



OUR COMMUNITY



Chapter 2

LAND USE

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Land Use Snapshot



Adequate Land to Accommodate Growth

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



The UGA, Annexation, and Areas of Future Influence

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



Land Use Inventory

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



2044 Growth Targets and Capacity

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



Land Use Designations

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



Neighborhoods, Master Plan Areas, and Center

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



Section 2.1

INTRODUCTION

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

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.



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

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.

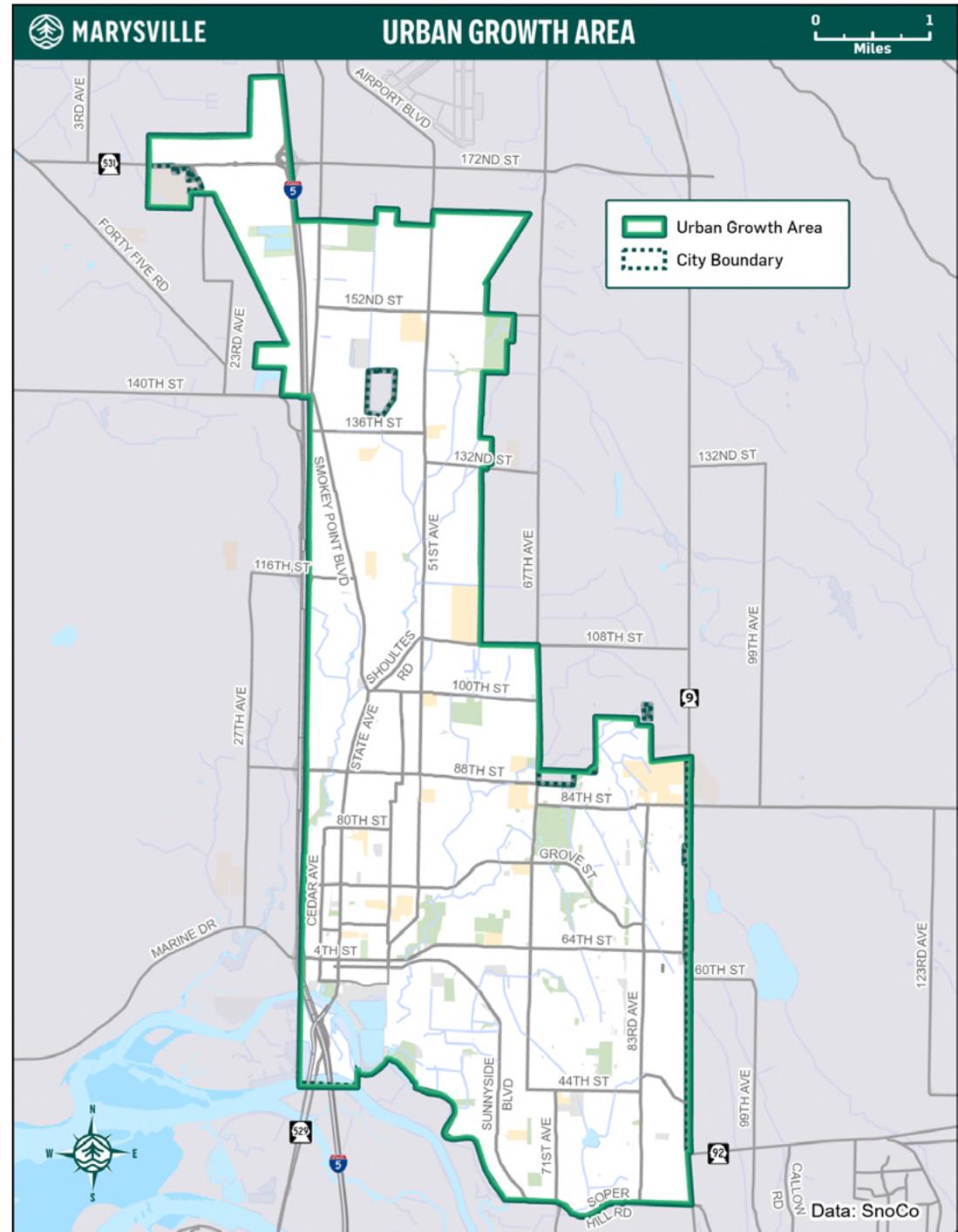
Snohomish County must collaborate with cities in determining UGAs and is responsible for approving the UGA for each City.¹⁶ Land outside the UGA is designated for rural or natural resource use (i.e. agricultural, mineral or forest) to ensure their protection, less dense residential and commercial uses, 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.

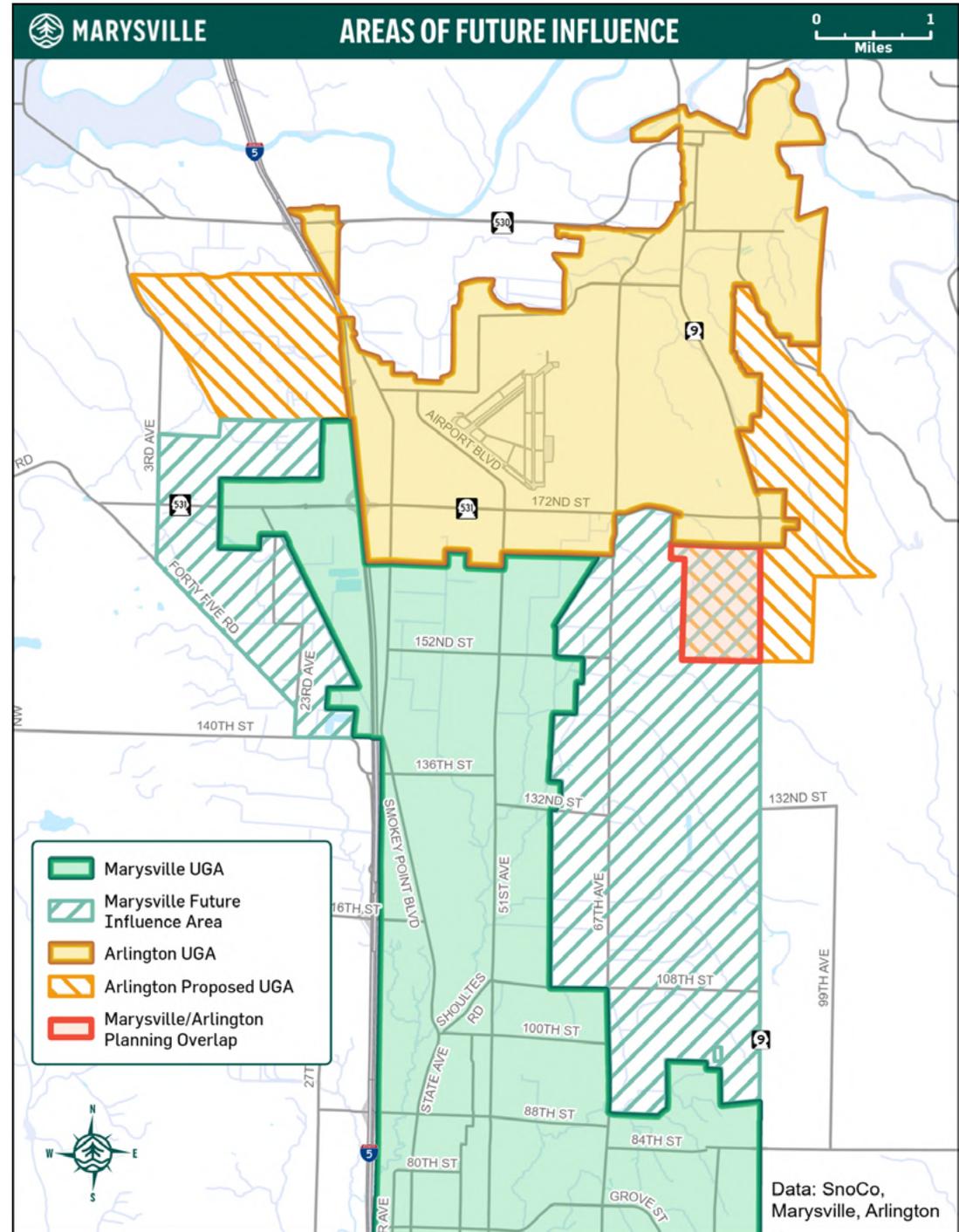
Areas of Future Influence

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.

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).

Figure 2.2



Data: SnoCo, Marysville, Arlington

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 Category²⁴

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

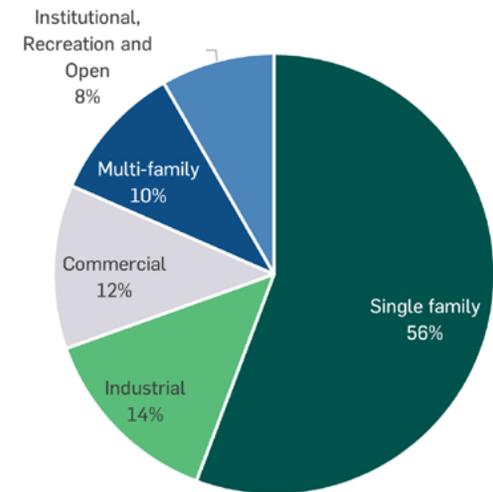
21. Unbuildable lands include critical areas and buffers (i.e. steep slopes, wetlands, streams, lakes, and floodplains); major utility easements; future arterial rights-of-way; and land needed for other capital facilities (i.e. schools, parks, water/sewer/storm, etc.).

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.

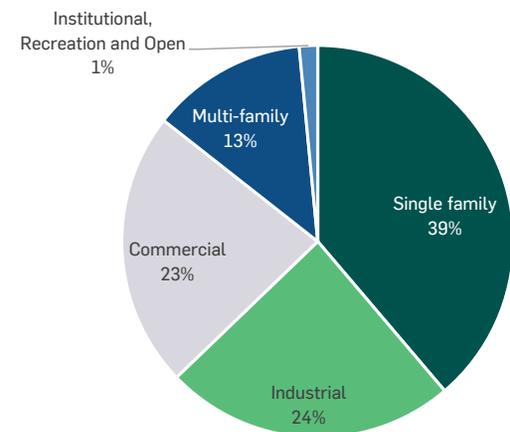
24. The City of Marysville has 27 different land use designations. These designations are consolidated into the five general categories shown above for ease of interpreting the data. Most land use designations fall neatly into a category with the exception of the following three which are included in 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.

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



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 ²⁵	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.

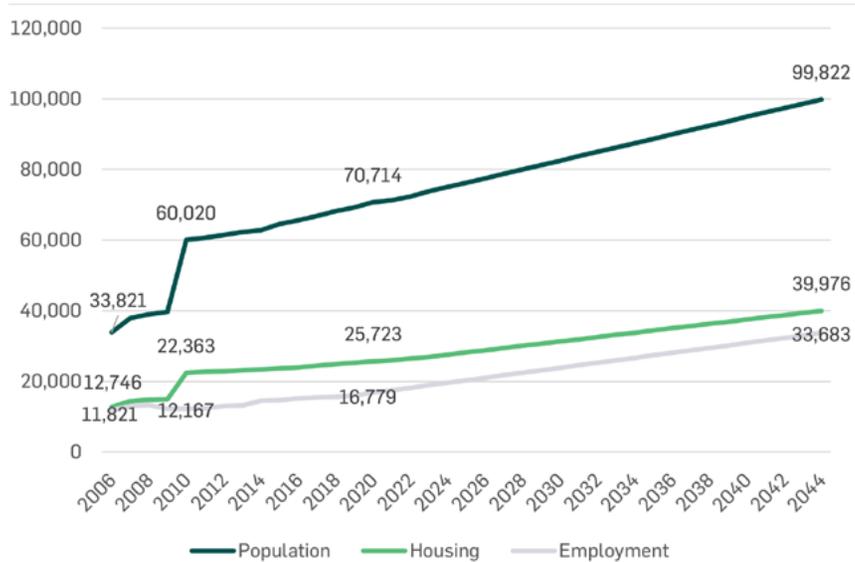
27. The targets noted in the chart are from the Snohomish County Tomorrow (SCT) planning process and are the City's growth targets. Based on additional analysis of the City's density assumptions, there is greater population and employment capacity as noted in the chart; therefore, both the target and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

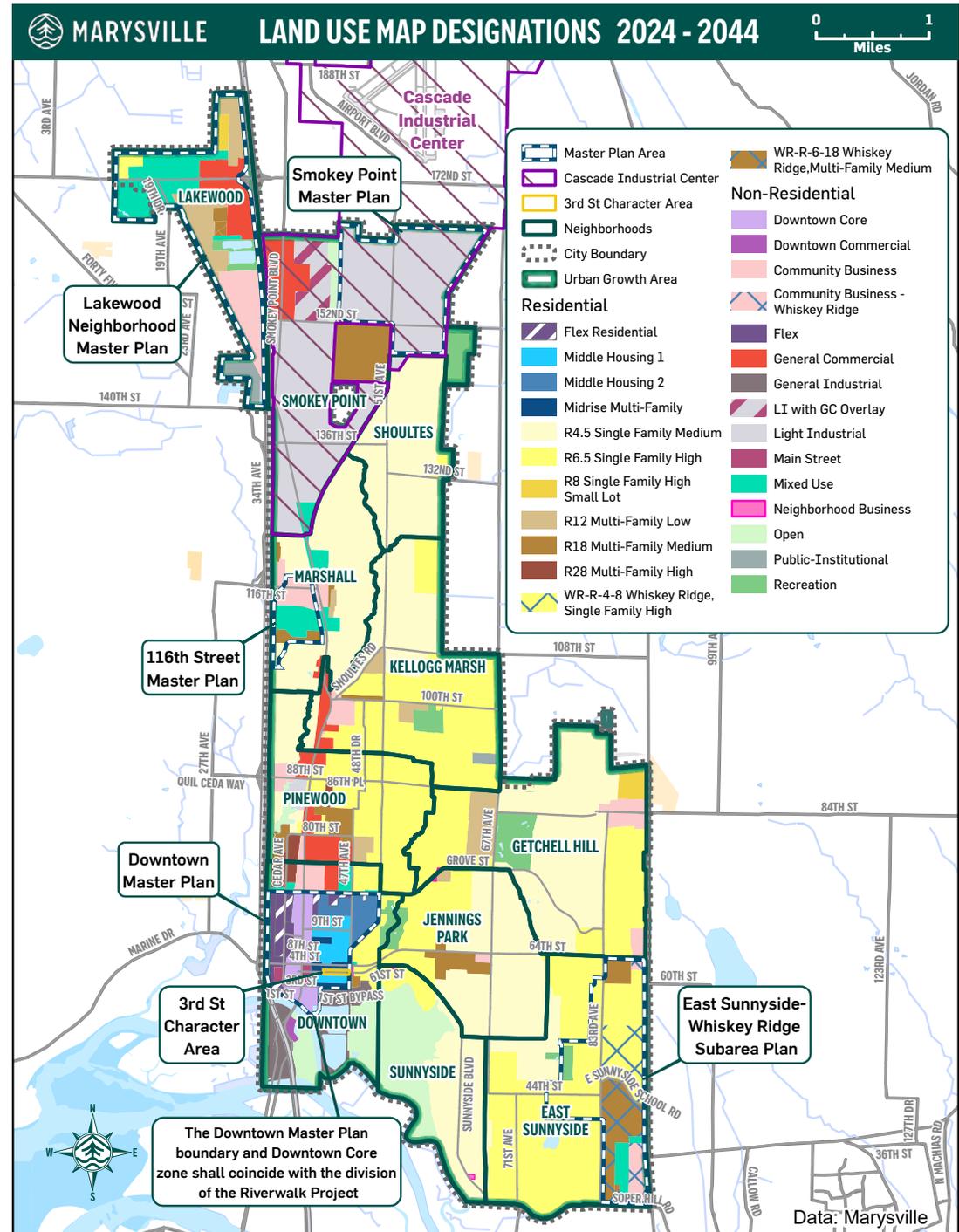
LAND USE DESIGNATIONS

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

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.

Figure 2.9



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 – Medium Density Multi-family

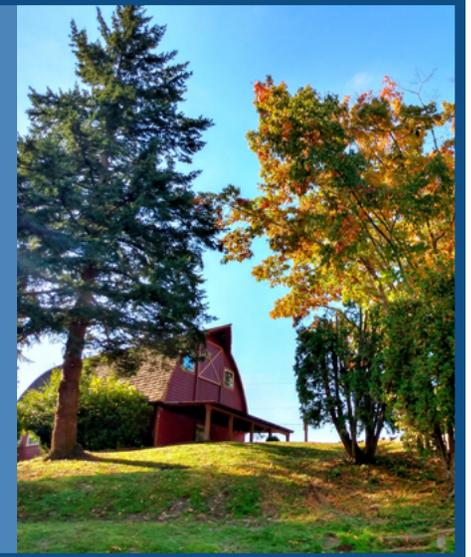
The Whiskey Ridge, Medium Density Multi-family zone encourages multi-family residential, townhouses, and middle housing; however, these zones also allow single family residential and duplexes. Development may pursue middle housing through the City's standard zoning provisions or through the Middle Housing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



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.



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—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 Use³⁴

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.

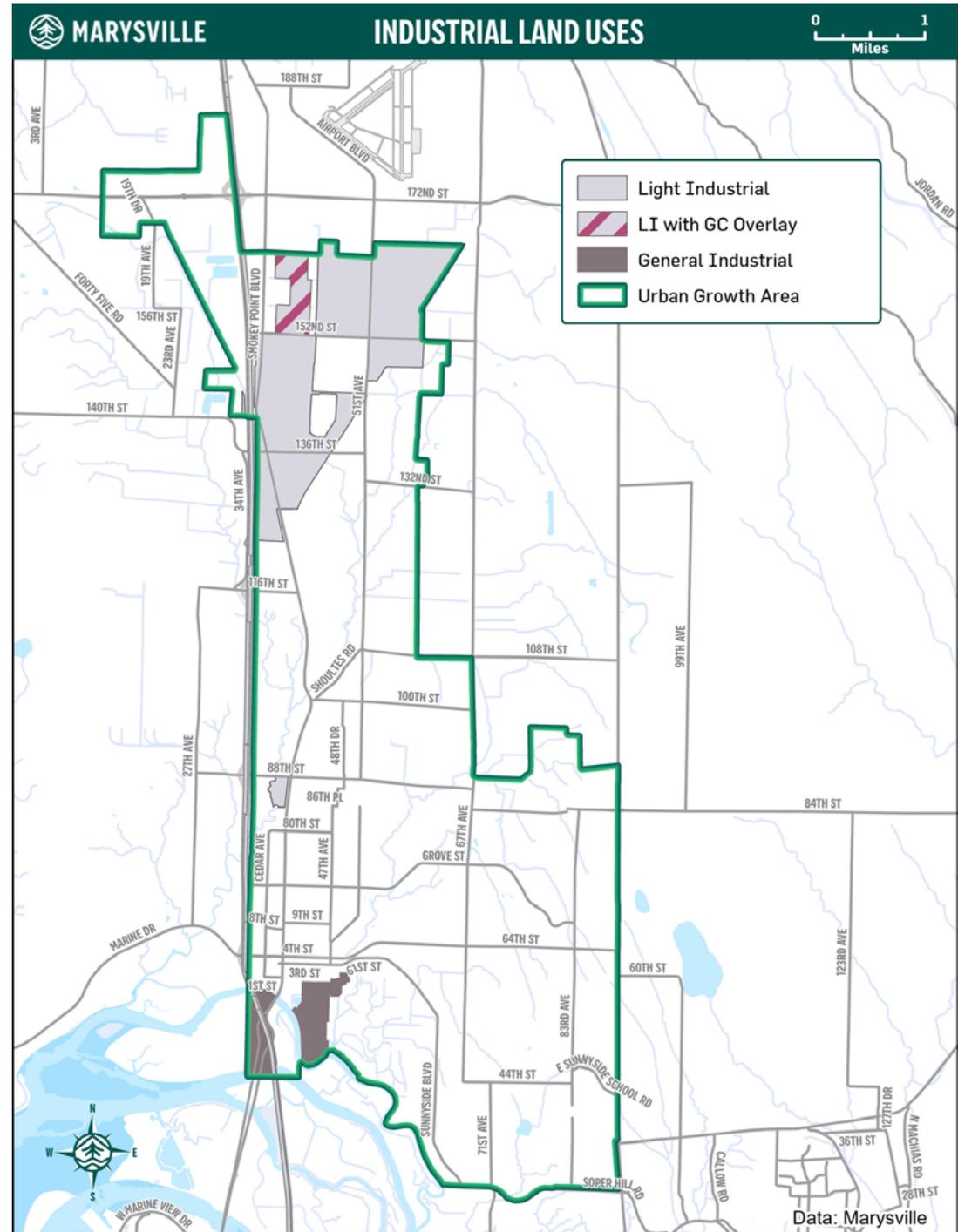


34. The Mixed Use zone includes areas with this zoning designation located within the boundaries of the East Sunnyside – Whiskey Ridge Subarea Plan.

Industrial

The City's initial industrial areas were in the Downtown along Ebeys 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

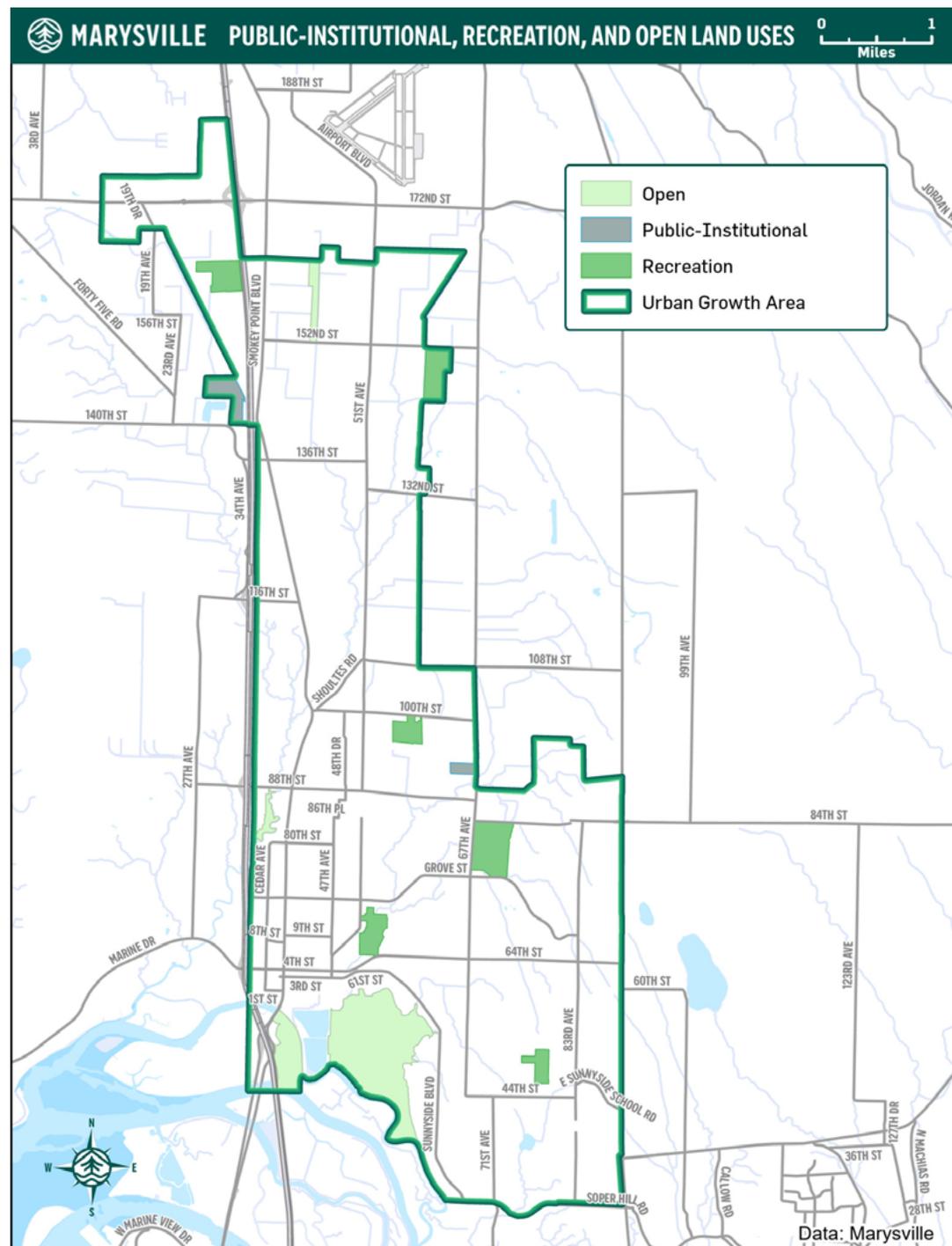
The Light Industrial with General Commercial Overlay zone provides for the location and grouping of non-nuisance generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, and warehousing along with the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

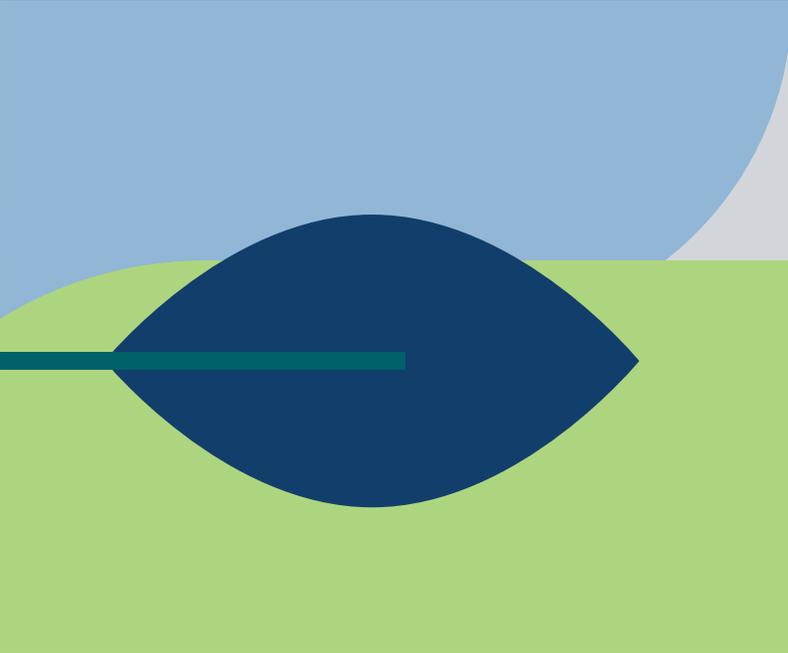
DOWNTOWN NEIGHBORHOOD



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

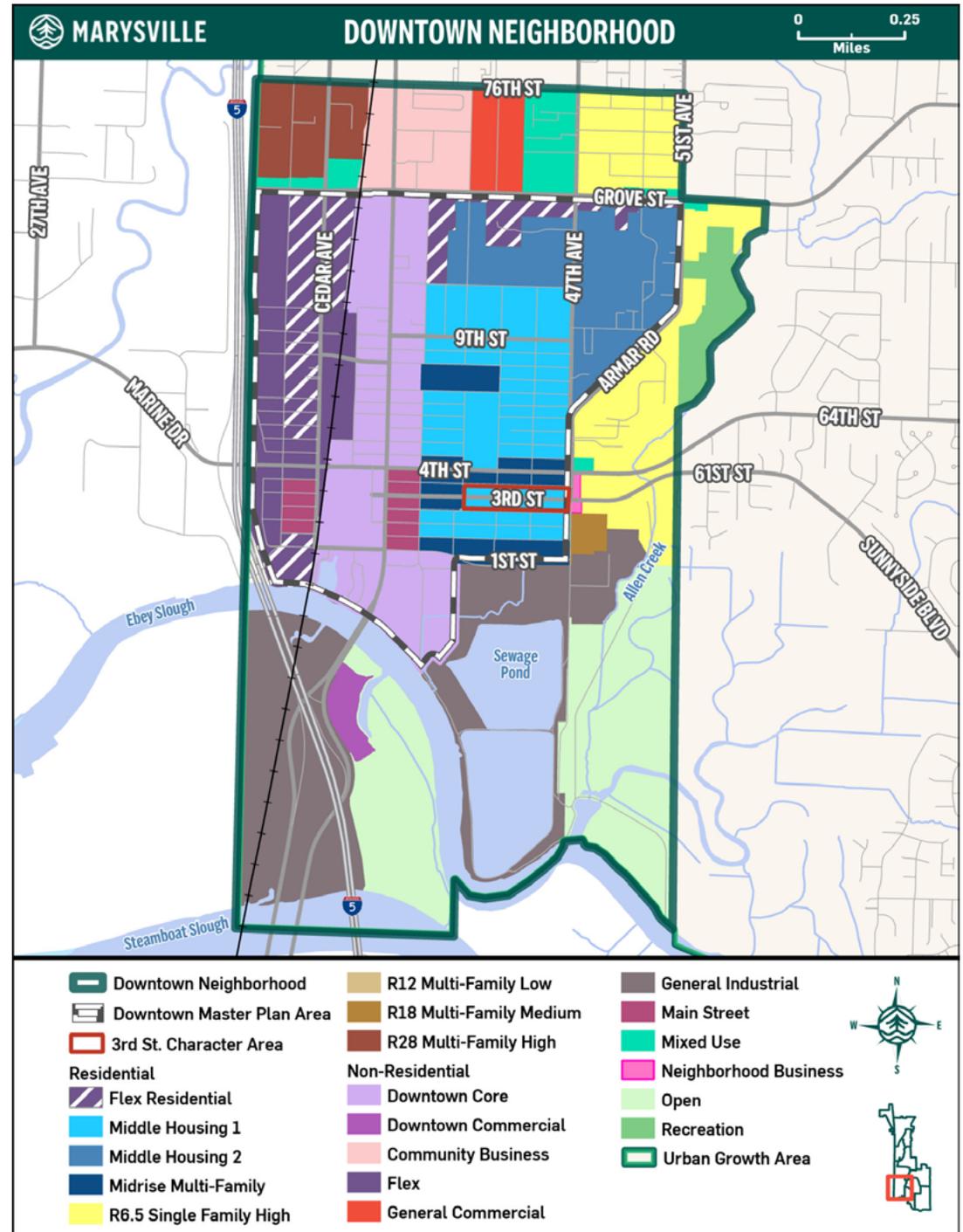
The Downtown Neighborhood features the most variation in zones and land uses among the City's eleven Neighborhoods. The core of Downtown features many original buildings along 3rd Street east of State Avenue and west of Cedar Avenue. These original buildings are separated by the Marysville Town Center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

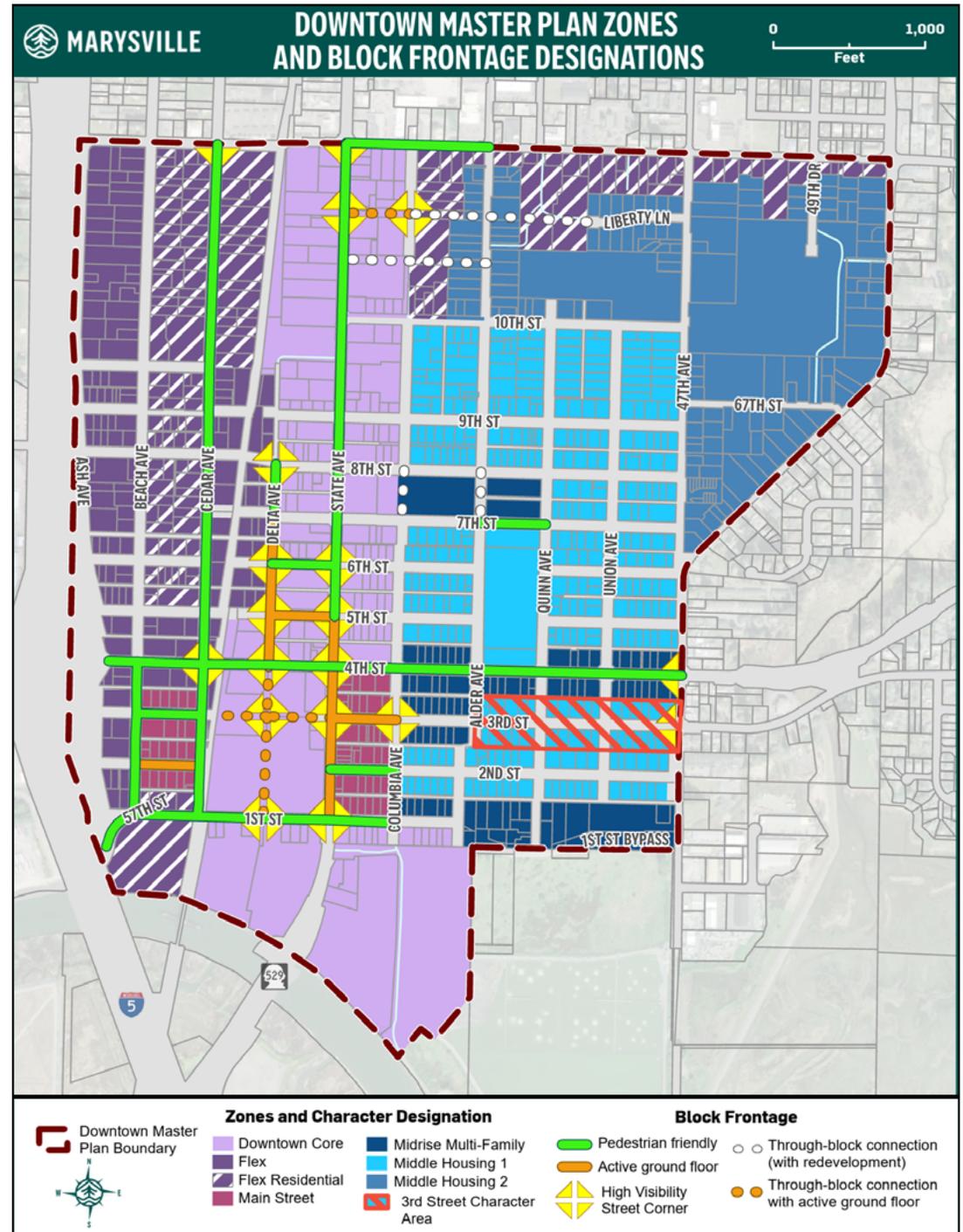
Future Vision

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



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.

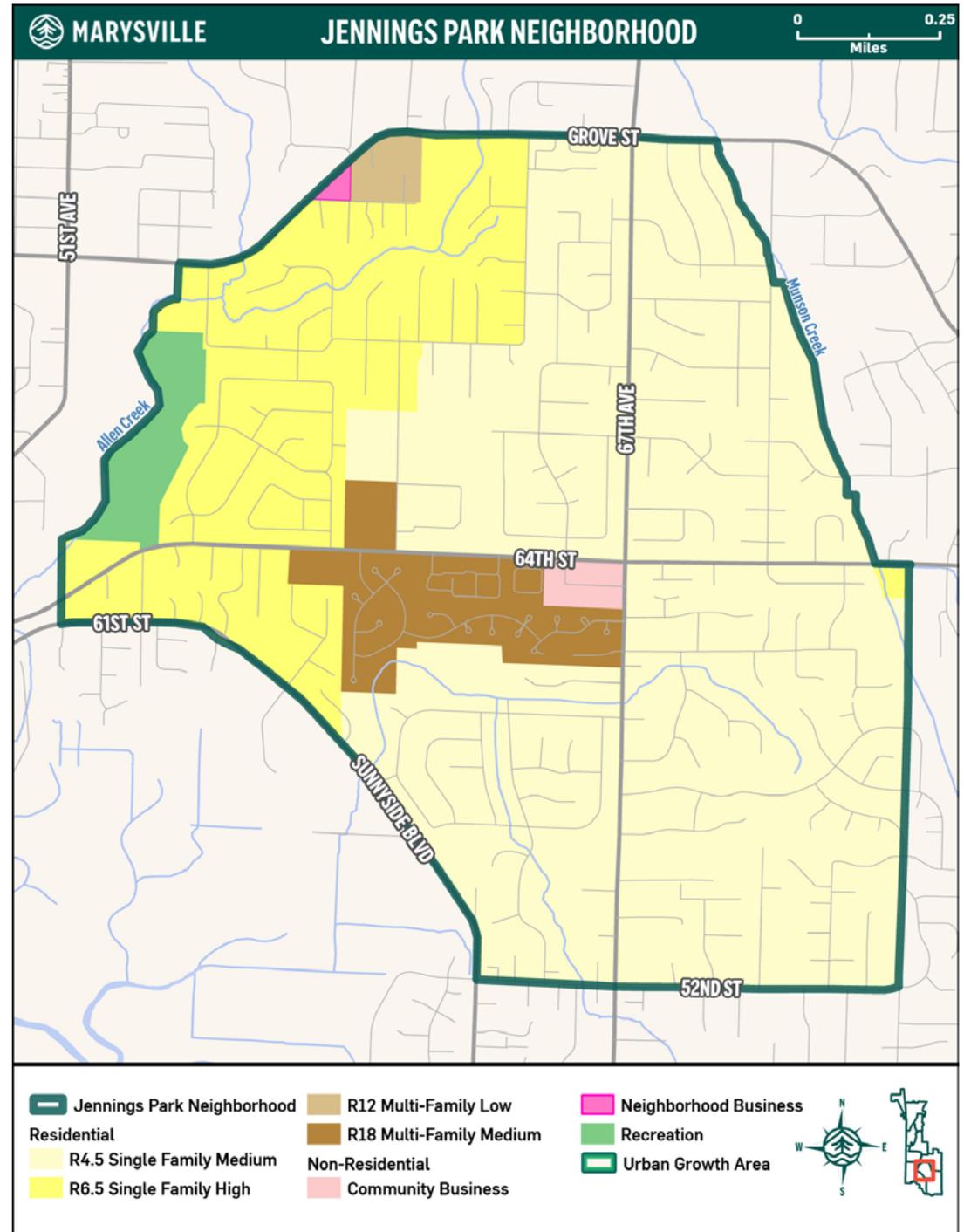


The Jennings Park Neighborhood is characterized by single family residences similar to the well-maintained home shown here.

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



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.

42. Source: [Tulalip Qwuloolt Estuary Restoration Project - Rivers and Tides](#)



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

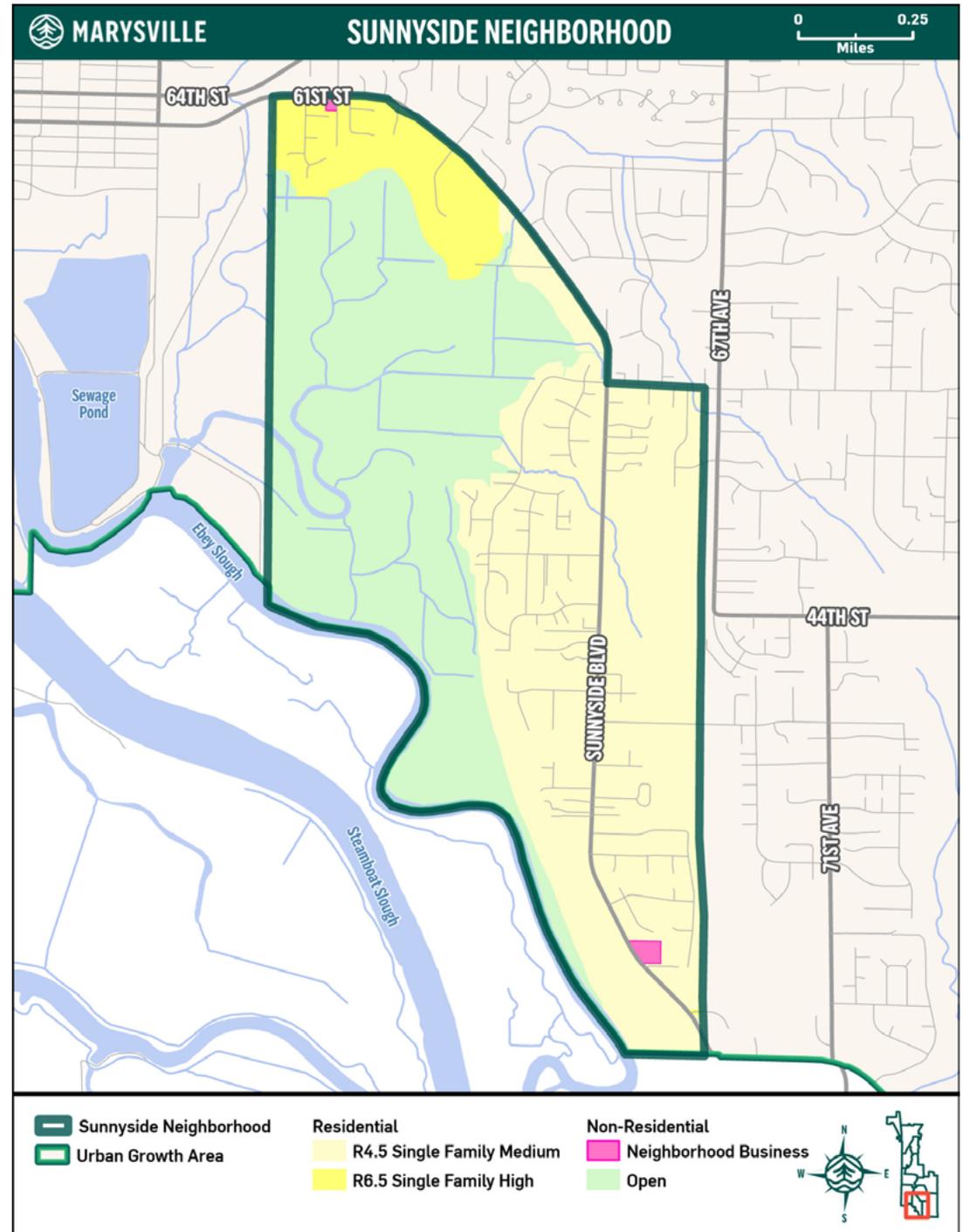
Predominant Land Use

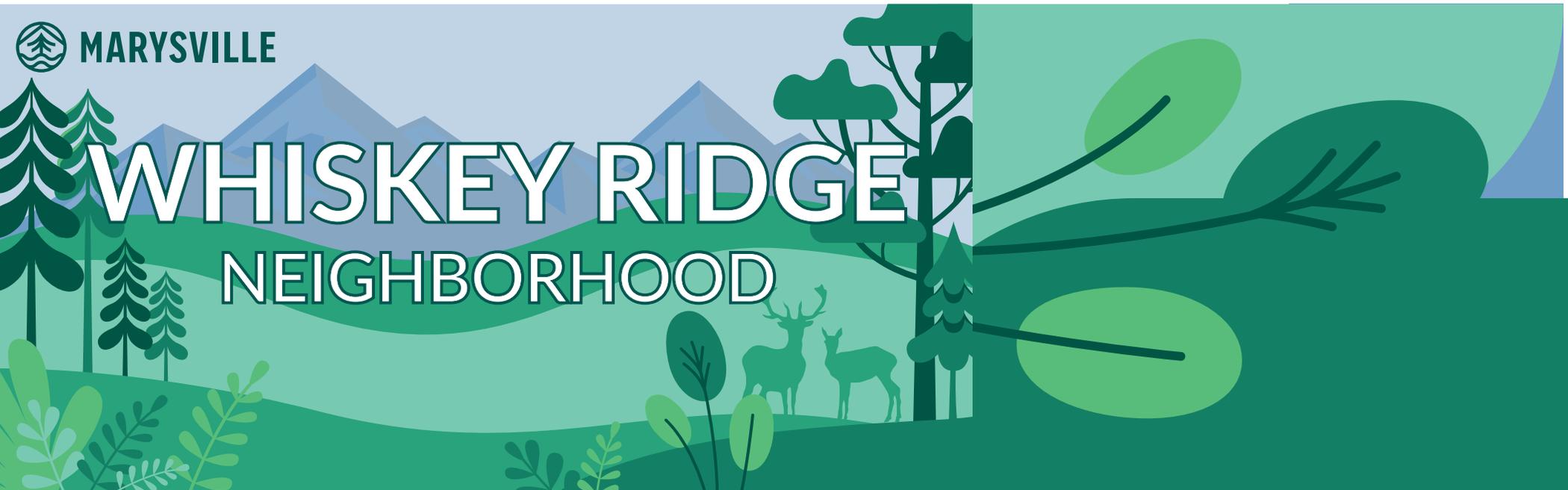
The Sunnyside Neighborhood is predominantly medium and high density single family residential in the upland area adjacent to Sunnyside Boulevard, which is generally located along and above a ridge. The land located west of the ridge is dominated by the Qwuloolt Estuary and associated floodplain, with 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





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.

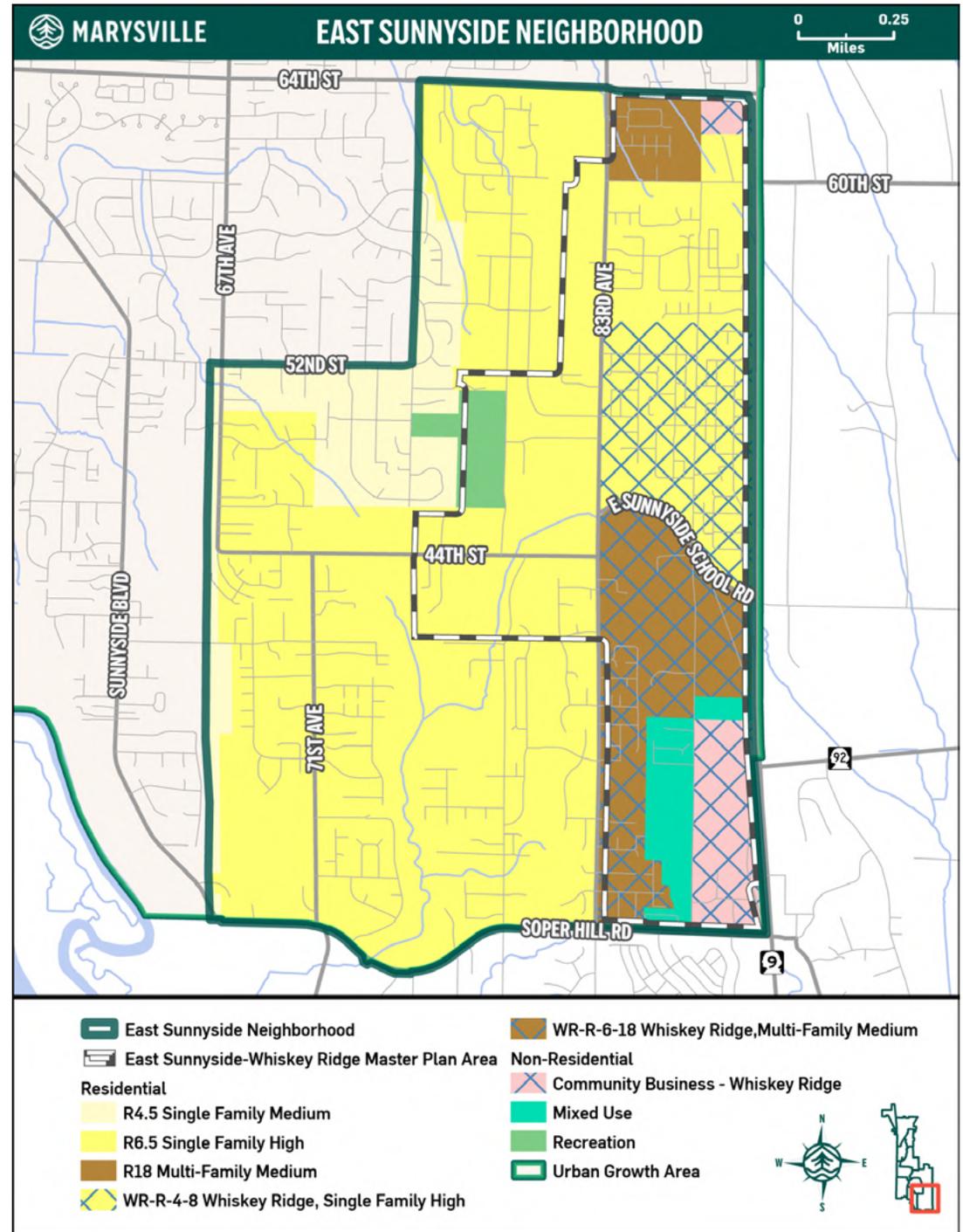


New residential development in the East Sunnyside-Whiskey Ridge Neighborhood is characterized by an orientation towards the street, along with consistent fencing and landscaping.

Future Vision

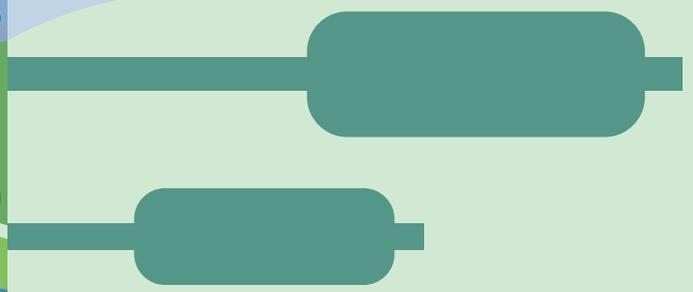
The East Sunnyside – Whiskey Ridge Neighborhood has experienced significant residential development since 2006. Residential uses have primarily consisted of single family residences; however, townhouses and multi-family residences have also been constructed. Most of the commercial land in the northeast 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





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.



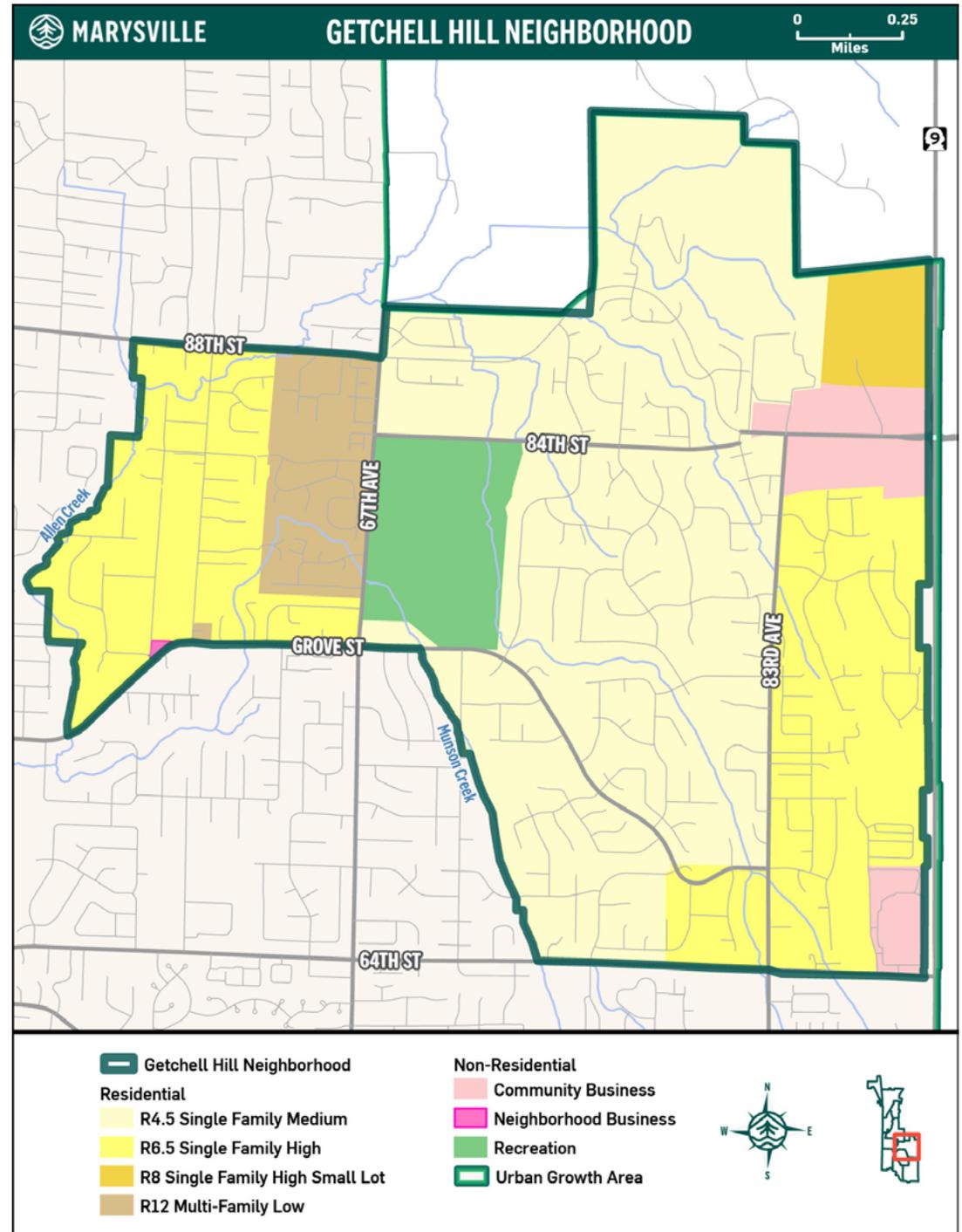
In the Getchell Hill Neighborhood, two-story homes with craftsman details are typical.



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



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

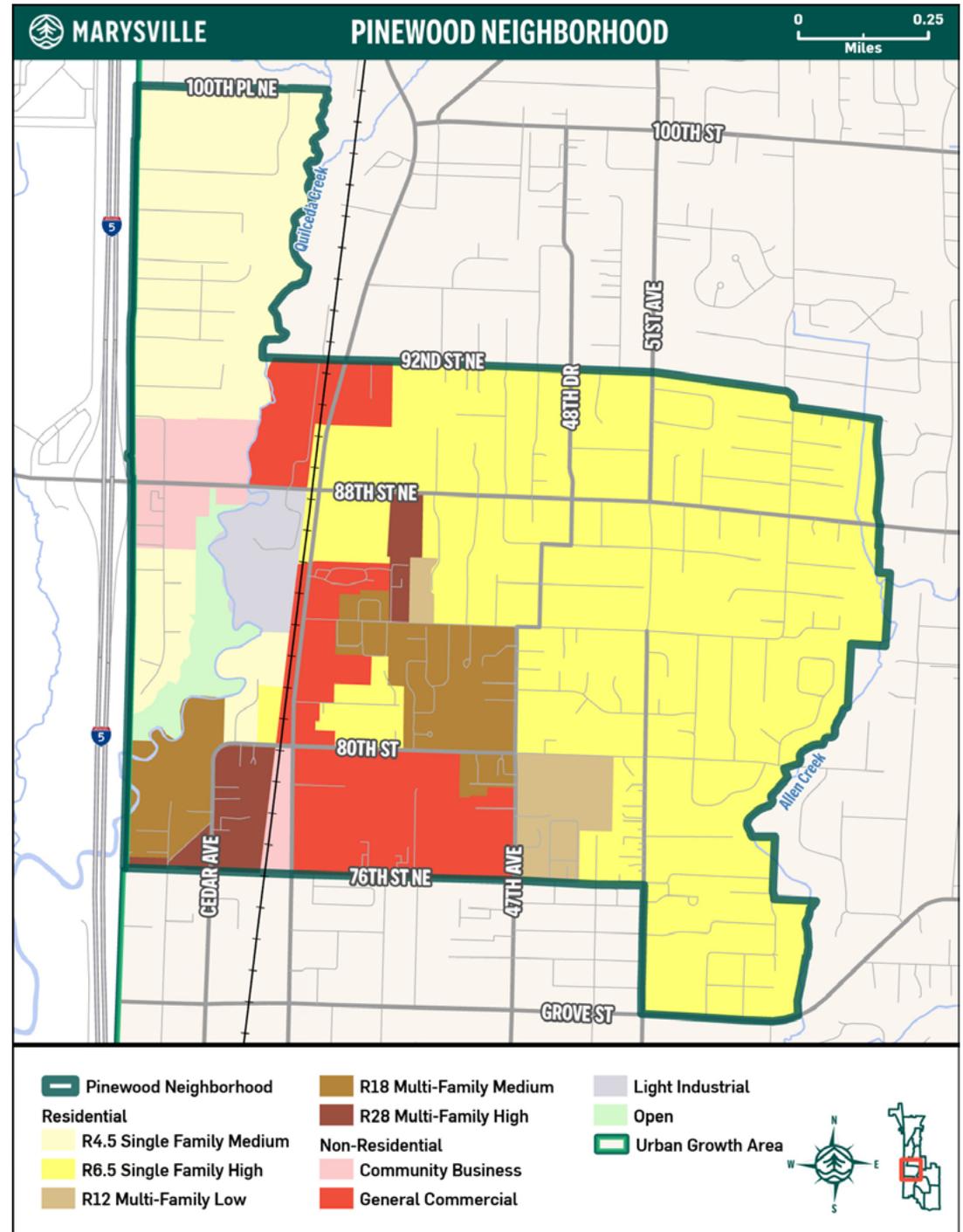
The western portion of the Pinewood Neighborhood is characterized by a mix of commercial and multi-family zoning and land uses, while the northern and eastern portions are primarily medium and high density single family zoning and uses. Much of the Community Business development along 88th Street NE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



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.

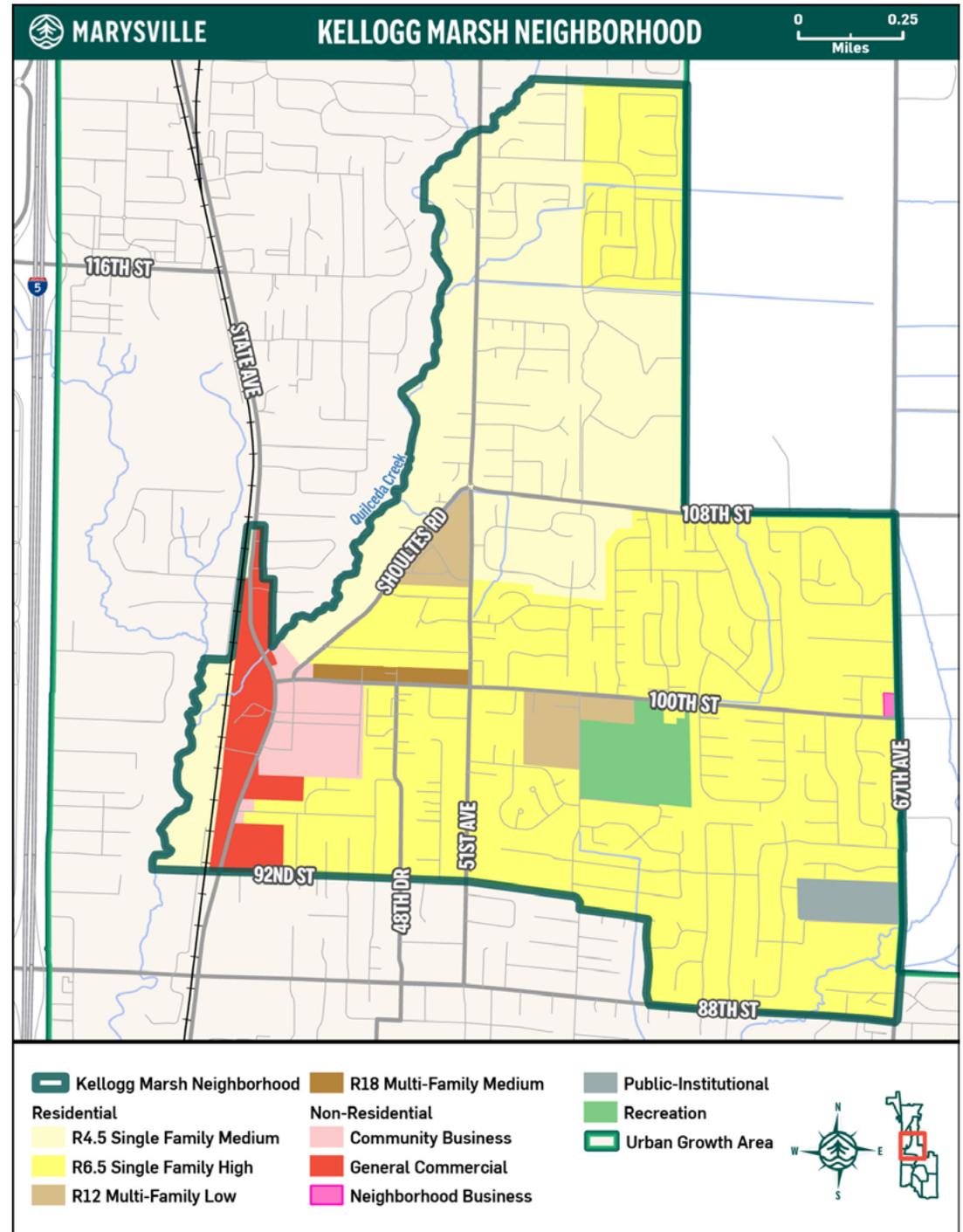


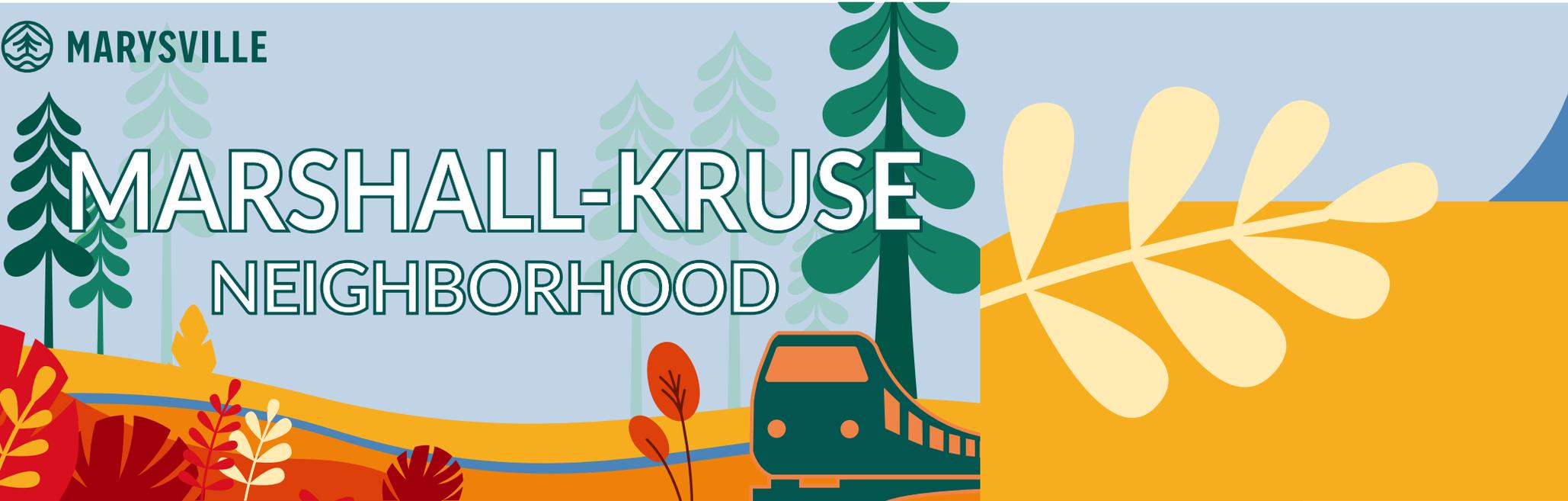
Traditional ramblers and two-story homes are prevalent in the Kellogg Marsh

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





MARSHALL-KRUSE NEIGHBORHOOD

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 trails 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.

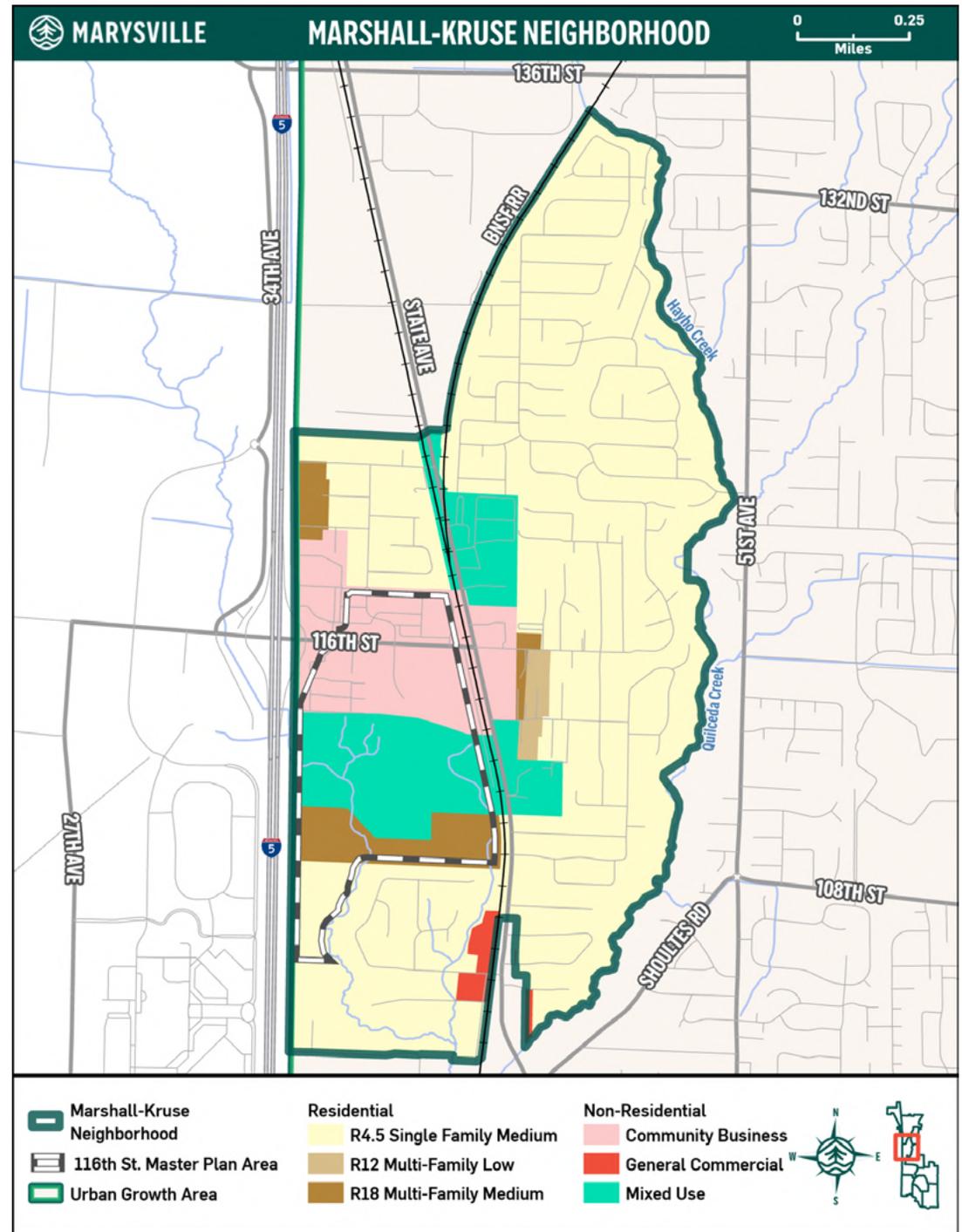


Future Vision

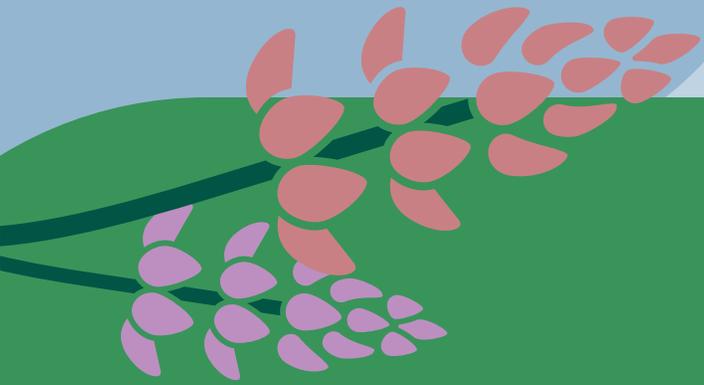
The Community Business zoning along north side of 116th Street and east of State Avenue is developed with long-term uses, and the Community Business zoning immediately abutting the south side of 116th Street is also largely developed with retail, restaurant and service uses. Remaining CB parcels will 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



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.

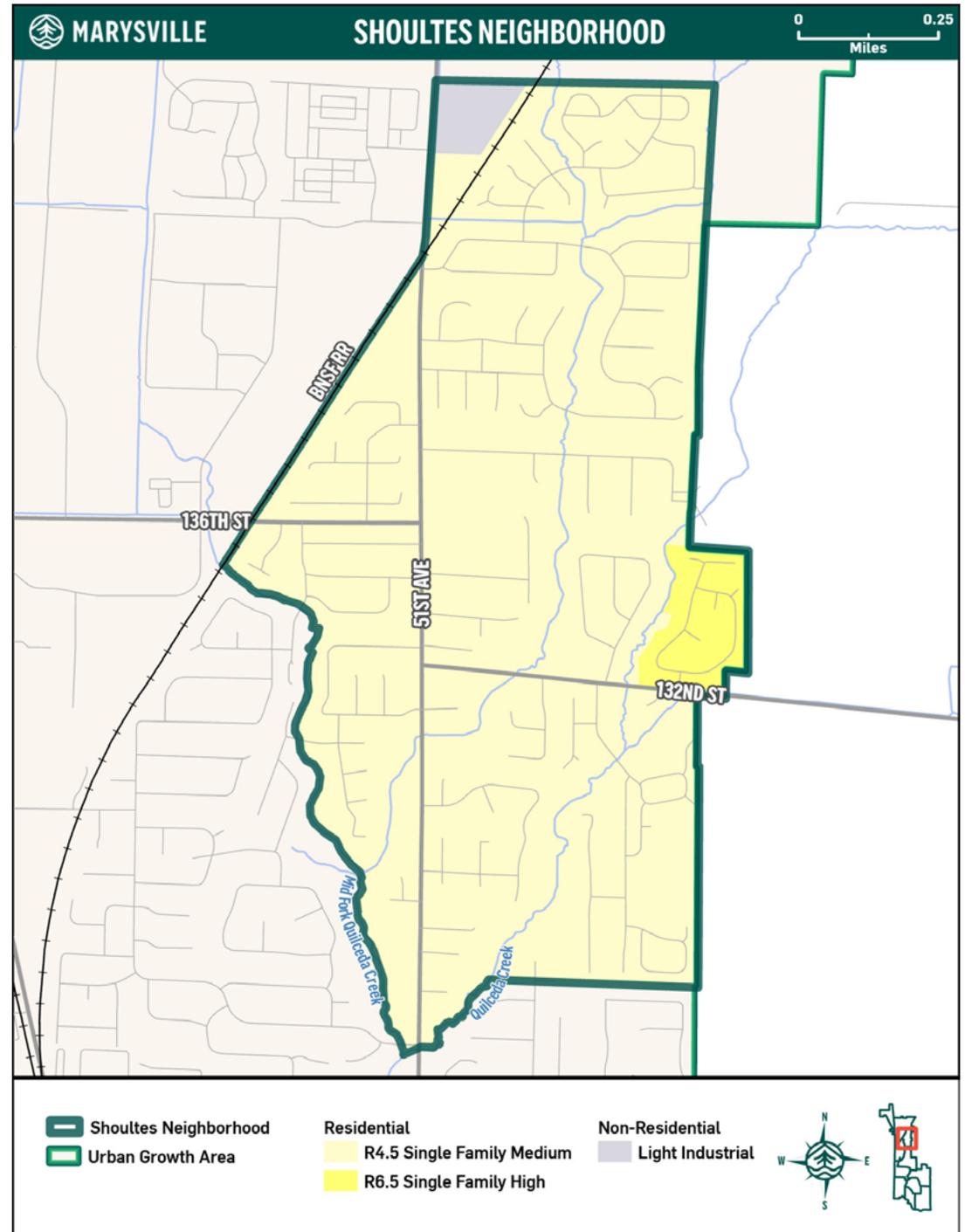


The Shoultes Neighborhood is characterized by large lots, traditional homes, and abundant evergreen trees.

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.

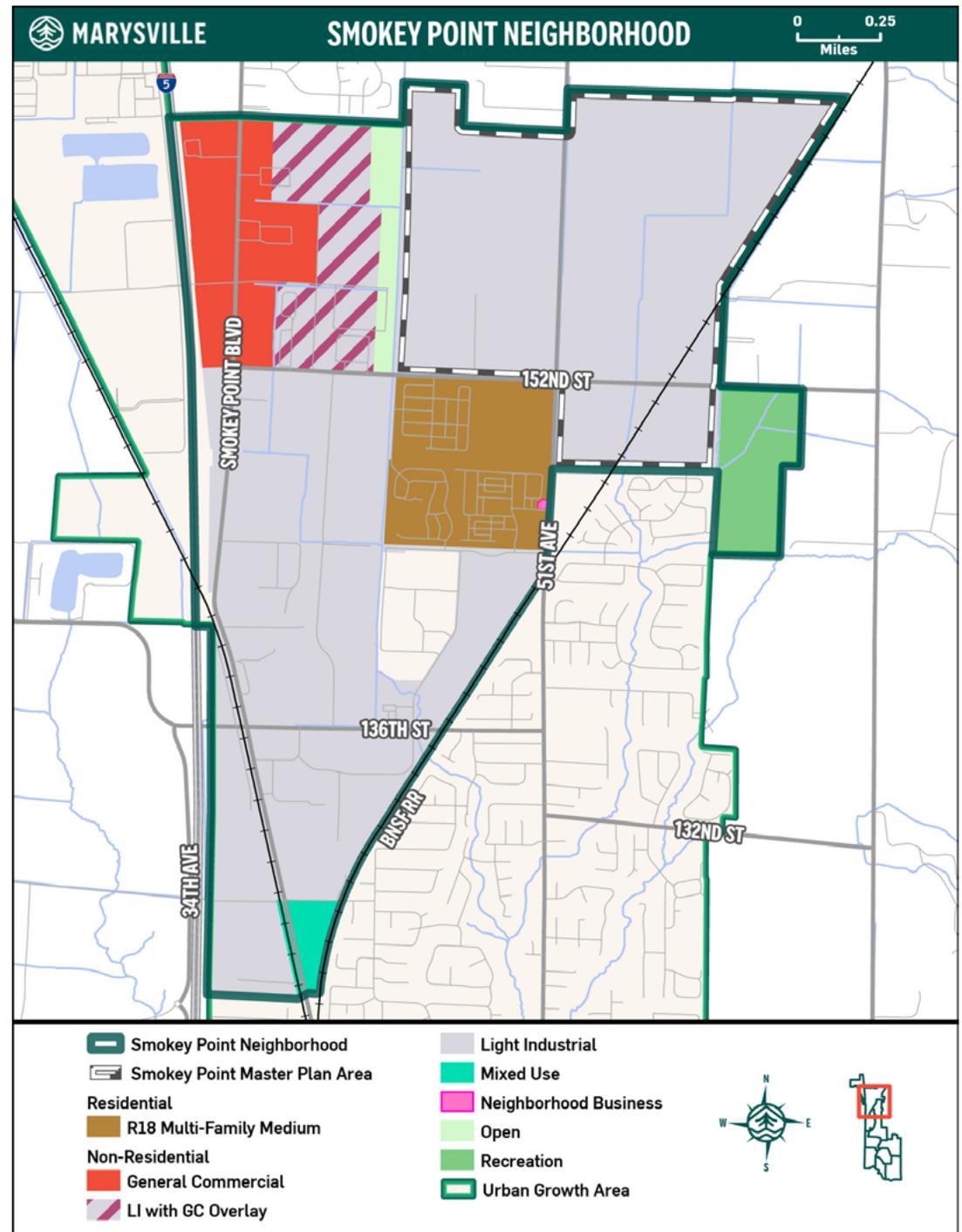
Predominant Land Use

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.

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.

Figure 2.24



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

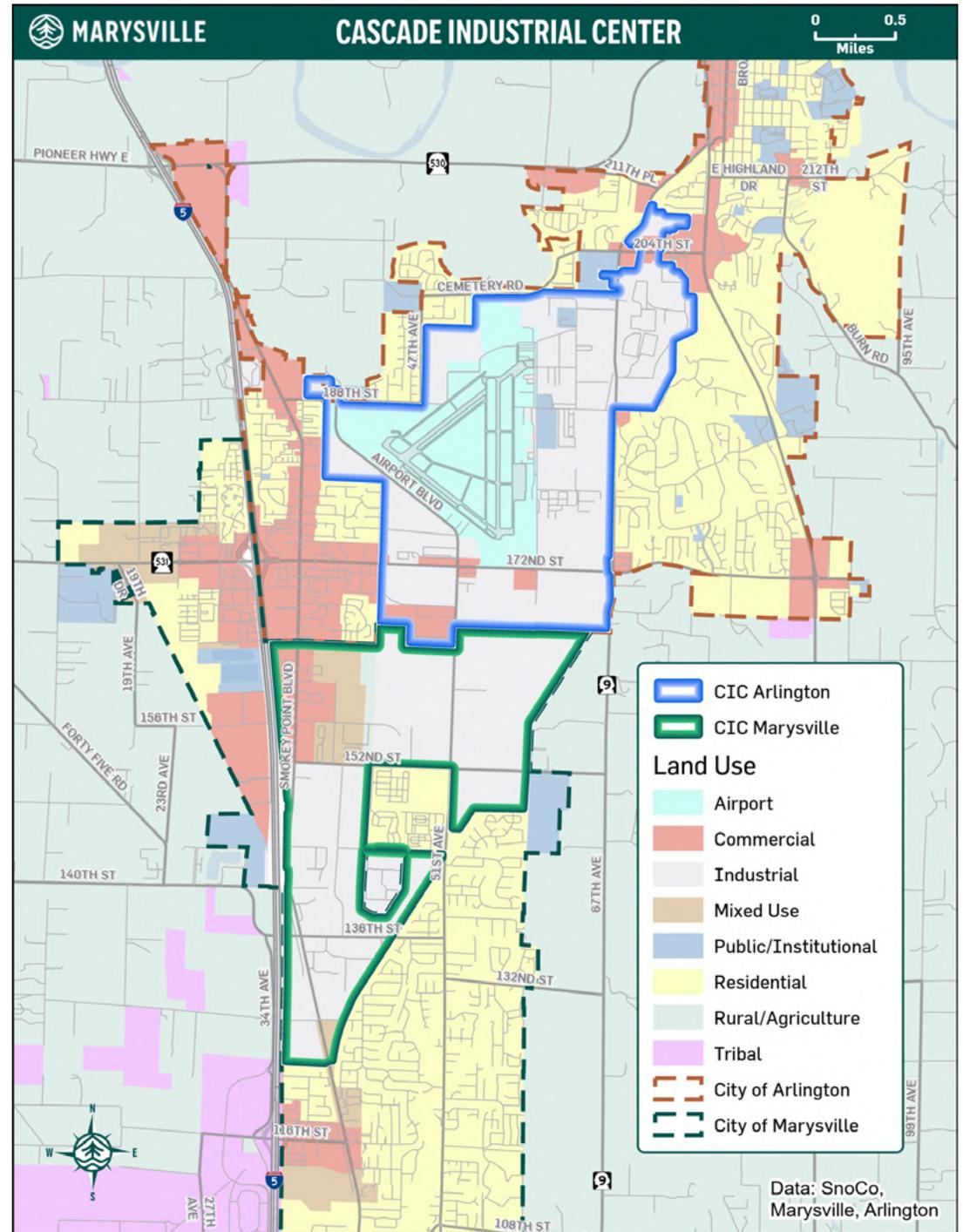
The Cascade Industrial Center (CIC) is one of only ten PSRC designated manufacturing industrial centers in the Puget Sound region, and one of only two in Snohomish County. Designation as a PSRC regional center affords the CIC “funding priority – both for transportation infrastructure and economic development.”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

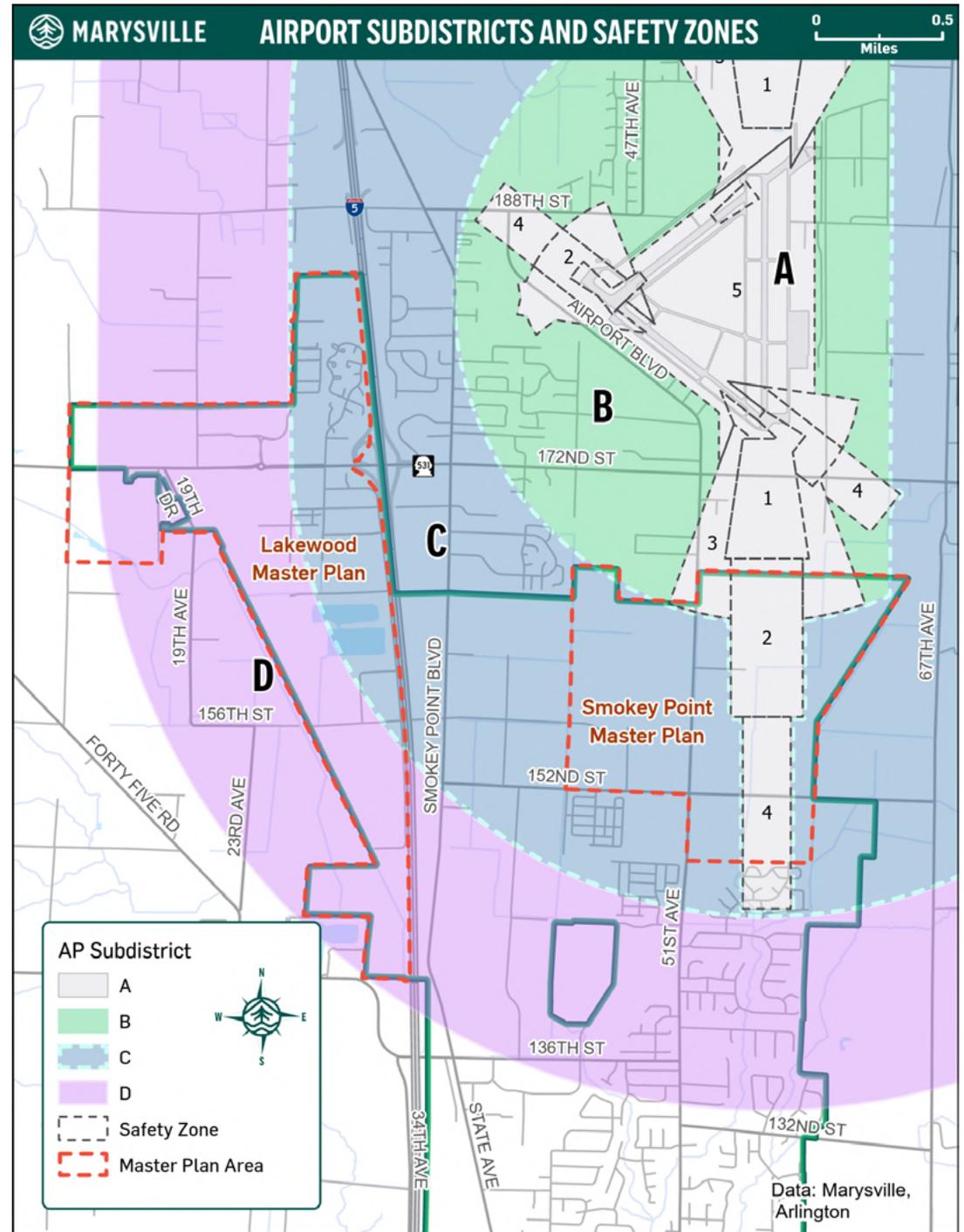
The Arlington Municipal Airport is located north of the Smokey Point Neighborhood in the City of Arlington. The airport is classified as a General Aviation Airport, encompasses approximately 1,189 acres, and consists of two paved runways and five taxiways. A large area of industrial zoning is located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



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 2.27 below). 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 Zones⁵⁸

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

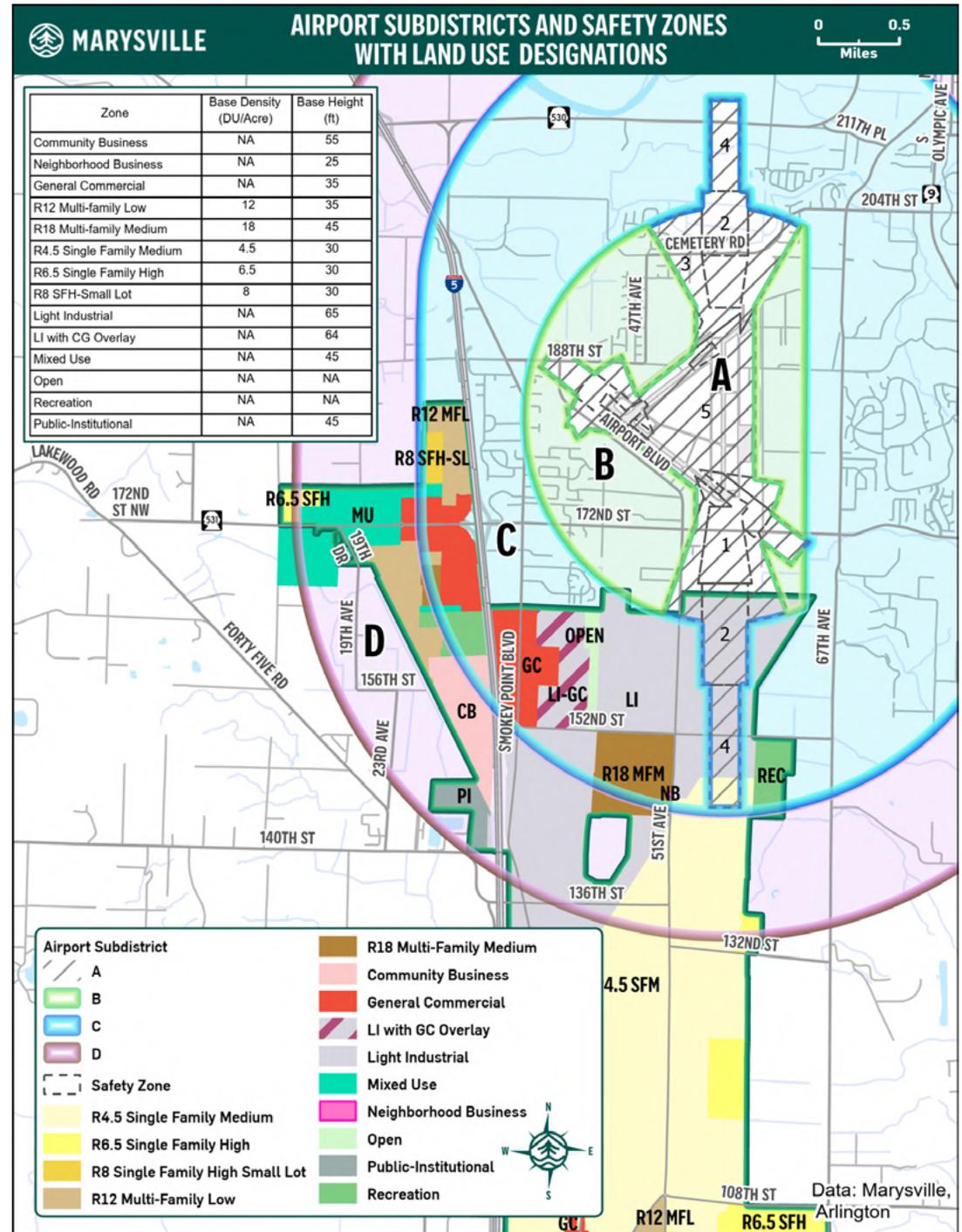
Noise levels around airports are generally broken down into three categories.⁵⁹ The Arlington Airport Master Plan shows that the range of noise contours are contained within the existing airport boundary with a portion of the 60 DNL noise contour extending off the airport property into the Smokey Point 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.

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.

Figure 2.28





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.

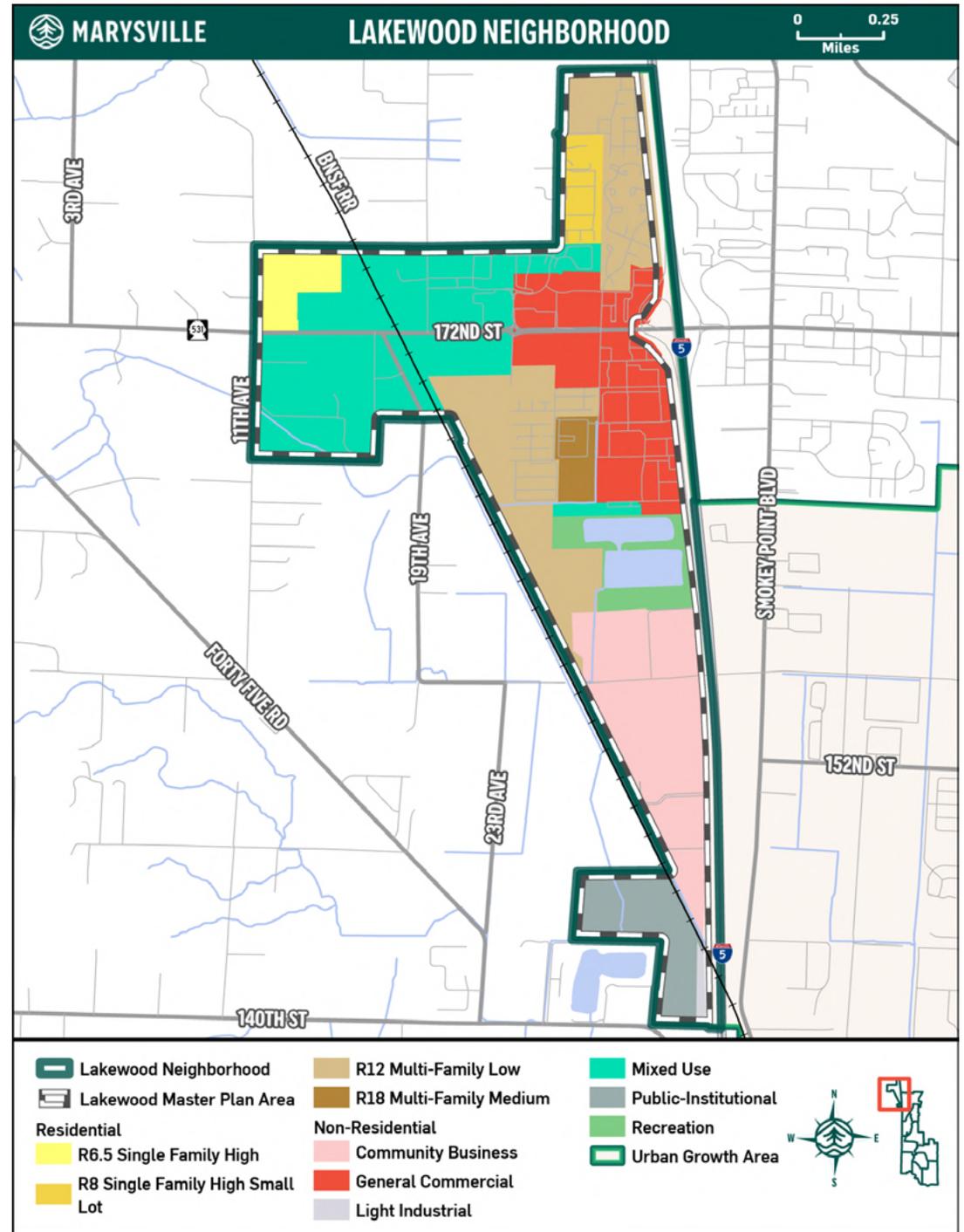
Lakewood Neighborhood Master Plan

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).



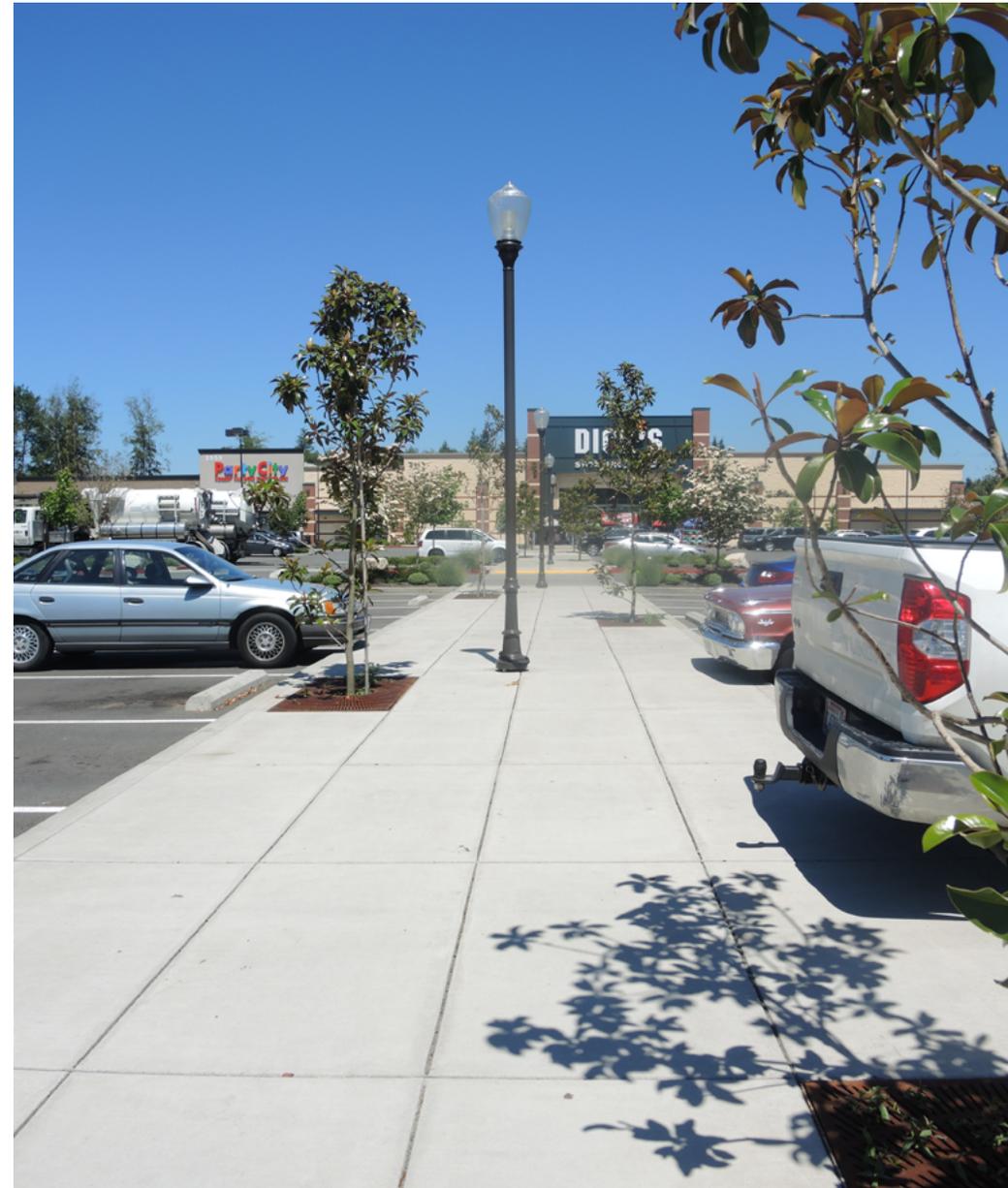
The historic crossroads of Lakewood west of the railroad.

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 sidewalk 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.