

CITY OF MARYSVILLE 2024–2044 Comprehensive Plan

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



MARYSVILLE
WASHINGTON

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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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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



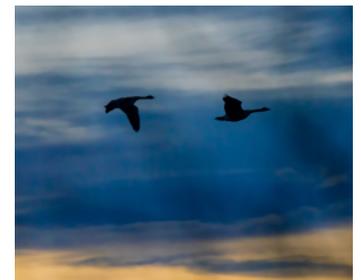
Sewer Comprehensive Plan



Water Comprehensive Plan



Engineering Design and Development Standards

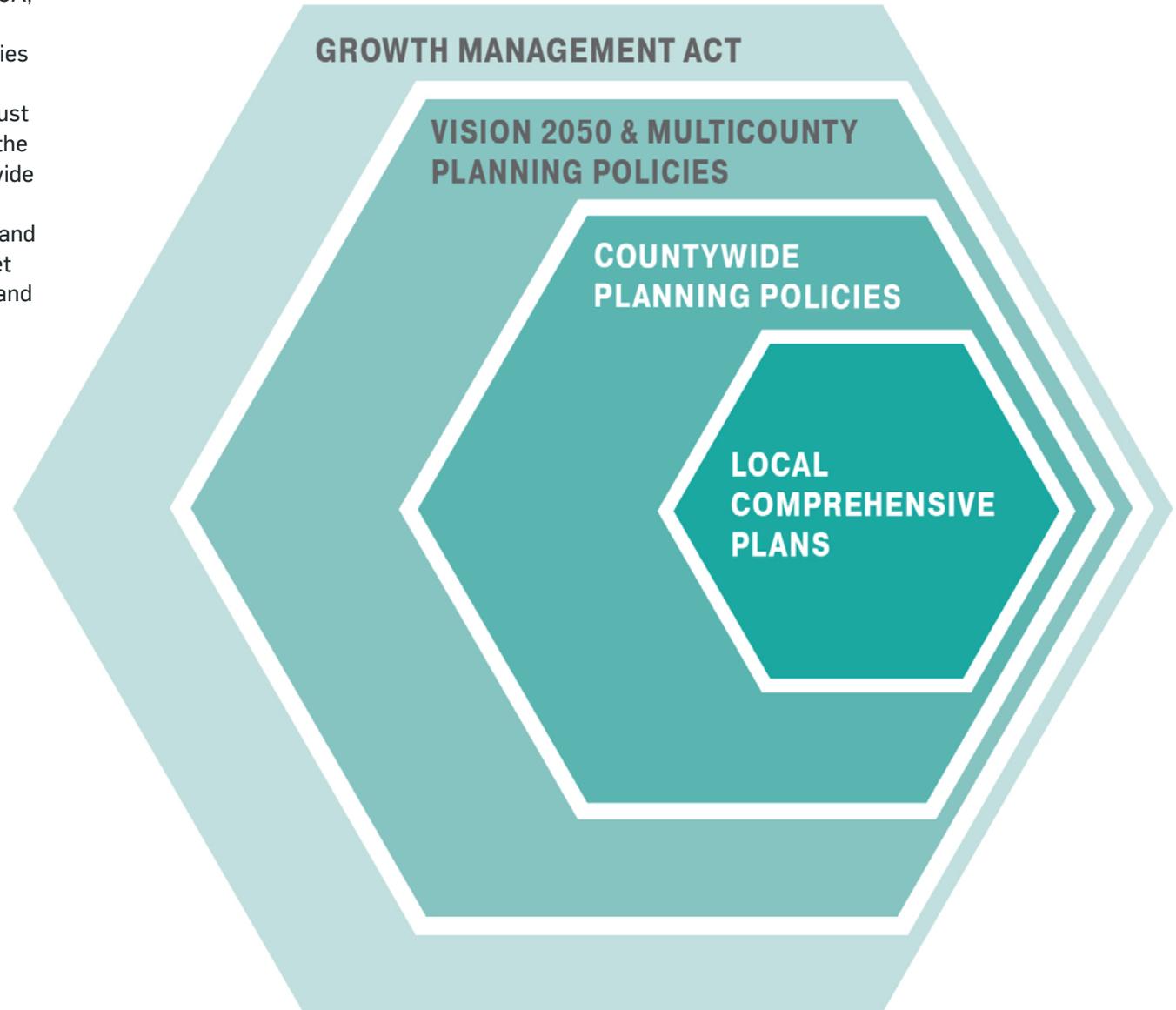


Shoreline Master Program

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 means that the Plan aligns with the GMA's statutory goals, county-wide policies, and the plans of adjacent jurisdictions. The overall context under which this Plan was prepared, and consistency with the requirements of the State, Puget Sound Regional Council (PSRC), Snohomish County, and neighboring jurisdictions, is set forth in this section.

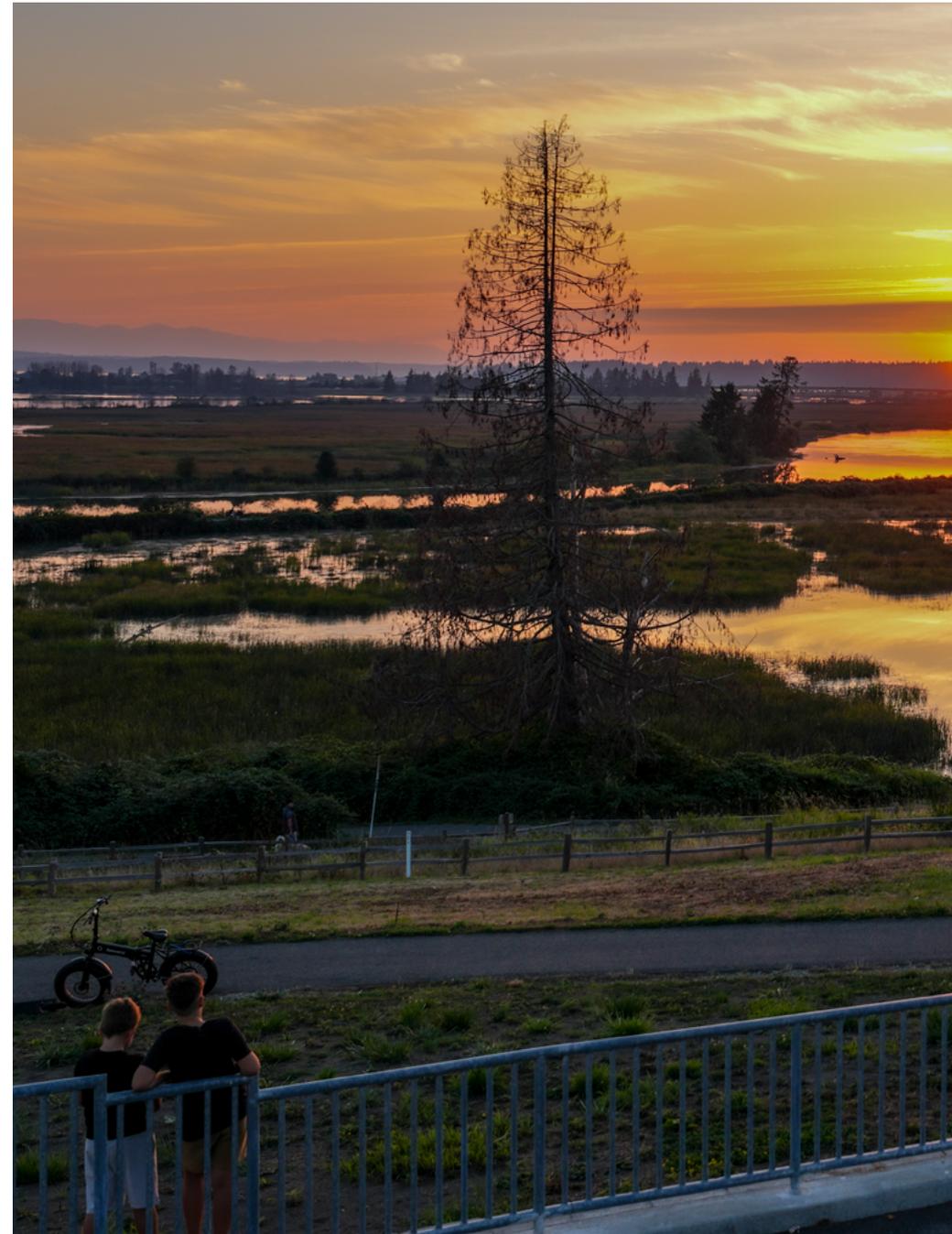
REGIONAL COLLABORATION



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

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

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



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

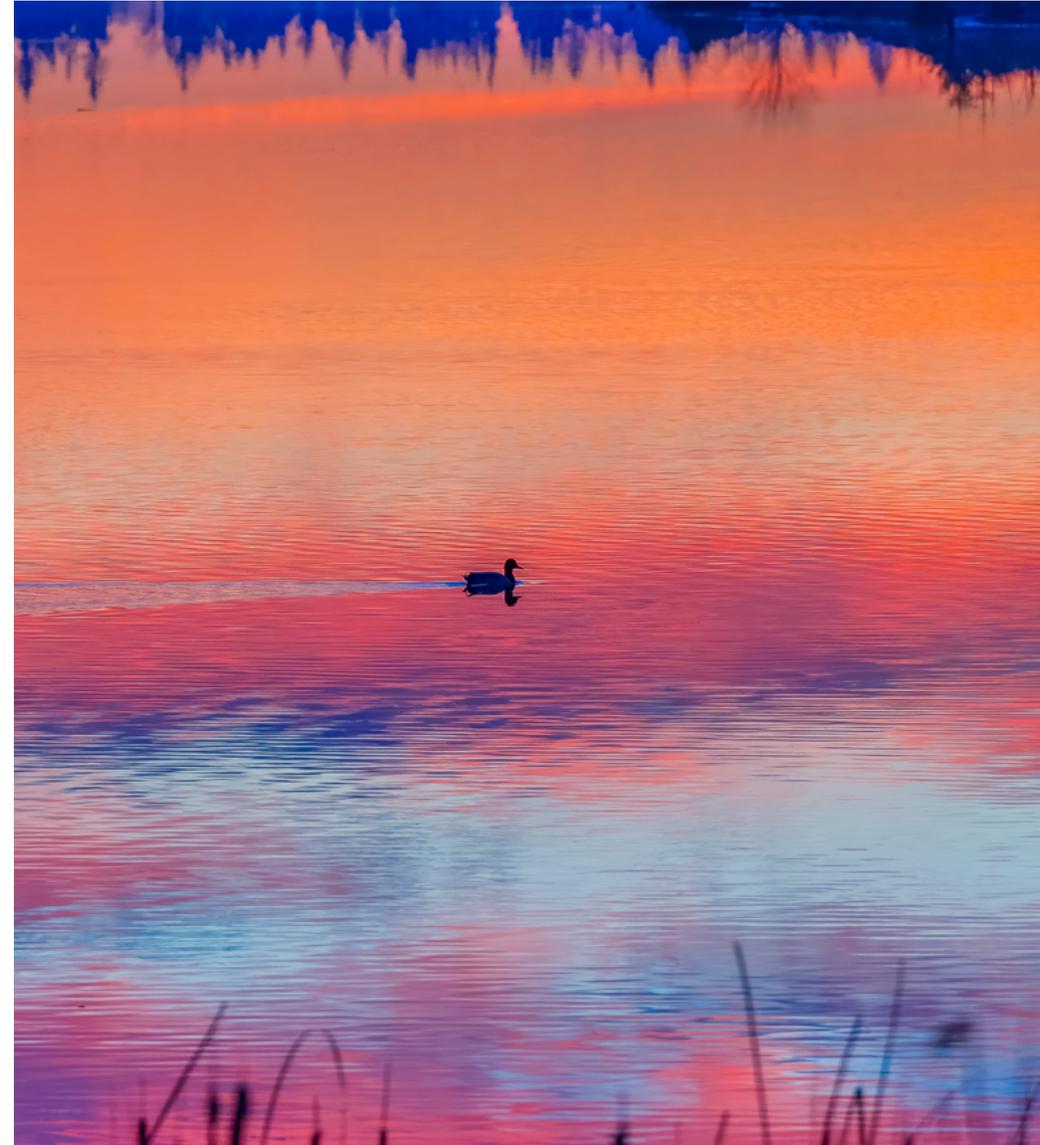
GROWTH ALLOCATIONS AND REGIONAL FRAMEWORK

Puget Sound Regional Council

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

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

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



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

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

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

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



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

Office of Financial Management

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

Buildable Lands Report

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

Snohomish County Tomorrow

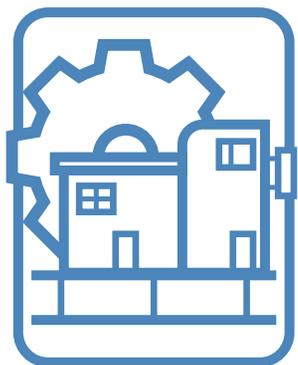
Snohomish County Tomorrow (SCT) allocates the population, employment, and housing projections from OFM to the cities and unincorporated areas within Snohomish County.⁶ The growth allocations are a result of collaboration between Snohomish County, its cities, and the Tulalip Tribes, and are consistent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

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

Plan Organization

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

OUR COMMUNITY



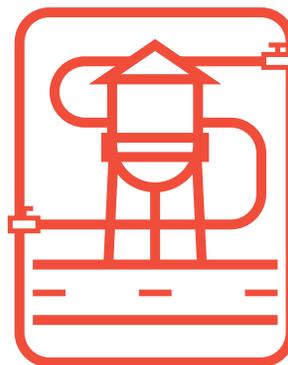
Our Community covers the Land Use, Housing, Economic Development, and Public Services Elements

OUR ENVIRONMENT



Our Environment covers the Parks and Environmental Elements.

OUR INFRASTRUCTURE



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

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

Implementation

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

⁷ [MRSC-ComprehensivePlanning](#)



HOW ARE GOALS, POLICIES, AND INITIATIVES ORGANIZED?

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

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

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

This prefix indicates the element and goal number.

PS 1 Goal text is largest.

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

PS 1.1 Policy text follows the goal.

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

PS 1.1.1 Initiatives are nested under policies when present.

PUBLIC PARTICIPATION

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

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

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



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



3 open houses and 6 public outreach events



Email notifications to a 438 person list serve



15 Planning Commission meetings and 1 public hearing



1 joint City Council-Planning Commission meeting



6 City Council work sessions and 2 public meetings

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

HISTORY AND VISION



NATIVE AMERICAN ORIGINS

For centuries, Native Americans occupied the lands surrounding the Salish Sea.⁹ The Native Americans “sustained a flourishing economy...rooted in fish harvest, shellfish harvests, hunting, gathering, and trading of resources within the Salish Sea” region. 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

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.



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.



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 // Who We Are - History \(tulaliptribes-nsn.gov\)](https://www.tulaliptribes-nsn.gov/history)

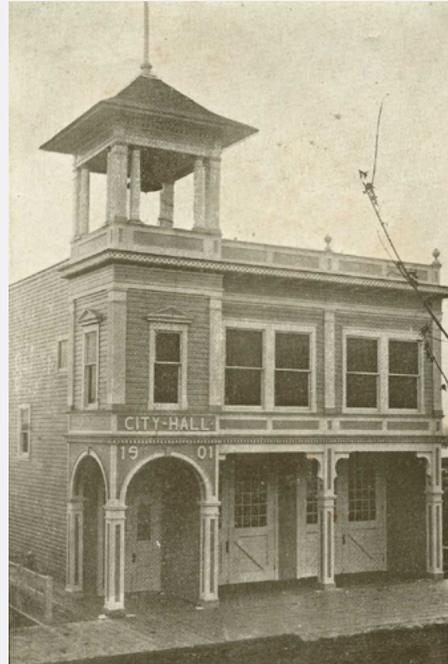


FOUNDING FATHER

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

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

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



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

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



RAILROAD BOOM

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



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

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



STOCK MARKET PANIC

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



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

A NEW CENTURY AND ANOTHER BOOM

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

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



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

DEPRESSION ERA AND WORLD WAR II

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

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



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

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



POST-WAR CHANGES

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



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

LAND USE PLANNING BEGINS

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

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



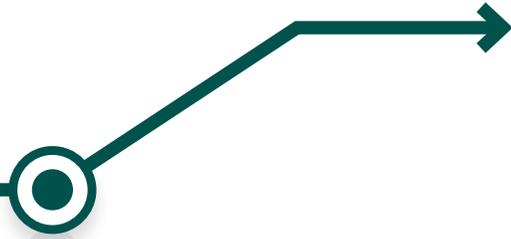
Kuhnle's Tavern, Hilton Drugs, Marysville Café and other businesses along State Avenue in the 1970s. Photo Credit: J. Boyd Ellis Post Card Co. courtesy of the Washington State Historical Society.

GROWING PAINS

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

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

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



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.

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.



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