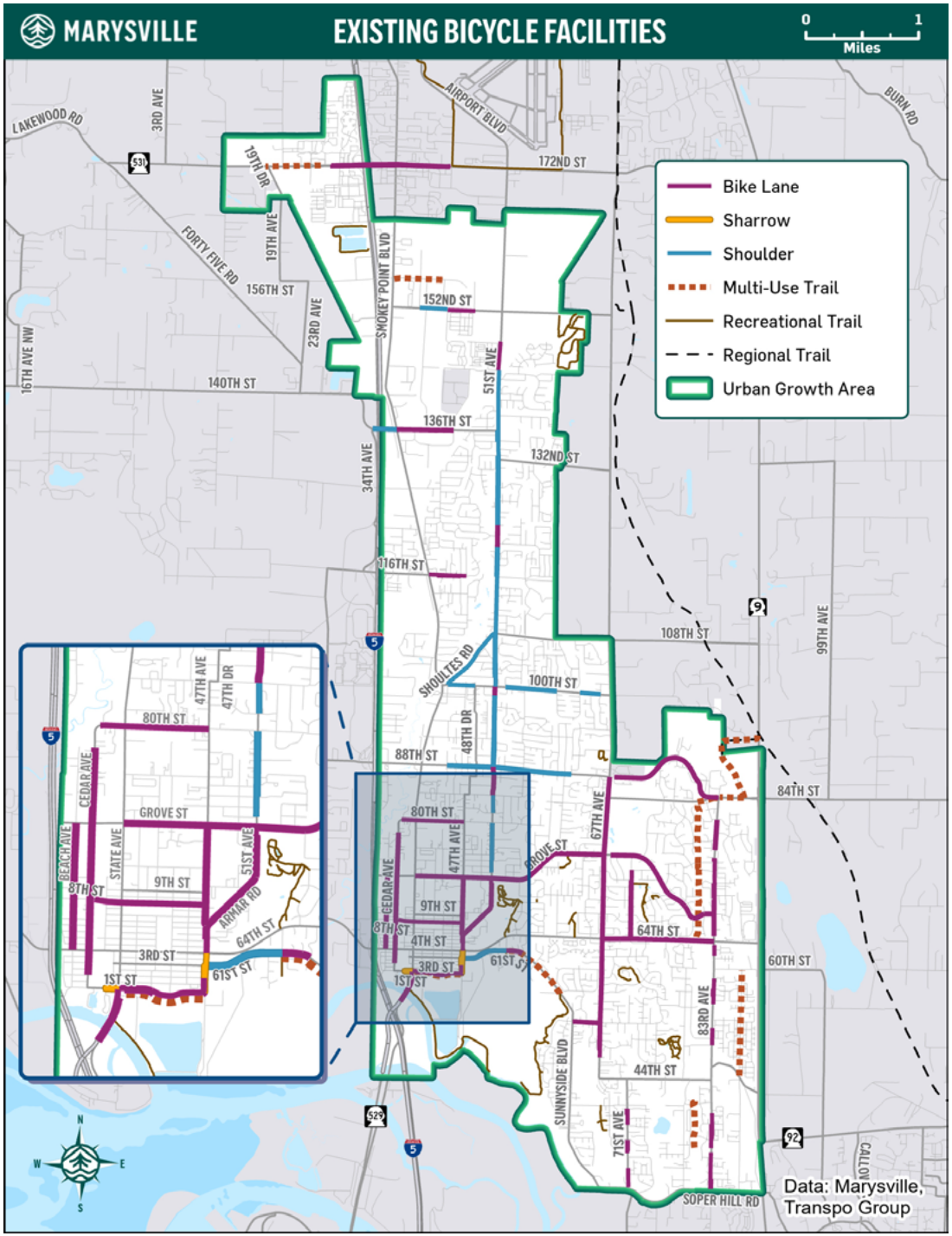
There are several existing bike lanes within Marysville and the surrounding communities as shown in Figure 8.5. Existing bicycle facilities are concentrated along a few select corridors: Beach Avenue, Cedar Avenue and Grove Street. Bike lanes are also found along some other roads although significant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

Transit and Transportation Demand Management

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

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

Figure 8.5



Fixed Route Service

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

DART Paratransit Service

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

Vanpool Program and Rideshare Services

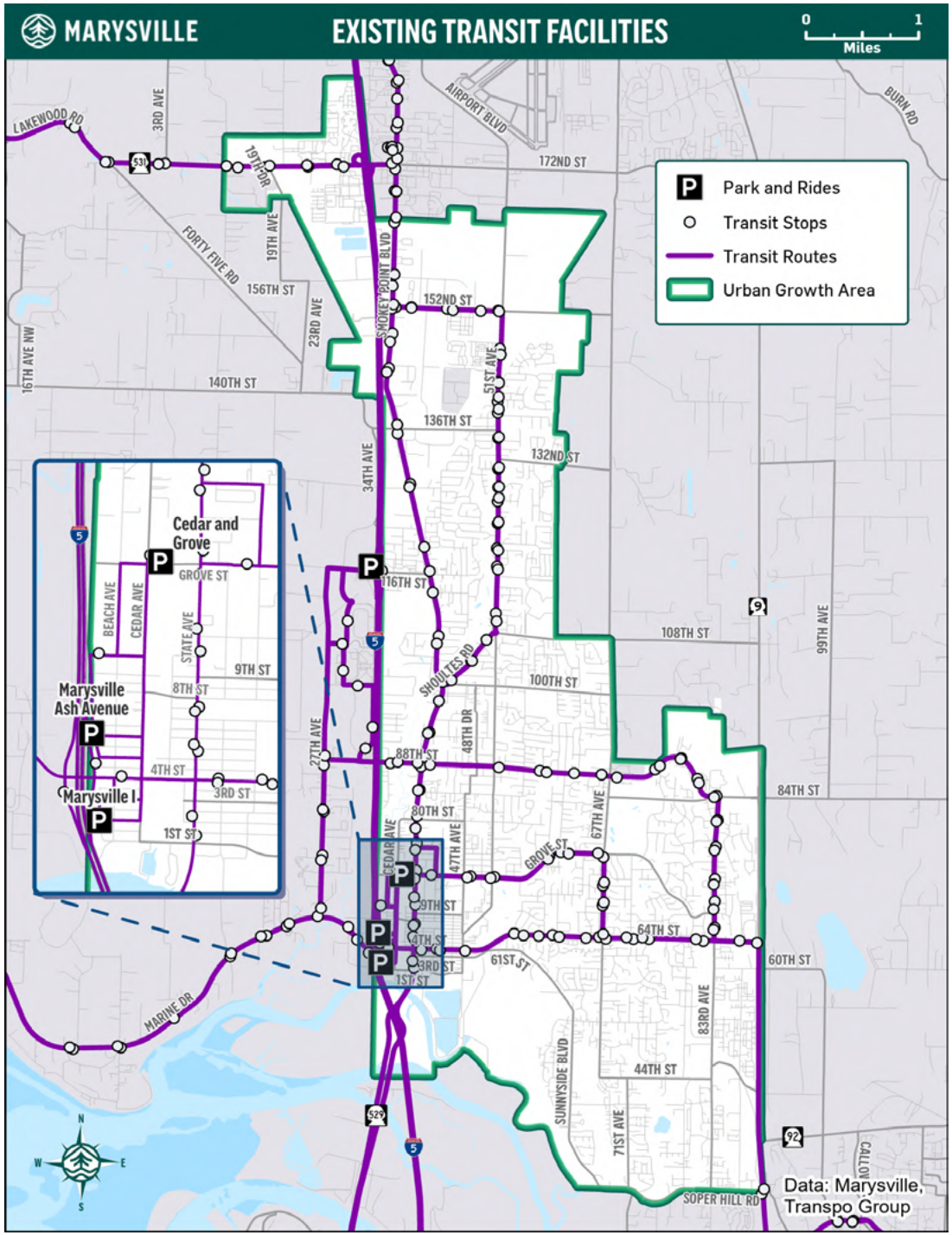
CT's vanpool program is one of the nation's largest and includes mobility device lift-equipped vans for those with disabilities. In 2023, vanpool represented five percent of all CT passenger trips, serving commuter groups with an origin or destination in Snohomish County. CT also offers ride-matching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

Commute Trip Reduction (CTR) Plan

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

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

Figure 8.6



Section 8.3

EXISTING TRANSPORTATION CONDITIONS AND SAFETY

Roadway Traffic Volumes

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

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

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

Roadway Traffic Operations

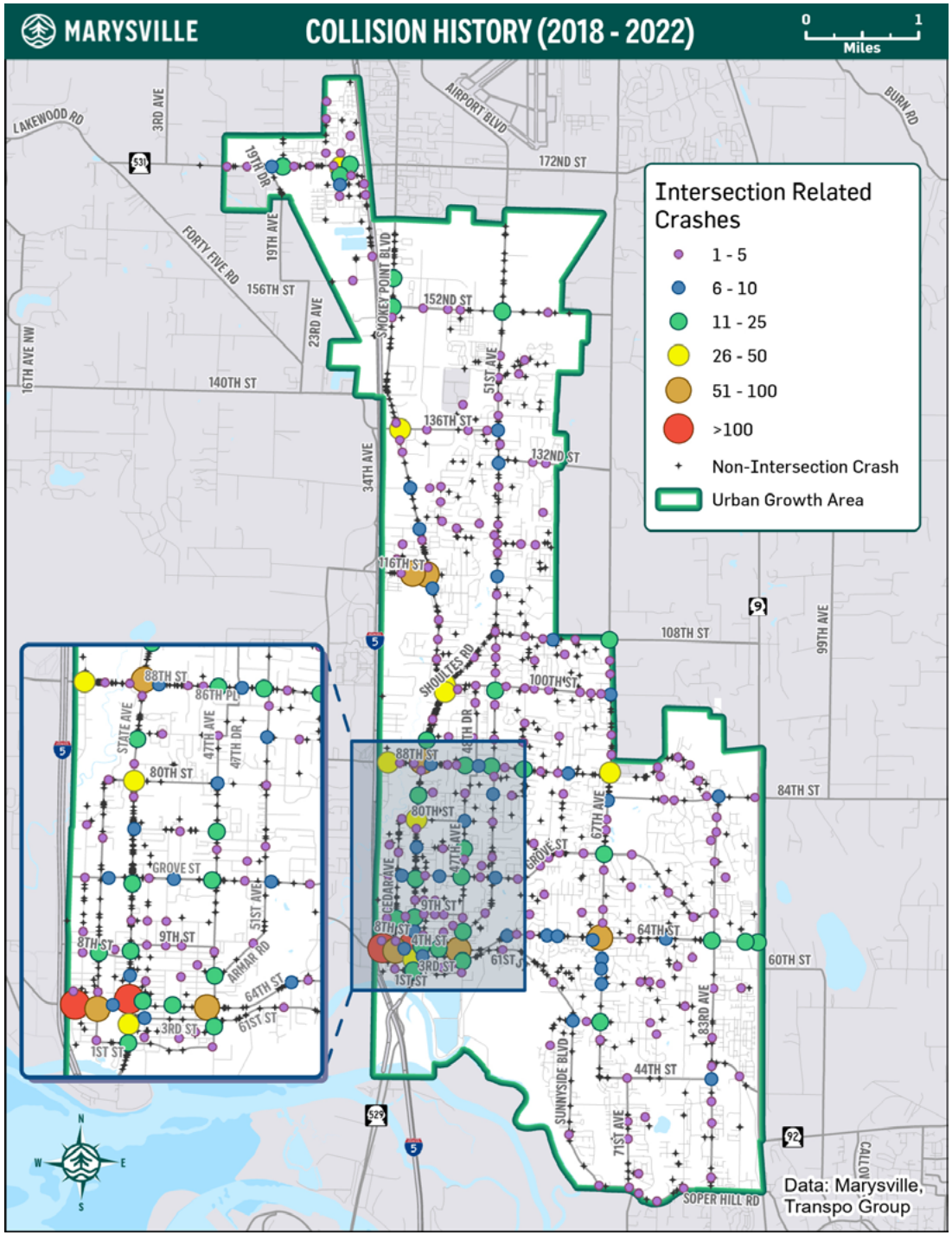
Traffic operations analyses provide a quantitative method to evaluate the transportation system's existing and forecast performance to assist in identifying problems and improvement options.

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

Roadway Traffic Safety

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

Figure 8.7



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

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

Intersection Safety Analysis

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

Pedestrian/Bicycle Safety

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

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

Section 8.4

LAND USE FORECASTS AND KEY GROWTH AREAS

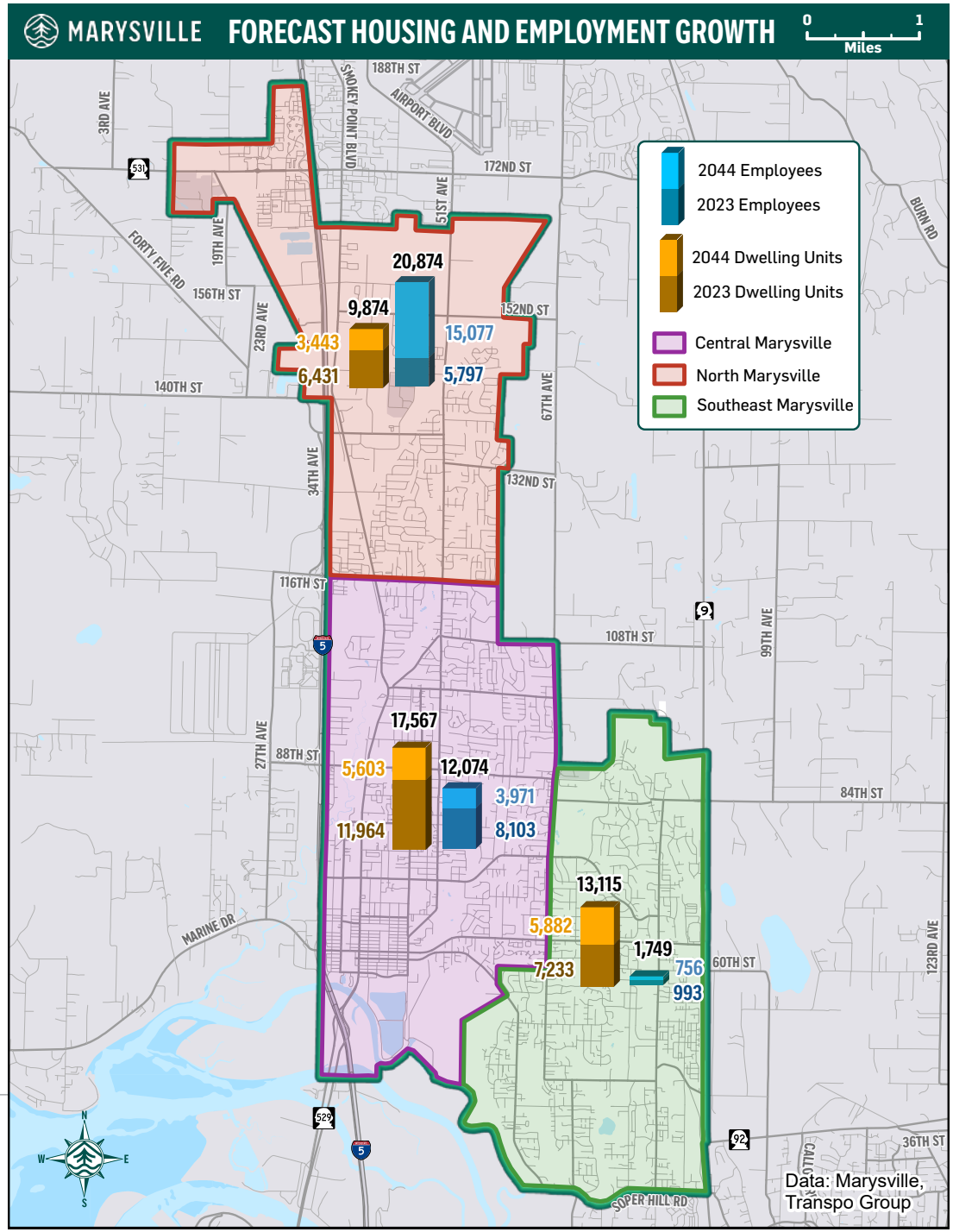
The GMA requires that the transportation planning horizon be at least ten years in the future; however, the City is planning for the next 20 years with a horizon year of 2044. The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model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

Land Use Forecasts

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

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

Figure 8.8



151. Figure 8.8 shows capacity figures which are slightly higher than the City's PSRC allocated growth targets; however, the travel demand model/forecast and the overall Comprehensive Plan are based on PSRC's growth targets. The key reason that additional employment capacity is shown in the northern part of the UGA is due to the substantial commercial and industrial development occuring in the Cascade Industrial Center (CIC). It should be noted that some of the land that represents surplus employment and housing capacity may be used to address the City's emergency housing allocation. The unannexed UGA (i.e. Lakewood School District complex) also contributes to the surplus employment capacity.

Residential Growth

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

Employment Growth

Employment in the UGA is projected to grow by about 17,616 jobs, representing a 111 percent increase over 2019 which is a 3.03 percent annual growth rate. Employment in the northern part of Marysville, which includes the Cascade Industrial Center (CIC), is projected to grow the most. The northern part of the Marysville UGA has capacity for about 15,100 more employees or 76.1 percent of the UGA's additional commercial capacity. The central area of the Marysville UGA has capacity for about 4,000 more employees or 20.1 percent of the UGA's additional commercial capacity. The southeast area of the City has capacity for about 750 more employees (3.8 percent of the UGA's capacity).

Lakewood Neighborhood

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

Cascade Industrial Center (CIC)

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

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

88th Street Corridor

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

Downtown

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

Sunnyside Boulevard

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

Southeast City/Whiskey Ridge Area

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

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

Section 8.5

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

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

2044 Baseline Evaluation

The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. Projects assumed in the City's 2044 baseline scenario include[151]:

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

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

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

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

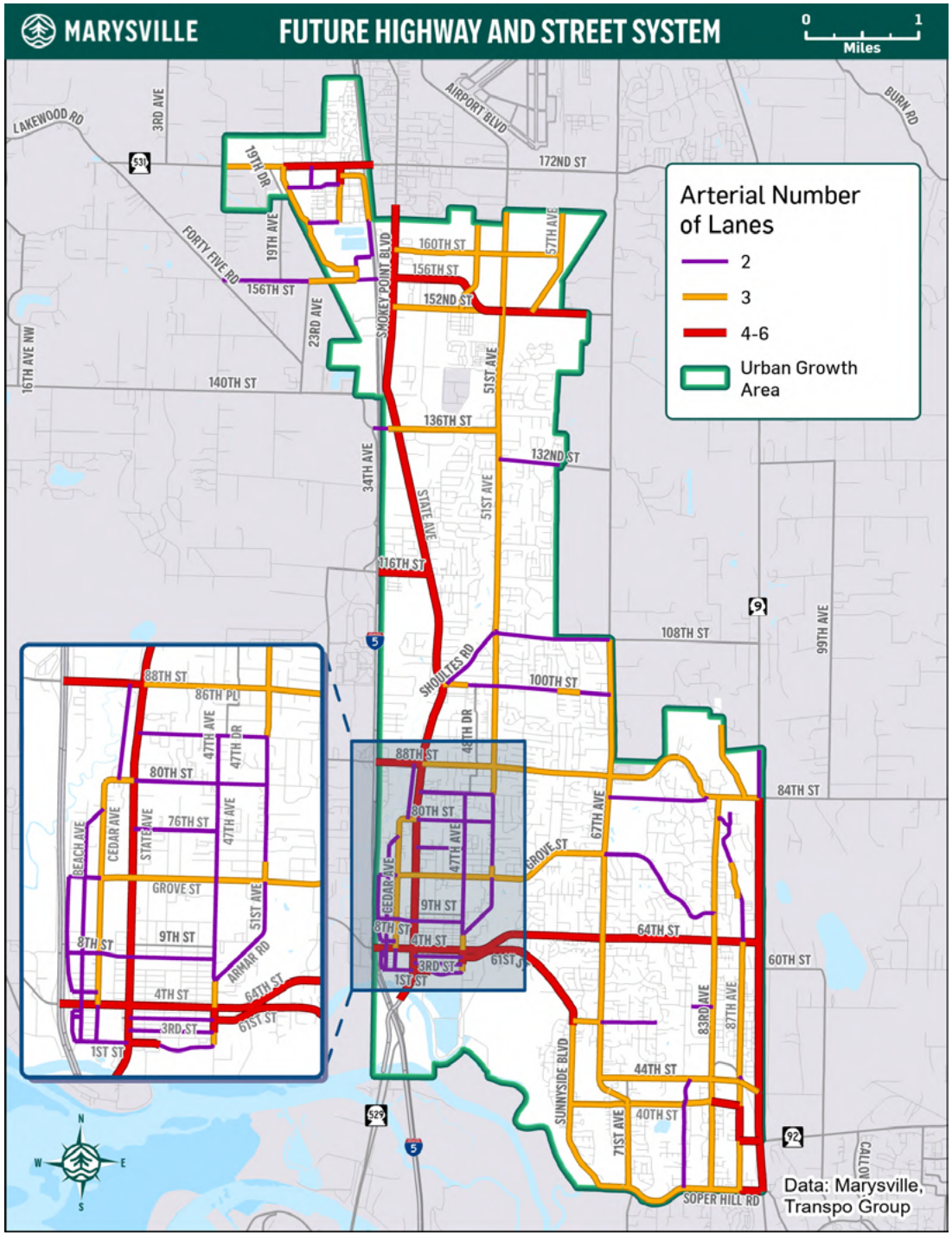
Need Evaluation and Project Identification

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

Streets and Highways

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

Figure 8.9



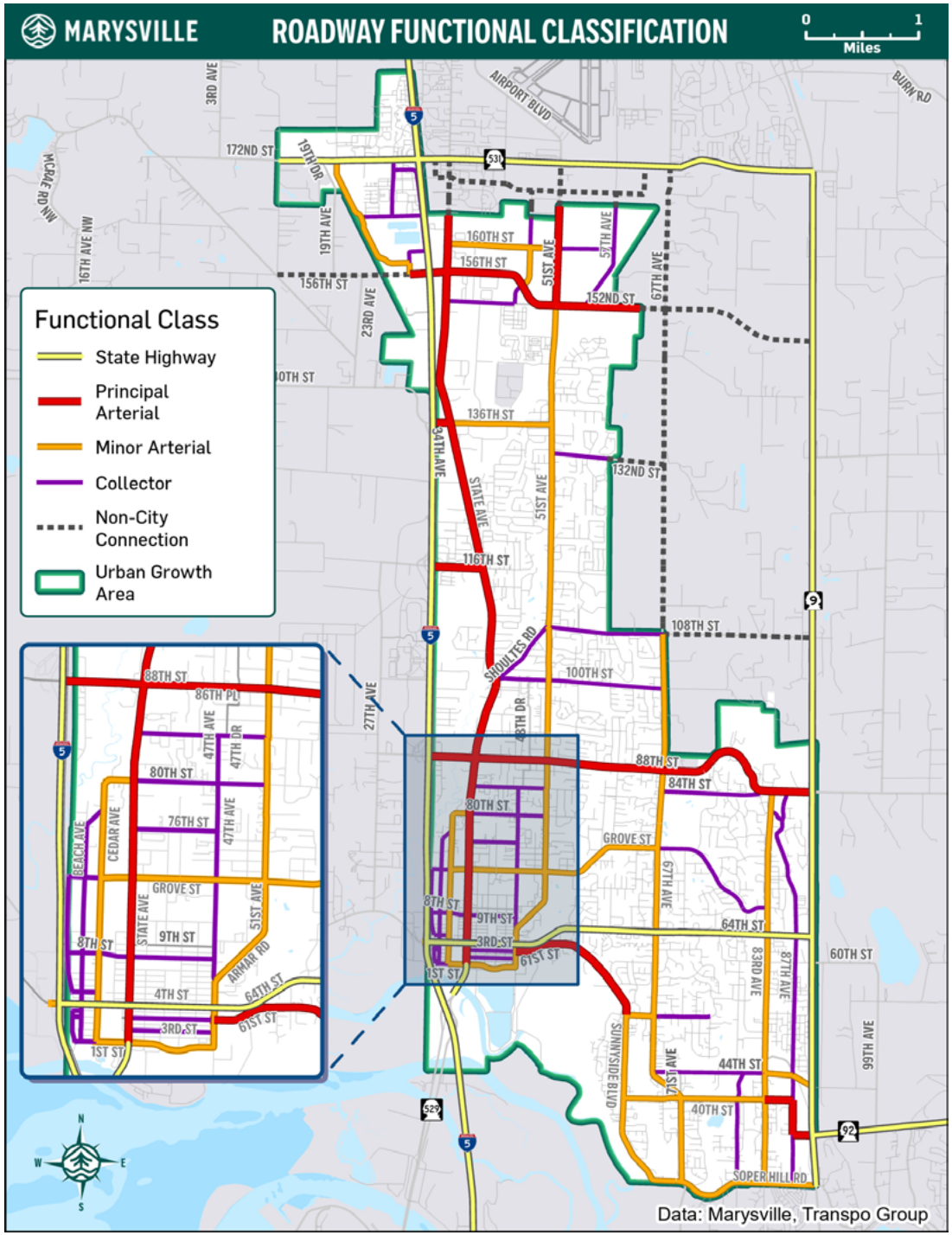
Arterial and Collector Classifications

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

National Highway System

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

Figure 8.10



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

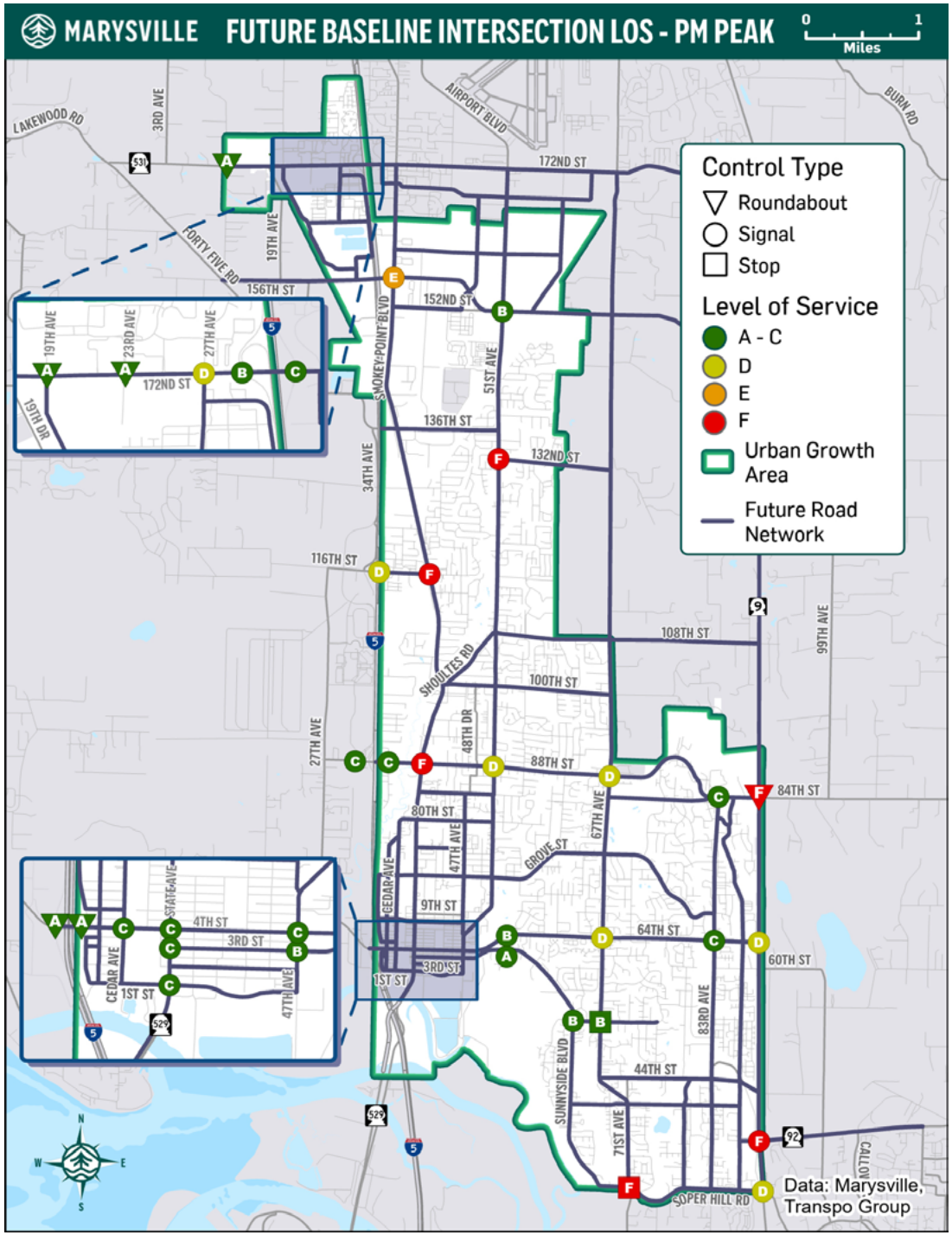
Highways of Statewide Significance

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

Federal Functional Classification

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

Figure 8.11

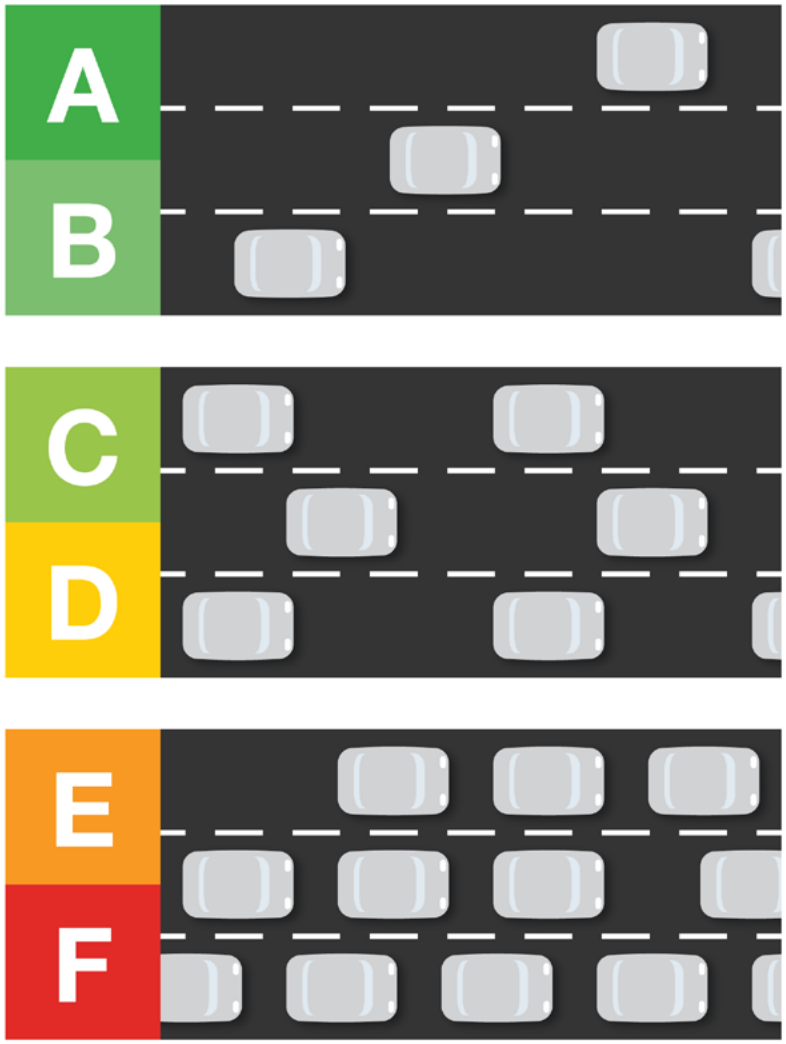


Vehicle LOS Standard

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

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

Figure 8.12



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

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

Section 8.6

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

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

Pedestrian System Evaluation

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

Pedestrians stroll in Downtown, a highly walkable area.

Pedestrian System Plan

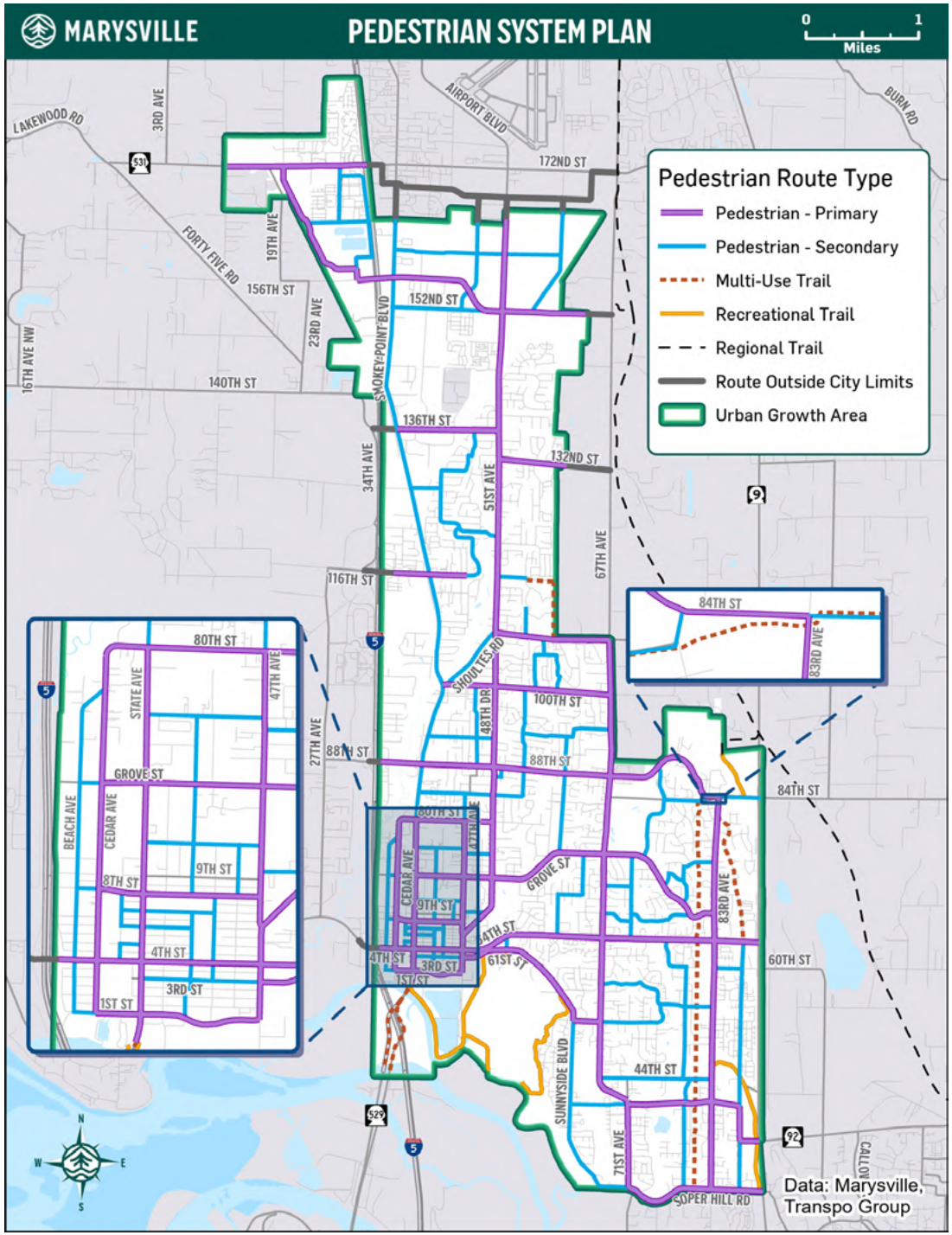
The future pedestrian system plan shown in Figure 8.13 aims to create a comprehensive network of sidewalks, walkways, and multi-use trails. The pedestrian system plan reduces vehicle demand, promotes health, and enhances safety. It is designed to facilitate travel to residential areas, recreational facilities,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

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

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

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

Figure 8.13



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

Pedestrian LOS Standards

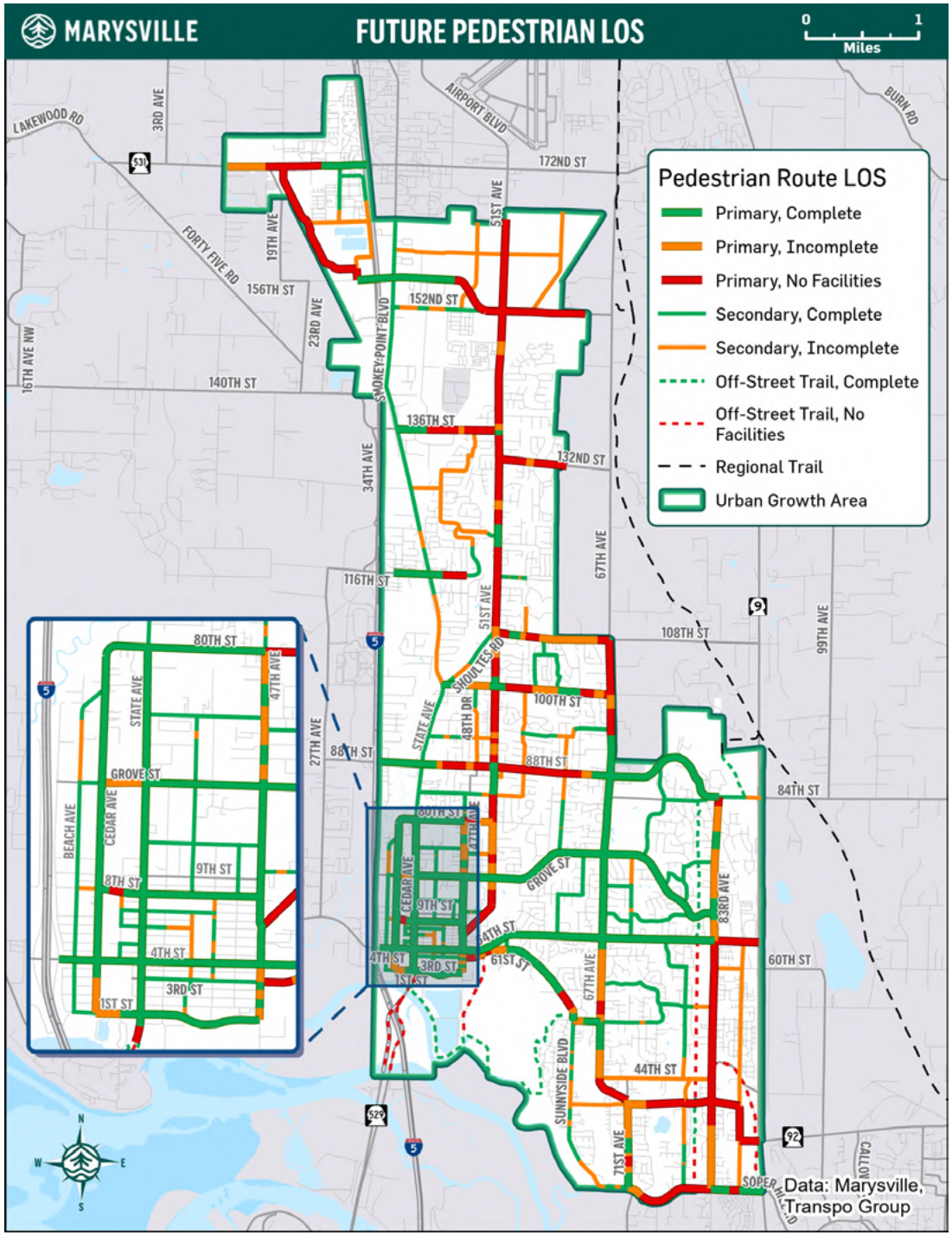
Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The pedestrian LOS standards are described in Figure 8.15 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are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

Figure 8.14
Pedestrian LOS Overview

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

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

Figure 8.15



Bicycle System Evaluation

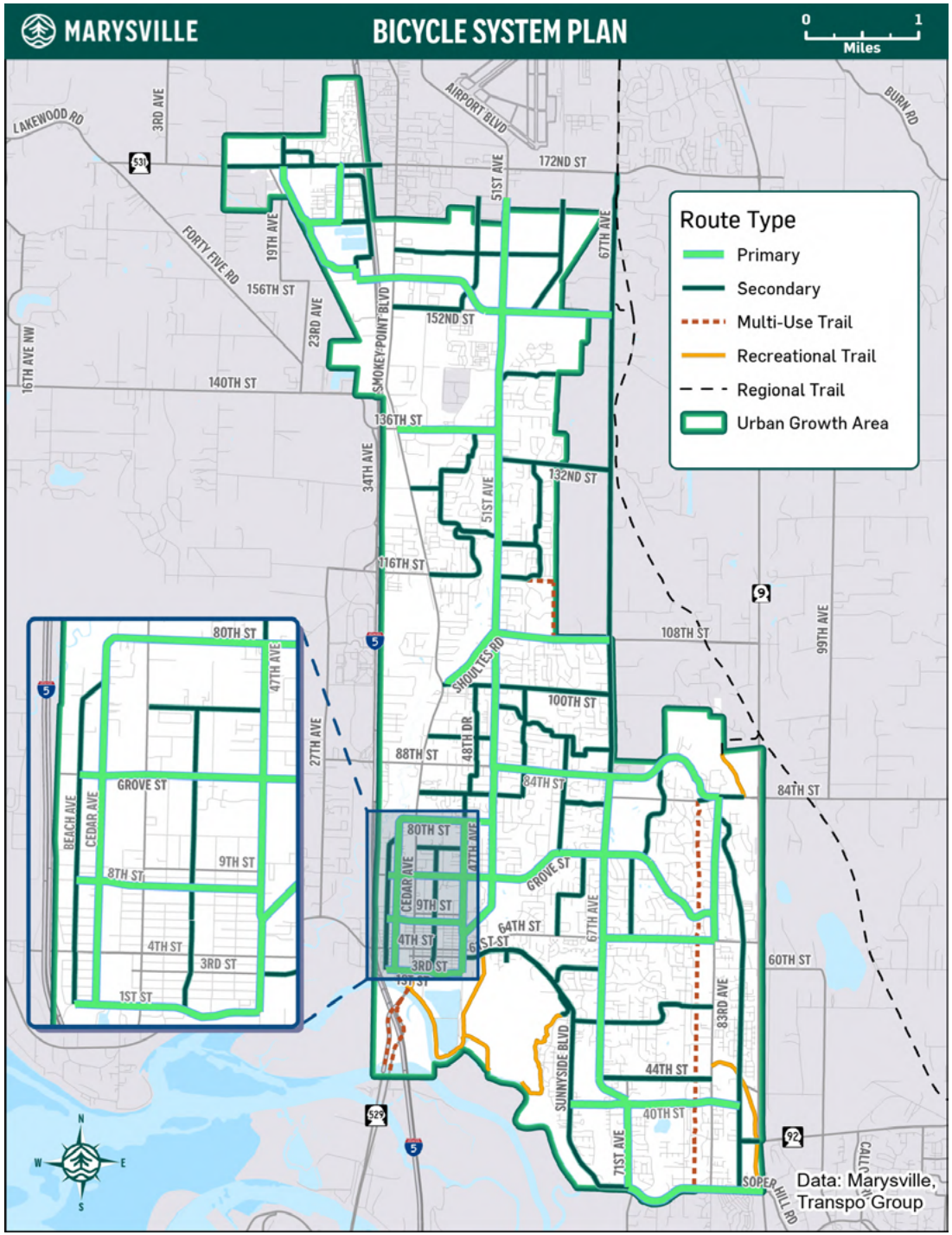
The bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways as shown in Figure 8.16. Many of the gaps are on roadways yet to be constructed.

Bicycle System Plan

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

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

Figure 8.16



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

Bicycle LOS Standard

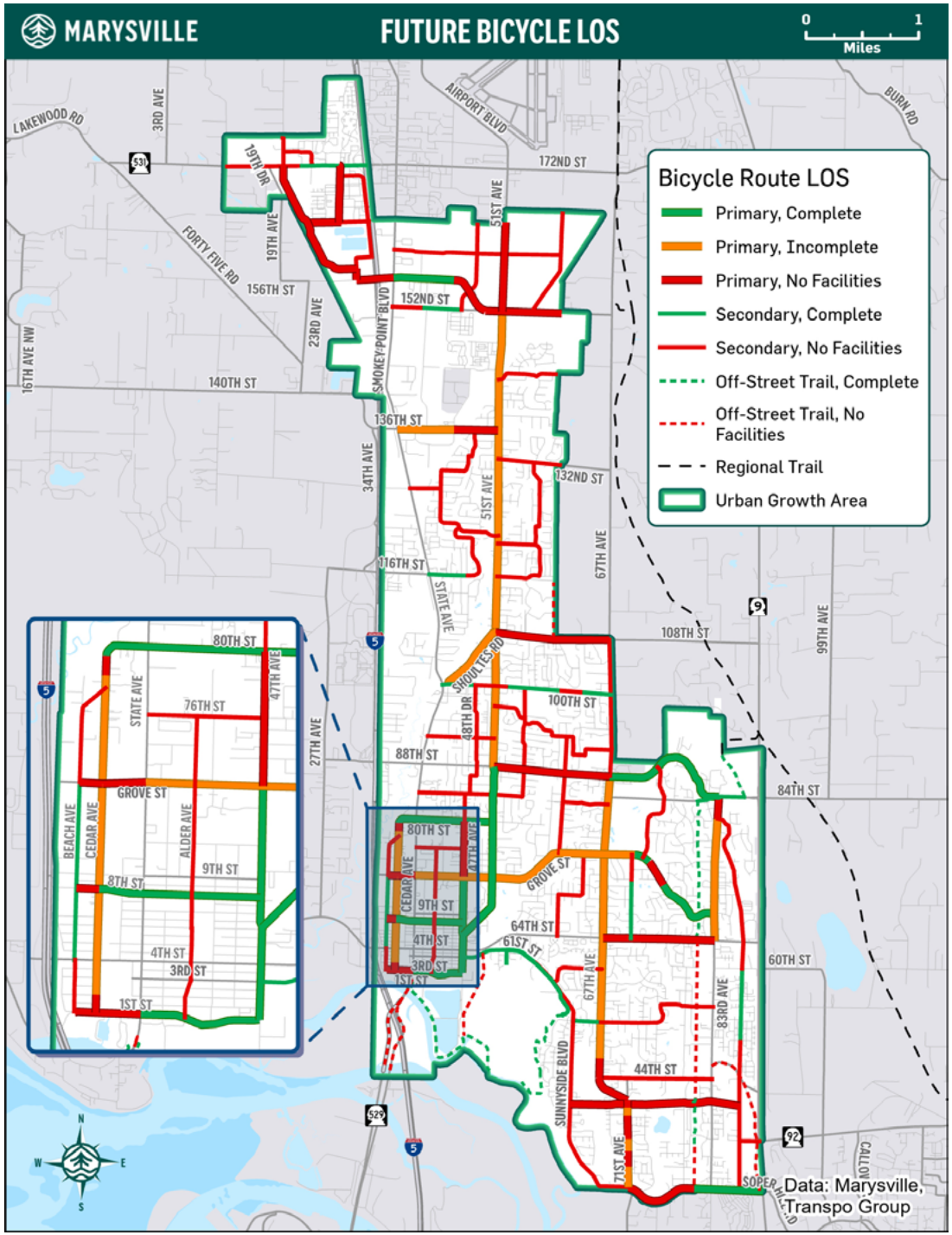
Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. The LOS standards are described in Figure 8.5, and shown in Figure 8.18 in green, orange, and red. They provide flexibility for the types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

Figure 8.17
Pedestrian LOS Overview

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

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

Figure 8.18



Section 8.7

TRANSIT SYSTEM PLANS

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

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

Community Transit Long Range Plan

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

Transit Development Plan

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

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

Regional Transit Routes

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

Carpooling and Vanpooling

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

Transit Accessibility

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

Transportation Demand Management Program

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

Technology Considerations

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

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

Section 8.8

TRANSPORTATION IMPROVEMENT PROJECTS AND FINANCING PROGRAM

Transportation Improvement Projects and Programs

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

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

Public Works crews working on a road improvement project.

Financing Program

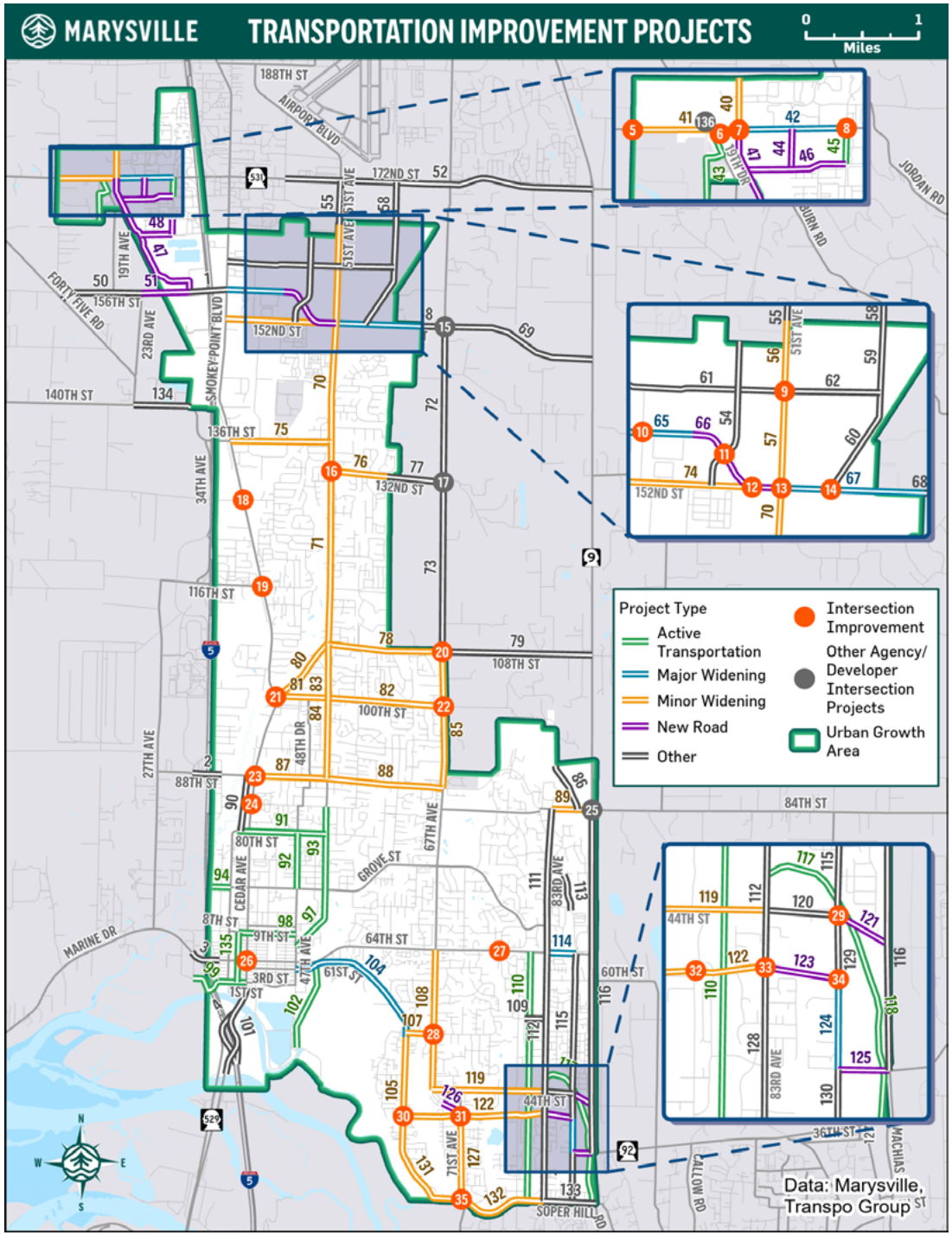
The financing program is presented in the full 2024 Transportation Plan and provides a framework for decisions on which projects and programs are funded and when they are projected to be built. The full 2024 Transportation Plan includes a summary of the estimated costs of the transportation projects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

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

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

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

Figure 8.19 [157]



Section 8.9

GOALS AND POLICIES

OVERARCHING GOAL

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

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

T 1.1 The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

T 1.2 Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

T 1.3 Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

T 1.4 Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

T 1.5 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

T 1.6 Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

T 1.7 Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

T 1.8 Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

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

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

T 2.2 Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.

T 2.3 Apply livable urban design principles for growth centers and transit areas.

T 2.4 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

T 2.5 Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

T 2.6 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

T 2.7 Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

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

T 3.1 Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

T 3.2 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

T 3.3 Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

T 3.4 Maintain and improve the safety of the transportation system for all travel modes.

T 3.5 Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

T 3.6 Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

T 3.7 Apply access management practices to arterials to improve the safety and operational efficiency of the system.

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

T 4.1 Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

T 4.2 Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

T 4.3 Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and accommodate capacity expansion that is compatible with local plans.

T 4.4 Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everrett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

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

T 5.1 Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions and improve system performance.

T 5.2 Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

T 5.3 Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

T 5.4 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

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

T 6.1 The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.

T 6.2 Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

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

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

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

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

T 6.5 Pedestrian Network Level of Service (LOS) Standards

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

T 6.6 Bicycle Network Level of Service (LOS) Standards

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

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

T 6.8 Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

T 6.9 Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

T 6.10 Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

T 6.11 Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

T 6.12 Identify and preserve rights-of-way for future transportation system needs.

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

T 7.1 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP.

T 7.2 Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.

T 7.3 Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

T 7.4 If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.

T 7.5 Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

T 7.6 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

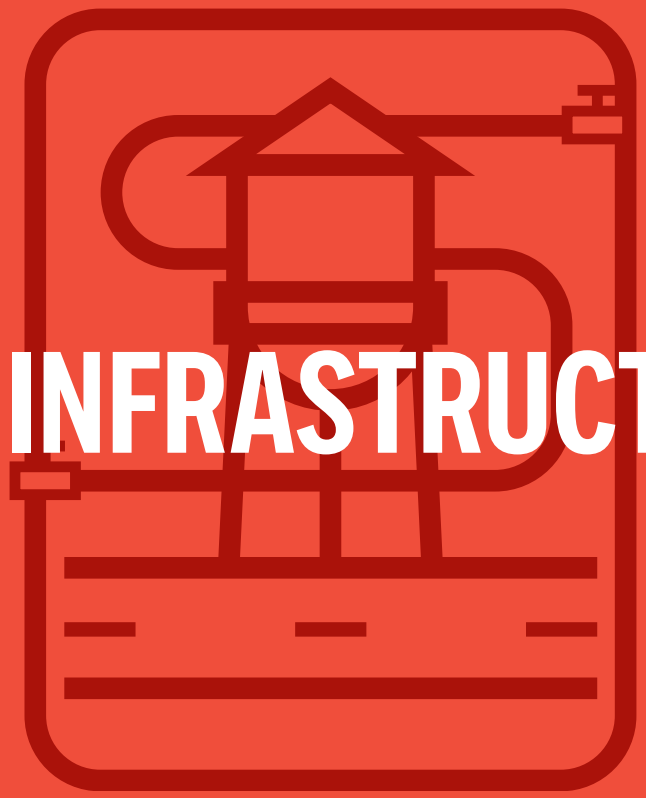
T 7.7 Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

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

T 7.9 Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.

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

OUR INFRASTRUCTURE



Chapter 9
UTILITIES

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Utilities Snapshot

Utilities

Public utilities are integral aspects of modern everyday life. The Growth Management Act (GMA) defines electricity, telecommunications, natural gas, and similar systems as "utilities". Water, sanitary sewer, and stormwater systems are commonly referred to as utilities, but are defined in the GMA as "public facilities". Due to their common conception in the public mind as utilities and closer interrelationship, this chapter identifies water, sewer, stormwater management, solid waste services, electricity, natural gas, and telecommunications as utilities. Some utilities are provided by the City while others are provided by non-city utility purveyors. The past several years have seen many regulatory changes impacting utilities.

Water, Sewer and Stormwater

The City of Marysville provides water, sewer, and stormwater utilities. The City's Water Service Area (WSA) comprises approximately 25 square miles, extending beyond the 20.9 square mile city, while the City's Sewer Service Area (SSA) comprises approximately 23.12 square miles. In 2024, the City provided water service to 24,263 connections. In 2023, sewer service was provided to 20,289 connections. The City's stormwater system consists of approximately 241.9 miles of storm lines and 1,470 stormwater facilities, as well as other infrastructure. Stormwater facilities in the City include both public and private facilities. Overall demand for water, sewer, and stormwater utilities is expected to increase commensurate with growth over the 20-

Solid Waste

Solid waste management in the City is provided by the Public Works Department with recycling services provided via a contractual agreement with Waste management (WM) – Marysville Recycle & Services. In 2024, the City provided solid waste management services to 22,497 accounts totaling 23,481 receptacles. Ninety-six (96) percent of receptacles are residential-size, with the balance commercial-size. Over the past decade, accounts have steadily increased, with a sizable increase occurring in 2022 when accounts from the Central Marysville Annexation transferred from WM to the City. The City's delivery of sanitation services and costs are impacted by a variety of recent, or anticipated changes, including new laws on organic waste recycling.

Electricity and Natural Gas

Electricity and natural gas are provided to city residents and businesses by Snohomish County Public Utility District (PUD) and Puget Sound Energy (PSE). Both PUD and PSE are required to prepare Integrated Resource Plans (IRP), which establish how reliable and affordable utilities will be provided to customers. Both utilities are also subject to new Washington State regulations, such as the Clean Energy Transformation Act (CETA), which requires utilities to be free of greenhouse gas emissions by 2045. Navigating new STATE LAWS and addressing growth are challenges that the utilities must address. A portion of the Olympic Pipeline also traverses the City.

Telecommunications

Telecommunications is the transmission of sound, images, and/or data by wire, radio, optical fiber, cable, satellite, or other electromagnetic or similar means. Telecommunications include, but are not limited to, telephone, cable television, personal wireless services, and internet services. Within the City, several companies provide a variety of these services including, but not limited to, Comcast, Ziply, Astound Broadband, Starlink, and Viasat.

Essential Public Facilities

Essential Public Facilities are defined in WAC 365-196-550 as "public facilities that are typically difficult to site"; however, they may be publicly or privately owned. The City is required to establish a process for identifying and siting Essential Public Facilities that is consistent with and implements applicable Snohomish County County-wide Planning Policies. Further, the City's Comprehensive Plan and development regulations may not preclude the siting of Essential Public Facilities. The City's process for identifying, mitigating, and siting Essential Public Facilities is set forth in MMC Chapter 22G.070.

Section 9.1

INTRODUCTION

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

The Growth Management Act (GMA) defines electricity, telecommunications, natural gas and similar systems as "utilities". Water, sanitary sewer, and stormwater systems are commonly referred to as utilities, but are defined in the GMA as "public facilities".[158] Due to their common conception in the public mind as utilities and closer interrelationship, this chapter identifies water, sewer, stormwater management, solid waste services, electricity, natural gas, and telecommunications as utilities.[159] It is important that the City has safe, reliable utility facilities and services that are: appropriate to accommodate anticipated growth; environmentally sensitive, aesthetically compatible with surrounding land uses; and reasonably priced.

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

Beyond providing the utilities we rely on, the City and other utility providers also need to respond to a rapidly changing regulatory environment and continuously evolving technologies. Stormwater from development must be managed pursuant to the Department of Ecology's Stormwater Management Manual for Western Washington, which is periodically updated to enhance stormwater requirements and promote environmentally friendly stormwater management techniques such as Low Impact Development (LID). Washington state's Clean Energy Transformation Act (CETA), which became law on May 7, 2019, requires an electricity supply free of greenhouse gas emissions by 2045. This law has resulted in significant changes in energy markets and utility providers' operational plans. Electric vehicle usage is another energy demand change that utility providers need to respond to as, by 2035, "all passenger and light-duty vehicles of model year 2035 or later registered"in the State must be zero emissions vehicles.[160] The telecommunications sector has similarly seen many disruptive technologies from the smart phone to 5G, which have required innovation and new infrastructure.

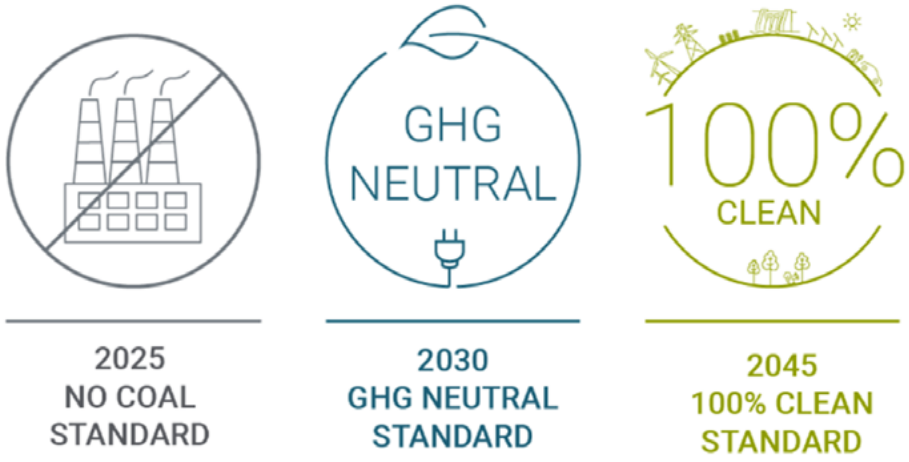
158. Pursuant to RCW 36.70A.030, (32)"Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (33)"Public services" include fire protection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

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

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

The Growth Management Act requires that the Utilities Element include: the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (WAC 365-196-420).[161] Public facilities such as water, sewer, and stormwater are required to be addressed in the Comprehensive Plan but are typically covered in the Land Use Element and Capital Facilities Plan, the latter of which must demonstrate "adequate public facilities during the planing period o that available infrastructure does not serve as a limiting factor to redevelopment at urban densities" (WAC 365-196-300(4)(c)).

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



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

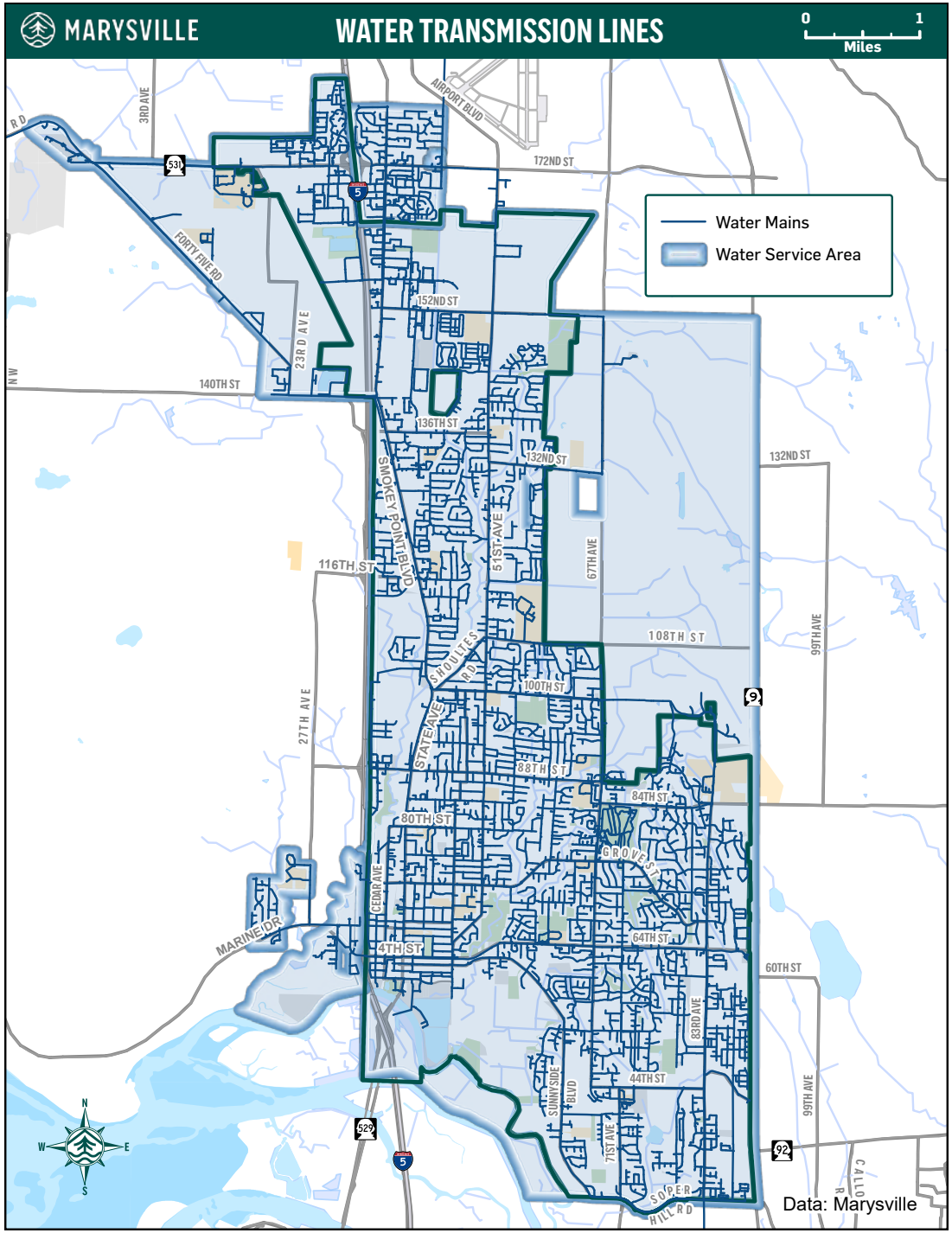
Section 9.2

WATER

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

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

Figure 9.1

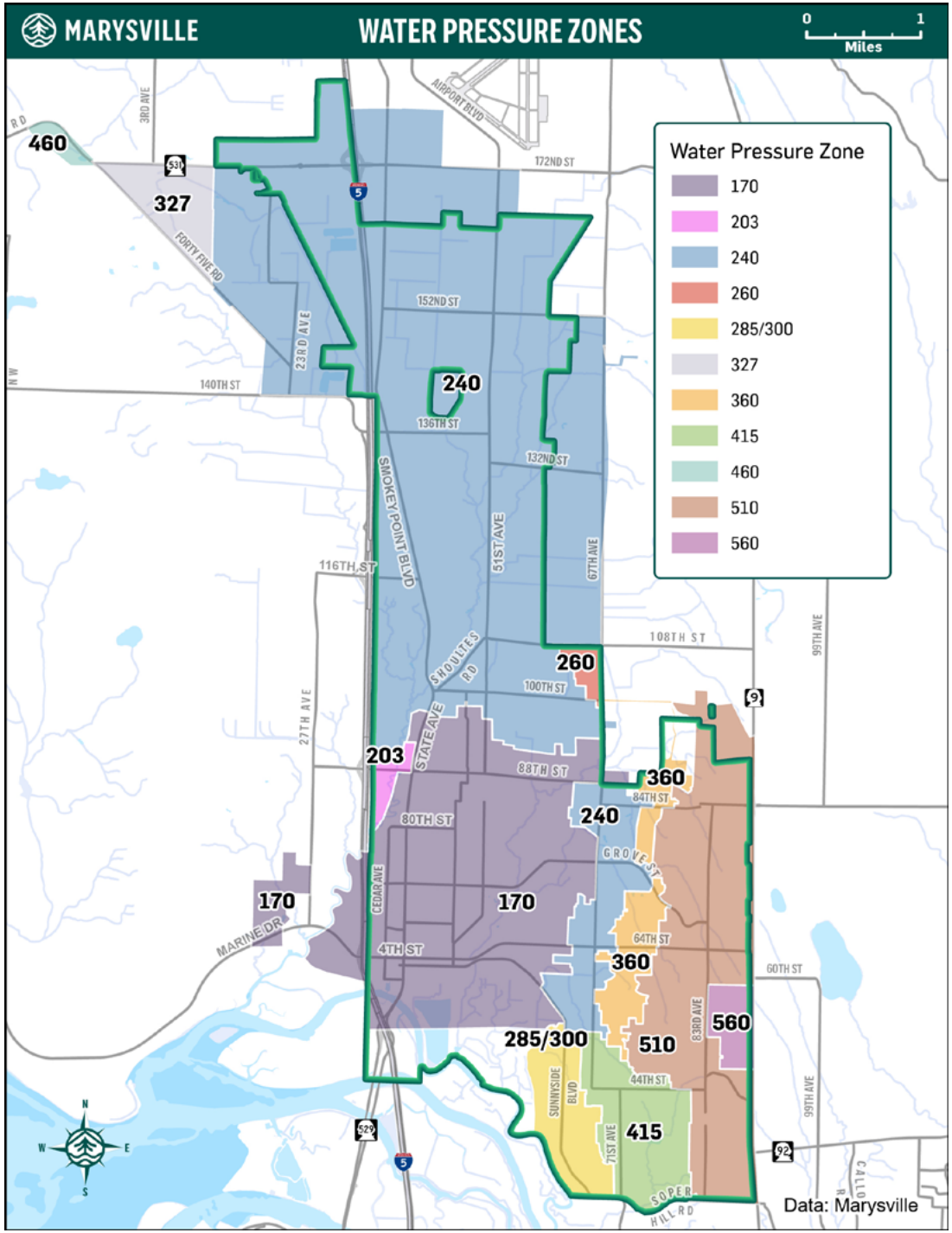


In 2000, the Stillaguamish River Ranney Well and Edward Springs sources were designated groundwater under the influence of surface water (GWI) sources. As a result of the GWI designation, the Edward Springs treatment plant was constructed in 2004, and the Stillaguamish River Water Treatment Plant (WTP)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

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

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

Figure 9.2



Section 9.3

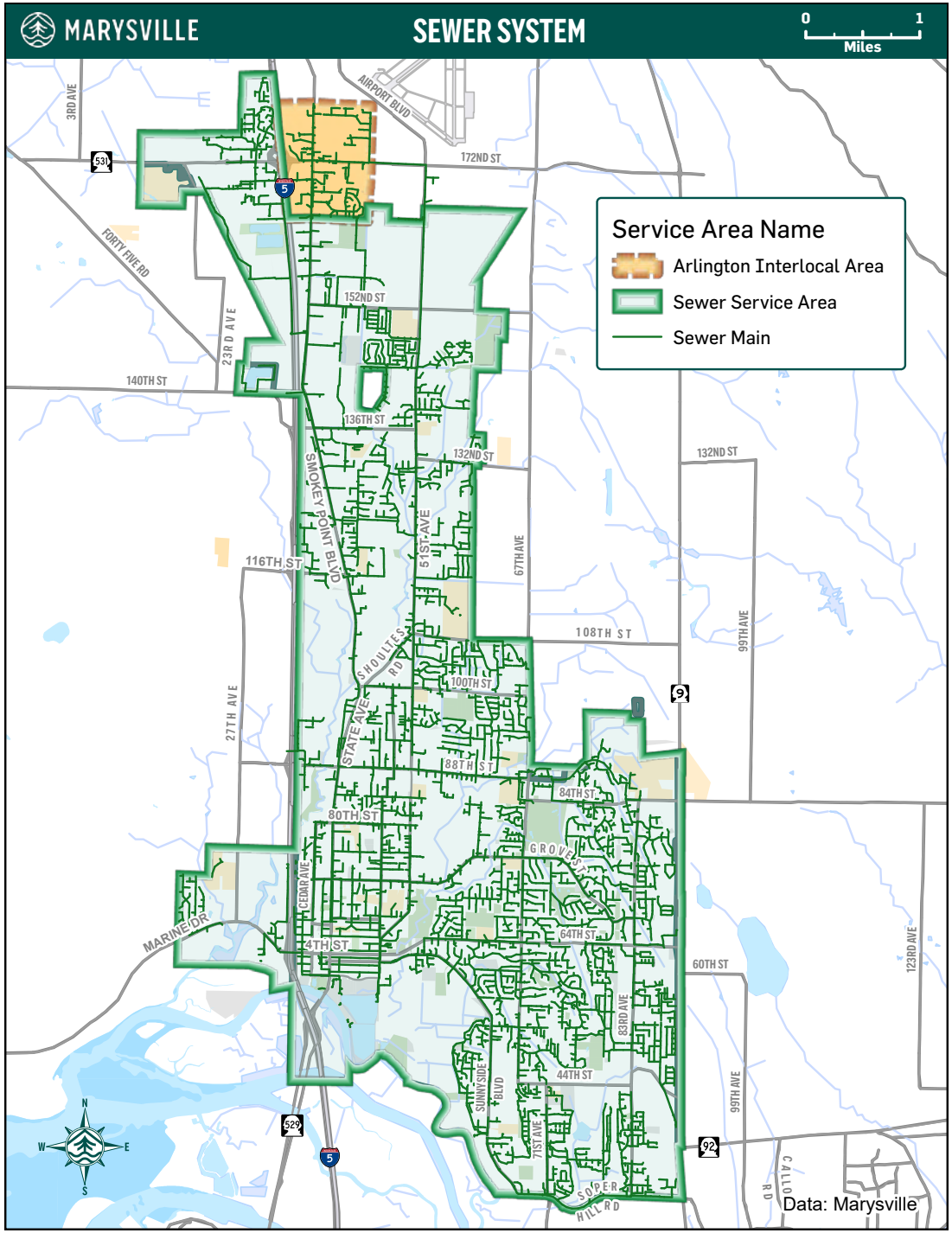
SEWER

The City of Marysville's Sewer Service Area (SSA) comprises approximately 23.12 square miles and is depicted in Figure 9.3. The City's earliest sewers were constructed prior to 1940 in Downtown Marysville. The SSA's gravity collection system includes 242.2 miles of pipeline with diameters ranging from six to 48 inches; most of the pipelines are 8-inches in diameter and constructed with polyvinyl chloride (PVC) pipes. In addition to the gravity system, the City operates and maintains 17 pump stations, approximately 5.88 miles of force main pipe, and 7.17 miles of effluent discharge piping to the City of Everett's deep water outfall.[162] The City's primary pump stations are Soper Hill, Sunnyside, 51st Avenue, 88th Street, Marysville West and West Trunk, with the remainder being smaller, developer-type stations. Wastewater is directed to the City's wastewater treatment plant at the south end of the City, which underwent a major upgrade in 2004 effectively doubling the plant's capacity.

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

Overall sewer demand within the City's system is expected to increase approximately commensurate with the City's projected population growth. A comprehensive overview of the City's sewer system and necessary improvements are set forth in the 2011 Sewer Comprehensive Plan, which is currently undergoing an update that is expected to be finalized in 2025 – 2026. The updated Sewer Comprehensive Plan will include detailed demand projections. The Sewer section of the Capital Facilities Element (page 298) also details necessary improvements.

Figure 9.3



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

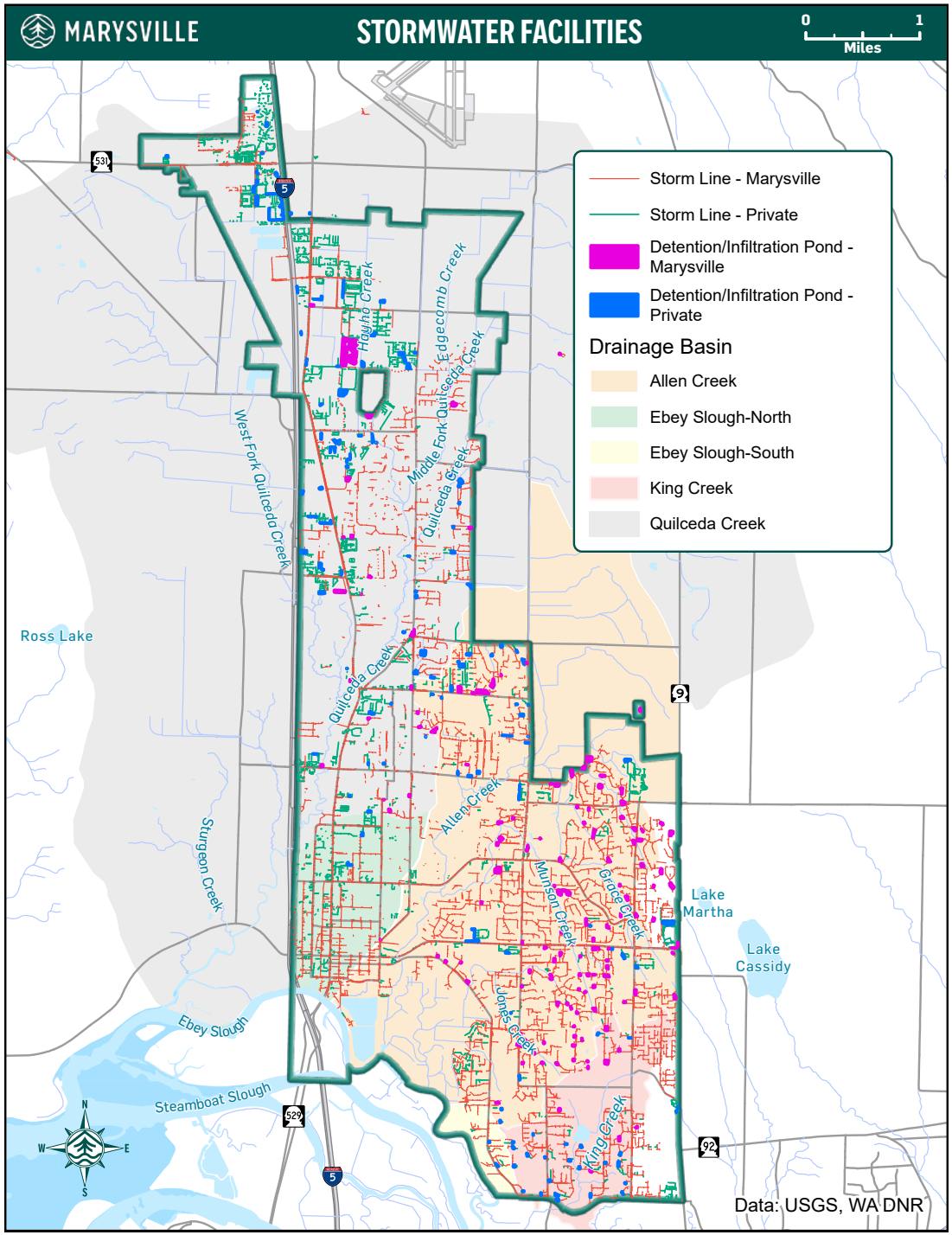
Section 9.4

SURFACE WATER MANAGEMENT

The City of Marysville's Surface Water Management Division manages storm and surface water impacts within the City including flooding. The City is located within the Snohomish River Drainage Basin within Water Resource Inventory Area 7 (WRIA 7), the second largest watershed in the State. Four smaller drainage basins have been delineated around the City's drainage infrastructure: Quilceda Creek, Allen Creek, King Creek and Ebey Slough.[163] Each of these basins empty into Ebey Slough, which then flows into the Snohomish River near Possession Sound. The City's surface water management (SWM) program dates back to 1991; however, surface water utility fees were collected by Snohomish County until 2007 when the City assumed that responsibility.

The City's stormwater system consists of approximately 6,363 lineal feet of detention pipe, 241.9 miles of storm lines, 13,580 catch basins, 1,470 stormwater facilities, and multiple outfalls into area receiving waters, as shown in Figure 9.4.[164] The City also owns and operates four regional stormwater facilities which provide water quality treatment and/or stormwater detention for the Downtown, Marshall-Kruse and Smokey Point Neighborhoods.[165] The City's 2016 Surface Water Comprehensive Plan provides an overview of the major drainage basins and stormwater system within the City; identifies existing water quality and quantity issues; and includes a Capital Improvement Program (CIP) with

Figure 9.4



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

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

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

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

In 2022, a Watershed Planning Basin Assessment was prepared, which analyzes the City's watershed and prioritizes streams that would receive the greatest benefit from stormwater improvements. This was followed by the companion 2023 Watershed Planning Stormwater Action Plan, which identifies stormwater retrofit projects and programs that should be implemented in the prioritized areas.[167] These documents will be used in conjunction with the CIP to pursue future stormwater projects.

The City also holds a National Pollutant Discharge Elimination System (NPDES) Permit, which is a federal permit that regulates stormwater and wastewater discharges to Waters of the State. While this is a federal permit, the regulatory authority has been delegated to the Washington State Department of Ecology (DOE). The first Western Washington Phase II Municipal Stormwater Permit was issued by DOE in January 2007. The City's most recent NPDES permit is active from August 31, 2024 through July 31, 2029. The NPDES Permit requires all affected municipalities to create and implement a Stormwater Management Program which addresses essential program elements.[168] Select cities, including Marysville, must provide additional actions to address Total Maximum Daily Load (TMDL) requirements.[169] New development and redevelopment in the City must manage their stormwater in accordance with the State Department of Ecology's 2019 Stormwater Management Manual for Western Washington, as amended.

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

The City also partners with neighboring jurisdictions, tribes, and other entities to advance water quality. The City is a member of the Allen Quilceda Watershed Action Team (AQWA). AQWA is a diverse community group working together to implement the Quilceda Allen Watershed Management Plan to improve the overall quality of streams in the Allen Quilceda Watershed through community outreach and improvements to the environment.[170]

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

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

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

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

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

170. AQWA team members include: Adopt-a-Stream, the cities of Arlington and Marysville, the Marysville School District, Snohomish County Conservation District, Snohomish County Surface Water Management, Sound Salmon Solutions, the Tulalip Tribes, and the Washington State Department of Ecology. Team activities include, but are not limited to: the restoration of a section of Jones Creek and the creation of an outdoor environmental education center, community outreach through newsletters targeted at streamside residents, restoration activities such as planting native plants along stream banks, youth education on water quality and its impacts on stream organisms, and Earth Day celebration activities.

Section 9.5

SOLID WASTE

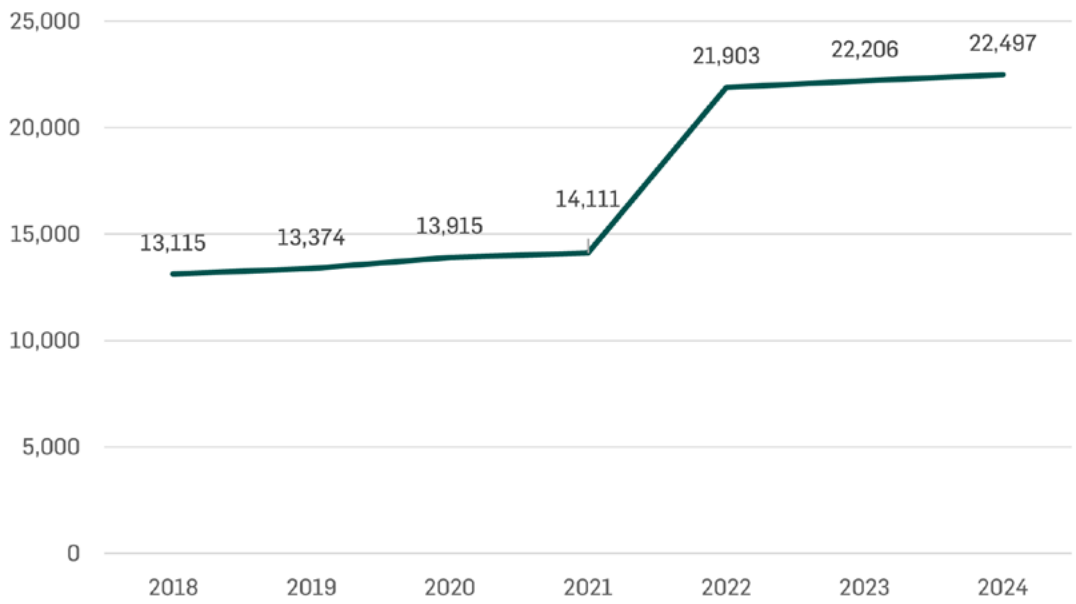
Solid waste management in the City is provided by the City of Marysville's Public Works Department with recycling services provided via a contractual agreement with WM – Marysville Recycle & Services.[171]

In 2024, the City provided solid waste management services to 22,497 accounts totaling 23,481 receptacles. Ninety-six (96) percent of receptacles are residential-size (20 to 96-gallon) and four (4) percent are commercial-size (1 to 8 yard). Over the past decade, the number of accounts has steadily increased, with a significant increase occurring in 2022 when accounts from the Central Marysville Annexation transferred from WM to the City as shown in Figure 9.5.

The Solid Waste Division has 10 garbage trucks, three commercial front load trucks and seven front load trucks with the Curotto-Can system.[172] The newer front-loading automated trucks can serve any size container. A garbage truck can serve between 500 and 700 accounts per day.

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

Figure 9.5



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

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

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

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

- Since 2018, there has been difficulty in ensuring that recycling is shipped to buyers without contamination. Consequently, the cost for recycling has increased as contamination fees have been added;
- In March 2024, the City completed a full, city-wide reroute of sanitation routes to address the fast pace of growth in certain areas and to maintain efficient service;
- In 2024, Snohomish County is completing a solid waste rate study. Fees are anticipated to increase anywhere from 10 to 40 percent in 2024; however, the ultimate rates will not be known until late 2024 when all studies are complete; and
- Washington State recently passed two organic management laws: HB1799 and HB2301.[173] HB1799 requires that businesses and residents that generate a specified amount of organic waste each week arrange for organics collection of compost material on site. These requirements will be implemented in four phases:
  - In 2024, provisions apply to businesses generating 8 cubic yards of organic waste per week;
  - In 2025, provisions apply to businesses generating 4 cubic yards of organic waste a week; and
  - In 2026, provisions apply to businesses generating at least 96 gallons of organic waste a week.
  - In 2030, organic collection services must be provided to residential households on a non-elective basis.

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

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

Section 9.6

ELECTRICITY

Electrical System Overview

Snohomish County PUD provides electrical service to over 377,269 electrical customers in Snohomish County with approximately 30,278 customers in Marysville. PUD's electric system consists of "transmission lines, substations, distribution lines, transformers, meters, and general plant. It also includes customer service, engineering and design, energy-efficiency services, and administrative functions that support the construction, operations and maintenance of the transmission and distribution system."[174] Within the City of Marysville, PUD's transmission lines are limited to 115 kV. The Bonneville Power Administration and Seattle City Lights have high voltage transmission lines (230 to 500 kilovolt (kV)) that run north-south to the east of the Marysville city limits while Puget Sound Energy has high voltage lines (230 kV) that run north-south in the southeastern part of the City as shown in Figure 9.8.

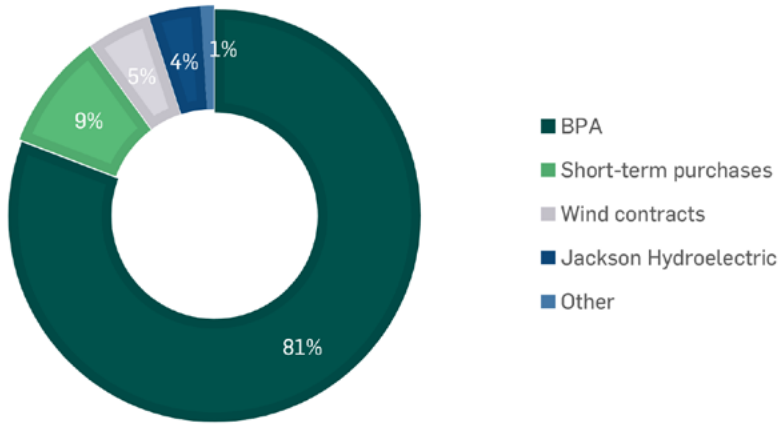
An electric vehicle (EV) charger at the Civic Center.

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

Regulatory Environment

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

Figure 9.6
PUD Net Power Supply (MWh)



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

174. Snohomish County PUD No. 1 2024 Proposed Budget: Comprehensive-Solid-and-Hazardous-Waste-Management-Plan(snohomishcountywa.gov)

Integrated Resource Plan

PUD's 2021 Integrated Resource Plan 2022 – 2045 Study Period, which underwent a large update with the adoption of the Snohomish PUD 2023 IRP Update, establishes how "the utility will provide reliable electric service to its customers at the lowest reasonable cost while adhering to the policy requirements of electric utilities."[175] PUD is currently negotiating a long-term contract with BPA that is anticipated to supply 80 percent or more of PUD's power needs after 2028. Changes in state and local policy have increased the electrification portion of the utility's load forecast. Electric vehicles and buildings with new or converted electrification of space and water heating are driving this. The 2024 – 2045 annual average load growth is anticipated to be 2.07%, up from the 0.96% forecast in the 2021 IRP. CETA requires utilities to have 80 percent of their energy from clean sources by 2030 and 100 percent by 2045; PUD anticipates meeting this target 15 years ahead of the statutory requirement.

Future Projects

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

Figure 9.7
Major PUD Infrastructure Projects

TIER (POPULATION)	RESIDENTIAL ZONES
North Marysville substation 115kV loop-through	Convert the Transmission Line connection from the current tap configuration to a looped-in configuration to reduce interruptions in service.
Stimson Crossing to Sills Corner new transmission line	Design and construct approximately five miles of a new transmission line from Stimson Crossing Substation to Sills Corner to reduce outage exposure, improve operational flexibility and maintenance of the existing line from Stanwood to Camano.
Stimson Crossing to North Stanwood transmission line rebuild	Reconductor approximately seven miles of the existing, aging 115 kV transmission line to larger conductor; reconductoring will improve the transmission network capacity and reliability.
Stimson Crossing substation upgrade	Convert the 115kV Stimson ring bus to a breaker-and-half configuration.
East Marysville Circuit Tie	Reconductor small wire to large conductor to provide a tie between two different East Marysville circuits to provide greater flexibility and support the expected load increase due to development in Whiskey Ridge along 87th Avenue NE.
Getchell Switching Station	Design and construct a new 115kV transmission switching station at the northeast corner of Highway 9 and 84th Street NE that includes four 115kV transmission lines. This project supports load growth, and transmission reliability needed due to large industrial uses.

Source: Snohomish PUD

175. Snohomish PUD's 2021 Integrated Resource Plan 2022 – 2045 Study Period

Section 9.7

NATURAL GAS

Natural Gas System Overview

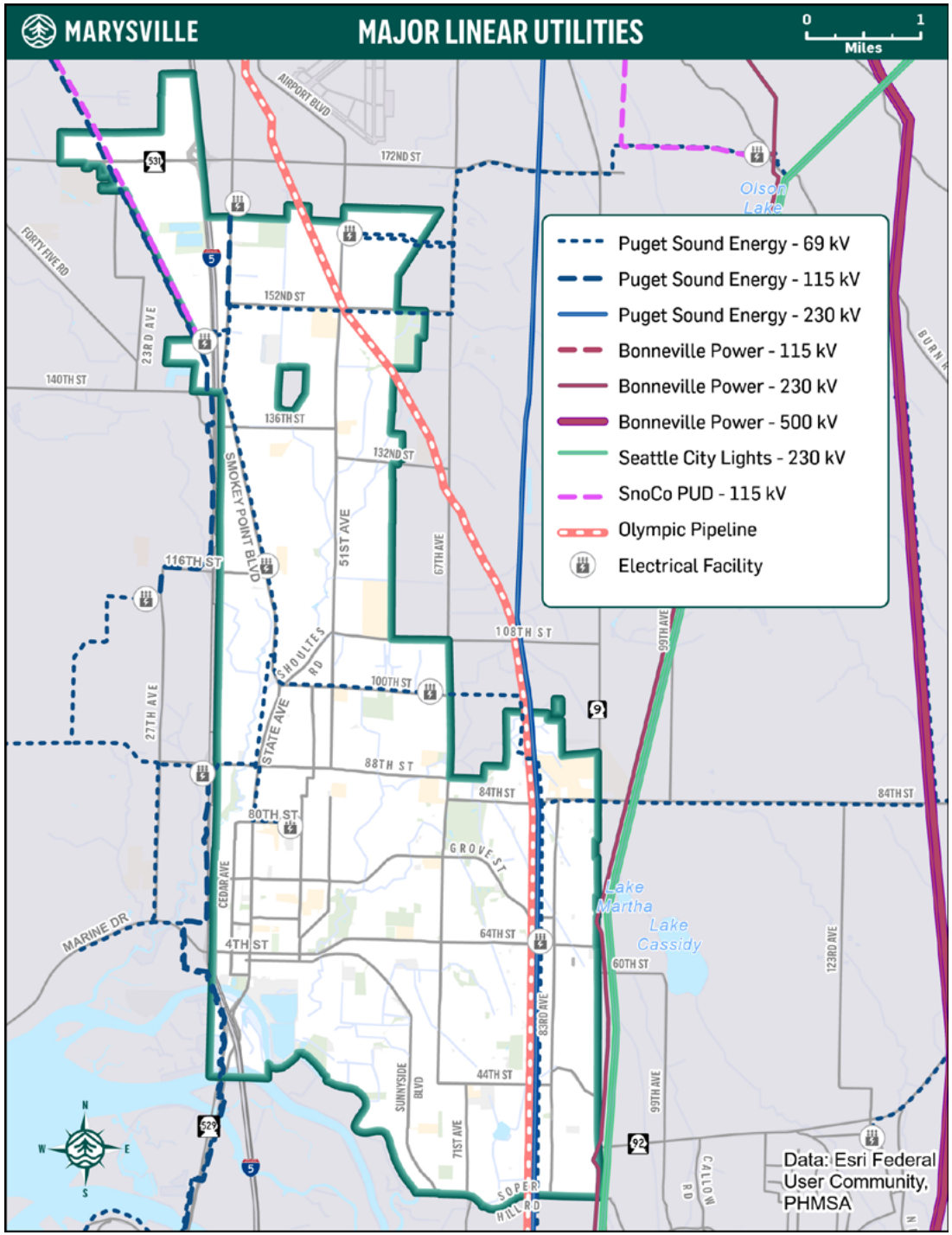
Puget Sound Energy (PSE) is a private utility company that provides natural gas service to Marysville. PSE is Washington State's oldest local energy company and serves approximately 1.2 million electric customers and more than 900,000 natural gas customers. PSE builds, operates, and maintains an extensive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

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

Regulatory Environment

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

Figure 9.8



to the Washington Climate Commitment Act (CCA), which caps and reduces greenhouse gas emissions from large emitting sources to lower 95% of carbon emissions by 2050. This new program puts a price on greenhouse gas emissions emitted in the state and increases the cost to deliver electricity and natural gas to PSE's customers. PSE strives to decarbonize via PSE 2030, a strategic framework for guiding the company's capital investments over the next 10 years. PSE 2030 is in alignment with their Beyond Net Zero Carbon goals and their commitments to safety, reliability, affordability, and equity.

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

Integrated Resource Plan

Puget Sound Energy files an Integrated Resource Plan (IRP) with the UTC every two years. An IRP is a 20-year or longer evaluation of a utility's energy needs. The 2023 Gas Utility Integrated Resource Plan (IRP) "evaluates how a range of potential future outcomes could affect PSE's ability to meet their customers' natural gas supply needs". The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement.

PSE's natural gas resource needs are determined by peak day demand, which occurs in the winter when temperatures are lowest and heating needs are highest. The current design standard ensures that PSE supply is planned to meet firm loads on a 13° design peak day, corresponding to a 52-heating degree day (HDD). Two primary factors influence demand — peak day demand per customer and the number of customers. The heating season and the number of lowest-temperature days in the year remain relatively constant, and use per customer is growing slowly, so the most significant factor PSE uses to determine peak load growth is the increase in customer count. Currently, PSE's annual base gas energy demand is 93,942 MDth per year in 2024 and is projected to grow at a 0.4 percent average annual growth rate to 103,611 MDth per year in 2050.[176] PSE's peak gas demand is anticipated to increase from 996 MDth in 2024 to 1,189 MDth in 2050.

A Puget Sound Energy (PSE) technician checking for gas leaks.

Future Projects

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

Ongoing gas system integrity work may include:

- **Pipe Replacement:** PSE will continue pipe investigations to determine the exact location of any DuPont pipe and qualified steel wrapped pipe requiring replacement. Dupont manufactured polyethylene main and service piping, plus qualified steel wrapped intermediate pressure main and service piping may require attention.
- **Sewer Cross Bores:** PSE will conduct investigations of cross bores to determine where gas lines have been cross bored through sewer lines, and then make subsequent repairs.
- **Buried Meters:** There will be ongoing projects to remediate locations where above ground gas meter set piping was inadvertently buried.

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

Section 9.8

OLYMPIC PIPELINE

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

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

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

Section 9.9

TELECOMMUNICATIONS

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

Telephone Services

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

Cable Services

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

Wireless Communication

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

Internet Service Providers

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

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

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

Section 9.10

ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities are defined in WAC 365-196-550 as "public facilities that are typically difficult to site"; however, they may be publicly or privately owned. Essential public facilities include, but are not limited to, airports, state education facilities, certain types of transportation facilities, state and local correctional facilities, solid waste handling facilities, in-patient facilities including substance abuse facilities, mental health facilities, group homes, secure community transition facilities, and any facility on Washington State's 10-year Capital Plan maintained by the Office of Financial Management.[178] The City of Marysville is required to establish a process for identifying and siting Essential Public Facilities that is consistent with and implements applicable Snohomish County County-wide Planning Policies. Further, the City's Comprehensive Plan and development regulations may not preclude the siting of Essential Public Facilities.

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

Regardless of whether it is a new, existing, or an expanded or modified existing public facility, the major component in the identification of an Essential Public Facility is whether it provides or is necessary to provide a public service, and whether it is difficult to site. When identifying Essential Public Facilities, the City must take a broad view of what constitutes a public facility, involving the full range of public services provided by, substantially funded by, or contracted for the government, or provided by private entities subject to public service obligations. The City's siting process must consider the need for county-wide, regional, or statewide uniformity in connection with the kind of facility under review.

The City recognizes that it must be willing to host Essential Public Facilities. It is, however, important to acknowledge the City's existing contribution in providing facilities with regional benefits that extend beyond Marysville.

These facilities include, but are not limited to:

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

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

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

Section 9.11

GOALS AND POLICIES

UT 1 Facilitate the development of all utilities at the appropriate levels of service to accommodate the City of Marysville's projected growth.

UT 1.1 Accommodate new residential, commercial, and industrial development only when required utilities are available prior to, or concurrent with, development. Concurrency indicates that utilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

UT 1.2 Coordinate the City's land use planning with the utility providers' planning.

UT 1.3 Provide urban level utilities only in Urban Growth Areas and encourage development in areas where utilities are already available before developing areas where new utilities would be required.

UT 1.4 Facilitate and encourage conservation of resources to delay the need for additional facilities.

- Encourage water conservation, reuse, and reclamation. Conservation should be aggressively pursued as a means to ensuring efficient water use and protection of water resources, and as a water supply source that can make a substantial contribution to meeting future regional water needs. Water reclamation and reuse should be encouraged for high water users including large commercial and industrial developments, parks, schools, and golf courses.
- Maintain or restore, where feasible, natural drainage systems in order to minimize the need for public expenditures recognizing both the amenity and utilitarian functions of the natural drainage system.
- Encourage reduction of solid waste, recycling, and pretreatment of industrial wastes. Educate the public on how to reduce their garbage output and participate in waste reduction and recycling program, and encourage the expansion of existing recycling programs.
- Encourage new techniques for sewage and sludge disposal that also ensure public and environmental health.

UT 1.5 Extension of utilities should be carefully staged to achieve orderly, regular, and compact development.

UT 1.6 Assess the condition of infrastructure at appropriate intervals, and rehabilitate, repair, or maintain as necessary to ensure public safety and protection of utility assets.

UT 2 Promote the provision of utilities that: are safe, reliable, and reasonably priced; minimize impacts on the natural environment; and are aesthetically compatible with surrounding land uses.

UT 2.1 Prioritize utility line extensions where on-site systems have created known pollution or health hazards.

UT 2.2 Provide urban level utilities in Urban Growth Areas to enhance the quality of life, and maintain viable, efficient, and cost-effective delivery. Promote affordable and equitable access to public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities.

UT 2.3 Use incentives to encourage undergrounding of utility distribution lines.

UT 2.4 Reduce the per unit cost of public utilities by encouraging urban density development, allowing efficient distribution of public and private services and facilities.

UT 2.5 Respect the capability of the land and natural systems when determining how to provide utilities. This may include, but is not limited to, the following practices:

- Encouraging the design of developments to utilize natural drainage patterns;
- Limiting the amount of grading and impervious surfaces, and the removal of vegetation to minimize problems associated with increased volume and velocity of stormwater runoff as well as erosion, siltation, and pollutants in the drainage system and watercourses. Replanting should occur as appropriate; and
- As appropriate, restricting the extent of development on lands with significant critical areas or potentially geologically hazardous areas.

UT 2.6 In order that utilities make a positive contribution to the built environment, the City will consider opportunities to incorporate accessible open space as an element of major public projects, including public utilities' facilities. Innovative approaches to planning, design, and development of these facilities to address existing and growth-related open space needs will be encouraged. For example, storm detention facilities combined with public or private parks or open space accomplish multiple objectives.

UT 2.7 Properly manage stormwater and prevent illicit discharges into any natural water course, storm drainage system, or sanitary sewer in accordance with Federal, State, County, and local water quality regulations and standards.

- Require development to provide facilities that comply with currently adopted version of the Department of Ecology's Stormwater Management Manual for Western Washington. Implementing these standards will help protect private property, preserve the natural drainage pattern and ensure that runoff is similar to predeveloped conditions, and promote water quality and quantity; and
- Where feasible, encourage the development of regional detention facilities instead of stormwater facilities for a single site.

UT 2.8 Allow location of utility distribution sites within residential areas, provided that they are suitably landscaped and buffered, designed, and improved to prevent hazards to life and adverse effects on the surrounding neighborhood.

UT 2.9 Require collocation of telecommunication facilities whenever possible to minimize the aesthetic impacts of multiple towers in the community. Work with telecommunication providers to construct antennas on existing structures, and new towers that use materials and structures that minimize visual impacts.

UT 2.10 To ensure that growth is accommodated and adequate utilities are provided in a timely and cost-effective manner, facility location should be determined by the needs of facility users and clients, and the requirements of utility providers. The siting of facilities should address negative impacts on surrounding neighborhoods, and properly consider present and future health and environmental impacts. Dispersal among neighborhoods should be an important consideration, but not a sole determinant of final siting decisions. The City's goal is to foster positive relationships between facilities and their neighbors, so that facilities will be regarded as assets to communities.

UT 2.11 Process permits and approvals for utility facilities in a fair and timely manner consistent with development regulations to foster predictability.

UT 3 Coordinate and communicate with partner jurisdictions, entities and businesses to ensure optimal delivery of utility facilities and services.

UT 3.1 Seek to coordinate, where appropriate, investment in utilities with business, employment, and economic development opportunities.

UT 3.2 Coordinate and consolidate utilities districts, where feasible, to distribute public and private services more efficiently.

179. Coordination on storm drainage management is of particular importance, and requires coordination with Snohomish County, Snohomish County Diking District No. 3, neighboring jurisdictions, and residents to improve storm drainage and to mitigate the impacts of increased stormwater runoff from new development.

UT 3.3 Recognize the inter-jurisdictional characteristics of providing utilities and work with Snohomish County, other jurisdictions, and area-wide residents.[179]

UT 3.4 To facilitate coordination of public and private utility trenching activities, to promote cost efficiencies, and to reduce disruption in the street right-of-way, the Public Works Department shall provide timely and effective notification to interested utilities of road construction and of maintenance and upgrades of existing roads.

UT 3.5 Public easements and rights-of-way should be considered multiple-purpose utility/public facility corridors. New utility systems, including water, sewer, gas, power, and communications transmission and distribution lines, should be located in existing public rights-of-way and easements where possible.

UT 3.6 Promote, when feasible, sharing trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery.

UT 3.7 Encourage the development of telecommunications infrastructure city-wide and region-wide.

UT 3.8 Coordinate the formulation and periodic update of the utility element with adjacent jurisdictions.

UT 3.9 Coordinate and seek to cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements.

UT 3.10 The City, utility providers, and school districts should maintain open communications to keep each other informed of plans and recommendations regarding closures, changes, and expansions of schools, street, utilities, and other facilities that might impact each other.

UT 3.11 Route development applications for new electric vehicle infrastructure, or projects providing electric vehicle charging stations, to both PUD and PSE to enable them to plan for and provide adequate facilities and energy for these new energy uses.

UT 3.12 Provide utilities with annual population, employment, and development projections. The City and utilities will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to demand forecasts.

UT 4 Siting of Essential Public Facilities should be balanced and equitable, recognizing the City's existing contributions in providing such facilities as well as the County-wide need and impacts to local populations.

UT 4.1 Local Essential Public Facilities should be sited or expanded to support the county-wide land use pattern, minimize public costs, and protect the environment and public health, including reducing adverse impacts upon historically marginalized populations and disproportionately burdened communities.

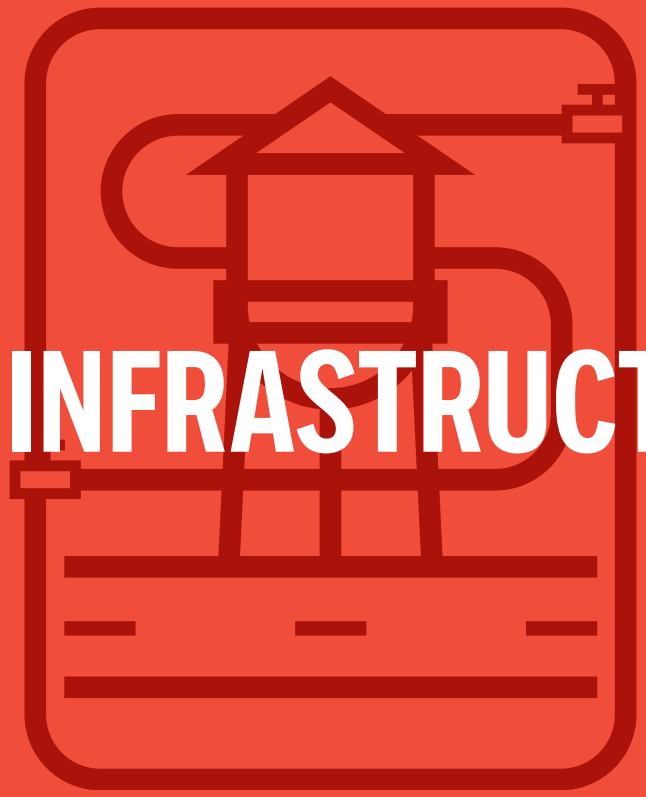
UT 4.2 Local Essential Public Facilities must first be considered for location inside Urban Growth Areas unless it is demonstrated that a non-urban site is the most appropriate location for location of the facility. Local Essential Public Facilities located outside of the UGA shall be self-contained or be served by urban governmental services in a manner that shall not promote sprawl.

UT 4.3 The City will collaborate with the County and public agencies and special districts, as necessary, to identify opportunities to co-locate local Essential Public Facilities.

UT 4.4 The City will impose reasonable conditions and/or mitigation of adverse environmental impacts on approval of a development agreement or other land use approvals as a result of the siting of Federal, State-wide, regional, or local Essential Public Facilities.

UT 4.5 The City will maintain, and periodically update, its Essential Public Facilities standards to ensure consistency with the provisions of the Growth Management Act and the long-term resilience of these facilities.

OUR INFRASTRUCTURE



Chapter 10
CAPITAL FACILITIES

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Section 10.1

INTRODUCTION

The Capital Facilities Plan (CFP) is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act. The CFP is based on the growth assumptions set forth in the Land Use Element (page 23).

This CFP contains the following components, consistent with WAC 365-195-415: an inventory (including location and capacities) of existing or planned publicly owned capital facilities (also referred to as public facilities); a forecast outlining future needs of capital facilities, consistent with the Land Use Element; and a six-year plan to finance capital facilities. Capital facilities are designed, built, and operated for the general public.

Goals and policies associated with Capital Facilities are located within Section 5.7 of the Public & Human Services Element (page 168) and Section 9.11 of the Utilities Element (page 283).

Marysville's Wastewater Treatment Plant ensures that wastewater is properly treated prior to discharge.

Section 10.2

PLANNING AND FUNDING FOR CAPITAL FACILITIES

Capital Facilities planning and funding for the City of Marysville is separated between General Government Funds and Enterprise Funds (business-like). General Government Funds provide for general capital needs for streets, buildings, parks and other improvements, while enterprise funds serve specific fee-paying customers.

General Government Funds

The City organizes General Government Fund needs into three distinct funds:

1. The Street Capital Fund is for transportation and street improvements and includes new and roadway widening improvements, asphalt overlays and pavement preservation, curbs and gutters, sidewalks and multi-use paths, traffic signal and illumination, pavement markings and signage, bridges and other traffic safety improvements. Funding sources primarily include grants, mitigation fees, motor vehicle tax, transportation benefit district, and other taxes.
2. The Parks Capital Fund is for acquisition and development of land for parks and recreational facilities. This includes the planning and engineering costs associated with the projects. Funding comes from grants, real estate excise tax, mitigation fees, and other taxes.
3. The Facilities Capital Fund is for the acquisition and development of land for general government facilities. This includes the planning, engineering and construction of facilities. This fund is also designated for other capital projects not provided elsewhere. Primary funding is grants, contributions, bonded debt, loans, and taxes.

Enterprise Funds

Enterprise Funds include fees received in exchange for specific goods and services. Enterprise funds are used by public agencies to account for operations that are financed and operated in a manner similar to a private business enterprise. Enterprise funds are established as fully self-supporting operators with revenues generated primarily from fees, or contracted services. They require periodic determination of revenues earned, expenses incurred, and net income for capital maintenance, public policy, management control, and accountability. Enterprise Funds include the Water, Sewer, and Stormwater Capital Fund; the Water, Sewer, Stormwater, and Solid Waste Fund, and the Cedarcrest Golf Course.

Water, Sewer, Stormwater and Solid Waste Fund

The Water, Sewer and Storm Drainage Capital Fund is supported by user fees and charges, which supplement capital needs. In order to provide for the short-term and long-term operating and capital needs of the water, sewer, stormwater and solid waste utilities, the City evaluates and utilizes a combination of revenue sources such as utility rates, bonds, loans, grants and developer contributions.

Water, Sewer, and Stormwater Construction Fund

The Water, Sewer and Stormwater Construction Fund supports the capital needs of the following services:

- **Water and Sewer.** Available revenue resources include bonds, loans, utility rates and developer contributions to support water and sewer capital projects.
- **Stormwater.** Stormwater capital projects are required to correct deficiencies and to meet Federal, State and local regulatory requirements. The largest revenue contribution comes from the utility's ratepayers. The remaining revenue resources include developer contributions and grants. Stormwater charges only apply to properties within the City.
- **Solid Waste.** This fund accounts for operations and capital improvements for the management of the City's Solid Waste utility. The City provides garbage collection services and contracts with Waste Management to provide recycling and yard waste collection services. Solid Waste user fees cover operations and capital expenditures. Solid Waste charges only apply to customers within the City.

Cedarcrest Golf Course

This is a publicly owned facility managed by Premier Golf on behalf of the City and is funded by user fees. An enterprise fund may be used to report any activity for which a fee is charged to users for goods or services. The City has chosen to use the enterprise fund structure to provide transparent accounting of user fee revenues and operation, maintenance and capital improvement costs of the municipal golf facilities. The Cedarcrest Golf Course is different from the other enterprise funds in that the golf fund serves voluntary customers as opposed to users of water, sewer, storm drainage, and solid waste, who do not have a choice in service providers. The golf course is attaining a more stable financial position and is meeting ongoing operational needs.

Water, Sewer and Stormwater Expense and Revenue Projections

Figure 10.1 and Figure 10.2 provide the revenue and expense projections for the Water, Sewer and Stormwater Capital Improvement Plans provided in Figures 10.23 (Water), Figure 10.25 (Sewer) and Figure 10.27 (Stormwater).

Figure 10.1

Expense and Revenue Projections by Year - Water, Sewer and Stormwater

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	$9,630,000	$8,538,320	$7,250,000	$9,250,641	$10,597,500	$8,270,000	$8,826,126
Revenue by Year	$9,923,025	$7,330,663	$ 9,388,228	$10,100,000	$10,343,000	$10,593,290	$10,851,089
Est. Difference	$293,025	($1,207,657)	$2,138,228	$849,359	($254,500)	$2,323,290	$2,024,963

Figure 10.2

Non-Project Specific Revenue Forecast - Water, Sewer and Stormwater

	2022	2023	2024	2025	2026	2027	2028	2029	2030
Interest	$197,370	$613,709	$179,530	$0	$0	$0	$0	$0	$0
Water Capital Charge	$1,943,219	$3,895,197	$3,700,000	$3,000,000	$3,000,000	$4,000,000	$4,120,000	$4,243,600	$4,370,908
Stormwater Connection	$47,289	$93,464	$95,000	$80,000	$80,000	$100,000	$103,000	$106,090	$109,273
Stormwater Recovery	$72,268	$1,654,405	$0	$0	$0	$0	$0	$0	$0
Sewer Capital Charge	$1,884,429	$3,723,678	$3,700,000	$3,000,000	$3,000,000	$4,000,000	$4,120,000	$4,243,600	$4,370,908
Grants	$0	$0	$2,485,995	$1,250,663	$3,308,228	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Total	**$4,144,575**	**$9,980,453**	**$10,160,525**	**$7,330,663**	**$9,388,228**	**$10,100,000**	**$10,343,000**	**$10,593,290**	**$10,851,089**

Section 10.3

CAPITAL FACILITIES AND SERVICES

Capital projects included in the six-year CFP include: Water, Sewer, Stormwater, Solid Waste, Transportation, Parks, City Facilities, Police, Fire, and Schools. Additionally, the City of Marysville has adopted the Capital Facilities Plans for the Marysville, Lake Stevens and Lakewood School Districts, and the Fire District as referenced herein.

Each area of the CFP below will provide a description of the area, an inventory, level of service standards, forecasted needs and six-year funding plan.

The Marysville Wastewater Treatment Plant is a major capital facility which treats the community's wastewater.

Section 10.4

WATER

The City's water supply is currently provided by four wells, a spring, a Ranney well, and an intertie connection with the City of Everett, which support the City's approximate maximum day demand of 20 million gallons of municipal water use. These water sources will meet the City's long-term peak day demands identified in the most recent Water System Plan; however, additional storage reservoirs, source improvements, and improvements within the water system will be needed to deliver this water to customers. Please refer to chapter 9 in the 2016 Water System Plan for additional information.

The 560 Zone Booster Pump Station enhances the water pressure and flow in the City's water distribution system.

Water Inventory

The City of Marysville water facility inventory is detailed in Figure 10.3 below.

Figure 10.3
Current Facility Inventory - Water (2016)

FACILITY	LOCATION/PARCEL NUMBER(S)
560 Zone Booster Pump Station	0119120009980
Cedarcrest Reservoir and Pump House	30052600101700
Comeford Park Reservoir	00528701000000
Edwards Springs Screen House, Wells, Booster Pump Station, Water Reservoir, and Treatment Plant, 327 Reservoir (on same property as Edwards parcel number ending in 600)	31042300402300, 31053500302300, 31042400300600, 31042600100100
Getchell Reservoir	30051400400200
Highway 9 Pumphouse, Well Site and Reservoir	30052500302400
Kellogg Marsh Property	30051500101900
Lake Goodwin Pump House, Well Site, and Standpipe	31042200303400
Stillaguamish Well and Filtration Site	31050500300700
Sunnyside Wells, Filtration Site, and Pumphouse	29050200206500
Westside Pump Station and Treatment Facility This is not a water facility, it is wastewater	30052900300700
Wade Road Reservoir	31053500302300

Water Level of Service (LOS) Standard and Capacity Analysis

The level of service and capacity information for the City water sources are summarized in Figure 10.4 – Figure 10.21 below.

Figure 10.4

Water Source Capacity Evaluation

REQUIRED SUPPLY IN GALLONS PER MINUTE (GPM[1])				
Description	Existing 2015	2022 (+6 years)	2026 (+10 years)	2036 (+20 years)
System-wide Maximum Day Demand	9,904	11,056	11,775	13,785
Snohomish PUD[2] Demand	(785)	(1,034)	(1,181)	(1,573)
Total Required Supply	**9,119**	**10,022**	**10,594**	**12,212**

1. GPM: Gallons Per Minute 2. PUD: Public Utility District

Figure 10.5

Available Supply (GPM[1])

DESCRIPTION	EXISTING 2015	2022 (+6 YEARS)	2026 (+10 YEARS)	2036 (+20 YEARS)
Edward Springs Spring Source	760	760	760	760
Edward Springs Well No. 1R	300	300	300	300
Edward Springs Well No. 2	225	225	225	225
Edward Springs Well No. 3	300	300	300	300
Lake Goodwin Well	350	350	350	350
JOA[2] Supply Line	9,132	9,132	9,132	9,132
JOA Supply Line – Transfer to Tulalip	1,130	1,149	1,168	1,235
Stillaguamish River WTP[3] BPS[4]	2,200	2,200	2,200	2,200
Sunnyside Well No. 1R	-	1,000	1,000	1,000
Sunnyside Well No. 2	-	1,000	1,000	1,000
Total Available Supply	**14,397**	**16,416**	**16,435**	**16,502**

1. GPM: Gallons Per Minute 2. JOA: Joint Operating Agreement WTP 3. Water Treatment Plant BPS 4. Booster Pump Station

Figure 10.6

Surplus or Deficient Supply (qpm)

DESCRIPTION	EXISTING 2015	2022 (+6 YEARS)	2026 (+10 YEARS)	2036 (+20 YEARS)
Surplus or Deficient Amount	5,278	6,394	5,841	4,290

Existing System Capacity Analysis – Water

The sections below provide an analysis related to the capacity of the existing system using the metrics Gallons per Day (gal/day) and Equivalent Residential Units (ERUs).

Figure 10.7
Demands Per Equivalent Residential Unit (ERU) Basis

AVERAGE DAY DEMAND PER ERU (GAL/DAY)	162
Maximum Day Demand Per ERU (gal/day)	346
Peak Hour Demand Per ERU (gal/day)	503

Figure 10.8
Source Capacity – Supply Sources

SUPPLY SOURCE CAPACITY (GAL/DAY)	21,861,734
Average Day Demand Per ERU (gal/day)	346
Maximum Annual Water Right Capacity (ERUs)	63,264

Figure 10.9
Source Capacity – Annual Water Rights

ANNUAL WATER RIGHT CAPACITY (GAL/DAY)	23,375,309
Maximum Day Demand Per ERU (gal/day)	162
Maximum Annual Water Right Capacity (ERUs)	144,576

Figure 10.10
Source Capacity – Instantaneous Water Rights

INSTANTANEOUS WATER RIGHT CAPACITY (GAL/DAY)	27,785,894
Maximum Day Demand Per ERU (gal/day)	346
Maximum Instantaneous Capacity (ERUs)	80,407

Figure 10.11
Storage Capacity

MAXIMUM EQUALIZING AND STANDBY STORAGE CAPACITY (GAL)	11,706,001
Equalizing and Standby Storage Requirement Per ERU (gal)	213
Maximum Storage Capacity (ERUs)	55,013

Figure 10.12
Transmission Capacity

TRANSMISSION CAPACITY IN GALLONS PER DAY (GAL/DAY)	25,169,300
Maximum Day Demand Per ERU (gal/day)	346
Maximum Transmission Capacity (ERUs)	72,835

Figure 10.13
Maximum System Capacity (ERU)

BASED ON LIMITING FACILITY - STORAGE	55,246

2016 Water Analysis

Figure 10.14
Demands Per ERU Basis

AVERAGE DAY DEMAND PER ERU (GAL/DAY)	162
Maximum Day Demand Per ERU (gal/day)	346
Peak Hour Demand Per ERU (gal/day)	503

Figure 10.15
Storage Capacity

MAXIMUM EQUALIZING AND STANDBY STORAGE CAPACITY (GAL)	19,118,268
2036 Equalizing & Standby Storage Requirement (gal)	10,177,842
Equalizing & Standby Storage Requirement Per ERU (gal)	177
Maximum Storage Capacity (ERUs)	107,902

Figure 10.17
Storage Capacity – Supply Sources

SUPPLY SOURCE CAPACITY (GAL/DAY)	26,027,657
Maximum Day Demand Per ERU (gal/day)	346
Maximum Supply Capacity (ERUs)	75,319

Figure 10.18
Transmission Capacity

TRANSMISSION CAPACITY (GAL/DAY)	25,169,300
Maximum Day Demand Per ERU (gal/day)	346
Maximum Transmission Capacity (ERUs)	72,835

Figure 10.16
Source Capacity – Annual Water Rights

ANNUAL WATER RIGHT CAPACITY (GAL/DAY)	24,661,232
Average Day Demand Per ERU (gal/day)	162
Maximum Annual Water Right Capacity (ERUs)	152,529

Figure 10.19
Maximum System Capacity (ERU)

BASED ON LIMITING FACILITY - TRANSMISSION	72,835

Figure 10.20
Source Capacity – Instantaneous Water Rights

INSTANTANEOUS WATER RIGHT CAPACITY (GAL/DAY)	29,071,817
Maximum Day Demand Per ERU (gal/day)	346
Maximum Instantaneous Capacity (ERUs)	84,128

Figure 10.21
Unused Available System Capacity

PROJECTED 2036 ERUS	72,835
Surplus Capacity (ERUs)	57,443
Maximum Transmission Capacity (ERUs)	15,392

Future Needs - Water

The 2016 Water System Plan estimates water demands through 2036. To estimate future water demand, historic consumption, land use, and population forecasts were used. The analysis provided shows the City's sources are sufficient to meet the projected demands. Assumptions were made in this analysis that improvements were being made to the city-owned water sources. The Water Plan is currently being updated for 2025 – 2026 adoption.

Fire Flow

Fire flow demand is the amount of water required during firefighting as defined by applicable codes. Fire flow requirements are established for individual buildings and expressed in terms of flow rate (gpm) and flow durations (hours). Fire flows put the greatest demand on the water system because a high rate of water must be supplied over a short period of time, requiring each component of the system to be properly sized and configured to operate at its optimal condition. When fire flow is provided, WAC 246-290-230(6) requires the water distribution system to provide a maximum day demand (MDD) plus the required fire flow at a pressure of at least 20 psi at all points throughout the distribution system, and under the condition where the designated volume of fire suppression and equalizing storage has been completed.

Figure 10.22 shows the minimum fire flow rates and duration for various uses within the City. The 2016 Water System Plan included modeling based on the land use types in the service area with the demand projections as presented and used in the development of the plan. Fire flow analysis resulted in improvements being required in storage as well as the expansion of the 560 Zone.

The Sunnyside Reservoir is one of nine city reservoirs that provide a combined total of 24.3 million gallons of water storage for the community.

Figure 10.22

City of Marysville Minimum Fire Flow Rates and Duration - Water

CLASSIFICATION	RATE AND DURATION
Single Family Residence	1,000 gpm for 1 hour
Multi-family Residential/Commercial/Other	2,500 gpm for 2 hours

Water Capital Improvement Plan

Figure 10.23

Water Capital Improvement Plan 2024-2030

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	REMAINING	2024	2025	2026	2027	2028	2029	2030
88th St NE Water Main Replacement (Phase 1)	✓	N/A	$ -	$ -	$150,000	$1,500,000	$1,523,891	$ -	$ -	$ -
88th St NE Water Main Replacement (Phase 2)	✓	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$150,000	$1,196,106
156th St NE Connector Water Main Installation	✓	N/A	$ -	$ -	$ -	$ -	$136,750	$1,367,500	$ -	$ -
Edward Springs Treatment Plant Design	✓	N/A	$ -	$ -	$ -	$ -	$ -	$500,000	$500,000	$ -
Hwy 9 Evaluation	✓	N/A	$ -	$ -	$ -	$ -	$130,000	$ -	$ -	$ -
JOA[1] Cathodic Protection Replacement Design		N/A	$ -	$25,000	$300,000	$ -	$ -	$ -	$ -	$ -
Lake Goodwin Manganese Treatment Plant Design	✓	N/A	$ -	$ -	$ -	$ -	$ -	$500,000	$500,000	$ -
Lake Goodwin Standpipe Replacement		N/A	$ -	$250,000	$ -	$ -	$ -	$ -	$ -	$ -
LCRR[2] Inventory and Outreach		N/A	$ -	$1,018,931	$ -	$ -	$ -	$ -	$ -	$ -
LCRI[3] Inventory Validation/Replacement		N/A	$ -	$ -	$ -	$200,000	$200,000	$200,000	$200,000	$200,000
Reservoir Cathodic Protection Addition		N/A	$ -	$120,000	$ -	$ -	$ -	$ -	$ -	$ -
Sr 528 Water Main Replacement (67th Ave NE to 83rd Ave NE)	✓	N/A	$ -	$1,500,000	$1,635,556	$ -	$ -	$ -	$ -	$ -
Stillaguamish Filtration Cassette Replacement		N/A	$ -	$962,000	$ -	$ -	$ -	$ -	$ -	$ -
Water Plan Update	✓	N/A	$ -	$150,000	$120,000	$ -	$ -	$ -	$ -	$ -
Water Main Replacement (Associated With 4th/88th Interchange)	✓	N/A	$ -	$ -	$900,000	$ -	$ -	$ -	$ -	$ -
Water Renewals and Replacements		N/A	$ -	$ -	$ -	$ -	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Water Reservoir Design	✓	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$250,000	$980,000
Total				**$5,000,931**	**$2,805,556**	**$1,700,000**	**$2,990,641**	**$3,567,500**	**$2,600,000**	**$3,376,106**

1 JOA: Joint Operating Agreement 2. LCRR Lead and Copper Rule Revisions 3. Lead and Copper Rule Improvements

Section 10.5

SEWER AND CAPACITY INFORMATION

The City of Marysville sanitary sewer service area encompasses approximately 23 square miles and includes most of the incorporated City, as well as areas within the City of Arlington, Tulalip Reservation, and unincorporated Snohomish County. Since the existing collection system already serves most of the City's service area, expansion of this system will occur almost entirely by infill development, which will be accomplished primarily through developer extensions or capital projects into areas with historic septic systems. The City has seventeen sanitary sewer pump stations located throughout the City to pump wastewater into the collection system that takes the wastewater to the City's Wastewater Treatment Plant (WWTP).

The City owns, operates, and maintains the WWTP located at 20 Columbia Avenue. The WWTP is permitted to discharge to Port Gardner Bay via an outfall owned by the City of Everett and also through a separate outfall to Steamboat Slough, in accordance with the facility's National Pollutant Discharge Elimination System (NPDES) permit number WA0022497, effective on December 1, 2017.

The WWTP system consists of aerated lagoon cells and facultative lagoon cells. A major upgrade to the WWTP was completed in 2004. Improvements included the addition of four complete-mixed aerated lagoon cells, hydraulic curtains, effluent filter expansion, UV disinfection facilities, effluent pump upsizing, and a new pipeline to Everett for seasonal disposal of treated effluent in Port Gardner Bay. This upgrade increased the plant capacity from 6.1 mgd (maximum month design) to 12.7 mgd. In addition, the plant loading capacity, as measured by Biological Oxygen Demand (BOD) increased from 10,200 lbs/day to 20,143 lbs/day.

Sewer Inventory

Major components of the City of Marysville sewer system are provided in Figure 10.24 below.

Figure 10.24
Current Facility Inventory - Sewer (2016)

FACILITY	LOCATION/PARCEL NUMBER(S)
51st Street Sewer Lift Station	30051000202900
88th Street Lift Station	30052001025000
Allen Creek Lift Station	30052800400800
Carroll's Creek Pump Station	31052000200900
Cedarcrest Vista Sewer Lift Station	30052600101700
Reagan Sewer Lift Station	30053300100500
Wastewater Treatment Plant with associated lift stations, pump stations, and buildings.	30053300100500, 30053300200100, 30053300400600, 30053400300800, 30053300400200, 30053300401000, 30053300400400, 30053300400500
Westside Pump Station and Treatment Facility	30052900300700

Sewer Capital Improvement Plan

The capital improvement plan for sewer projects is provided below in Figure 10.25. Note, the revenue and expense projection for the Sewer CIP are shown in Figure 10.1 and Figure 10.2.

Figure 10.25
Capital Improvement Plan - Sewer

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	REMAINING	2024	2025	2026	2027	2028	2029	2030
88th St NE Sewer Replacement (Phase 1)	✓	N/A	$ -	$ -	$100,000	$1,500,000	$510,000	$ -	$ -	$ -
88th St NE Sewer Replacement (Phase 2)	✓	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$90,000	$1,500,000
Biosolids Removal		N/A	$ -	$600,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
Cedar Crest lift station generator		N/A	$ -	$ -	$ -	$ -	$ -	$250,000	$ -	$ -
Kellogg Lift Station generator		N/A	$ -	$ -	$ -	$ -	$ -	$ -	$250,000	$ -
Eagle Bay Lift station generator		N/A	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$250,000
Effluent Flow Splitting		N/A	$ -	$25,000	$700,000	$ -	$ -	$ -	$ -	$ -
WWTP Chemical Tank Replacement		N/A	$ -	$35,000	$650,000	$ -	$ -	$ -	$ -	$ -
Marysville West Lift Station Replacement	✓	N/A	$ -	$ -	$ -	$500,000	$1,500,000	$ -	$ -	$ -
Sewer Comprehensive Plan Update	✓	N/A	$ -	$100,000	$150,000	$ -	$ -	$ -	$ -	$ -
Sewer Renewals and Replacements		N/A	$ -	$ -	$ -	$ -	$1,000,000	$1,000,000	$1,000,000	$1,000,000
WWTP Filter Rehab		N/A	$ -	$200,000	$200,000	$200,000	$ -	$ -	$ -	$ -
WWTP Near Term Improvements		N/A	$ -	$2,000,000	$ -	$ -	$ -	$ -	$ -	$ -
WWTP Plant Upgrade Design	✓	N/A	$ -	$ -	$ -	$ -	$ -	$1,670,000	$1,330,000	$700,000
Total				**$2,960,000**	**$3,300,000**	**$3,700,000**	**$3,010,000**	**$4,420,000**	**$4,170,000**	**$4,950,000**

Sewer Level of Service (LOS) Standard and Future Needs

The level of service for the maintenance of the sewer collection system and wastewater treatment plant is measured by meeting continued uninterrupted demand of current customers, and providing sufficient capacity for future growth while meeting the requirements of the individual WWTP NPDES permit and Nutrient General Permit. The City is currently meeting this level of service.

Section 10.6

STORMWATER

The stormwater system is comprised of a 321-mile network of ditches, pipes and stormwater quantity and quality control facilities which connect individual parcels with the City's surface water system. The City also owns, operates and maintains several regional quantity and quality control facilities. The City will be establishing a replacement program starting in 2027 to repair or replace segments of stormwater pipes each year. Segments also may be targeted for improvements before the end of the service life, usually due to inadequate capacity after increases in development. An analysis of the existing storm drainage pipes will be completed in 2025 – 2026 to meet the minimum requirements for passing a 25-year storm event.

Land development activities requiring approval from the City must meet the requirements of the Department of Ecology's Stormwater Management Manual for Western Washington (SMMWW). When discharging to streams or open channels, runoff rates from development sites are required to meet certain water quality and flow control standards. Details of design criteria and core requirements can be found in the current SMMWW. The City ensures development activities meet the requirements of this manual.

Stormwater Level of Service (LOS) Standard

The level of service for the maintenance of the stormwater system is measured by meeting requirements of the National Pollution Discharge Elimination System Phase II permit for Western Washington, issued by the Washington State Department of Ecology. The City is currently meeting this level of service.

Stormwater Inventory

The City of Marysville stormwater inventory is provided below in Figure 10.26.

Figure 10.26
Current Facility Inventory - Stormwater

FACILITY	LOCATION/PARCEL NUMBER(S)
116th Infiltration Pond	30050900300600
128th Pond	4035 128TH ST NE
Belle Haven Vault	01180800099600
Berrywoods	01063400099800
Berrywoods Ph I Pond	01052200099701
Brighton Park Ridge Pond	00932100099900
Diamonds at Whiskey Ridge vault	01223500099500
Forresters Trails	01226200099400
Getchell Hill Ph 2 Pond B	001057900080700
Getchell Hill PRD Ph 1	01040200090400
Harvest Hills Pond	01130700099600
Holbrook Pond	01225200099900
Ingraham Boulevard Pond	30052300200700
Kellog Village Div 3 Pond B	6124 101ST PL NE
Kellog Village Div 3 Pond C	10201 61ST AVE NE
Kellog Village MHP	00960014210800
Kellogg Regional Detention	30052700106600
Magnolia Crest vault	01228600099100
Meadowcreek Park Pond	5617 139TH PL NE
Northpoint Park Pond 1	00828200099900
Northpoint Park Pond 3	00828200099900
Northridge Park Pond A	01027900099800
Redstone at Whiskey Ridge Vault	01235300050000
Regional Pond 1	31053300300200
Regional Pond 2	31053300300100
Smokey Point Commerce Center	30050400101900
Sunset Meadows Pond A	00824000099800
The Retreat vault	01228600100000
Tuscany Ridge	00857000099700

Stormwater Capital Improvement Plan

Figure 10.27
Capital Improvement Plan Stormwater

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	REMAINING	2024	2025	2026	2027	2028	2029	2030
51st and 136th St Culvert Design	✓		$ -	$ -	$ -	$ -	$750,000	$750,000	$ -	$ -
103rd and Shoultes LID[1]		DOE	$363,180	$327,271	$100,000	$ -	$ -	$ -	$ -	$ -
Cascade & Shoultes Elementary SRTS[2] Improvements		DOE	$778,163	$150,000	$1,257,764	$ -	$ -	$ -	$ -	$ -
Downtown Stormwater Treatment Facility	✓	DOE	$ -	$360,328	$ -	$ -	$ -	$ -	$ -	$ -
Flood Control Grant		Snohomish County	$250,000	$50,000	$200,000	$ -	$ -	$ -	$ -	$ -
Geddes Marina Remediation			$ -	$75,000	$125,000	$1,500,000	$2,000,000	$1,300,000	$ -	$ -
Jennings Park Stormwater Retrofit	✓		$520,728		$250,000	$350,000	$ -	$60,000	$1,000,000	$ -
Surface Water Comprehensive Plan Update	✓	DOE	$ -	$50,000	$200,000	$ -	$ -	$ -	$ -	$ -
Stormwater Renewals and Replacements			$ -	$ -	$ -	$ -	$500,000	$500,000	$500,000	$500,000
Total			**$1,912,071**	**$1,012,599**	**$2,132,764**	**$1,850,000**	**$3,250,000**	**$2,610,000**	**$1,500,000**	**$500,000**

1. LID: Low Impact Development 2. SRTS: Safe Routes to School

Marysville's Downtown Stormwater Treatment Facility has the capacity to treat runoff from much of the Downtown.

Section 10.7

TRANSPORTATION

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecasted growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element (page 229) addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

Transportation Inventory

Travel needs within the City are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The key elements of the existing transportation system serving the City are outlined in Section 8.2 Transportation Element (page 233) and Chapter 2 of the full Transportation Plan.

Transportation Capacity

Information related to the existing capacity and proposed improvements to the network are within Section 8.5 Transportation Element (page 245).

The future City street network and non-motorized system must address the needs of existing development and growth areas.

Transportation Revenue and Expense Projections

Figure 10.28 and Figure 10.29 provide the revenue and expense projections for the Streets Capital Improvement Plans provided in Figure 10.30.

Figure 10.28

Expense and Revenue Projections by Year Transportation

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	$8,997,500	$17,850,000	$ 18,177,000	$11,240,000	$11,935,000	$9,000,000	$9,150,000
Revenue by Year	$9,470,580	$ 17,692,313	$ 15,811,365	$12,380,953	$ 12,681,126	$9,056,731	$9,147,265
Est. Difference	$473,080	$(157,687)	$(2,365,635)	$1,140,953	$746,126	$56,731	$(2,734)

Figure 10.29

Non-Project Specific Revenue Forecast Transportation

	2022	2023	2024	2025	2026	2027	2028	2029	2030
Mitigation Fees	$1,639,058	$3,946,731	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
REET I & II	$5,626,552	$4,200,746	$2,972,580	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
TBD Interest	$90,214	$313,424	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000
TBD Sales Tax	$3,991,224	$4,468,320	$4,100,000	$4,182,000	$4,265,640	$4,350,953	$4,437,972	$4,526,731	$4,617,266
Grants	$ -	$ -	$868,000	$8,980,313	$7,015,725	$3,500,000	$3,713,154	$ -	$ -
Total	**$11,347,048**	**$12,929,221**	**$9,470,580**	**$17,692,313**	**$15,811,365**	**$12,380,953**	**$12,681,126**	**$9,056,731**	**$9,147,266**

Transportation Capital Improvement Plan

Figure 10.30

Capital Improvement Plan - Streets

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
4th, 88th Interchange	✓	WSDOT/ Tulalip/ RAISE[1]	$ -	$ 50,000	$600,000	$ -	$ -	$ -	$ -	$ -
53rd Ave Ne and 61st Intersection and Shared Use Path Improvements	✓	CMAQ[2] & TIB[3]	$1,990,515	$230,000	$2,025,000	$ -	$ -	$ -	$ -	$ -
67th Ave Ne (Grove St to 88th St) Overlay		STBG[11]	$550,000	$40,000	$905,300	$ -	$ -	$ -	$ -	$ -
67th Ave Ne and 52nd St NE Intersection		FHWA[4]-STP[5] Design	$240,000	$ -	$183,816	$150,000	$50,000	$100,000	$2,040,995	$ -
88th St NE	✓	WSDOT[6] and Sno County ILA[7], DOE[8]	$8,614,764	$1,227,980	$3,000,000	$4,097,500	$9,402.550	$1,000,000	$3,000,000	$5,218,852
88th St NE and State Ave Intersection CFI[9]	✓		$ -	$ -	$ -	$250,000	$ 350,000	$1,300,000	$5,800,000	$ -
116th NHS[10]		WSDOT[6] NHS[10]	$ -	$1,073,043	$ -	$ -	$ -	$ -	$ -	$ -
156th St NE Connector (Long Property)	✓	STBG[11] Construction	$2,967,500	$ -	$150,000	$650,000	$375,000	$4,349,910	$3,874,368	$ -
156th St NE Interchange Improvements	✓	WSDOT[6] -CW[12]	$ -	$ -	$50,000	$50,000	$ -	$ -	$ -	$ -
156th St NE Overcrossing		State Design	$500,000	$434,256	$500,000	$500,000	$1,485,220	$1,539,616	$10,000,000	$ 10,000,000
156th St NE (Smokey Point Blvd to Hayho Creek)	✓	TIB[13] Construction	$1,440,000	$200,580	$2,500,000	$ -	$ -	$ -	$ -	$ -
172nd Roundabout			$ -	$239,560	$ -	$ -	$ -	$ -	$ -	$ -
2020 City Safety Program		WSDOT[6] HSIP[14]	$ 95,800	$ -	$100,000	$ -	$ -	$ -	$ -	$ -
2022 Citywide Ped Safety Improvements		WSDOT[6] HSIP[14]	$705,000	$ -	$30,000	$675,000	$ -	$ -	$ -	$ -
Cascade Elementary Safe Routes to School		WSDOT[6] SRTS[15], DOE[8]	$599,089	$767	$604,089	$ -	$ -	$ -	$ -	$ -

Capital Improvement Plan - Streets (cont.)

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
Cascade Elementary - 100th St NE (Shoultes Rd to 51st Ave NE) SRTS		WSDOT[6] SRTS1[5]	$783,321	$ -	$90,000	$161,570	$ 540,601	$ -	$ -	$ -
Cascade Safe Routes to School - 51st Ave NE		WSDOT[6] Construction	$474,000	$ -	$ -	$ -	$ -	$ -	$300,000	$600,000
Citywide Intersection Improvements		WSDOT[6] HSIP[4]	$496,000	$ -	$97,000	$399,000	$ -	$ -	$ -	$ -
Comeford Park Sidewalk and Lighting		CDBG1[7] Construction	$162,914	$ -	$255,000	$ -	$ -	$ -	$ -	$ -
I-5 NB Marine View Dr. to SR 529 Corridor and Interchange Improvements			$ -	$ -	$100,00	$ -	$ -	$ -	$ -	$ -
I-5/156th ST NE Interchange Improvements			$ -	$ -	$25,000	$25,000	$ -	$ -	$ -	$ -
Ingraham Blvd And 84th NHS11		WSDOT[6] NHS[11]	$3,602,000	$ -	$ 400,000	$3,202,000	$ -	$ -	$ -	$ -
Marysville Middle School - 49th Dr NE (south of Grove Street) SRTS		WSDOT[6] SRTS1[7]	$412,740	$ -	$53,836	$450,068	$ -	$ -	$ -	$ -
Pavement Preservation			$ -	$4,300,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
Pavement Management System			$ -	$ -	$150,000	$ -	$ -	$ -	$ -	$ -
Quiet Zones			$ -	$53,030	$100,000	$100,000	$ -	$ -	$ -	$ -
Rectangular Rapid Flashing Beacons (RRFB)		WSDOT[6] HSIP[4]	$95,800	$13,528	$ -	$94,000	$ -	$ -	$ -	$ -
RRFB multiple locations		TIB[3]	$47,740	$62,267	$ -	$ -	$ -	$ -	$ -	$ -
Shoultes Elementary Safe Routes to School		WSDOT[6] Construction	$394,073	$ -	$535,050	$ -	$ -	$ -	$ -	$ -
SR531 Interiim Walkway			$ -	$191,987	$ -	$ -	$ -	$ -	$ -	$ -
State Route (SR)529/I-5	✓		$ -	$ -	$100,000	$ -	$ -	$ -	$ -	$ -
State Ave NHS[2]		WSDOT[6] NHS[11]	$ -	$1,500,000	$ -	$ -	$ -	$ -	$ -	$ -
State Ave Preservation (116th to Spur Track)		STBG[11] Preservation	$744,281	$ -	$ -	$ -	$50,000	$895,000	$ -	$ -
Transportation Comprehensive Plan Update			$ -	$120,087	$ -	$ -	$ -	$ -	$ -	$ -
Total				**$9,388,784**	**$15,765,275**	**$13,129,138**	**$15,253,371**	**$12,184,526**	**$27,715,363**	**$18,218,852**

** Note: 1 RAISE: Rebuilding American Infrastructure with Sustainability and Equity 2. CMAQ: Congestion Mitigation Air Quality 3. TIB: Transportation Improvement Board 4. FHWA: Federal Highways Administration 5. STP: Surface Transportation Program 6. WSDOT: Washington State Department of Transportation 7. ILA: Interlocal 8. DOE: Department of Ecology 9. CFI:Continuous Flow Intersection 10. NHS: National Highway System 11. STBG: Surface Transportation Block Grant 12. CW: Connecting Washington 13. TIB: Transportation Improvement Board 14. HSIP: Highway Safety Improvement Program 15. SRTS: Safe Route to Schools 16. CDBG: Community Development Block Grant*

Section 10.8

SOLID WASTE

The City of Marysville provides solid waste for the entire UGA. The City has entered into an Interlocal Agreement (ILA) with Snohomish County Solid Waste, which is in effect until December 31, 2038 and provides an effective and efficient system for managing solid waste generated in the City. As a partner to the ILA, the City has adopted the Snohomish County Comprehensive Solid and Hazardous Waste Management Plan and disposes of all Solid Waste generated within the city limits at a Snohomish County Solid Waste disposal location. At the present time, Snohomish County exports solid waste by rail to the Roosevelt Regional Landfill located in Klickitat County.

Marysville is a municipal hauler, meaning that the City maintains an enterprise fund to provide for residential curbside and commercial/multi-family garbage collections. Single stream recycling and organic material collection is provided by way of contract with the City's contractor for these services. Co-mingled recycling is processed at the Cascade Recycling Center and organics are processed through local composting facilities.

Sanitation trucks have technology enabling them to pick up any size waste receptacle.

Section 10.9

PARKS

The City has 45 parklands totaling 522 acres, 24 miles of trails, and 38,000 square feet of facility space which serve both our 73,780 citizens and visitors. Marysville Parks, Culture and Recreation (MPCR) staff manage a diversified menu of exceptional recreational, cultural and athletic programming.

A pond at Cedarcrest Golf Course reflects the evergreen trees which grace the course.

The pickleball courts at Jennings Park are a well-utilized new recreational amenity.

Parks Inventory

Figure 10.31 provides an inventory of Marysville Parks Facilities. For more information related to Existing Park Facilities, Future Needs, and Level of Service see the Marysville Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025, which will be updated in 2025.

Figure 10.31

Parks Inventory

FACILITY	PARCEL NUMBER(S)	LOCATION
1221 3rd Street	00510700201100	1221 3rd Street
Bayview Ridge: Gibbs Property Land/Row, Hoekendo Land/Row, Tract 100 Land/Easement	00758600001300, 00758600001400, 00756800010000, 30052600100100	Row Bayview Ridge, Hoekendorf Row Bayview Ridge, Bayview Ridge, Long Easement Bayview Ridge
Bay Ridge Trail: Land/Easement P0708	00756800000800 Portion	General Parks
Brookwood Park/67th Place: Land	00779300010000	Brookwood Park
Cedarcrest Vista Park: Land	00861600099400	Cedarcrest Vista Park
Cedar Field 10th St School: Field Wright/Cedar Field and Land	00585600200100, 00585600200100	Wright/Cedar Field, 1010 Beach Ave
Centennial Trail: Land	30051300300700	Between SR 9 & 83rd Ave NE
City Hall & Comeford Park: Land	00528701000000	Comeford Park Yard
Cloverdale Div. 1: Land	00797300099900	Cloverdale
Crane Property: Land	30052700303800/4600/8200	Crane Property
Crystal Heights Blk 000: Land	00790300099900	Crystal Heights
Crystal Terrace Tract A: Land	00782900099900	Crystal Terrace
Deering Sunnyside WWU: Land	00590700011000, 00590700013100, 00590700013200, 00590700013400, 00590700015500, 00590700015800	Dearing Acre Tracks Park
Doleshel Tree Farm Park: Land	30052200103300	Doleshel Tree Farm Park
Foothills Park	00877900099900	58th St NE
Harbor View Park – Vanoverbek and Ross: Land	30053400301100, 30053400300600	Harbor View Park
Holman Property Par: A-D: Land	30052700400300	Holman Property
Jennings Park: Nature Park, South Park Yard, North Park Yard	30052700205300, 00408900000702, 00797600050100, 30052700302300	
King Property Park	29050200302400	King Property Park
Mother's Nature Window Caretaker Residence	30051500300500	55th Ave and 100th St

Mother's Nature Window Park	30051500300-100,700,800,500	55th Ave Ne / 100th St
Municipal Golf Course: Land	30052300300300	Golf Course Yard
Munson Creek Div.4 Tract 999: Land	00782600099900	Munson Creek
Munson Creek Div. 5 & 6: Land	00783100099800	Munson Creek
Northpointe East Park	00864800099900	Bayview
Northpointe Park Tract D: Land	00828200099800	Northpointe Park
Oberg Sunnyside Nature Trail: Land	29050200205600	Sunnyside Nature Trails
Olympic View Park	29050300108400, 29050300108500	Olympic View Park
Opera House	00510700201200	1225 3rd St/Opera House
Parkside Way Park	01016100099800	7729 64th Pl Ne
Peace Park (64th & Grove): Land	00405500099900	Peace Park
Portion Vista Green: Land	30052800405700	Portion Vista Green
Quilane Blk 000 Tr 999: Land	00773900099900	Quilane Blk 000
Qwuloolt Trail: Land	30052800406000, 30052700307700, 30052700303700	Qwuloolt Trail
Qwuloolt Wetlands: Roberts Land G0701, Hendrickson Land G0701, Rose Land G0701	29050300108500, 2905030010840, 30052700306000, 30053400200600	Qwuloolt Interlocal
Rose Property (House)	30052700306000	General Parks
Serenity Park	00865600010300	72nd Dr NE
Shasta Ridge Park	01115100099600	83rd Avenue
Sherwood Forest	00629200005100	Unimp HCA With Stream Cor
Skateboard Park: Land	30052800219500	Skateboard Park
Strawberry Fields Future Athletic Complex: Land	3105340010050, 31053400400500	Strawberry Fields
Strawberry Fields Caretakers House/Garage/Landreth: Land	31053400100400	Strawberry Fields
Suncrest Tr/Hickock Park: Land	00723000011000	Hickock Park
Sunnyside Blvd Tract: Land	30053400102100	Sunnyside Blvd Tract
Timberbrook / Heather Glen	00548300004900/004067000067000	Stream Corridor Near Stw
Tuscany Park: Land	00857000099700	Tuscany Park
Verda Ridge Park Tract 99a: Land	00835600099800	Verda Ridge Park
Walter's Manor	00671600005000	41st Ave NE
Waterfront-McCollum Property: Land	00551100900100	Waterfront Park Prop
Welco Lumber Property Boat Launch: Land	30053300200800	Misc-Future Waterfront Pk

Parks Revenue and Expense Projections

Figure 10.32 and Figure 10.33 provide the revenue and expense projections for the Parks Capital Improvement Plans provided in Figure 10.34.

Figure 10.32

Expense and Revenue Projections by Year Transportation

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	$1,850,000	$2,400,000	$ 3,360,000	$2,000,000	$2,000,000	$2,050,000	$2,090,000
Revenue by Year	$2,519,575	$2,423,082	$2,617,769	$1,996,802	$2,026,706	$2,057,508	$2,089,233
Est. Difference	$669,575	$23,082	$ (742,231)	$(3,198)	$26,706	$7,508	$(767)

Figure 10.33

Non-Project Specific Revenue Forecast Transportation

	2022	2023	2024	2025	2026	2027	2028	2029	2030
REET I & II	$5,626,552	$4,200,746	$990,860	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Transfer in - GF	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Park Mitigation	$476,277	$1,261,276	$912,215	$939,582	$967,769	$996,802	$1,026,706	$1,057,508	$1,089,233
Grants	$ -	$ -	$616,500	$483,500	$650,000	$ -	$ -	$ -	$ -
Total	**$6,102,829**	**$5,462,022**	**$2,519,575**	**$2,423,082**	**$2,617,769**	**$1,996,802**	**$2,026,706**	**$2,057,508**	**$2,089,233**

Figure 10.34

Capital Improvement Plan – Parks and Recreation

PROJECT TITLE	CAPACITY PROJECT	GRANT SOURCES	GRANT AMOUNT	2024	2025	2026	2027	2028	2029	2030
Bayview Trail Phase 1	✓	DOC	$500,000	$157,891	$500,000	$250,000	$2,400,000	$ -	$ -	$ -
Cedarcrest Golf Course - Cart storage & paths			$ -	$ -	$ -	$ -	$ -	$ -	$600,000	$ -
Cedarcrest Golf Course - 67th Ave netting			$ -	$ -	$ -	$ -	$500,000	$ -	$ -	$ -
Cedarcrest Vista Park - landscaping, irrigation			$ -	$ -	$ -	$ -	$ -	$50,000	$ -	$ -
Community Center Bathroom Remodel			$ -	$ -	$ -	$ -	$ -	$ -	$50,000	$ -
Community Center Pocket Park			$ -	$ -	$ -	$ -	$ -	$ -	$75,000	$ -
Deering Wildflower Acres - pavilion & paved parking			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$140,000
Ebey Waterfront Park			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$500,000
Ebey Waterfront Park Boat Launch Pilings										
Ebey Waterfront Trail Phase 4		DOC	$999,100	$486,009	$350,000	$1,550,000	$ -	$ -	$ -	$ -
Harborview Park - irrigation & furnishings			$ -	$ -	$ -	$ -	$ -	$50,000	$ -	$ -
Hickok Park - retaining wall, landscaping, fencing			$ -	$ -	$ -	$ -	$ -	$100,000	$ -	$ -
Jennings Memorial Park			$ -	$250,000	$ -	$ -	$300,000	$ -	$ -	$ -
Jennings Memorial Park - pickleball restrooms; pave trail			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$450,000
Mother Nature's Window Park		HUD	$ 750,000	$229,557	$750,000	$250,000	$ -	$ -	$ -	$ -
Park Comprehensive Plan Update			$ -	$ -	$150,000	$ -	$ -	$ -	$ -	$ -
Playground Replacements			$ -	$350,000	$ -	$ -	$500,000	$500,000	$500,000	$500,000
South End Dog Park			$ -	$ -	$ -	$ -	$200,000	$ -		$ -
Strawberry Fields Fish Barrier Removal and Dog Park Vehicle Lot			$ -	$ -	$250,000	$ -	$ -	$350,000	$ -	$ -
Twin Lakes Park Improvements			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Twin Lakes Park Master Plan			$ -	$ -	$ -	$ 60,000	$ -	$ -	$ -	$ -
Youth Peace Park - furnishings			$ -	$ -	$ -	$ -	$ -	$50,000	$ -	$ -
Total				**$1,473,457**	**$1,850,000**	**$2,110,000**	**$3,600,000**	**$1,100,000**	**$1,550,000**	**$1,590,000**

Section 10.10

CITY FACILITIES

General Public Works and City properties, facilities and buildings that do not fall under, Water, Sewer, Stormwater, Transportation, or Parks are provided in this section.

Level of Service (LOS) Standard and Future Needs – City Facilities

City Hall: Located on Delta Avenue between 5th and 7th Streets, the new Marysville Civic Center, occupied in October 2022, consolidates most city services into one modern, energy-efficient public facility to help meet the current and future needs of our growing city. This offers residents and visitors a one-stop shop for city customer service functions and an attractive new public landmark in Marysville's downtown core.

Public Works: The City of Marysville Public Works Department is currently located at 80 Columbia Avenue and intends to relocate its public works and administration operations to the current Marysville School District (MSD) administrative offices at 4220 80th Street NE. The move entails a property exchange with the Marysville School District where the City would move to the school district property at 4220 80th Street NE, and the school district administrative offices would move to the City's former City Hall building at 1049 State Avenue.

The current Public Works facility is located in the floodplain. Since the City's Public Works operation must be dependable during flood events, the proposed new site would enable City to fulfill its duty to render community aid during disasters and will also reduce the risk of damage to City equipment and facilities. The City values the ability to reuse the existing structures on the MSD site and avoid reconstruction costs. Construction costs for a brand new Public Works facility could be as high as $76 million according to a study recently commissioned by the City. The City's future waterfront redevelopment and site fill is also dependent on the relocation of the Public Works facilities. Since the prior City Hall is no longer in use, the City supports accommodating the MSD's needs by constructing an addition to facilitate the exchange.

The Marysville Civic Center offers a wide-array of city services in one convenient, modern facility.

City Facilities Inventory

Figure 10.35 provides the City facility inventory.

Figure 10.35
City Current Facility Inventory

FACILITY	PARCEL NUMBER(S)	LOCATION
4th Street MESH	0051201000300	1926 4th St
47th MESH	00551201001602	6030 47th Ave NE
61st MESH	30052700306000	5626 61st Ave NE
1926 4th Street	00551201000300	1926 4th Street
Alder MESH	30052800214700	1095 Alder Ave
City Hall - Old: Building	30052800215600	1049 State Avenue
City Hall - Old: Land	30052800215700	1035 State Avenue
Chamber of Commerce: Land	00510700100600	Cedar Avenue
Civic Center	00576200700502, 00576200600400, 00576200600200, 00576200600100, 00576200601501, 00518500200400, 00518500200300, 00518500200100, 00518500101400, 00518500101700, 00518500101800, 00518500100300, 00518500100100	501 Delta Ave
Civic Center southeast parking lot	005528700900600	1404 5th Street
Coca Cola Property	30052100422900, 30052100423000	76th St NE
Community Center (former municipal courthouse): Building	30052800211900	1015 State Ave
Community Center land (former municipal courthouse): Land	00300528002119	Adjacent to Community Center
Municipal Jail (former Delta Ave Peak Building)	00576200100100, 00576200100300, 00518500200100	601 Delta Avenue
Densmore Property	00590700030402	Densmore Road
Frontier Property	31052800300100, 31052800302200, 31052800300200	East of Smokey Point Blvd and north of 156th St NE
Geddes Marina Property	30053300203100, 30053300202700	1326 1st St
Jacobson and Keiso Properties	30051000203900, 00551100900400, 00551100900300	1408 1st St
Mill Property: Land	30053300201200	60 State Ave

City Current Facility Inventory (cont.)

FACILITY	PARCEL NUMBER(S)	LOCATION
Pavish Property	00510700900100, 00510700900201, 00510700900202, 00510700900300, 00510700901000, 00510700901200	101 & 117 Beach Ave
Police Department Evidence Building	30051600203900	10118 Smokey Point Blvd
Public Works Operations Buildings and Facilities (Various)	30053300200100	80 Columbia Avenue
Skippers Property: Land	30052800215700	1035 State Avenue
Welco Property	30053300202400	1218 1st Street
Williams Property: Land	576200600100	Williams Property

General Facilities Capital Improvement Plan

The general facilities capital improvement plan is provided below in Figure 10.36.

Figure 10.36

Capital Improvement Plan – Public Works

PROJECT TITLE	CAPACITY PROJECT	2024	2025	2026	2027	2028	2029	2030
Public Works Operations Relocation	✓	$-	$7,500,000	$2,328,000	$-	$-	$-	$-
Interfor Fill	✓	$-	$1,200,000	$2-	$-	$-	$-	$-

Section 10.11

POLICE

The City of Marysville Police Department (MPD) provides law enforcement, policing, crime prevention, public safety, and corrections services within the City.

Police Facilities

The Department provides quality policing in partnership with the community through long-term problem-solving, crime prevention, and law enforcement. All police operational and support functions are based out of the City-owned and maintained Marysville Civic Center (MCC) at 501 Delta Avenue. The MCC, a voter-funded public safety project to build a new police station and jail, opened in 2022. An auxiliary evidence storage and processing facility was constructed in 2024. This location includes garage storage for impounded vehicles pending search warrants, evidence processing of those vehicles, and long-term evidentiary storage of bulk evidence and property.

Police Facility Inventory

Figure 10.37
Facility Inventory – Police

FACILITY	LOCATION	SIZE/CAPACITY
Auxiliary Evidence Buildings	10118 State Avenue	Building A 5,322 SF Building B 2,176 SF
Marysville Municipal Jail and Medical Area (see figure 10.35)	601 Delta Avenue	Houses 96 residents
Police Department	501 Delta Avenue	80,369 SF
Smokey Point Substation	15526 Smokey Point	2,160 SF

Police Level of Service

Service Standards and Level of Service details are outlined in the Public and Human Services Element (page 147), and on page 41 of the MPD Functional Plan for 2024-2044.

The Marysville Police Department actively recruits new personnel to ensure adequate staffing.

Section 10.12

FIRE

The Marysville Fire District provides fire prevention and suppression services, emergency medical services, special operations, and other preparedness/ emergency management services for an approximately 55 square mile area. The District encompasses the City's entire UGA and some adjacent areas to the east and south of the UGA that are located in unincorporated Snohomish County together with the Seven Lakes area, and a portion of the Tulalip Indian Reservation. More information related to the Marysville Fire District may be found in Section 5.3 Fire of the Public Services Element (page 154).

Fire Inventory

Apparatus and other vehicles, trained personnel, firefighting and emergency medical equipment, and fire stations are the essential capital resources necessary for the MFD to carry out its mission. See the Marysville Fire District Capital Facilities & Apparatus Inventory Fire District Inventory.

Marysville Fire District Rescue provides aid to those in emergency situations.

The Marysville Fire District's Chief and staff converse.

Fire Capital Facilities Plan

The capital facilities plan for the Fire District is provided in Figure 10.38 below.

Figure 10.38

Capital Improvement Plan – Fire

PROJECT TITLE	COST ($)	REVENUE SOURCE	2024	2025	2026	2027	2028	2029	2030
Administration office	$ -	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$8,000,000
Ambulance	$ -	N/A	$ -	$352,000	$ -	$ -	$ -	$ -	$ -
Ambulance	$ -	N/A	$ -	$352,000	$ -	$ -	$ -	$ -	$ -
Ambulance	$ -	N/A	$ -	$352,000	$ -	$ -	$ -	$ -	$ -
Ambulance	$ -	N/A	$ -	$352,000	$ -	$ -	$ -	$ -	$ -
Fire engine	$ -	N/A	$880,000	$ -	$ -	$ -	$ -	$ -	$ -
Fire engine	$ -	N/A	$ -	$ -	$1,430,000	$ -	$ -	$ -	$ -
Fire engine	$ -	N/A	$ -	$ -	$1,430,000	$ -	$ -	$ -	$15,400,000
Ladder truck	$ -	N/A	$1,540,000	$ -	$ -	$ -	$ -	$ -	$ -
Maintenance facility	$ -	Levy	$ -	$ -	$ -	$ -	$5,000,000	$ -	$ -
Station 61	$14M	Levy	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Station 62	$ -	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Station 63	$10M	Capital	$ -	$ -	$13,000,000	$ -	$ -	$ -	$ -
Station 65	$8M	Levy	$ -	$ -	$ -	$ -	$10,000,000	$ -	$ -
Station 66	$ -	N/A	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Training center	$ -	Levy	$ -	$ -	$ -	$3,000,000	$ -	$ -	$ -

Section 10.13

SCHOOLS

The City of Marysville is served by four school districts: Marysville, Arlington, Lake Stevens, and Lakewood; however, the portion of the Arlington School District within the City is very limited and coincides with industrial-zoned lands within the City. Please reference Chapter 5, Public and Human Services, Section 5.4 (page 158) for details related to schools

Marysville Getchell High School is the newest high school serving the Marysville School District.

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EST. 1891

MARYSVILLE

WASHINGTON

CITY OF MARYSVILLE
2024–2044 Comprehensive Plan

Adopted December 9, 2024 via Ordinance ----
501 Delta Avenue, Marysville, WA 98270

APPENDIX 1 – REASONABLE MEASURES

A 1997 amendment to the Growth Management Act, (GMA) 36.70A.215, requires jurisdictions planning under the GMA to consider implementing reasonable measures that will: (1) Increase consistency between actual development and existing planning policies and development regulations; and (2) Increase residential density or employment capacity within existing urban growth areas prior to or instead of the consideration of expansion of the Urban Growth Area (UGA). This policy advances GMA objectives for compact urban development and reduced sprawl.

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP GF-7 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix D of the CPP, to evaluate all proposed UGA expansions proposed pursuant to DP-2. Starting with the 2004-2005 Comprehensive Plan update, each jurisdiction "…will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."

The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has implemented various measures to increase density within the UGA within its Comprehensive Plan and development regulations; these measures are outlined in Table 1. Based on analysis of the current commercial, industrial, and residential buildable lands, there is adequate land within the current UGA to meet both housing and employment capacity requirements, so no UGA expansion is proposed.

Table 1 Reasonable Measures Currently Used by the City of Marysville

REASONABLE MEASURES	DATE INTRODUCED AND/OR UPDATED AND ORDINANCE	FREQUENCY OF USE	EFFECT ON DENSITY TREND	DESCRIPTION/COMMENTS
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131); 2011 (o.2852); 2018 (o.3093); 2022 (o.3203)	Few times a year	Minimal	Code allows both attached and detached units. Most used in single family areas. Standards modified to be more flexible in 2018 and 2022.
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411) and 7/7/03 (o. 2481)	Frequent	Generally adds 10-20% density to subdivisions. In certain multi-family zones, density increases may be up to 50%	Residential density incentives may be applied to multi-family development in the R-12 through R-28 zones; Planned Residential Developments; multi-family development in the MU, CB, and GC, zones; and in the single family,

			over the base density. In certain commercial zones, density increases for mixed use multi-family developments are not capped.	multi-family, and Mixed Use zones within the Whiskey Ridge Master Plan area. Residential density incentives may be pursued for constructing affordable housing; dedication or improvement of public facilities, trails, or open space; community image and identity; historic preservation; mixed use projects adjacent to services; stormwater facilities that incorporate recreational amenities; project design (e.g. perimeter landscaping, preservation of substantial native vegetation); and green building.
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture.	On-site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRDs.	Clustering is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.
Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7,200 sf lots on land designated High Density Single Family (R-6.5) and High Density Single Family – Small Lot (R-8). They currently require a conditional use permit and 12,500 sf for lots in the Medium Density Single Family (R-4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258); 2021 (o.3295)	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations. Densities were also increased with the 2021 Downtown Master Plan Area (DMPA) for various new Downtown zones.

Mandate minimum residential densities	9/1/03 (o.2487); 2021 (o.3295)	Rare	Effective when used	Residential minimum densities have been considered by the City on several occasions and generally rejected as a practice. Minimum residential densities were established for most of the new zones created with the DMP update.
Allow townhomes & condominiums	6/9/97 (o.2131)	Frequent	Effective	Allowed through PRD ordinance in single family zones, as well as in multi-family zones and the Mixed Use zone.
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5,000 sf minimum lot sizes allowed in all Medium and High Density Single Family zones (R-4.5 and R-6.5 du/net acre). 4,000 sf minimum lot sizes allowed in R-8 zone. Smaller lot sizes allowed through PRD.
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Frequency increasing	Effective	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development and redevelopment has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within the City.
Measures that Increase Employment Capacity				
Develop an Economic Development Strategy	11/2002	Used daily	Effective	City completed an economic development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction. Significant economic development has occurred over the past 20 years.

Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multi family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and various capital decisions 2000-present	Broad use	Effective (outcome anticipated)	Downtown Master Plan update adopted in 2021 that encourages commercial, higher density residential, and middle housing. Major capital improvements have occurred since the last update such as, but not limited to, construction of the Civic Center and Jail, Comeford Park improvements including a spray park, conversion of court to new Civic Center, 1st and 3rd Street Low Impact Development (LID) improvements, new I-5/SR529 Interchange under construction, and adoption of the 2021 – 2026 Waterfront Strategic Plan. These and various other activities are intended to stimulate downtown revitalization.
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Effective	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective; however, with SEPA being phased out on many project reviews, it will be used less frequently.	Interlocal agreement with Snohomish County on annexation and urban development has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since the 2005Comprehensive Plan update, several major annexations have occurred including the 2009 Central Marysville Annexation. As a result, over 99% of the City's Urban Growth Area has been annexed.

Implement a process to expedite plan and permit approval	6/02-present	Pervasive	Effective	Additional staff as well as significant and ongoing permit and process improvements has resulted in much faster and more efficient permit processing. Results have proven valuable to economic development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423); 2011 (o.2852); 2022 (o.3244)	Frequent	Moderate effect	City implemented stricter standards for small lot (<5,000 sf) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards. Commercial design standards have been strengthened and apply to all commercial zones except Light Industrial properties that are not within the Smokey Point Master Plan Area or in limited other designated areas (i.e. Light Industrial with General Commercial Overlay zone, etc.) and General Industrial properties.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Completed with the 2005 Comp. Plan update.	Effective	Completed community visioning for the 2005 update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	Ongoing	Pervasive	Effective	City has completed major capital projects including sewer projects including the wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities including Regional Ponds 1 and 2); transportation improvements including downtown park & ride, State Avenue, SR 528, 51st Avenue connector, 156th Street overpass, and other roads; as well as major park improvements including a waterfront park with boat launch, spray park, downtown skateboard park, regional soccer fields complex, and community center.

				Construction of the Civic Center and jail were significant recent achievements.

The following actions, **Table 2**, should be taken with respect to existing and additional reasonable measures to increase residential and employment densities:

Table 2 Measures to Increase Residential and Employment Densities

REASONABLE MEASURES	RECOMMENDED REVIEW OR ACTION
Measures that Increase Residential Capacity	
Modify Accessory Dwelling Unit (ADU) standards	Amend standards in 2025 to allow two units per lot, eliminate owner occupancy requirement, etc. to comply with State law.
Allow Middle Housing	By June 2025, the City will need to adopt Middle Housing standards in order to comply with HB 1110. Middle housing includes housing types that are in between the size and density of single family and multi-family housing (e.g. duplex, triplexes, fourplexes, stacked flats, etc.). The City will need to allow six of the nine middle housing types identified in State law in all zones designated for residential. As a Tier 2 City, 2 units will need to be allowed per lot in residential zones, with up to 4 units per lot along high-capacity transit routes or when affordable housing is provided. In late 2030, the City will become a Tier 1 City and will need to allow 4 units per lot in residential zones, with up to 6 units per lot along high-capacity transit routes or when affordable housing is provided.
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development. These have been, and will continue to be, reviewed to ensure their effectiveness.
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives. PRDs are allowed through an administrative design review process rather than a rezone process. Audit code to ensure that it is effective and encouraging desired outcomes.
Allow Cohousing	Cohousing is currently allowed in PRDs and cottage housing. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Update regulations to eliminate Conditional Use Permit for duplexes in the R-4.5 zone and update as otherwise necessary to comply with State law.
Allow Townhomes & Condominiums	Review PRD code for additional density incentives. PRDs are now allowed through an administrative design review process instead of a rezone process.
Increase allowable residential densities	This plan includes single family residential zones with increased densities and multi-family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.

Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Continue with current regulations.
Encourage transit-oriented development	The City's Mixed Use zone and residential density incentives pertaining to providing density bonuses for locational mixed use encourage transit-oriented development. The City is currently coordinating with Community Transit on the SWIFT Bus Rapid Transit Service, which is anticipated to be implemented in the City by 2029. Since the ultimate route is still being determined, zoning changes are not currently proposed but may be pursued when the SWIFT route is determined at the policy direction of City Council.
Plan and zone for affordable and manufactured housing development	Plan to accommodate affordable housing in proportion to the need within the County and the City's size, and monitor progress. Manufactured home parks and subdivisions are currently allowed in the UDC.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	With the adoption of the 88th Street Master Plan, a form-based zone was created; however, it was repealed in 2021 due to difficulties with access and development of the site. Also, in 2021, the Downtown Master Plan was adopted which implemented a form-based code for the larger Downtown master Plan Area.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement 2021 Downtown Master Plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually
Encourage Transportation-Efficient Land Use	Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
Create Annexation Plans	Annexation strategies are included within this Land Use Element and discussed within various neighborhood plans. These annexation strategies have been implemented resulting in annexation of over 99% of the current Urban Growth Area.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate. Implement Pavement Minimization and LID standards.
Continue process improvements to increase efficiency, and expedite plan and permit approval	Continuously review and pursue process improvements to meet or exceed permit targets.
Measures to Mitigate the Impact of Density	
Design Standards	Implement revised design standards to address negative perceptions of higher density developments. Updates have occurred over the years and are expected to be

	updated in 2025 to coincide with the implementation of HB 1110 (i.e. the middle housing statute).
Urban amenities for increased densities	Continue to allow density bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	
Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

APPENDIX 2 – LAND AND HOUSING CAPACITY ANALYSIS

GROWTH ALLOCATION OVERVIEW

Consistent with Growth Management Act (GMA) requirements, the City of Marysville's 2024 Comprehensive Plan covers a 20-year time span (2024 – 2044) using the State Office of Financial Management's (OFM) population forecasts. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how OFM's countywide forecasts are to be allocated to cities, Urban Growth Areas (UGAs), and the rural/resource areas of the County utilizing the cooperative planning process of Snohomish County Tomorrow (SCT). The resulting 2044 population, housing, and employment growth targets guide local GMA comprehensive plan updates.

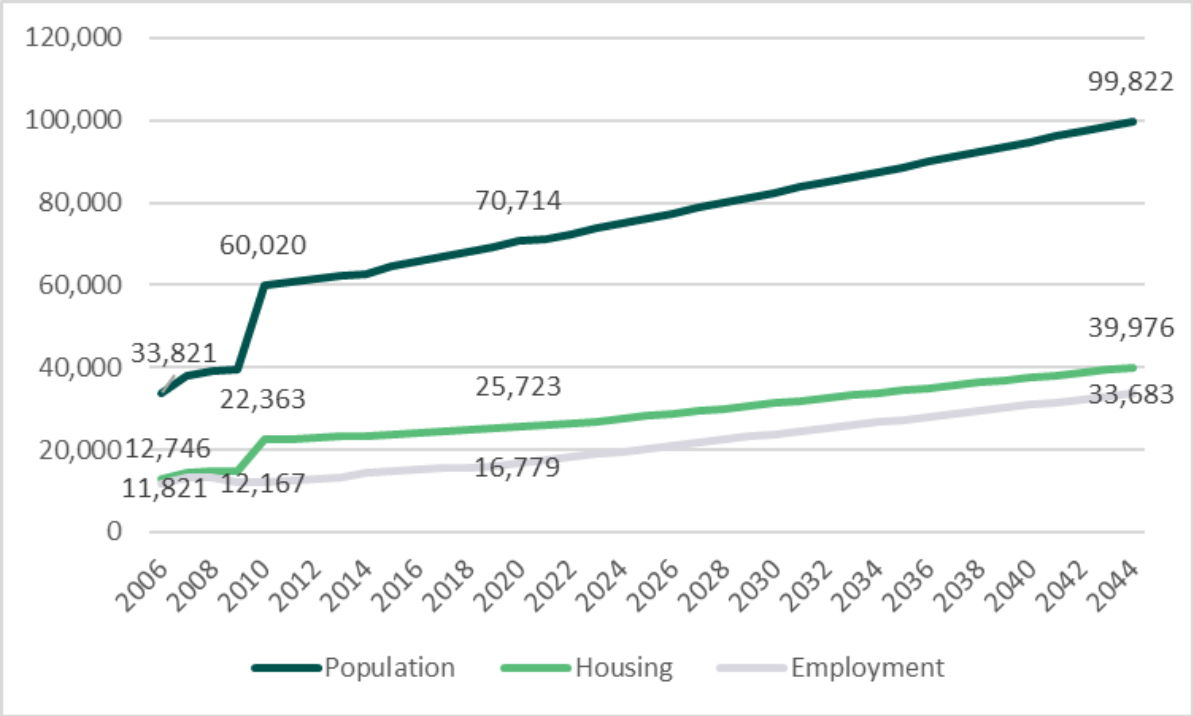
Snohomish County is anticipated to grow from 827,957 people in 2020 to 1,136,309 people by 2044. The City of Marysville is expected to receive 9.4 percent of the County's population growth, 8.5 percent of the housing unit growth, and 10.3 percent of the job growth over the next 20 years as shown in **Figures 1** and **2** below.

Figure 1 2044 Growth Targets and Capacity within the Marysville UGA
Source: 2021 Buildable Lands Reports and City of Marysville Capacity Analysis

	Employment	Housing	Population
Existing	15,310[1]	25,629[2]	70,714
2024 – 2044 Increase	17,616	14,253	29,108
2044 Target[3]	32,926	39,976	99,822
Additional Capacity	18,724	14,928	30,444
2044 Total Capacity	34,331	40,557	101,158

[1] Over 99 percent of the City's UGA has been annexed as a result of the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). It should be noted that minor discrepancies exist between SCT figures, the GIS files provided by the County, and City figures due to small initial discrepancies as well as detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly employment in the Cascade Industrial Center (CIC).
[2] The 2020 existing housing is 25,723; however, the GIS files provided by Snohomish County is 25,629. In order for the math in this report to align, the 25,629 figure is cited.
[3] The targets noted in the chart are from the Snohomish County Tomorrow (SCT) planning process and are the City's growth targets. Based on additional analysis of the City's density assumptions, there is greater population and employment capacity as noted in the chart; therefore, both the target and capacity are shown.

Figure 2 2044 Growth Targets and Capacity within the Marysville UGA
Source: Snohomish County Countwide Planning Policies, Appendix B



Land Capacity Analysis[4]

The Land Capacity Analysis (LCA) evaluates the City's ability to accommodate its housing, population, and employment growth targets on developable lands within the Urban Growth Area (UGA) and City. While the County's Buildable Lands Report looks at the past to determine how well growth targets are being achieved under current plans, the Land Capacity Analysis looks at what development will likely be moving forward based on current regulations, zoning, past trends and other factors.

The GMA requires comprehensive plans include "sufficient capacity of land" to accommodate housing needs for the twenty-year planning horizon (RCW 36.70A.070(2)(c)). A new State requirement is for housing elements to provide explicit consideration of capacity for the following household needs and building types:

- Moderate, low, very low, and extremely low-income households
- Permanent supportive housing
- Emergency hosuing and emergency shelters
- Duplexes, triplexes, and townhouses

[4] This summary draws heavily from the summary provided in Commerce's HB 1220 Book 2.

The following Land Capacity Analysis substantially follows the process set forth in the Washington State Department of Commerce's Guidance for Updating Your Housing Element (i.e. HB 1220 Book2); however, certain steps are consolidated as noted in the titles below. Housing and population capacity are presented first followed by employment capacity.

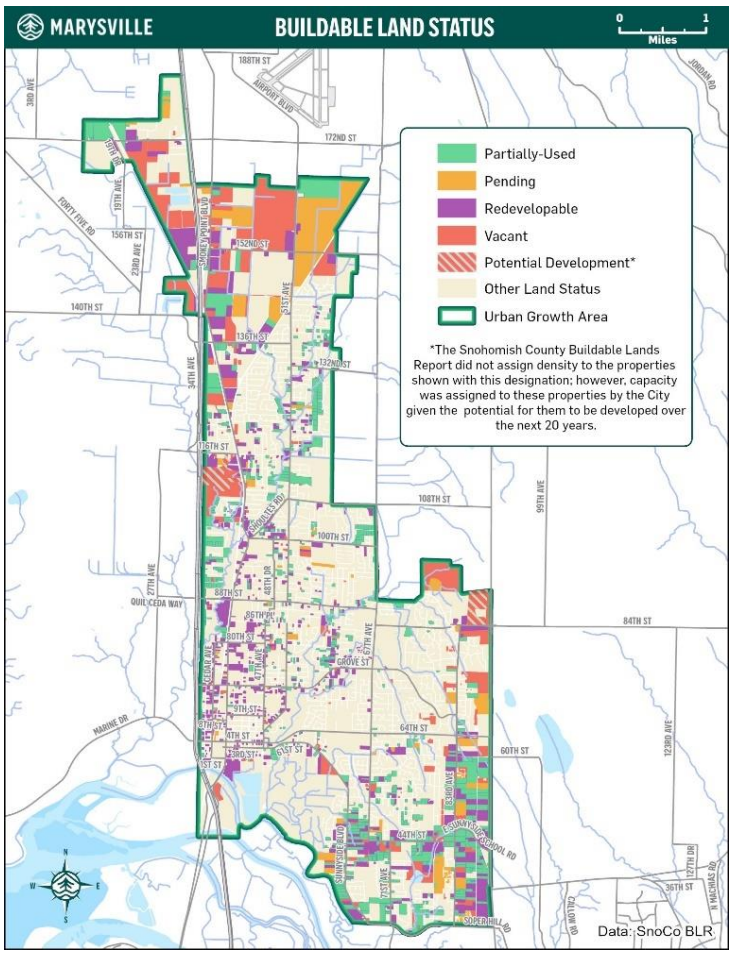
HOUSING AND POPULATION

STEP 1 SUMMARIZE LAND CAPACITY FOR HOUSING PRODUCTION BY ZONE

DEVELOPABLE LAND ANALYSIS (STEPS 1.1 – 1.3)[5]

STEP 1.1 IDENTIFY LAND SUPPLY AND ASSIGN LAND CAPACTIY STATUS

Figure 3 Buildable Land Status Map



Snohomish County's 2021 Buildable Lands Report (BLR) analyzes lands within the City to determine which lands have future development potential.[6] The land capacity analysis starts with a GIS evaluation of all lands within the City based on an April 2019 extract of Assessor's parcel records. Parcels are classified into those with and without additional development potential.[7] Those with additional development potential are placed into the categories depicted in **Figure 3** and described below:

· **Vacant** are parcels without structures;
· **Partially-used** are parcels that have existing structures on part of the site but have further development potential without demolishing structures;
· **Redevelopable** are parcels with existing structures that are candidates

[5] Note: the general process outlined in Steps 1.1 – 1.3 also applies to the Employment Capacity at the end of this report.
[6] This discussion is framed in terms of the City; however, it should be noted that Snohomish County's Buildable Lands Report is conducted for the County and each City within the County.
[7] The following parcels are classified as not having additional development potential: stable developed uses which are classified as constant, and land contemplated for public/institutional uses (e.g. schools, churches, municipal uses, etc.).

for demolition and redevelopment with new, more intensive uses; and

- **Pending** are parcels with pending applications for new development[8].

In the BLR, Properties with existing structures, on or before April 1, 2019, were deemed developed and population and employment were allocated to them. Properties where projects are proposed, built or occupied after April 1, 2019 were allocated future capacity[9].

Step 1.2 Exclude Lands Unlikely to Develop

Land on developable parcels that are not buildable were removed from the buildable lands inventory. Unbuildable lands include critical areas and buffers (i.e. steep slopes, wetlands, streams, lakes, and floodplains); major utility easements; future arterial rights-of-way; and land needed for other capital facilities (i.e. schools, parks, water/sewer/storm, etc.). Snohomish County's BLR land statuses are adopted in the City's Land Capacity Analysis, except as follows:

> Two large properties and two moderate-sized properties were not assigned capacity in the County's Buildable Lands Report (BLR); however, have been assigned capacity in the City's Land Capacity Analysis. The two large properties are depicted with the 'Potential Development' designation in **Figure 3** and were modeled as vacant land in the City's Land Capacity Analysis. The two moderate-sized properties were identified as Constant or School in the BLR; however, were placed into a post-BLR Pending category since they have both been developed as projects.[10]

Step 1.3 Identify Gaps in Utility Infrastructure and Services

The County's BLR also included a Capital Facilities Analysis to identify gaps in utility infrastructure and services. Within the City, sewer availability is the primary utility service gap and areas where these gaps exist are limited. The City adopted the BLR Capital Facilities Analysis.

Steps 1.4 – 1.6 Calculate Gross and Net Residential Capacity by Zone including Infill (i.e. Middle Housing, Accessory Dwelling Units, etc.)

After Steps 1.2 and 1.3 are applied to developable lands identified in Step 1.1, a further Land Availability Deduction Factor (i.e. Market Availability Reduction Factor) is applied to most developable land.[11] The resulting net developable acreages are then multiplied by the assumed future density value. For most zones, the assumed future density is the density per acre value that was identified for historical projects in the BLR; however, adjustments to density values were made for the Mixed Use zone in the Lakewood Neighborhood; for the new zones in the

[8] Pending parcels are depicted in Figure 3 with the applicable vacant, partially-used, or redevelopable parcel status.
[9] This includes 'pending' parcels which are those that are proposed for development which were not constructed by April 1, 2019.
[10] These projects are the Nordstrom subdivision and the 67th Avenue Townhomes.
[11] Market reduction factors of 15 percent for vacant land and 30 percent for partially-used and redevelopable land were applied to reflect that this amount of land will likely not be available to develop within the next 20 years.

Downtown Master Plan Area; and for limited other zones to better align with recent observed densities as described below.

- The Lakewood Neighborhood Master Plan (LNMP) Area contains a significant amount of Mixed Use zoned land. The City's Mixed Use zone is flexible and allows for a developer to construct commercial, multi-family, or true-mixed use with both commercial and residential. In the LNMP Area, Mixed Use zoned land has primarily attracted multi-family development, which has developed at an average of 20.23 dwelling units per acre; therefore, this higher density assumption was applied to the MU zoned land in the LNMP Area.
- In 2021, the Downtown Master Plan was updated, which included the adoption of new residential land use designations in the DMP Area. Limited residential land use applications have been submitted since the adoption of the DMP, so low to moderate density assumptions were assigned to these new land use designations based on similar existing land use designations that apply city-wide (see Downtown Master Plan Zones section of **Figures 4 and 5**). The higher density assumptions for these land use designations have resulted in significant additional residential capacity.

Since the April 1, 2019 cutoff date for the Buildable Lands Report, the City has seen significant development activity city-wide, which has been particularly strong for residential in the Lakewood and East Sunnyside – Whiskey Ridge Neighborhoods and for commercial/industrial in the Smokey Point Neighborhood. Many of these projects have been recently constructed, are under construction, have a land use entitlement, or have a complete land use application. Consequently, to better reflect that these lands are currently or will be available for development within the next 20 years, the Land Availability Deduction Factor was removed from these properties. Properties for which the Land Availabilty Deduction Factor were removed retained their original land classification (i.e. partially used, vacant, redevelopable, etc.), and are distinguished in **Figure 4** below by the 'Post BLR' suffix and not having a Land Availability Reduction Factor applied.

Lands that have the potential to allow for infill Middle Housing or Accessory Dwelling Units are also factored into **Figure 4**.

Figure 4 Gross and Net Residential Housing Capacity by Zone

Zone	Gross Developable Land (Acres)[1]		Land Availability Deduction Factor[1]	Net Developable Land (Acres)		Assumed Density (units/acre)	Residential Capacity (units)
City-wide Zones							
Single Family, Medium (R-4.5)	Vacant	81.88	15%	69.6	298.89	4.36	1,303
	Vacant Post BLR	2.52	0%	2.52			
	Partially-Used	122.48	25%	91.86			
	Partially-Used Post BLR	17.43	0%	17.43			
	Redevelopable	93.35	25%	70.01			
	Redevelopable Post BLR	14.22	0%	14.22			
	Pending	20.41	0%	20.41			
	Pending Post BLR	12.84	0%	12.84			
	Infill	52.15	0%	52.15	52.15	1 – 4 units/lot	944
Single Family, High (R-6.5)	Vacant	62.17	15%	52.84	448.81	4.93	2,195
	Vacant Post BLR	12.88	0%	12.88			
	Partially-Used	163	25%	122.25			
	Partially-Used Post BLR	55.42	0%	55.42			
	Redevelopable	100.2	25%	75.15			
	Redevelopable Post BLR	41.31	0%	41.31			
	Pending	74.85	0%	74.85			
	Pending Post BLR	14.11	0%	14.11			
	Infill	73.66	0%	73.66	73.66	1 – 4 unit/lot	1,094
Single Family High (R-8)	Vacant	5.25	15%	4.46	62.1	8	496
	Partially-Used	4	25%	3			
	Partially-Used Post BLR	1.88	0%	1.88			
	Redevelopable	0	25%	0			
	Pending	8.88	0%	8.88			
	Pending Post BLR	4.38	0%	4.38			
	School and Church	39.5	0%	39.5			
Multi-family, Low (R-12)	Vacant	1.53	15%	1.3	90.1	9.8	882
	Vacant Post BLR	61.84	15%	61.84			
	Partially-Used	0.82	25%	0.62			
	Redevelopable	16.63	25%	12.47			
	Redevelopable Post BLR	8.57	0%	8.57			
	Pending Post BLR	2.24	0%	2.24			
	School	3.06	0%	3.06			
	Infill	3.65	0%	3.65	3.65	1 – 4 units/lot	80
Multi-family, Medium (R-18)	Vacant	28.47	15%	24.2	69.74	17.07	1,190
	Vacant Post BLR	0.41	0%	0.41			
	Partially-Used	0.94	25%	0.71			
	Redevelopable	43.06	25%	32.3			

	Redevelopable Post BLR	1.17	0%	1.17			
	Pending	10.95	0%	10.95			
	Infill	2.61	0%	56	2.61	1 – 4 units/lot	56
Multi-family, High (R-28)	Vacant	0.98	15%	0.83	14.57	22.4	324
	Partially-Used	0	25%	0			
	Redevelopable	16.7	25%	12.53			
	Redevelopable Post BLR	1.21	0%	1.21			
Mixed Use (MU)	Vacant	16.98	15%	14.43	89.6	13.84	1,240
	Vacant Post BLR	4.77	0%	4.77			
	Partially-Used	6	25%	4.5			
	Partially-Used BLR	1.59	0%	1.59			
	Redevelopable	38	25%	28.5			
	Redevelopable Post BLR	4.99	0%	4.99			
	Pending	1.08	0%	1.08			
	Special	35.04	15%	29.78			
Mixed Use (MU) – Lakewood Neighborhood	Vacant	0.25	15%	0.21	70.6	20.23	1,430
	Vacant Post BLR	3.7	0%	3.7			
	Partially-Used	15.92	25%	11.94			
	Partially-Used Post BLR	19.33	0%	19.33			
	Redevelopable	7.2	25%	5.4			
	Redevelopable Post BLR	22.9	0%	22.9			
	Pending Post BLR	7.12	0%	7.12			
DOWNTOWN MASTER PLAN ZONES							
Middle Housing 1 (MH1)	Vacant	0	15%	0	2.24	14.4	33
	Partially-Used	0	25%	0			
	Redevelopable	2.43	25%	1.82			
	Redevelopable Post BLR	0.42	0%	0.42			
	Infill	8.09		8.09			176
Middle Housing 2 (MH2)	Vacant	0.9	15%	0.77	9.2	20	184
	Partially-Used	0	25%	0			
	Redevelopable	11.25	25%	8.43			
	Infill	4.07		80	4.07		80
Midrise Multi-family (MMF)	Vacant	2.04	15%	1.73	7.2	33.4	241
	Partially-Used	0	25%	0			
	Redevelopable	7.28	25%	5.46			
Flex	Vacant	1.38	15%	1.17	13.35	22.4	299
	Partially-Used	0	25%	0			
	Redevelopable	16.25	25%	12.18			
Flex Residential (FR)	Vacant	0	15%	0	23.05	25.8	580
	Partially-Used	0	25%	0			
	Redevelopable	24.84	25%	18.63			
	Redevelopable Post BLR	4.42	0%	4.42			
Downtown Core (DC)	Vacant	1.79	15%	1.52	9.02	19	171
	Partially-Used	0	25%	0			
	Redevelopable	10	25%	7.5			
EAST SUNNYSIDE – WHISKEY RIDGE ZONES							
	Vacant	0.71	15%	0.60	113.89	7	798
	Vacant Post BLR	6.43	0%	6.43			

Whiskey Ridge, Single Family High (WR-R-4-8)	Partially-Used	8	25%	6			
	Partially-Used BLR	33.43	0%	33.43			
	Redevelopable	7.43	25%	5.57			
	Redevelopable Post BLR	48.29	0%	48.29			
	Pending	8.43	0%	8.43			
	Constant Post BLR	5.14	0%	5.14			
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	Vacant	1.22	15%	1.03	92.31	12.31	1,130
	Vacant Post BLR	10.51	0%	10.51			
	Partially-Used	19.25	25%	14.44			
	Partially-Used Post BLR	25.67	0%	25.67			
	Redevelopable	11.29	25%	8.47			
	Redevelopable Post BLR	24.7	0%	24.7			
	Pending	7.31	0%	7.31			
Total							14,928

1 The Land Availability Deduction Factor were not included in the City's initial capacity calculations; however, were added in to the figures cited above as well as other Comprehensive Plan update materials.

Figure 5 Total Residential Capacity by Zone

Zone	Pending	Developable Acres[1]	Density Value	Existing Dwelling Units	Additional Dwelling Unit Capacity[2]	Total 2044 Capacity
City-wide Zones						
Single Family, Medium (R-4.5)	145	385	4.36	8,605	2,102	10,852
Single Family, High (R-6.5)	435	508	4.89	9,063	2,854	12,352
Single Family High (R-8)	106	51	8	25	390	521
Multi-family, Low (R-12)	22	93	9.8	1,621	940	2,584
Multi-family, Medium (R-18)	187	79	17.07	2,178	1,059	3,424
Multi-family, High (R-28)	0	19	22.4	582	324	906
Mixed Use (MU)	15	106	13.84	518	1,225	1,759
Mixed Use (MU) – Lakewood Neighborhood	144	70	20.23	597	1,286	2,026
Downtown Master Plan Zones						
Middle Housing 1 (MH1)	0	11	14.4	483	209	692
Middle Housing 2 (MH2)	0	16	20	337	264	601
Midrise Multi-family (MMF)	0	9	33.4	125	241	366
Flex	0	18	22.4	140	299	439
Flex Residential (FR)	0	29	25.8	296	580	876
Downtown Core (DC)	0	12	19	149	171	321
East Sunnyside – Whiskey Ridge Zones						
Whiskey Ridge, Single Family High (WR-R-4-8)	59	104	7	62	739	860
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	90	92	12.31	123	1,040	1,252
Other Zones[3]				726		
Totals[4]	1,200	1,549	-	25,629[5]	13,728	40,557

[1] Land assigned the 'Pending' or 'Pending Post BLR' status was omitted from the 'Developable Acreage' in this table as they were already assigned capacity during the Buildable Lands Report process. Figure 4 above, however, provided the corresponding acreage for the Pending and Pending Post BLR land. [2] For this summary table, the general density capacity was combined with the middle housing and accessory dwelling unit capacity; therefore, a simple calculation of buildable acreage by density value equaling additional capacity is not shown. A more thorough breakdown of additional dwellings is provided in Figure 4. [3] The existing housing units shown on the 'Other Zones' line are the existing housing units in all the zones that were not assigned future residential capacity. [4] The pending and additional housing unit capacity fields add up to 14,931, which is the total 2044 additional housing unit capacity. [5] The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (94 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,629 shown here.

Accessory Dwelling Unit and Middle Housing Assumptions

The following is a summary of the accessory dwelling unit and middle housing assumptions built into **Figures 4 and 5** above. Within the City, there are 19,041 residentially zoned parcels that are over 5,000 square feet[12]. Of these, 16,746 have sewer either within the street abutting the property or within 100 feet of the property, which is well within the 200 foot range that the City generally deems as sewer being available.

It is assumed that six (6) percent of residential parcels with sewer availability or 1,005 lots may pursue either one or more accessory dwelling units, a duplex conversion, or other type of middle housing over the next 20 years.[13] An average of 2.15 additional units are contemplated on these properties. This reflects that less than half of the eligible properties will pursue one additional unit per lot while larger ones that will either: a) be adjacent to the future SWIFT Bus Rapid Transit route, or b) become eligible for up to four units when Marysville becomes a Tier 1 City around December 2030, will have a greater number of additional units (i.e. between 2 and 3 additional units per lot with 2 additional units most common). These assumptions result in up to 2,156 additional accessory dwelling unit, duplex, or other types of middle housing, being constructed in the next 20 years (or approximately 108 additional units of these types constructed annually as infill) as shown in **Figure 6**.

It should be noted that since the additional accessory dwelling unit and middle housing provisions are new, there is uncertainty about the level of interest in constructing these units. That said, the City has fielded several inquiries from developers eager to construct infill accessory dwellings units and/or other middle housing units and, as existing greenfields are developed, development patterns are anticipated to shift to infill. The City will closely monitor these assumptions on infill accessory dwelling and middle housing units. Should actual levels of construction fall short of these assumptions, additional capacity that is not currently built into the capacity contemplated in this Land Capacity Report is possible in the variety of commercial zones which allow for residential above street level commercial uses (e.g. CB, CB - WR, GC, NB, etc.). Further, when the SWIFT Bus Rapid Transit route is determined, City Council may potentially provide policy direction to reevaluate zoning along the designated route which would further increase residential capacity within the City.

Figure 6 Middle Housing and Accessory Dwelling Unit Estimation

Residentially Zoned Lots[1]	Residential Lots with Sewer Available	10 percent of Lots (i.e. Participation Factor)	Average Additional Units per Lot	Estimated Additional Capacity
19,041	16,746	1,675 lots	1.29	2,156
[1] Excluded from this figure are zones that allow for residential but are commercially zoned (e.g. CB, MU, etc.).				

[12] Note: many lots are much larger; this is the minimum lot size evaluated.

[13] The GIS files assigned the additional infill capacity to the R-4.5, R-6.5, and R-12 zones. This shows up in the 'Infill' category shown in Figure 4; however, this capacity will likely be distributed across all residentially zoned parcels as described in the section above entitled 'Accessory Dwelling Unit and Middle Housing Assumptions'.

Calculation of Additional Population Capacity

To determine population capacity, the projected 2044 future vacancy rate was applied to the City's 2044 housing target of 39,976 housing units resulting in 37,577 occupied housing units. The 37,577 occupied housing units were then multiplied by the projected 2044 City household size of 2.65 people per household to arrive at a population of 99,708.[14] Finally, the 2044 assumed group quarters population of 115 was added to the 99,708 overall population to arrive at the City's population target of 99,822. The City projects additional capacity beyond the 2044 targets which is also shown in **Figure 7**.

Figure 7 2044 Housing and Population Capacity

	Existing Dwelling Units[1]	Additional Dwelling Unit Capacity	Total 2044 Housing Unit Capacity	2044 Average Household Size	2044 Vacancy rate	2044 Assumed Group Quarters Population	Total 2044 Population Capacity
Target	25,723	14,253	39,976	2.65	6%	115	99,822
Capacity	25,630	14,931[2]	40,561	2.65	6%	115	101,283

[1] The existing housing units are a 2020 figure; however, the County's BLR GIS files had a minor (93 unit) discrepancy between the 2020 OFM population of 25,723 and the 25,630 which is shown here. The 25,723 figure is used in the 'Target' fields and the 25,630 from the GIS files is included in the 'Capacity' fields. [2] The pending (1,203) and additional (13,728) housing unit capacity fields from Figure 5 add up to 14,931, which is the total 2044 additional housing unit capacity.

Step 2 Classify Zones by Allowed Housing Types and Density Level

To address the requirements of House Bill 1220, the City must show adequate capacity for housing for all income levels. The steps below follow the process outlined in the Washington State Department of Commerce's Guidance for Updating Your Housing Element (i.e. HB 1220 Book2).

Step 2.1 Establish Zone Categories for Typical Housing Types Allowed

Step 2.1 is to establish zone categories based on the typical housing types allowed in each zones as shown in **Figure 8**.

Figure 8 Establishing Zone Categories for Typical Housing Types

Zone Category	Typical Housing Types Allowed
Low Density	Single family detached, duplexes
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)
Mid-Rise Multi-family	Multi-family residences, townhouses, condominums (45 to 85 feet)

[14] The precise household size multiplier used was 2.65343.

Step 2.2 Classification of Land Use Zones by Housing Types Allowed by Zone

Step 2.2 classifies existing City land use zones into the zone categories established in Step 2.1 as shown in **Figure 9**.

Figure 9 Classifying Existing City Land Use Zones into Zone Categories

Zone	Typical Housing Units Allowed	Max Density Level Allowed	Assigned Zone Category
City-wide Zones			
Single Family, Medium (R-4.5)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	5.4 units/acre	Low Density
Single Family, High (R-6.5)		7.8 units/acre	Low Density
Single Family High (R-8)		9.6 units/acre	Low Density
Multi-family, Low (R-12)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Multi-family, Medium (R-18)		27 units/acre	Mid-Rise Multi-family
Multi-family, High (R-28)		36 units/acre	Mid-Rise Multi-family
Mixed Use (MU) including Lakewood Neighborhood	Multi-family residence, townhouse, and condominium. Various group residences are also allowed.	28 units/acre	Mid-Rise Multi-family
Downtown Master Plan Zones			
Middle Housing 1 (MH1)	Duplex and townhouse. Various group residences are also allowed.	No maximum density	Low-Rise Multi-family
Middle Housing 2 (MH2)	Duplex, townhouse, multi-family, and vertical mixed-use on certain streets. Various group residences are also allowed.		Mid-Rise Multi-family
Midrise Multi-family (MMF)	Duplex, townhouse, multi-family, and vertical mixed-use. Various group residences are also allowed.		Mid-Rise Multi-family
Flex Residential (FR)			Mid-Rise Multi-family
Downtown Core (DC)	Townhouse, multi-family, and vertical mixed-use.		Mid-Rise Multi-family
East Sunnyside – Whiskey Ridge Zones			
Whiskey Ridge, Single Family High (WR-R-4-8)	Single family detached, duplex, townhouses, and group residences. Cottages and various group residences are also allowed.	8 units/acre	Low Density
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	Multi-family residence, townhouse, and condominium. Cottage, single family, duplex, and various group residences are also allowed.	18 units/acre	Low-Rise Multi-family
Whiskey Ridge – Mixed Use (WR-MU)	Multi-family residence, townhouse, condominium, and vertical mixed-use. Various group residences are also allowed.	18 units/acre	Mid-Rise Multi-family

Step 3 Relate Zone Categories to Potential Income Levels Served

Step 3 relates the zone categories established in Step 2.1 to the potential income levels served as shown in **Figure 10**.

Figure 10 Relating Zone Categories to Potential Income Levels Served

Zone Category	Typical Housing Types Allowed[1]	Lowest Potential Income Level Served		Assumed Affordability Level for Capacity Analysis
		Market Rate	With Subsidies and/or Incentives	
Low Density	Single family detached, duplexes	Higher income (>120% AMI); Moderate income (>80 – 120% AMI)	Not typically feasible at scale	High income (>120% AMI)
Moderate Density	Single family, duplexes, townhouses, triplexes, quadplexes	Moderate income (>80 – 120% AMI)	Not typically feasible at scale	Moderate income (>80 – 120% AMI)
Low-Rise Multi-family	Multi-family residences, townhouses, condominiums (up to 3 floors)	Low income (>50 – 80% AMI)	Extremely low and very low income (0 – 50% AMI)	Low income (0 – 80% AMI) and PSH
Mid-Rise Multi-family	Multi-family residences, townhouses, condominums (45 to 85 feet)	Low income (>50 – 80% AMI)	Extremely low and Very low income (0 – 50% AMI)	Low income (>50-80% AMI) group with Low-Rise and/or Mid-Rise Multi-family

[1] Inclusion of townhouses in the low-rise and mid-rise multi-family zone categories is not to imply that those housing types are affordable to the lower incomes, but rather to be transparent about the flexibility of these zones, which allow for townhouses, multi-family, condominiums, etc. Townhouses are anticipated to be a relatively small, but growing, proportion of housing in the low-rise and mid-rise multi-family zone categories.

Step 4 Summarize Capacity by Zone Category

Step 4 involves summarizing land capacity for housing units by zone category as shown in **Figure 11**. In summarizing land capacity by zone, it is important to isolate the buildable capacity by zone category to more accurately reflect where future capacity will be allocated. It should be noted that existing residential at different income bands is in all zone categories (i.e. low density, low-rise multi-family, and mid-rise multi-family.

Figure 11 Summarizing Capacity by Zone Category

Zone	Unit Capacity	Buildable Land Unit Capacity[1]	Assigned Zone Category	Capacity in Zone Category	Buildable Capacity in Zone Category
Single Family, Medium (R-4.5)	10,852	2,247	Low Density	24,585	6,830
Single Family, High (R-6.5)	12,352	3,289			
Single Family High (R-8)	521	496			
Whiskey Ridge, Single Family High (WR-R-4-8)	860	798			
Multi-family, Low (R-12)	2,584	962	Low-Rise Multi-family	4,528	2,301
Whiskey Ridge, Multi-family Medium (WR-R-6-18)	1,252	1,130			
Middle Housing 1 (MH1)	692	209			
Multi-family, Medium (R-18)	3,424	1,246	Mid-Rise Multi-family	10,718	5,795
Multi-family, High (R-28)	906	324			
Mixed Use (MU)[2]	1,759	1,240			
Mixed Use (MU) – Lakewood Neighborhood	2,026	1,430			
Middle Housing 2 (MH2)	601	264			
Midrise Multi-family (MMF)	366	241			
Flex	439	299			
Flex Residential (FR)	876	580			
Downtown Core (DC)	321	171			
Total	39,831	14,928		39,831	14,926

[1] The Additional Dwelling Unit Capacity and Pending classifications from Figure 5 are used. Lands with the pending status are not included. [2] Includes Whiskey Ridge – Mixed Use.

Step 5 Compare Projected Housing Needs to Capacity

Step 5 entails comparing projected housing needs at the various income bands to the capacity for the different income bands.

Step 5.1, detailed in **Figure 12**, shows Marysville's existing housing units by income band, the additional housing units needed at each income band allocated by Snohomish County to the City between 2020 and 2044, and the total housing units by income band needed in 2044.

Figure 12 Existing (2020) and Allocated Future (2044) Housing Units by Income Band
Source: Snohomish County 2023 Housing Characteristics and Needs Report, Appendix G – Allocation Method C

Income Level (Percent of Area Median Income or AMI)	Income Range	2020 Housing Units	Additional Housing Units Needed (2020 - 2044)	2044 Total Housing Units Needed
Extremely low (0-30% PSH)	$0 - 38,800	653	2,403	3,056
Extremely low (0-30%)	$0 - 38,800	73	1,281	1,354
Very low (30-50%)	$38,800 - 64,700	4,313	1,076	5,389
Low (50-80%)	$64,700 - 95,300	7,958	0	7,958
Moderate (80-100%)	$95,300 - 134,600	6,289	0	6,289
High (100-120%)	$134,600 - 161,500	2,830	2,403	5,233
Very high (120% or more)	$161,500+	3,607	7,090	10,697
Total	-	25,723	14,253	39,976

Step 5.2 compares the housing allocation from the County to projected housing capacity at each income band (see **Figure 13**).

Figure 13 Comparing Projected Housing Needs to Capacity

Income Level (Percent of Area Median Income or AMI)	2020 Housing Units	Additional Housing Units Needed (2020 – 2044)	2044 Total Projected Housing Units Needed	Zone Categories Serving Additional Housing Needs[1]	Aggregated Additional Housing Needs	Total Additional Zoning Capacity	Capacity or Surplus[2]
Extremely low (0-30% PSH)	653	2,403	3,056	Low-Rise Multi-family and Mid-Rise Multi-family	4,760	8,096	+3,336
Extremely low (0-30%)	73	1,281	1,354				
Very low (30-50%)	4,313	1,076	5,389				
Low (50-80%)	7,958	0	7,958				
Moderate (80-100%)	6,289	0	6,289	Low to Moderate Density	9,493	6,830	-2,663
High (100-120%)	2,830	2,403	5,233				
Very high (120% or more)	3,607	7,090	10,697				

[1] Existing uses that are affordable to different income levels are often located in zones that currently require lower densities. Therefore, when determining the adequacy of existing zoning to accommodate housing at all income bands, future needs at different income levels and how they align with future zoning capacity for the zones best able to accommodate this housing are used. [2] It is important to note that City's zoning categories are flexible, and the noted shortfall or surplus is mitigated by the

ability for a variety of housing types to be in both low to moderate density, and low-rise and mid-rise multi-family. Housing for different income levels is not strictly confined to the broad zone categories discussed in this section, but is instead fluid.

Figure 13 demonstrates adequate capacity to address the extremely low to low-income bands. While this figure appears to show a deficit in the ability to provide the necessary high and very high-income housing, the City's zoning is flexible and would allow for the lower income housing to be constructed in the low density zones, and higher income housing to be constructed in low and mid-rise multi-family zones.

Step 6 Revise Zoning if Needed to Address Unmet Housing Needs

Currently there is adequate capacity for the City to accommodate housing at all income bands; however, it is extremely difficult for the market to provide housing at the lowest income bands. As land is utilized, rezoning additional land may be needed over time to accommodate housing at the lower income bands.

Emergency Housing and Emergency Shelter Capacity

Emergency housing and emergency shelters are allowed in ten commercial zones within the City as shown in **Figure 14** below. While each of these zones allow for emergency housing and emergency shelters, two of these zones (i.e. LI and CB – WR) do not allow for residential generally (i.e. multi-family housing). Four of these zones, while allowing for residential, were not assigned residential capacity (i.e. CB, GC, MS, and NB); however, residential is allowed above a ground floor commercial use in these zones. Only four zones (i.e. MU, DC, F, and FR) were assigned residential capacity based on historic and/or likely future development patterns.

Figure 14 Commercial Zones which Allow Emergency Housing, Emergency Shelters and/or Multi-family Housing

	Emergency Housing and Emergency Shelters Allowed?	Multi-family Allowed?	Was the Zone Assigned Residential Capacity?
City-wide Zones			
Community Business (CB)	Yes	Yes	No
Community Business – Whiskey Ridge (CB – WR)	Yes	No	No
General Commercial (GC)	Yes	Yes	No
Light Industrial (LI)	Yes	No	No
Mixed Use (MU)	Yes	Yes	**Yes**
Neighborhood Business (NB)	Yes	Yes	No
Downtown Master Plan Zones			
Downtown Core (DC)	Yes	Yes	**Yes**
Flex (F)	Yes	Yes	**Yes**
Flex Residential (FR)	Yes	Yes	**Yes**
Main Street (MS)	Yes	Yes	No

As shown in **Figure 11**, the City has capacity for 14,931 units, while the City's housing target is 14,253 units. The 678-unit surplus contributes to the City's 881 emergency (temporary) housing

target; however, it should be noted that the unit surplus very likely would translate into even more beds should an emergency shelter or emergency housing facility be constructed since more than one bed could be constructed in a unit, and/or the configuration of the shelter could be more open allowing more beds to occupy a room.

The four zones that both allow emergency housing and emergency shelters, and were assigned residential capacity (i.e. DC, F, FR, and MU[15]) collectively have capacity for 2,044 additional units. Each of these zones is in the Mid-rise Multi-family classification, which anticipates construction of primarily multi-family units. Approximately 678 of the 2,044 potential units in these zones could instead be developed as emergency housing or emergency shelters. If needed, the additional 203 emergency housing and emergency shelter beds could be met in the other commercial zones which allow for emergency housing and emergency shelters. The Community Business, Community Business – Whiskey Ridge, and General Commercial zones are the likeliest candidate zones where emergency housing and emergency shelter beds could be located (besides the already identified residential zones). Among these three zones, there is potential capacity for 4,740 beds to be constructed using a conservative assumption of 12 beds per acre[16], which exceeds the capacity needed to accommodate the additional 203 emergency housing and emergency shelter beds by 4,537 total beds (see **Figure 15**). Historically, these zones have primarily been developed with commercial uses, and that pattern is anticipated to largely continue; however, the capacity for emergency housing and emergency shelter beds is certainly there, and feasibility is evidenced by the recent construction of a 16-bed enhanced service facility in the Community Business zone.

Figure 15 Potential Residential Capacity in Zones which Allow for Emergency Housing and Shelters that were not Assigned Residential Density

	Buildable Acres	Beds per Acre Assumed for Emergency Housing	Potential Bed Capacity
Community Business (CB)	190	12	2,280
Community Business – Whiskey Ridge (CB – WR)	55	12	660
General Commercial (GC)	150	12	1,800
Total Capacity			4,740
Emergency Housing Need not Met in Zones Allocated Residential Capacity			203
Surplus Capacity			4,537

[15] Since most of the Mixed Use zoning in the Lakewood Neighborhood is already have land use entitlements, additional emergency housing and emergency shelters is not contemplated for that area; however, would be allowed.
[16] This a conservative assumption on beds per acre, and more denser emergency shelters and emergency housing is permitted.

EMPLOYMENT

In 2019, there were an estimated 15,974 jobs in the Marysville UGA. The Marysville UGA was assigned a target of 33,683 jobs in 2044 through the Snohomish County Tomorrow planning process (see **Figure 16** below). The 2021 Snohomish County Buildable Lands Report only showed capacity for 32,098 jobs in the City through 2035 meaning that a deficit of 1,585 jobs was projected.

Figure 16 Employment: Existing, Target, and Projected Capacity
Source: Source: 2015 Marysville Comprehensive Plan, 2021 Buildable Lands Reports, Snohomish County Countywide Planning Policies Appendix B – Table E1, Marysville Capacity Analysis, and 2024 Marysville Comprehensive Plan

	2019 Estimated Employment	2021 Buildable Lands Report's 2035 Estimated Capacity	Snohomish County 2044 Adopted Target	2044 Marysville Comprehensive Plan Estimated Capacity
UGA	15,974	32,098	33,683	34,698
City only	15,310	31,434	32,926	34,331

Calculation of Employment Capacity

Employment capacity largely adopts the employment methodology prepared by Snohomish County in the 2021 Buildable Lands Report and companion GIS files, which assigned estimated existing and projected employment to tax parcels throughout the City. Existing employment was derived from Washington State Employment Security Department (ESD) records.[17] For projected employment, Snohomish County collected historical building permit data for commercial and industrial development, which were categorized by building type. Assumptions were made about how much of each building type (i.e. what proportion of square footage) was dedicated to one of eight different North American Industrial Classification System (NAICS) employment categories[18] to estimate actual square footage of construction by employment category. The resulting square footage amounts were then divided by an assumed amount of square footage space needs per employee by employment category to obtain an estimate of jobs. This analysis was conducted to derive a jobs per buildable acre value for each

[17] Existing employment figures from ESD were applied by Snohomish County to developed commercial and industrial properties throughout the City. Manual adjustments were made by Marysville Community Development staff to more accurately reflect likely existing employment on a parcel-by-parcel basis based on experience with existing businesses or uses, demolition of businesses or changes of use, parcels in the Mixed Use zone developing residentially rather than commercially, rezones that occurred from 2019 – 2023, and other factors.

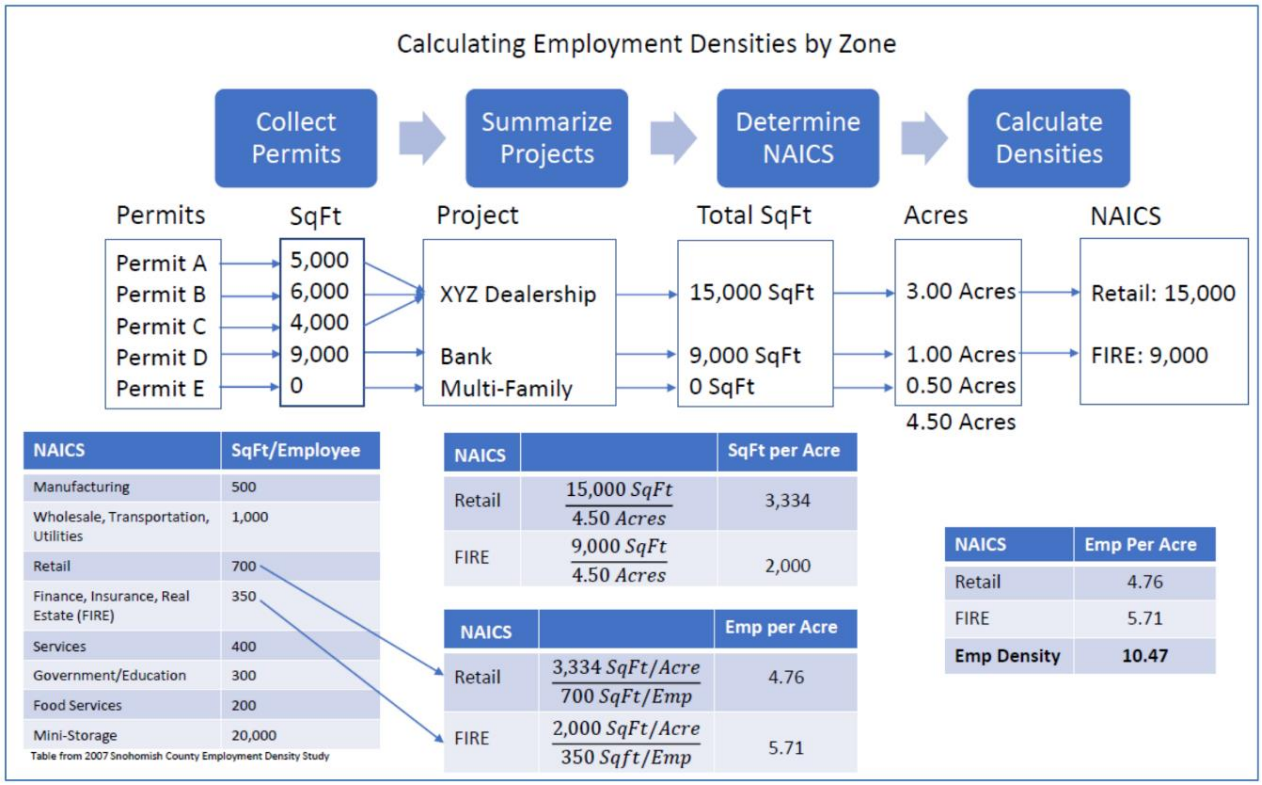
[18] The following are the NAICS categories used in the Snohomish County BLR along with the estimated square footage allocated to each employee by employment type: finance, insurance and real estate (FIRE) mini warehouses only (20,000 SF/employee); finance, insurance and real estate (FIRE) other (350 SF/employee); food services (200 SF/employee); manufacturing (500 SF/employee); other services (400 SF/employee); retail (700 SF/employee); and wholesale, transportation, and utilities (1,000 SF/employee).

zone (see **Figure 17** below).[19] The jobs per buildable acre for each zone were then multiplied on a parcel-by-parcel basis to all lands that were determined to have additional development potential (i.e. vacant, partially-used, and redevelopable).[20] Using Snohomish County's calculations, it was estimated that Marysville UGA had capacity for 32,098 jobs (15,974 existing plus 16,124 new) through 2035 based on current zoning, which resulted in a capacity shortfall of 1,585 jobs by 2044.

Key Changes Providing Additional Employment Capacity

To address the 1,585-job employment capacity shortfall, Community Development staff reevaluated development assumptions in the Marysville portion of the Cascade Industrial Center and within the Downtown Master Plan, as detailed below.

Figure 17 Snohomish County Buildable Lands Report Process for Calculating Employment Densities by Zones



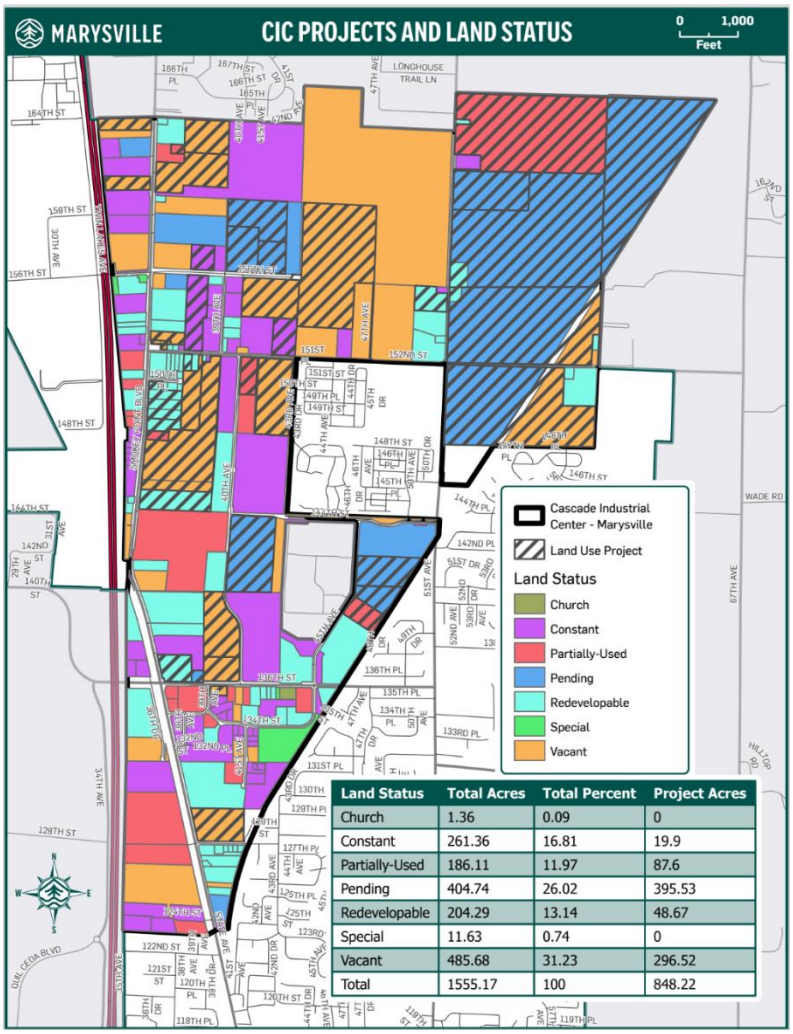
[19] It should be noted that assumptions were made for new zones, and for zones that either have had minimal or no development. These assumptions were typically based on a review of development in similar zones.

[20] The market reduction factor is 15 percent for vacant land and 25 percent for partially-used and redevelopable land.

Cascade Industrial Center

Since 2018, the Cascade Industrial Center has experienced significant development activity, with several commercial and industrial developments constructed and numerous land use entitlements obtained as illustrated in **Figure 18** below. The market reduction factors described above were removed for those parcels that are shown in **Figure 18** with both a 'land use project' and a vacant, partially-used, or redevelopable land status, as the submittal of a land use application signals that these properties are market ready. Removing the market reduction factors resulted in additional employment capacity, which was typically calculated conservatively with employment per acre based on either manufacturing or wholesale uses.

Figure 18 CIC Projects and Land Status



Land Status	Total Acres	Total Percent	Project Acres
Church	1.36	0.09	0
Constant	261.36	16.81	19.9
Partially-Used	186.11	11.97	87.6
Pending	404.74	26.02	395.53
Redevelopable	204.29	13.14	48.67
Special	11.63	0.74	0
Vacant	485.68	31.23	296.52
Total	1555.17	100	848.22

Downtown Master Plan

In 2021, the Downtown Master Plan was updated, which included an expansion of the boundaries of the DMP Area, adopting new zoning designations, and the adoption of a form-based code with modified standards. With the update, the City's consultant also evaluated commercial parcels which were likely to develop or redevelop. Consequently, most of Snohomish County's initial development assumptions for the DMP Area were adjusted to align with the assumptions made in the Supplemental Environmental Impact Statement prepared for the Downtown Master Plan update.

APPENDIX 3 – LOCATIONAL CRITERIA FOR SITING ZONES

Locational Criteria for Siting New Residential Areas and Residential Development		
	Single Family	**Multi-family**[1]
Implementing zones; for identification of areas see Figure 2.10.	· Medium Density Single Family (R-4.5) · High Density Single Family (R-6.5) · High Density Single Family – Small Lot (R-8) · Whiskey Ridge, High Density Single Family (WR-R-4-8)	· Low Density Multi-family (R-12) · Medium Density Multi-family (R-18) · High Density Multi-family (R-28) · Whiskey Ridge Medium Density Multi-family (WR-R-6-18)
Original parcel criteria:	-	At least three times the prevailing lot size to allow for adequate setbacks, buffers, landscaping, etc..
Access to:	Neighborhood collector street and pedestrian system	Collector or arterial streets and pedestrian system
Provide proximity to:	Parks, public facilities, schools, shopping, transit	
Design and compatibility considerations:	· Compatible adjacent to single family, and some multi-family · Incompatible adjacent to commercial and industrial · Design to complement scale and character of existing single family. · Reinforce or help establish the structure of the planning area.	· Compatible adjacent to multi-family and some single family · Incompatible adjacent to heavy industrial · Design to complement scale and character of existing single family. · Buffer/ separate multi-family from single family, commercial, and industrial uses and zoning. Natural stream and topographic changes are desirable for buffering single family. · In established neighborhoods require multi-family to be at a scale compatible with adjacent structures. .

Permitted uses:[2]	Low and medium density residential with higher density residential allowed in multi-family zones.[3] Conditional uses include most recreation and cultural uses, and some government/business services, group residences, resource and regional uses.					
Prohibited uses:	Most non-residential uses and parking lots.					
	Zone	**Base**	**Maximum**[5]	**Zone**	**Base**	**Maximum**[5]
Density:[4]	R-4.5	4.5	5.4	R-12	12	18
	R-6.5	6.5	7.8	R-18	18	27
	R-8	8	9.6	R-28	28	36
	WR-R-4-8	4.5	8	WR-R-6-18	6 (single family); 10 (multi-family)	18
Height:[6]	30 – 35 feet depending on construction type and lot slope			35 feet in R-12 and WR-R-6-18, 45 feet in R-18 and R-28 with further allowances in code for each zone		
Access/Parking	Public or private street, and standard parking code.			Drive aisle, or public or private street, and standard parking code.		

[1] For the standards for Downtown Master Plan's multi-family zones, please see the Downtown Master Plan. [2] Similar uses are allowed as approved by the Director. [3] Low and medium density residential uses include single family residences, duplexes, accessory dwelling units, and middle housing such as triplexes, fourplexes, townhouses, cottages, etc. High density residential uses includes apartments and multi-family residences. [4] In all residential zones, alternate density provisions apply when a project uses the Middle Housing Overlay standards which will be adopted by June 2025. [5] When residential density incentives are pursued: a 20 percent density increase is allowed for Planned Residential Developments (PRDs) in the R-4.5, R-6.5 and R-8 zones; 8 units per acre is allowed in the WR-R-4-8 zone; and the listed maximum densities are allowed in the multi-family zones. [6] In the Downtown Neighborhood, multi-family structures abutting or adjacent to areas identified in the Comprehensive Plan as single family must avoid impacts created by the differing land use districts. In addition, multi-family buildings along the property edges adjacent to single family land use areas identified in the Comprehensive Plan may have no more floors than the adjacent zoning or land use permits. Multi-family structures inside the property or with multi-family properties adjacent to them may be as high as the land use or zoning permit, though they must conform to any other regulations or requirements limiting their height. Outside of the Downtown Neighborhood, multi-family structures abutting or adjacent to single family residences, areas zoned as single family, or identified in the Comprehensive Plan as single family, must reflect the single family character. In addition, multi-family buildings may have no more floors (exclusive of daylight basements) than the adjacent and nearby single family dwellings (up to 2) when single family is the predominate adjacent land use (actual or zoned).

Locational Criteria for Siting New Commercial Areas and Commercial Development				
	Community Business and Community Business – Whiskey Ridge	**General Commercial**	**Mixed Use[1]**	**Neighborhood Business**
Implementing zone; for identification of areas see Figure 2.11.	Community Business (CB) and Community Business-Whiskey Ridge (CB-WR)	General Commercial (GC)	Mixed Use (MU)	Neighborhood Business (NB)
Original parcel criteria:	5 to 20 acres with a 1 ½ to 2 mile service area. Auto-oriented with the ability to complete several errands in a few stops.	5 acres or more with a 2 mile service area. Large, auto-oriented sites rather than pedestrian oriented, and close to the population served.	Not specified. Enable people to live, shop, and possibly work without always being dependent on automobiles.	¼ to 1 ½ acre maximum with a ½ mile radius service area. Pedestrian-oriented; one or two per neighborhood to serve the immediate neighborhood.
Access to:	Arterial streets and intersections.	Arterial streets and intersections and Interstate 5. Good access needed.	Arterial and neighborhood collector streets.	Arterial and neighborhood collectors. Preferably at an intersection.
Provide proximity to:		Light industrial and other non-pedestrian oriented areas.	High vehicular and transit access, and close proximity to services and employment.	Residential areas
Design and compatibility considerations:			Provide ability to buffer from adjacent residential and restrict site expansion. Use enhanced plantings/street trees, special paving and street furniture, appropriate signage, and/or the location of special land uses, buildings, or structures to create a special district.	Development and design must be compatible with the surrounding neighborhood character. Site layout and building design should be of an appropriate scale with the neighborhood, and lighting, access, architecture,

				landscaping, and signage must be sensitive to adjoining residential uses.
Permitted uses:[2]	Commercial/retail (e.g. auto/boat sales, motorcycle dealers, grocery, restaurants), hotel/motel, most education, government, health and personal services, offices, repair and service, residential above ground floor commercial[1], and some business services. Conditional uses include auto repair and service, mini storage (very limited areas), most regional uses, and public schools.	Commercial/retail (e.g. auto/boat sales, grocery, restaurants), hotel/motel, light industrial/ manufacturing (indoors), most government/ business, education, health and personal services, offices, most repair and service, and residential above ground floor commercial. Conditional uses include automobile holding yards, mini storage (very limited areas), mobile home/RV dealer, most regional uses, and public schools.	Commercial/retail (e.g. small food stores, department stores); hotel/motel; most education, government, health and personal services; multi-family residential; offices; restaurants (small) with only one drive-through lane Downtown; and some business services. Conditional uses include agricultural crop sales, bars and taverns, civic/fraternal association, Master Planned Senior Communities, public schools, and some regional uses.	Commercial/retail (e.g. grocery, coffee shops, and restaurants excluding bars and adult entertainment); hotel/motel; limited business services; offices; and some education, government, health and personal services. Conditional uses include residential above ground floor commercial and some regional uses.
Prohibited uses:	Most industrial/ manufacturing uses, intensive regional uses (e.g. recycling, transfer	Commercial schools, heavy equipment and truck repair, industrial (unless light), intensive	Automobile holding yard, manufacturing/industrial (except breweries incidental to restaurants and	Industrial/manufacturing (except photocopying), outdoor storage and sales, repair and service (except

[1] Housing is not allowed in the Community Business – Whiskey Ridge zone. In the Lakewood Neighborhood's CB zone, a horizontal mixed use project may be proposed through a development agreement approved by City Council.

	station, wastewater), and manufactured home parks.	regional uses (e.g. recycling, transfer station, wastewater), and manufactured home parks.	photocopying), mini storage, mobile home/RV dealer, motor vehicle and boat dealers, outdoor storage/sales, repair and service, and single family residential/duplexes.	automotive repair incidental to a gas station), and residential (except above ground floor commercial).
Density:	Minimum: 12 units per acre. Maximum: 27 units per acre with the use of Residential Density Incentives.	Minimum: 12 units per acre. Maximum: none; however, Residential Density Incentives required.	Minimum: None. Maximum: 28 units per acre.	Minimum: none. Maximum: none.
Height:[3]	55 feet	35 feet	45 feet	25 feet
Access/Parking:	Arterial streets. Standard parking code.	Arterial streets and intersections. Standard parking code.	Arterial and neighborhood collector streets. Standard parking except that reduced parking allowed for the Downtown Neighborhood. Locate parking to side, center or rear of buildings. Provide shops and wide sidewalks along street. Require joint use parking agreements.	Arterial streets, preferably at arterial intersections. Standard parking code. Locate parking to side, center or rear of buildings. Provide good pedestrian, bicycle and vehicle access.

[1] The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan. [2] Similar uses are allowed as approved by the director. [3] Further height allowances are in code.

Locational Criteria for Siting New Industrial Areas and Industrial Development					
	General Industrial	**Light Industrial**	**Light Industrial with General Commercial Overlay**	**Public Institutional**	**Recreation**
Implementing zone; for identification of areas see Figure 2.12.	General Industrial (GI)	Light Industrial (LI)	Light Industrial with General Commercial Overlay (LI-GC)	Public-Institutional (P-I)	Recreation (Rec)
Original parcel criteria:	Flat land in large parcels.	Flat land in large parcels.	Flat land in large parcels; generally over 5 acre sites.	Flat land large enough to accommodate the public-institutional use.	Varies depending on the nature of the recreation use; however, flat sites preferred.
Access to:	Highway and major arterial access. Rail access and proximity to air transportation.	Highway and major arterial access. Rail access and proximity to air transportation.	Highway and major arterial access. Arterial streets and intersections. Rail access and proximity to air transportation.	Arterial access preferred.	Arterial access preferred.
Design and compatibility considerations	· Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be low intensity to minimize critical area impacts. · Encourage master planning of larger sites. · Protect industrial lands from encroachment from incompatible uses. · Ensure adequate buffering between industrial and residential uses through appropriate zoning, architecture, and site design.				
Permitted uses:[1]	Manufacturing; most government/business	Hotel/motel[2] manufacturing; most	Health services; hotel/motel;	Business services; health	Most recreation and cultural uses.

[2] Hotels/motels are prohibited within Arlington Airport Inner Safety Zones (ISZ) 2, 3, and 4. Hotels/motels that are proposed to locate within Arlington Airport Protection Subdistricts B and C shall be required to coordinate with the Arlington Municipal Airport to ensure that height, glare, and other aspects of the hotels/motels are compatible with air traffic and airport operations.

	and personal services; most regional land uses; park/recreation; some recreation and cultural, retail/wholesale; resource land uses; and restaurants. Conditional uses include some manufacturing and regional land uses.	government/business and personal services; most regional and resource land uses; some education, retail/wholesale; offices; restaurants (small); and some recreation and cultural uses. Conditional uses include automobile wrecking yards, and some manufacturing and regional land uses.	manufacturing; most government/business and personal services, and retail/wholesale; most regional land uses; some education; resource land uses; offices; restaurants; some recreational/ cultural uses. Conditional uses include automobile wrecking yards, and some manufacturing and regional land uses.	services; most education services and government services; some personal services; most regional land uses; and most recreation and cultural uses. Conditional uses include some regional land uses	Conditional uses include some resource land uses.
Prohibited uses:	Health services, residential, and some retail.	Health services, residential (except some group residences), and some retail.	Residential (except some group residences).	Manufacturing; residential (except group residences), resource land uses, restaurants; and retail/ wholesale.	Business, education, health, and government services; manufacturing; regional land uses; personal services; residential, restaurants unless incidental to a recreation use; and retail/wholesale.
Height:[2]	65 feet	65 feet	65 feet	45 feet	35 feet
Access/Parking:	Standard parking				

[1] Similar uses are allowed as approved by the director. [2] With further allowances in code.

Appendix 4

2024 Comprehensive Plan Update Supplemental EIS

City of Marysville – October 2024

Prepared by:

Angela Gemmer, Principal Planner

COMMUNITY DEVELOPMENT DEPARTMENT
501 Delta Avenue ◆ Marysville, WA 98270 ◆(360) 363-8100

November 22, 2024

Subject: 2024 Comprehensive Plan Update and Final Supplemental Environmental Impact Statement (SEIS)

Dear Reader,

The City of Marysville (City) has updated its Growth Management Act (GMA) Comprehensive Plan to address the 20-year planning period 2024 through 2044. The Plan was originally adopted in 2005 and amended in 2015. The proposed 2024 Comprehensive Plan is a continuation of the community vision set forth in the prior versions of the Comprehensive Plan, with land use designations and goals and policies that are substantially similar to those established in 2005 and updated in 2015. Revitalization of the Downtown and Waterfront as a civic and commercial hub; promoting mixed-use development in appropriate locations; preserving the scale and form of existing residential areas while accommodating new growth; and advancing business and living wage job growth – particularly in the Cascade Industrial Center – continue to be key City initiatives. The proposed Comprehensive Plan has also been updated to address new State, Puget Sound Regional Council, Snohomish County, and other partner entity initiatives including, but not limited to:

- Planning for housing at all income levels including emergency and permanent supportive housing, and analyzing State requirements pertaining to racially disparate impacts and equity;
- Allowing for "Missing Middle" Housing (e.g. duplexes, townhouses, cottages, etc.) and multiple dwelling units per lot in zones primarily designated for residential;
- Providing for greater flexibility for accessory dwelling units;
- Adopting growth targets, and goal and policy amendments that are consistent with Puget Sound Regional Council's VISION 2050 and Marysville's designation as a High-Capacity Transit community; and
- Addressing the various statutes and plans pertaining to transportation and streets, which pertain to Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT).

This Marysville 2024 Comprehensive Plan Update and Supplemental Environmental Impact Statement (SEIS) builds on the 2021 SEIS for the Downtown, the 2009 SEIS for the Downtown and the 2005 Marysville Comprehensive Plan EIS. The Final SEIS includes comments and responses on the Draft SEIS. This 2024 SEIS adopts and supplements:

- Marysville Downtown Master Plan Final SEIS September 2021 and associated Draft SEIS February 23, 2021
- Marysville Downtown Master Plan Final SEIS October 9, 2009 and associated Draft SEIS July 20, 2009
- Marysville Integrated 2005 Comprehensive Plan and Development Regulations Final Environmental Impact Statement (EIS) April 6, 2005 and associated Draft EIS January 13, 2005

The key issues facing decision makers include:

- Approval of the 2024 Comprehensive Plan Update including revised growth targets, transportation improvement projects, and goals and policies.
- Whether to pursue the Action Alternative or SWIFT Alternative. It should be noted that the SWIFT Alternative is not recommended at this time due to the ultimate alignment of the future SWIFT route still pending.

- Consideration of minor Unified Development Code amendments to ensure consistency with the updated Comprehensive Plan.

Please see the City website for more information at City of Marysville Comprehensive Plan Update (marysvillewa.gov). If you desire clarification or have questions please contact Angela Gemmer, Principal Planner, at agemmer@marysvillewa.gov or 360.363.8240.

Sincerely,

Haylie Miller, Community Development Director
SEPA Responsible Official
City of Marysville

Fact Sheet

Project Title

2024 Comprehensive Plan Update

Proposed Action and Alternatives

The City of Marysville (City) has updated its Comprehensive Plan to address the 20-year planning period 2024 through 2044. The Plan was originally adopted in 2005 and amended in 2015. The proposed 2024 Comprehensive Plan is a continuation of the community vision set forth in the prior versions of the Comprehensive Plan, with land use designations and goals and policies that are substantially similar to those established in 2005 and updated in 2015. Revitalization of the Downtown and Waterfront as a civic and commercial hub; promoting mixed-use development in appropriate locations; preserving the scale and form of existing residential areas while accommodating new growth; and advancing business and living wage job growth – particularly in the Cascade Industrial Center – continue to be key City initiatives. The proposed Comprehensive Plan has also been updated to address new State, Puget Sound Regional Council, Snohomish County, and other partner entity initiatives including, but not limited to:

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- Addressing the various statutes and plans pertaining to transportation and streets, which pertain to Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT).

This SEIS evaluates three alternatives:

- A No Action Alternative that continues the existing Comprehensive Plan and zoning for the City updated in 2015. It should be noted that given discrepancies between the City's

2015 Comprehensive Plan capacity estimates and the 2021 Buildable Lands Report (BLR) capacity estimates, the SEIS has elected to adopt the 2021 BLR capacity estimates;

- An Action Alternative which largely retains the City's existing Comprehensive Plan land use and zoning designations; however, reassesses land use assumptions and growth capacity by evaluating changes within the City since 2015 (i.e. 2021 Downtown Master Plan update land use designation changes, redesignation of the Public Works site, allowance for residential in the Flex zone, modified density assumptions for the Mixed Use zone in the Lakewood neighborhood, etc.) as well as new or modified State laws and Puget Sound Regional Council (PSRC) objectives (i.e. Middle Housing statute, modified growth targets, etc).
- A SWIFT Alternative, which is the same as the Action Alternative except that land use designation/zoning changes are considered for key nodes along State Avenue/Smokey Point Boulevard.

Proponent and Lead Agency

The City of Marysville

Location

The Study Area is approximately 11,663 acres and encompasses the entire Marysville Urban Growth Area (UGA). The boundaries of the UGA are generally defined by Interstate 5 to the west, the Arlington UGA to the north, the Lake Stevens UGA to the south, and Highway 9 to the east. The northwest part of the UGA includes the Lakewood Neighborhood, west of Interstate 5.

Tentative Date of Implementation

December 2024

Responsible Official

Haylie Miller, Community Development Director
City of Marysville – Community Development Department
501 Delta Avenue
Marysville, WA 98270

Contact Person

Angela Gemmer, Principal Planner
City of Marysville – Community Development Department
501 Delta Avenue
Marysville, WA 98270
360-363-8240 Direct Line
agemmer@marysvillewa.gov

Licenses or Permits Required

The 2024 Comprehensive Plan update required a 60-day review by the State of Washington Department of Commerce (DOC) and other state and regional agencies. The City's request for 60-day review was submitted to the DOC; receipt of the submittal was acknowledged on August 12, 2024 (Submittal ID 2024-S-7353). Locally, the proposals have been reviewed by the Planning Commission with a public hearing anticipated in November 2024. The Planning Commission's recommendation will be forwarded to the City Council who will deliberate and take action.

Authors and Principal Contributors to the SEIS

The Marysville Community Development Department prepared the SEIS utilizing supporting documentation prepared by:

- ECOnorthwest: Housing Action Plan including Housing Needs Assessment
- Marysville Departments and Divisions including:
  - Community Development Department
  - Geographic Information Systems
  - Parks, Culture and Recreation Department
  - Police Department
  - Public Works Department
- RH2 Engineering: Sewer and Water
- Transpo: Transportation

Date of Draft SEIS Issuance

October 18, 2024

Draft SEIS Comment Period

The City of Marysville requested comments from citizens, agencies, tribes, and all interested parties on the Draft SEIS from October 18, 2024 to November 18, 2024.

Date of Final SEIS Issuance

November 22, 2024

Date of Final Action

December 9, 2024 (anticipated)

Documents Supplemented and Adopted

This Marysville 2024 Comprehensive Plan Update and Supplemental Environmental Impact Statement (SEIS) builds on the October 2009 SEIS for the Downtown and the 2005 Marysville Comprehensive Plan EIS. This 2024 SEIS adopts and supplements:

- Marysville Downtown Master Plan Final SEIS September 2021 and associated Draft SEIS February 23, 2021
- Marysville Downtown Master Plan Final SEIS October 9, 2009 and associated Draft SEIS July 20, 2009
- Marysville Integrated 2005 Comprehensive Plan and Development Regulations Final Environmental Impact Statement (EIS) April 6, 2005 and associated Draft EIS January 13, 2005

Location of Background Data

You may review the City website for more information at City of Marysville Comprehensive Plan Update (marysvillewa.gov). If you desire clarification or have questions please refer to the Contact Person above.

Availability of Draft SEIS

The Final SEIS is posted on the City website at City of Marysville Comprehensive Plan Update (marysvillewa.gov). See the Contact Person above if you are unable to access the documents on line; alternate formats may be available at cost. Notice of the Availability of the Draft SEIS was sent to the distribution list below and interested parties who provided comments during the Draft SEIS comment period.

Distribution List

Tribes

Stillaguamish Tribe

Tulalip Tribes

Federal Agencies

National Marine Fisheries Services
Natural Resources Conservation Services
US Army Corps of Engineers
US Environmental Protection Agency
US Fish & Wildlife

State of Washington Agencies

Department of Agriculture
Department of Archaeology & Historical Preservation
Department of Commerce
Department of Ecology
Department of Fish & Wildlife
Department of Natural Resources
Department of Social & Health Services
Department of Transportation
Dept of Health-Env. Health Division
Energy Office
Puget Sound Partnership

Regional Agencies

Puget Sound Clean Air Agency
Puget Sound Regional Council

Counties and Cities

City of Arlington
City of Everett
City of Everett- Public Works
City of Lake Stevens
Snohomish County Executive Office
Snohomish County Parks & Rec.
Snohomish County Public Works
Snohomish County Council
Snohomish County PDS

Districts, Services & Utilities

Community Transit
Fire District 8
Fire District 15
Fire District 21
Getchell Fire District 22
Lake Stevens School District
Lake Stevens Sewer District
Lakewood School District
Marysville Fire District
Marysville Public Library
Marysville School District
Puget Sound Energy
Snohomish County Health District
Snohomish Co. PUD- Water
Snohomish County EDC
Sound Transit Regional Transit Authority

Boards and Associations

Board of Realtors
Pilchuck Audubon Society
Snohomish /King County Master Builders
Snohomish/Camano Island Co.

Newspapers

Seattle Times- North Bureau
The Everett Herald

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1.0. Summary

1.1. Purpose

The City of Marysville (City) is completing an update of its Growth Management Act Comprehensive Plan, which was originally adopted in 2005 and amended in 2015. The current update, which will cover the planning period 2024 – 2044, is required by the Growth Management Act (GMA) (see RCW 36.70A.130(5)(a)). The proposed 2024 Comprehensive Plan is a continuation of the community vision set forth in the prior versions of the Comprehensive Plan, with land use designations and goals and policies that are substantially similar to those established in 2005 and updated in 2015. Revitalization of the Downtown and Waterfront as a civic and commercial hub; promoting mixed-use development in appropriate locations; preserving the scale and form of existing residential areas while accommodating new growth; and advancing business and living wage job growth – particularly in the Cascade Industrial Center – continue to be key City initiatives.

The proposed Comprehensive Plan has also been updated to address new State, Puget Sound Regional Council, Snohomish County, and other partner entity initiatives including, but not limited to:

- Planning for housing at all income levels including emergency and permanent supportive housing, and analyzing racially disparate impacts and addressing equity;
- Allowing for "Missing Middle" Housing (e.g. duplexes, townhouses, cottages, etc.) and multiple dwelling units per lot in zones primarily designated for residential;
- Providing for greater flexibility for accessory dwelling units;
- Adopting growth targets, and goal and policy amendments that are consistent with Puget Sound Regional Council's VISION 2050 and Marysville's designation as a High-Capacity Transit community; and
- Addressing the various statutes and plans pertaining to transportation and streets, which pertain to Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT).

A limited amount of supporting code amendments to support this work are also proposed. Work on Middle Housing Overlay and accessory dwelling unit code amendments have been initiated and will be completed by the statutory deadline of June 2025.

This Supplemental Environmental Impact Statement (SEIS) builds on the 2005 Marysville Comprehensive Plan EIS, 2009 SEIS for the Downtown Master Plan, and the 2021 SEIS for the Downtown Master Plan, and helps the City fulfill its role as a High-Capacity Transit Community in the Puget Sound Regional Council's VISON 2050 plan evaluated in the VISION 2050 Final Supplemental Environmental Impact Statement issued October 2020.

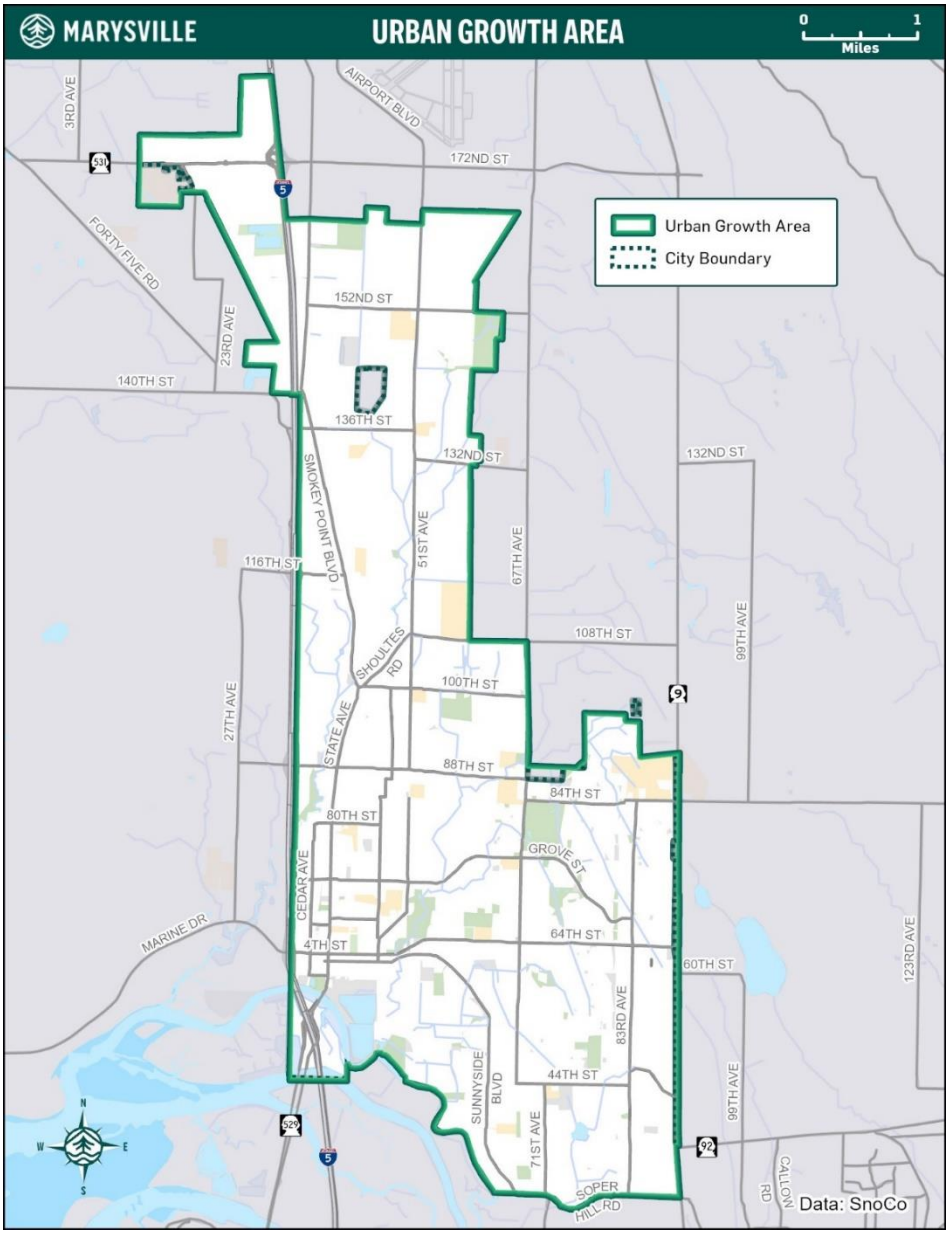
This SEIS evaluates three alternatives:

- A No Action Alternative that continues the existing Comprehensive Plan and zoning for the City updated in 2015. It should be noted that given discrepancies between the City's 2015 Comprehensive Plan capacity estimates and the 2021 Buildable Lands Report capacity estimates, the SEIS has elected to adopt the 2021 BLR capacity estimates;
- An Action Alternative which largely retains the City's existing Comprehensive Plan land use and zoning designations; however, reassesses land use assumptions and growth capacity by evaluating changes within the City since 2015 (i.e. 2021 Downtown Master Plan update land use designation changes, redesignation of the Public Works site, allowance for residential in the Flex zone, modified density assumptions for the Mixed Use zone in the Lakewood neighborhood, etc.) as well as new or modified State laws and Puget Sound Regional Council (PSRC) objectives (i.e. Middle Housing statute, modified growth targets, etc.
- A SWIFT Alternative, which is the same as the Action Alternative except that land use designation/zoning changes are considered for key nodes along State Avenue/Smokey Point Boulevard.

1.2. Description of the Study Area

The Study Area is approximately 11,663 acres and encompasses the entire Marysville Urban Growth Area (UGA). The boundaries of the UGA are generally defined by Interstate 5 to the west, the Arlington UGA to the north, the Lake Stevens UGA to the south, and Highway 9 to the east. The northwest part of the UGA includes the Lakewood Neighborhood, west of Interstate 5. See Exhibit 1-.

Exhibit 1-1. Study Area Map



Source: City of Marysville GIS, 2024.

1.3. Planning Process

In 2005, the City of Marysville adopted its GMA Comprehensive Plan. Environmental review for the 2005 Comprehensive Plan included the issuance of an Environmental Impact Statement (EIS). In October 2009, the City adopted the Downtown Master Plan and a Supplemental Environmental Impact Statement (SEIS). In 2015, the City's Comprehensive Plan was updated, which was followed by the Downtown Master Plan (DMP) Update in September 2021. With the 2021 DMP update, a Supplemental Environmental Impact Statement (SEIS) and a Planned Action Ordinance were adopted in September 2021.

The 2024 Comprehensive Plan is largely a continuation of the efforts described above. While there have been various rezones and subarea plans adopted or updated since the adoption of the 2005 Comprehensive Plan, the land use designations and land use pattern of the City is substantially unchanged. Below is a summary of the major planning efforts, and several of the major infrastructure and capital projects, pursued by the City since 2005.

Planning Efforts. Significant planning efforts since adoption of the 2005 Plan that are reflected in the updated Comprehensive Plan include, but are not limited to:

- Adoption of, and amendments to, the Downtown Master Plan, East Sunnyside – Whiskey Ridge Subarea Plan, Lakewood Neighborhood Master Plan, Smokey Point Master Plan, and Waterfront Strategic Plan;
- Adoption of the Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan[1];
- Preliminary planning for Community Transit's SWIFT Gold Line [2]; and
- Designation of the Cascade Industrial Center as a Regional Center by the Puget Sound Regional Council (PSRC) along with transportation network changes within the Smokey Point Master Plan Area.

Infrastructure and Capital Projects. Significant infrastructure and capital projects that have been constructed since adoption of the 2005 Plan and 2015 update that are reflected in the proposed Comprehensive Plan include, but are not limited to:

- State Avenue Corridor Widening;

[1] Approved in December 2020, the ADA SETP details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes.
[2] The SWIFT Gold Line, offered through Community Transit, is anticipated to arrive in Marysville in 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between.

- Construction of Ebey Waterfront Trail;
- Construction of the First Street Bypass, Cedar Avenue and Second Street Low Impact Design (LID) and Roadway Improvement projects;
- Consolidating many civic functions at the Civic Center and Jail together with associated improvements to Comeford Park, furthering the Downtown as the center of civic-life and converting Delta Avenue to a shared, people-oriented street;
- Acquisition of land by the City to further goals for redevelopment along the City's Waterfront consistent with the Waterfront Strategic Plan;
- Construction of the new SR 529 bridge and 156th Street Overcrossing;
- Construction of I-5 Interchange improvements at 116th Street NE and 172nd Street, with Interchange improvements planned or under construction for SR529, 4th Street, 88th Street, and a new full interchange at 156th Street; and
- Construction of regional stormwater facilities including, Regional Ponds 1 and 2 in the Smokey Point Neighborhood and the Downtown Stormwater Treatment Facility.

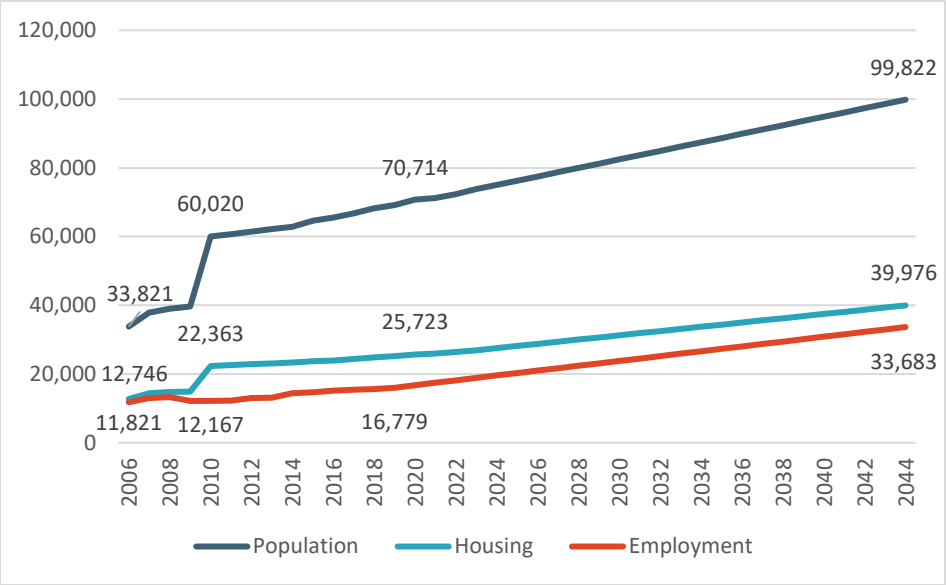
Since the Comprehensive Plan was originally adopted in 2005 and updated in 2015, not only has the City experienced tremendous housing, population, and employment growth as depicted in **Exhibit 1-2**, but there have been numerous changes in State law which require revisions to the Comprehensive Plan, land use designations, and codes. These changes include, but are not limited to, the items summarized below which are discussed in further detail in **Section 1.5.2**:

- E2SHB 1220 which includes new Housing Element requirements to plan for housing at all income levels including emergency and permanent supportive housing. Analysis of racially disparate impacts and addressing equity is also required;
- E2SHB 1110[3] requiring that "missing middle" housing (e.g. duplexes, townhouses, cottages, etc.) and multiple dwelling units per lot in zones primarily designated for residential as described further in **Exhibit 1-7**;
- EHB 1337 requiring jurisdictions to increase the flexibility of their accessory dwelling unit codes;
- Adoption of Puget Sound Regional Council's VISION 2050, associated growth targets (see **Exhibit 1-2**), and designation of Marysville as a High-Capacity Transit community; and

[3] It should be noted that E2SHB 1110 and EHB 1337 are not required to be implemented until six months after the 2024 Comprehensive Plan update, and that more land use and housing related legislation is in the pipeline.

- Adoption of various statutes and plans pertaining to transportation and streets, which address Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT).

Exhibit 1-2. Existing and Projected Growth in Marysville – 2006 through 2044



Source: City of Marysville, 2024.

1.4. Public Comment Opportunities

In 2022, the City initiated the Comprehensive Plan update. State law (36.70A.130) requires counties and cities to establish and broadly disseminate a public participation plan consistent with RCW 36.70A.035 and 36.70A.140. The City of Marysville's Public Participation Plan was adopted by City Council with Resolution 2520, and outlines how the City would engage with the community throughout the 2024 Comprehensive Plan update process. This Project History provides the public engagement and key steps in the update process.

With the publication of the Draft SEIS, a 30-day comment period was established. See the Fact Sheet for the methods to provide comments.

In addition, the Draft 2024 Comprehensive Plan was reviewed by the Planning Commission and City Council. See the Project History section on the project website (City of Marysville Comprehensive Plan Update (marysvillewa.gov) for the public outreach, meetings, and hearings associated with the project.

1.5. Objectives and Alternatives

The Washington State Environmental Policy Act (SEPA) requires the statement of objectives by which alternatives can be compared. Some general objectives for the proposal include:

- Maintain consistency with Growth Management Act (GMA) goals, county-wide planning policies for Snohomish County, and the applicable multicounty planning policies in VISION 2050.
- Provide for an efficient land use plan that ensures adequate capacity to accommodate the City's growth allocations for the 20-year planning period 2024 – 2044.
- Provide multimodal transportation improvements and sufficient public services and infrastructure to support the land use vision.

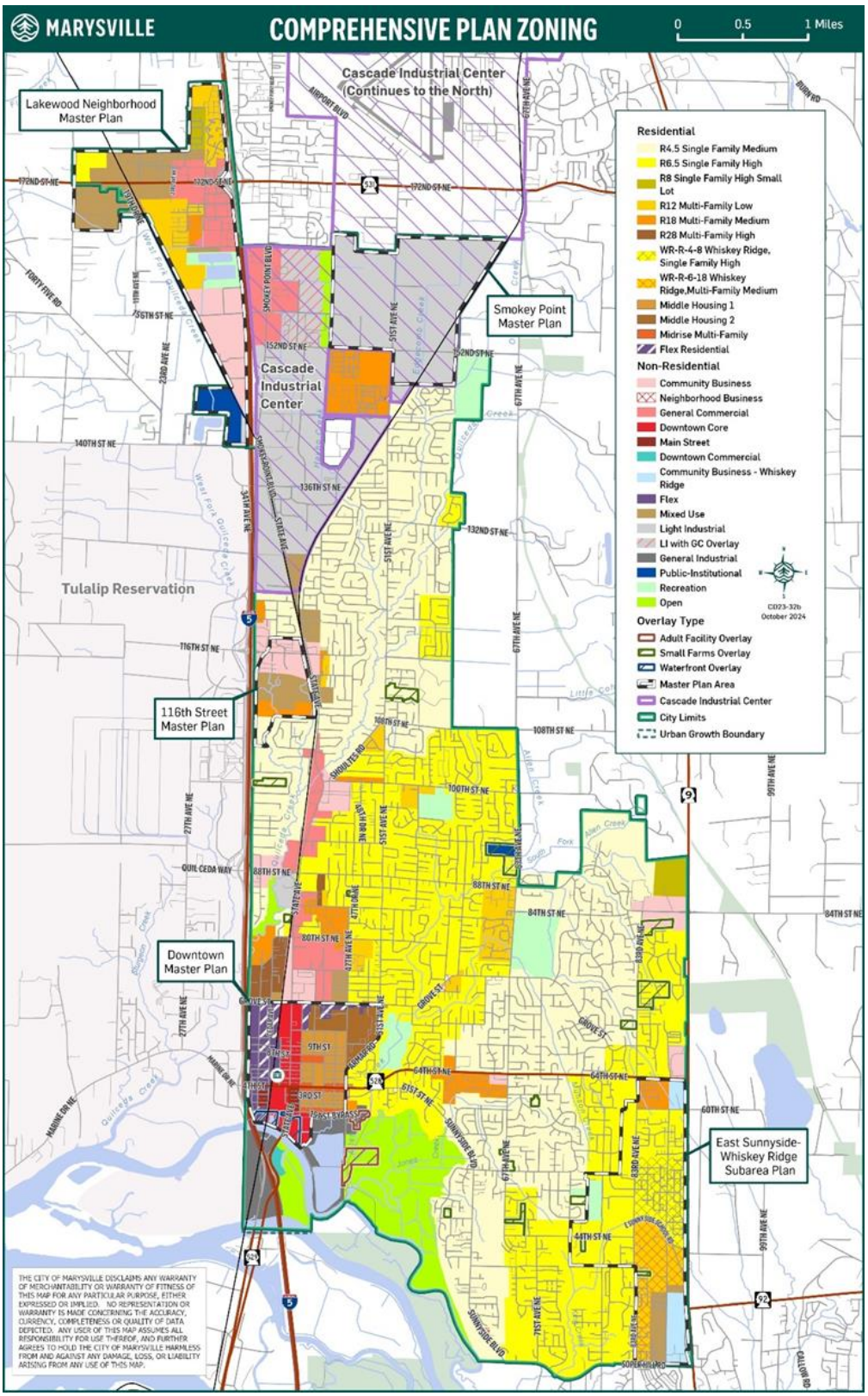
In addition, the goals outlined in the 2024 Comprehensive Plan are considered objectives.

1.5.1. No Action Alternative

The No Action Alternative would retain the City's existing Comprehensive Plan land use and zoning designations shown in **Exhibit 1-3**. Since the 2015 Comprehensive Plan update, the primary land use designation and zoning changes occurred with the adoption of the 2021 Downtown Master Plan (DMP), which was amended in 2023[4]. With the 2021 update, the boundaries of the DMP Area were extended north from 8th to Grove Street, and east from Alder Avenue to 47th Avenue NE/Armar Road/51st Avenue NE, increasing the size of the DMP from 182 to 524 acres (see **Exhibit 1-4**). Existing land use and zoning designations within the DMP Area were replaced with seven new zoning designations, which are implemented through a companion form-based code (see MMC 22C.080 Downtown Master Plan Area – Design Requirements). More limited land use and zoning designation changes have occurred elsewhere in the City since 2015. These land use and zoning designation changes are incorporated into the current (2024) Comprehensive Plan map shown in **Exhibit 1-3**.

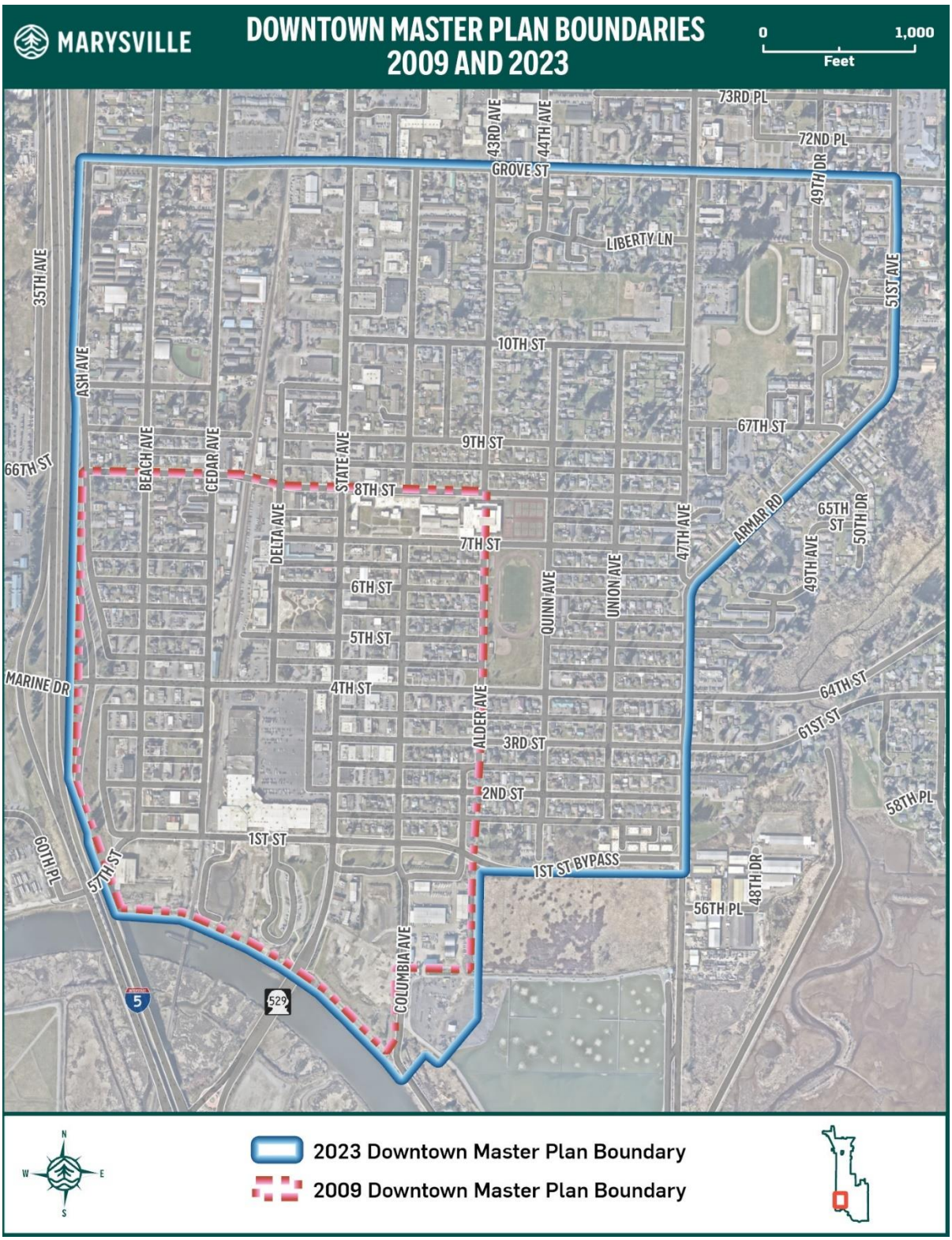
[4] The 2023 Downtown Master Plan (DMP) amendments consisted of redesignating the land that was zoned Flex with a Flex Residential Overlay to a new zone Flex Residential, expanding the DMP boundaries to include the City's Public Works property which is anticipated for redevelopment and re-designating it as Downtown Core, and various amendments to resolve discrepancies between the DMP and the implementing form-based code.

Exhibit 1-3. Current (2024) Comprehensive Plan Map



Source: City of Marysville, 2024.

Exhibit 1-4. Downtown Master Plan Boundaries – 2009 and 2023



Source: Marysville GIS and Downtown Master Plans – 2009 and 2021 (amended 2023)

In the No Action Alternative, the population, housing, and employment density/intensity assumptions adopted with the 2015 Comprehensive Plan were primarily used. However, the minor modified density/intensity assumptions for the Downtown Neighborhood (outlined in the 2021 Downtown Master Plan update) and the limited zoning changes made elsewhere in the City since 2015 were also incorporated into the capacity shown in the No Action Alternative (see **Exhibit 1-6**).

The 2015 Comprehensive Plan's growth targets and capacity are provided in **Exhibit 1-5** for reference.

Exhibit 1-5. 2015 Comprehensive Plan Targets and Capacity

	Horizon Year	Employment	Housing	Population
Growth Target from 2015 Comprehensive Plan	2035	28,113	32,936	87,798
Capacity from 2015 Comprehensive Plan	2035	28,113	38,027	88,628

Exhibit 1-6. No Action 2024 – 2044 Growth

	Horizon Year	Employment	Housing	Population
Existing	2019 (2020)	15,310[1]	25,057 (25,723)	70,714
BLR Projected Capacity/Capacity Projected by City with 'No Action' Alternative	2035/ 2044[2]	31,434	34,043	89,550
City Growth Targets[3]	2044	32,926	39,976	99,822
Capacity Shortfall (between No Action and Growth Targets)	2044	-1,492	-5,933	-10,272

[1] Over 99 percent of the City's UGA has been annexed due to the Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792). It should be noted that minor discrepancies exist between SCT figures and City figures due to the GIS files and detailed parcel level adjustments that were necessary to more accurately forecast growth – particularly high growth areas such as the CIC and Lakewood. [2] The capacity in the 'No Action' Alternative adopts the 2021 Snohomish County Buildable Lands Report targets given the various changes that have occurred since the 2015 Comprehensive Plan update. The horizon year 2035 applies to the BLR capacity and the horizon year 2044 applies to the 'No Action' Alternative. [3]The targets noted in the chart are from the Snohomish County Tomorrow (SCT) planning process and are the City's growth targets. Based on additional analysis of the City's density assumptions, there is greater population and employment capacity as noted in the chart; therefore, both the target and capacity are shown.

Source: 2015 Marysville Comprehensive Plan, Snohomish County 2021 Buildable Lands Report, Snohomish County GIS Files, and Marysville Community Development and GIS Analysis.

1.5.2. Action (Preferred) Alternative

The Action Alternative would also retain the City's existing Comprehensive Plan land use and zoning designations; however, reassesses land use assumptions and growth capacity by evaluating changes within the City since 2015 as well as new or modified State laws and Puget Sound Regional Council (PSRC) objectives. These land use and zoning designations are the same as those shown in **Exhibit 1-3**; however, the map colors assigned to the various zoning designations have been updated.

City Changes. Key changes within the City that are incorporated into the Action Alternative assumptions include, but are not limited to:

- Further analysis of the implications of the land use designation changes adopted with the 2021 Downtown Master Plan and the 2023 amendments, including:
  - Redesignation of the City's current Public Works (i.e. Riverwalk) site to allow for redevelopment;
  - Redesignation of lands with Flex with Residential Overlay to Flex Residential;
  - Revision to permitted uses for the Flex zone to allow residential above a ground floor commercial use; and
  - Amendments to density assumptions to reflect observed densities on potential projects and amendments to density assumptions after 2023 amendments to DMP.
- Modified density assumptions for the Mixed Use zone in the Lakewood Neighborhood Master Plan Area to accurately reflect that multi-family residences at high densities are being constructed. Minor modified density assumptions were made to a limited number of other city-wide zones.
- Removing the Market Reduction Factor from lands that have either developed, have land use entitlements, or have a formal land use application filed with the City (from April 2019 through October 2024) as these properties already or will soon be providing further employment or housing capacity within the City. This capacity will still be identified as future capacity since it was not known that these parcels would develop when the 2021 Buildable Lands Report was prepared.
- Construction of various infrastructure improvements that will facilitate growth as well as address existing capacity needs.

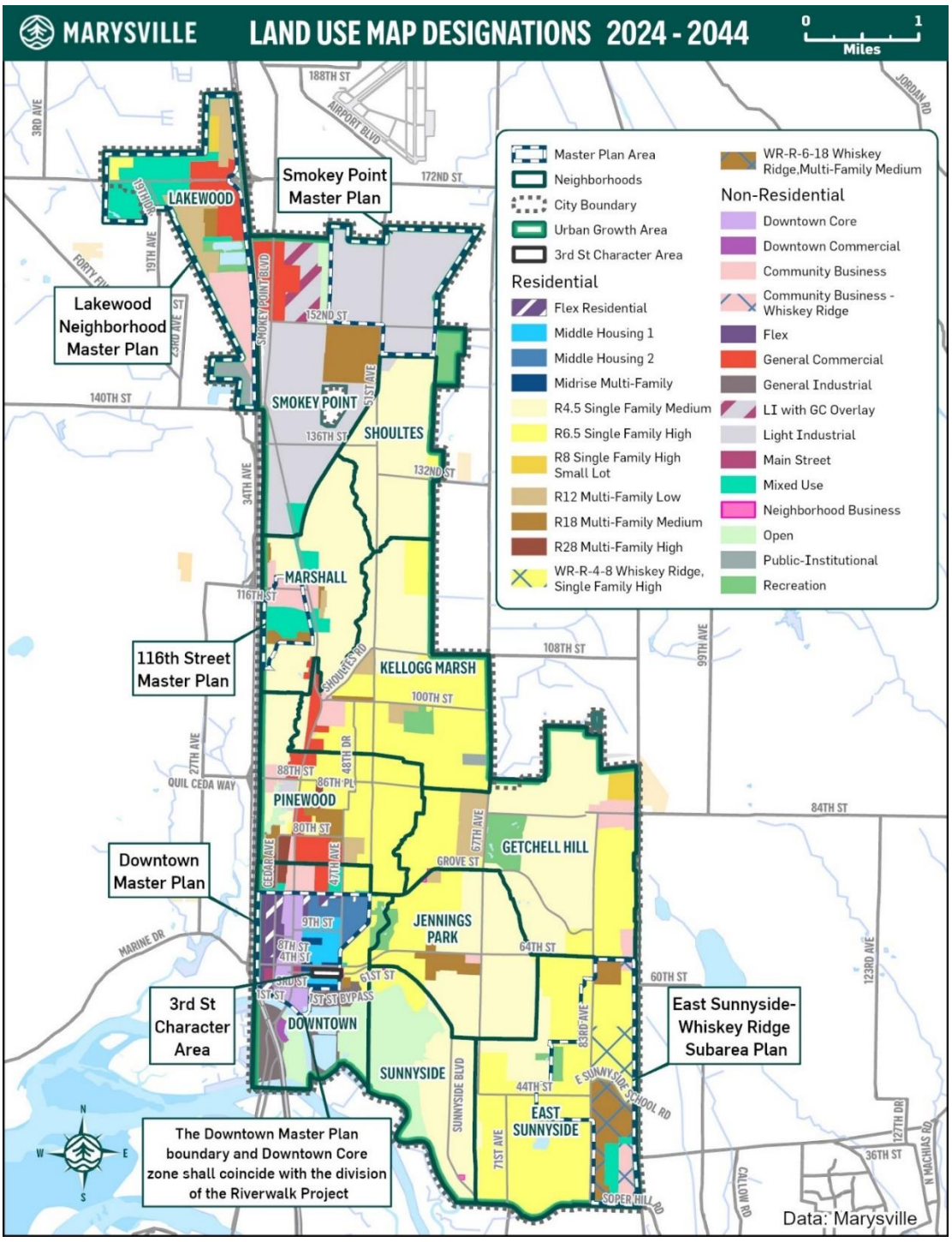
State Law and PSRC Changes. Key changes in State law or PSRC objectives that are incorporated into the Action Alternative assumptions include, but are not limited to:

- E2SHB 1220 requiring Housing Elements to include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low income households. This includes planning for emergency and permanent supportive housing. Analyzing racially disparate impacts and addressing equity is also required;
- E2SHB 1110[5] requiring jurisdictions to allow "missing middle" housing (e.g. duplexes, townhouses, cottages, etc.) in residential zones and multiple dwelling units per lot in zones primarily designated for residential as described further in **Exhibit 1-7**. Projections for additional housing units that may result due to this statute are included within the City's Land Capacity Analysis.
- EHB 1337 requiring jurisdictions to increase the flexibility of their accessory dwelling unit codes.
- Adoption of Puget Sound Regional Council's VISION 2050, which includes new employment, housing, and population targets for Puget Sound counties governed by PSRC and a regional Growth Strategy calling for 65 percent of the region's population and 75 percent of the region's job growth in Regional Growth Centers and near High-Capacity Transit. The City of Marysville is designated as a High-Capacity Transit community due to Community Transit's SWIFT Bus Rapid Transit's Gold Line is expected to be implemented in Marysville by 2029; and
- Adoption of various statutes and plans pertaining to transportation and streets, which address Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT);

Key elements of the alternative are illustrated in **Exhibit 1-6** and zones are described in **Exhibit 1-7**.

[5] It should be noted that E2SHB 1110 and EHB 1337 are not required to be implemented until six months after the 2024 Comprehensive Plan update, and that more land use and housing related legislation is in the pipeline.

Exhibit 1-7 Action Alternative Zoning: 2044 Comprehensive Plan Map



Source: City of Marysville, 2020.

To implement the Action Alternative in **Exhibit 1-6**, the Action Alternative would continue to implement existing zoning; however, proposes to adopt a Middle Housing Overlay,

which is currently being developed and would apply to all zone primarily designated for residential uses.

See **Exhibit 1-** for a description of the existing zones and the proposed Middle Housing Overlay.

Exhibit 1-8. Zoning Description

Zone or Overlay	Acres (Parcel)	Description
Downtown Zones		
Downtown Core	106	The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial use and multi-family residences are allowed.
Main Street	10	The Main Street zone protects and enhances the character of Marysville's historic retail core. This zone encourages high-activity uses like restaurants, entertainment, and shops, with residential above the ground floor. New buildings should feature an active ground floor use. Parking is not required for some uses in small commercial buildings.
Flex	38	The Flex zone encourages a mix of uses, including artisan, workshops, small light manufacturing, commercial, and residential above a ground floor commercial use.
Flex Residential	60	The Flex Residential zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial, and allows "missing middle" housing and low-rise apartments.
Midrise Multi-family	25	The Midrise Multi-family zone encourages dense multi-family housing. Commercial is allowed for properties abutting Third and Fourth Streets, but is limited to a ground floor element of a mixed use building for other properties within this zone.
Middle Housing 1	71	The Middle Housing 1 zone encourages small infill housing, especially "missing middle" housing. The zone protects the fine-grained, residential character of historic neighborhoods.
Middle Housing 2	76	The Middle Housing 2 zone encourages infill housing, especially "missing middle" housing and low-rise apartments. Commercial is not allowed except as a ground floor element of a mixed use building located on an arterial street through the Conditional Use Permit process, and is limited to uses that serve the immediate needs of the neighborhood.
Residential Zones (City-wide)		
Medium Density Single Family (R-4.5), High Density Single Family (R-6.5), and High Density Single Family – Small Lot (R-8)	6,277 (R-4.5: 3,304; R-6.5: 2,902; and R-8: 71)	The Medium Density Single Family (R-4.5), High Density Single Family (R-6.5), and High Density Single Family – Small Lot (R-8) zones encourage primarily single family residential and duplex development; however, these zones also allow townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions. [1] The primary distinction among these zones is the allowed density as detailed in the appendices to the Comprehensive Plan.
Low Density Multi-family, Medium Density Multi-family, and High Density Multi-family	785 (R-12: 341; R-18: 389; and R-28: 55)	Low Density Multi-family (R-12), Medium Density Multi-family (R-18), and High Density Multi-family (R-28) zones encourage multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions. [1] The primary

Zone or Overlay	Acres (Parcel)	Description
		distinction among these zones is the allowed density and height as detailed in the appendices to the Comprehensive Plan.
Middle Housing Overlay	10,247[2]	The Middle Housing Overlay allows for "missing middle" housing and is currently under development with an implementation by June 2025 consistent with House Bill 1110. The Middle Housing Overlay will apply to all zones that are predominantly residential unless existing land use designations permit higher residential densities. A density of 2 units per lot will be allowed on all lots, unless zoning permits higher densities. A density of 4 units per lot will apply on lots within ¼ mile walking distance of a major transit stop or when one affordable housing unit is provided, unless zoning permits higher densities.
Small Farms Overlay	N/A	Small Farms Overlay is an overlay for agricultural uses in residential zones. The intent is to register small farms in order to confer official recognition of them, encourage their continuation (as long as desired by the property owner), and promote good neighbor relations between existing single family residences and small farms. The Small Farm Overlay is implemented through MMC Chapter 22C.050, *Small Farms Overlay Zone*, which includes mitigation measures to ensure the compatibility of small farms with adjacent residential uses. New small farms must be 100,000 square feet (2.3 acres) in size; however, existing small farms may be smaller. Small farms may pursue horticulture, floriculture, animal husbandry, and similar uses.
[1] See 'Middle Housing Overlay' provisions in this section for details. 2 The 10,247 acres is the aggregate acreage of the land use designations/zones that are anticipated to be subject to the Middle Housing Overlay provisions. These zones include: Medium Density Single Family (R-4.5), High Density Single Family (R-6.5), High Density Single Family – Small Lot (R-8), Low Density Multi-family, Medium Density Multi-family, High Density Multi-family, Whiskey Ridge – High Density Single Family, and Whiskey Ridge – Medium Density Multi-family.		
Residential Zones (East Sunnyside-Whiskey Ridge)		
Whiskey Ridge – High Density Single Family	136	The Whiskey Ridge, High Density Single Family (WR-R-4-8) zone encourages primarily single family residential and duplex development; however, this zone also allows for townhouses and other middle housing within Planned Residential Developments, or through the Middle Housing Overlay provisions.[3]
Whiskey Ridge – Medium Density Multi-family	147	Whiskey Ridge, Medium Density Multi-family zone encourages multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing Overlay provisions. [3]
[3] See 'Middle Housing Overlay' provisions in the 'Residential Zones (City-wide)' section above for details.		
Commercial Zones		
General Commercial	416	The General Commercial zone encourages the broadest mix of commercial, wholesale, service and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment.
Community Business and Community Business – Whiskey Ridge	474 (CB: 401; CB – WR: 73)	The Community Business and Community Business – Whiskey Ridge zones provide convenience and comparison retail and personal services for local service areas which exceed the daily convenience needs of adjacent neighborhoods but which cannot be served conveniently by larger activity centers, and provides retail and personal services in locations within activity centers that are not appropriate for extensive outdoor storage or auto-related and industrial uses.

Zone or Overlay	Acres (Parcel)	Description
Neighborhood Business	7	The Neighborhood Business zone provides convenient daily retail and personal services for a limited service area and minimizes impacts of commercial activities on nearby properties.
Mixed Use (including Mixed Use within the East Sunnyside – Whiskey Ridge Subarea	323	The Mixed Use zone provides for pedestrian- and transit-oriented high-density employment uses together with limited complementary retail and higher density residential development in locations within activity centers where the full range of commercial activities is not desirable.
Light Industrial	1,293	The Light Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.
Light Industrial with General Commercial Overlay	123	The Light Industrial with General Commercial Overlay zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, and warehousing along with the broadest mix of commercial, wholesale, service and recreation/cultural uses. This zone is intended as a transitional zone between Light Industrial and General Commercial areas that allows the market to determine whether industrial or commercial uses are the highest and best use of the site.
General Industrial	175	The General Industrial zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and heavy trucking equipment but also for commercial uses having special impacts. This zone is intended to protect the industrial land base for industrial economic development and employment opportunities.
Other Designations		
Public – Institutional	74	The Public-Institutional zone allows for government buildings, churches, and public facilities.
Recreation	336	The Recreation zone establishes areas appropriate for public and private recreational uses. Recreation would permit passive as well as active recreational uses such as sports fields, ball courts, golf courses, and waterfront recreation, but not hunting. This zone also permits some resource land uses related to agriculture and fish and wildlife management.
Open	548	The Open designation applies to properties that are completely, or significantly, encumbered by critical areas, most notably the Qwuloolt Estuary and associated floodplain, and certain lands adjacent to Quil Ceda and Hayho Creeks.

Source: Marysville Community Development and GIS 2024.

Growth

Comparing to the Snohomish County buildable land model, growth in the Action Alternative is anticipated beyond the No Action Alternative as shown in **Exhibit 1-8**.

Exhibit 1-9. Comparison of Growth between Action and No Action Alternatives

Sources: City of Marysville Land Capacity Analysis

	Horizon Year	Employment	Housing	Population
Capacity Projected by City with 'No Action' Alternative	2044	31,434	34,043	89,550
Capacity Projected by City with 'Action' Alternative	2044	34,331	40,557	101,158
Difference between 'Action' and 'No Action' Alternatives	2044	+2,897	+6,514	+11,608

Exhibit 1-10. Action Alternative Growth and Comparison to City Growth Targets

Sources: City of Marysville Land Capacity Analysis

	Horizon Year	Employment	Housing	Population
Capacity Projected by City with 'Action' Alternative	2044	34,331	40,557	101,158
City Growth Targets[2]	2044	32,926	39,976	99,822
Difference between 'Action' Alternative and Growth Target	2044	+1,405	+581	+1,336

1.5.3. SWIFT Alternative

The SWIFT Alternative contemplates land use designation changes in future nodes at key intersections along State Avenue/Smokey Point Boulevard in anticipation of Community Transit's SWIFT Bus Rapid Transit service being extended to Marysville and Arlington by 2027 – 2029; the route, which will serve Marysville and Arlington, is known as the 'Gold Line'.[6] In the SWIFT Alternative, the land use and zoning designations would be the same as those discussed in Section 1.5.2 'Action Alternative' and depicted in **Exhibit 1-6** except that land use and zoning designation changes would occur at the nodes defined by the intersections of State Avenue/Smokey Point Boulevard and:

- Grove Street[7];

[6] Bus Rapid Transit is designed to move people quickly between destinations and is most successful when it is surrounded by higher residential densities, robust job centers, and other destinations.

[7] In this alternative, zoning changes are only contemplated for the ½ mile radius to the north of the intersection of Grove Street and State Avenue since the Downtown Master Plan update resulted in zoning changes for the south half of this intersection.

- 80th or 84th Street NE;
- 100th Street NE; and
- 116th Street NE.

Two scenarios contemplating additional density along State Avenue were considered Option 1 (**Exhibit 1-10**) and Option 2 (**Exhibit 1-11**). These scenarios dust off many aspects of the unadopted State Avenue Subarea Plan (SASP), evaluating additional density at the above-referenced nodes; however, amend the boundaries of the areas where zoning changes were proposed in the unadopted SASP to better reflect local conditions. Options 1 and 2, are the same proposal except at the intersection of State Avenue and 80th/84th Street NE where Option 1 contemplates land use designation changes for a broader area (see **Exhibits 1-10 and 1-11**).

The unadopted SASP proposed allowing horizontal mixed use[8], and increasing the allowed density to 50 dwelling units per acre in the impacted commercial zones (i.e. Community Business (CB), General Commercial (GC), and Mixed Use (MU) zones). Under the SWIFT Alternative discussed in this section, horizontal mixed use would also be allowed; however, given traffic constraints at 88th Street NE and 116th Street NE, the zoning allowance for each of the nodes/stations (i.e. Grove, 80th/84th, 100th, and 116th) would be limited to 34 dwelling units per acre in the impacted commercial zones (i.e. CB, GC, and MU). Lower density would also be proposed so that Downtown is more attractive than State Avenue for redevelopment. Commercial uses would be required to be preserved along State Avenue with multi-family uses allowed to the rear. A preliminary recommendation is for the front 25 percent of properties to have commercial development or vertical mixed use with multi-family being allowed towards the rear of properties. Further research and development of standards would occur before any zoning changes along State Avenue would be implemented.

Preliminary estimates project that 1,062 additional housing units could be achieved if Option 1 were pursued, and 973 additional housing units could be achieved if Option 2 were pursued. Since the existing zoning designations at these nodes are currently quite flexible for commercial uses, additional commercial intensities are not anticipated.

Currently, Community Transit is considering three different alignments/ routes in the City of Marysville for deployment of the 'Gold Line'. Since the ultimate SWIFT route is still being determined, and the City anticipates having adequate residential capacity over the planning period (2024 – 2044) without rezoning land, the SWIFT Alternative is **not** proposed as the Preferred Alternative. However, changing circumstances, which

[8] The Community Business and General Commercial zones currently only allow residential above a ground floor commercial use except for a limited number of Americans with Disabilities Act (ADA) accessible units located to the rear of buildings. The Mixed Use zone currently allows for vertical and horizontal mixed use development.

include but are not limited to the following, may serve as a catalyst for zoning changes along State Avenue/Smokey Point Boulevard in the future:

- The establishment of the ultimate SWIFT route along State Avenue/Smokey Point Boulevard or a portion of this road;
- Residential growth occurring at a faster than anticipated rate and an associated need for more housing; and
- Direction from the City Council to rezone to catalyze redevelopment.[9]

Should there be a need or desire to rezone along the SWIFT route or State Avenue/Smokey Point Boulevard in the future, changes that may help facilitate additional residential development include, but are not limited to:

- Modifying setbacks, impervious surface coverage, or parking requirements;
- Allowing stand-alone multi-family residential in commercial zones when located behind a commercial use and/or not along an arterial; and
- Increasing the allowed density or residential density incentives.

[9] Some reasons that the City may pursue zoning changes along State Avenue in the future include:

- **Spark Redevelopment and Leverage Amenities along State Avenue.** With the existing zoning, minimal redevelopment has occurred along the State Avenue corridor over the past 20 years. Rezoning in the future could spur redevelopment, and also leverage the benefits of being near goods and services, Interstate 5, the Cascade Industrial Center (CIC), pedestrian facilities, and general bus services;
- **Align with Puget Sound Regional Council's (PSRC) Regional Goals.** PSRC's VISION 2050 has a goal for 65 percent of the region's population growth to be within walking distance of high-capacity transit. While this is a regional goal, and individual city goals may differ, future zoning changes would further progress towards this goal; and
- **Additional Capacity for Longer Time Horizon.** As the vacant greenfields in the Lakewood, East Sunnyside-Whiskey Ridge, and other neighborhoods are used, future development is anticipated to shift to infill development and redevelopment of existing underutilized lands throughout the City. There are some large sites Downtown that lend themselves to development; however, redevelopment in many areas will either require aggregating smaller parcels (i.e. significant land acquisition costs) for large development projects, or will be smaller scale, middle housing infill projects.

Exhibit 1-11. SWIFT Alternative – Option 1

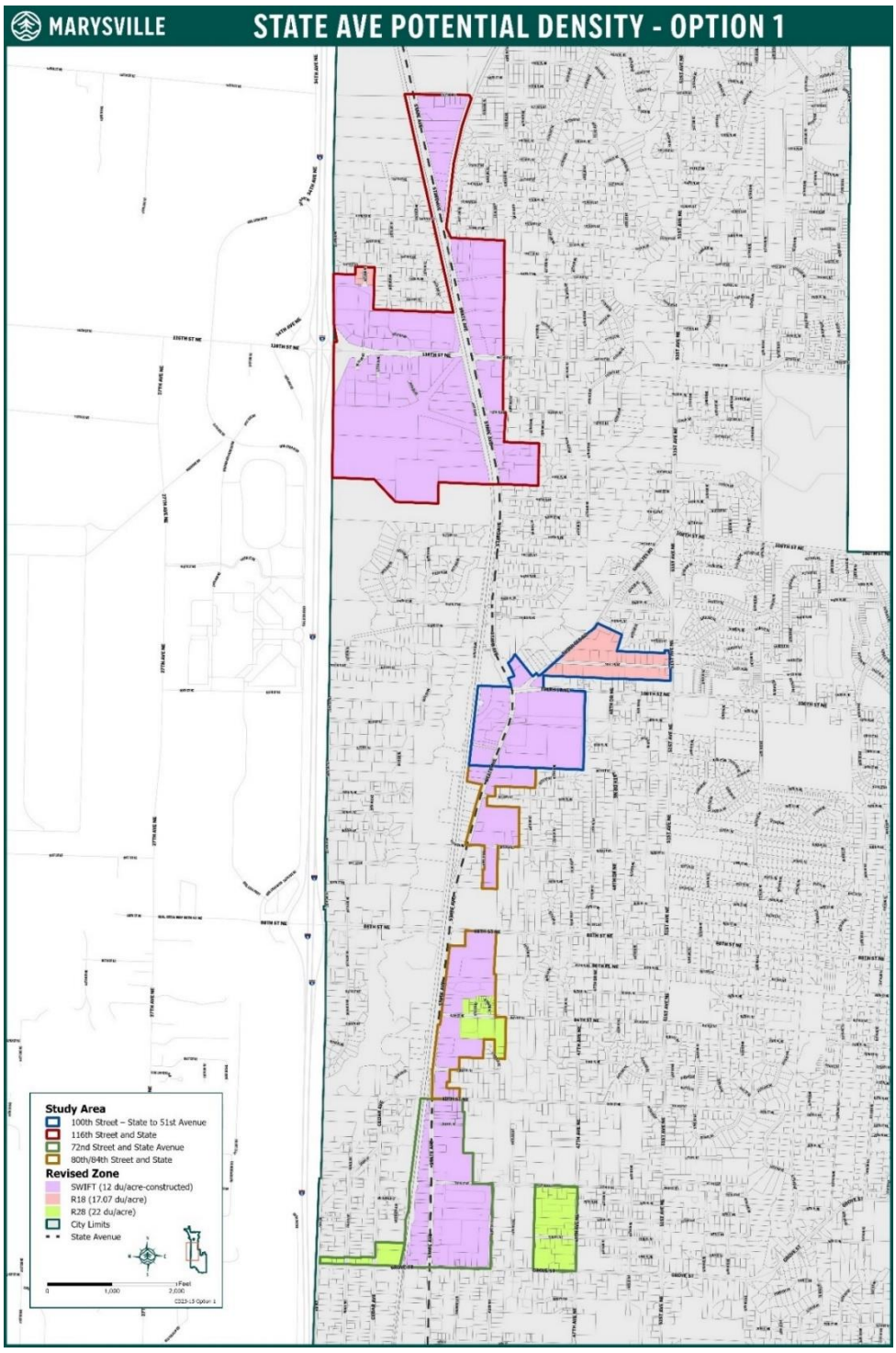


Exhibit 1-12. SWIFT Alternative – Option 2

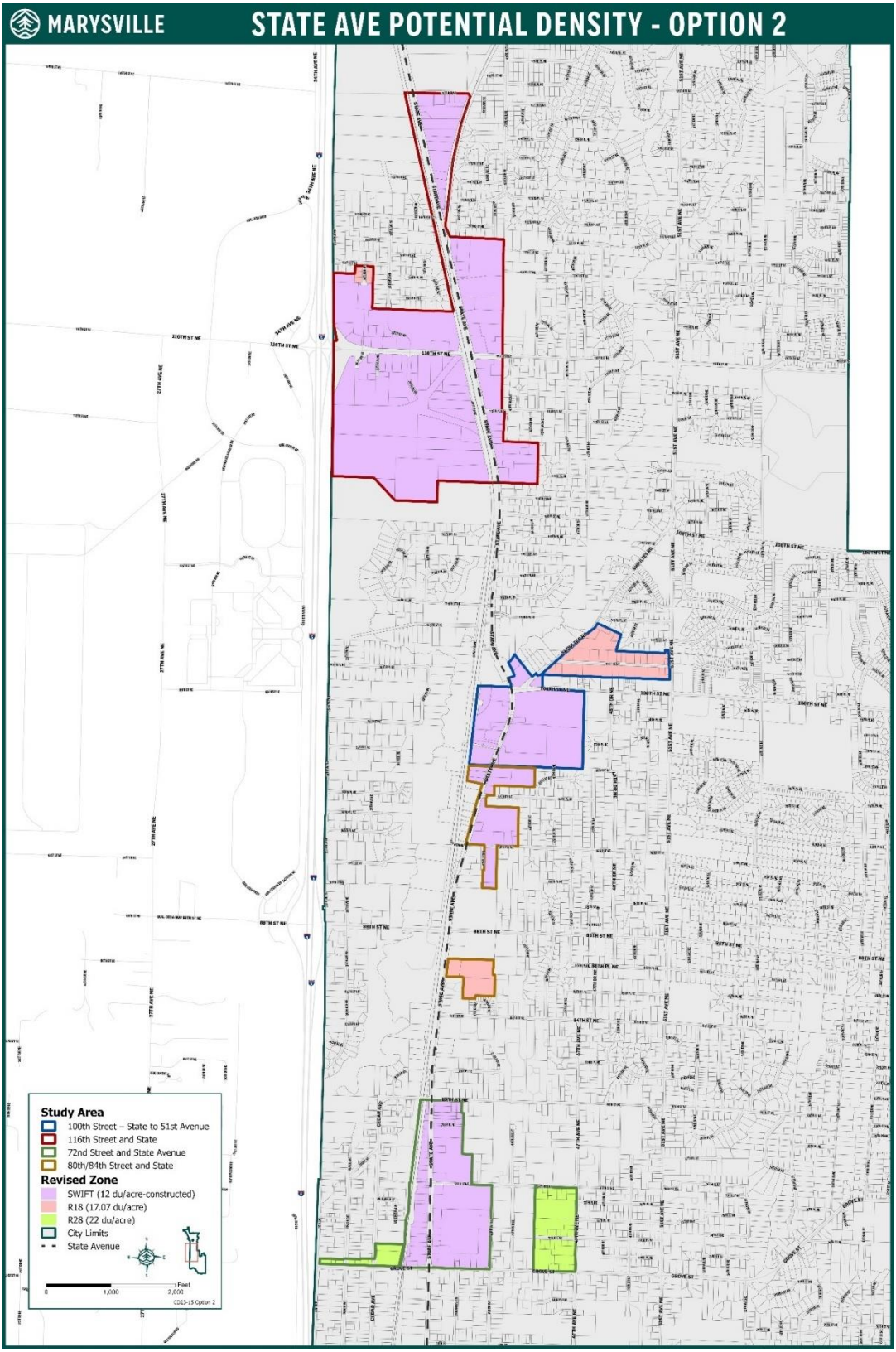


Exhibit 1-13. Potential SWIFT Bus Rapid Transit Route Alignments

Sources: City of Marysville GIS and Community Transit

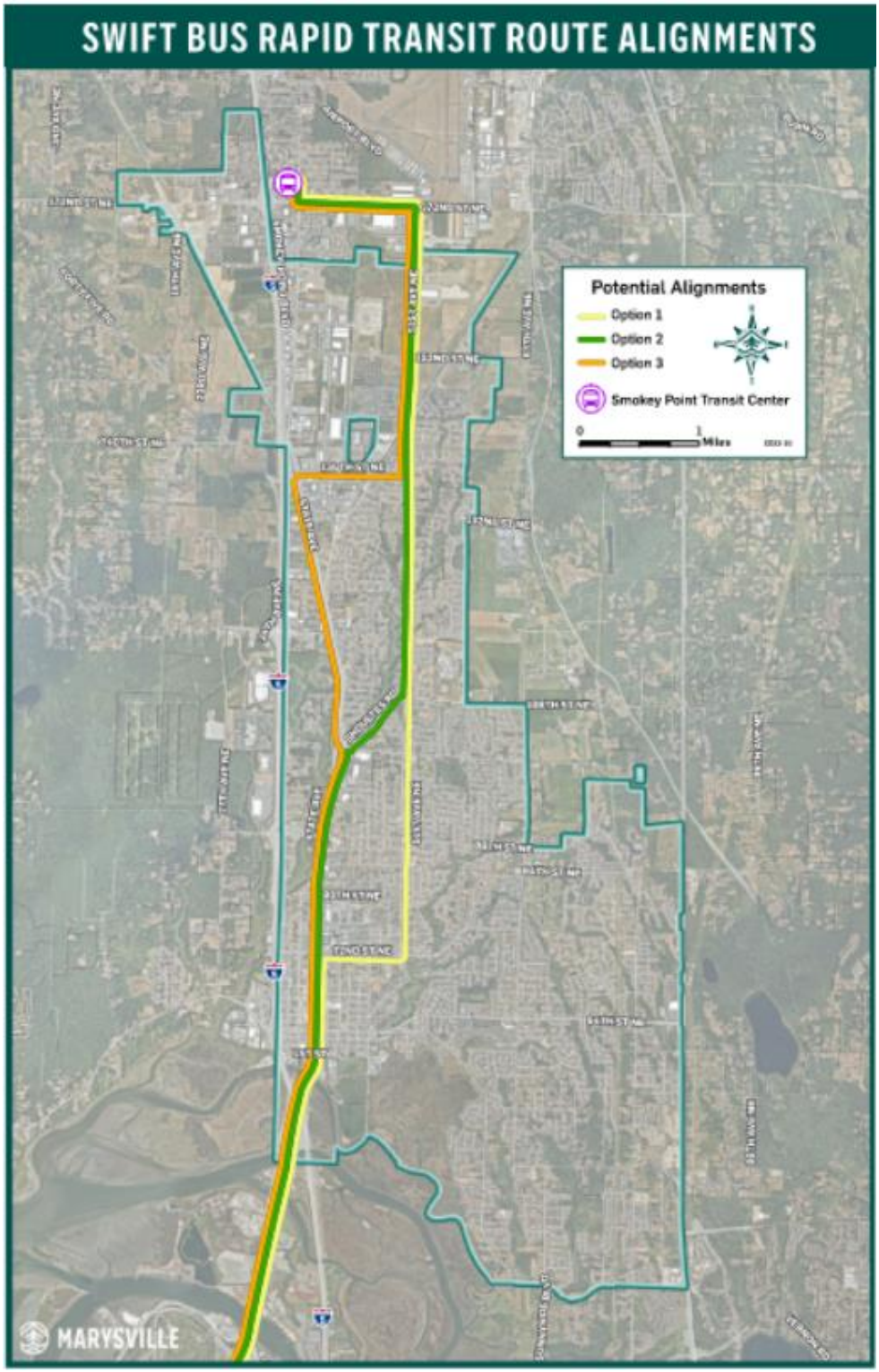


Exhibit 1-14. SWIFT Alternative Compared to No Action and Action Alternatives

Source: City of Marysville Land Capacity Analysis

	Horizon Year	Employment	Housing	Population
Capacity Projected by City with 'No Action' Alternative	2044	31,434	34,043	89,550
Capacity Projected by City with 'Action' Alternative	2044	34,331	40,557	101,158
Capacity Projected by City with 'SWIFT' Alternative[1]	2044	34,331	41,619	103,807
Difference between 'SWIFT' and 'No Action' Alternative	2044	+2,897	+7,576	+14,257
Difference between 'SWIFT' and 'Action' Alternative	2044	0	+1,062	+2,649

[1] The 1,062 additional housing units from SWIFT Alternative Option 1 have been added to the 'Action' Alternative figures.

1.6. Key Issues and Options

The key issues facing decision makers include:

- Approval of the 2024 Comprehensive Plan Update including revised growth targets, transportation improvement projects, and goals and policies.
- Whether to pursue the Action Alternative or SWIFT Alternative. It should be noted that the SWIFT Alternative is not recommended at this time due to the ultimate alignment of the future SWIFT route still pending.
- Consideration of minor Unified Development Code amendments to ensure consistency with the updated Comprehensive Plan.

1.7. Summary of Impacts and Mitigation Measures

1.7.1. Land and Shoreline Use and Aesthetics

How did we analyze Land and Shoreline Use and Aesthetics?

The SEIS reports current land use patterns using Snohomish County 2021 Buildable Lands Report and Snohomish County Assessor data. It also considers land use

designations/zoning designations and calculates future growth for each alternative based on land capacity. In the Action and SWIFT Alternatives, proposed land use policies are the same.

What impacts did we identify?

Under the Action and SWIFT Alternatives, there will be consistency with State and Regional Plans by focusing growth in an urban center with investments in transportation. The SWIFT Alternative would ultimately be more consistent given the PSRC regional goal of having 65 percent of the region's growth within walking distance of high-capacity transit; however, pursuing zoning changes to accommodate the future Community Transit SWIFT Bus Rapid Transit is premature given that the ultimate route is still being determined. The No Action Alternative would be least consistent with State and Regional Plans due to allocated growth targets not being met (i.e. capacity shortfalls).

All alternatives would result in increased development intensity city-wide with the greatest increase in employment in the Smokey Point Neighborhood, and the greatest increase in housing units and population in the East Sunnyside-Whiskey Ridge, Downtown, and Lakewood neighborhoods. In the SWIFT Alternative, greater housing unit and population intensities would occur along State Avenue/Smokey Point Boulevard than in the other alternatives. This would likely result in some housing unit and population increases in the Pinewood, Kellogg Marsh, Marshall, Shoultes, and Smokey Point Neighborhoods than would be observed in the No Action and Action Alternatives. In each alternative, continued business and job growth is expected in the Smokey Point Neighborhood (i.e. Marysville portion of the Cascade Industrial Center); redevelopment is expected Downtown and along the Waterfront (subject to Shoreline Master Program provisions); and mixed-use and higher intensity development is expected to occur (however, transit-oriented development would be most successful under the SWIFT Alternative).

What is different between the alternatives?

- Growth Pattern and Goals: Both the Action Alternative and SWIFT Alternative would result in increased housing densities and building intensities beyond the No Action Alternative. While the density values applied to residential zones throughout the City are largely the same in all three alternatives, the Action and SWIFT Alternatives contemplate modified density assumptions for the new zones in the Downtown Master Plan Area and greater density in the Mixed Use zone in the Lakewood Neighborhood to reflect existing development patterns. Both the Action and SWIFT Alternatives would also allow for a greater diversity of housing types through a Middle Housing Overlay which allows developers to pursue "missing middle" housing (e.g. duplexes, townhouses, cottages, etc.) in residential zones and multiple dwellings per lot as required by HB 1110, resulting in greater residential capacity. While both the Action and SWIFT Alternatives

would encourage more density near transit investment, the SWIFT Alternative would further this goal by allowing for increased residential densities and horizontal mixed-use development (instead of requiring vertical mixed-use development) in the different SWIFT bus rapid transit nodes depicted in **Exhibits 1 -10 and 1-11**. Both the Action and SWIFT Alternatives further compliance with State and regional plan and facilitate the City meeting its growth targets. While the SWIFT Alternative would most further compliance with State and regional plans, the zoning changes that would accompany that alternative are premature to make given that the ultimate SWIFT route is still being determined as shown in **Exhibit 1-12**.

- Missing Middle Housing: Under the Action Alternative and SWIFT Alternative, more missing middle housing/small-scale residential (townhouse, duplex/multiplex) is expected in zones primarily intended for residential throughout the City consistent with the intent of HB 1110. This may result in modest changes to the appearance of residential streets and build a greater sense of liveliness with more people using the sidewalks and streets. A potential negative impact could include degradation of the relatively people-oriented residential streets with some missing middle redevelopment. If current parking and access requirements continue (20' for fire and extensive turning radii), existing residential street fronts could become more auto-oriented in their appearance and function than they are today. A potential negative impact may also occur if reduced setbacks are established resulting in setbacks varying widely, and the sense of a cohesive street wall degrading. Also, if setbacks become too narrow without design consideration for adequate privacy, residents may feel less comfortable using their space facing the street.
- Heights: In the Action and SWIFT Alternatives, there would be an increase in height from 45 to 55 feet in the Downtown's Flex (F) zone, which would not be proposed in the No Action Alternative. While the SWIFT Alternative is not recommended at this time, increased heights would ultimately be proposed and recommended with the SWIFT Alternative.
- Densities: In the Action and SWIFT Alternatives, increased densities are contemplated in the Mixed Use zone of the Lakewood Neighborhood and the Downtown Master Plan Neighborhood as described above. The densities in the Mixed Use zone in Lakewood Neighborhood average 20.23 dwelling units per acre, which exceeds the density contemplated in the 2021 Buildable Lands Report for the Mixed Use zone. In 2021, the Downtown Master Plan (DMP) was adopted which expanded the boundaries of the DMP and changed the land use designations for properties within the expanded DMP. The density values from the 2021 DMP have been updated to reflect revised density assumptions for these properties, which are greater than in the No Action Alternative.

- Housing at All Income Levels: In the Action and SWIFT Alternatives, capacity for housing at all income levels is provided, including for emergency and permanent supportive housing as required by House Bill 1220. Housing for all residents of Marysville is discussed in general terms in the 2015 Comprehensive Plan/No Action Alternative; however, explicit plans to accommodate housing at all incomes levels is only included in the Action and SWIFT Alternatives.
- Shoreline Access: Public access to the Ebey Slough shoreline will continue to improve with development. As the Downtown continues to redevelop with new housing, recreation, and commercial opportunities, connections to the waterfront will be restored. The Qwuloolt Estuary Restoration, other shoreline restoration and enhancement, and the extension of existing trails and pathways, are opportunities to improve Downtown and shoreline access.

What are some solutions or mitigation for impacts?

The City applies Marysville Municipal Code (MMC) Title 22 *Land Use Standards* to new development under the No Action Alternative. The Action Alternative builds on existing regulations and will advance them through modest zoning changes and the development of a Middle Housing Overlay to guide new middle housing development consistent with HB 1110. Aspects of the Action Alternative that will serve as mitigation include:

- Promoting human-oriented design in the Downtown Master Plan Area.
- Allowing for a greater variety of housing types in Middle Housing zones Downtown, which provide for a transition from commercial areas to lower intensity residential areas.
- Updating design standards to promote architectural design standards for middle housing that is consistent and compatible in form and scale with established residential areas (but no more restrictive) to promote an aesthetic that complements established residential areas.
- Encouraging housing at different income levels to be distributed throughout the City so that housing for different income levels are well-integrated into the community rather than concentrated in limited areas.
- Incorporating updates to parking and access standards for missing middle housing types to maintain building-to-street relationships and people-oriented design.

With mitigation, what is the ultimate outcome?

The greater intensities and variety of uses expected would not have significant unavoidable adverse impacts when paired with the proposed architectural and site design standards. A minor adverse impact may occur if middle housing development

includes extensive parking and access at the street front, which would degrade the sidewalk experience and streetscape aesthetics and reduce street parking. This could be mitigated with reduced access requirements and considered under mitigation measures.

1.7.2. Socioeconomics and Racially Disparate Impacts

How did we analyze Socioeconomics and Racially Disparate Impacts and Racially Disparate Impacts?

The socioeconomics and racially disparate impact analysis uses federal and state population, housing, job, and demographic data to characterize current conditions. The City also hired a consultant, ECOnorthwest, who prepared a Housing Action Plan (HAP) and Housing Needs Assessment (HNA), which was finalized in November 2023. The HAP included an analysis of socioeconomic characteristics and racially disparate impacts within Marysville.

What impacts did we identify?

Impacts identified in the HAP included that:

- Marysville has a substantial number of households that are vulnerable and at risk of displacement, especially in the central corridor along Interstate 5.
- Approximately 56 percent of Marysville residents live in neighborhoods that are not currently at risk of gentrification.
- Homeownership rates among Hispanic, Black, Pacific Islander, and Indian or Alaska native households is under 50 percent, with homeownership among White households at 69 percent and among Asian households at 89 percent.
- Cost-burdening is most significant among Black households, with about 63 percent cost burdened, while 35 percent of White households are cost burdened.

All studied alternatives increase housing and job capacity over existing levels, with the Action Alternative and SWIFT Alternative increasing capacity of housing and jobs over the No Action Alternative. Increasing housing capacity and housing options helps to improve housing affordability; however, redevelopment may occur in areas that are more socioeconomically vulnerable making displacement risk assessment and mitigation strategies particularly important.

What is different between the alternatives?

The land use pattern among the three alternative is similar except that the Action Alternative and SWIFT Alternatives contemplate greater growth capacity, with more residential capacity in the Lakewood and Downtown Neighborhoods than in the No

Action Alternative. The SWIFT Alternative also contemplates greater residential capacity along the State Avenue/Smokey Point Boulevard corridor.

Under all alternatives there is a risk of displacement of existing housing and jobs as redevelopment occurs, particularly Downtown and the central corridor along Interstate 5. Both the Action Alternative and SWIFT Alternative add development capacity that can help accommodate displaced housing units and employment space. The Action Alternative includes policies and new development codes to avoid displacement and encourage small business retention and housing retention.

What are some solutions or mitigation for impacts?

Existing regulations provide mitigation, including:

- MMC Title 22 *Unified Development Code* provides zoning and development standards for residential, commercial, and industrial uses
- MMC Chapter 3.103 *Multifamily Housing Property Tax Exemption* incentivizes housing Downtown.
- MMC Chapter 3.104 *Industrial/Manufacturing Property Tax Exemption* offers a property tax exemption to incentivize the creation of living wage jobs within the City.
- MMC Chapter 3.105 *Affordable and Supportive Housing Sales Tax Credit Fund*, identifies funding for acquiring, rehabilitating, or constructing affordable housing, or operations and maintenance costs of new units of affordable or supportive housing, or providing rental assistance to tenants.
- MMC Chapter 22C.090 *Residential Density Incentives* allows bonus units to be earned for projects which provided affordable housing including affordable housing for seniors.

- Evaluating displacement risk prior to adopting development regulations to analyze impacts and help mitigate adverse impacts on those that are most vulnerable.

Mitigation to address affordable housing and displacement is built into the Action Alternative through providing adequate land capacity and planning for housing at all income levels, and adopting policies that address displacement and adverse impacts to vulnerable populations.

Other potential mitigation measures could include:

- Amending multifamily tax exemption (MFTE) regulations to modify the thresholds for eligible projects or potentially expanding the MFTE eligible area.

With mitigation, what is the ultimate outcome?

There will be an increase in housing and jobs in the Study Area under all studied alternatives; however, there is greater consideration and capacity to address displacement of housing and jobs in the Action and SWIFT Alternatives. With implementation of mitigation measures including features of the Action Alternative to add a wider range of housing types, address design quality, and encourage living wage jobs, no significant unavoidable adverse impacts are anticipated.

1.7.3. Transportation

How did we analyze Transportation?

Transportation impacts were evaluated as outlined in the Transportation Element of the 2024 Comprehensive Plan update. The Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future; however, the City has selected 2044 as the long-range planning horizon for the Transportation Element. The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment and enables different transportation system alternatives to be evaluated. The transportation analysis includes 2044 traffic forecasts using the travel demand model and an evaluation of street system operations, non-motorized (e.g. pedestrian, bicycle, etc.), and transit facilities. All Interstate 5 interchanges within Marysville were also specifically studied to understand impacts using 20-year forecasts to understand interchange impacts. A new requirement with the 2024 update is to establish multi-modal level of service standards in addition to the existing multi-modal level of service standards. Transportation impacts of the Action Alternative and SWIFT Alternative were compared to the No Action Alternative.

What impacts did we identify?

Transportation demands for all modes would increase with either the Action Alternative or SWIFT Alternative compared to the No Action Alternative. Existing and planned transit service and non-motorized facilities accommodate transit use, walking and biking; however, various gaps in the system need to be addressed. As development occurs and transportation improvements are completed, additional motorized, transit and non-motorized facilities would be constructed including SWIFT BRT.

Under the Action Alternative and SWIFT Alternative, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on areas roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. **Exhibit 14** shows the resulting 2044 Baseline traffic operations.

Based on this analysis, all intersections operate within acceptable motor vehicle Level of Services (LOS) standards except for the following:

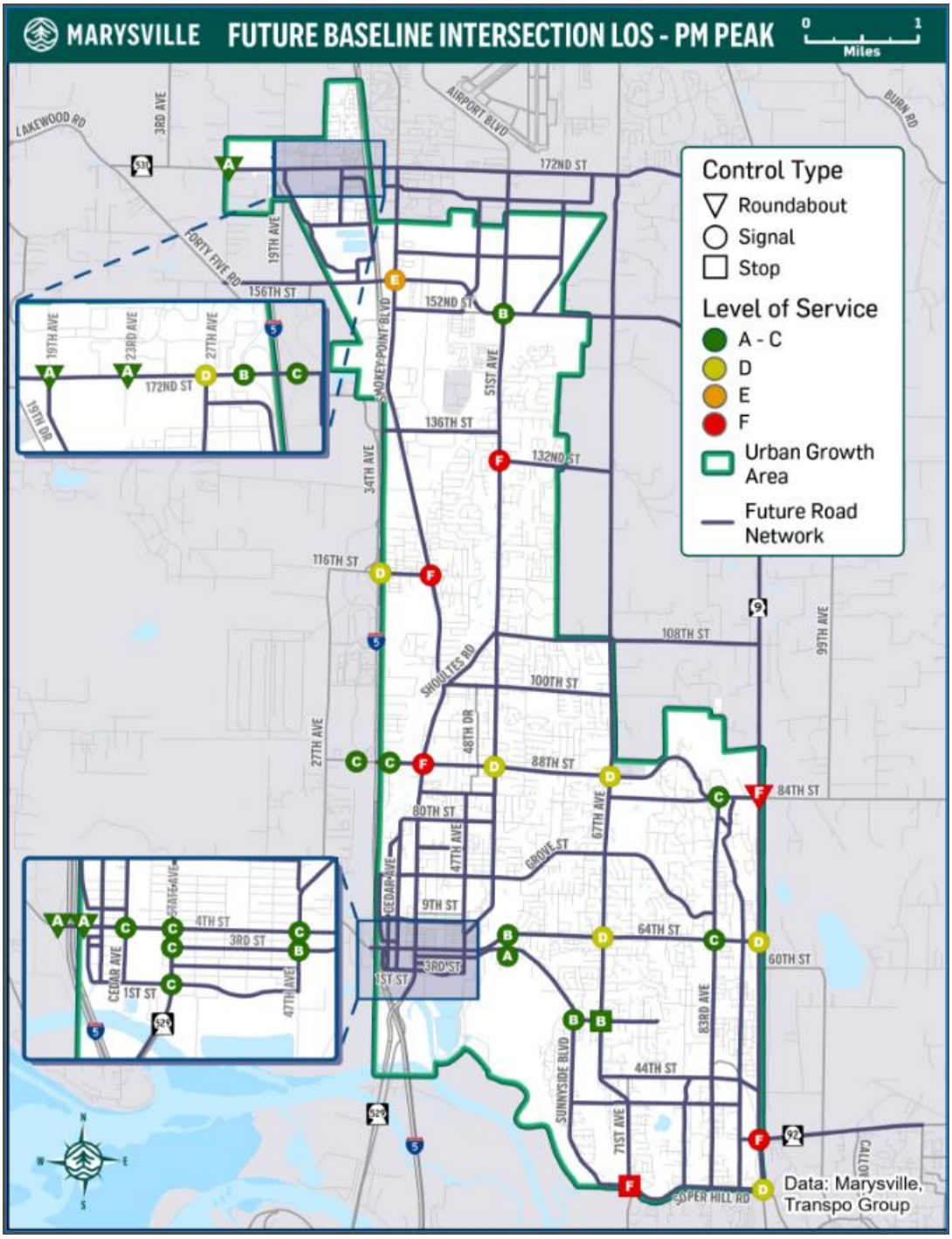
- 132nd Street NE/51st Avenue NE
- 116th Street NE/State Avenue
- 88th Street NE/State Avenue
- Sunnyside Boulevard /Soper Hill Road/71st Avenue NE
- SR9/84th Street NE
- SR9/SR92

While the 2044 Baseline Analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes may also reduce the travel demands of problematic corridors. With the anticipated Transportation System Plan improvement projects shown in **Exhibit 1-15**, all roadways are expected to meet LOS standards.

All Interstate 5 interchanges with Marysville were also specifically studied and are anticipated to operate at the standard of LOS D or better, assuming several interchanges projects will be completed. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the future baseline analyses. The I-5 mainline operations are highly dependent on the land use growth assumptions and policies throughout the region and the State of Washington, and as such are left to regional planning organizations to evaluate. The City of Marysville is consistent with the land use growth allocations and growth policies of the Puget Sound Regional Council.

Exhibit 1-15. Future Baseline Intersection LOS – PM Peak

Sources: Transpo Group



What is different between the alternatives?

Both the Action Alternative or SWIFT Alternative increase PM peak hour trips compared to the No Action Alternative. As a result of the higher trip generation, it is anticipated that future increases in traffic volumes and delays would be higher with the Action Alternative or SWIFT Alternative compared to the No Action Alternative.

What are some solutions or mitigation for impacts?

The Transportation Element identifies numerous improvements to mitigate transportation impacts as shown in **Exhibit 1-15**, Transportation Improvement Projects. These improvements include, but are not limited to, interchange improvements; widening of streets to add additional travel and turn lanes; intersection improvements including signals and roundabouts; construction of non-motorized connections and improvements including bicycle lanes, shared use paths, sidewalks, trails, and Americans with Disabilities Act (ADA) infrastructure; implementing Intelligent Transportation System improvements and continuing to require access management on key corridors; and coordinating with Community Transit on SWIFT bus rapid transit (BRT) service by 2029.

As development occurs, required frontage improvements would help complete and improve the network and new development would be required to pay traffic impact fees to contribute towards planned improvements including the collection of traffic impact fees for Washington State Department of Transportation (WSDOT) and Snohomish County projects as applicable.

With mitigation, what is the ultimate outcome?

Development under all the alternatives would result in increases in all travel modes – vehicles, transit, pedestrians, and bicycles. Implementation of the projects set forth in the Transportation Element would mitigate the transportation impacts of each of the alternatives and ensure that motorized and non-motorized level of service (LOS) standards are met including for Interstate 5 Interchanges when planned improvements are constructed. Exhibits 1-16 and 1-17 depict the Future Pedestrian and Bicycle LOS standards respectively and are accompanied by a legend indicating what the LOS for pedestrian and bicycle facilities mean.

Exhibit 1-16. 2044 Transportation Improvement Projects

Sources: Transpo Group

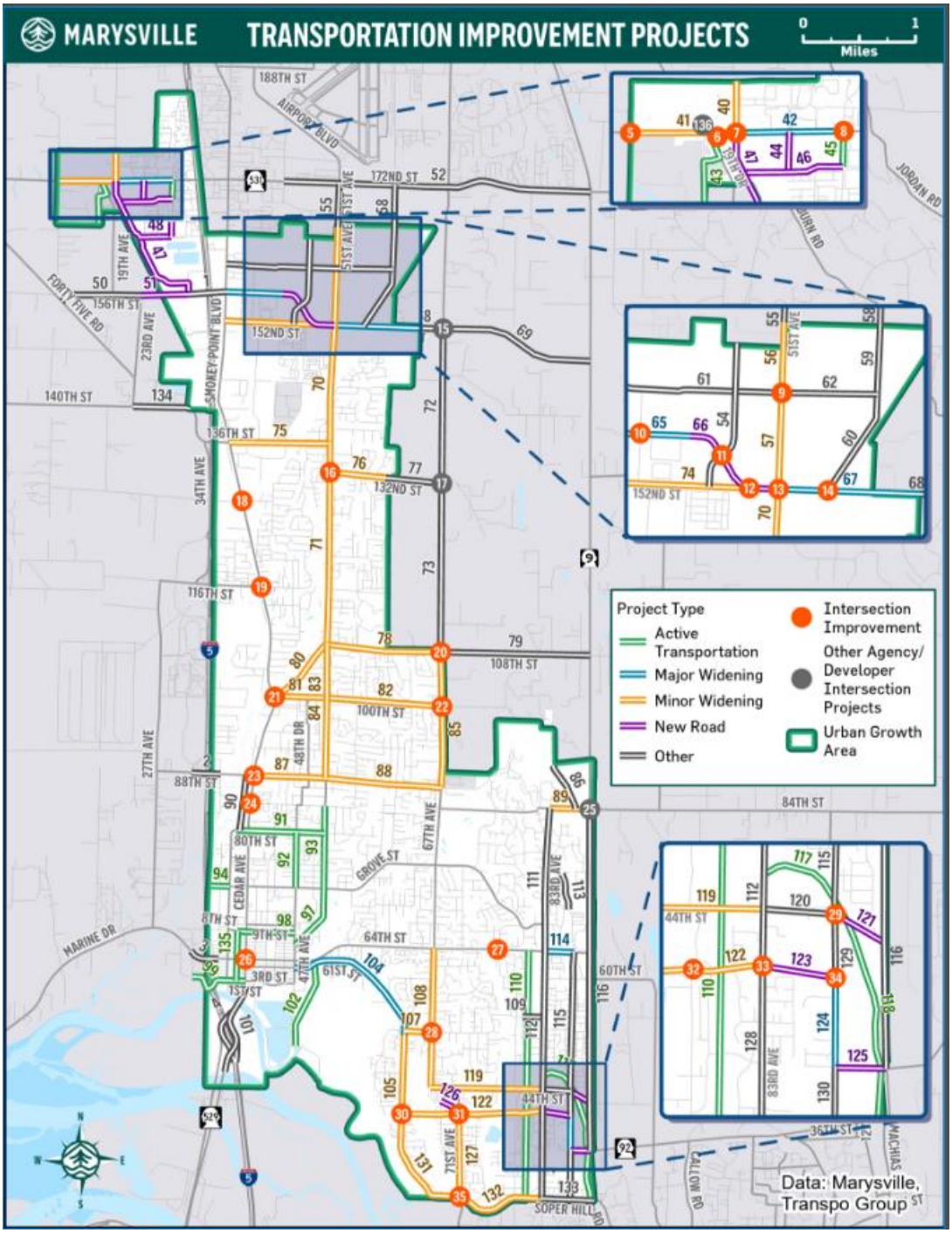
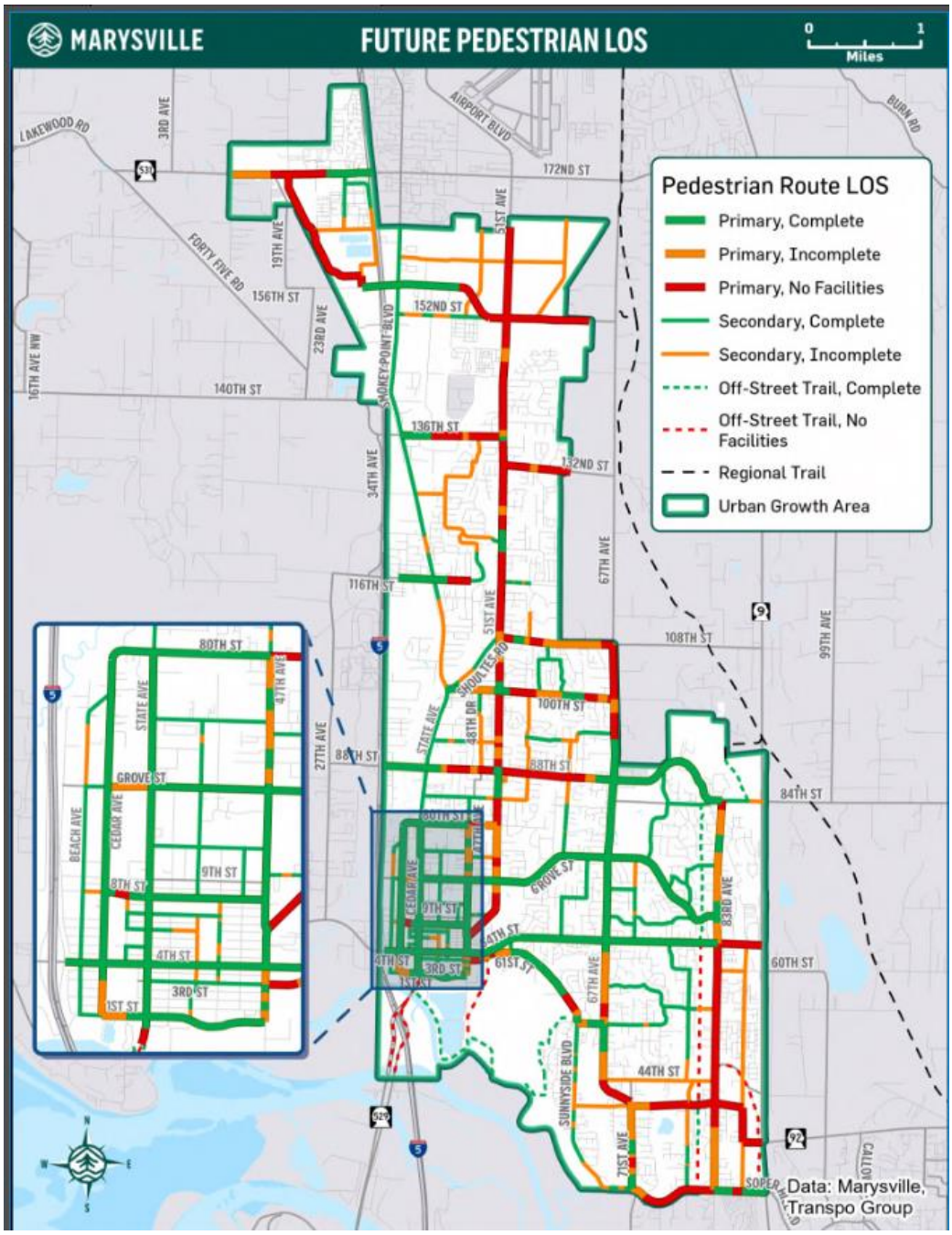


Exhibit 1-17. Future Pedestrian LOS

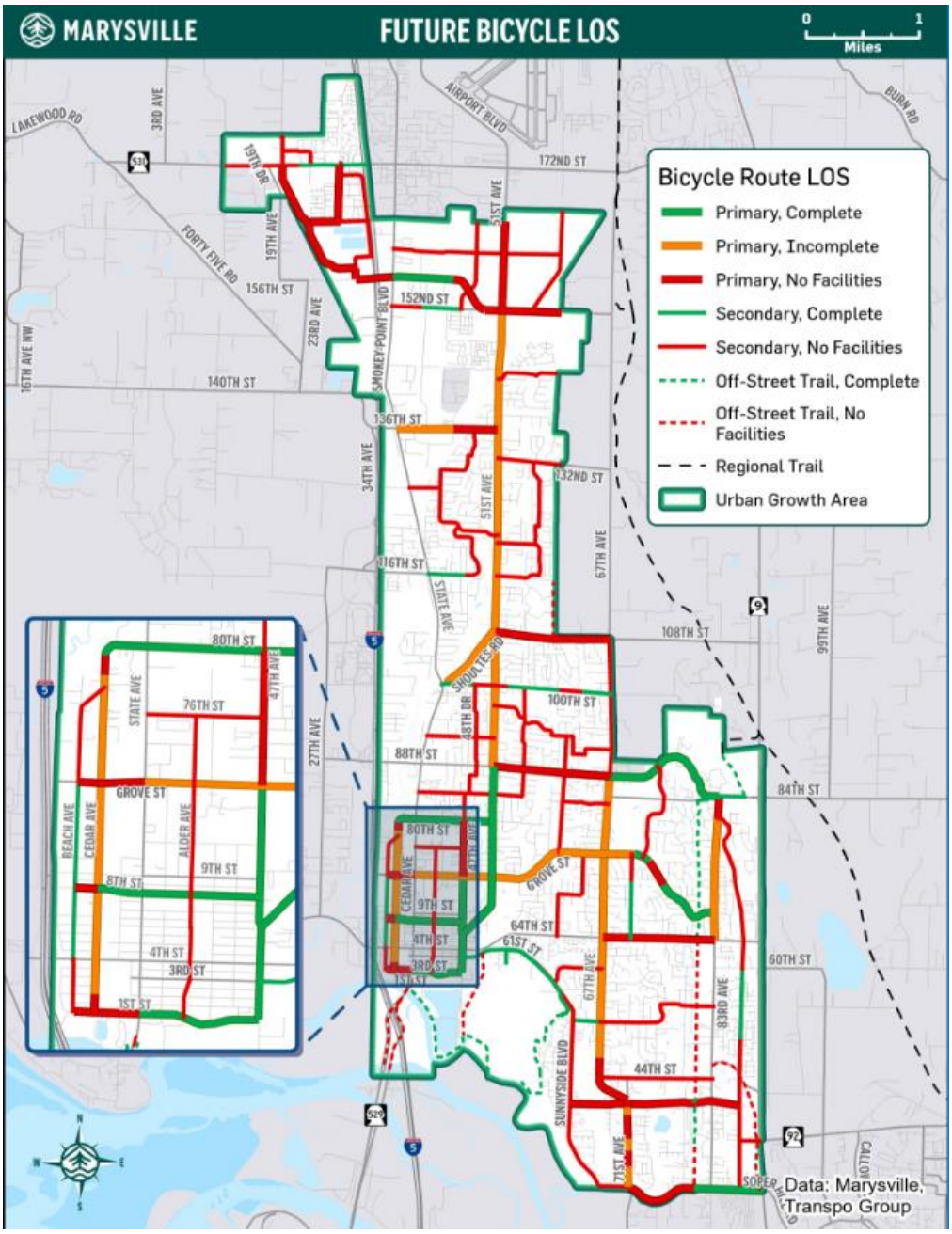
Sources: Transpo Group



LOS	Primary Route	Secondary Route
P2	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
P1	Facilities exist, but only on one side	N/A
NF	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Exhibit 1-18. Future Bicycle LOS

Sources: Transpo Group



LOS	Primary Route	Secondary Route
B2	Facilities exist including at major crossings, at acceptable stress level	Facilities exist, but higher stress level allowed
B1	Facilities exist, but higher stress level	N/A
NF	No facilities exist	No facilities exist

1.7.4. Water and Sewer

How did we analyze Water and Sewer?

The City's 2017 Water Comprehensive Plan (WCP) and 2011 Sewer Comprehensive Plan (SCP) were reviewed and readily accessible records maintained by the City were compiled and screened to identify utility conditions in the Study Area. The City's Action Alternative and SWIFT Alternative growth scenarios were provided to RH2 Engineers who reviewed the alternatives and prepared a Technical Memorandum for Preliminary Water and Sewer System Adequacy Analysis for 2024 Comprehensive Plan. The analysis compared the growth anticipated in the 2017 WCP and 2011 SCP with the growth capacity in the Action Alternative and SWIFT Alternative. Findings indicate sufficient utility infrastructure and capacity to accommodate planned growth in both the Action and SWIFT Alternatives.

What impacts did we identify?

While both the Action and SWIFT Alternatives will result in employment, housing, and population growth above the No Action Alternative, the projected growth for both the Action and SWIFT Alternatives is approximately 1 to 4 percent lower than the growth presented in the 2017 Water Comprehensive Plan and 2011 Sewer Comprehensive Plan, which are both in the process of being updated. "Accordingly, the Capital Improvement Programs (CIPs) presented in the existing Water and Sewer Comprehensive Plans should provide sufficient capacity until the respective planning years [of 2036 and 2031]; no changes in the priority, schedule, scope, or number of projects in the current water and sewer CIP schedules are recommended by RH2."[10]

What is different between the alternatives?

There are no significant utility impacts between the alternatives. The City water and sewer utilities have sufficient capacity to accommodate the proposed growth alternatives with the anticipated projects outlined in the respective plans.

What are some solutions or mitigation for impacts?

Mitigation of impacts primarily centers around implementation of the Capital Improvement Programs (CIPs) established in the 2017 Water Comprehensive Plan and 2011 Sewer Comprehensive Plan, which are both undergoing updates that should be completed in 2025. The City also collects water and sewer capital improvement fees to partially offset the system improvement costs generated by new development. The City

[10]RH2 Technical Memorandum re. Preliminary Water and Sewer System Adequacy Analysis for 2024 Comprehensive Plan dated August 30, 2024.

will also continue to maintain and sustain the resiliency of the water and sewer systems in the Study Area. Pro-active administrative measures such as planning for increases in maintenance and operations funding to sustain system resiliency should continue.

With mitigation, what is the ultimate outcome?

The ultimate outcome is to provide water and sewer utilities to serve the anticipated growth in the Study Area as well as the City's water and sewer service areas, which extend beyond the Study Area. The ultimate outcome will be safe, efficient, and cost-effective water and sewer utilities.

1.7.5. Surface Water

How did we analyze Surface Water?

The City's 2016 Surface Water Comprehensive Plan, which provides an overview of the major drainage basins and stormwater system within the City, were reviewed. Plans for Low Impact Development (LID) improvements and the benefits of the new Downtown Stormwater Treatment facility were also reviewed.

What impacts did we identify?

Under all alternatives, impervious surfaces installed with development and redevelopment will require the construction of stormwater facilities to manage runoff along with the ongoing need to inspect these facilities. In existing built out areas, groundwater impacts relate principally to construction impacts, illicit discharges to the storm system, and conveyance system failures. Impacts to surface water generally include illicit discharges and impacts of construction along stream and wetlands. The City can, with the support of federal and state agencies, mitigate these impacts through development permit conditions and routine capital maintenance.

Increased employment, housing, and population are expected to increase surface water facility demands. With appropriate regulatory and capital mitigation measures, no significant unavoidable adverse impacts are anticipated.

What is different between the alternatives?

There is no significant difference between the alternatives, although the No Action, Action, and SWIFT Alternatives would all require new stormwater facilities to manage runoff in accordance with the standards set forth in MMC Chapter 14.15 Controlling Storm Water Runoff from New Development, Redevelopment, and Construction Sites. These facilities treat pollutants and slow the rate at which runoff leaves a site, reducing the amount of pollutants entering the City's system, groundwater, and local water

bodies, and minimizing flooding risk. The City will continue with surface water management as part of on-going maintenance and resiliency planning.

What are some solutions or mitigation for impacts?

The City's 2016 Surface Water Comprehensive Plan, which is currently being updated, identifies existing water quality and quantity issues, and includes a Capital Improvement Program (CIP) with recommended improvements and programs, both structural and non-structural, to address water quality and quantity problems. [11]. Solutions to improving water quality include the installation of end of pipe treatment such as the Downtown Stormwater Treatment Facility, site specific water quality controls, regional stormwater facilities where appropriate, and increased use of Low Impact Development (LID) techniques to reduce the rate of runoff and improve water quality. [12]

In 2022, a Watershed Planning Basin Assessment was prepared, which analyzes the City's watershed and prioritizes streams that would receive the greatest benefit from stormwater improvements. This was followed by the companion 2023 Watershed Planning Stormwater Action Plan, which identifies stormwater retrofit projects and programs that should be implemented in the prioritized areas[13]. These documents will be used in conjunction with the CIP to pursue future stormwater projects.

The City also holds a National Pollutant Discharge Elimination System (NPDES) Permit, which is a federal permit that regulates stormwater and wastewater discharges to Waters of the State. While this is a federal permit, the regulatory authority has been delegated to the Washington State Department of Ecology (DOE). The first Western Washington Phase II Municipal Stormwater Permit was issued by DOE in January 2007. The City's most recent NPDES permit is active from August 31, 2024 through July 31, 2029. The NPDES Permit requires all affected municipalities to create and implement a

[11] Structural solutions include construction of capital projects such as stormwater detention and treatment facilities, infiltration facilities, pipelines, and culverts. Non-structural solutions include construction stormwater management facility inspection and maintenance, public education and outreach, water quality monitoring, implementation of best managements practices (BMPs), and regulations encouraging vegetation preservation and low impact development.

[12] The Downtown Stormwater Treatment Facility was completed in 2024 and is a stormwater treatment retrofit facility that will collect and provide water quality treatment for an approximately 463-acre portion of the Downtown. In 2006, regional stormwater facilities were constructed southwest of the intersection of 116th Street NE and 41st Drive NE to serve the commercial development and road infrastructure between Interstate 5 and State Avenue along 116th Street NE in the Marshall-Kruse Neighborhood. Regional Detention Ponds 1 and 2, constructed in 2004 and 2015 respectively, provide flow control and enhanced water quality treatment for approximately 205 acres of high intensity commercial and industrial uses in the Smokey Point Neighborhood.

[13] The NPDES Permit requires this plan to be updated in 2027.

Stormwater Management Program which addresses essential program elements.[14] Select cities, including Marysville, must provide additional actions to address Total Maximum Daily Load (TMDL) requirements.[15] New development and redevelopment in the City must manage their stormwater in accordance with the State Department of Ecology's 2019 Stormwater Management Manual for Western Washington, as amended.

The City also partners with neighboring jurisdictions, tribes, and other entities to advance water quality. The City is a member of the Allen Quilceda Watershed Action Team (AQWA). AQWA is a diverse community group working together to implement the Quilceda Allen Watershed Management Plan to improve the overall quality of streams in the Allen Quilceda Watershed through community outreach and improvements to the environment.[16]

With mitigation, what is the ultimate outcome?

The ultimate outcome is a maintained and ideally improved water quality within the Study Area. There are no significant unavoidable adverse impacts associated with surface water. Development under all the alternatives would result in increased need for surface water facilities and inspection of these facilities. It is anticipated that with proposed mitigation measures the impacts of the Action Alternative would be less than significant.

1.7.6. Other Utilities

How did we analyze Other Utilities?

The City's plans for solid waste management and the plans of other utility purveyors (i.e. PUD, etc.) were reviewed to identify utility conditions in the Study Area. The analysis focused on assessing the general condition and the availability of long-term capacity to

[14] Required program elements include: Stormwater Planning, Public Education and Outreach, Public Involvement and Participation, MS4 Mapping and Documentation, Illicit Discharge Detection and Elimination, Controlling Runoff from New Development, Redevelopment, and Construction Sites, Stormwater Management for Existing Development, Source Control Program for Existing Development, and Operations and Maintenance.

[15] The City has been collecting ambient water quality monitoring data since about 2000. Most recent water quality data collected by the City is in response to the TMDL requirements in the NPDES Phase II Permit.

[16] AQWA team members include: Adopt-a-Stream, the cities of Arlington and Marysville, the Marysville School District, Snohomish County Conservation District, Snohomish County Surface Water Management, Sound Salmon Solutions, the Tulalip Tribes, and the Washington State Department of Ecology. Team activities include, but are not limited to: the restoration of a section of Jones Creek and the creation of an outdoor environmental education center, community outreach through newsletters targeted at streamside residents, restoration activities such as planting native plants along stream banks, youth education on water quality and its impacts on stream organisms, and Earth Day celebration activities.

accommodate growth in the Study Area. Findings indicate sufficient utility infrastructure and capacity to accommodate planned growth, provided planned improvements are constructed, and on-going maintenance and regulatory compliance standards are maintained.

What impacts did we identify?

Increased employment, housing, and population growth in the Study Areas will increase solid waste management and other utility demands (i.e. electricity). With appropriate regulatory and capital mitigation measures, no significant unavoidable adverse impacts are anticipated.

What is different between the alternatives?

There are no significant utility impacts between the alternatives. The City wastewater, stormwater, and solid waste utilities have sufficient capacity to accommodate the proposed growth alternatives. PUD also projects having adequate capacity.

What are some solutions or mitigation for impacts?

The utility solution is to continue to maintain and sustain the resiliency of the utility systems in the Study Area and hire additional staff, when needed, to address an increase in the demand for solid waste management services. Continuing to route land use applications for private development and City capital projects, together with annual check-ins, will help ensure that non-city utilities can adequately prepare for growth and the demand for additional services in the Study Area.

With mitigation, what is the ultimate outcome?

The ultimate outcome is to provide public utilities (water, wastewater, and solid waste) and ensure implementation of private utility growth that will accommodate the planned growth in the Study Area.

1.7.7. Critical Areas

How did we analyze Critical Areas?

The City reviewed and obtained updated critical areas information from Federal, State, and local agencies, and reviewed it Critical Areas Ordinance. Maps were updated, as necessary, to ensure that they align with current mapping from Federal and State agencies. The City has also contracted with FACET NW (formerly DCG/Watershed) to conduct a review of the City's Critical Areas Ordinance to ensure that it complies with current State law; this review is nearing completion and revisions will occur, as

necessary, in the near future to ensure compliance with State law and Department of Ecology guidance.

What impacts did we identify?

Increased employment, housing, and population growth in the Study Area will increase development and critical area impacts due to increased runoff, impacts of light and glare on wetlands and wildlife, loss of vegetation, and other factors. With implementation of current critical areas standards and mitigation requirements, no significant unavoidable adverse impacts are anticipated.

What is different between the alternatives?

There are no significant difference in critical areas impacts between the alternatives, but the Action Alternative and SWIFT Alternative could both result in greater density and intensity development and, therefore, greater impacts. All alternatives will result in increased development and critical areas impacts; however, critical areas and associated buffers would be afforded the same protection and require compliance with applicable avoidance and mitigation requirements in each of the proposed growth alternatives.

What are some solutions or mitigation for impacts?

The primary solution for mitigation of impacts is to implement the provisions in the City's Shoreline Master Program and Critical Areas Ordinance to ensure that stream, wetlands, steep slopes, and other critical areas and associated buffers are protected and degraded buffers are enhanced. As noted in the response to the first question, the City has also contracted with FACET NW to conduct a review of the City's Critical Areas Ordinance to ensure that it complies with current State law; this review is nearing completion and revisions will occur, as necessary, in the near future to ensure compliance with State law and Department of Ecology guidance.

With mitigation, what is the ultimate outcome?

With mitigation, the ultimate outcome is to ensure that critical areas are permanently protected and degraded critical area buffers are enhanced as development occurs in the Study Area so that the many benefits of open spaces and critical areas (e.g. water quality, flood attenuation, fish and wildlife habitat, etc.) can be retained.

1.7.8. Public Services

How did we analyze Public Services?

To analyze public services, the plans of the various entities and City divisions providing public services were reviewed. Existing conditions were compared with projected growth to identify future needs for public services (e.g. police, fire and emergency services, education, library services, and human services) associated with each of the proposed alternatives.

Police. The Marysville Police Department's Functional Plan (2024 – 2044) was reviewed to evaluate current effective levels of service for police officers and future needs for additional police officers due to growth. The analysis also considered the proximity of police facilities to the population served.

Fire. The Marysville Fire District's staff levels and staff type were reviewed to evaluate current effective levels of service for firefighters, emergency services, and other staff and estimate future needs for additional Marysville Fire District staff needed to address growth. The analysis also considered the proximity of fire protection facilities to the population served.

Schools. Three school districts serve students that reside within the City of Marysville: the Marysville School District, Lake Stevens School District, and Lakewood School District. Demand for school services relied on the student population projection rates outlined in the 2024 – 2029 Capital Facilities Plans for the Lake Stevens and Lakewood School Districts, and an Enrollment Forecast Memo prepared for the Marysville School District. Demand for school services were analyzed in terms of the schools within the UGA that would likely receive additional school age children generated by growth in the UGA.

Parks. Demand for parks and recreation facilities were analyzed by the projected future need for additional park acreage and trail mileage due to growth based on the City's parks and recreation LOS standards.

Impacts on public services and utilities would be considered to result in significant impacts under one or more of the following conditions:

- Negatively affect the response times for police and/or fire and emergency medical services.
- Increase demand for special emergency services beyond current operational capabilities of service providers.
- Reduce access to park and open space facilities.
- Result in increases in students and lack of facilities.

What impacts did we identify?

Under all alternatives, additional population and employment growth would generate a need for additional police, fire and emergency, school, park and recreation, and other public services. For fire and emergency services, growth in the Study Area under both alternatives will generate increased incident call volume and the need to hire more Marysville Police Department and Marysville Fire District staff as described in greater detail below.

Police. In order to maintain the existing ratio of staff to citizens, in 2044 it is anticipated that 30 new police officers would be required for the 'Action Alternative' and 35 new police officers would be required for the 'SWIFT Alternative'. If a 'call-per-officer' standard were used, and service levels increase at the same rate as population growth, in 2044 it is anticipated that 61 new police officers would be needed in the 'Action Alternative' and 67 new police officers would be needed in the 'SWIFT Alternative'.

Exhibit 1-19. Police Staffing Levels – Existing Compared with Action and SWIFT Alternatives

Sources: Marysville Police Department's Functional Plan (2024 – 2044) and City of Marysville Land Capacity Analysis

	Year or Horizon Year	Commissioned Officers	Custody Officers	Support Staff	Total Staff
Current Staffing Levels	2024	80	25	26	131
'Action Alternative'[1]	2044	110 – 141	45	36 – 46	191 - 232
'SWIFT Alternative'[1]	2044	115 – 147	47	38 – 48	200 – 242

[1] The staff number ranges noted above represent the difference between maintaining existing staff levels relative to population, and increasing staff levels based on the 'call-per-officer standard', which would reduce calls per officer to be more in line with regional averages for call load. **It is important to note that the future staff allocation will ultimately be determined by budgetary considerations and the policy direction selected by City Council.**

Fire. The Marysville Fire District provided current 2024 staffing levels by position. In order to maintain the existing ratio of staff to citizens, in 2044 it is anticipated that 29 additional firefighters would be required for the 'Action Alternative' and 31 additional firefighters would be required for the 'SWIFT Alternative'.

Exhibit 1-20. Fire Staffing Levels – Existing Compared with Action and SWIFT Alternatives

Sources: Marysville Fire District and City of Marysville Land Capacity Analysis

	Year or Horizon Year	Firefighters	Fire Prevention	Emergency Medical Services	Special Operations	Administration	Total Staff
Current Staffing Levels[1]	2024	85	5	28	5	8	131
'Action Alternative'[2]	2044	114	7	38	7	11	177
'SWIFT Alternative'[2]	2044	116	7	38	7	11	179

[1] In 2024, the Marysville Fire District had 131 staff that consist of eight administrative staff, 28 emergency medical services (EMS), five fire prevention, 83 firefighters (fire suppression), five special operations, and two staff that are currently in training. Staff that are in training were added to the Firefighter category. [2]The staff levels noted in the Action and SWIFT Alternatives represent maintaining existing staff levels relative to population growth and were estimated by City staff based on existing staff levels and staff type. **Actual staff levels will be determined by the policy direction selected by the Marysville Fire District and its Board of Directors as future needs arise.**

Schools. Growth in the Study Area will also generate more school age children.

- **Marysville School District.** The Marysville School District's (MSD) 2023 enrollment is 9,368 students. The MSD's projected 2033 enrollment is 8,099 students, which represents a 15.7 percent decrease over 2023 enrollment levels. The MSD has been experiencing financial challenges and declining enrollment and is undergoing significant changes and evaluating future facility needs. The Action and SWIFT Alternatives contemplate additional growth. Growth in the City that is outside of the Lakewood and East Sunnyside-Whiskey Ridge Neighborhoods may help stabilize enrollment within the MSD. Growth under the SWIFT Alternative is expected to help stabilize student enrollment modestly more than in the Action Alternative does.
- **Lake Stevens School District.** The Lake Stevens School District's (LSSD) 2023 enrollment is 9,446 students. The LSSD's projected 2044 enrollment is 11,716, which represents a 24 percent increase over 2023 enrollment levels. Additional elementary, middle, mid-high, and high school classroom space will need to be constructed between now and 2044 as described in the 2024 – 2029 Lake Stevens School District Capital Facilities Plan. Further increases in classroom capacity may need to occur under the Action Alternative; however, the LSSD closely follows growth in its school district, and updates their CFP every two years, so will respond to changing projections as they evolve. The SWIFT Alternative contemplates housing and population increases along State Avenue,

which is in the Marysville School District, so not anticipated to impact Lake Stevens School District enrollment.

- **Lakewood School District.** The Lakewood School District's (LWSD) 2023 enrollment is 2,614 students. The LWSD's projected 2044 enrollment is 3,517, which represents a 34.5 percent increase over 2023 enrollment levels. Additional classroom space will need to be constructed between now and 2044 as noted in the 2024 – 2029 Lake Stevens School District Capital Facilities Plan; however, the CFP is a six-year plan, future growth is speculative and needs beyond 2029 are difficult to determine. Further increases in classroom capacity may need to occur under the Action Alternative; however, the LWSD closely follows growth in its school district, and updates their CFP every two years, so will respond to changing projections as they evolve. The SWIFT Alternative contemplates housing and population increases along State Avenue, which is in the Marysville School District, so is not anticipated to impact Lakewood School District enrollment.

Parks. To maintain the City's current LOS standards for park acreage and trail mileage under all alternatives, the City would need to develop and/or acquire more park acreage and trail mileage to serve the new growth generated in the Study Area.

What is different between the alternatives?

The Action Alternative and the SWIFT Alternative would allow for more employment, housing, and population growth than the No Action Alternative. As the City's current or policy-based LOS standards are based on population, demand for public services will be highest under the Action Alternative and SWIFT Alternative and will be lowest under the No Action Alternative.

What are some solutions or mitigation for impacts?

In general, planning for future growth is a way to mitigate the impacts generated by projected population and employment growth.

Police and Fire. For police as well as fire and emergency services, the Marysville Police Department (MPD) and Marysville Fire District (MFD) will need to hire additional staff over time to ensure an adequate level of service for the community. The MPD has also evaluated formal, population-based LOS standards for police to consider what alternate staffing levels should potentially be provided. The MFD could also consider this approach for fire and emergency services.

Schools. When student population growth results in increased capital facility needs (e.g. schools, supportive buildings, etc.), the City collects school impact fees for new development on behalf of the school districts serving Marysville students to partially offset the system improvement costs of educating additional students generated by new development.

Parks. The City collects park impact fees for new development to build or acquire new park and recreation facilities. The Action Alternative also includes investment in parks, and pedestrian and bicycle facilities to connect with trails, parks, and schools within and adjacent to the UGA.

With mitigation, what is the ultimate outcome?

All studied alternatives would increase the demand for fire, police, schools, and parks and recreation with the No Action Alternative the least, and the Action and SWIFT Alternatives the most. The difference in the increase between the Action and SWIFT Alternatives is generally modest. With regular capital facility planning and implementation of mitigation measures no significant unavoidable adverse impacts are anticipated.

2.0. Responses to Comments and Clarifications

This chapter of the Final Supplemental Environmental Impact Statement (Final SEIS) describes the opportunities for commenting on the 2024 Comprehensive Plan Update and Draft SEIS, followed by the specific comments that were submitted and responses to those specific comments.

2.1. Comments and Responses

During the Draft SEIS comment period, written comments were received from the individuals and agencies listed below. The issues raised in each comment letter and a corresponding response are presented in Exhibit 2-1. Full comment letters are included at the end of this chapter.

Comments that state preferences on alternatives or other matters are acknowledged with a response that the comment is noted and forwarded to City decision makers. Comments that address methods, analysis results, mitigation, or other matters are provided a response.

Input received will be considered by the City Council prior to their decision on the proposal.

Exhibit 2-1. Written comments and response matrix.

Letter	Comment	Response
1 Kristen Kinnamon November 12, 2024	**COMMENT 1-1** Comprehensive Plans are mandated by the state, as are the elements and priorities addressed in each plan. In its draft SEIS Marysville describes one purpose of the 2024-44 Comprehensive Plan as "Addressing the various statutes and plans pertaining to transportation and streets, which pertain to Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT)." (Oct. 18 SEIS notice). Unfortunately, this plan fails to address these issues in any substantive way. While the CIty has made some visible progress in pedestrian and bicycle infrastructure in recent years, these have tended to be disconnected spot treatments. The Comprehensive Plan fails to live up to its name when it comes to pedestrian and bike safety or infrastructure planning.	**RESPONSE 1-1** The Transportation Element in the overall Comprehensive Plan is an abridged version of the Transportation Plan that is intended to provide a concise summary that is streamlined and easier to digest. Various links are provided throughout the Transportation Element to the full Transportation Plan, which should address all required elements of the Washington State Growth Management Act (GMA) RCW 36.70A as well as align with both Puget Sound Regional Council's VISION 2050 as well as Snohomish County's County-wide Planning Policies. These comments are noted and will be provided to City decision makers for consideration.

Letter	Comment	Response
	A Master Plan for pedestrians and bicyclists is needed to supplement this Comp Plan - and should be included in the upcoming **City Budget**. Without that, we will never reach this stated goal "The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health." (p. 259)	
1	**COMMENT 1-2** I am passionate about the need for a healthy, safe community where people are active and comfortable walking, biking and rolling. While I am one of the "confident and fearless" bicyclists who will ride wherever needed to get to my destination, I am also speaking for my neighbors: · The family with 4 kids who like to be active outside · The 20-something young man who uses an electric wheelchair - and sidewalks, shoulders or bike lanes to get around · The 70+ year old who jogs (slowly!) around the block · The new people in the apartments off 100th who want to walk to Fred Meyer · The woman with cerebral palsy who takes the bus to work Pedestrian safety is called out as an issue in the draft plan, but no solutions are offered. "Between 2018 and 2022, there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville. The largest concentration (34) of these types of collisions occurred along the State Avenue corridor." (p. 241)	**RESPONSE 1-2** Thank you for your perspective on the various community members that use Marysville's transportation network. Various policies emphasize the importance of safety including: · Policy T-3.4: Maintain and improve the safety of the transportation system for all modes. · Policy T-3.6: Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities. · Policy T-3.7: Apply access management practices to arterials to improve safety and operational efficiency of the system. · Policy T-4.3: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans. · Policy T-6.8: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health. The data on pedestrian and bicycle collisions help inform the projects outlined on the City's Transportation Improvement Projects List (see Figure 28 and Table 8 in the full Transportation Plan). Implementing the pedestrian and bicycle system networks shown in the Pedestrian System Plan (see Figure 23 in full Transportation Plan) and Bicycle System Plan (see Figure 25 in full Transportation Plan) will promote greater pedestrian safety as improvements are

Letter	Comment	Response
		constructed. Implementing the City's adopted ADA Transition Plan (adopted in December 2020) will also further pedestrian safety for those with mobility differences. The City has actively pursued grants for Safe Routes to School to improve walking safety for school children.
1	**COMMENT 1-3** New **level of service standards for pedestrians** simply describe primary and secondary corridors and map the presence or absence of sidewalks. State Avenue has sidewalks and is designated as "complete." But it lacks: · Intersections with safe crossing opportunities - such as leading pedestrian intervals and protected left turn movements (so the light does not permit left turns when a pedestrian is present) · Access control - consolidated driveways so there are fewer interactions (chances for crashing) between drivers and walkers · Bus shelters for transit users · Speed limits set with safety in mind	**RESPONSE 1-3** Level of service standards for pedestrians and bicycles is a new State requirement for comprehensive plans. The City's initial level of service (LOS) standards designate primary and secondary network corridors. Primary corridors are routes that are more city-wide or that extend completely through the community, while secondary corridors are those that are supportive of the primary corridor and serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop. The initial pedestrian level of service (LOS) standards focus on the presence or absence of pedestrian facilities. With respect to the deficiencies identified: · Implementation of pedestrian safety measures at signalized intersections are evaluated and provided on a case-by-case basis and are consistently evaluated. Leading pedestrian intervals have been implemented at several City intersections in which higher pedestrian volumes are present or at locations with more susceptible pedestrians such as near schools and residential living facilities with high children, elderly or disabled populations. Many locations with leading pedestrian intervals also have left turn signal phasing not currently provided via flashing yellow arrow signal (FYA) displays which allow for much greater flexibility to provide for alterations to signal operations, which can benefit pedestrian safety such as pedestrian actuations altering the FYA display when "walk", "walk & "flashing Don't walk" or full pedestrian clearance interval are active. These features are evaluated and implemented as necessary to maintain signalized intersection safety for all roadway users. · Access management provisions including standards for consolidating driveways are set forth in the Chapter 3 of the City's Engineering Design and Development Standards (EDDS), specifically sections 3-301 Arterial Access Standard and 3-302

Letter	Comment	Response
		· Non-Arterial Access Standards. These standards are applied with new developments, redevelopment, and capital improvement projects as appropriate. · Bus shelters for transit users are provided by Community Transit; however, the City provides comments to CT whenever afforded the opportunity. · While one of the latest trends in the Traffic Engineering toolbox has become the ideals that lowering of speed limits is effective to reduce speeds and collisions, the available documented engineering studies on the subject have not indicated results different from studies performed decades ago. The only difference appears to be the conclusions of the writer. Lowering of speed limits has a negligible effect on actual driver speeds with some documented roadway speeds being reduced by up to 2 mph and others actually increasing by up to 2 mph. The only streets which lowering of speed limits seems to have resulted in a greater effect is within the downtown cores of very dense urban environments such as downtown Seattle, Boston or New York. For typical urban, suburban and rural locations, lowering of a speed limit by 5 mph for a roadway established based upon an 85% vehicle speed which might be 2-3 mph over the posted speed limit only provides for the establishment of a speed trap which would be consistently necessary to achieve the desired effect. Additionally, most available engineering studies that evaluate speed limit reduction effects, do not evaluate the actual effect on collision rate or severity but only conclude arbitrarily that collision rates and severity must also decline thus provide for greater pedestrian and bicycle safety. Speed limits within the City of Marysville should continue to be evaluated on a street-by-street basis with alterations of roadways also investigated whenever a speed limit reduction is evaluated to determine the likely effectiveness without requiring constant police enforcement actions.
1	**COMMENT 1-4** The **2024 Capital Improvement Program** proposes converting 3 intersections on State /	**RESPONSE 1-4** The proposed improvements identified on Figure 28 Transportation Improvement

Letter	Comment	Response
	Smokey Point Blvd to allow left turns on flashing yellow arrows. If any of these now have a protected left turn movement - where pedestrians can cross without competing with left turners - this "improvement" will actually reduce safety and increase vulnerability. (see NCHRP 926: Improving Safety at Intersections)	Projects and Table 8 of the full Transportation Plan are intended to address vehicular collision rates/safety history and are funded through related safety grants.
1	**COMMENT 1-5** Marysville will never solve its problem of lacking and disconnected sidewalks throughout the City without LOS standards and concurrency requirements that incentivize either new development or the City itself to make sidewalk connections beyond the frontage of new housing. As new people and new cars are added to our City, intermittent sidewalks and safety treatments are not enough to keep pedestrian LOS and safety from being reduced.	**RESPONSE 1-5** The pedestrian and bicycle level of service standards are intended to address the presence or absence of these facilities on designated pedestrian and bicycle corridors. Typically the City can only require frontage improvements (i.e. curb, gutter, sidewalk, road widening, etc.) along existing or planned roadways abutting a project's frontage. However, the City also actively pursues grants to improve pedestrian and bicycle facilities and safety particularly near schools and other key destinations.
1	**COMMENT 1-6** The City needs a comprehensive approach to identifying and funding priority pedestrian improvements that connect schools, commercial areas and existing sidewalks.	**RESPONSE 1-6** The full Transportation Plan includes a comprehensive approach to identifying and funding priority pedestrian improvements that connect schools, commercial areas, and existing sidewalks. However, it should be noted that improvements will occur over time according to a project's priority and available funding.
1	**COMMENT 1-7** The City has also demonstrated the need for an updated Bicycle Master Plan. The 2024 Comp Plan is both inaccurate and inadequate in its description and plan for bike infrastructure. Worst, is the proposed Level of Service standard that both secondary and primary bikeways be adequate only for a "higher level of stress." That means people like me will bike, but not grandmas to the grocery store, kids to school, or middle-aged moms going to yoga.	**RESPONSE 1-7** The Transportation Element that is part of the overall Comprehensive Plan is an abridged version that should be treated as an Executive Summary. The full Transportation Plan shows prioritized bicycle routes, including locations where multi-use trails along roadways and bicycle lanes would be constructed (see Figure 23). Where shared use paths are provided to meet pedestrian and bicycle needs, the City's EDDS standard plans require landscape strips separating the facilities from travel lanes. Other comments are noted and will be provided to City decision makers.
1	**COMMENT 1-8** The City will not reduce Vehicle Miles Traveled, Greenhouse Gas Emissions or achieve Complete Streets goals with this plan.	**RESPONSE 1-8** Comment is noted and will be provided to City decision makers.

Letter	Comment	Response
1	**COMMENT 1-9** Research has confirmed that only low stress - often separated - bike facilities will encourage more people of all ages to bike. The proposed LOS basically allows the City to continue on its current path of vastly short-changing bike improvements for citizens overall.	**RESPONSE 1-9** The City's EDDS standard plans require landscape strips separating shared use paths from travel lanes. Shared use paths are the preferred pedestrian/bicycle facility proposed in areas where new roads will be built (i.e. the East Sunnyside-Whiskey Ridge, Smokey Point, and Lakewood Neighborhoods). Other comments are noted and will be provided to City decision makers.
1	**COMMENT 1-10** The map of the Bicycle System Plan (p. 253) shows the bike route on 88th Street ending at 51st Avenue - with no connection to the transit service and commercial destinations on State Avenue.	**RESPONSE 1-10** Although 88th Street's bike route does not extend to State Avenue due to long-term physical constraints east of State Avenue, fifteen (15) other east-west primary and secondary routes are designated and planned between 51st Avenue and the existing bus services along the State Avenue Corridor.
1	**COMMENT 1-11** On page 237, 51st Avenue is shown as being a bike facility with shoulders. However, the shoulder width can be as narrow as 1 foot (a very high stress, substandard width) - despite a recent road project in the section south of Shoultes School and despite decades of the road being designated as a future bike corridor.	**RESPONSE 1-11** Exhibit 1-18 Future Bicycle LOS indicates that 51st Avenue NE is designated as a primary bicycle route; however, only the portion that is south of 88th Street NE has been deemed complete. The section from 88th Street NE to 152nd Street NE is currently deemed incomplete, while the section from 152nd Street NE to the City limits currently lacks facilities. Future improvements are needed to complete this bicycle corridor. Comment is noted and will be provided to City decision makers and Public Works staff for review and consideration.
1	**COMMENT 1-12** Without more clear goals and expectations for improved biking and walking, Marysville has failed to deliver on its past multimodal transportation plans. For example, the **2015 Transportation Plan** called for 64th Avenue NE and 70th Street between the YMCA and Grove Elementary School to be a future "bikeway." That road was resurfaced in 2024, and did receive full-width speed humps for traffic calming (not ideal for bicyclists). It did not have any bike infrastructure added. The travel lanes remain wider than 14 feet and the parking lanes are also extra wide - encouraging rather than discouraging speed in this residential neighborhood. The **2015 Transportation Plan** designates 60th Avenue NE connecting Grove to 88th Street as a priority pedestrian corridor. The street did receive	**RESPONSE 1-12** Thank you for the link to the reference materials. Comment is noted and will be provided to City decision makers and Public Works staff for review and consideration.

Letter	Comment	Response
	valuable traffic calming and re-striping that added a wide, walkable shoulder on the east side. However, that shoulder ends in the final block rather than continuing to Grove Street - ROW space is dedicated instead to vehicle parking on the west side of the road. On 80th Street, new bike lanes were added. But two successive intersections have different treatments for the right turn lane. In one block, the bike lane is between the through lane and the right turn lane. In the next block, the bike lane is inside the turn lane. Such inconsistency makes one suspect there is no one paying attention to designing bike infrastructure that meets national standards (such as Urban Bikeway Design from the National Assoc. Of City Transportation Officials) The missteps make it clear to me that more defined and enforceable standards are needed for Marysville to make progress on multimodal mobility.	
1	**COMMENT 1-13** **The Transportation Element of the Comp Plan** makes no reference to the City's current Complete Streets Policy, adopted in 2016. Perhaps because no one follows it? The policy needs an update to meet national models for transparency and implementation elements (see Smart Growth America, and MSRC resources). Clearly, many exceptions to Complete Street designs have been made as Marysville grows. Those are supposed to be approved by the Public Works Director. A model policy would add that those exceptions should be posted for public comment before approval. As it is, both the Complete Streets policy and the adopted 2015 Transportation Plan have failed to have sufficient influence on street plans and projects since they were adopted. I fear the same will happen with this Comp Plan as written. To address these concerns, **a Master Plan for Biking and Walking should address both policy and implementation based on current national standards.**	**RESPONSE 1-13** Policy T-3.3 directs the City to approach all transportation improvements with a Complete Streets approach. This approach is specified by the City. Other comments are noted and will be provided to City decision makers.
1	**COMMENT 1-14** **A few housekeeping items** in the **Comp Plan** should also be addressed before adoption. Transit: the plan was written before a planned, major redesign of Community Transit's service. It should be updated to accurately describe the	**RESPONSE 1-14** The full Transportation Plan notes in various places that Community Transit's (CT) service would be changed in Fall 2024. The Transportation Plan was prepared prior to these CT's changes being implemented. The

Letter	Comment	Response
	current service - for instance, new bus routes that serve Lynnwood instead of Seattle, and the existing local bus service on State Avenue that operates at 15 minute frequencies to Everett and Lynnwood throughout the day. **A more comprehensive look at transit service and needs** would also call out the lack of bus shelters or other stop amenities such as lighting, sidewalk access and safe crosswalks.	summary of CT services should be viewed as a point-in-time and to provide a general summary of their services.
1	**COMMENT 1-15** **Public input** was sought and is summarized in "Voices from the Community" sidebars throughout the plan. These quotes are interesting - and anecdotal? Some footnotes and an appendix should outline the source of the "voices" - how many people responded to surveys or participated in outreach? The results of the City's public participation process should be outlined in the plan.	**RESPONSE 1-15** Various surveys were conducted throughout the Comprehensive Plan update. Most of the 'Voices from the Community' summaries are based on responses to specific questions that were asked which had a variety of different responses which could be selected. Free form questions were also asked and anecdotal responses provided, but those responses have a more limited presence in the Voices from the Community sections as the aim was to convey overarching themes expressed by more community members. A broad overview of public participation is provided on page 15 of the Comprehensive Plan. The various surveys which were conducted and survey responses are outlined and linked in the downloadable 'Project Chronology' on the 'Project History' tab of the Comprehensive Plan update webpage (City of Marysville Comprehensive Plan Update). Most surveys should also identify the number of responses received. Thank you for the suggestions.
2 Kathy Johnson November 18, 2024	**COMMENT 2-1** I've read a lot of Environmental Impact Statements but never saw one like this! Where is the discussion of the plan's effects on ESA-listed species, wildlife, water quality, soils, etc.?	**RESPONSE 2-1** The environmental document for the 2024 Comprehensive Plan Update is a Supplemental Environmental Impact Statement (SEIS).This document builds off of the Marysville Integrated 2005 Comprehensive Plan and Development Regulations Final Environmental Impact Statement (EIS) issued April 6, 2005 and associated Draft EIS dated January 13, 2005; the Marysville Downtown Master Plan Final SEIS issued October 9, 2009 and associated Draft SEIS dated July 20, 2009; and the Marysville Downtown Master Plan Final SEIS issued September 2021 and associated Draft SEIS dated February 23, 2021. The intent of the SEIS for the 2024 Comprehensive Plan Update is to cover effects of the Plan that were not previously covered by the prior documents. The 2024 Comprehensive Plan and proposed land use pattern is a

Letter	Comment	Response
		substantial continuation of the 2005 and 2015 Comprehensive Plan. Comprehensive Plan map amendments are limited to those needed to ensure consistency with the currently adopted Zoning Map. The major changes to the Comprehensive Plan are primarily to address changes in State law (i.e. Middle Housing, multi-modal level of service standards, etc.). Consequently, the discussion on the critical areas, wildlife, etc. items noted is more limited as it was previously addressed in the 2005 EIS and the land use pattern is largely the same. It should be noted that the City has contracted with FACET NW which is currently reviewing the City's Critical Areas Ordinance to ensure that it complies with State law. Findings to-date are that the City's CAO is substantially consistent. An update of the City's CAO will be completed by the end of 2025 to ensure compliance with State law.
2	**COMMENT 2-2** Beyond that, I am very concerned about the proposal to build housing and businesses on the waterfront. This is a liquefaction zone and subject to sea level rising and flooding. Building here – especially building homes – would endanger human lives and result in enormous costs to the municipal and federal governments (and hence taxpayers) and property owners. Adding structures here would also increase runoff and adversely affect water quality and wildlife. On the other hand, restoring natural vegetation and wetlands in this area would ameliorate these effects while simultaneously providing wildlife habitat and beautiful amenities to foster public health, including mental health. Waterfront development would be counter to the following goals and policies from the Comprehensive Plan. **Goal EN 3** Design and build developments in a manner that respects and retains ecosystem services, natural elements, vegetation and critical areas, with emphasis on streams, creeks and other bodies of water; and on wetlands, and steep slopes **Policy EN 0.13** Protect, restore and/or enhance natural systems, critical areas, hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater.	**RESPONSE 2-2** Thank you for your comments. The various city-owned properties along Ebey Slough are mapped as a moderate to high liquefaction risk. Most of Marysville is mapped as a low to moderate liquefaction risk. Most of the various city-owned properties have been zoned for commercial and/or industrial uses for several decades with the majority currently zoned commercial. To mitigate liquefaction risk, a geotechnical report will be required to evaluate any future development proposal, and any future buildings or structures will be required to be designed under the then-current (i.e. adopted) International Building Code, Chapter 16, and Structural Design Requirements. The seismic zone criteria for any building or structure must be established under the guidelines of a Washington State Licensed Architect and/or Structural Engineer. Special inspections will be required as determined necessary by the Engineer of Record. Any proposal will be required to comply with all applicable Shoreline Master Program and Critical Areas Ordinance requirements. Properties along Ebey Slough located east of Interstate 5 and south of First Street have a High Intensity shoreline designation. Any development located within 200 feet of the Ordinary High Water Mark (OHWM) of Ebey Slough will require that a Shoreline Substantial Development Permit be obtained. A 70-foot setback from the OHWM will be

Letter	Comment	Response
	Goal EN 18 Account for climate change impacts when planning, siting, designing, and operating capital facility, utility, and infrastructure projects. **Policy EN 0.56** Discourage construction in designated flood hazard areas, and prohibit it in floodway areas. Developments in designated flood hazard areas shall be adequately flood-proofed.	required for non-water oriented commercial, recreational, and multi-family uses. A minimum 50-foot strip of shoreline restoration and/or native plantings will need to be installed along Ebey Slough, which will enhance a currently degraded buffer. Mixed Use development as part of master planned marinas or water-dependent recreation facilities providing public access to the shoreline may have a reduced 40 foot setback with a 40 foot enhanced vegetative buffer. It is also anticipated that the properties will be removed from the floodplain through site fill; the portion of the properties that may be developed in the future are not in designated floodways. All runoff will be subject to water quality standards pursuant to the 2019 Stormwater Management Manual for Western Washington, as amended. Many of the parcels abutting Ebey Slough are in a flow control exempt area and will be subject to water quality requirements; however, will be able to provide direct discharge to Ebey Slough to preserve the immediate hydrology.
2	**COMMENT 2-3** Regarding the transportation element, the planning for bicycle routes is woefully inadequate. We need connections between the short, sporadic designated bike lanes that exist in the city. Nowhere in the city are bike lanes separated from traffic. And such lanes are particularly needed on State Avenue to Smokey Point; expecting bicyclists to travel out of their way to 51st Avenue for north-south travel is unreasonable. Many automobile trips could be eliminated if people felt safe bicycling on Marysville's streets. Planning that encourages bicycle use would reduce air pollution and improve the health of citizens.	**RESPONSE 2-3** The Transportation Element that is part of the overall Comprehensive Plan is an abridged version that should be treated as an Executive Summary. The full Transportation Plan shows prioritized bicycle routes, including locations where multi-use trails along roadways and bicycle lanes would be constructed (see Figure 23). Where shared use paths are provided to meet pedestrian and bicycle needs, the City's EDDS standard plans require landscape strips separating the facilities from travel lanes. Other comments are noted and will be provided to City decision makers and Public Works staff for consideration.
3 Russell Joe, Snohomish County Government Affairs Manager Master Builders Association of King and	**COMMENT 3-1** **Action Alternative** MBAKS applauds Marysville's recognition that additional residential capacity of over 13,000 new units may be necessary to align with the regional policies for concentrating growth over the next twenty years. MBAKS recognizes the thoughtful planning that was devoted to the analysis of all the growth scenarios in Draft SEIS. MBAKS supports the work that Marysville has done to reach its preferred choice.	**RESPONSE 3-1** These comments are noted and will be provided to City decision makers.

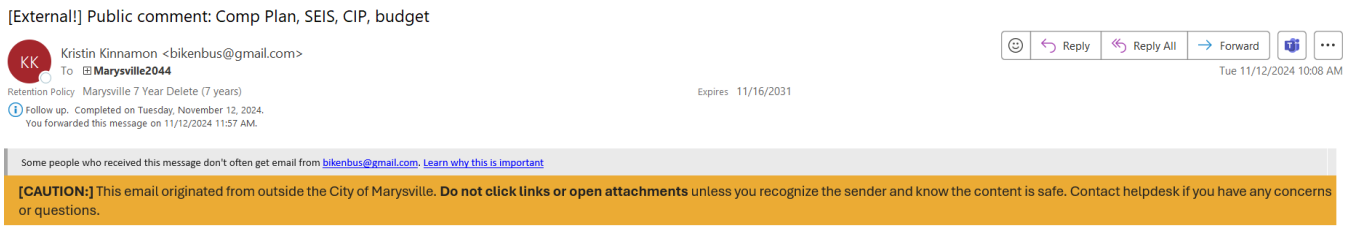
Letter	Comment	Response
Snohomish Counties November 18, 2024	MBAKS supports the city of Marysville recommended action alternative which largely retains the City's existing Comprehensive Plan land use and zoning designation. However, as noted the alternative does reassess land use assumptions and growth capacity by evaluating changes within the city since 2015 and updates to state law. This option best fulfills Strategy 1 from the Marysville Housing Action Plan to **Increase Housing Diversity to Expand Rental and Homeownership Opportunities for a Wider Range of Households** (also see Middle Housing section below). Moreover, the city has shown flexibility in its planning by keeping the option open of additional infill and density along the SWIFT route as Community Transit finalizes its plans. The flexibility and forethought for this scenario will pay dividends as new growth along this major corridor may become a reality. Finally, this flexibility in the plan will enable the city of Marysville to fulfill Housing Action Plan 1.1, to **Increase Residential Density Along Future Transit Lines**.	
3	**COMMENT 3-2** **Permitting and Regulation** MBAKS recognizes the Plan is important for protecting the incredible Puget Sound environment, while planning for and updating options and opportunities residents have regarding where they live, work, and play. We want to ensure policymakers remember that new and revised elements within a comprehensive plan often come along with unintended direct, or indirect, added costs to provide housing. For example, MBAKS appreciates the recent work the Planning Commission and staff completed on November 12th to analyze the proposed implementation of SB 5290's new requirements (MMC Chapter 22G.010 and .020 under review). MBAKS stands ready to work with the city of Marysville and other stakeholders to further the goal of reducing permit timelines, lowering permit fees, and increasing efficiency. However, MBAKS would like to see in the Plan more provisions that recognize Marysville's role in providing attainable housing and a variety of housing types for all economic segments of the community; that encourage the city to work actively with the building industry	**RESPONSE 3-2** As the City continues its legislative work to address new State requirements, consideration will be given to whether further policy changes that are needed to promote alignment between the City's Comprehensive Plan and development regulations. Staff also endeavors to consider the economic implications of proposed policy and development regulation amendments. These comments are also noted and will be provided to City decision makers.

Letter	Comment	Response
	to meet our housing needs; and that encourage permit reform consistent with new and existing state law. We support adding language to any provision that clarifies the goal expressed should not result in increased permit fees and permit timelines. Adhering to the provisions of this new law would help address a key barrier to facilitating more housing choices.	
3	**COMMENT 3-3** **Housing** ❖ Accessory Dwelling Units: MBAKS supports policies to promote and enable the development of accessory dwelling units (ADUs). MBAKS supports consideration of additional policy support for ADUs consistent with new state legislation HB 1337. In 2022 the city of Marysville last examined its ADU provisions. MBAKS would urge a re-examination in 2025 to evaluate whether additional policy support would be advantageous for residents and the city, as it works to provide greater flexibility for ADUs. MBAKS supports the additional adoption of provisions, including: · Allow Detached ADUs of at least one thousand square feet. · Set impact fees below 50% for ADUs. · Priority permitting for ADUs. · Developing pre-approve form plans. · Removing off-street parking requirements. ❖ Middle Housing: It is our understanding Marysville will wait to address the new Middle Housing requirements until 2025. However, including a reference to the "Middle Housing Overlay" provisions in the Plan is an encouraging step. By the inclusion of the overlay in the Comprehensive Plan Update the city is providing continuity in administering future zoning regulations. Housing production to maximize options and incentivize development and supply of middle housing is essential to accommodate the additional anticipated housing units adopted under the Plan. In addition, this will create diverse housing options for community members, access to services and transit, and encourage a better job-housing balance. MBAKS encourages the City's inclusion of future Middle Housing proposals that would:	**RESPONSE 3-3** Thank you for your suggestions. As noted, the City will be updating its development regulations by June 2025 to ensure compliance with HB 1110 (Middle Housing statute), HB 1337 (accessory dwelling units), and other State statutes. The development regulations will be amended to comply with State law. Additional amendments will be based on the policy direction selected by City Council and Planning Commission after briefing and consultation with City staff at public meetings. The City will also be conducting public outreach to obtain community input on HB 1110. These comments are also noted and will be provided to decision makers.

Letter	Comment	Response
	· Allow outright duplex, triplex, and fourplex multifamily developments in all residential zones. · Allow building heights to thirty-five feet in lower-density zones, to support compatible development with existing neighborhoods. · Reduce landscaping and on-site recreation requirements, and reduce parking requirements, to incentivize development of the middle housing types and improve affordability.	
4 Jeff Storrar, WSDOT Management of Mobility Policy Manager Washington State Department of Transportation	**COMMENT 4-1** WSDOT appreciates the challenges local jurisdictions face with accommodating housing and job growth. We understand that intensifying development can place stress on existing transportation facilities, including impacts on I-5 and its interchanges. We were unable to find any analysis or discussion of the impacts to I-5 in the draft EIS. Therefore, WSDOT recommends that, per the requirements of RCW 36.70A.070(6), the EIS include additional information on this topic. In addition, if the city is planning to utilize SB 5412 in the future to streamline housing development, consultation with WSDOT is required. As outlined in SB 5412 the city "must document its consultation with the department of transportation on impacts to state-owned transportation facilities including consideration of whether mitigation is necessary for impacts to transportation facilities."	**RESPONSE 4-1** Section 1.7.3, Transportation, of the SEIS has been updated to address WSDOT's comment and incorporates the following information: For the recently updated Transportation Element analysis, all I-5 interchanges within Marysville were specifically studied to understand impacts. Future 20-year forecasts were used to understand interchange impacts and all interchanges were anticipated to operate at the standard of LOS D or better, assuming several interchanges projects will be completed. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the future baseline analyses. The I-5 mainline operations are highly dependent on the land use growth assumptions and policies throughout the region and the State of Washington, and as such are left to regional planning organizations to evaluate. The City of Marysville is consistent with the land use growth allocations and growth policies of the Puget Sound Regional Council.
4	**COMMENT 4-2** WSDOT is pleased with the city's focus on Complete Streets as a core strategy for both safety and multimodal connectivity. In 2022, the Washington State Legislature passed Senate Bill 5974, the Move Ahead Washington package. The bill directs WSDOT to incorporate the principles of Complete Streets in most state transportation projects. More information, including staff contacts, can be found on WSDOT's Complete Streets webpage. As WSDOT projects on state routes in Snohomish advance into the design phase, we look forward to working with the city on our shared goal of a complete active transportation network across city and state facilities.	**RESPONSE 4-2** Thank you for this feedback and for providing the additional resources. These comments are noted and will be provided to both Public Works staff and City decision makers for consideration.

Letter	Comment	Response
4	**COMMENT 4-3** WSDOT's comprehensive planning resources for local agencies can be found on our Land Use and Transportation Guidance page. This includes a wealth of information on how WSDOT reviews local agency plans, our land use and transportation goals, best practices in building transportation efficient communities, and pertinent concurrency and SEPA guidance. WSDOT's Community Planning Portal may be particularly helpful for local jurisdictions. The portal includes data on the state transportation system often needed to complete the transportation element inventory required by the Growth Management Act. In addition to the data included in the portal, local planners can add their own data to ArcGIS Online and create custom reports.	**RESPONSE 4-3** Thank you for providing these additional resources. These comments are noted and will be provided to both Public Works staff and City decision makers for consideration.
4	**COMMENT 4-4** WSDOT appreciates being included in Marysville's planning process. Please reach out if you would like to discuss opportunities for ongoing engagement and coordination, as well as technical assistance available during your work updating your plans. Thank you again for the opportunity to review the Marysville Comprehensive Plan EIS. We look forward to our continuing productive partnership.	**RESPONSE 4-4** Thank you for providing comments and the offer of further technical assistance. These comments are noted and will be provided to both Public Works staff and City decision makers for consideration. The City also looks forward to our continued productive partnership.

Letter 1


[External!] Public comment: Comp Plan, SEIS, CIP, budget

KK Kristin Kinnamon <bikenbus@gmail.com>
To Marysville2044
Retention Policy Marysville 7 Year Delete (7 years) Expires 11/16/2031
Follow up. Completed on Tuesday, November 12, 2024.
You forwarded this message on 11/12/2024 11:57 AM.

Reply | Reply All | Forward
Tue 11/12/2024 10:08 AM

Some people who received this message don't often get email from bikenbus@gmail.com. Learn why this is important

[CAUTION:] This email originated from outside the City of Marysville. **Do not click links or open attachments** unless you recognize the sender and know the content is safe. Contact helpdesk if you have any concerns or questions.

Dear Planning Commissioners,

Comprehensive Plans are mandated by the state, as are the elements and priorities addressed in each plan. In its draft SEIS Marysville describes one purpose of the 2024-44 Comprehensive Plan as "Addressing the various statutes and plans pertaining to transportation and streets, which pertain to Complete Streets, Multi-modal Level of Service standards, and reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT)." (Oct. 18 SEIS notice)

Unfortunately, this plan fails to address these issues in any substantive way. While the CIty has made some visible progress in pedestrian and bicycle infrastructure in recent years, these have tended to be disconnected spot treatments. The Comprehensive Plan fails to live up to its name when it comes to pedestrian and bike safety or infrastructure planning.

A Master Plan for pedestrians and bicyclists is needed to supplement this Comp Plan - and should be included in the upcoming **City Budget**. Without that, we will never reach this stated goal "The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health." (p. 259)

I am passionate about the need for a healthy, safe community where people are active and comfortable walking, biking and rolling. While I am one of the "confident and fearless" bicyclists who will ride wherever needed to get to my destination, I am also speaking for my neighbors:

- The family with 4 kids who like to be active outside
- The 20-something young man who uses an electric wheelchair - and sidewalks, shoulders or bike lanes to get around
- The 70+ year old who jogs (slowly!) around the block
- The new people in the apartments off 100th who want to walk to Fred Meyer
- The woman with cerebral palsy who takes the bus to work

Pedestrian safety is called out as an issue in the draft plan, but no solutions are offered. "Between 2018 and 2022, there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville. The largest concentration (34) of these types of collisions occurred along the State Avenue corridor." (p. 241)

New **level of service standards for pedestrians** simply describe primary and secondary corridors and map the presence or absence of sidewalks. State Avenue has sidewalks and is designated as "complete." But it lacks:

- Intersections with safe crossing opportunities - such as leading pedestrian intervals and protected left turn movements (so the light does not permit left turns when a pedestrian is present)
- Access control - consolidated driveways so there are fewer interactions (chances for crashing) between drivers and walkers
- Bus shelters for transit users
- Speed limits set with safety in mind

The **2024 Capital Improvement Program** proposes converting 3 intersections on State / Smokey Point Blvd to allow left turns on flashing yellow arrows. If any of these now have a protected left turn movement - where pedestrians can cross without competing with left turners - this "improvement" will actually reduce safety and increase vulnerability. (see NCHRP 926: Improving Safety at Intersections)

Marysville will never solve its problem of lacking and disconnected sidewalks throughout the City without LOS standards and concurrency requirements that incentivize either new development or the City itself to make sidewalk connections beyond the frontage of new housing. As new people and new cars are added to our City, intermittent sidewalks and safety treatments are not enough to keep pedestrian LOS and safety from being reduced.

The City needs a comprehensive approach to identifying and funding priority pedestrian improvements that connect schools, commercial areas and existing sidewalks.

The City has also demonstrated the need for an updated Bicycle Master Plan. The 2024 Comp Plan is both inaccurate and inadequate in its description and plan for bike infrastructure. Worst, is the proposed Level of Service standard that both secondary and primary bikeways be adequate only for a "higher level of stress." That means people like me will bike, but not grandmas to the grocery store, kids to school, or middle-aged moms going to yoga.

The City will not reduce Vehicle Miles Traveled, Greenhouse Gas Emissions or achieve Complete Streets goals with this plan.

Research has confirmed that only low stress - often separated - bike facilities will encourage more people of all ages to bike. The proposed LOS basically allows the City to continue on its current path of vastly short-changing bike improvements for citizens overall.

The map of the Bicycle System Plan (p. 253) shows the bike route on 88th Street ending at 51st Avenue - with no connection to the transit service and commercial destinations on State Avenue.

On page 237, 51st Avenue is shown as being a bike facility with shoulders. However, the shoulder width can be as narrow as 1 foot (a very high stress, substandard width) - despite a recent road project

in the section south of Shoultes School and despite decades of the road being designated as a future bike corridor.

Without more clear goals and expectations for improved biking and walking, Marysville has failed to deliver on its past multimodal transportation plans.

For example, the **2015 Transportation Plan** called for 64th Avenue NE and 70th Street between the YMCA and Grove Elementary School to be a future "bikeway." That road was resurfaced in 2024, and did receive full-width speed humps for traffic calming (not ideal for bicyclists). It did not have any bike infrastructure added. The travel lanes remain wider than 14 feet and the parking lanes are also extra wide - encouraging rather than discouraging speed in this residential neighborhood.

The **2015 Transportation Plan** designates 60th Avenue NE connecting Grove to 88th Street as a priority pedestrian corridor. The street did receive valuable traffic calming and re-striping that added a wide, walkable shoulder on the east side. However, that shoulder ends in the final block rather than continuing to Grove Street - ROW space is dedicated instead to vehicle parking on the west side of the road.

On 80th Street, new bike lanes were added. But two successive intersections have different treatments for the right turn lane. In one block, the bike lane is between the through lane and the right turn lane. In the next block, the bike lane is inside the turn lane. Such inconsistency makes one suspect there is no one paying attention to designing bike infrastructure that meets national standards (such as Urban Bikeway Design from the National Assoc. Of City Transportation Officials)

The missteps make it clear to me that more defined and enforceable standards are needed for Marysville to make progress on multimodal mobility.

The Transportation Element of the Comp Plan makes no reference to the City's current Complete Streets Policy, adopted in 2016. Perhaps because no one follows it? The policy needs an update to meet national models for transparency and implementation elements (see Smart Growth America, and MSRC resources). Clearly, many exceptions to Complete Street designs have been made as Marysville grows. Those are supposed to be approved by the Public Works Director. A model policy would add that those exceptions should be posted for public comment before approval.

As it is, both the Complete Streets policy and the adopted 2015 Transportation Plan have failed to have sufficient influence on street plans and projects since they were adopted. I fear the same will happen with this Comp Plan as written. To address these concerns, **a Master Plan for Biking and Walking should address both policy and implementation based on current national standards.**

A few housekeeping items in the **Comp Plan** should also be addressed before adoption.
Transit: the plan was written before a planned, major redesign of Community Transit's service. It should be updated to accurately describe the current service - for instance, new bus routes that serve Lynnwood instead of Seattle, and the existing local bus service on State Avenue that operates at 15 minute frequencies to Everett and Lynnwood throughout the day.

A more comprehensive look at transit service and needs would also call out the lack of bus shelters or other stop amenities such as lighting, sidewalk access and safe crosswalks.

Public input was sought and is summarized in "Voices from the Community" sidebars throughout the plan. These quotes are interesting - and anecdotal? Some footnotes and an appendix should outline the source of the "voices" - how many people responded to surveys or participated in outreach? The results of the City's public participation process should be outlined in the plan.

Sincerely,

Kristin Kinnamon
Marysville, WA

Kristin Kinnamon

Sharing Wheels Community Bike Shop, board member

McClinchy Camano Classic Century, coordinator 2024

B.I.K.E.S. Club of Snohomish County, member

425-923-7868 (personal cell)

Letter 2

927 Quinn Avenue NE
Marysville, WA 98270
360-659-7252 home
425-244-3281 cell
kathyjohnsondvm@gmail.com

18 November 2024

Angela Gemmer, Principal Planner
City of Marysville
Community Development Department
501 Delta Avenue
Marysville, WA 98270

Submitted electronically to agemmer@marysvillewa.gov

Dear Ms. Gemmer:

Re: Draft Supplemental Environmental Impact Statement for the 2024 Marysville Comprehensive Plan Update

I've read a lot of Environmental Impact Statements but never saw one like this! Where is the discussion of the plan's effects on ESA-listed species, wildlife, water quality, soils, etc.?

Beyond that, I am very concerned about the proposal to build housing and businesses on the waterfront. This is a liquefaction zone and subject to sea level rise and flooding. Building here—especially building homes—would endanger human lives and result in enormous costs to the municipal and federal governments (and hence taxpayers) and property owners. Adding structures here would also increase runoff and adversely affect water quality and wildlife. On the other hand, restoring natural vegetation and wetlands in this area would ameliorate these effects while simultaneously providing wildlife habitat and beautiful amenities to foster public health, including mental health.

Waterfront development would be counter to the following goals and policies from the Comprehensive Plan.

Goal EN 3 Design and build developments in a manner that respects and retains ecosystem services, natural elements, vegetation and critical areas, with emphasis on streams, creeks and other bodies of water; and on wetlands, and steep slopes.

Policy EN 0.13 Protect, restore and/or enhance natural systems, critical areas, hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater.

Goal EN 18 Account for climate change impacts when planning, siting, designing, and operating capital facility, utility, and infrastructure projects.

Policy EN 0.56 Discourage construction in designated flood hazard areas, and prohibit it in floodway areas. Developments in designated flood hazards areas shall be adequately flood-proofed.

Regarding the transportation element, the planning for bicycle routes is woefully inadequate. We need connections between the short, sporadic designated bike lanes that exist in the city. Nowhere in the city are bike lanes separated from traffic. And such lanes are particularly needed on State Avenue to Smokey Point; expecting bicyclists to travel out of their way to 51st Avenue for north-south travel is unreasonable. Many automobile trips could be eliminated if people felt safe bicycling on Marysville's streets. Planning that encourages bicycle use would reduce air pollution and improve the health of citizens.

Thank you for considering my comments.

Sincerely,

Kathy Johnson

Letter 3

MASTER BUILDERS ASSOCIATION of King and Snohomish Counties

WEB MBAKS.COM | OFFICE 425.451.7920 | FAX 425.646.5985
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004

November 18, 2024

Angela Gemmer
Principal Planner
City of Marysville
Community Development Department
501 Delta Avenue
Marysville, WA 98270

RE: 2024 Comprehensive Plan – MBAKS Comments

Dear Angela Gemmer,

Master Builders Association of King and Snohomish Counties (MBAKS) thanks you for the opportunity to engage with you as you evaluate the 2024 Comprehensive Plan Update. With nearly 2,600 members, MBAKS is the largest local homebuilders' association in the United States, providing a range of housing choice and affordability. We aspire to be the most trusted and respected housing experts in the region. We believe everyone deserves a place to call home.

Action Alternative

MBAKS applauds Marysville's recognition that additional residential capacity of over 13,000 new units may be necessary to align with the regional policies for concentrating growth over the next twenty years. MBAKS recognizes the thoughtful planning that was devoted to the analysis of all the growth scenarios in Draft SEIS. MBAKS supports the work that Marysville has done to reach its preferred choice.

MBAKS supports the city of Marysville recommended action alternative which largely retains the City's existing Comprehensive Plan land use and zoning designation. However, as noted the alternative does reassess land use assumptions and growth capacity by evaluating changes within the city since 2015 and updates to state law. This option best fulfills Strategy 1 from the Marysville Housing Action Plan to **Increase Housing Diversity to Expand Rental and Homeownership Opportunities for a Wider Range of Households** (also see Middle Housing section below).

Moreover, the city has shown flexibility in its planning by keeping the option open of additional infill and density along the SWIFT route as Community Transit finalizes its plans. The flexibility and forethought for this scenario will pay dividends as new growth along this major corridor may become a reality. Finally, this flexibility in the plan will enable the city of Marysville to fulfill Housing Action Plan 1.1, to **Increase Residential Density Along Future Transit Lines**.

Permitting and Regulation

MBAKS recognizes the Plan is important for protecting the incredible Puget Sound environment, while planning for and updating options and opportunities residents

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have regarding where they live, work, and play. We want to ensure policymakers remember that new and revised elements within a comprehensive plan often come along with unintended direct, or indirect, added costs to provide housing.

For example, MBAKS appreciates the recent work the Planning Commission and staff completed on November 12th to analyze the proposed implementation of SB 5290's new requirements (MMC Chapter 22G.010 and .020 under review). MBAKS stands ready to work with the city of Marysville and other stakeholders to further the goal of reducing permit timelines, lowering permit fees, and increasing efficiency.

However, MBAKS would like to see in the Plan more provisions that recognize Marysville's role in providing attainable housing and a variety of housing types for all economic segments of the community; that encourage the city to work actively with the building industry to meet our housing needs; and that encourage permit reform consistent with new and existing state law. We support adding language to any provision that clarifies the goal expressed should not result in increased permit fees and permit timelines. Adhering to the provisions of this new law would help address a key barrier to facilitating more housing choices.

❖ Accessory Dwelling Units:

MBAKS supports policies to promote and enable the development of accessory dwelling units (ADUs). MBAKS supports consideration of additional policy support for ADUs consistent with new state legislation HB 1337. In 2022 the city of Marysville last examined its ADU provisions. MBAKS would urge a re-examination in 2025 to evaluate whether additional policy support would be advantageous for residents and the city, as it works to provide greater flexibility for ADUs.

MBAKS supports the additional adoption of provisions, including:

- Allow Detached ADUs of at least one thousand square feet.
- Set impact fees below 50% for ADUs.
- Priority permitting for ADUs.
- Developing pre-approve form plans.
- Removing off-street parking requirements.

❖ Middle Housing:

It is our understanding Marysville will wait to address the new Middle Housing requirements until 2025. However, including a reference to the "Middle Housing Overlay" provisions in the Plan is an encouraging step. By the inclusion of the overlay in the Comprehensive Plan Update the city is providing continuity in administering future zoning regulations. Housing production to maximize options and incentivize development and supply of middle housing is essential to accommodate the additional anticipated housing units adopted under the Plan. In addition, this will

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create diverse housing options for community members, access to services and transit, and encourage a better job-housing balance.

MBAKS encourages the City's inclusion of future Middle Housing proposals that would:

- Allow outright duplex, triplex, and fourplex multifamily developments in all residential zones.
- Allow building heights to thirty-five feet in lower-density zones, to support compatible development with existing neighborhoods.
- Reduce landscaping and on-site recreation requirements, and reduce parking requirements, to incentivize development of the middle housing types and improve affordability.

Thank you for the opportunity to comment on the 2024 Comprehensive Plan Update. MBAKS looks forward to engaging with the city of Marysville as these policies are further developed and implemented to support the goal of creating a sustainable future. We appreciate your hard work and want to serve as a trusted resource for the city of Marysville.

Please let us know if you have any questions or would like to discuss this further.

Sincerely,

Russell Joe

Russell Joe
Snohomish County Government Affairs Manager

Everyone deserves a place to call home.
cc: Haylie Miller, Community Development Director

Letter 4

Washington State Department of Transportation

Management of Mobility Division
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014
206-464-1211 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 18, 2024

City of Marysville, Community Development Department
501 Delta Avenue
Marysville, WA 98270

Dear Ms. Gemmer,

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to review and comment on the Marysville draft Comprehensive Plan Environmental Impact Statement (EIS). Please find our comments on these planning efforts below.

WSDOT appreciates the challenges local jurisdictions face with accommodating housing and job growth. We understand that intensifying development can place stress on existing transportation facilities, including impacts on I-5 and its interchanges. We were unable to find any analysis or discussion of the impacts to I-5 in the draft EIS. Therefore, WSDOT recommends that, per the requirements of RCW 36.70A.070(6), the EIS include additional information on this topic. In addition, if the city is planning to utilize SB 5412 in the future to streamline housing development, consultation with WSDOT is required. As outlined in SB 5412 the city "must document its consultation with the department of transportation on impacts to state-owned transportation facilities including consideration of whether mitigation is necessary for impacts to transportation facilities."

WSDOT is pleased with the city's focus on Complete Streets as a core strategy for both safety and multimodal connectivity. In 2022, the Washington State Legislature passed Senate Bill 5974, the Move Ahead Washington package. The bill directs WSDOT to incorporate the principles of Complete Streets in most state transportation projects. More information, including staff contacts, can be found on WSDOT's Complete Streets webpage. As WSDOT projects on state routes in Snohomish advance into the design phase, we look forward to working with the city on our shared goal of a complete active transportation network across city and state facilities.

WSDOT's comprehensive planning resources for local agencies can be found on our Land Use and Transportation Guidance page. This includes a wealth of information on how WSDOT reviews local agency plans, our land use and transportation goals, best practices in building transportation efficient communities, and pertinent concurrency and SEPA guidance. WSDOT's Community Planning Portal may be particularly helpful for local jurisdictions. The portal includes data on the state transportation system often needed to complete the transportation element inventory required by the Growth Management Act. In addition to the data included in the portal, local planners can add their own data to ArcGIS Online and create custom reports.

Further Engagement & Coordination

WSDOT appreciates being included in Marysville's planning process. Please reach out if you would like to discuss opportunities for ongoing engagement and coordination, as well as technical assistance available during your work updating your plans.

Thank you again for the opportunity to review the Marysville Comprehensive Plan EIS. We look forward to our continuing productive partnership.

Sincerely,

Jeff Storrar, WSDOT Management of Mobility Policy Manager

CC: Matthew Kenna, WSDOT Management of Mobility

3.0. Acronyms and References

3.1. Acronyms

BRT	Bus Rapid Transit
DMP	Downtown Master Plan
EIS	Environmental Impact Statement
GMA	Growth Management Act
LID	Low Impact Development
OFM	Office of Financial Management
PSRC	Puget Sound Regional Council
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SMP	Shoreline Master Program

3.2. References

City of Marysville. (2009). Downtown Marysville Master Plan Draft Supplemental Environmental Impact Statement. Marysville: Prepared by Makers on behalf of the City of Marysville.

City of Marysville (2015). Comprehensive Plan. Available: https://www.marysvillewa.gov/352/Comprehensive-Plan.

City of Marysville (2020). Shoreline Master Program Update. Available: https://marysvillewa.gov/988/Shoreline-Master-Program.

City of Marysville (2023). Housing Action Plan. Available: https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2320966/2023-11-20-DRAFT_Housing_Action_Plan.pdf

Lake Stevens School District. Lake Stevens School District 2024 – 2029 Capital Facilities Plan.

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Exhibit C

City of Marysville

2024
TRANSPORTATION ELEMENT

November 2024

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Chapter 1. Introduction

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecast growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multimodal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to assure that improvements can meet future needs, or be efficiently phased over time.

The Transportation Element of the Marysville Comprehensive Plan is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) [RCW 36.70A, 1990 and amendments]. The Transportation Element also is consistent and compatible with State, regional, Snohomish County, and adjacent local municipality transportation plans.

Transportation Element Organization

In addition to a general overview, Chapter 1 includes information about updates to major planning efforts within the City since the last plan was adopted, changes in facilities, and changes in Washington State planning requirements. Chapter 2 presents a summary of the existing transportation system facilities and issues. The Transportation Element then presents an overview of household and employment growth and needs assessment of the transportation system (Chapter 3). The core of the Transportation Element includes the various multimodal systems plans and improvement projects and programs (Chapter 4). Funding strategies are also presented, including use of fuel taxes, grants, transportation impact fees, and other City revenues (Chapter 5). Chapter 6 presents the transportation-related goals, and policies to assist the City, other agencies, developers, and the general public in implementing the transportation system.

Major Plan Updates Since Last Plan

Since the previous Transportation Element Update in 2015, several major planning efforts have occurred including:

- Adoption of the updated Downtown Master Plan (2021)
- Adoption of an Americans with Disabilities Act Self-Evaluation & Transition Plan (ADA SETP 2020)
- Community Transit's Swift Gold Line planning efforts
- Adoption of the Lakewood Neighborhood Master Plan, including modifications to the transportation network based on recent and planned development.
- Modifications to the transportation network within the Smokey Point Master Plan based on the designation of the Cascade Industrial Center, including recent and planned development.

Downtown Master Plan

The Downtown Master Plan (DMP), adopted in September 2021, looks to update the previously adopted 2009 DMP. The 2009 DMP aimed to promote rigorous development within the downtown core, providing opportunity for a teeming mixed-use area. Since its adoption in 2009, public improvements have been completed, although private development has not been as robust. The updated DMP outlines existing assets, challenges, and opportunities to increase residential capacity while also inviting private development. There is also discussion regarding land use and urban design, transportation, parks and public services, as well as water and utilities.

Americans with Disabilities Act Self-Evaluation & Transition Plan

The ADA SETP was approved in December 2020, and details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes. It also describes the grievance procedure and public outreach process. The Plan also outlines the metrics for ADA-compliance for various assets in the public right of way, allowing Marysville to perform continual review of these assets.

Community Transit's Swift Gold Line

The Swift Gold Line, offered through Community Transit, is forecast to be available in the range of 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between. The Swift Gold Line buses are expected to be the first zero-emission buses in the Swift BRT fleet, and the first BRT service in North Snohomish County. Additionally, the proposed Gold Line corridor will be able to serve areas with high amounts of low-income, minority, and high displacement populations while connecting to the Swift Blue Line and further regional service at Everett Station.

Lakewood Neighborhood Master Plan

The Lakewood Neighborhood Master Plan notes current development within the Lakewood subarea. With continual growth expected, the Lakewood neighborhood is seeing multiple apartment complexes, townhouses, single-family homes, commercial developments, as well as corridor and arterial improvements. 172nd Street NE, SR 531, and 156th Street NE are each receiving improvements that will promote connectivity and safety for pedestrians and bicyclists.

Cascade Industrial Center

As more detailed development plans are being considered and constructed, the circulation network plans of the Cascade Industrial Center were updated since the last Transportation Plan update. The anticipated grid network spacing was enlarged to better accommodate the type of development being constructed in the area. This required the removal of some local connections as well as other planned roadways being realigned. The intent of the original Transportation Plan was preserved, which was to create a grid network to improve traffic circulation and capacity in the area with better connectivity.

Major Facility Updates Since Last Plan

Since the previous plan, multiple capital improvement projects have been completed including:

- Annual Pavement Preservation Programs
- First Street Bypass

- 2021 Transportation Benefit District (TBD) Projects
- 2019 Highway Safety Improvement Program Completion
- Cedar Avenue LID and Roadway Improvements
- State Avenue Corridor Widening

Annual Pavement Preservation Programs

These programs included improvements to pedestrian facilities to meet ADA requirements, repairing existing pavement, resurfacing streets, and restriping existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

First Street Bypass

This project aimed to increase connectivity and mitigate congestion due to the highway interchange at SR 529 and I-5. The improvements resulted in First Street being classified as an arterial, and the development of bike lanes and shared-use path on the south side of the roadway. A segment of First Street was also widened from two to five lanes.

2021 Transportation Benefit District (TBD) Projects

The Transportation Benefit District involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. The 2021 TBD projects included three projects on State Avenue, 47th Avenue NE, and 8th Street.

2019 Highway Safety Improvement Program Completion

The projects included in the 2019 Highway Safety Improvement Program were completed in 2021. They involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

Cedar Avenue LID and Roadway Improvements

This project constructed bioretention areas, permeable pavers, bulb-outs, traffic safety improvements, pedestrian lighting, improved landscaping and amenities, as well as replacement of a water main. Two ecology grants were utilized for project funding.

State Avenue Corridor Widening

This project involved the widening of State Avenue from three to five lanes between 100th Street NE and 104th Place NE. As part of the widening, the project included curb, gutter, sidewalk, and street lighting improvements. It also involved the construction of a short-span bridge at Quilceda Creek. Funding for the project was received in 2018, and construction was completed in 2022.

Other Projects Completed

In addition to the project discussed above, other notable projects that have been completed include:

- State Avenue ADA upgrades (3rd Street to 76th Street NE),
- Rebuild of State Avenue/80th Street NE signal
- Construct Sunnyside Boulevard/52nd Street NE signal
- 8th Street (Cedar Avenue to State Avenue)
- SR 528 HAWK signal
- 80th Street (State Avenue to 51st Avenue)
- 2nd Street LID (State Avene to 47th Avenue)

Changes in Washington State Legislation Overview

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognized the importance of these transportation facilities from a state planning and programming perspective and required that local jurisdictions reflect these facilities and services within their comprehensive plan.

Over the past 12 years (2011-2023), Washington has passed several other legislative amendments and policy mandates that require a focus on multimodal transportation, as listed below.

- 2011 RCW 47.04.320-.340 established a Complete Streets grant program (funded later), which requires local jurisdictions to adopt Complete Streets ordinances to be eligible to apply for state grant funding.
- 2016 Washington legislature approved funding for the Transportation Investment Board (TIB) Complete Streets grant program.
- 2021 WSDOT adopted an Active Transportation Plan for state highways, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements along and across state highways.
- 2022 RCW 47.04.035 requires WSDOT to apply Complete Streets principles to all state highway projects with a total project cost of $500,000 or more.
- 2023 ESSHB 1181 Requires Multimodal LOS in Comprehensive Plans and encourages multimodal transportation systems that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). The bill also requires an agency to prepare an ADA Transition Plan to identify physical obstacles that limit accessibility to individuals with disabilities and identify methods to make the facilities fully accessible.
- 2023 SB 5452 Allows Transportation Impact Fee revenue to be used for pedestrian and bicycle projects as part of citywide transportation system improvements needed to accommodate growth and development.

Chapter 2. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Marysville are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Element.

Street and Highway Network

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is presented in Chapter 4 (Transportation System Plan) of the Transportation Element and is based on existing and future transportation needs for the City. Figure 1 shows the existing state highways and arterial system serving the City of Marysville.

State Highways

Six state highways serve travel for areas in and around the City of Marysville. The state highways that serve north-south travel flows are Interstate 5 (I-5), State Route 9 (SR 9), and State Route 529 (SR 529). East-west travel flows are served by State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

Interstate 5 (I-5) is a six-lane, north-south, limited access freeway that is classified as a Highway of Statewide Significance (HSS) by the Washington State Legislature. It connects Marysville south to other major cities to the south in Snohomish and King counties, including Everett and Seattle. To the north, this facility traverses through Skagit and Whatcom counties, terminating at the Canadian border. Four interchanges along I-5 serve the Marysville community – 4th Street (SR 528), 88th Street NE, 116th Street NE, and 172nd Street NE (SR 531). Since the 2015 Transportation Element update, WSDOT replaced the diamond interchange at 116th Stret NE with a single-point urban interchange (SPUI).

State Route 9 (SR 9) is another north-south state highway classified as a HSS. It is located approximately 3.5 miles east of I-5 and connects with the Cities of Arlington, Lake Stevens, Snohomish, and Woodinville. In the vicinity of the City, it generally has one lane in each direction with additional turn lanes at intersections, except the segment between Granite Falls Highway (SR 92) and Soper Hill Road, which has been expanded to provide two lanes in each direction. SR 9 continues to provide two travel lanes in each direction as it enters the City of Lake Stevens. In addition, several roundabouts have been installed along SR 9 in the vicinity of the City, at 84th Street NE, 108th Street NE, and 172nd Street NE (SR 531).

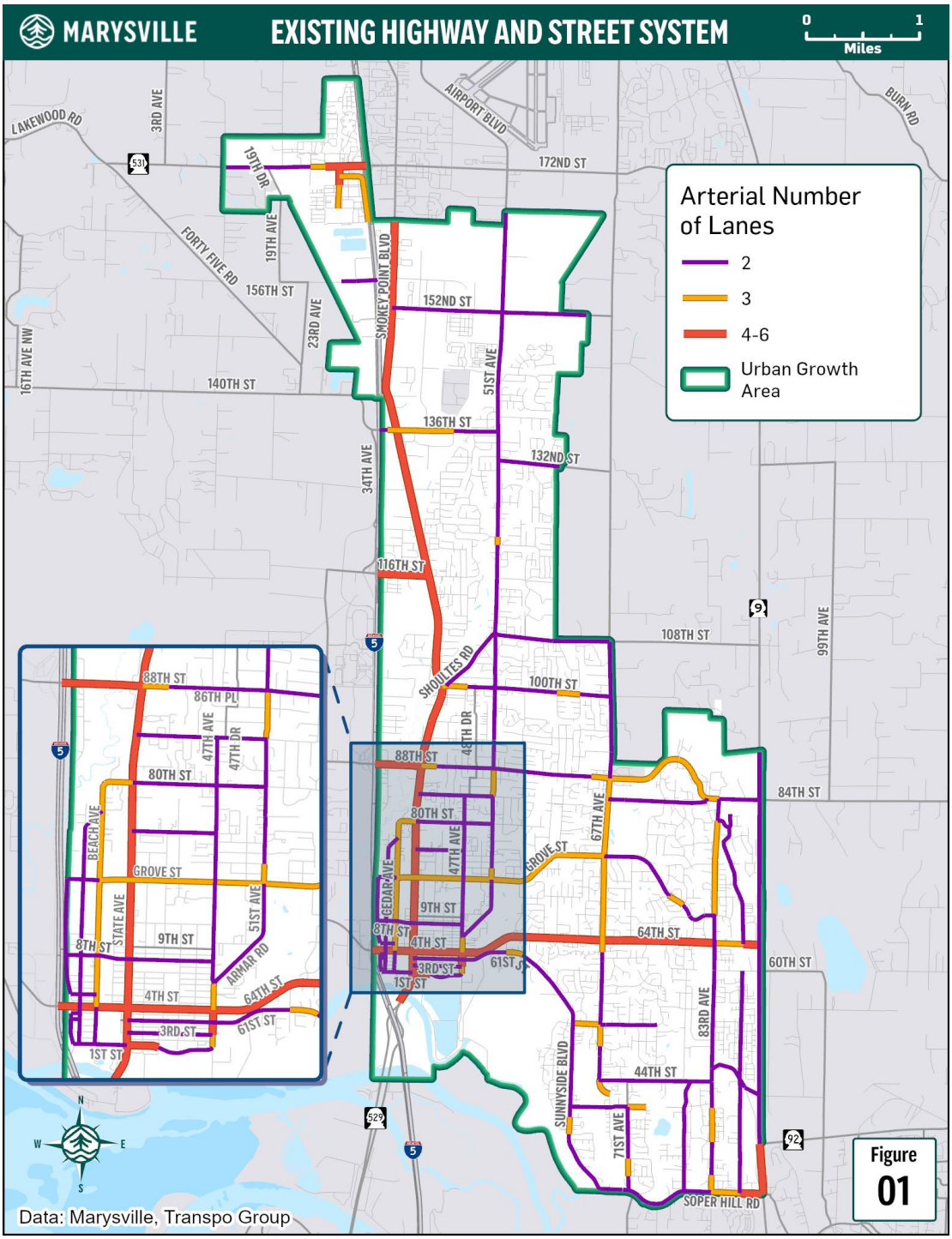

Figure 1. Existing Highway and Street System

State Route 528 (SR 528) is classified as a Tier 1 Regional Significant State Highway by WSDOT and the Puget Sound Regional Council (PSRC). SR 528 is an east-west State highway that connects SR 9 to I-5 through Downtown Marysville. Within Marysville, it is an arterial roadway known as 4th Street in the Downtown area (between I-5 and 47th Avenue NE Street) and 64th Street NE between 47th Avenue NE and SR 9. This corridor provides four to five travel lanes for its full length within the City, except for a short segment from 83rd Avenue NE to 87th Avenue NE that is only three travel lanes.

State Route 529 (SR 529) is also classified as a Tier 1 Regional Significant State Highway. SR 529 is a north-south state highway connecting Marysville to the City of Everett and also to the Port of Everett. SR 529 becomes an arterial roadway (State Avenue) within the City; the state highway designation ends at 4th Street (SR 528). SR 529 generally provides two travel lanes in each direction, except for some segments south of the City near the I-5 connector ramps.

State Route 92 (SR 92) is classified as a Tier 2 Regional Significant State Highways by WSDOT in coordination with PSRC. This roadway provides an east-west highway connection between Granite Falls and SR 9, and is generally a two-lane road with turn lanes at several major intersections. Note that no portion of the roadway is within City limits, but the western end will be a major access point to the City.

State Route 531 (SR 531) or 172nd Street NE is an east-west state highway that serves the developing areas of northwest Marysville and the City of Arlington. In the developed areas near I-5, the corridor has five or more travel lanes, but the highway transitions to two or three lanes in the less developed areas. Within the City, SR 531 operates as an arterial roadway.

North-South City Arterials

In addition to I-5 and SR 9, which provide regional north-south connectivity for the City, several arterials provide a direct connection between the northern and southern ends of the City. These roadways serve as the primary connectors for travel within the City and the surrounding communities.

State Avenue/Smokey Point Boulevard is the primary north-south arterial serving Marysville. It traverses the entire City from the northern City limits near the 164th Street NE block to the southern City limits, where the roadway continues south as SR 529. This corridor is five lanes wide along its entire extent through the City. Since the 2015 Transportation Element update, the City completed roadway improvements projects to provide a four-to-five lane facility.

51st Avenue NE/Amar Road/47th Avenue NE corridor provides connectivity through the City of Marysville. This roadway travels as 51st Avenue NE between 172nd Street NE (SR 531) and 67th Street NE and as Amar Road between 67th Street NE and 47th Avenue NE, where the roadway continues south as 47th Avenue NE. The roadway generally provides one travel lane in each direction with left-turn channelization at some intersections.

Sunnyside Boulevard provides north-south access to the residential neighborhoods in southern Marysville. This roadway is the southeasterly extension of 61st Street NE and terminates at State Route 204, south of the City. Within Marysville, this roadway is generally a two-lane facility.

Cedar Avenue, 47th Avenue NE, 67th/71st Avenue NE, 83rd Avenue NE, and 87th Avenue are other north-south arterial corridors within the City and have one travel lane in each direction.

East-West City Arterials

Few east-west City arterials provide a direct connection between the western and eastern ends of the City, but rather serve as connections between major north-south arterials. Aside from the arterial state highways (SR 528 and SR 531), only the 88th Street NE/Ingraham Boulevard/84th Street NE corridor provides a direct link between I-5 and SR 9.

156th Street NE is an east-west arterial which begins west of the I-5 freeway, and terminates east of 39th Avenue NE with one travel lane in each direction. This roadway will connect with **152nd Street NE** in the future to provide a major east-west arterial connection to 67th Avenue NE.

136th Street NE is an east-west arterial traveling between 34th Avenue NE, west of the I-5 freeway, and 51st Avenue NE (a major crossing across I-5). This roadway is a two- to three-lane facility with bicycle lanes along some segments.

116th Street NE is an east-west roadway, providing a key connection between I-5 and State Avenue/Smokey Point Boulevard. Within the City, the roadway is typically a five-lane facility west of State Avenue/Smokey Point Boulevard, and a two-lane to the east.

88th Street NE/Ingraham Boulevard/84th Street NE corridor provides continuous connectivity from the I-5 interchange through the City of Marysville to SR 9. This roadway travels as 88th Street NE from east of 27th Avenue NE to 67th Avenue NE, as Ingraham Boulevard between 67th Avenue NE and 82nd Avenue NE, and as 84th Street NE between 82nd Avenue NE and SR 9. Near its interchange with the I-5 freeway, this roadway is a five-lane facility and a two- or three-lane facility along most other segments.

Grove Street is an arterial providing east-west connectivity through central Marysville, including major pedestrian and bicycle facilities. On the western end, it is located along the 72nd Street NE block and is one of the few connections across the railroad track between Cedar Avenue and State Avenue. This mostly three-lane roadway also intersects with 51st Avenue, 67th Avenue, and terminates past the 83rd Avenue NE corridor.

1st Street/ 1st Street Bypass/61st Street NE is an east-west arterial traveling between State Avenue to Sunnyside Boulevard. This roadway generally provides one travel lane in each direction, except for the segment between State Avenue and Alder Avenue, which is a five-lane facility. Substantial improvements have been made to this corridor since the 2015 Transportation Element Update. The roadway has been redesignated as an arterial and has been widened between State Avenue and Alder Avenue. Additionally, the 1st Street Bypass was completed (south of the existing 1st Street alignment between Alder Avenue and 47th Avenue NE).

108th Street NE, 100th Street NE, 84th Street NE, 80th Street NE, Grove Street, 44th Street NE, 40th Street NE, and Soper Hill Road are other east-west arterials and generally have one lane in each direction.

Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City. Figure 2 presents the average daily traffic volumes (ADT) volumes from the model along the City's key arterials and collectors.

As shown in Figure 2, the highest ADT volumes within the City occur along WSDOT facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531). ADT volumes along

these roadways range between 12,000 and 37,000. Of the City's roadways, the Smokey Point Boulevard/State Avenue corridor has the highest existing daily volumes between 17,000 and 22,000 daily trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000 while collector roadways have ADT volumes of approximately 5,000 vehicles.

Table 1 compares PM peak hour volumes for key corridors within the City between 2014 and 2023. As shown, the roadways which have exhibited the largest growth since the previous Transportation Element update are primarily located in the eastern and southern portions of the City (e.g., 88th Street NE/Ingraham Boulevard/84th Street NE, 51st Avenue NE/47th Avenue NE, SR 9). These roadways serve the areas of the City which have experienced the most development in recent years and are accommodating additional vehicular demand. In addition, volumes along SR 528 have decreased through the City, which can be attributed to the completion of the 1st Street Bypass project, which diverts traffic around the Downtown area.

Table 1. Weekday PM Peak Hour Volumes by Corridor

Corridor	Location	2014 Volume[1]	2023 Volume[2]	Volume Change	Annual Growth
172nd St NE (SR 531)	w/o 27th Ave NE	1,405	1,470	65	1%
	e/o 27th Ave NE	2,665	2,980	315	1%
	e/o I-5 NB Ramps	3,415	3,185	-230	-1%
88th St NE / Ingraham Blvd /	e/o I-5 NB Ramps	2,115	2,190	75	0%
84th St NE	e/o 51st Ave NE	820	960	140	2%
	w/o 67th Ave NE	795	970	175	2%
	w/o SR 9	670	870	200	3%
4th St / 64th St NE (SR 528)	e/o I-5 NB Ramps	2,550	2,285	-265	-1%
	e/o State Ave	1,660	1,500	-160	-1%
	w/o 67th Ave NE	1,795	1,750	-45	0%
	w/o SR 9	1,280	1,190	-90	-1%
State Ave / Smokey Point	n/o 116th St NE	1,565	1,750	185	1%
Blvd	n/o 88th St NE	1,870	1,785	-85	-1%
	n/o 4th St (SR 528)	1,440	1,415	-25	0%
	s/o 1st St	1,555	1,770	215	2%
51st Ave NE / 47th Ave NE	n/o 88th St NE	800	920	440	10%
	s/o 64th St NE (SR 528)	890	880	60	1%
67th Ave NE	n/o 88th St NE	1,185	1,190	230	3%
	s/o 64th St NE (SR 528)	925	900	40	1%
SR 9	s/o 84th St	1,505	1,750	550	5%
	n/o Soper Hill Rd	2,590	2,780	830	5%

Source: Transpo Group, 2023
1. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2014 intersection counts conducted for the 2015Transportation Element.
2. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2023 intersection counts.

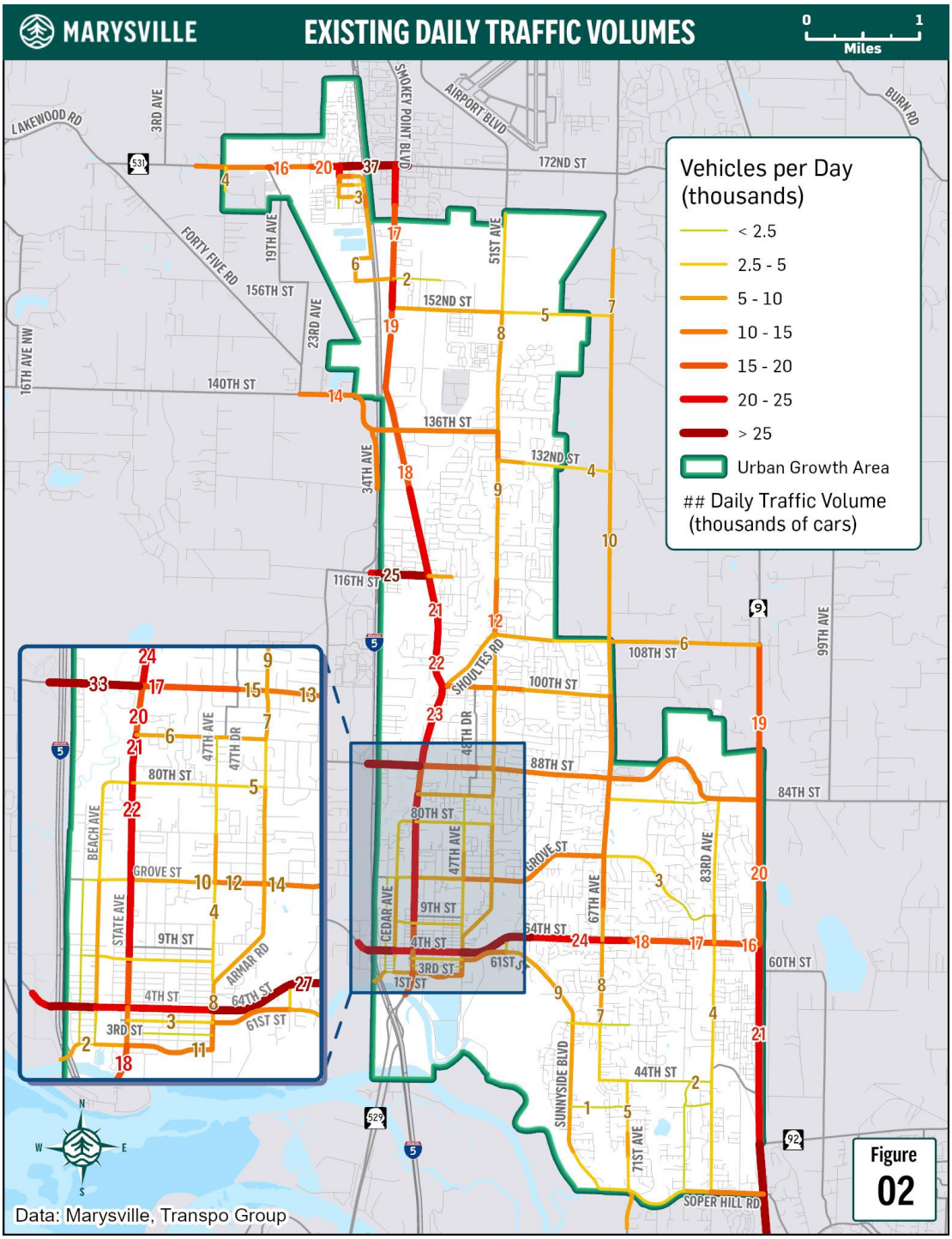

Figure 2. Existing Daily Traffic Volumes

Roadway Traffic Operations

Traffic operations analyses provide a quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options.

Vehicle Level of Service

Levels of service (LOS) are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 6th Edition. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay.

As part of its Comprehensive Plan, the City of Marysville has adopted level of service (LOS) standards to evaluate how intersections under its jurisdiction operate. Other agencies also have established LOS standards which may affect the transportation system needs in the Marysville area. The following summarizes the existing level of service standards for these agencies.

City of Marysville LOS Standards. Current LOS standards for the City of Marysville are discussed in detail in Chapter 4. For the purposes of this existing conditions evaluation, the City's LOS standard is LOS E for non-local street intersections along SR 529, State Avenue, Smokey Point Boulevard, 4th Street, and 64th Street NE (SR 528). The remaining major intersections have a standard of LOS D.

State Highway LOS Standards. As discussed above, the City of Marysville is served by six state highways. Two of the highways, I-5 and SR 9, are classified as Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are classified as Highways of Regional Significance (HRS).

LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E-"Mitigated" meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D. There are no Tier 3 state highways in the Marysville study area. PSRC notes that state law is silent on whether agencies include or exempt HRS facilities from local concurrency requirements.

Snohomish County LOS Standards. Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS E depending on the roadway type. In urban areas LOS E is considered acceptable.

Intersection Traffic Operations

Intersection LOS at the key intersections were evaluated based on methodologies presented in HCM 6th Edition and HCM 2000. As shown in Figure 3, the majority of study intersections operate within the established LOS standards. The intersection of 53rd Avenue NE/61st Street NE currently operates at LOS F, which does not meet the City of Marysville LOS standards.

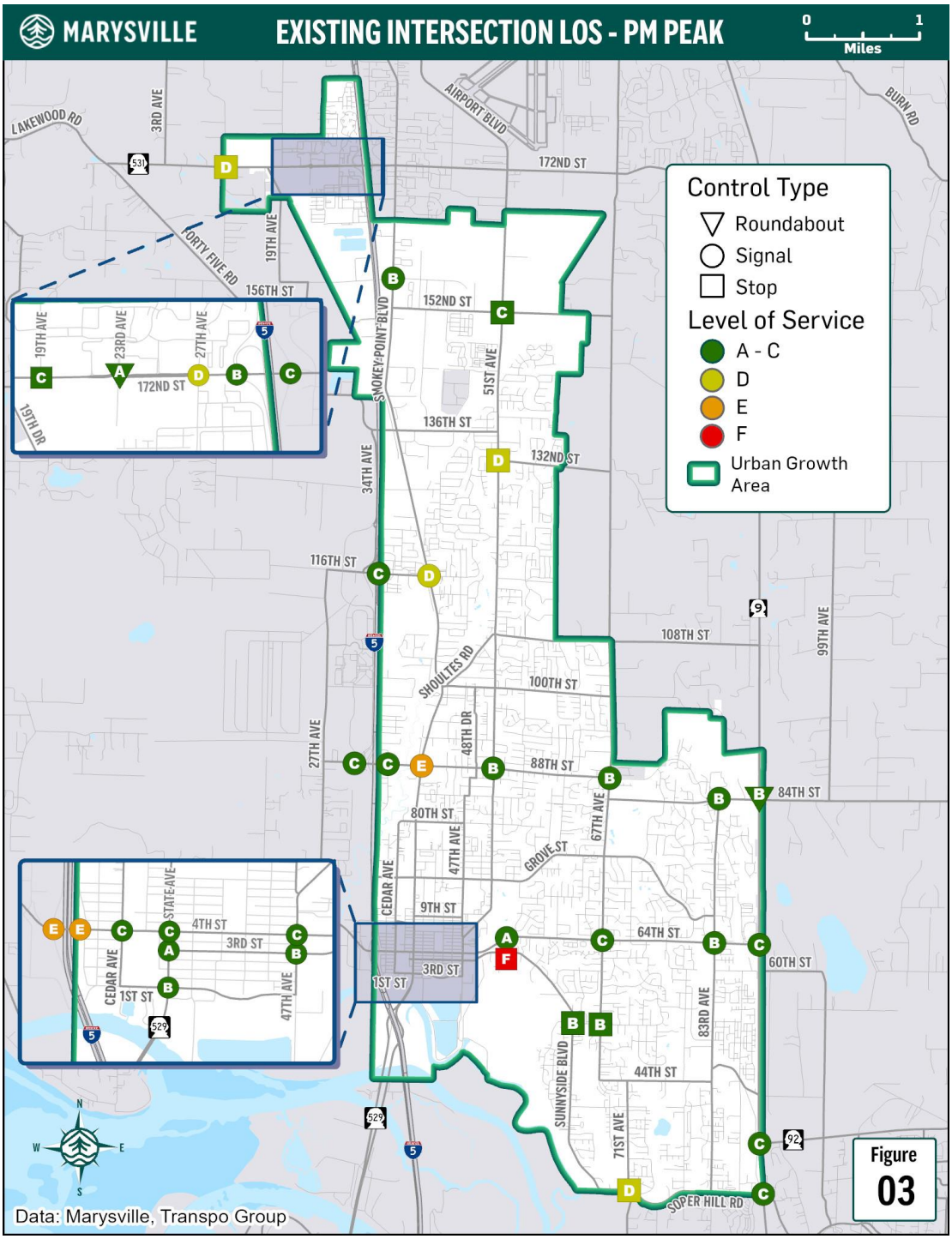

Figure 3. Existing Intersection LOS - PM Peak

Roadway Traffic Safety

The traffic safety analysis was conducted at intersections within the City of Marysville. Historical collision data along all major City roadways were provided by WSDOT for the five-year period from 2018 to 2022. During this period, a total of 3,740 collisions occurred along roadways within the City. Analysis and statistics were summarized by collisions related to intersections, fatalities, and pedestrians or bicycles.

Figure 4 summarizes the collision data within the City by collision type. As shown, the most prevalent types of collision include rear-end (27.8%), angle (22.8%), and approach turn (12.3%) collisions. Incidents involving pedestrians and bicyclists constitute 3.26% of the total crash occurrences, whereas head-on collisions represent approximately 0.5% of the overall number of collisions. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself. These can be influenced by a variety of factors including aggressive driving (congestion related), failure to yield, poor sight distances, or intersection geometrics.

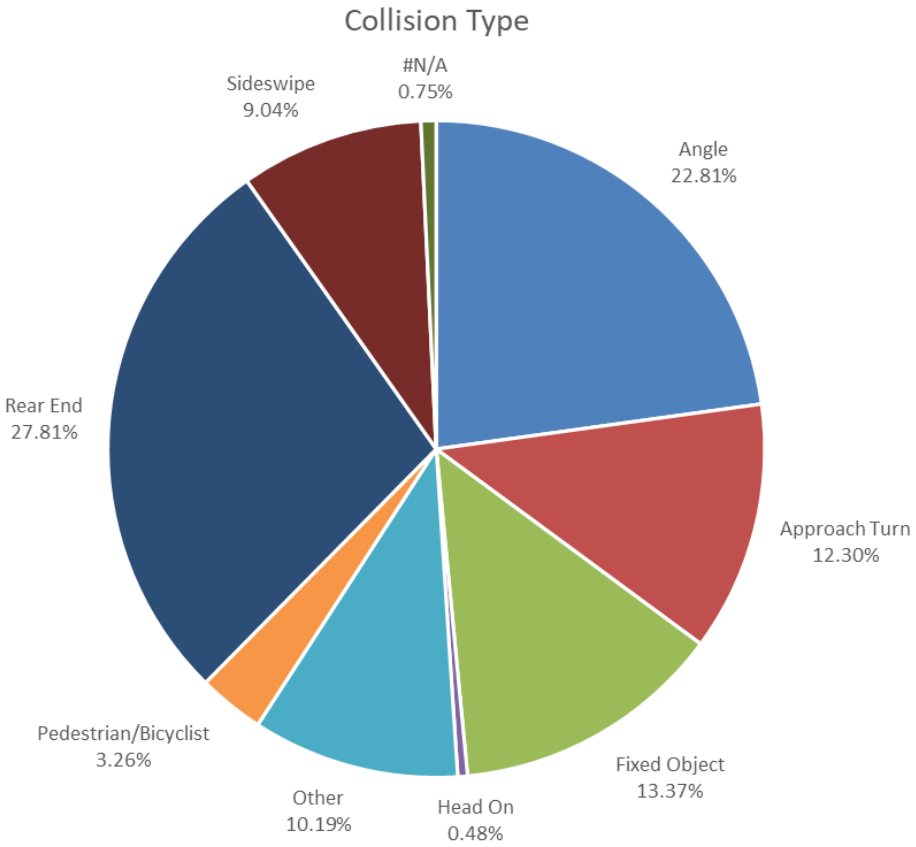

Figure 4. Collisions by Type

Figure 5 summarizes the Citywide collision data by severity. As shown, 73.0% of all crashes result in property damage only, while 26.8% are categorized as injury-related incidents. Additionally, the percentage of crashes resulting in fatalities is approximately 0.2%.

During the five-year study period (2018-2022), eight collisions led to fatalities within the study area. Of these collisions, four occurred along 4th Street (SR 528), while the other four occurred at locations throughout the City. Specifically, three fatal collisions took place at the I-5 NB Ramps/4th Street intersection. It should be noted that plans are underway to replace these I-5 Ramp intersections with roundabouts in the future. Among these fatal collisions, four involved a pedestrian and/or bicyclists, while the remaining cases pertained to drivers.

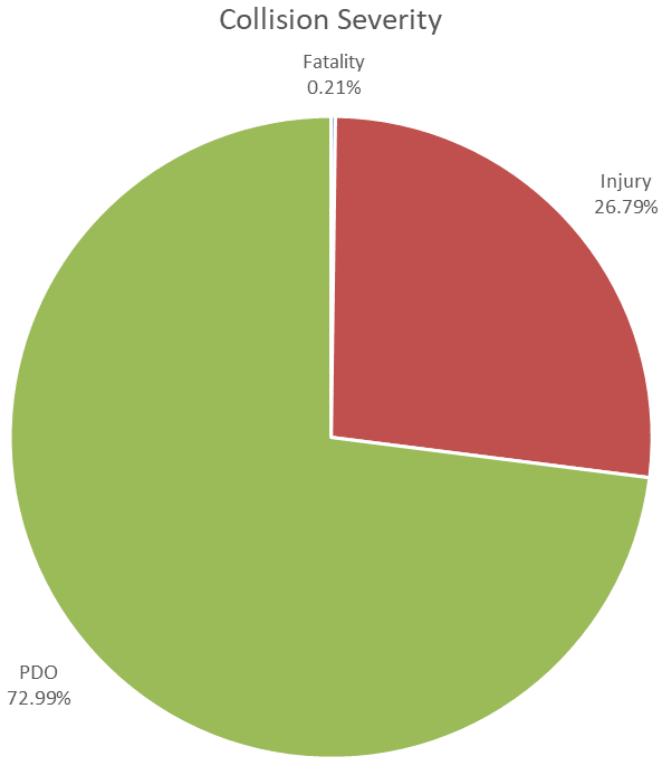

Figure 5. Collisions by Severity

Figure 6 presents the locations of the collisions that occurred within the City between 2018 and 2022. As shown, high-collision corridors tended to be those corridors with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). Figure 7 shows only those collisions with fatal and serious injury collisions. As noted above, most fatal and serious injury collisions also occurred along these corridors.

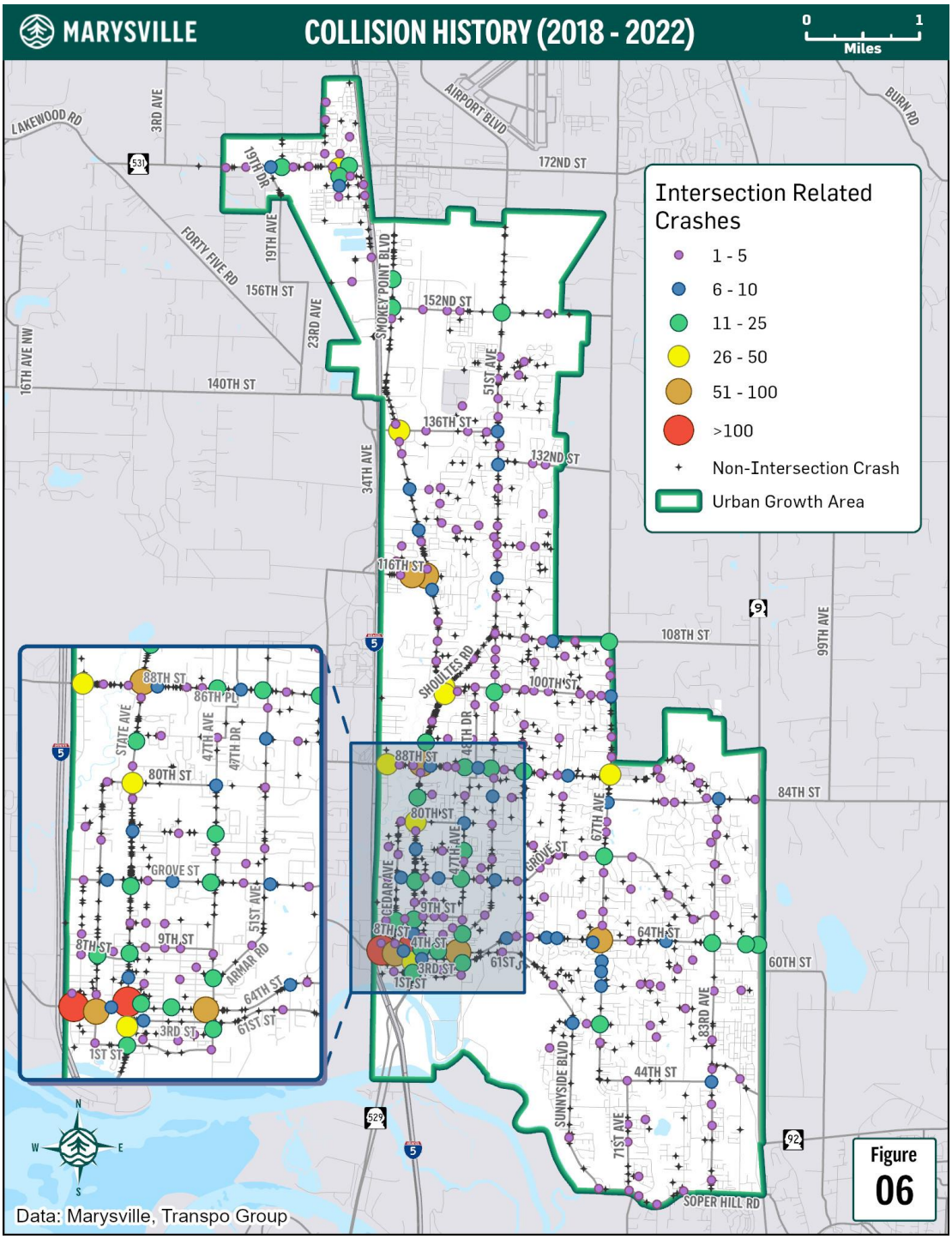

Figure 6. Collision History (2018 – 2022)

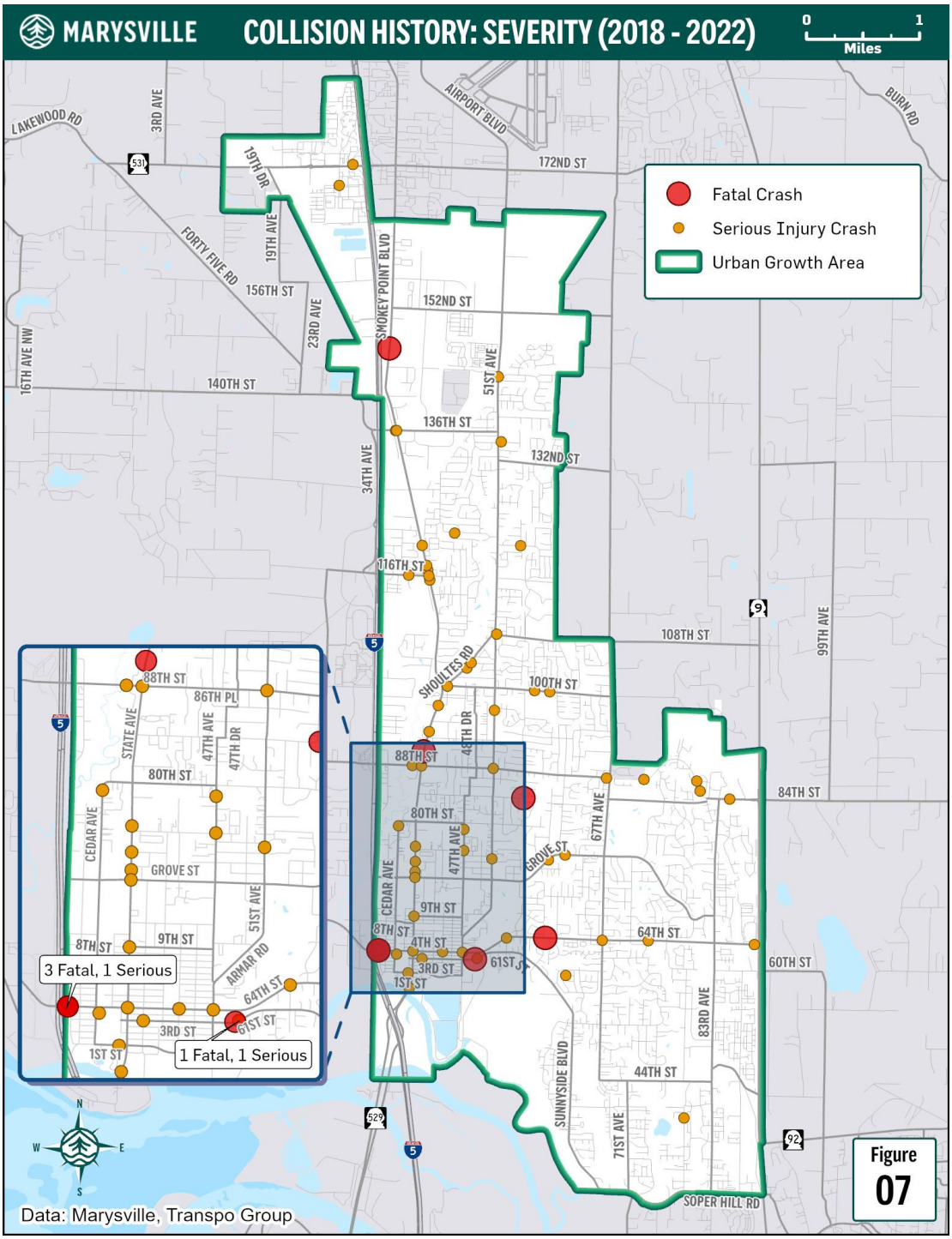

Figure 7. Collision History: Severity (2018 – 2022)

Intersection Safety Analysis

Table 2 summarizes the collision history at intersections within the City of Marysville that had a high collision rate. Typically, any intersection with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if improvements could be made to improve safety. This table also summarizes the number of pedestrian- and/or bicycle-involved collisions between 2018 and 2022 at the intersections with high collision rates.

Table 2. Collision Summary at Select Intersections

Intersection	Average Collisions Per Year	Daily Total Entering Vehicles	Collisions Per MEV	Most Frequent Collision Type	Pedestrian/ Bicycle Collisions
State Highway Intersections					
I-5 Ramps/116th St NE	17.0	31,060	1.50	Rear-End	2
I-5 NB Ramps/88th St NE	11.6	26,350	1.21	Rear-End	2
SR 9/84th St NE	13.0	28,860	1.23	Angle	0
I-5 NB Ramps/4th St	23.8	27,380	2.38	Rear-End	5
SR 9/SR 528	11.8	25,190	1.28	Rear-End	0
Marysville Intersections					
51st Ave NE/152nd St NE	4.0	10,740	1.02	Angle	0
67th Ave NE/132nd St NE	3.8	10,220	1.02	Angle	0
State Ave/116th St NE	12.6	28,400	1.22	Rear-End	0
51st Ave NE/108th St NE	7.0	15,230	1.26	Fixed-Object	0
State Ave/88th St NE	20.4	33,070	1.69	Rear-End	3
Cedar Ave/4th St	10.8	24,340	1.22	Rear-End	1
State Ave/4th St	18.4	27,890	1.81	Approach-Turn	1
47th Ave NE/4th St	10.0	26,000	1.05	Approach-Turn	0
67th Ave NE/SR 528	12.4	25,810	1.32	Rear-End	2
67th Ave NE/52nd St NE	3.0	8,060	1.02	Angle	0

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Pedestrian/Bicycle Safety

Improving roadway safety for pedestrians and bicyclists is essential to reducing traffic-related injuries and fatalities. Based on 2023 WSDOT collision data, over 20 percent of fatal and serious injury collisions within the state of Washington involved pedestrians and/or bicyclists. As these roadway users have fewer protections from impacts during collisions, pedestrians and bicycles are often the party injured or killed when involved in collisions. Therefore, identifying and evaluating the pedestrian and bicycle collisions is key to ensuring the transportation network is safe for all users.

Figure 8 presents the locations of pedestrian and bicycle collisions over the five-year analysis period. Between 2018 and 2022 there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville (including one collision which included a pedestrian and a bicyclist). The largest concentration (34) of these types of collisions occurred along the State Avenue corridor. A total of 13 bicycle related collisions and 21 pedestrian related collisions occurred in this corridor between 2018 and 2022.

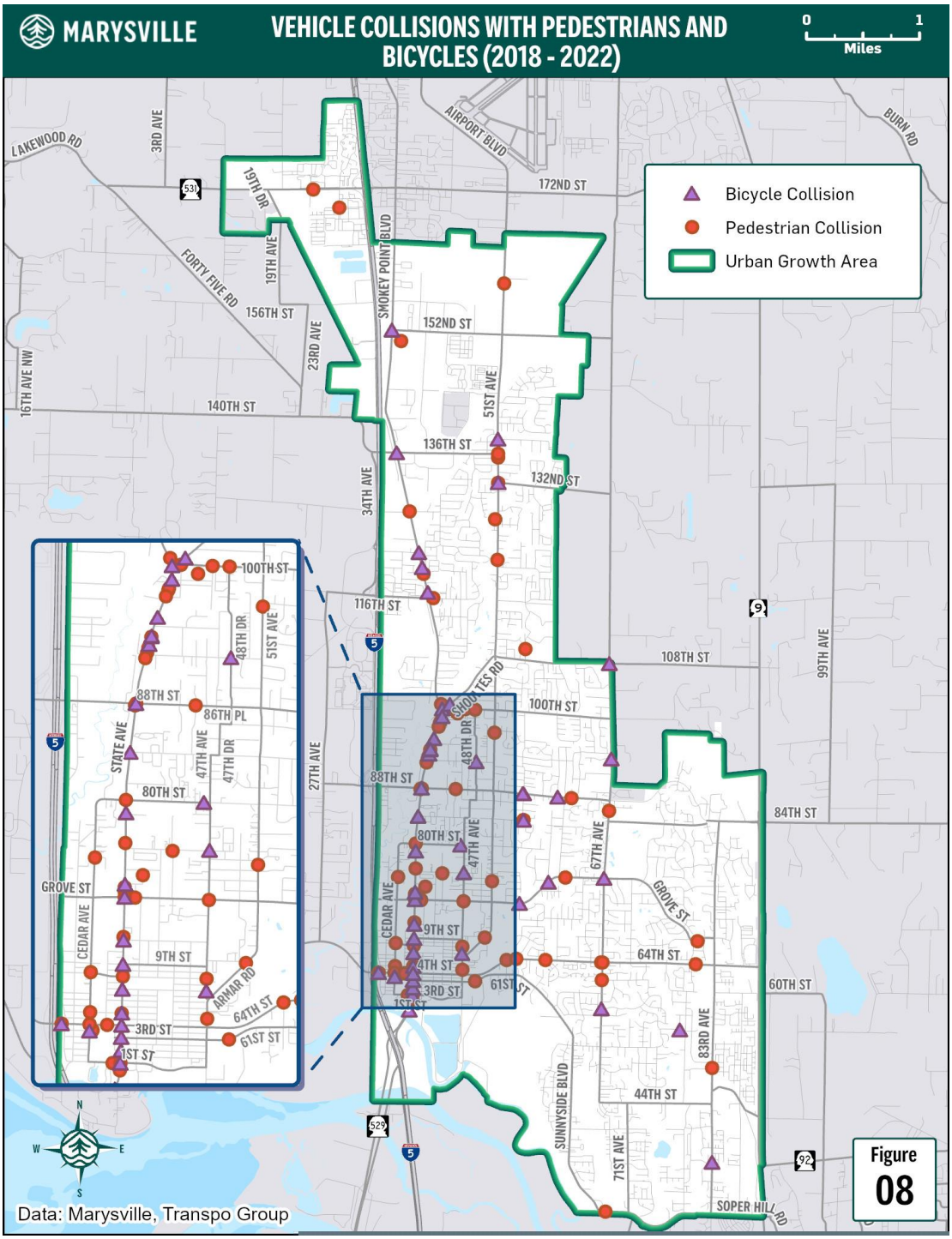

Figure 8. Pedestrian and Bicycle Collisions (2018 – 2022)

Freight System

Freight movement in the study area involves both trucks and rail transportation. The City works to provide adequate routes and facilities for movement of goods by truck. Rail tracks also traverse the City. The railroad track impacts other transportation modes in the City.

Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

FGTS classifies roadways using five freight tonnage classifications , T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The only T-1 corridor within the Marysville planning area is I-5. There are several T-2 corridors in the planning area including: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5). The T-3 and T-4 classified roadways largely align with the City's arterial and collector street network. These classifications are based on existing truck activity.

The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and is shown in Figure 9. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not part of the designated truck route, with the Cedar Avenue/80th Street NE corridor serving as the bypass truck route. Turns at the intersection of State Avenue/4th Street to/from the north leg as well as northbound right-turn movements are not permitted.

Rail Crossings

Burlington Northern Santa Fe (BNSF) Railways operates the main rail line through the City of Marysville and a spur that branches off from the main line and ends in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. The spur to Arlington branches off from the BNSF mainline approximately one quarter mile north of 116th Street NE in Marysville.

The BNSF main line contains 11 public and 9 private crossings in the City while the remaining 6 crossings are on the BNSF spur to Arlington. Figure 10 illustrates the location of the rail crossings within the City and provides information on whether the crossing is public or private and whether the crossing is signalized or simply signed.

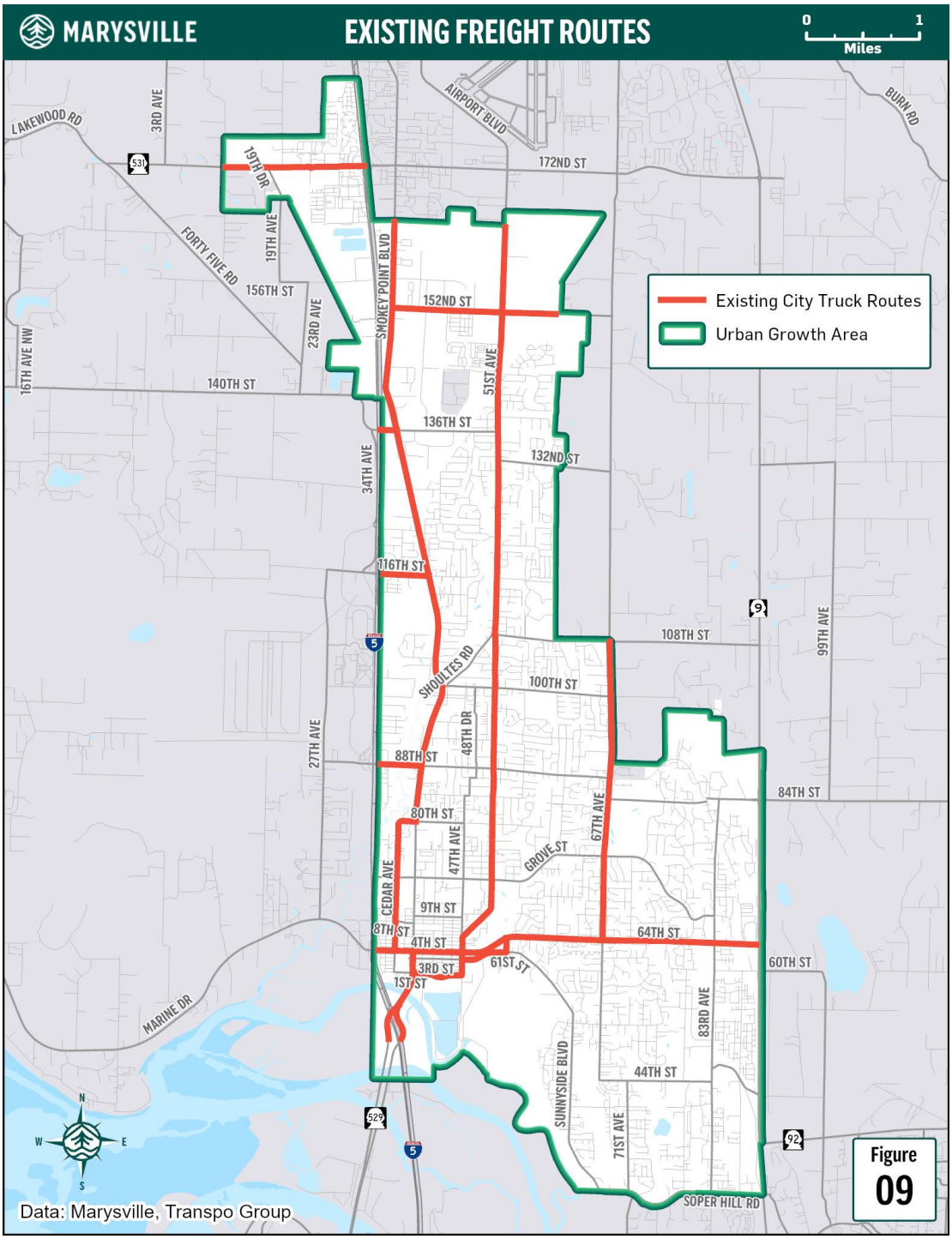

Figure 9. Existing Freight Routes

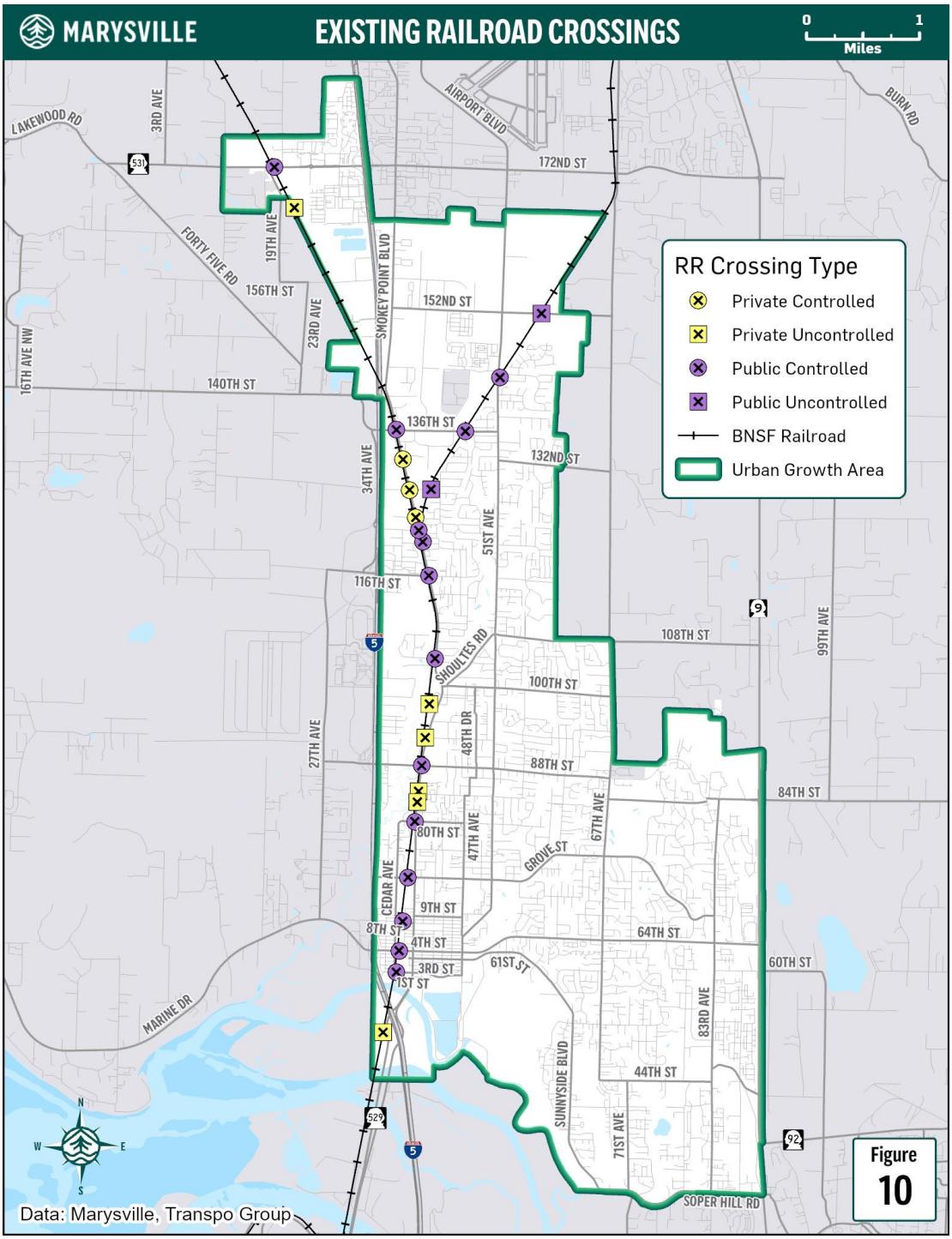

Figure 10. Existing Rail Crossings

The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with AMTRAK operating an average of four passenger trains through Marysville each day.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one collision resulting in a fatality. Incident reports compiled by Federal Railroad Administration show that the collisions at the public at-grade crossings were a result of motorists ignoring the gates and flashing beacons or stopping on the railroad tracks.

Rail crossings also impact pedestrian and bicycle travel in the City and surrounding area. Some of the rail crossings of streets are at oblique angles which can result in safety problems for bicyclists. In addition, pedestrians and bicyclists can feel unsafe and be exposed to collisions, especially at uncontrolled crossings.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities play a vital role in the City's transportation system. The non-motorized transportation system is comprised of facilities that allow residents to meet their mobility needs and recreation desires on foot or bicycle. A well-developed system provides healthy travel options, encourages recreational activities, reduces vehicle demand on City roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensure that those people with mobility limitations can easily and safely access goods and services.

A well-used non-motorized transportation system will connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops through a system of pedestrian and bicycle facilities. Existing pedestrian facilities are shown in Figure 11, and bicycle facilities are shown in Figure 12.

Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects. However, there are also major non-motorized projects completed as standalone improvements such as: sidewalk improvements to 80th Street NE (47th Avenue NE to 51st Avenue NE); and the Centennial Trail Connector (between 84th Street NE and SR 9).

Pedestrian Facilities

As shown in Figure 11, the majority of the existing sidewalks and pathways for pedestrians are located in the Downtown area of the City and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulder that can be used for walkways also are located along some arterials and local streets in other parts of the City. Some of the shoulders are areas in which the shoulder of the roadway has been striped for pedestrian travel and parking is not allowed.

The vast majority of new sidewalks constructed over the last decade were part of larger roadway expansion projects or were constructed by developers as new subdivisions or commercial projects were built. Although not complete, a large number of new sidewalks have been constructed along Smokey Point Boulevard and in the southeastern part of the City.

However, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues particularly for vulnerable populations like seniors, children and people with limited mobility. The City's Engineering Design and

Development Standards provide guidance on when pedestrian facilities should be provided as well as guidance on basic dimensions.

The City also is served by several multi-use trails and recreational trails. Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes. The Centennial Trail is a regional north-south trail located east of Marysville City limits and runs roughly between and beyond the City of Arlington to the north and the City of Lake Stevens to the south. Additionally, the Bayview/Whiskey Ridge Trail runs along the PSE utility corridor roughly parallel to 83rd Avenue NE between SR 528 and 84th Street NE. The Centennial Trail Connector, which was completed in 2021, connects these two off-street trails. Parts of the Ebey Waterfront Trail are used frequently due to the proximity to residential areas and downtown. Trails through parks and subdivisions are also distributed throughout the City. Other trails or pathways have or are being developed as part of the City's parks and open space plans.

Bicycle Facilities

There are a number of existing bike lanes within Marysville and the surrounding communities as shown in Figure 12. Existing bicycle facilities are concentrated along a few select corridors. Beach Avenue, Cedar Avenue and Grove Street have bike lanes along a majority of their length. Bike lanes are also found along some segments of 47th Avenue NE, 51st Avenue NE, 67th Avenue NE, Ingraham Boulevard, 64th Street NE, 71st Avenue NE, and 83rd Avenue NE although significant gaps still exist.

As mentioned above, the Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility improvements include sharrows along some roadways in the Downtown area (47th Avenue NE, Cedar Avenue, and 1st Street) and an off-street shared-use path along the 1st Street Bypass.

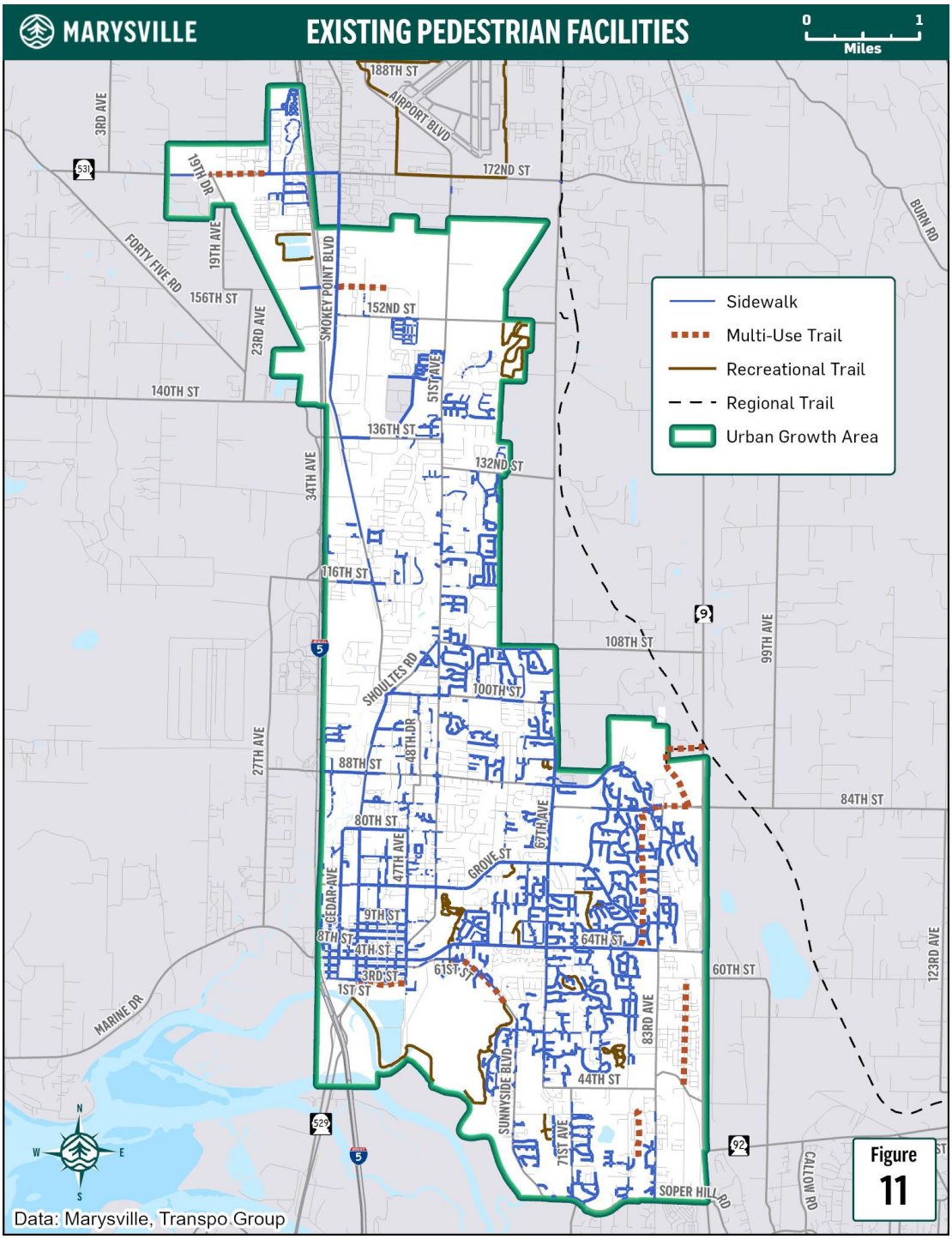

Figure 11. Existing Pedestrian Facilities

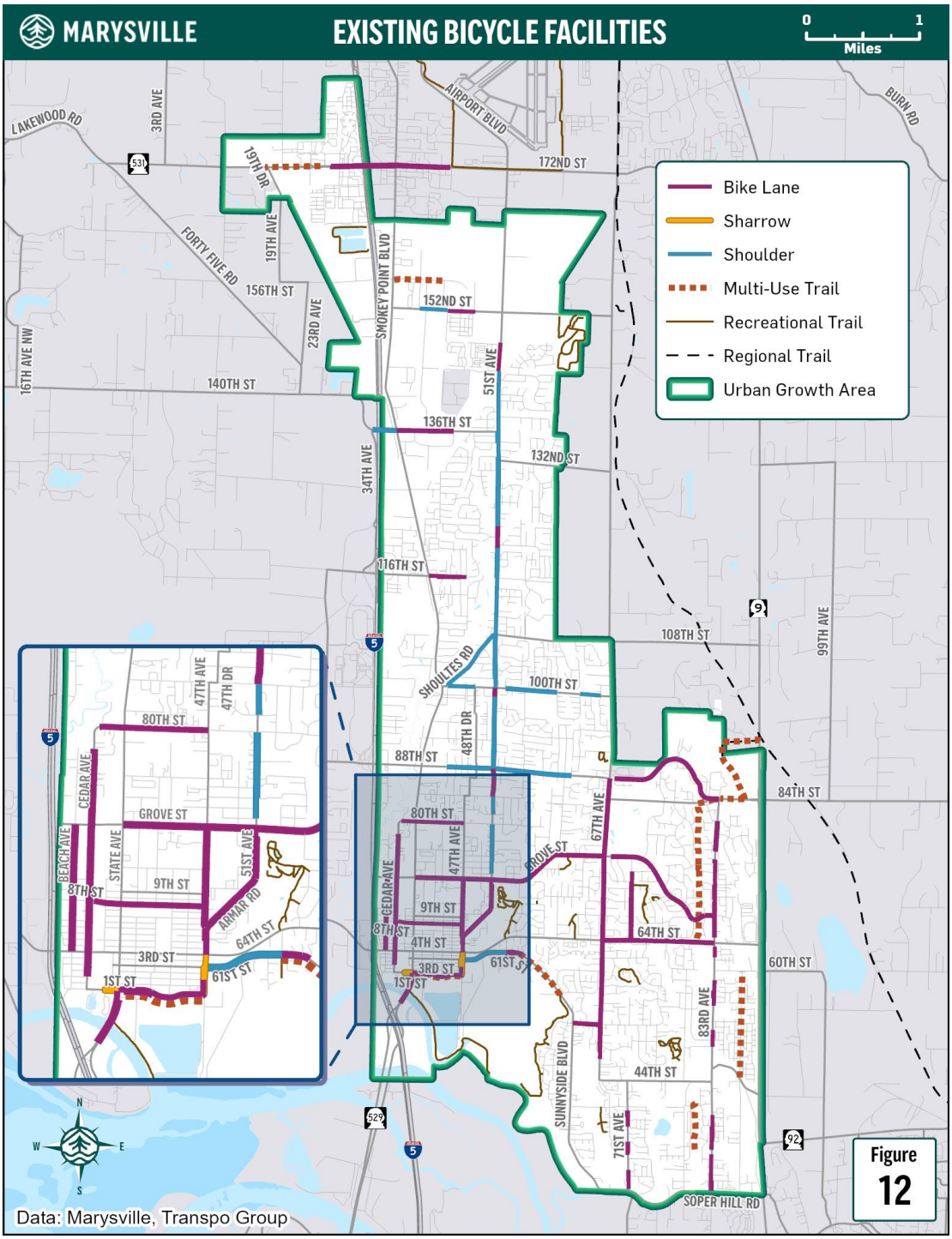

Figure 12. Existing Bicycle Facilities

Transit and Transportation Demand Management

Transit is another important component of the City's transportation system. Community Transit provides both fixed-route local and commuter bus service as well as paratransit services. A significant amount of information provided in the section was provided by Community Transit.

Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other roads like 4th Street, 88th Street NE, 51st Avenue NE, 83rd Avenue NE, and 172nd Street NE are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides.

Park and Ride Lots

As shown on Figure 13, the City currently is served by four park & ride lots, most of which are located near I-5. Table 3 summarizes the vehicular and bicycle parking supply for each of the four park & ride lots as well as park & pool lots, which are intended to serve as meeting places for carpools and vanpools.

Table 3. Marysville Park & Ride Lot Summary (2024)

Facility	Location	Vehicular Stalls	Bicycle Spaces
Park & Ride Lots			
Cedar & Grove P&R	Near Cedar Ave / Grove St	222	18
Ash Avenue P&R	Near 6th St / Ash Ave	202	8
Marysville I South P&R	Near 2nd St / Ash Ave	74	0
Marysville II 116th & I-5 P&R	Near 116th St NE / I-5 SB Ramps	48	0
Park & Pool Lots			
Marysville United Methodist Church	5600 64th St NE	25	0
Calvary Chapel	1224 Cedar Ave	20	0

Source: Community Transit 2024-2029 Transit Development Plan

Fixed Route Service

Transit service is a vital component of a balanced transportation system. Community Transit, which operates transit service throughout Snohomish County, operates ten bus routes in and through the City of Marysville including five local routes and five commuter routes to Mukilteo, Downtown Seattle, and Northgate Station LRT. In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail station.

Local routes serve travel needs within Snohomish County, with service usually available six days per week. Commuter routes provide express service for Snohomish County residents to employment and higher-education destinations on weekdays. Two routes provide service to employment destinations near Paine Field and two provide service to Downtown Seattle.

Table 4 summarizes 2024 service characteristics of each route. Figure 13 shows the 2023 fixed routes and bus stops throughout the City along with the existing park and ride facilities.

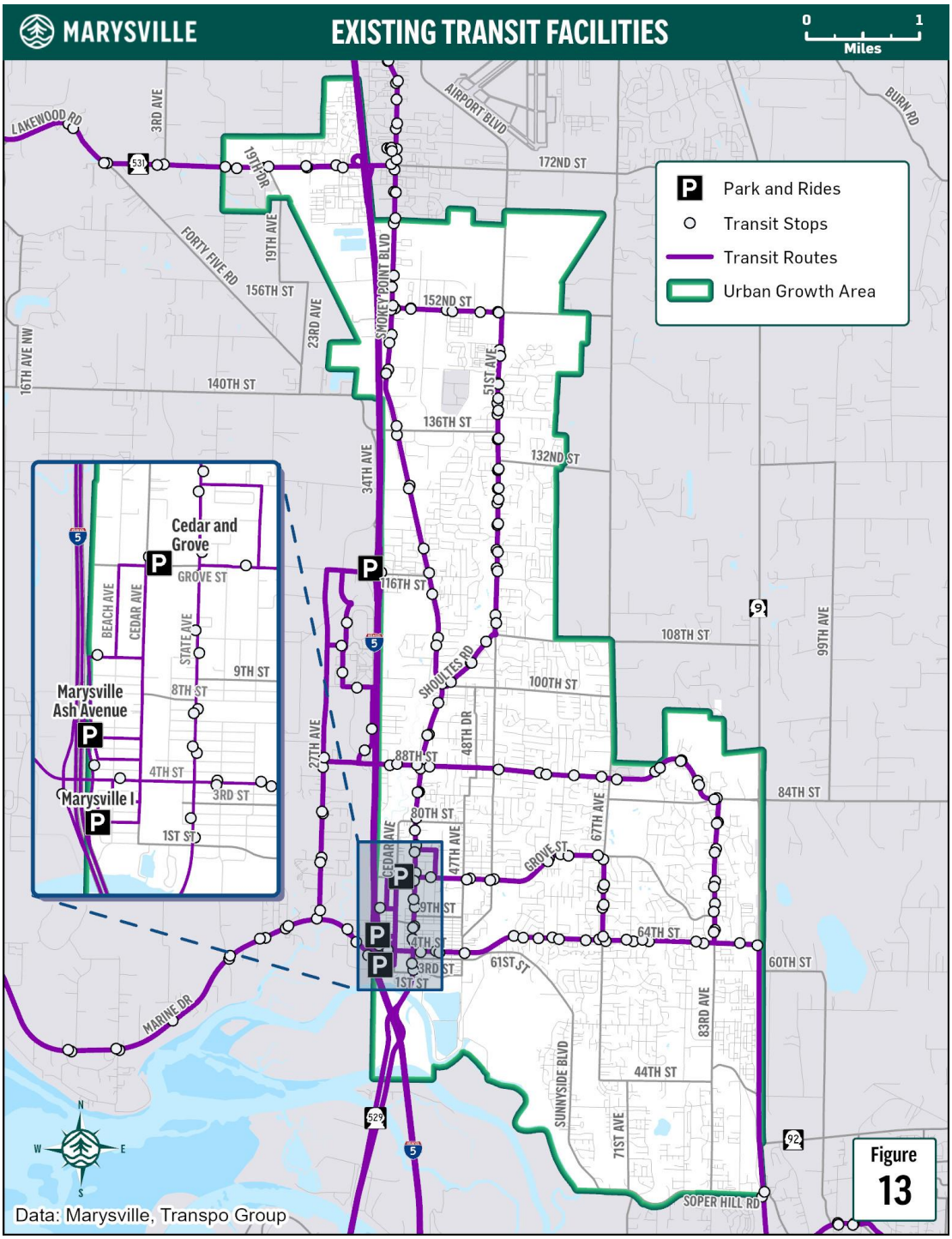

Figure 13. Existing Transit Facilities

Table 4. Transit Service Routes (2024)

Route Number	Route Description From	To	Via	Weekday Headways or # of Buses	Weekend Headways or # of Buses
Local Service					
201	Arlington	Lynnwood	Smokey Point Blvd State Ave Broadway	~40 min	~1 hr
202	Arlington)	Lynnwood	51st Ave NE State Ave Broadway	~40 min	~1 hr
209	Arlington	Lake Stevens	I-5 SR 528 (4th St NE) SR 9	~1 hr	~1 hr
222	Tulalip	Marysville	88th St NE 27th Ave NE Marine Dr NE	~1 hr	~50 min
240	Stanwood	Arlington	Marine Dr Lakewood Rd	~1 hr	~1 hr
Commuter Service					
227	Arlington	Mukilteo	SR 530 I-5 SR 526	AM – 2 SB Buses PM – 2 NB Buses	No Service
247	Stanwood	Mukilteo	SR 532 I-5 SR 526	AM – 2 SB Buses PM – 2 NB Buses	No Service
421	Marysville	Downtown Seattle	I-5	AM – 6 SB Buses PM – 6 NB Buses	No Service
422	Stanwood	Downtown Seattle	SR 532 I-5	AM – 2 SB Buses PM – 2 NB Buses	No Service
821	Marysville	Northgate (Seattle)	I-5	AM – 6 SB Buses PM – 6 NB Buses	No Service

Source: Community Transit Route Schedules (accessed June 2024)
Note: In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail Station.

DART Paratransit Service

Dial-A-Ride Transportation (DART) provides services to individuals who have disabilities and/or the elderly who are unable to access fixed-route services. The Americans with Disabilities Act (ADA) requires that Community Transit offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Community Transit currently provides DART paratransit service to approximately 6,850 registered disabled patrons within Snohomish County, with over 120,000 annual boardings. Community Transit's paratransit service requirements are tied to the local service network. Dart service is operated under contract with Senior Services of Snohomish County.

Vanpool Program and Rideshare Services

Community Transit's vanpool program is one of the largest in the nation. The fleet consists of 333 vehicles that include 7-, 12-, and 15-passenger vans, including mobility device lift-equipped vans for persons with disabilities. Vanpools serve commuter groups with an origin

or destination in Snohomish County. In 2023, vanpools provided 5 percent of all Community Transit passenger trips, or approximately 0.38 million rides.

Community Transit also offers ride-matching services throughout the region to those interested in carpooling and vanpooling. Commuters are matched by where they live, their destination, and their work schedule. When someone applies for a ride match, a list of others looking to share the ride are sent to the individual. In addition, the person's name will be added to the regional database of more than 25,000 commuters who want to share the ride.

Commute Trip Reduction (CTR) Plan

The City adopted a Commuter Trip Reduction (CTR) Plan in 1997, and then updated the plan in 2015 (Ord. 3047) to comply with State requirements. The CTR program aims to reduce drive alone vehicle trips for major employers which are defined as companies with 100 or more employees who arrive between 6 a.m. and 9 a.m. The 2015 update maintains the goal of reducing drive alone trips and vehicle-miles-traveled by 10 percent for CTR affected sites. The CTR plan also requires the designation of a transportation coordinator; distribution of information about alternatives to SOV commuting; and annual progress reports.

Chapter 3. Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2024 update, the City selected future year 2044 as the long-range planning horizon for the update to the Transportation Element.

The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model is also useful in evaluating transportation system alternatives.

Land Use Forecasts

Travel forecasts are largely derived based on changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. The Citywide land use targets for 2044 were based on PSRC land use assumptions for 2044, which is consistent with patterns of growth assumed in PSRC's VISION 2050.

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands.

Residential Growth

Figure 14[1] shows the projected housing growth in Marysville. Overall, the number of dwelling units in the City is projected to grow by about 14,253 units, or an increase of about 55 percent over 2020. This is equivalent to a 1.85 percent annual growth rate.

As shown in Figure 14, housing in the southeast part of Marysville is projected to grow the most, accommodating about 39.5 percent of the growth in housing. This area has capacity to add up to 5,882 dwelling units by 2044. The East Sunnyside-Whiskey Ridge subarea is within this area. The central area of Marysville has capacity to add up to 5,603 units or 37.5 percent of City growth. The northern area of the City has capacity to add up to 3,443 new units (23 percent of new City growth).

Employment Growth

Figure 14 shows the projected employment growth in Marysville. Overall, the number of jobs in the Marysville UGA is projected to grow by about 17,616 jobs, or an increase of about 111 percent over 2019. This is equivalent to a 3.03 percent annual growth rate.

As shown in Figure 14, employment in the northern part of Marysville is projected to grow the most, accommodating about 76.1 percent of commercial growth. This area has capacity to add about 15,100 employees. The Cascade Industrial Center subarea is within this area and accounts for the large growth. The central area of Marysville has capacity for about 4,000 employees or 20.1 percent of the City's additional commercial capacity. The southeast area of the City has capacity for about 750 new employees (3.8 percent of the UGA's capacity).

[1] Figure 14 shows capacity figures which are slightly higher than the City's PSRC allocated growth targets; however, the travel demand model/forecast and the overall Comprehensive Plan are based on PSRC's growth targets. The key reason that additional employment capacity is shown in the northern part of the UGA is due to the substantial commercial and industrial development occurring in the Cascade Industrial Center (CIC). It should be noted that some of the land that represents surplus employment and housing capacity may be used to address the City's emergency housing allocation. The unannexed UGA (i.e. Lakewood School District complex) also contributes to the surplus employment capacity.

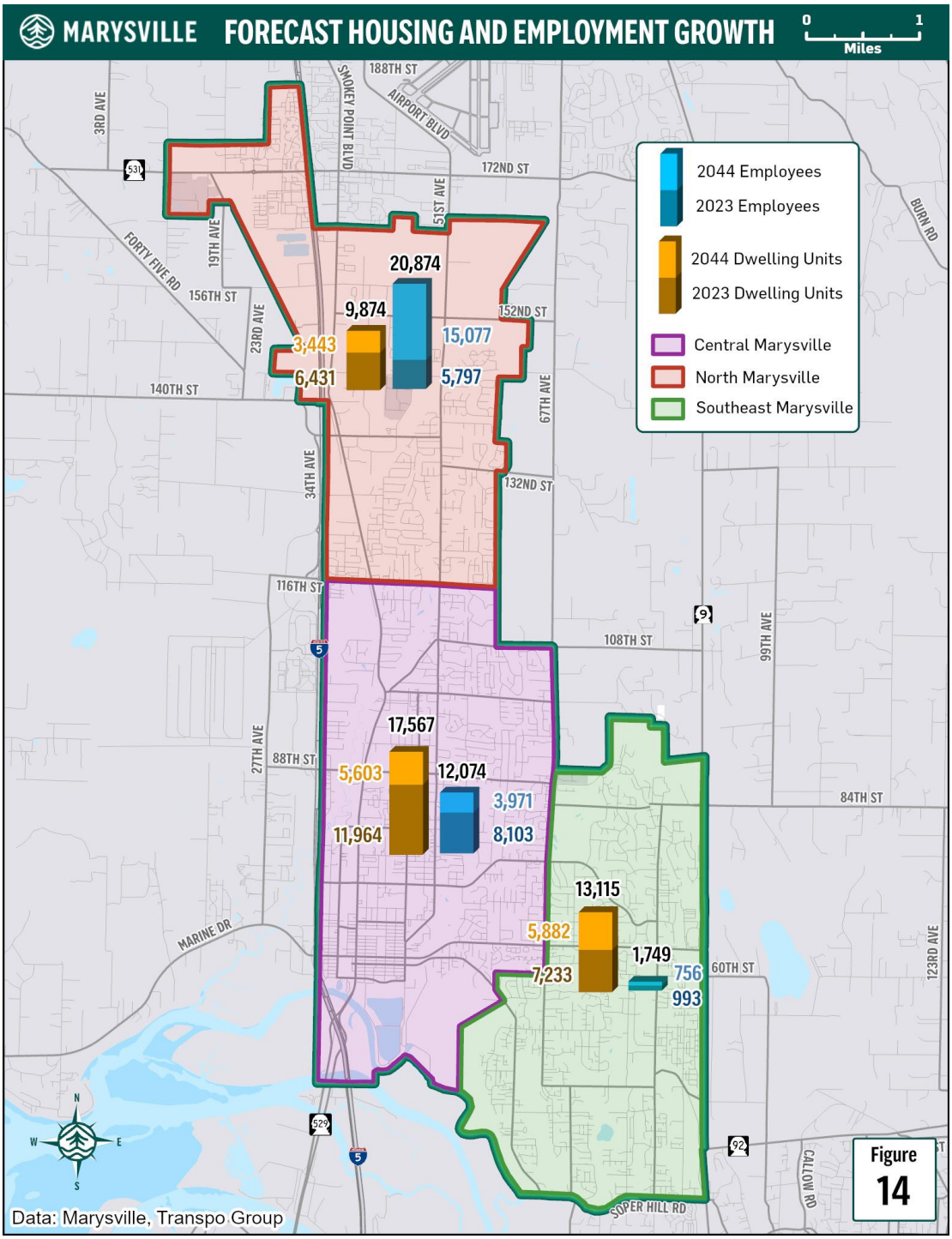

Figure 14. Forecast Housing and Employment Growth

2044 Baseline and Alternatives Evaluation

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 model was used to forecast traffic volumes and travel patterns.

The 2044 forecast model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the Transportation Systems Plan.

2044 Baseline Evaluation

The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. The following projects in and around the City were assumed in the 2044 baseline scenario:

- Interchange Projects
    - I-5 and 4th Street (SR 528)
    - I-5 and 88th Street
    - I-5 and 156th Street
- Intersection Projects
    - 172nd Street NE/11th Avenue NE
    - 172nd Street NE/English Crossing Boulevard – 19th Avenue NE
    - 160th Street NE/51st Avenue NE
    - 156th Street NE/47th Avenue NE
    - 152nd Street NE/51st Avenue NE
    - 152nd Street NE/67th Avenue NE
    - State Avenue/84th Street NE
    - Sunnyside Boulevard/52nd Street NE
- Major Widening
    - 172nd Street NE (English Crossing Boulevard – 19th Avenue NE to 27th Avenue NE)
    - 156th Street NE Extension (Smokey Point Boulevard to 51st Avenue NE)
    - 87th Avenue (35th Street NE to 40th Street NE)
- Reconstruction/Minor Widening
    - 172nd Street NE (11th Avenue NE to English Crossing Boulevard – 19th Avenue NE)
    - 51st Ave NE (160th Street NE to north City Limits)
    - 152nd St NE (Smokey Point Boulevard to 51st Avenue NE)

  - 84th Street NE (83rd Avenue NE to SR 9)
  - 40th Street NE (Sunnyside Boulevard to 83rd Avenue NE)
  - 83rd Avenue NE (84th Street NE to Soper Hill Road)
- New Roadways
  - New roadways serving as access roads to new development
- Other Agencies
  - SR 531 (43rd Avenue NE to SR 9)
  - The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. Figure 15 shows the resulting 2044 Baseline traffic operations. Based on this analysis all intersections operate within acceptable LOS standards except for the following locations:

- 132nd Street NE/51st Avenue NE
- 116th Street NE/State Avenue
- 88th Street NE/State Avenue
- Sunnyside Boulevard/Soper Hill Road/71st Avenue
- SR 9/84th Street NE
- SR 9/SR 92

Need Evaluation and Project Identification

While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes also may reduce the travel demands on the problematic corridors.

The following discussion provides context for why some projects were identified for different areas of the City. With the anticipated Transportation System Plan improvement projects (see Chapter 4), all roadways are expected to meet LOS standards.

Lakewood Area
This area has been a focus area of the City over the past 20 years. The 172nd Street NE corridor has been the primary access roadway for much of the growth that has occurred. The City has been proactively building alternate access points to the south with a connection to the 156th Street NE overpass at I-5, and plans for a future interchange as well. There are plans for new north-south and east-west circulation roadways to spread out the overall traffic and provide alternative travel routes. This includes City and Snohomish County plans to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing. These are all needed to address the growth in residential and commercial land use in this small area.

Cascade Industrial Center Area
This has been a major focus area of the City in partnership with the City of Arlington. The area is starting to see major commercial developments being built and generating traffic. The new 156th Street NE Interchange with I-5 is intended to be a major access point for this area. As such, the 156th Street NE corridor would be built and expanded to help funnel new

regional traffic to I-5. Internal circulation roadways would also be needed to spread out traffic loads and reduce congestion on major intersections in the area. In addition, north-south routes that connect these new jobs to Marysville residents to the south will need improvements.

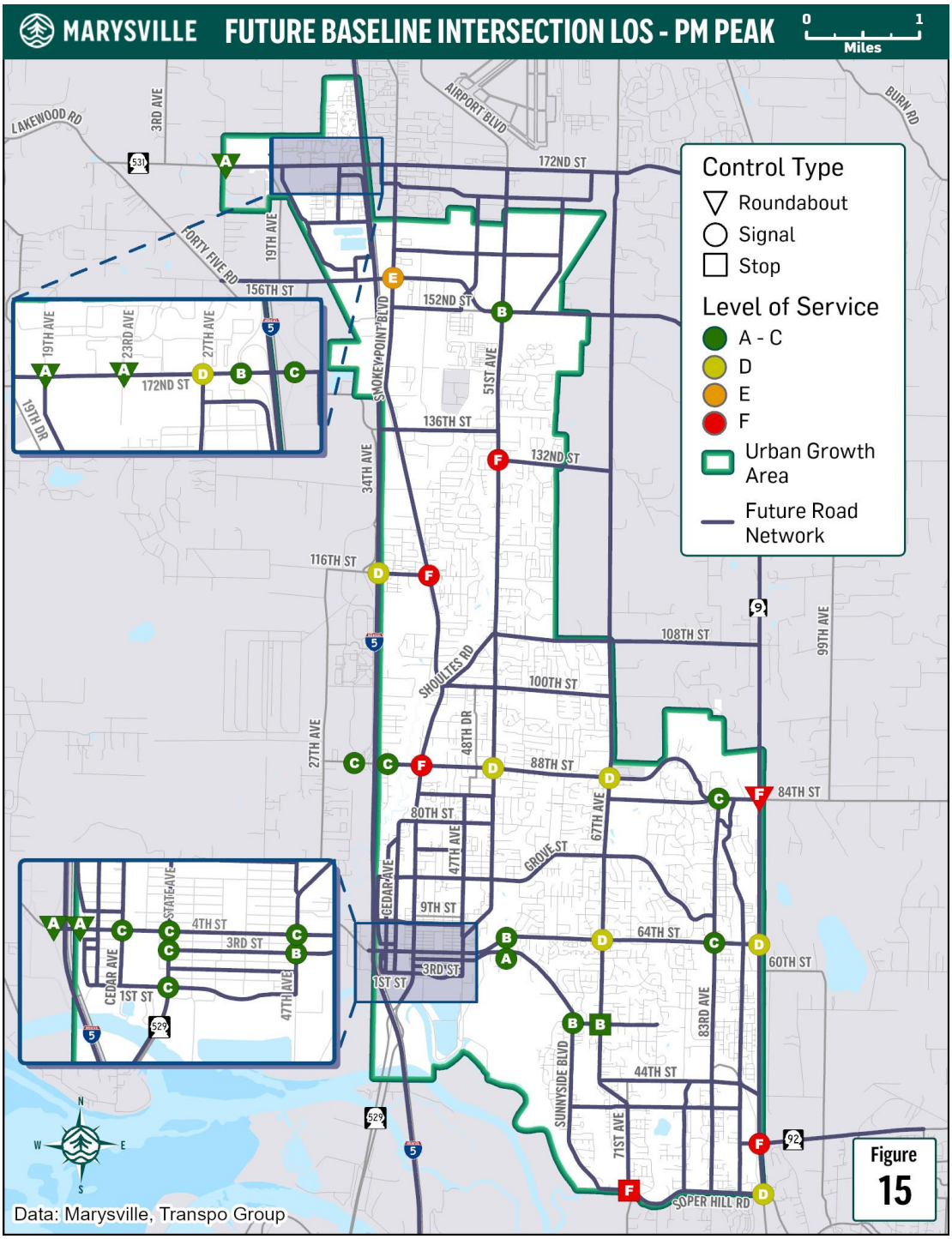

Figure 15. Future Baseline Intersection LOS - PM Peak

88th Street Corridor
This corridor is a major east-west arterial for the City of Marysville and for Snohomish County to the east. The interchange with I-5 is scheduled to be upgraded in coordination with the Tulalip Tribe and WSDOT. The intersection with 88th Street NE and State Avenue is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, a major BNSF railroad line, and two separately owned cemeteries. The City has been working to find creative solutions to maximize capacity within this limited space. Between State Avenue and 51st Avenue NE this corridor has over a mile of residential frontages with driveway access, which—coupled with the cemeteries—make adding new vehicle lanes very difficult.

Downtown Area
The downtown area has already seen new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to this area of Marysville. The City envisions more commercial and residential redevelopment activity in the downtown area, increasing the need for a balance of vehicle, bike, and walk infrastructure that promotes overall safety and mobility in the area.

Sunnyside Boulevard Corridor
This corridor provides one of the few connections between downtown Marysville (along with I-5 interchanges) and the southeast section of the City. Given the lack of alternative feasible routes, it is anticipated that this corridor will need to be widened to two lanes in each direction to accommodate traffic demands. However, south of 52nd Street NE, traffic levels along this corridor are forecast to be low enough to remain one lane each direction. The full corridor throughout the City would need upgrades to meet City urban standards that will also provide sidewalks and/or trail facilities.

Southeast City/Whiskey Ridge Area
The entire southeast area of the City is experiencing rapid growth, and a series of roadway and trail connections are proposed to address connectivity and circulation within the area. The 83rd Avenue NE and 87th Avenue corridors would be upgraded to urban standards. A new east-west corridor at 40th Street NE will provide a major street connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Additional major trail facilities are anticipated as well in this area to accommodate active transportation modes.

Non-Motorized System Evaluation

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Marysville non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

As described further in the Plan (Chapter 4) the pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). The primary and secondary networks are designated in the transportation system plans in Chapter 4.

Based on the system plan networks and LOS criteria, pedestrian and bicycle networks were evaluated and summarized on Figure 16 and Figure 17, respectively. Segments shown in green indicate LOS P2 for pedestrian networks and LOS B2 for bicycle networks, and represent that anticipated facilities are fully present. Segments shown in orange indicate LOS P1 and B1 and represent that adequate facilities are present. Segments shown in red indicate LOS NF and represent that few or no facilities are present.

Pedestrian System Evaluation

As shown in Figure 16, the pedestrian system meets LOS standards in large sections of the City in the downtown area as well as areas to the east of downtown. In the north and southeast, new growth areas are shown as not currently meeting LOS standards but that is partly due to roadways being unbuilt at this time. As development occurs, these roadways will also be built and improve pedestrian LOS. The 51st Avenue NE corridor has been identified as a major spine of the City's overall pedestrian system, and key gaps remain in this corridor. The long-term project list identifies projects to improve the pedestrian network LOS and ensure the City's standard of green or orange LOS is met.

Bicycle System Evaluation

As shown in Figure 17, the bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways. Similar to the pedestrian system, many of the gaps are on roadways yet to be constructed. The long-term project list would implement the green or orange LOS for the bicycle network.

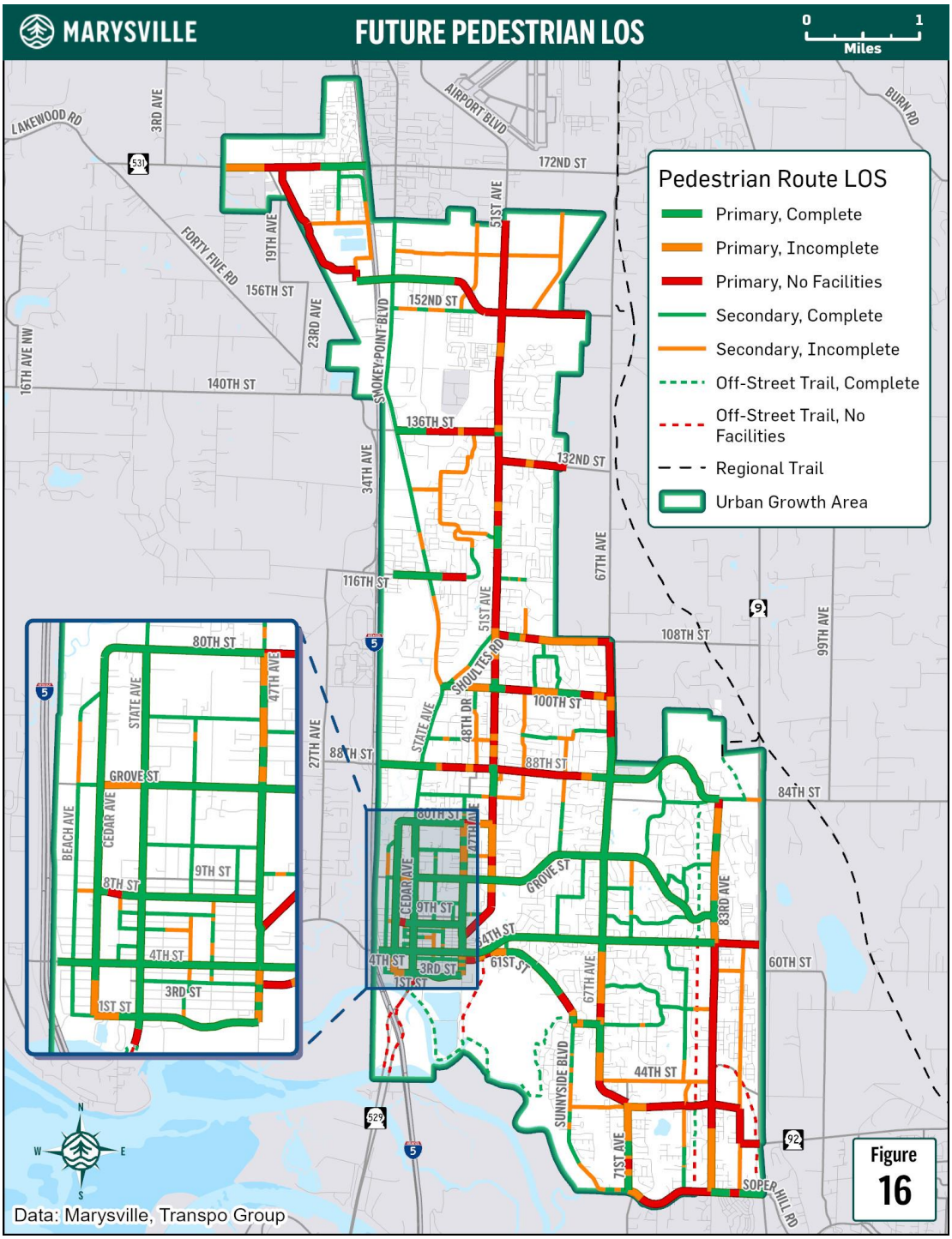

Figure 16. Future Pedestrian LOS

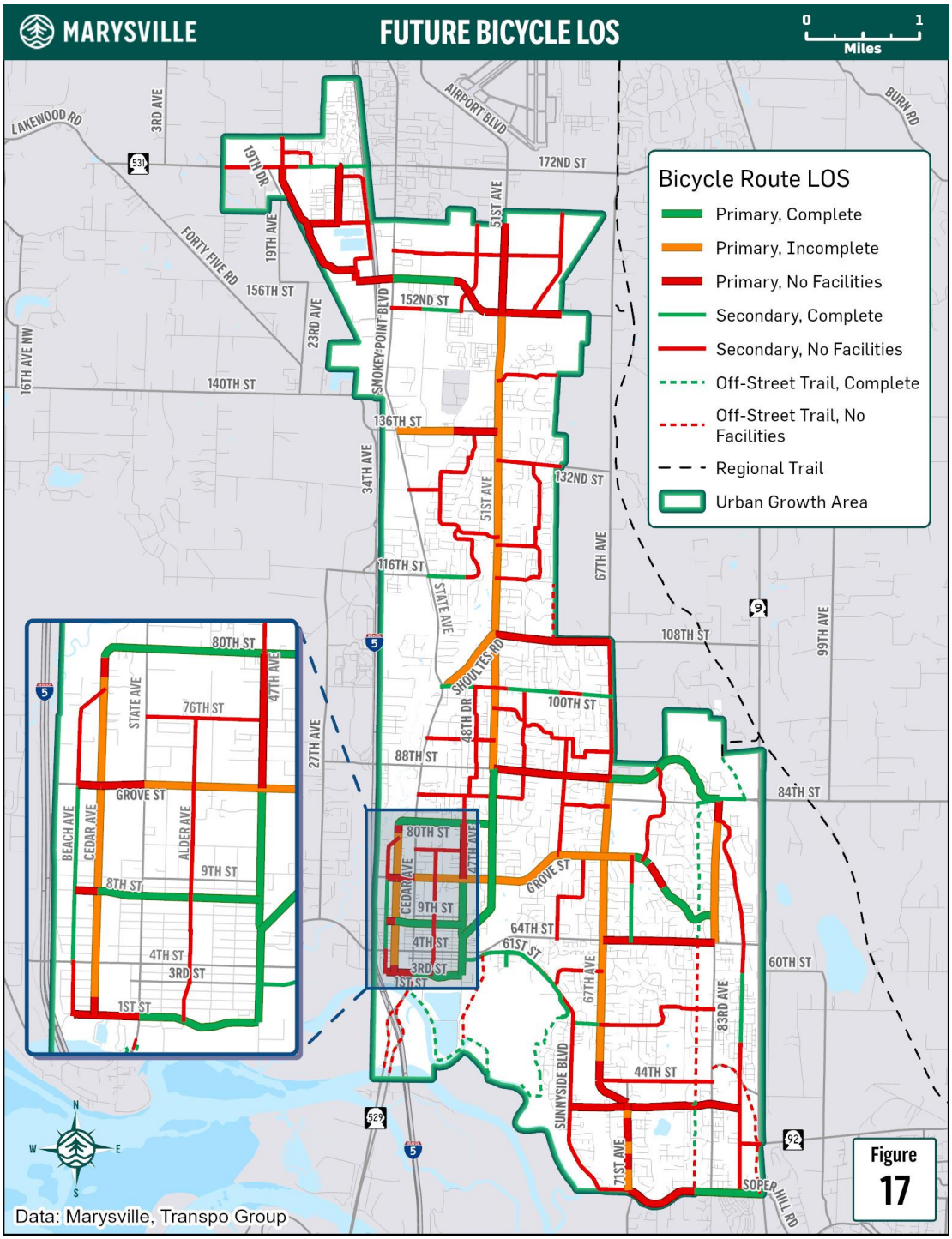

Figure 17. Future Bicycle LOS

Technology Considerations

Advances in technology impact the short and long-term use of the transportation system and its users. The following sections describe technologies emerging or being considered in Marysville and the region.

Transportation System Management and Operations (TSMO)

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies. Corridor strategies instead of just intersection improvements.

Electric Vehicles

As the use of electric vehicles (EVs) continues to grow within transportation systems, it becomes essential to establish an accessible EV charging infrastructure. There are two vehicle charging stations located at the city-owned parking lot serving the Civic Campus in downtown Marysville. Otherwise, there are no other City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

E-Bikes

E-bikes are electricity-assisted bicycles. Availability, diversity of types of e-bikes, and use of e-bikes has been increasing in recent years removing barriers and expanding transportation options for road users. Increased use of e-bikes will likely result in the need for increased bike facilities and infrastructure.

Chapter 4. Transportation Systems Plan

The transportation systems plans provide the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. The transportation systems plans are based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in Chapter 5. The systems plan builds on the prior Comprehensive Plan, the subarea master plans, input from stakeholders, and the updated evaluation of existing and forecast conditions in Marysville.

The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the plans are integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

The plans illustrate how the City of Marysville's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-5, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Snohomish County, adjacent cities, the Tulalip Tribes, and Community Transit to develop a comprehensive multimodal transportation system for the greater Marysville area.

Streets and Highways

Streets and state highways are the core of the transportation system serving the City of Marysville and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City. Figure 18 highlights the highway and street system envisioned for the City of Marysville based on the size (number of lanes) and connectivity of City arterials.

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system.

Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. Table 5 describes typical roadway functional classifications. Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area (UGA).

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access (see Figure 19). For example, commercial developments will generally desire to locate along arterials or collectors due to a high amount of mobility and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

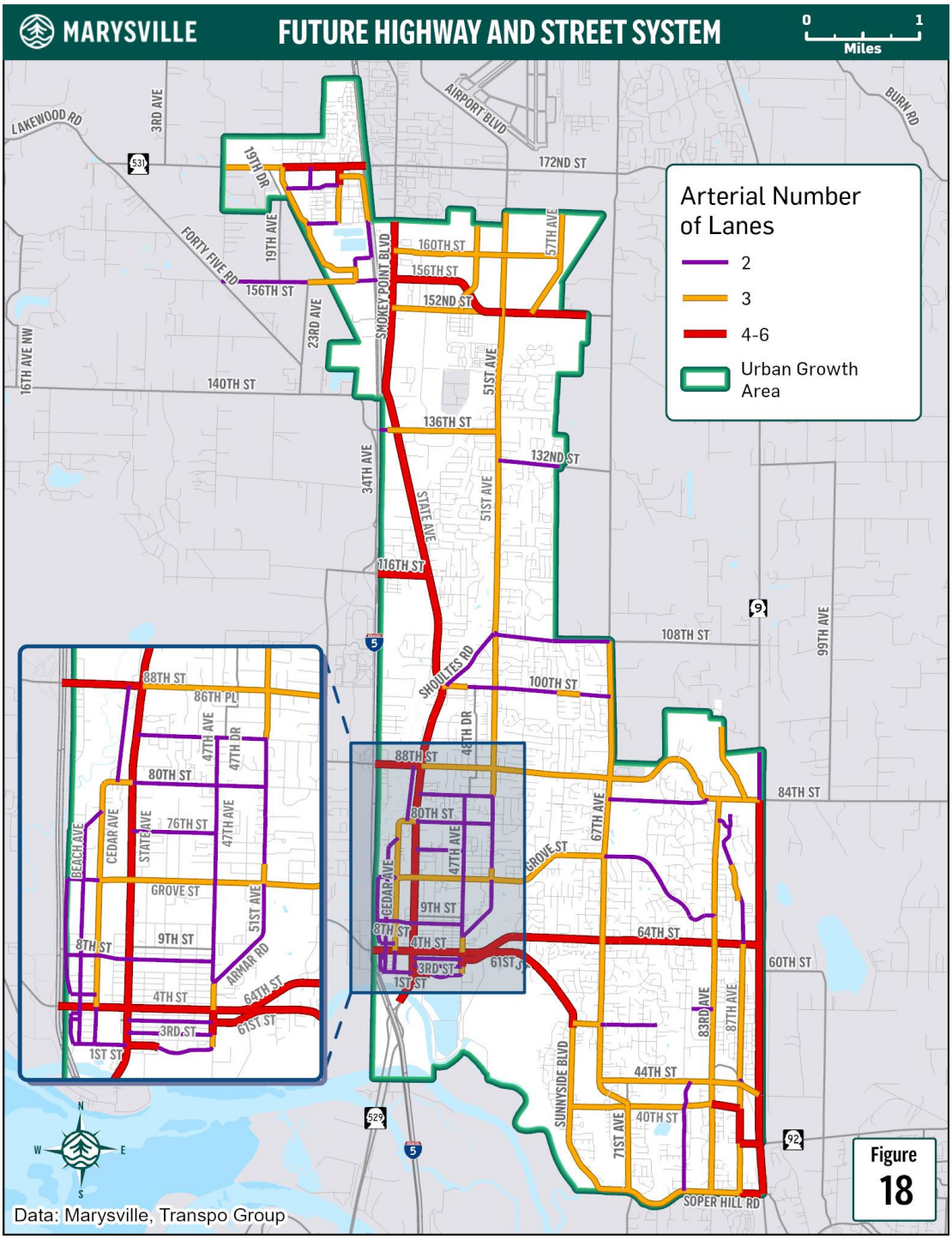

Figure 18. Highway and Street System Plan

Table 5. Functional Classifications

Classification	Definition
Freeways	Multi-lane, high-speed, high-capacity roadway generally intended exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.
Principal Arterials	Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers, and connect to adjacent cities. These streets are intended to primarily serve "through" traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.
Minor Arterials	Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restrictions of traffic movements and limitations on spacing of driveways and local streets.
Collectors	Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connection between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.
Local Streets	Local streets primarily provide direct lane access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed

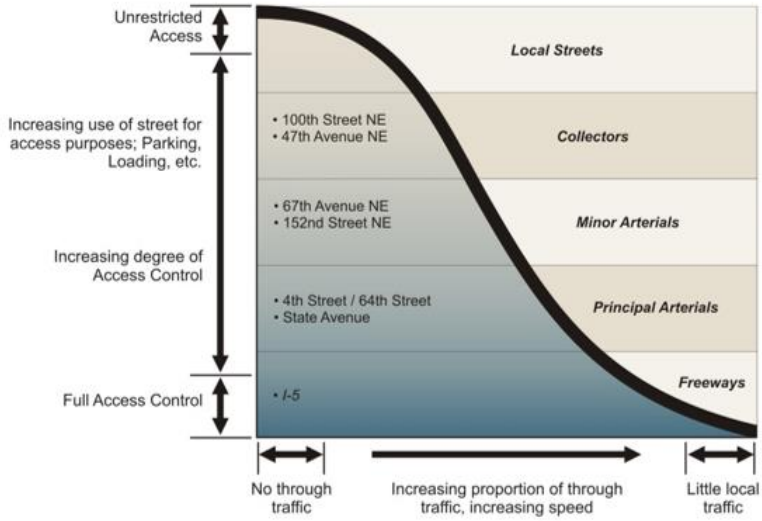

Figure 19. Classification Relationship between Mobility and Access

Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area. It also shows how the City's arterial classifications connect with and support the surrounding regional transportation system.

The functional classifications incorporate changes identified in several City subarea master plans. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2044.

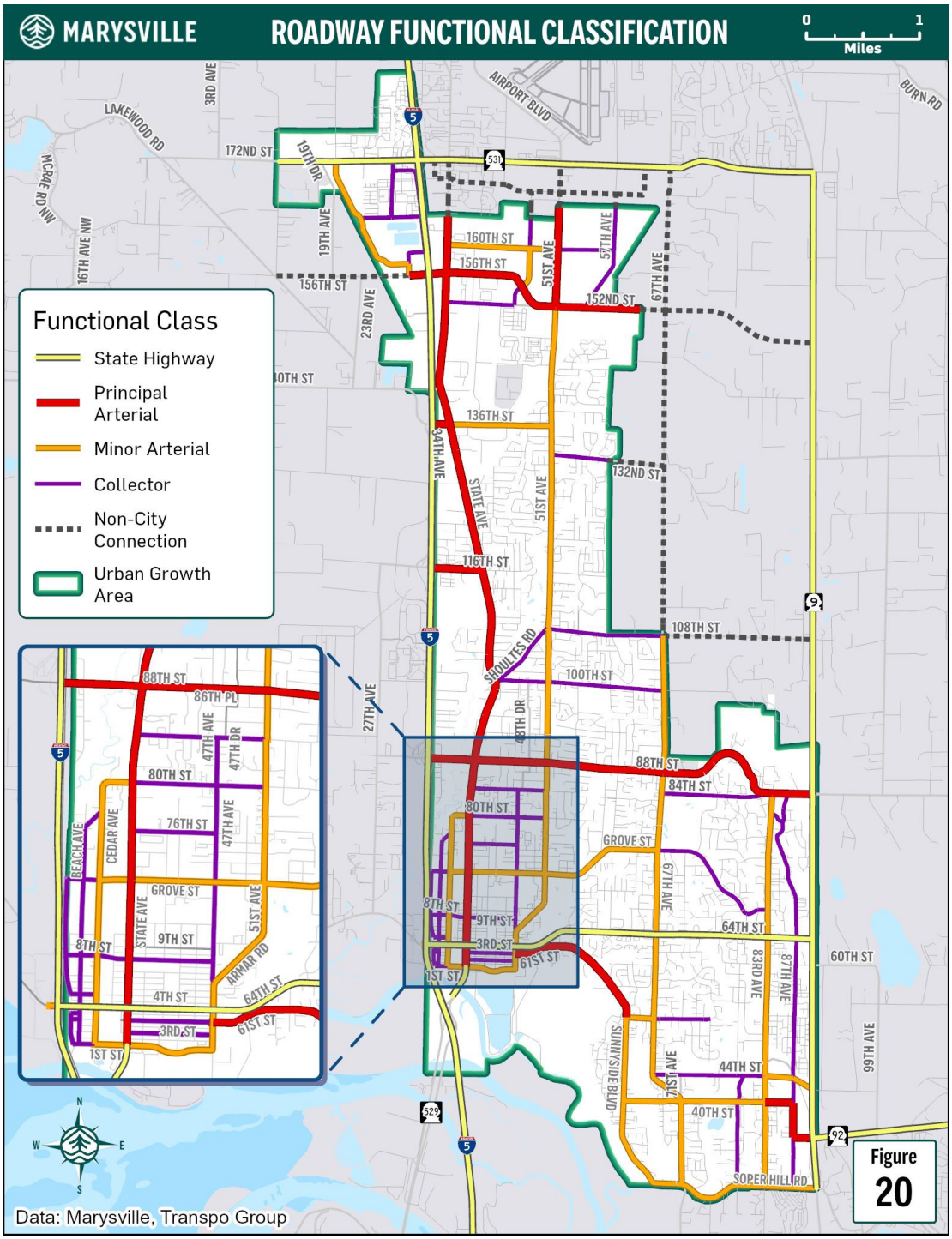

Figure 20. Roadway Functional Classification

National Highway System
The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA).

Highways of Statewide Significance
WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel. I-5 and SR 9 are classified as Highways of Statewide Significance.

Federal Functional Classification
The Federal Functional Classification system provides a hierarchy of roadways as defined by the FHWA. This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. As a result, the Federal Functional Classification differs in several ways from the City's Functional Classification. Changes to the Federal Functional Classification may be submitted through the Washington State Department of Transportation (WSDOT).

Vehicle LOS Standard

Vehicle level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections depicted on Figure 21 and described as follows:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
- LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted.
- LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.
- LOS E: Significant delays in traffic flow operations and lower operating speeds.
- LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

For the City of Marysville, the vehicle LOS standard is set for signalized intersections and roundabouts as follows:

- Vehicular LOS E mitigated for
    - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
    - 4th Street/64th Street NE (SR 528) within the City;
    - 88th Street NE (east of I-5 to 67th Avenue)
- Vehicular LOS D for all other intersections of two or more arterials or collectors within the City.

For the City of Marysville, the vehicle LOS standard is set for unsignalized intersections and roundabouts as follows:

- Vehicular LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result.

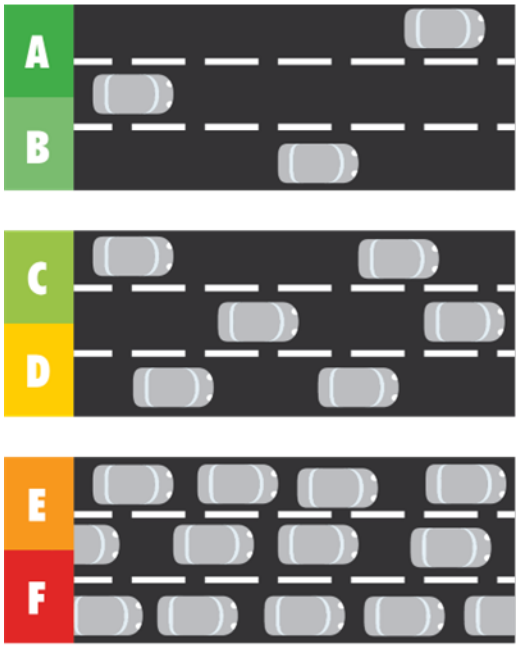

Figure 21. Illustration of Vehicle LOS

Truck Routes

The City of Marysville has a significant level of truck activity. With the increased commercial and employment growth forecast through 2044, the level of truck activity will also increase.

As mentioned in Chapter 2, WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage.

In order to systematically address the needs of future truck travel, the City has adopted a defined system of truck routes as described in the Marysville Municipal Code Chapter 11.62 and is shown in Figure 9 (see page 20). The primary intent of the City Truck routes is to restrict truck travel from portions of the roadway network such as strictly residential areas or roadways that cannot physically accommodate trucks. The truck route system will continue to be evaluated and refined as the City develops.

The Smokey Point and Lakewood subareas are planned for significant commercial activity. This commercial growth will require additional truck routes. As appropriate, the City can designate arterials, collectors, and connector roads to serve these developing commercial areas. As necessary, new truck routes will be identified to connect to new I-5 interchange locations.

New Road Connections

In addition to the classified arterials, the City recognizes the need for additional new road connections. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system. New roads are needed to fill in gaps in the existing system, as well as serve the growth projected for the City.

Figure 22 shows the general locations of planned roads, including the future arterial routes shown on Figure 20. As shown, most planned connector roadways are located within the northern and southern portions of the City, where higher levels of development are expected. Specific alignments have not been identified for the planned connector roads. The alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned roads also may be classified as arterials in the future, depending on specific design and access requirements at the time the corridor is developed.

Rail Crossings

The City of Marysville has the most at-grade crossings along the BNSF mainline of any city within the Puget Sound Regional Council planning area (see Economic Evaluation of Regional Impacts for the Proposed Gateway Pacific Terminal at Cherry Point, PRSC, 2014). The City has developed a strategy to increase the number of grade-separated rail crossings to improve mobility and safety within the City.

Several improvements would provide alternate routes from existing at-grade crossings. The SR 529 ramp improvements at I-5 would provide direct access to/from I-5 and Downtown Marysville, allowing traffic to avoid the at-grade crossings at 4th Street and 88th Street NE. In the north end of the City, the 156th Street NE interchange improvement would provide an alternate route for areas east of I-5, where currently the 116th Street NE interchange is impacted by the railroad near State Avenue. Improvements to 156th Street NE west of I-5 would also provide another grade-separated route to/from I-5 for west Snohomish County travelers (an alternate to the SR 531 rail crossing). Grade separation improvements are costly and likely not feasible directly at the 88th Street NE and 116th Street NE crossings due to geographic and land use constraints.

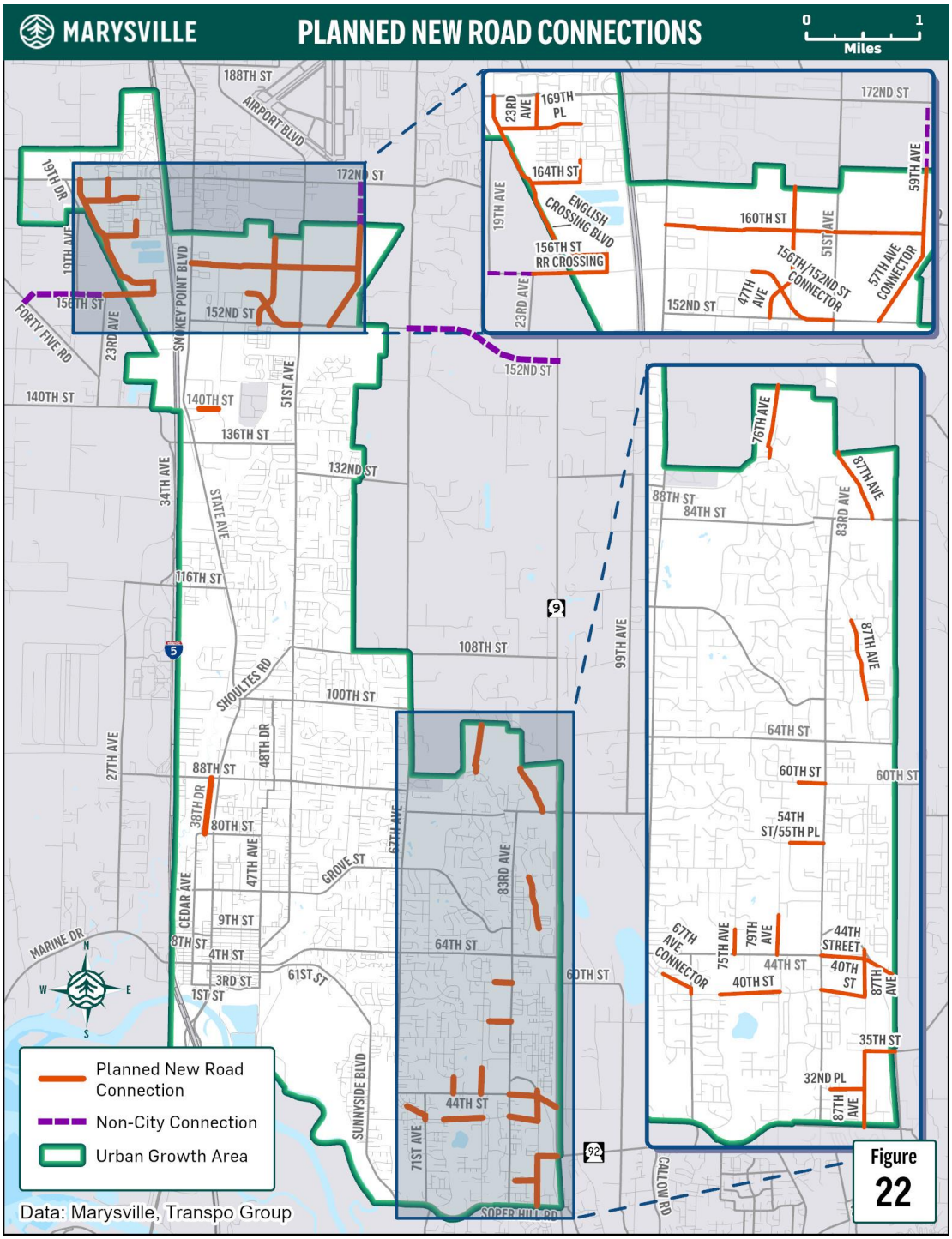

Figure 22. Planned New Road Connections

Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community. The City generally desires to have sidewalks or other pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive.

The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Snohomish County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will continue to provide for a large portion of the ultimate pedestrian system; however, even with those improvements, some significant gaps would remain in sidewalks along arterial and collector corridors.

Pedestrian System Classifications

The pedestrian system plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). These networks are defined in further detail in Table 6.

Table 6. Pedestrian System Network Definitions

Hierarchy	System Function
Primary Network	Backbone of the system. Offers direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas.
Secondary Network	Supportive to the Primary Network, often providing system continuity by connecting segments of the primary network with on-street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary network.
Other Streets	This encompasses the majority of streets within the City (including residential neighborhood streets). While not specifically identified within the pedestrian system plan, many of these roadways provide pedestrian facilities in line with roadway design standards. Other Streets provide access to the Primary and Secondary Networks.

The future pedestrian system plan, shown in Figure 23, provides a comprehensive network of pedestrian facilities for Marysville. The plan identifies an interconnected system of on-road and off-road (trail) facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations in the City where higher pedestrian demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the pedestrian network to help complete the network.

The City developed an ADA Transition Plan (December 2020) that evaluated pedestrian facilities throughout Marysville to identify and prioritize improvements necessary to create a more accessible environment for all roadway users. In conjunction with the pedestrian system plan shown in Figure 23, the ADA Transition Plan will be used to determine pedestrian infrastructure projects necessary to achieve the pedestrian vision outlined in the Transportation Element. In support of these efforts, the City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already constructed throughout the City.

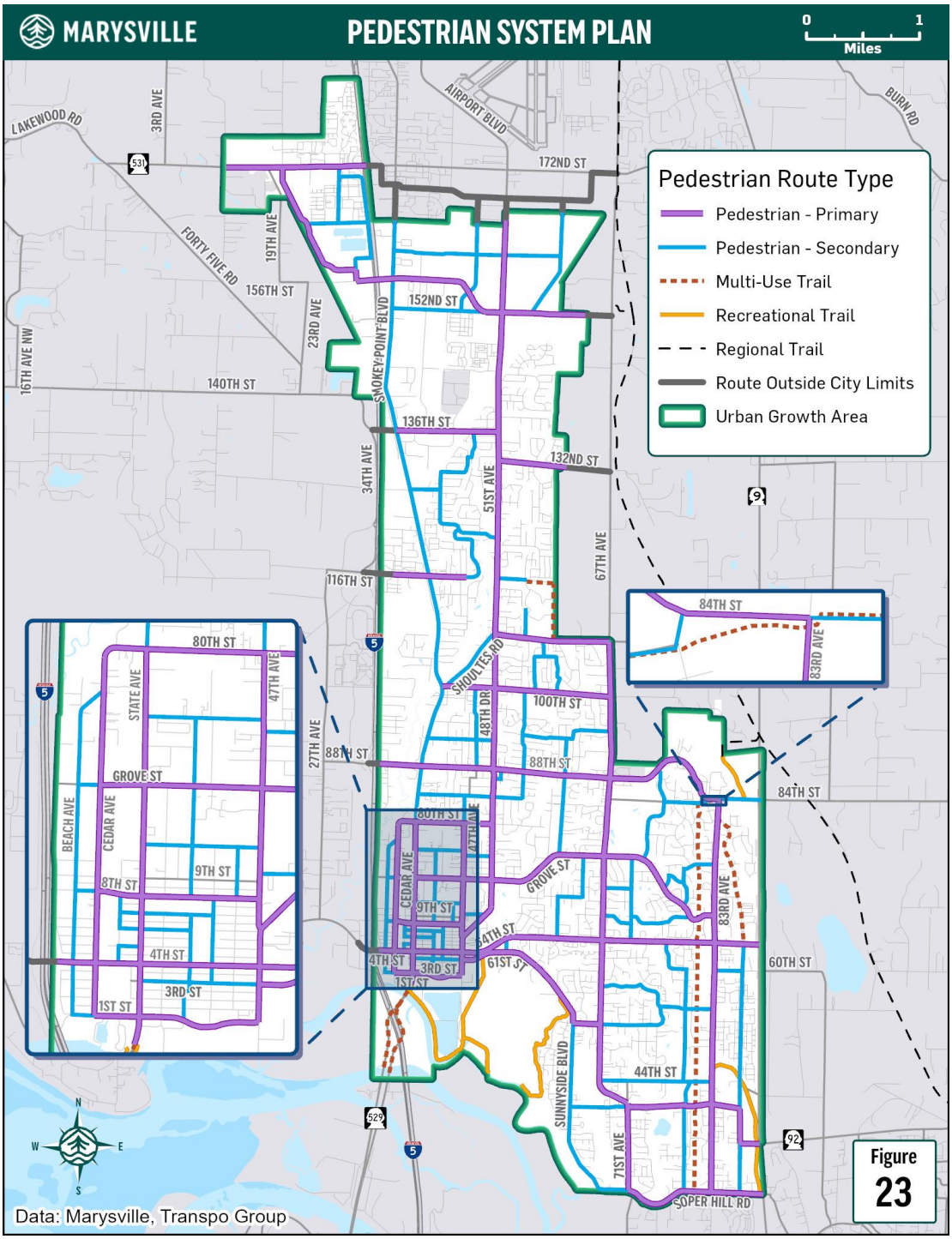

Figure 23. Pedestrian System Plan

Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Marysville or another agency. In some corridors, pedestrian facilities will be provided through development of multi-use trails separated from the travel lanes.

Pedestrian LOS Standard

Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The LOS standards are shown in Figure 24 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

The Pedestrian LOS P2 indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. The Pedestrian LOS P1 indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A Pedestrian LOS NF indicates no designated facilities are provided for pedestrians and is considered unacceptable.

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in Figure 16 (see page 38).

LOS	Primary Route	Secondary Route
P2	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
P1	Facilities exist, but only on one side	N/A
NF	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure 24. Pedestrian LOS Overview

Bicycle System Plan

Like pedestrian amenities, bicycle facilities play a vital role in the City's transportation environment. The City's bicycle system plan is comprised of facilities that promote mobility without the aid of motorized vehicles. These facilities are essential to ensure that the transportation system provides safe and healthy transportation options for all users of the system.

Bicycle System Classifications

The bicycle system plan contains a series of primary or secondary bicycle facilities. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that serve to make the second leg of the journey, respectively. These networks are defined in further detail in Table 7.

Table 7. Bicycle System Network Definitions

Hierarchy	System Function
Primary Network	Located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway.
Secondary Network	Provide connectivity through neighborhoods and connect to the Primary Network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, multi-use paths, and recreational trails). Project-level planning and engineering studies are still required to determine feasibility of selected bicycle treatments on a project-by-project basis.

Figure 25 shows the planned bicycle system classification plan for Marysville and the surrounding areas. The bicycle system plan, when completed will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. Trails are included in the bicycle network since these connections help complete the bicycle network. Figure 26 shows the type of bicycle facilities envisioned for each segment of the bicycle system.

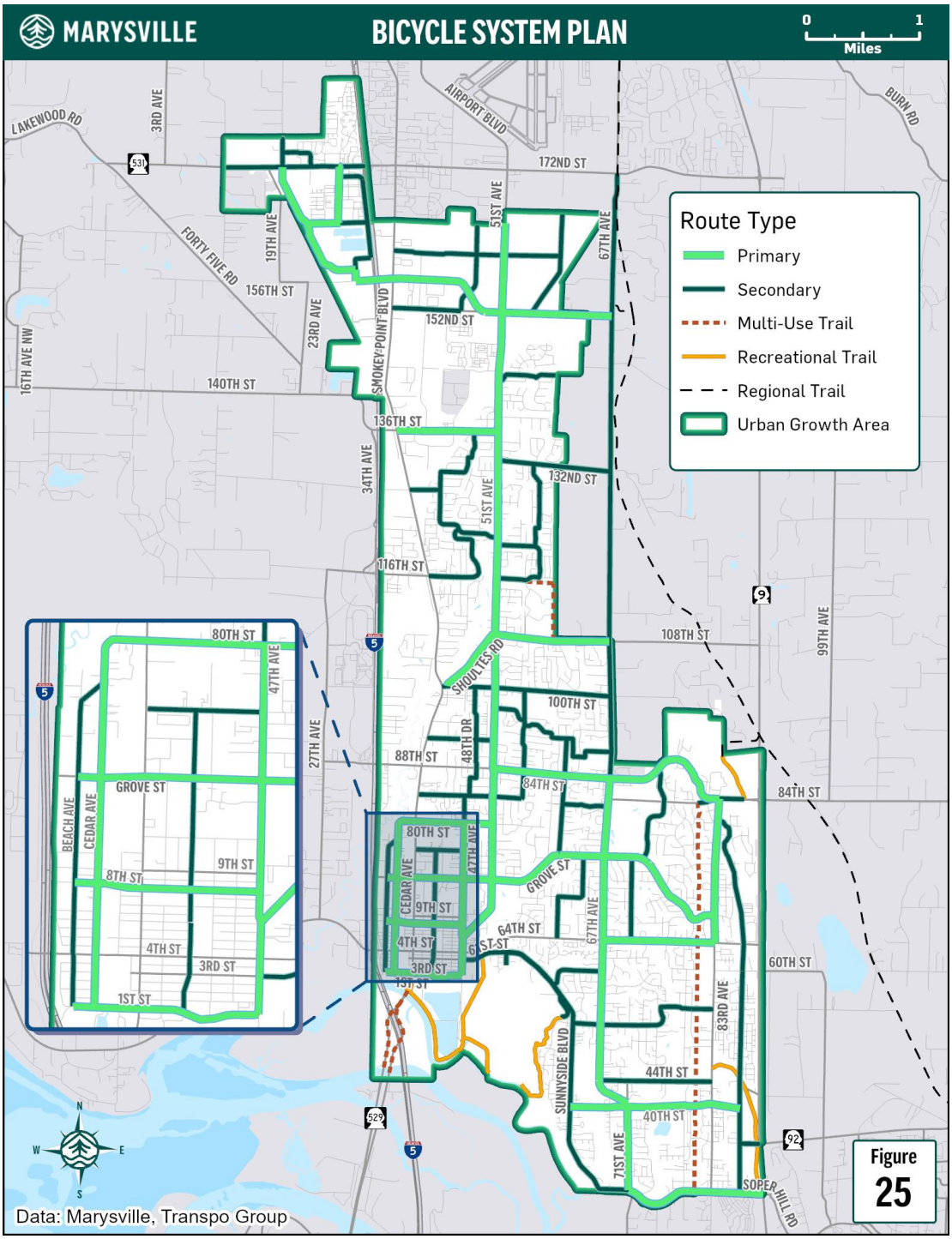

Figure 25. Bicycle System Plan: Classification

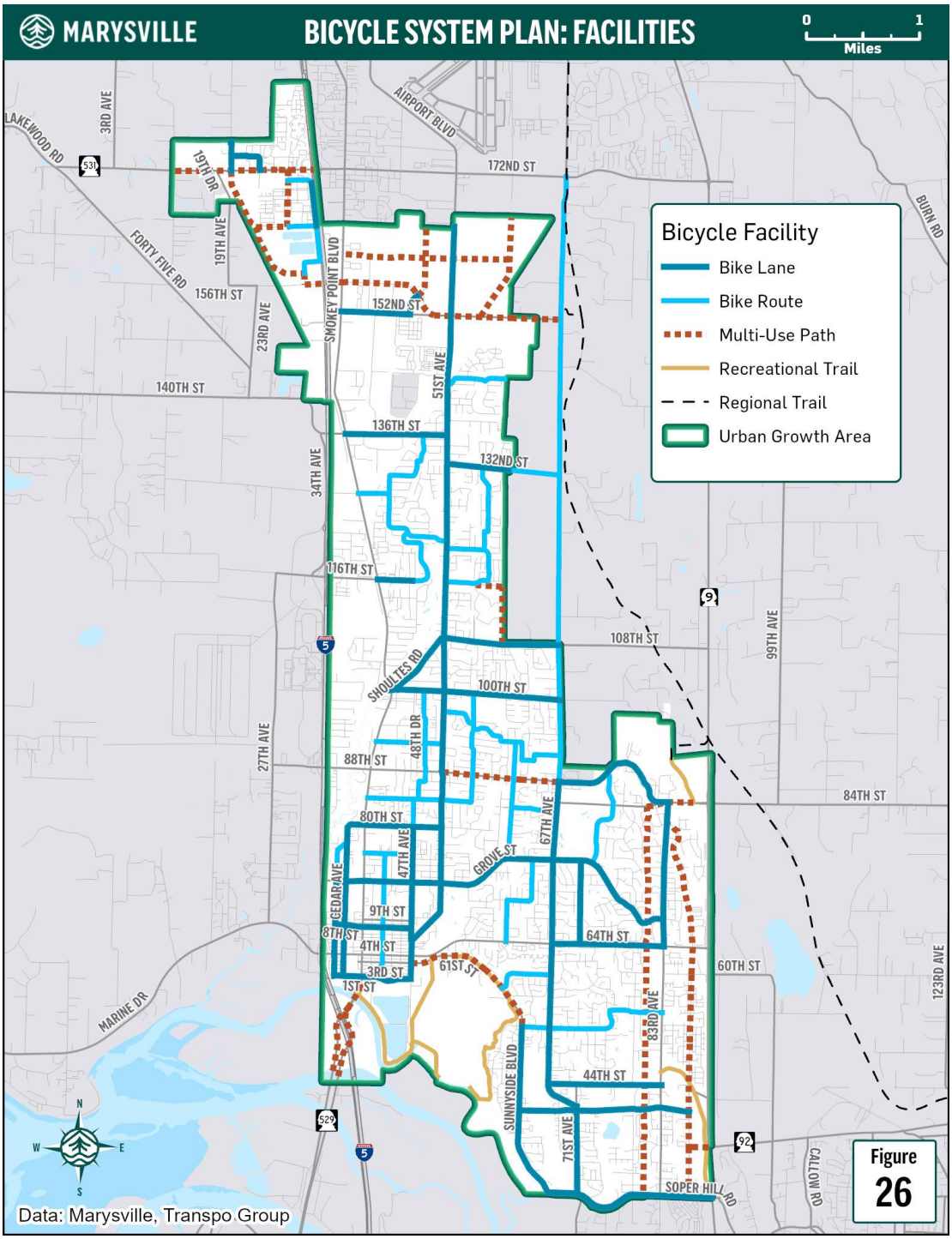

Figure 26. Bicycle System Plan: Facilities

Bicycle LOS Standard

Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. This bicycle system was first identified in coordination with the City. The LOS standards are shown in Figure 27 and provides flexibility for the types of facilities along each roadway. The LOS designations are shown in green, orange, and red.

A Bicycle LOS B2 indicates the provided bicycle facilities along a primary roadway provide an acceptable bicycle stress level, while a secondary roadway's bicycle facilities may provide a higher stress level. A Bicycle LOS B1 indicates a primary route has facilities but may operate at a higher stress level. A Bicycle LOS NF indicates no designated facilities are provided for bicycles and is considered unacceptable.

The City utilizes these standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes. The evaluation of future bicycle LOS of the City's facilities is shown in Figure 17 (see page 39).

LOS	Primary Route	Secondary Route
B2	Facilities exist including at major crossings, at acceptable stress level	Facilities exist, but higher stress level allowed
B1	Facilities exist, but higher stress level	N/A
NF	No facilities exist	No facilities exist

Figure 27. Bicycle LOS Overview

Transit

In order to provide a comprehensive transportation system, the City of Marysville recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

Community Transit Long Range Plan

Journey 2050 is Community Transit's vision for providing more service, more choices, and one easy-to-use system through 2050. As the long-range service and capital vision, Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. Community Transit envisions expanding bus service by 2050, reducing headways providing riders with more convenient options for traveling by transit and decreasing the time it will take to get there. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-

range 2050 network. The improvements necessary to support the planned network are ambitious, integrated with the services of other agencies, and are not yet fully funded.

Transit Development Plan

The Transportation Element has been coordinated with Community Transit's 2024-2029 Transit Development Plan. Currently, transit service in Marysville is provided along several key corridors within the City: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. These existing routes serve the four Park & Ride lots located within the City. Community Transit regularly reviews its service plans and route structure to address possible improvements or reductions in service.

As part of the Transit Development Plan, Community Development plans for the implementation of the Swift Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center. This line will serve the communities of Everett, Marysville and Arlington, as well as the Cascade Industrial Center in the northern part of the City. Planned alignments and station locations within Marysville are being identified. City roadways being considered for the Swift Gold Line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. The route is expected to serve the Marysville Cedar & Grove Park & Ride station.

In addition, the Transit Development Plan identifies several changes to local bus service in the City, including a new route providing service between Marysville with the Quil Ceda Village on the Tulalip Reservation. Additional minor route changes to other local and express route service are planned for the City. These changes are expected following the opening and full operation of the Sound Transit Line 1 light-rail extension to Lynwood in 2026.

In the long term, to support future development activity, the City encourages Community Transit to implement the recommendations in their Transit Development Plan to provide improved coverage and increased service frequency, especially on the weekends. Increased service frequency and coverage is desired by the City to make transit use more convenient and to meet growing local travel demands. The Marysville Transportation Element provides for the following transit/public transportation services and facilities:

Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle. Changes to future routes should be consistent with the Journey 2050 Plan and the needs of the Marysville community, based on a collaborative planning process engaging local community members.

Carpooling and Vanpooling

Community Transit should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with Community Transit to increase awareness that carpooling and vanpooling programs and resources are provided.

Transit Accessibility

The City will coordinate with Community Transit in the evaluation of accessibility to public transportation facilities. The City's road standards require sidewalks on all streets thereby supporting transit service accessibility. The sidewalk and active transportation projects identified as part of the Transportation Element seek to prioritize connection to key arterials along which transit buses operate. The City will continue to work with Community Transit to ensure high-quality transit services and facilities are maintained as the City continues to grow.

Transportation Demand Management Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Snohomish County, Community Transit and PSRC.

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- **Transit Incentives** – Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow many employees to work from home, reducing the need for travel to and from a work site for some workdays.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

Transportation Improvement Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. Figure 28 shows a map of the projects. The projects were categorized as follows:

- **Intersection Improvement** – upgrading an intersection through addition of turn lanes and/or modification of traffic controls (e.g., traffic signal, stop signs, etc.).
- **Other Agency Intersection Projects** – includes improvements to intersections (e.g., addition of turn lanes, modification of traffic control, etc.) lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)

- **Major Widening Improvements** –includes projects to widen an existing corridor to add additional through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- **Minor Widening Improvements** – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes at intersections or construction of a center, two-way left-turn lane.
- **New Road** – constructing a new arterial or collector road, including appropriate active transportation facilities.
- **Active Transportation** – projects that primarily focus on upgrading or completing bicycle and/or pedestrian facilities. This includes multi-use trails and recreational trails.
- **Other Agency Projects** – roadway improvement projects lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)
- **Programs** – The City has an extensive maintenance and operations (M&O) program to preserve the various components of the transportation system. The M&O program covers general administration, roadway and storm drainage maintenance, street lighting, sidewalk maintenance and constructing traffic signals and signs, street cleaning, and safety programs. It also includes a program to enhance traffic signal operations through implementation of an Intelligent Transportation System (ITS) program for the City.

Planning level cost estimates were prepared for each project under the jurisdiction of the City of Marysville. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All of the cost estimates are reported in 2024 dollars.

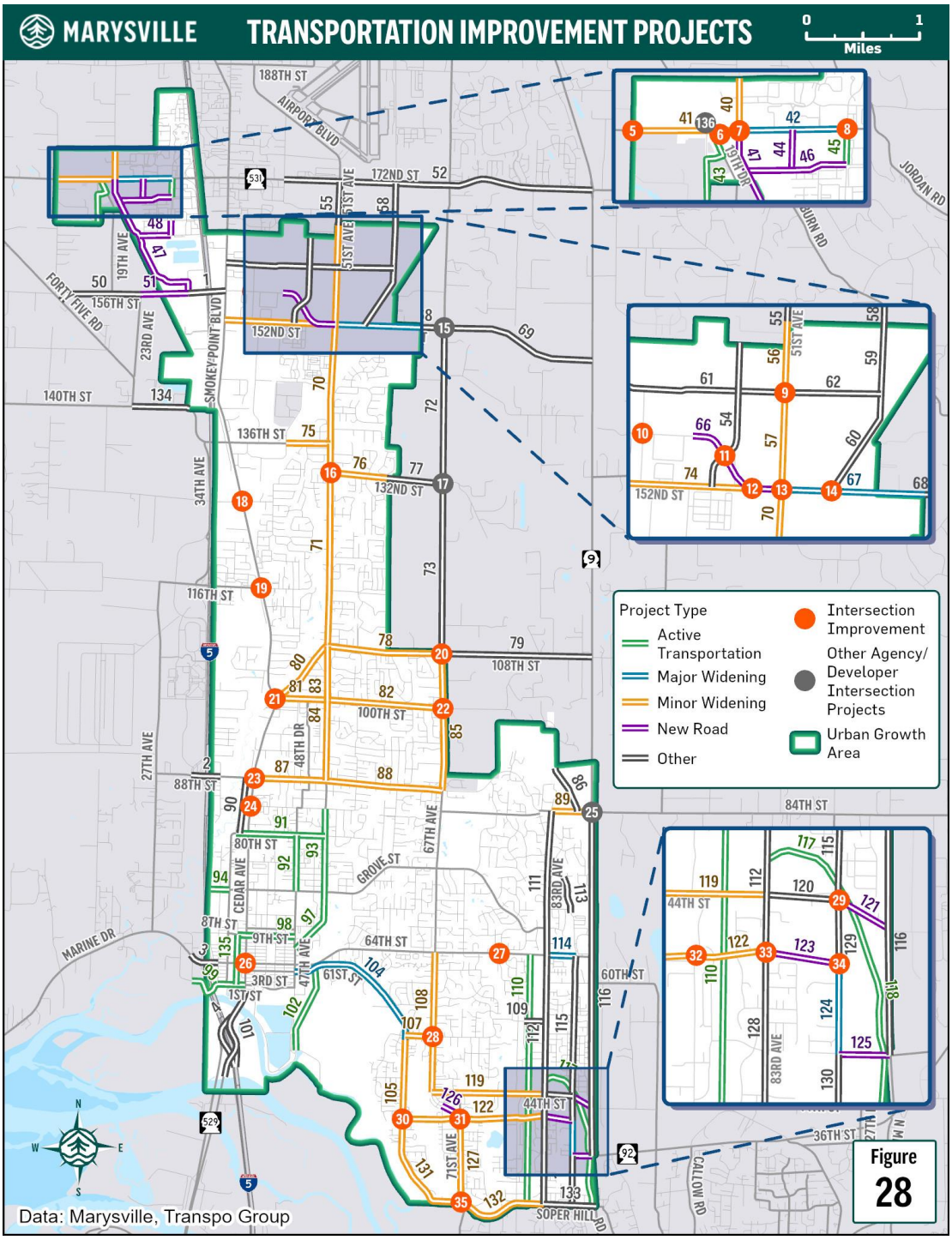

Figure 28. Transportation Improvement Projects

Table 8. List of Transportation Improvement Projects and Programs

ID	Type	Name	Extents	Description	Timing	2024 Cost
1	IC	156th St NE & I-5 Ramps	NA	Construct single-point urban interchange (SPUI). Upgrade 156th St NE to 6-7 lane roadway near interchange. At Smokey Point Blvd/156th St NE intersection, provide two NB left-turn lanes and separate EB and SB right-turn lanes. Provide walk and bike facilities to connect multi-use trails on each side of interchange	Mid	Other Agency
2	IC	88th St NE & I-5 Ramps	NA	Add roundabouts at the NB and SB ramps as well as 34th Ave NE and 36th Avenue. All roundabouts will be 2 lane east-west; 1 lane north-south; corridor will have capacity for 2 lanes in each direction.	Short	Other Agency
3	IC	SR 528 (4th St) & I-5 Ramps	NA	Add roundabouts at the NB and SB ramps as well as 33rd Ave NE/Marine Dr NE. All roundabouts will be 2 lane east-west; 1 lane north-south; corridor will have capacity for 2 lanes in each direction.	Short	Other Agency
4	IC	SR 529 & I-5 Ramps	NA	Add new ramp from SB SR 529 to SB I-5, and new ramp from NB I-5 to NB SR 529; A new roundabout will be constructed on east side of interchange.	Short	Other Agency
5	INT	172nd St NE/ 11th Ave NE	NA	Construct roundabout	Mid	$2,010,000
6	INT	172nd St NE/ Railroad Crossing	NA	Widen crossing to 2/3 lanes with walk/bike facilities	Long	$2,000,000
7	INT	172nd St NE/ English Crossing Blvd – 19th Ave NE	NA	Construct multi-lane roundabout	Short	$2,000,000
8	INT	172nd St NE/ 27th Ave NE	NA	Minor modifications to the traffic signal. Add EB right-turn lane	Mid	$400,000
9	INT	51st Ave NE/ 160th St NE	NA	Construct turn lane(s) and traffic signal	Long	$2,330,000
10	INT	156th St NE/ 39th Ave NE	NA	Construct traffic signal	Long	$1,600,000
11	INT	156th St NE/ 47th Ave NE	NA	Construct multi-lane roundabout	Mid	$4,500,000
12	INT	156th St NE/152nd St NE	NA	Construct traffic signal	Long	$1,990,000
13	INT	152nd St NE/ 51st Ave NE	NA	Construct traffic signal	Short	$1,600,000
14	INT	152nd St NE/ 55th Ave NE	NA	Construct traffic signal	Mid	$1,600,000
15	INT	152nd St NE/ 67th Ave NE	NA	Construct roundabout	Mid	Other Agency
16	INT	51st Ave NE/ 132nd St NE	NA	Construct traffic signal	Mid	$1,070,000

17	INT	67th Ave NE/ 132nd St NE	NA	Construct turn lane(s) and traffic signal	Mid	Other Agency
18	INT	State Ave/ 128th St NE	NA	Add turn lane(s) on east leg	Long	$1,500,000
19	INT	State Ave/ 116th St NE	NA	Add WB through Lane; add SB right-turn lane and overlap phase. Remove EB/WB split phasing.	Short	$1,500,000
20	INT	67th Ave NE/ 108th St NE	NA	Construct traffic signal or roundabout	Mid	$3,350,000
21	INT	State Ave/ 100th St NE/ Shoultes Rd	NA	Improve operations at these tightly spaced intersections. Improvements still to be defined.	Long	$4,500,000
22	INT	67th Ave NE/ 100th St NE	NA	Construct traffic signal	Mid	$800,000
23	INT	State Ave/ 88th St NE	NA	Construct intersection improvements to increase capacity. Cost assumes a continuous flow intersection concept.	Mid	$7,545,000
24	INT	State Ave/ 84th St NE	NA	Add west leg to intersection, including rail crossing. Install signal and close adjacent private rail crossings.	Mid	$2,650,000
25	INT	84th St NE/ SR 9	NA	Roundabout improvements	Long	Other Agency
26	INT	SR 528/ State Ave	NA	Modify turn radius	Short	$1,860,000
27	INT	SR 528/ 76th Ave NE	NA	Construct traffic signal	Mid	$800,000
28	INT	67th Ave NE/ 52nd St NE	NA	Construct traffic signal	Short	$2,049,000
29	INT	87th Ave NE/ 44th St NE	NA	Construct roundabout	Long	$3,350,000
30	INT	Sunnyside Blvd/ 40th St NE	NA	Construct traffic signal	Long	$1,600,000
31	INT	71st Ave NE/ 40th St NE	NA	Construct traffic signal	Long	$1,600,000
32	INT	79th Ave NE/ 40th St NE	NA	Construct traffic signal	Long	$1,600,000
33	INT	83rd Ave NE/ 40th St NE	NA	Construct traffic signal	Long	$1,600,000
34	INT	87th Ave NE/ 40th St NE	NA	Construct roundabout	Long	$4,500,000
35	INT	Sunnyside Blvd/ Soper Hill Rd	NA	Construct roundabout	Long	$5,500,000
40	MIN	19th Ave NE	North City Limits to 172nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks	Long	$3,660,000
41	MIN	172nd St NE	11th Ave NE to English Crossing Blvd – 19th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$4,409,000
42	MAJ	172nd St NE	English Crossing Blvd – 19th Ave to 27th Ave NE	Widen roadway to 4/5 lane arterial with 20 ft planted buffer and multiuse trails (both sides); second EB lane still needed	Short	$7,500,000
43	ACT	Lakewood School Trail	172nd St NE to English Crossing Elementary	Construct multi-use trail	Mid	$810,000
44	NEW	23rd Ave NE	172nd St NE to 169th Place NE	Construct 2 lane roadway	Short	$3,210,000

45	ACT	27th Ave NE	172nd St NE to 169th Pl NE	Construct multi-use trail (one side)	Short	$930,000
46	NEW	169th Pl NE	English Crossing Blvd – 19th Ave NE to 27th Ave NE	Construct 2 lane roadway	Mid	$8,440,000
47	NEW	English Crossing Blvd – 19th Ave NE Extension	172nd St NE to 156th St NE	Construct new 2/3 lane roadway with multi-use trail on one side	Short	$34,250,000
48	NEW	164th St NE	English Crossing Blvd – 19th Ave NE Connector to 27th Ave NE	Construct 2 lane roadway	Short	$5,070,000
49	NEW	27th Ave NE	165th St NE vicinity to 164th St NE	Construct 2/3 lane roadway	Mid	$3,630,000
50	NEW	156th St NE Connection	Forty-Five Rd to 23rd Ave NE	Construct 2/3 lane arterial between Forty-Five Rd and the new RR overcrossing. Alignment may shift north or south depending on design details.	Long	Other Agency
51	NEW	156th St NE RR Crossing	23rd Ave NE to 30th Ave NE	Construct 2/3 lane roadway. Includes new grade separated crossing of railroad tracks, and new intersection control at 30th Ave NE	Long	$23,600,000
52	MAJ	SR 531	43rd Ave NE to SR 9	Widen to 4/5 lane arterial	Long	Other Agency
53	NEW	47th Ave NE	168th St NE to City Limits	Construct 2/3 lane roadway	Mid	Developer
54	NEW	47th Ave NE	City Limits to 152nd St NE	Construct 2/3 lane roadway	Mid	Developer
55	MIN	51st Ave NE	SR 531 to City Limits	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Other Agency
56	MIN	51st Ave NE	City Limits to 160th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	$4,000,000
57	MIN	51st Ave NE	160th St NE to 152nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	$5,800,000
58	NEW	59th Ave NE	SR 531 to City Limits	Construct 2/3 lane roadway	Mid	Developer & Other Agency
59	NEW	59th Ave NE	City Limits to 160th St NE	Construct 2/3 lane roadway	Mid	Developer
60	NEW	57th Ave NE Connector	160th St NE to 152nd St NE	Construct 2/3 lane roadway	Mid	Developer
61	NEW	160th St NE	Smokey Point Blvd to 51st Ave NE	Construct 2/3 lane roadway	Mid	Developer
62	NEW	160th St NE	51st Ave NE to 59th Ave NE	Construct 2/3 lane roadway	Mid	Developer
66	NEW	156th/152nd St Connector	43rd Ave NE to 51st Ave NE	Widen to 4/5 lane arterial roadway	Mid	$17,030,000
67	MAJ	152nd St NE	51st Ave NE to City Limits	Widen to 4/5 lane arterial including sidewalks and multiuse trail	Long	$12,000,000

68	MAJ	152nd St NE	City Limits to 67th Ave NE	Widen to 4/5 lane arterial including sidewalks and multiuse trail	Long	Other Agency
69	NEW	152nd St NE	67th Ave NE to SR 9	ROW preservation for 3 lane arterial	Long	Other Agency
70	MIN	51st Ave NE	152nd St NE to 136th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$15,870,000
71	MIN	51st Ave NE	136th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$27,960,000
72	MIN	67th Ave NE	152nd Street to 132nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
73	MIN	67th Ave NE	132nd St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
74	MIN	152nd St NE	Smokey Point Blvd to 47th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Short	$3,110,000
75	MIN	136th Street	45th Ave to 51st Ave	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$4,500,000
76	MIN	132nd St NE	51st Ave to City Limits	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$6,000,000
77	MIN	132nd St NE	City Limits to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
78	MIN	108th St NE	51st Ave NE to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$8,570,000
79	MIN	108th St NE	67th Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
80	MIN	Shoultes Rd	100th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$8,050,000
81	MIN	100th St NE	Shoultes Rd to 51st Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	$3,330,000
82	MIN	100th St NE	51st Ave NE to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$9,240,000
83	MIN	51st Ave NE	108th St NE to 100th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$6,010,000

84	MIN	51st Ave NE	100th St NE to 88th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$9,080,000
85	MIN	67th Ave NE	108th St NE to 88th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$11,440,000
86	NEW	87th Ave NE	98th St NE to 84th St NE	Construct 2/3 lane roadway	Short	Developer
87	MIN	88th St NE	State Ave to 55st Ave	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Short	$22,400,000
88	MIN	88th St NE	55th Ave NE to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	$31,500,000
89	MIN	84th St NE	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$2,801,000
90	NEW	38th Dr NE	88th St NE to 80th St NE	Developer project. Construct connector including sidewalks and multi-use trail	Mid	Developer
91	ACT	80th St NE	Cedar Ave to 51st Ave NE	Construct missing sidewalks (both sides) and bike facilities	Long	$3,000,000
92	ACT	47th Ave NE	80th St NE to Grove St	Construct missing sidewalks (both sides)	Mid	$1,780,000
93	ACT	51st Ave NE	84th St NE to Grove St	Construct missing sidewalks (both sides) and bike facilities	Short	$9,470,000
94	ACT	Grove St	Cedar Ave to Ash Ave	Construct missing sidewalks (one side) and bike facilities	Long	$1,690,000
97	ACT	Armar Rd	Grove St to 47th Ave NE	Construct missing sidewalks (both sides)	Short	$5,450,000
98	ACT	8th St	Delta Ave to 47th Ave NE	Add bicycle facilities to corridor for network connectivity	Short	$130,000
99	ACT	60th Pl NE	1st St/Beach Ave to 60th Pl/33rd Ave NE	Coordinate with Tulalip Tribes to construct bike facilities	Long	$270,000
100	ACT	1st Street	Cedar Ave to State Ave	Construct missing sidewalks (both sides) and bike facilities	Long	$290,000
101	ACT	SR 529 Multi-use Trail	1st St to Everett	Construct two-way multi-use trail along east side of northbound SR 529.	Long	Other Agency
102	ACT	Ebey Waterfront Trail	61st St NE to existing trail	Construct missing multiuse trail segment	Long	$1,300,000

104	MAJ	Sunnyside Blvd	47th Ave NE to south of 52nd St NE	Widen to 4/5 lane arterial including sidewalks and multiuse trail. Include traffic control and intersection geometry improvements where needed.	Long	$13,250,000
105	MIN	Sunnyside Blvd	South of 52nd St NE to 40th St	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$9,390,000
107	MIN	52nd St NE	Sunnyside Blvd to 67th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$680,000
108	MIN	67th Ave NE	SR 528 to 44th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$12,800,000
109	NEW	54th St/55th Pl	83rd Ave to Bayview Trail	Construct 2/3 lane roadway	Long	Developer
111	MIN	83rd Ave NE	84th St NE to SR 528	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Developer
112	MIN	83rd Ave NE	SR 528 to 40th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Developer
113	NEW	87th Ave NE	75th St NE to 70th St NE	Construct 2/3 missing road sections along corridor	Long	Developer
114	MAJ	SR 528	83rd Ave NE to 87th Ave NE	Widen to 4/5 lanes including sidewalks	Long	$12,300,000
115	NEW	87th Ave NE	SR 528 to Sunnyside School Rd	Construct 2/3 lane roadway	Mid	Developer
116	MAJ	SR 9	84th St NE to SR 92	Widen to 4/5 lanes and provide multiuse trail (one side, project extent).	Long	Other Agency
117	ACT	Sunnyside School Rd	83rd Ave NE to 87th Ave NE	Convert roadway into multiuse trail; add trail crossing facilities at key locations	Long	$50,000
118	ACT	Densmore Rd/Sunnyside School Rd	87th Ave NE to Soper Hill Rd	Convert roadway into multiuse trail; add trail crossing facilities at key locations	Long	$670,000
119	MIN	44th St NE	67th Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$12,460,000
120	NEW	44th Street	83rd Ave NE to 87th Ave NE	Construct 2/3 lane roadway	Long	Developer
121	NEW	44th St NE/East Sunnyside School Rd/42nd St NE	87th Ave NE to SR 9	Construct 2/3 lane roadway	Long	$6,870,000
122	MIN	40th St NE	Sunnyside Blvd to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	$17,554,000

123	NEW	40th St NE	83rd Ave NE to 87th Ave NE	Construct 4/5 lane arterial	Mid	$3,650,000
124	MAJ	87th Ave NE	40th St NE to 35th St NE	Reconstruct 4/5 lane arterial including sidewalks. Use Densmore Rd for bike connectivity.	Mid	$8,911,000
125	NEW	35th St NE	87th Ave NE to SR 9	Construct 4/5 lane arterial including sidewalks and multi-use trail connectivity. Requires expansion of SR 9/SR 92 intersection.	Mid	$6,097,000
126	NEW	67th Ave Connector	67th Ave NE/44th St NE to 71st Ave NE/40th St NE	Construct 2/3 lane roadway	Long	$10,310,000
127	MIN	71st Ave NE	40th St NE to Sunnyside Blvd / Soper Hill Rd	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$8,040,000
128	MIN	83rd Ave NE	40th St NE to Soper Hill Rd	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Developer
129	NEW	87th Ave NE	Sunnyside School Rd to 40th St NE	Construct 2/3 lane roadway	Mid	Developer
130	NEW	87th Ave NE	35th St NE to Soper Hill Rd	Construct 2/3 lane roadway	Long	Developer
131	MIN	Sunnyside Blvd	40th St NE to 71st Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$14,800,000
132	MIN	Soper Hill Rd	71st Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	$12,830,000
133	MIN	Soper Hill Rd	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Other Agency
134	MIN	140th St NE	23rd Ave NE to 31st Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
135	ACT	Delta Ave Woonerf	1st St to 8th St	Reconstruct missing segments to Woonerf. Add pedestrian signal crossing at SR 528.	Long	$4,360,000
136	INT	172nd St NE/19th Drive	NA	Construct roundabout (west side of railroad)	Short	$3,350,000
201	PROG	Operations/Maintenance	NA	Operations/Maintenance Program	NA	NA
202	PROG	Transit	NA	Support implementation of Community Transit service	NA	NA

203	PROG	Intelligent Transportation System Program	NA	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection.	NA	NA
204	PROG	Bicycle Program	NA	Citywide bicycle projects not including in other capital projects. Trails (see pedestrian program); Buffered Bike Lanes (2.9 miles); Bike Lanes (5.9 miles); Bicycle Boulevards (12.4 miles); Bike Routes (4.2 miles)	NA	NA
205	PROG	Pedestrian Program	NA	Citywide pedestrian projects not included in other capital projects. Trails (3.6 miles); SR2S Sidewalks (6.1 miles); Other Sidewalks (3.0 miles)	NA	NA
206	PROG	Safety Program	NA	Program to improve safety at spot locations	NA	NA

Chapter 5. Financing Program

The multimodal improvement projects and programs provide the blueprint for improving the transportation system to meet existing and future travel demands in and around the City of Marysville. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues. The financing program presented in this section is intended to provide a framework for decisions on which projects and programs are funded and when they may be able to be built. A summary of the estimated costs of the transportation projects and programs is presented and compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to help implement the projects and programs over the life of the plan.

Project and Program Costs

Table 9 summarizes the costs of the recommended transportation improvement projects and programs. These cover capital improvements, maintenance and operations, and bond debt services. The costs are summarized for the short-range (2025-2029), mid-range (2030-2034), and long-range (2034-2044) time periods based on the project timelines presented in Table 8. The cost summary includes projects identified within the City of Marysville's jurisdiction. The project and program costs are presented in constant 2024 dollars.

Table 9. Transportation Project and Program Costs (2025-2044)

Cost[1]	Short-Range Costs (2025-2029)	Mid-Range Costs (2030-2034)	Long-Range Costs (2035-2044)	Total Costs (2025-2044)
Capital Projects	$101,680	$143,130	$327,740	XX$572,550
Maintenance & Operations	$46,740	$51,600	$133,220	$231,560
Bond Debt Service[2]	$9,870	$5,250	$3,610	$18,730
Total	$158,290	$199,980	$464,570	$822,840

Sources: City of Marysville, Transpo Group
1. All costs in $1,000 and 2024 dollars, rounded up to nearest $10,000.
2. Includes principal and interest costs between 2025 and 2044 for four (4) previously issued transportation bonds.

Planning level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Element. Cost estimates were prepared based upon average unit costs for recent transportation projects within the City. They include estimates for engineering design, right-of-way, and construction costs. More detailed costs of individual projects will be developed as the improvements are programmed for design and implementation. The final costs will fluctuate from the planning level estimates, but they provide a reasonable basis for the financing plan of the Transportation Element.

Maintenance and operations (M & O) programs cover street overlays and other miscellaneous sidewalk and safety improvement programs on City streets. The M & O costs were projected based on recent expenditures and the City's 2023-2024 adopted budgets. A 2.0 percent annual growth rate was applied between 2023 and 2044 to account for expected population and employment growth.

The debt service category covers the remaining principal and interest on bonds that the City issued to help fund several transportation projects. Issuance of new bonds in the future is not currently anticipated. Bonds do not add revenues, but simply allow the City to advance the timeline for key projects. Bond expenditures include total outstanding balance (principal and interests) as of 2024. The past and future projects partially funded with bonds include:

- State Avenue Widening
- I-5/156th Street NE Overcrossing
- SR 9/SR 92 Break-in Access
- 1st Street Bypass
- Ingraham Boulevard
- 88th Street Widening
- Intersection Improvements (Soper Hill Road/Sunnyside Boulevard; 47th Avenue NE/SR 528; and 3rd Street/47th Avenue NE)
- Other street construction projects

A total of roughly $573 million (in 2024 dollars) would be needed to fully fund the capital improvements under the jurisdiction of the City of Marysville. Other projects under the jurisdiction or lead of WSDOT, Snohomish County or the City of Arlington would be needed as part of this plan but are not included in the City's financial analysis. The costs of these projects would be in addition to the City's.

In addition to capital costs, annual maintenance and operations programs result in nearly $231 million between 2025 and 2044. Paying off existing bonds adds another $18.7 million to the transportation system costs from 2025 to 2044. Combined, the 2023-2044 Transportation Element would require approximately $823 million in 2024 dollars.

Revenue Projections

Funding sources for transportation projects include various fees and tax revenues, grants, bonds, developer contributions and traffic impact fees. The estimates were based on revenues allocated to transportation funding during the last five years and discussions with City staff. Estimates of potential revenues from each source were projected for two scenarios. The Low Revenue scenario generally reflects recent revenues grown at two percent annually. This likely represents a conservative assessment of available revenues from these sources based on historical inflation. The High Revenue scenario factors recent revenues based on the revised 2045 household and employment forecasts used in preparing the travel forecasts for the Transportation Element and applies the same inflation forecast as the Low Revenue scenario. The High Revenue scenario does not represent the maximum funding that could be generated, but provides a less conservative projection for the long-range planning horizon than the Low Revenue scenario.

Table 10 summarizes projected revenues for the Low and High Revenue scenarios. Based on these assumptions, the City would generate almost $339 million (in 2024 dollars) over the life of the plan under the Low Revenue scenario. This would increase to $431 million under the High Revenue scenario. The assumptions and results for each group of funding sources are presented below.

Table 10. Transportation Funding Revenue Projections

Revenue Source	Low Revenue	High Revenue
Real Estate Excise Tax (REET)	$73,640	$99,940
Motor Vehicle Fuel Tax (MVFT)	$26,300	$36,820
Miscellaneous//Interest	$5,260	$6,050
Grants	$102,240	$136,320
Transportation Benefit District (TBD)	$92,050	$105,200
Transportation Impact Fees[2]	$39,900	$46,940
Total	$339,390	$431,270

Sources: City of Marysville, Transpo Group
1. All costs in $1,000 and 2024 dollars.
2. TIF revenues forecasts were provided by the City based on historical TIF revenues.

Tax Revenues

The City currently directs revenues from two primary tax funds toward transportation improvements and programs. These are Real Estate Excise Taxes (REET) and Motor Vehicle Fuel Taxes (MVFT).

Under the Low Revenue scenario, the combined REET and MVFT funds are projected to generate approximately $100 million in revenues between 2025 and 2045 (in 2024 dollars). The High Revenue projections are presented in Table 10. The City may see higher or lower growth in the annual REET revenues depending on the actual real estate transactions in the City and the City's share of state fuel taxes. The High Revenue projection assumes that the REET and MVFT revenues occur at a higher rate based on the forecast growth in household and employment to 2045 conditions. Under the High Revenue scenario the REET and MVFT could generate up to $136 million in tax for transportation projects through 2045.

Miscellaneous

In addition to the above tax revenues, the City directs other funding toward transportation improvements and programs. These miscellaneous funds include items such as inspection fees, a portion of stormwater management fees related to street work, and interest earned from some account balances. Using the average of approximately $200,000 per year in transportation funding from recent years, these funds are estimated to generate $5.3 million over the life of the plan (in 2024 dollars) for the Low Revenue scenario and $6.0 million in the High Revenue scenario.

Grants

The City has successfully secured grants for transportation projects. City staff have reviewed each of the planned projects and forecasted grant sources that may be awarded based on project costs and the likely available sources. Each estimate typically assumes a match of no more than 50 percent of project costs unless additional supporting information is known or already awarded grant funds are documented.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Many of the projects identified in the Transportation Systems Plan support regional needs and would likely be eligible for some grant funding.

The Surface Transportation Block Grant program (STBG) is one of the most flexible federal grant programs. STP funding can be used for highway and bridge projects, transit capital

projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-city or intra-city bus terminals and bus facilities. STP funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. STP funds also can be used for transportation control measures.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through the Puget Sound Regional Council (PSRC). CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emission. CMAQ grants cannot be used to fund general purpose roadway projects.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through four grant programs:

- Urban Arterial Program (UAP) – funds projects that address safety, growth & development, physical condition and mobility.
- Urban Sidewalk Program (SP) – provides funding for projects improving the safety, mobility, and/or connectivity of pedestrian and bicycle facilities.
- Arterial Preservation Program (APP) - provides assistance for roadway paving/overlays for cities/agencies with less than $3 billion assessed valuation. Marysville exceeds the maximum assed valuation criteria and therefore, is not eligible for this program.
- Complete Streets (CS) – allocates funding to local governments that have adopted a complete streets ordinance and have demonstrated success at planning and constructing streets designed to accommodate all roadway users.

The TIB projects are selected on a competitive basis. Each of the three programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation, improves non-motorized user safety, reduces vehicular travel, and has community support. The Highway Safety Improvement Program (HSIP) provides funding to implement safety projects along roadways with the ultimate goal of reducing the number of fatal and serious injury collisions.

Transportation Impact Fees

The Growth Management Act (GMA) allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. Recent legislation has also allowed that active transportation projects can also be funded through the TIF program. State law (Chapter 82.02 RCW) requires that TIFs be:

- Related to improvements to serve new developments and not existing deficiencies
- Assessed proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan.

The City of Marysville has adopted a transportation impact fee program defined in Chapter 22D.030 of the City's Municipal Code. As part of the Transportation Element, the

transportation impact fee program calculation was updated to reflect the revised growth forecasts and impact fee project costs. The updated methodology and findings are described in more detail in Appendix A (Transportation Impact Fees) of this Transportation Element. Appendix A identifies the specific improvement projects and costs included in the TIF.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of a TIF project, the City will provide credits, consistent with GMA requirements. The TIF revenue forecasts were provided by the City based on historical TIF revenues.

Developer Commitments

The City also implements its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA), and/or to meet concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities and sidewalks.

The City evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, transit access, or other transportation issues. Many of these developer-funded improvements are also identified as specific projects in the Transportation Element or as part of the circulation roadways.

Per GMA, the City requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the facilities operate below the City's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the City, another agency, or another developer to fund and/or construct the needed improvements.

Several of the projects identified in the Transportation Element would be totally or partially funded by developer contributions exclusive of the TIF program. The plan identifies several new arterials and collectors that will be primarily constructed as part of adjacent developments. These projects were not included in the cost or revenue portions of the financial analysis.

Transportation Benefit District

In December 2013, the City Council voted to create a citywide Transportation Benefit District (TBD). The TBD Board is comprised of the City Council. The Board put forth a ballot measure in February 2024 to renew a 0.2% increase in the sales tax collected in the City to fund transportation projects for 10 years. The TBD sales tax was approved by the voters. The TBD will be dissolved when all of the indebtedness of the district, and all of the district's responsibilities have been met; however, the TBD will need to be dissolved within 20-years of the adoption date, unless the City Council takes further action to extend it. This would occur in 2034.

TBD funds are used primarily for street preservation that extends the life cycle of roadway sections through pavement repair, overlay, crack sealing and patching. Other projects included in the city's Transportation Improvement Plan, such as sidewalk and shoulder improvements, also are eligible for TBD funding. State law requires that these funds be used only for eligible transportation improvement projects. The City has typically received approximately $3.5 million in TBD revenues the past several years and was used as the

basis for the Low Growth scenario increasing 2.0% per year. The High Growth scenario is based on a potential annual average of $4.0 million received per year.

Other Agency Funding

The City of Marysville will need to continue to partner with WSDOT, Snohomish County, City of Arlington, City of Lake Stevens and Tulalip Tribes to fund and implement projects identified in the Transportation Element. Funding of improvements along I-5 and SR 9 are expected to come mostly from WSDOT. A major new project that the City is currently working with WSDOT is the addition of new ramps to/from the north at SR 529 and I-5. The City has prepared a Draft Interchange Justification Report (IJR) in cooperation with WSDOT for this improvement project. In addition, the City has identified construction of a full interchange with I-5 at the 156th Street NE overcrossing that the City constructed. Also, improvements at two existing interchanges along I-5 (at SR 528 and 88th Street). All of these interchange improvements and new interchanges are funded by the federal and state legislatures, the Tulalip Tribes, and the City of Marysville. The Transportation Element also identifies improvement projects along SR 9 that would be under the jurisdiction of WSDOT.

The City will need to continue to partner with Snohomish County, adjacent cities and the Tulalip Tribes to fund other transportation projects that benefit this part of the region. One strategy for partnering would be Interlocal Agreements with these agencies on impact fees or other possible funding mechanisms.

Financing Strategy

As noted in Table 11, in order to fully fund the transportation improvement projects and programs, the City would need approximately $823 million (in 2024 dollars) between 2023 and2044. The low and high funding scenarios result in approximately $339 to $431 million (in 2024 dollars) in revenues for the same time period, respectively. This would be a shortfall of $392 to $483 million (in 2024 dollars) over the life of the plan.

Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. Table 11 summarizes the allocation of project and program costs for each of the three time horizons as presented in Tables 8:

- Short-range (2025-2029)
- Mid-range (2030-2034)
- Long-range (2035-2044)

Table 11 also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 21-year planning period.

Table 11. Financing Summary by Planning Time Horizon

	Short-Range[1] (2025-2029)	Mid-Range[1] (2030-2034)	Long-Range[1] (2035-2044)	Total[1] (2025-2044)
A. Projected Revenues[1,2]				
Low Scenario	$84,848	$84,848	$169,694	$339,390
High Scenario	107,818	107,818	215,634	431,270
B. Total Project and Program Costs[1,3]				
Total Costs	158,289	199,977	464,570	822,836
C. Difference (A minus B)[1,4]				
Low Scenario	(73,441)	(115,129)	(294,876)	(483,446)
High Scenario	(50,471)	(92,159)	(248,936)	(391,566)

Sources: City of Marysville, Transpo Group
1. All costs in $1,000s of 2024 Dollars
2. From Table 10
3. From Table 9
4. Subtract costs from revenues; parenthesis denotes funding deficit.

The shortfall in funding under either the low or high scenarios would primarily affect the ability of the City to fund additional capital improvements during the next six years. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. In addition, the TBD will fund the preservation and sidewalk/shoulder improvements identified in the voter approved package.

The most critical part of the funding program is the short-range time period. These improvements are focused on addressing existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in Table 11, the revenues in the short-range time horizon (2023-2029) will be approximately $50 to $73 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or additional SEPA mitigation/frontage improvements for development projects. The City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could construct some of the projects in phases to help defer costs to beyond 2029. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon (2025-2029) are $92 to $115 million less than the identified project costs for that 6-year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that several key projects identified for the mid-range time horizon will be deferred to beyond 2034, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also can reduce, or delay, the needs for some of the improvements. If development occurs at a slower rate than anticipated in the 2044 travel forecast, some of these capacity and arterial upgrade improvements also will not be needed as soon. Furthermore, the City may simply defer these improvements until funding is available.

The long-range (2035-2044) funding program is projected to have a deficit of $249 to $295 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential additional revenues from state funding packages. Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

The City has decided to keep the improvement projects that would not be funded with the existing revenues in the Transportation Element so they could be included as part of development projects or future funding strategies.

Reassessment Strategy

Although the financing summary recognizes the potential for a $390 to $483 million (in 2024 dollars) shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency
- Explore ways to obtain more developer contributions to fund the improvements
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan
- Lower priority projects in the Transportation Element may be slid to beyond 2044 or deleted from the program

The City of Marysville will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Chapter 6. Goals and Policies

The overall goal of the City of Marysville Transportation Element is:

> ***"The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health."***

These goals and policies provide guidance for the City of Marysville Transportation System.

Goal 1. Implement Transportation Plan

Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.

Policy T-1.1: The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

Policy T-1.2: Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

Policy T-1.3: Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

Policy T-1.4: Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

Policy T-1.5: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

Policy T-1.6: Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

Policy T-1.7: Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

Policy T-1.8: Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

Goal 2. Support Regional Planning Policies

Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.

Policy T-2.1: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

Policy T-2.2: Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.

Policy T-2.3: Apply livable urban design principles for growth centers and transit areas that reduce vehicle miles traveled.

Policy T-2.4: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Policy T-2.5: Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

Policy T-2.6: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

Policy T-2.7: Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

Goal 3. Accessible, Equitable, and Inclusive Participation

Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.

Policy T-3.1: Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

Policy T-3.2: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T- 3.3: Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T- 3.4: Maintain and improve the safety of the transportation system for all travel modes.

Policy T-3.5: Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

Policy T-3.6: Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

Policy T-3.7: Apply access management practices to arterials to improve the safety and operational efficiency of the system.

Goal 4. Economy, Freight, and Goods Transport

Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.

Policy T-4.1: Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy T-4.2: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

Policy T-4.3: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Policy T-4.4: Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

Goal 5. Natural Environment

Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.

Policy T-5.1: Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions, vehicle miles traveled, and improve system performance.

Policy T-5.2: Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

Policy T-5.3: Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

Policy T-5.4: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

Goal 6. Level of Service Standards and Concurrency

Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).

Policy T-6.1: The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.

Policy T-6.2: Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

Policy T-6.3: Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:

- Vehicular LOS E mitigated for
    - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
    - 4th Street/64th Street NE (SR 528) within the City;
    - 88th Street NE (east of I-5 to 67th Avenue)
- Vehicular LOS D for all other intersections of two or more arterials within the City."

Policy T-6.4: Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:

- LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result. "

Policy T-6.5: Pedestrian Network Level of Service (LOS) Standards
- LOS P2 = Complete Network Facility
- LOS P1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS P1 on primary pedestrian routes and LOS P2 on secondary routes.

Policy T-6.6: Bicycle Network Level of Service (LOS) Standards
- LOS B2 = Complete Network Facility
- LOS B1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS B1 on primary bicycle routes and LOS B2 on secondary routes.

Policy T-6.7: Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

Policy T-6.8: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

Policy T-6.9: Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

Policy T-6.10: Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

Policy T-6.11: Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

Policy T-6.12: Identify and preserve rights-of-way for future transportation system needs.

Goal 7. Financing and Implementation

Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.

Policy T-7.1: Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP."

Policy T-7.2: Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.

Policy T-7.3: Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

Policy T-7.4: If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.

Policy T-7.5: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

Policy T-7.6: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-7.7: Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

Policy T-7.8: Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

Policy T-7.9: Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.

MARYSVILLE Exhibit D COMPREHENSIVE PLAN

0 0.5 1 Miles

Lakewood Neighborhood Master Plan

Cascade Industrial Center (Continues to the North)

Cascade Industrial Center

Smokey Point Master Plan

Cascade Industrial Center

Tulalip Reservation

116th Street Master Plan

Downtown Master Plan

The Downtown Master Plan boundary and Downtown Core zone shall coincide with the division of the Riverwalk Project

3rd Street Character Area

East Sunnyside-Whiskey Ridge Subarea Plan

Comprehensive Plan Zoning

Residential

- Flex Residential
- Middle Housing 1
- Middle Housing 2
- Midrise Multi-Family
- R4.5 Single Family Medium
- R6.5 Single Family High
- R8 Single Family High Small Lot
- R12 Multi-Family Low
- R18 Multi-Family Medium
- R28 Multi-Family High
- WR-R-4-8 Whiskey Ridge, Single Family High
- WR-R-6-18 Whiskey Ridge,Multi-Family Medium

Non-Residential

- Downtown Core
- Downtown Commercial
- Community Business
- Community Business - Whiskey Ridge
- Flex
- General Commercial
- General Industrial
- LI with GC Overlay
- Light Industrial
- Main Street
- Mixed Use
- Neighborhood Business
- Open
- Public-Institutional
- Recreation

- City Limits
- Urban Growth Boundary
- Master Plan Area
- Cascade Industrial Center
- Tulalip Reservation
- 3rd St Character Area

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CD24-15a
November 2024

MARYSVILLE

Exhibit E

ZONING

0 0.5 1 Miles

Cascade Industrial Center (Continues to the North)

Lakewood Neighborhood Master Plan

Cascade Industrial Center

Smokey Point Master Plan

Cascade Industrial Center

Tulalip Reservation

116th Street Master Plan

Downtown Master Plan

East Sunnyside-Whiskey Ridge Subarea Plan

Zoning

Residential

- Flex Residential
- Middle Housing 1
- Middle Housing 2
- Midrise Multi-Family
- R4.5 Single Family Medium
- R6.5 Single Family High
- R8 Single Family High Small Lot
- R12 Multi-Family Low
- R18 Multi-Family Medium
- R28 Multi-Family High
- WR-R-4-8 Whiskey Ridge, Single Family High
- WR-R-6-18 Whiskey Ridge,Multi-Family Medium

Non-Residential

- Community Business
- Community Business - Whiskey Ridge
- Downtown Commercial
- Downtown Core
- Flex
- General Commercial
- General Industrial
- LI with GC Overlay
- Light Industrial
- Main Street
- Mixed Use
- Neighborhood Business
- Open
- Public-Institutional
- Recreation

- Urban Growth Boundary
- City Limits
- Master Plan Area
- Cascade Industrial Center
- Marysville Civic Center
- Tulalip Reservation

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November 2024