2015

Comprehensive Plan

CITY OF Marysville WASHINGTON

Ordinance No. 3000

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I. INTRODUCTION

INTRODUCTION

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

This plan provides a comprehensive review and update of the City's original Growth Management Plan (GMA) adopted in April 1996 and subsequent update in 2005. Since original adoption, the City has amended its plan through annual comprehensive plan amendment cycles and capital facility plan updates. With the 2005 update, there were a number of amendments to GMA that require action by the City to update its plans and policies. In addition, the County's actions in defining Marysville's Urban Growth Area (UGA) required the City's action on designation of land uses within its UGA. The 2005 update process included consideration of land use options to meet year 2025 population and employment forecasts for the Marysville urban area. Following review of alternatives representing low-high ranges identified through the Snohomish County Tomorrow (SCT) process for the Marysville urban area, the City selected a moderate growth scenario. Due to the recession and slower than anticipated growth, the current Urban Growth Area is anticipated to accommodate the anticipated growth in population and employment through 2035. The 2035 population estimate represented by the land use map is 88,628 and the employment estimate is 28,113.

Some of the highlights of the 2005 comprehensive plan update were as follows:

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

Highlights of the 2015 comprehensive plan update include:

1. Review Marysville land use assumptions to accommodate 2035 population and employment targets.
2. Adopt subarea plan for the Lakewood Neighborhood to guide future growth, development and redevelopment.

3. Review and update Land Use, Housing, Transportation, Economic Development, Parks & Recreation, Public Facilities and Services, Utilities, Environmental and Resource Management, and Capital Facilities Elements.

A. GROWTH MANAGEMENT ACT

The State's Growth Management Act (GMA), RCW 36.70A, was originally passed by the legislature in 1990 with amendments each year from 1991 through 2014. The GMA requires all cities and counties in the State to plan; it calls for the fastest growing counties, and the cities within them, to plan extensively in keeping with the following state goals:

- Conservation of important timber, agricultural and mineral resource lands
- Protection of critical areas
- Planning coordination among neighboring jurisdictions
- Consistency of capital and transportation plans with land use plans
- Concurrency between development and infrastructure construction
- Early and continuous public participation in the land use planning process

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

B. STATE PLANNING GOALS

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

1. Guide urban growth to areas where urban services can be adequately provided.
2. Reduction of urban sprawl.
3. Encourage efficient multi-modal transportation systems.
4. Encourage the availability of affordable housing to all economic segments of the population.
5. Encourage economic development throughout the State.
6. Assure private property is not taken for public use without just compensation.
7. Encourage predictable and timely permit processing.
8. Maintain and enhance natural resource-based industries.
9. Encourage retention of open space and development of recreational opportunities.
10. Protect the environment and enhance the State's quality of life.

11. Encourage the participation of citizens in the planning process.
12. Ensure adequate public facilities and services necessary to support development.
13. Identify and preserve lands and sites of historic and archaeological significance.
14. The goals and policies of the Shoreline Management Act as set forth in RCW 36.70A.020.

C. PUGET SOUND REGIONAL COUNCIL VISION 2040

The Puget Sound Regional Council (PSRC) is an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth management, environmental, economic, and transportation issues in the four-county central Puget Sound region of Washington state. PSRC is designated under federal law as the *Metropolitan Planning Organization* (required for receiving federal transportation funds), and under State law as the *Regional Transportation Planning Organization* for King, Kitsap, Pierce, and Snohomish counties. PSRC's members include 71 of the region's 82 cities and towns. Other statutory members include the four port authorities of Bremerton, Everett, Seattle, and Tacoma, the Washington State Department of Transportation, and the Washington Transportation Commission. Both the Muckleshoot Indian Tribe and the Suquamish Tribe are members. In addition, a memorandum of understanding with the region's six transit agencies outlines their participation in PSRC. Associate members include the Port of Edmonds, the Evans School of Public Affairs – University of Washington, Island County, Puyallup Tribe of Indians, Snoqualmie Tribe, Thurston Regional Planning Council, and the Tulalip Tribes.

The mission of the Puget Sound Regional Council is to ensure a thriving central Puget Sound region now and into the future through planning for regional transportation, growth management and economic development. At PSRC, central Puget Sound counties, cities and towns, ports, tribes, transit agencies, and the State work together to develop policies and make decisions about the region's future. PSRC works with local government, business and citizens to build a common vision for the region's future, through three connected major activities: VISION 2040, the region's growth strategy; Transportation 2040, the region's long-range transportation plan; and the Regional Economic Strategy, the region's blueprint for long-term prosperity. VISION 2040 is the region's strategy for addressing anticipated growth of population and employment through 2040. VISION 2040 describes how and where we can grow while also supporting the well-being of people and communities, economic prosperity and a healthy environment.

The City's Comprehensive Plan advances a sustainable approach to growth and future development that is consistent with VISION 2040. The Comprehensive Plan incorporates a systems approach to planning and decision-making that addresses protection of the natural environment; commits to maintaining and restoring ecosystems through steps to conserve key habitats, clean up polluted waterways, and reduce greenhouse gas emissions; and includes provisions that ensure that a healthy environment remains available for future generations within the City.

Updates to the City's Comprehensive Plan are based on residential and employment targets that align with VISION 2040. Through the targeting process, the City has

identified the number of housing units in the City in 2035, and an affordable housing goal for this planning period has been established. Residential and employment targets have been identified for our designated regional growth center.

The Comprehensive Plan addresses each of the policy areas in VISION 2040. Specifically, the Comprehensive Plan:

- Contains policies which address habitat protection, water conservation, air quality, and climate change;
- Advances environmentally-friendly development techniques such as low impact landscaping;
- Calls for more compact urban development and includes design guidelines for mixed use and transit-oriented development;
- Includes directives to prioritize funding and investments to our regional growth center;
- The Housing Element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents;
- The Economic Development Element supports creating jobs, investing in all people, creating great communities, and maintaining a high quality of life;
- The Transportation Element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets, and context-sensitive design.
- Includes strategies that advance alternatives to driving alone;
- Coordinates transportation planning with neighboring jurisdictions including level of service standards and concurrency provisions;
- Commits to conservation methods in the provision of public services; and
- Addresses local implementation actions in VISION 2040 including identification of underused lands, mode-split goals for our designated center, and housing targets.

D. SNOHOMISH COUNTY TOMORROW GOALS

Snohomish County Tomorrow (SCT) is the County's collaborative planning process that is comprised of local citizens and elected officials from every jurisdiction. The cities, towns, tribes, and County have worked together through SCT since 1989 to apply regional vision and more recently the goals of the GMA to our local planning needs. SCT serves as the forum under GMA to develop and recommend growth management policies to the County Council. In October 1990, a vision for the future of the County was agreed upon by SCT. Members of the SCT Steering Committee saw the need to adopt a publicly shared vision and goals to guide effective growth management and preserve Snohomish County's unique quality of life.

Today SCT's primary function is to develop and update the Countywide Planning Policies to ensure that county and city comprehensive plans are consistent, and that there is coordination in provision of services as well as in the implementation of GMA goals and the Puget Sound Regional Council's VISION 2040 Multicounty Planning Policies. SCT's forum provides opportunities for Snohomish County jurisdictions to work together to solve problems that may arise between them. The goal for Snohomish County, the cities and the Tribes in Snohomish County continues to be to partner and work together for the betterment of all citizens in Snohomish County and the region.

The SCT goals address the following topics:

1. Maintain and use more efficiently the existing urban areas represented by each jurisdiction's comprehensive plan;
2. Identify and maintain permanent rural, forestry, and agricultural areas;
3. Emphasize natural resource preservation and the enhancement of natural resource-based industries;
4. Protect the natural environment including the air and water, wildlife, fish, and plant habitat, scenic vistas, wetlands and woodlands, and preserve biological diversity;
5. Accommodate sustainable growth by:

   a. Concentrating growth in compact urban areas – minimizing the costs of providing urban services;

   b. Providing a park system with a variety of opportunities;

   c. Ensuring a wide range of housing for a growing and diverse population;

   d. Co-locating jobs and housing;

   e. Minimizing sprawl and urban expansion into rural and natural lands;

   f. Providing a transportation system of many modes that moves people safely and quickly;

   g. Reinforcing local governments' land use planning;

   h. Optimizing existing roads, ports and other corridors in order to minimize construction of new ones;

   i. Implementing economic development in a manner that supports quality of life, economic diversity and growth management strategy;

   j. Strengthening and expanding educational, cultural and civic resources;

   k. Promoting and coordinating the efficient delivery of urban services through interjurisdictional compacts, interlocal agreements and working relationships; and

   l. Maintaining flexibility to respond to changing conditions affecting transportation, parks, housing, employment, utilities, public safety, and educational services.

E. COUNTYWIDE PLANNING

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

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

supplemental policies address protection of the natural environment, parks and recreation, and open space.

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

F. COMPREHENSIVE PLAN STUDY AREA

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

G. RELATED PLANS

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

1. Utility Service Area (USA) Boundary and Plan
2. 2009 Water Comprehensive Plan
3. 2011 Sewer Comprehensive Plan
4. 2001 City of Marysville Wastewater Treatment Facility Update
5. 2009 Surface Water Comprehensive Plan
6. 2006 Marysville Shoreline Master Program
7. Marysville Unified Development Code and other regulations

H. AMENDMENTS

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

I. COMPREHENSIVE PLAN REVIEW

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

II. VISION – MARYSVILLE: PAST, PRESENT AND FUTURE

INTRODUCTION

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

A. HISTORY- MARYSVILLE YESTERDAY

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

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

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

During the late 1870s through the early 1890s many settlements were begun in the greater Marysville area: Kellogg Marsh, Getchell Hill, Sunnyside, Shoultes, Sisco and Edgecomb. Probably the best indication of the determination of each of these communities was their desire to establish schools for their children. Sunnyside had one of the earliest districts that broke off from the Snohomish district around 1880. To serve the district, Sunnyside built their school house in 1881-85. Though Marysville students were a part of this district, a log cabin one or two miles east of town served as a private school house for seven students. Marysville formed their school district in 1887 and the first school, the Lyceum, was built on Front [First] Street between Beach and Cedar in 1888. That same year Shoultes created a separate school district from Marysville but did not construct a school building until the early 1890s. Kellogg Marsh followed Shoultes by creating another school district in 1892 and built their school in the mid to late 1890s.

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

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

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

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

With the new century, Marysville experienced more changes and growth, and abandonment of its pioneer past. In 1904 and 1909 respectively, Maria and James Comeford died. By 1904, the town had expanded to 8th Street on the north and Allen

Creek on the east. Eight students began high school in 1903, and the first high school building was constructed in 1907 on 10th between Beach and Cedar. The population had increased in 1905 to 1250, 3.5 times the population at incorporation 14 years earlier. The town had 450 students, four churches, a public electric light system, six miles of graded streets, two logging camps, six shingle mills, three saw mills, and mail was delivered on a RFD route by horse and buggy. The entire Northwest experienced a phenomenal boom following the 1906 San Francisco earthquake when the mills of the Northwest furnished the timber to rebuild that city.

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

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

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

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

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

centers, like B & M. The new businesses on Fourth Street supplanted its residential uses, and the expressway instigated the decline of the once fine residential neighborhood alongside it. Also, by 1954 the population of Marysville was approximately 2500. Marysville had taken 50 years to double in size. Additionally, in 1954 the Sunnyside School District consolidated with the Marysville district.

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

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

During the 1990's, the population of Marysville experienced quite a change. As was mentioned above, in 1954 there were twice as many residents in Marysville as there were in 1905. By 1980 the population had again doubled, but in half the time it had previously taken. Since1980, the population has almost doubled with each decade through 2000. Marysville's location with proximity to major employment centers and transportation corridors, the beauty of the natural setting, the moderate size of the community, and the relatively reasonable housing costs make it an attractive city. However, these same attractions have put significant growth pressures on the city.

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

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

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

B. MARYSVILLE TODAY

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

These public improvements have the City taking on a new look in the Downtown with new services for the community and infrastructure for future growth. Other key areas for development and redevelopment within the City include:

- The Lakewood area which has seen considerable commercial and multi-family development since 2006 yet still contains large tracts of remaining undeveloped commercial, mixed use, and residential zoning;
- The Smokey Point Neighborhood particularly the Smokey Point Master Plan Area and the Arlington-Marysville Manufacturing Industrial Center (MIC) which are slated for industrial and business park development, and the attendant living wage jobs;
- The East Sunnyside-Whiskey Ridge Master Plan Area which provides opportunities for commercial, multi-family, and residential development in the southeast corner of the City; and
- The 88th Street Master Plan Area which allows for true Mixed Use development with commercial and service oriented uses on the ground floor and commercial, service, and residential uses above the ground floor.

A new spirit of cooperation has also emerged with neighboring jurisdictions including Snohomish County, the Tulalip Tribes, and Arlington.

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

C. MARYSVILLE- OUR FUTURE

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

These priorities are:

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

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

Some of the focus areas that have emerged in the plan development are revitalizing the downtown and downtown waterfront as a key to the image and identity, tourism and recreation potential of the Marysville community. To that end, the City conducted a separate Downtown Vision Plan and adopted the *Downtown Master Plan* in October 2009 to guide development and redevelopment of the Downtown. Marysville's Downtown embodies the image and identity of our community to both internal and external visitors. In order to spur redevelopment within the Downtown, the City has invested in key capital improvement projects that include the State Avenue Improvement project; the Ebey Slough Waterfront Park and Boat Launch Facility; the Marysville Spray Park at Comeford Park; and will be pursuing additional projects such as the First and Third Street Low Impact Development projects. Private investors have also begun to invest more in the Downtown with notable projects including redevelopment at the southwest and northeast corners of the intersections of Fourth Street and State Avenue with new or remodeled buildings; remodels of several other buildings along the Fourth Street corridor; and remodeling of the commercial building at the southwest corner of Third Street and State Avenue.

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

III. PUBLIC PARTICIPATION

INTRODUCTION

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

The public participation process and background information for development of the 2005 comprehensive plan included:

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

The public participation process and background information for the 2015 comprehensive plan update included:

- Planning Commission workshops to develop and review the comprehensive plan and development regulation between 2013 and 2015;
- Public input, letters and correspondence received between 2013 and 2005, during development of the comprehensive plan;
- An Addendum to the Draft Integrated Comprehensive Plan, Development Regulations and Environmental Impact Statement (EIS) was formally distributed to the Department of Commerce and agencies for a 60-day comment period on May 26, 2014;
- The Addendum was made publicly available at the Marysville Library, on the City's website, and available at the Community Development offices;
- Public notice was posted in area newspapers, public buildings, and on the City's public webpage;
- Comments on the development of the Lakewood Master Plan were received at open house(s) in advance of public hearings; and
- Official Public Hearing and adoption process before the Planning Commission and City Council.

A. PUBLIC WORKSHOPS AND COMMUNITY MEETINGS

Public workshops and presentations were made by city staff and the consultants. These included presentations made at numerous workshops held for the general public. During development of the 2005 Comprehensive Plan, Community Meetings were held in locations throughout the Urban Growth Area to obtain comments and direction from the various areas covered in the plan. With the 2015 Comprehensive Plan update, workshops were held before the Planning Commission; however, neighborhood community meetings were limited to the Lakewood Neighborhood as no major land use changes were anticipated within other neighborhoods.

B. PLANNING COMMISSION AND CITY COUNCIL

Throughout the research, drafting and finalizing of the 2005 Comprehensive Plan, and the 2015 Comprehensive Plan update, City staff met with the Planning Commission. With the development of the 2005 Comprehensive Plan, two joint workshops were held with the Planning Commission and the City Council in the process of developing the concept, and reviewing the direction of the Comprehensive Plan. The public frequently attended these presentations and workshops. Public comment was taken and incorporated into the comprehensive plan document.

C. SEPARATE PROCESSES

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

Transportation

Through development of the draft plan, between 2001 and 2003, the consultants and staff met with the Public Works committee to prioritize planned improvements and review the draft transportation plan. Public workshops and hearings were held with the Marysville Planning Commission in 2002. With the 2015 update, public workshops and hearing were held with the Marysville Planning Commission in 2015. The Marysville City Council held workshops and a public hearing to adopt the Transportation Plan in January 2003, and July 2015 for the 2015 update.

Parks and Open Space

The Parks and Recreation element updates in 2005 and 2015 each included a community survey on parks and recreation facilities and services. The draft plan was reviewed by the Parks and Recreation Board prior to workshops with the Marysville Planning Commission as part of the Comprehensive Plan workshops and hearings.

Economic Development

The Economic Development Plan for the City was developed under the leadership of the Marysville City Council and Administration. The consultants Gardner/Johnson employed focus groups to identify key issues for the City related to economic development. Implementation of the plan included creation of various economic development committees to address key areas including: 1) Image and Identity, 2) Business Attraction and Retention, 3) Land Use, Permitting and Infrastructure, 4) Tourism & Recreation, and 5) Workforce Education and Training. The committees are composed of business and citizen representatives, city appointed and elected officials, and staff. With the 2015 Comprehensive Plan update, the direction of the Economic Element remains the same; however, Economic Development Element was updated to reflect current wage, employment, and other economic conditions.

D. AMENDMENTS

The public participation process for amendments to the Comprehensive Plan will consist of the following actions:

- Notice of proposed amendments by publication in newspaper of general circulation, and solicitation of public input, letters, and correspondence. Notice may also be provided by posting at public buildings, the city local access cable channel, city newsletter, and/ or city website, etc.;
- The Community Development Department conducts an initial review and evaluation of proposed amendments and assesses the extent of review that is required under the State Environmental Policy Act (SEPA) prior to planning commission and/or city council action. Distribute any SEPA decisions to agencies and interest groups as necessary;
- Planning Commission workshops to develop and review amendments to the comprehensive plan;
- Proposed amendments are available for review in the project file at the Community Development Department and may also be available via the City's website;

- Focus groups, open houses, surveys, community workshops, or task forces may be used, if deemed necessary;
- Notice of the public hearing will be provided at least 10 days prior to the date of the public hearing by publishing in a newspaper of general circulation;
    - If the proposed amendment relates to text, language, maps, graphics, etc. revisions, notice may also be provided by posting on the city local access cable channel, city newsletter, or city website;
    - If the proposed amendment impacts a specific property, and is not an area-wide change, notice signs will be posted on the subject property, and mailings will be sent to neighboring property owners within 300 feet of the boundary of the subject property; and
    - Notice is mailed to each person who has requested such notice (party of record).
- Planning Commission public hearing(s). The public may participate in any public hearing by submitting written comments to the Community Development Director prior to the hearing, or by submitting written comments or making oral comments at the public hearing. Any comments received by the Community Development Director will be provided to the Planning Commission and/or City Council no later than the date of the public hearing;
- After the public hearing, the planning commission will provide its recommendation to the City Council through the Community Development Department; and
- Official adoption process before City Council.

IV. LAND USE ELEMENT

A. BACKGROUND

The Land Use Element establishes Marysville's desired character, quality and pattern for land uses in our Study Area. Land use is the basis for balancing all other elements of the comprehensive plan. Our desired land use pattern drives future transportation, utility, capital facility and service decisions and needs. Conversely, available infrastructure and services influence our land use decisions. This plan element provides an inventory of existing population and employment capacity, and an analysis comparing the capacity to 2035 forecasts. It also includes a discussion of land use districts and densities; goals & policies; and a strategic plan for realizing the vision of this comprehensive plan. The Land Use Element also incorporates neighborhood planning as the mechanism for balancing and allocating land uses and densities. This is based on the belief that a thriving community is comprised of healthy neighborhoods.

I. Urban Growth Areas

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

Critical areas include wetlands, areas with a critical recharging effect on aquifers or groundwater used for potable water, fish and wildlife habitat conservation areas, and frequently flooded areas. These areas can be in or outside the UGA, but their location, significance, and size are considered in establishing the UGA.
Future urban growth is to be located first in areas already characterized by urban development where existing public facility and service capacity is available, and second in areas where public or private facilities or services are planned or could be provided in an efficient manner.

Snohomish County is responsible for approving the UGA for each city and urban area. The County is required to collaborate with cities in making these decisions. Cities are then expected to ultimately annex areas within their respective UGAs and, therefore, must plan for effective service delivery for transitioning these areas into the city limits. In Marysville's urban area, the City is the major provider for water and sewer service in both incorporated and unincorporated areas. While the majority of the City's unincorporated areas have been annexed since the last Comprehensive Plan update, 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.

Marysville's original UGA was established in 1995 by the Snohomish County Council. The initial approval established a separate UGA for Smokey Point. In 1997, Marysville and Arlington approved a settlement agreement to establish each City's respective UGA as it relates to the areas known as Smokey Point and Lakewood. Snohomish County acted

to affirm the agreement by dividing the Smokey Point UGA into each respective city's UGA, in accordance with the agreement. In the agreements, Marysville's UGA was amended to include what is known as the Lakewood Neighborhood.

This Land Use Element provides analysis of Marysville's existing UGA, Figure 4-1a, and recommendations for land use designations within the UGA and areas of future influence, Figure 4-1b, to meet 2035 population and employment targets.

II. Land Outside the UGA

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

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

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

RU-1 Where practical, residential districts outside of Urban Growth Areas should be restricted to rural, low-density residential (minimum 5 to 10-acre tracts).

RU-2 Areas that may be suitable for urban expansion within the twenty year planning period should be placed within Rural Urban Transition Area (RUTA) designation by Snohomish County. These areas should remain in 10 acre or larger parcels. Techniques such as shadow platting in conjunction with clustering should be used

to permit efficient development at urban densities and urban level services when these areas are incorporated into Urban Growth Areas. If shadow platting is not utilized, rural cluster subdivisions should be prohibited.

RU-3 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 extension to these areas when included within the UGA.

Figure 4-1a Urban Growth Area Map

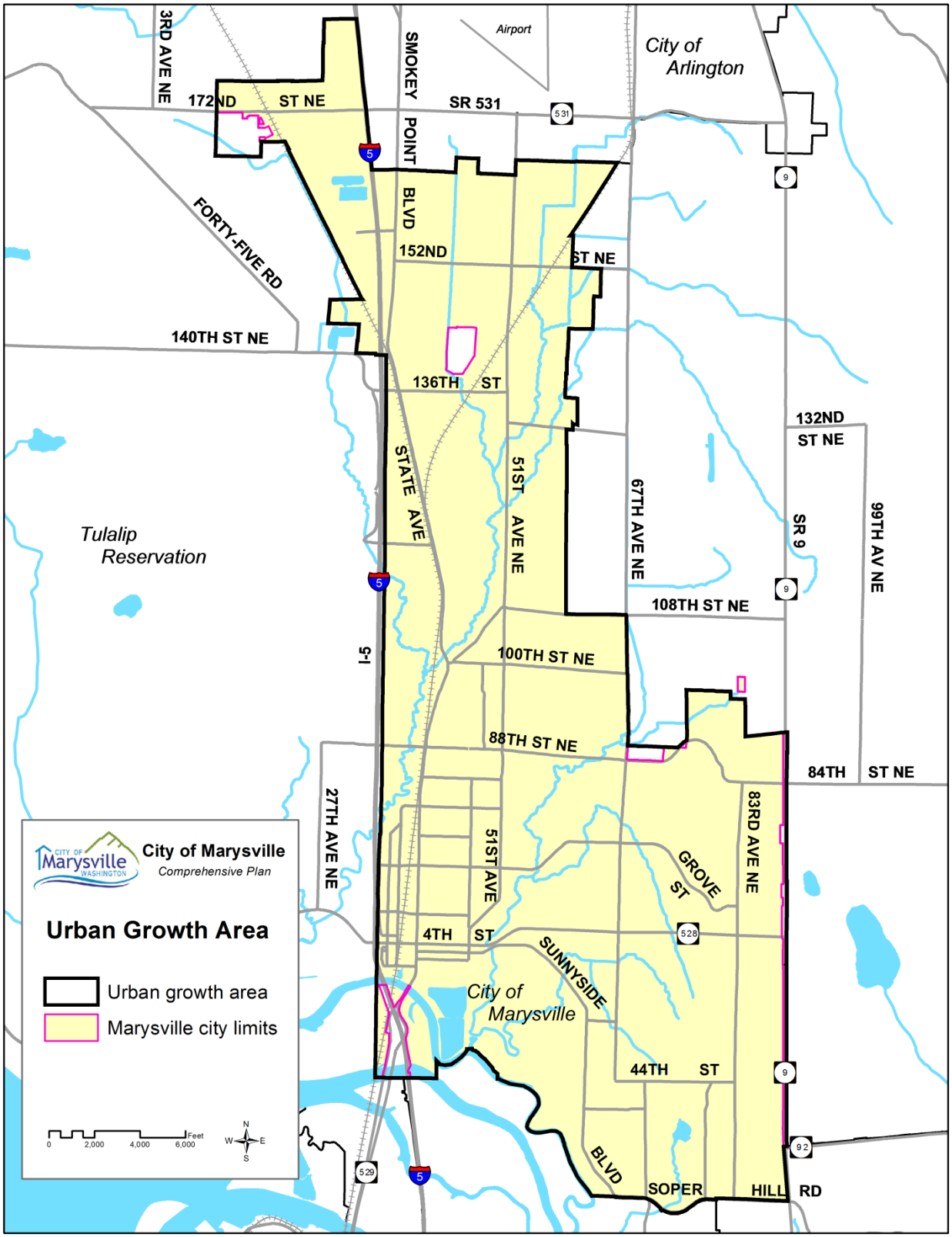
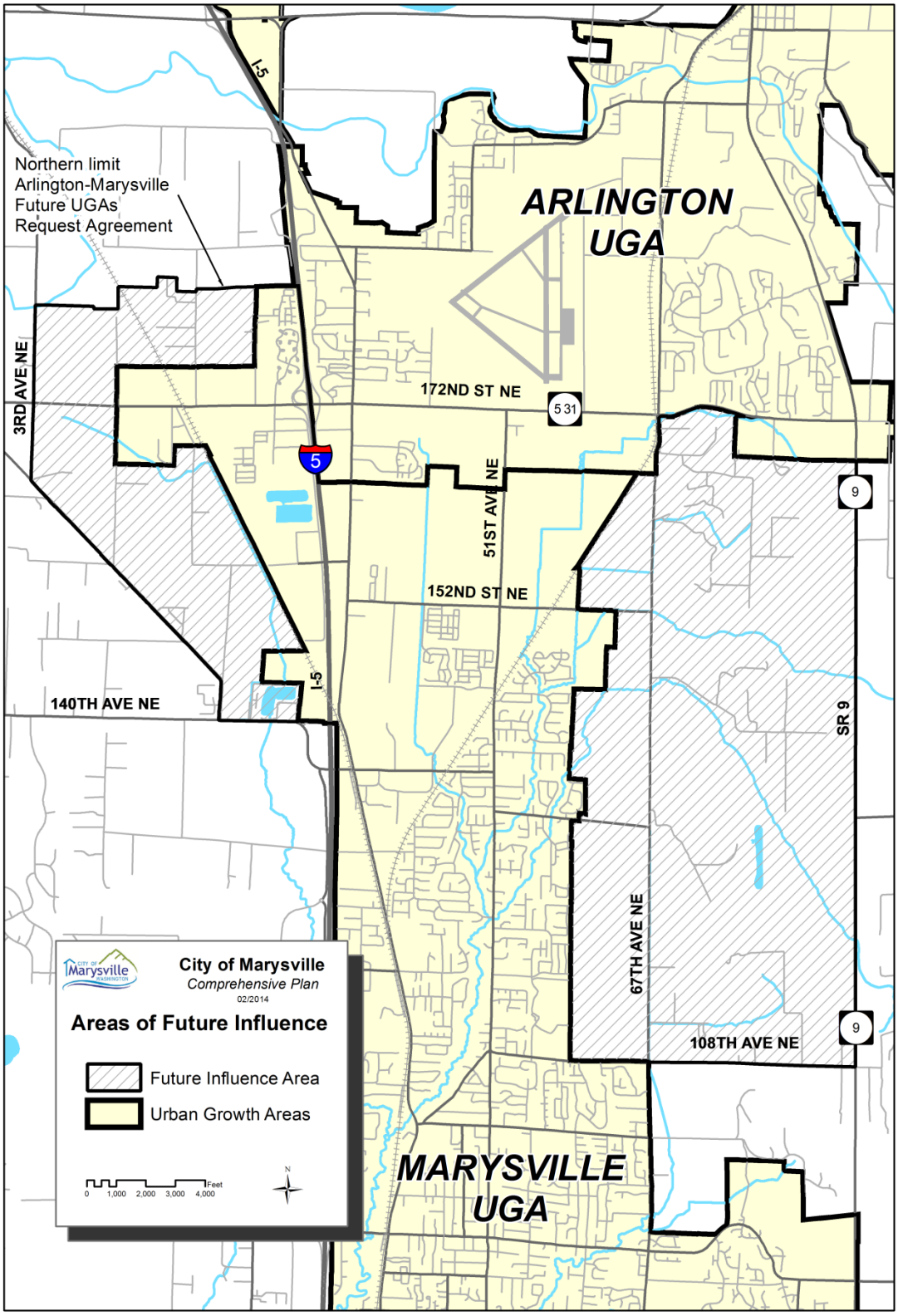


Figure 4-1b Areas of Future Influence



III. Annexation

Urban areas are ultimately the responsibility of cities. The City has actively sought annexation of its UGA and has adopted policies to encourage transition of unincorporated areas into the City limits. The City negotiated interlocal agreements for annexation and urban development within its UGA with Snohomish County. The purpose of these policies and agreements is to ensure a smooth transition from County to City jurisdiction when unincorporated land is annexed to the City. As a result of these efforts, the City has annexed nearly all of its Urban Growth Area since the last Comprehensive Plan update in 2005 and anticipates annexation of its remaining Urban Growth Area as it plans for the future. In 2014, approximately 99 percent of the urban growth area is within the city limits (158 acres are yet to be annexed of 13,527 acres within the UGA).

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

IV. Neighborhood Planning Concept

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

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

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

Planning Area #1, Downtown:

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

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

Planning Area #2, Jennings Park:
The newly developing area east of downtown, it is delineated by Allen Creek, 76th Street NE, Allen Creek, Munson Creek, the section line, 52nd Street NE, and Sunnyside Boulevard.

Planning Area #3, Sunnyside/Ebey Slough:
The Sunnyside/Ebey Slough area, is defined by the both uplands and the floodplain. Its edges are the extension of 67th Avenue NE, to Soper Hill Road, to Ebey Slough, to the section line, to Sunnyside Blvd., to 52nd Street NE.

Planning Area #4, East Sunnyside/Whiskey Ridge:
The southern portion of Whiskey Ridge, it is identified by Soper Hill Road, 83rd Avenue NE, 64th Street NE/SR 528, the section line, 52nd Street NE.

Planning Area #5, Cedarcrest/Getchell Hill:
In a portion of the historic Kellogg Marsh area, the edges are Allen Creek, 88th Street NE, 67th Avenue NE, to the Urban Growth Boundary, to Highway 9, and SR 528.

Planning Area #6, Downtown Marysville North/Pinewood:
The area north of downtown, its edges are 76th Street NE, to 51st Street NE, to 72nd Street NE, to Allen Creek, to 92nd Street NE up Quilceda Creek to just north of 100th Place NE, and Interstate 5.

Planning Area #7, Kellogg Marsh:
The residential community surrounding the significant commercial center at State Avenue and 100th Street NE, it is shaped by the Urban Growth Boundary, Quilceda Creek, and continues north along State Street to include commercial areas north of Quilceda Creek, back to Quilceda Creek, and 92nd and 88th Streets NE .

Planning Area #8, Marshall/Kruse:
A predominantly residential area, it is nestled between Quilceda Creek and its West Fork and connects to I-5 around commercial at State Avenue and north of 100th Street NE. The railroad, industrial uses, and Interstate 5 complete the edges.

Planning Area #9, Shoultes:
In the historic Shoultes area, it extends from the Urban Growth Area, to Quilceda Creek, along the railroad line, and a change in land use from residential to industrial.

Planning Area #10, Smokey Point:
This area extends between Planning Areas 8 and 9 on the south, and 180th/172nd Street NE to the north, while Interstate 5 and the Urban Growth Area define its west and east edges.

Planning Area #11, Lakewood:
The edges of this area are the Urban Growth Boundary west of I-5 and Interstate 5.

V. Land Use Development

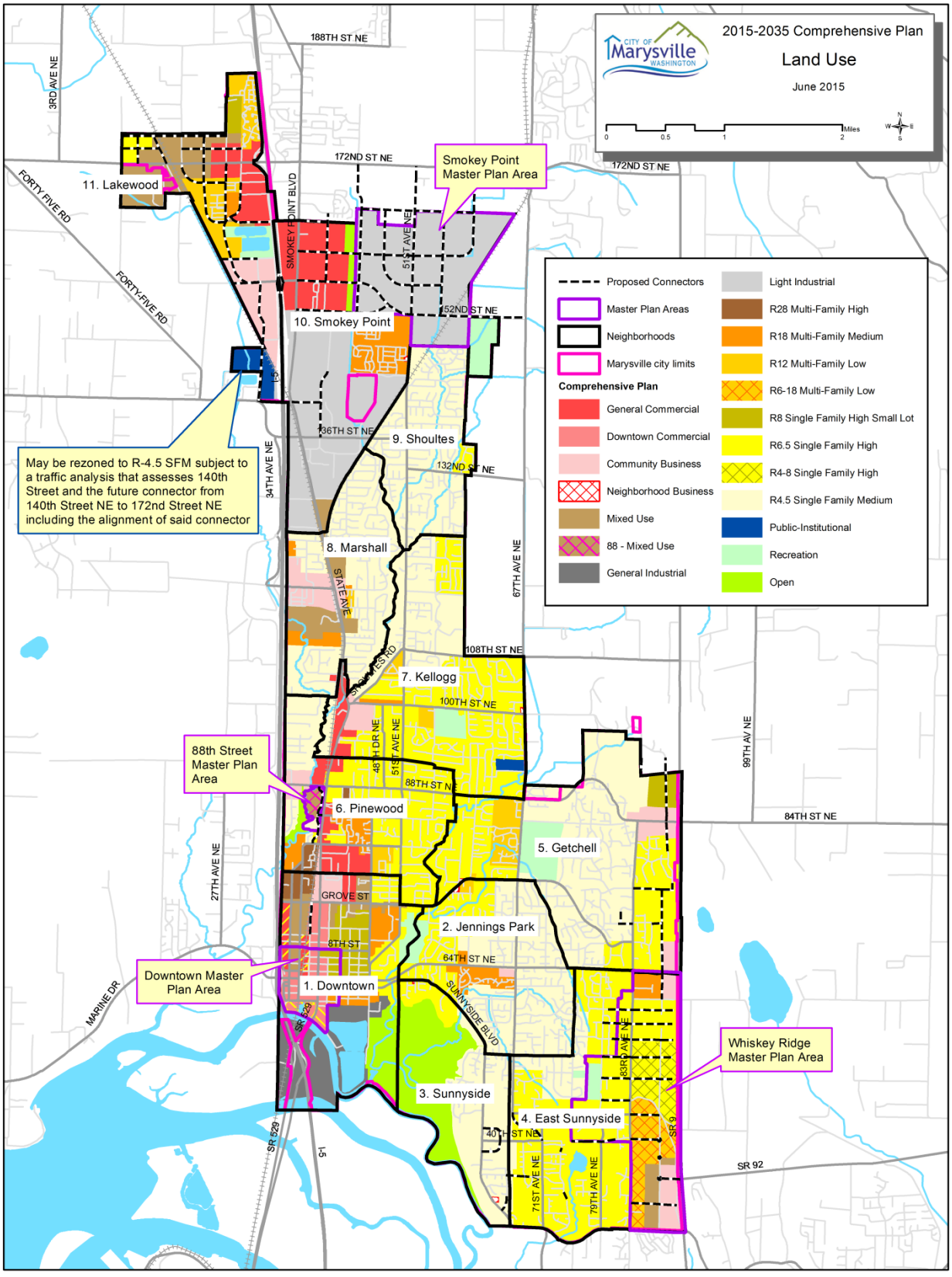
The Comprehensive Plan land use map was adopted by the City following extensive public process and environmental analysis. It is shown in Figure 4-2. Property within the City limits has been rezoned to implement the adopted plan. Property at the edge of land use districts can make application to rezone property to the bordering zone, without applying for a comprehensive plan amendment, if the proponent can demonstrate:

1) The proposed land use district will provide a more efficient transition point and edge for the proposed land use district than strict application of the

comprehensive plan map would provide due to neighboring land uses, topography, access, parcel lines or other property characteristics; and

2) The proposed land use district supports and implements the goals, objectives, policies and text of the comprehensive plan more effectively than strict application of the comprehensive plan map; and
3) The proposed land use change will not affect an area greater than 10 acres, exclusive of critical areas.

Figure 4-2 Land Use Map, 2035 Designations



B. LAND USE INVENTORY-LAND CAPACITY ANALYSIS

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

I. Marysville UGA Residential Capacity Estimation Methodology – 2014[1]

The land capacity estimations found in the following tables were made from an updated version of the land capacity GIS database provided to the City by the Snohomish County Planning and Development Services Department during the winter of 2013. The original creation of this database is documented in *Recommended Methodology and Work Program for a Buildable Lands Analysis for Snohomish County and its Cities*[1]. Updates to the database were made in April of 2011 using recent plat and building permit information. This database is, essentially, a modified version of the Assessor's parcel GIS database to which various fields were added in order to derive capacity estimates.

The most important of these fields are the existing housing, buildable acreage, development status and estimated density fields. The first of these fields, existing housing, was calculated directly from the Assessor's records, and is shown in Table 4-1 along with the next field, buildable acreages, which was derived by subtracting the amount of mapped unbuildable land from the total buildable acreage for each parcel. Unbuildable lands include streams, wetlands, steep slopes, frequently flooded areas, and their accompanying setbacks; major utility easements; future arterial rights-of-way; and land needed for other capital facilities (schools, parks, etc.). In addition, a 5% margin was added to unbuildable acreages to account for unmapped unbuildable areas. The buildable acreages field was then calculated as total buildable acres minus unbuildable acres.

Table 4-1 Existing Housing and Buildable Acreages – 2014 City Limits

	Existing Housing Units	Buildable Acreage
2015 Land Use Plan Update	23,064	8,721

Parcels which have the potential capacity for additional development were placed into four categories: vacant, redevelopable, partially-used, and pending. Parcels with pending development were excluded from further capacity calculations.

Vacant. The vacant category contains parcels in which the Assessor's building improvement values generally are less than $2,000 and which do not meet redevelopable and partially-used criteria. Some exceptions include parks and cemeteries where there are no building improvements.

Redevelopable. The redevelopable category includes non-vacant parcels which are "considered candidates for potential demolition of the existing building and replacement by something new" during the next 20 years.

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

For single family zoned land, existing houses valued at less than $100,000 and 75% of the land value are considered potentially redevelopable. If the parcel is not large enough to subdivide, then it is considered a replacement building not redevelopable. If the parcel has a house valued at over $100,000, then the property is considered partially-used.

For multi-family, commercial, industrial, or mixed-use zoned land, existing buildings valued at less than 100% of the land value are usually considered potentially redevelopable. Some exceptions include gas stations, which require high-visibility (i.e. typically expensive) land but are usually operated from modest buildings, and warehouses, which locations that are often not as desirable to other uses but are usable even when the structure is in poor condition.

Partially-used. Partially-used parcels are those where existing building(s) use only a portion of the site and additional development of the parcel is possible without demolition. For single-family residential zones, parcels normally must be at least twice the minimum lot size for the zone. For multi-family residential zones, the building footprint must be less than 20% of the buildable parcel area. In addition, "the existing density must be less than the historic norm for the zone." For commercial, industrial, and mixed-use zones, the floor area ratio is usually less than 25% and the building improvement to land value ratio is greater than 100%. For uses that require a lot of parking (e.g. restaurants, auto dealerships and gas stations), the floor area ratio is less than 10%. All remaining parcels not meeting any of the above criteria were not included in further capacity calculations. (#2)

Part-use factors:

Single and Multi Family Residential = 6.66
Commercial/Industrial/mixed-use > 2 acres = 4
Commercial/Industrial/mixed-use < 2 acres = 8.33

Surplus Acres = (1 – (Lot coverage * Part-use factor)) * Buildable acres
(Lot Coverage = Building footprint / Total parcel area)

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

County Planning staff derived the values found in the density field by analyzing recent residential development specific to the Marysville area for each zoning designation and determining an average density. The density values used for each residential designation are set forth in Table 4-2.

Table 4-2 Density Values for Different Land Use Designations

Land Use Designation	**Density Value** (housing units per acre)
Single Family Medium	4.4
Single Family High	4.76
Single Family High (small lot)	8
Whiskey Ridge, Single Family High	6
Multi-family Low	9.58
Multi-family Medium	14.56
Multi-family High	21.16
Whiskey Ridge, Medium Density Multi-family	12
Mixed Use	8.16

Mixed Use – Lakewood	22.2
General Commercial Mixed Use Overlay	10.05

Using the existing housing, buildable acres, surplus acres and density data, additional housing capacity was calculated for each of the different development categories according to the following formulas:
For vacant parcels: additional housing capacity = buildable acres * density
For partially-used parcels: additional housing capacity = surplus acres * density

For redevelopable parcels: additional housing capacity = (buildable acres * density) – existing housing

To account for market availability, the final additional housing capacity estimates were reduced by 15% for vacant parcels and 30% for partially-used and redevelopable parcels. These numbers were further reduced by an additional 5% to account for future public use facilities. The final population estimates were calculated at 2.0 persons per housing unit for multi-family, 2.9 persons per housing unit for single family, and 1.2 persons per housing unit for senior apartment designations.

II. Population & Employment Targets

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 Puget Sound Regional Council (PSRC) has issued similar forecasts of employment growth. The Countywide Planning Policies (CPPs) for Snohomish County provide direction on how to allocate the State's countywide forecast to cities, Urban Growth Areas (UGAs) and the rural/resource areas of the County utilizing the cooperative planning process of Snohomish County Tomorrow (SCT). The resulting 2035 population and employment growth targets guide local GMA comprehensive plan updates.

The population forecast for Snohomish County anticipates approximately 214,000 additional people between 2014 and 2035. This reflects a population increase of approximately 29% in twenty one years. Snohomish County is anticipating a 2035 population of 955,257.

In 2004, the City of Marysville reviewed low to high population and employment forecasts for the UGA in order to choose the preferred growth scenario for the community. These ranges were outlined in the three land use alternatives considered by the City. These were 1) No Action – using current UGA and comparing to 2025 forecast range; 2) Reasonable Measures with current UGA and comparing to 2025 forecast range; and 3) Revised Land Uses with UGA expansion and comparing to 2025 forecast range.

Consideration of these alternatives involved an initial step of conducting a land capacity analysis, as referenced in Section B of the Land Use Element. The population and employment forecast ranges were then compared to the available capacity within each of the plan alternatives. Following review of various land use scenarios to implement the low and medium growth targets, the Marysville City Council selected the Medium (moderate) growth scenario for the Marysville UGA. Since the 2005 Comprehensive Plan update, the majority of the City's UGA has been annexed. With the 2015 Comprehensive Plan update, a moderate growth scenario will continue to be used.

The 2014 population estimate for the Marysville UGA is 62,809. The additional population anticipated for 2035 is the population target minus the existing population. The 2011 estimated employment within the Marysville UGA was 12,316, excluding resource (agriculture, forestry, fishing and mining) and construction jobs.

Table 4-3 2035 Growth Targets and Capacity within the Marysville UGA

Population Target	Population Capacity[1]	Additional Population Capacity	Housing Target[2]	Housing Capacity	Additional Housing Capacity	Employment Target and Capacity	Additional Employment Capacity
87,798	88,628	25,819	32,936	38,027	15,441	28,113	15,797

[1] 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.

[2]The Central Marysville Annexation, which took effect December 30, 2009 (Ordinance 2792), resulted in the annexation of the vast majority of the unannexed Urban Growth Area (UGA). Today, over 99 percent of the City's UGA has been annexed. SCT growth projections through 2035 show no increase in population or housing, and negligible growth in employment (only 42 additional jobs anticipated) 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.

C. LAND USE DISTRICTS, CRITERIA, AND STANDARDS

The City of Marysville will remain a well-defined community. The objective is to create an urban center with a future 2035 population of approximately 87,800 people. Although the major residential expansion will be to the north, east, and southeast, the concentration of higher density retail and commercial uses will be in downtown Marysville and along State Avenue generally continuing up to Smokey Point – the western portion of the urbanized area. Industrial uses will be concentrated along State Avenue/Smokey Point Boulevard between 123rd Street and 152nd Street and in the Smokey Point Master Plan Area east of Smokey Point Boulevard along 152nd Street. The mix of land uses described in the following sections provides not only for adequate residential expansion but also allows for the commensurate, balanced growth of retail, office, commercial, and manufacturing uses. Table 4-4 shows the land use mix identified in the 2015 land use plan map.

Table 4-4 Land Use Acreage by Zone

ZONE	TOTAL ACRES	BUILDABLE ACRES
88-MU	23	11
CB	446	405
DC	123	100
GC	621	537
GI	300	40
LI	1,322	1,070
MU	445	332
NB	5	5
MFL	376	318
MFM	454	401
MFH	54	54
SFM	3,493	2,432
WR-SFH	136	136
SFH	3,063	2,389
WR-MFL	140	138
SFH-SL	184	182
GRAND TOTAL	11,183	8,675

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

ZONE	OPEN SPACE	PUBLIC	RECREATION	TOTAL	GRAND TOTALS (TABLES 4-4 AND 4-5)
TOTAL ACRES	432	15	336	783	11,966
BUILDABLE ACRES	25	14	186	225	8,900

I. Residential

The forecasted population increases for the Marysville study area will be a function of market forces and State Growth Management Policies. Therefore, they are unlikely to occur in a linear fashion, but will follow the phases of an economic cycle. The demand

for residential housing in the Marysville Study Area will be directly proportional to the supply of new jobs available in the greater Marysville area and north Puget Sound region at any given time. The affordability of housing is also a factor of the market. Furthermore, the increasing costs for housing will be an important determinant in the demand for particular types of housing. Due to the increasing cost of single family housing, it is anticipated that about one-third of the new Marysville population will live in multiple family housing. Housing mix goals are analyzed and discussed in the Housing Element of this plan.

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

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

Medium Density Single Family
Single family residences up to 4 ½ dwelling units per acre. Duplexes would be permitted as a conditional use with a maximum density of 6 dwelling units per acre.

High Density Single Family
Single family residences up to 6 ½ dwelling units per acre. Duplexes would be permitted outright on 7,200 square foot lots with a maximum density of 8 dwelling units per acre.

High Density Single Family -Small lot
Single family residences up to 8 dwelling units per acre. Duplexes would be permitted outright on 7,200 square foot lots with a maximum density of 8 dwelling units per acre.

Whiskey Ridge, High Density Single-Family
Single family residences ranging from 4 ½ to 8 dwelling units per acre. Duplexes would be permitted outright on 7,200 square foot lots with a maximum density of 8 dwelling units per acre.

Low Density Multi-family
Multi-family residences ranging from a base density of 12 dwelling units per acre up to a maximum of 18 dwelling units per acre.

Medium Density Multi-family
Multi-family residences ranging from a base density of 18 dwelling units per acre up to a maximum of 27 dwelling units per acre.

High Density Multi-family
Multi-family residences ranging from a base density of 28 dwelling units per acre up to a maximum of 36 dwelling units per acre.

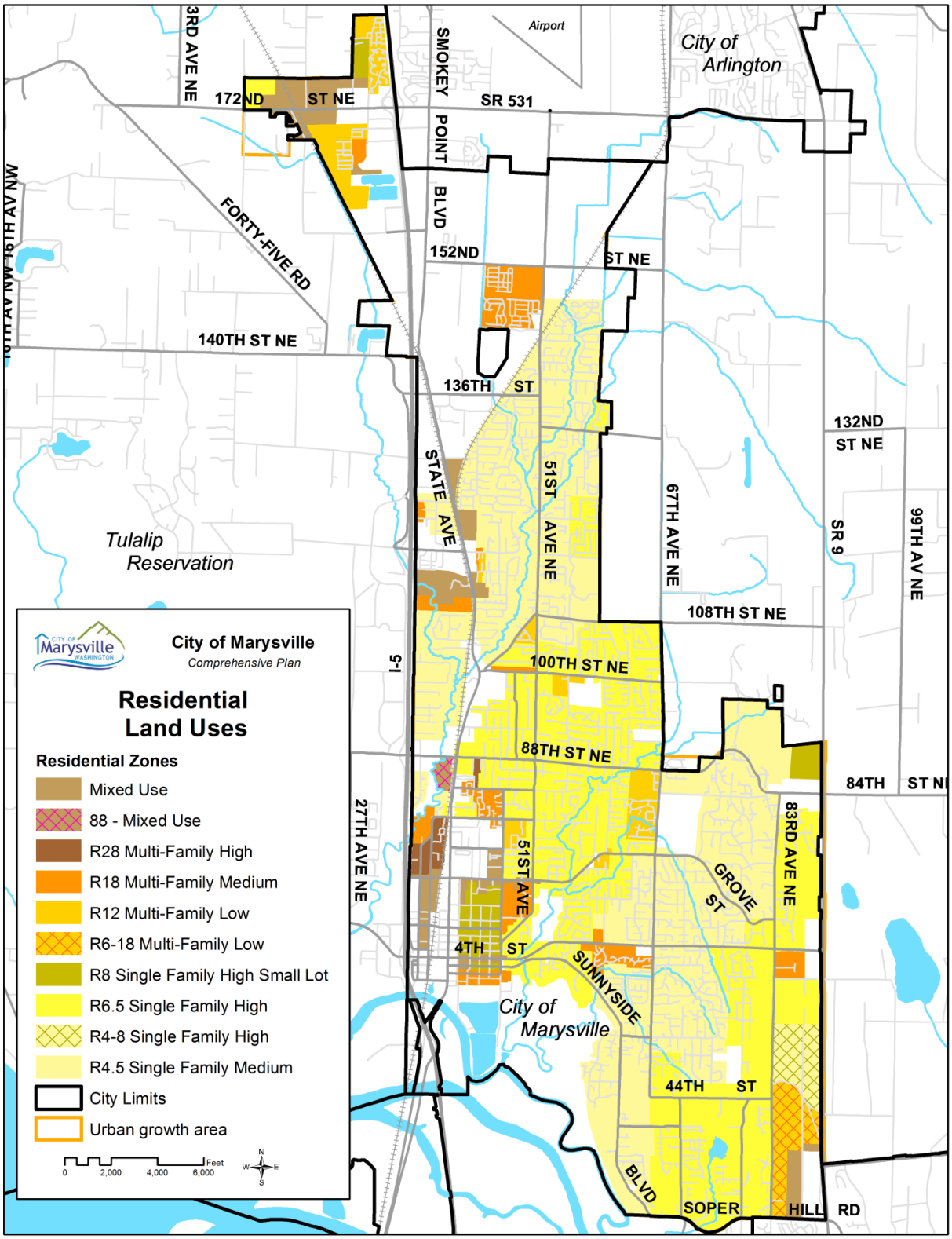
Whiskey Ridge, Medium Density Multi-family

Single family residences at 6 dwelling units per acre. Multi-family residences ranging from a base density of 10 dwelling units per acre up to a maximum of 18 dwelling units per acre.

Residential Mobile Home Park

Preserves high density, affordable detached single-family and senior housing. This zone is assigned to existing mobile home parks within residential zones which contain rental pads, as opposed to fee simple owned lots, and as such are more susceptible to future development.

Figure 4-3 Residential Land Uses Map



a. Single Family

i. Criteria and Standards

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

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

Development Criteria for new single family residential developments are:

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

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

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

Implementation:
Do not permit clubs/lodges, commercial activities (e.g., funeral homes, offices, clinics, theaters, assembly halls), and hospitals in single family residential zones. Consider permitting them in neighborhood business so they have proximity to residential areas, but will have proper location, buffering, and neighbors. Permit senior citizen assisted living, convalescent/nursing/retirement, and bed and breakfasts in medium and high density single family by conditional use. Permit day care I in all single family zones. Permit day care II as a conditional use on sites larger than one-half acre. Wireless communication facilities (WCFs) are either a permitted or conditional use.

Daycare IIs must be located on sites larger than one-half acre and are subject to minimum standards identified in Chapter 22C.200 MMC for daycare I facilities. Permit

Electric Vehicle (EV) Level 1 and 2 Charging Stations as an accessory use or conditional use.

ii. Identification of Areas

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

b. Multi-Family

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

i. Criteria and Standards

Duplexes are exempted from this section. They are either permitted outright in multi-family areas.

The locational criteria for siting multi-family residential are:

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

Development Criteria:

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

- Require a binding site plan that identifies:
  - the scale and location of all buildings
  - parking areas and driveways
  - recreational facilities
  - landscaping, screening, and/or fencing
  - building elevations

Implementation:
Do not permit some commercial activities (e.g., funeral homes, theaters, assembly halls, sale of packaged alcoholic beverages), and hospitals in multi-family residential zones. Permit assisted living, convalescent/nursing/retirement, and Master Planned Senior Communities in multi-family residential zones as conditional uses. Permit them in neighborhood business so they have proximity to residential areas, but will have proper location, buffering, and neighbors. Permit bed and breakfast guesthouses and inns in this land use. Permit day care I in all multi-family zones and day care II as a conditional use. Permit Electric Vehicle (EV) Level 1 and 2 Charging Stations and Electric Vehicle Rapid (i.e. Level 3) Charging Stations within parking garages. Wireless communication facilities (WCFs) are either a permitted or conditional use.

ii. Identification of Areas

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

c. Small Farms

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

i. Criteria and Standards

- Lot size:
  - minimum 100,000 sq. ft. (approximately 2.3 acres), and smaller tracts if such tracts were in existence on public record and in agricultural use as of the passage of Ordinance 2131
- Uses:
  - specialty farming, horticulture, floriculture, viticulture, animal husbandry, production of seed, hay and silage, Christmas trees, and aquaculture, along with the sale on the premises of the products produced thereon from the above listed uses

- Practices:
  - accustomed agricultural practices shall be permitted, notwithstanding any other section of the code, provided, however, that no practice shall be permitted that results in the pollution of creeks or groundwater by manure, fertilizer, pesticides, or otherwise. The Snohomish County Cooperative Extension Agent will be considered an expert in "accustomed or progressive agricultural

practices." Without limiting the above, agricultural practices include the care, management, and control of animals.

- Setbacks and other limitations on residences:
  - same as the underlying single family residential zone
- Buffers and other limitations on adjacent new development:

Require a six-foot tall, sight-obscuring fence to provide a buffer between the subdivision and the small farm. The buffer shall include a fence. A conservation easement acceptable to the City shall be provided for the buffer. On-site density transfer shall be available for the portion of density lost to the buffer. Permit alternative screening such as regulated critical areas and buffers abutting the small farm or existing vegetative buffers which provide adequate screening.

ii. Identification of Areas

Unlike some of the other lands uses described in this section, small farms are not a land use that the Comprehensive Plan attempts to distribute between Planning Areas. The City maintains a Small Farms Registry. If land within the Urban Growth Area is not identified on the Small Farms Registry as the location of a Small Farm, it is not excluded from this use. The Small Farms Registry is provided to facilitate the continuing use of the land as a small farm, not to limit which lands may continue the use.

II. Commercial

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

Downtown Commercial

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

General Commercial

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

Community Business

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

Neighborhood Business

Provides convenience goods and services for a Planning Area.

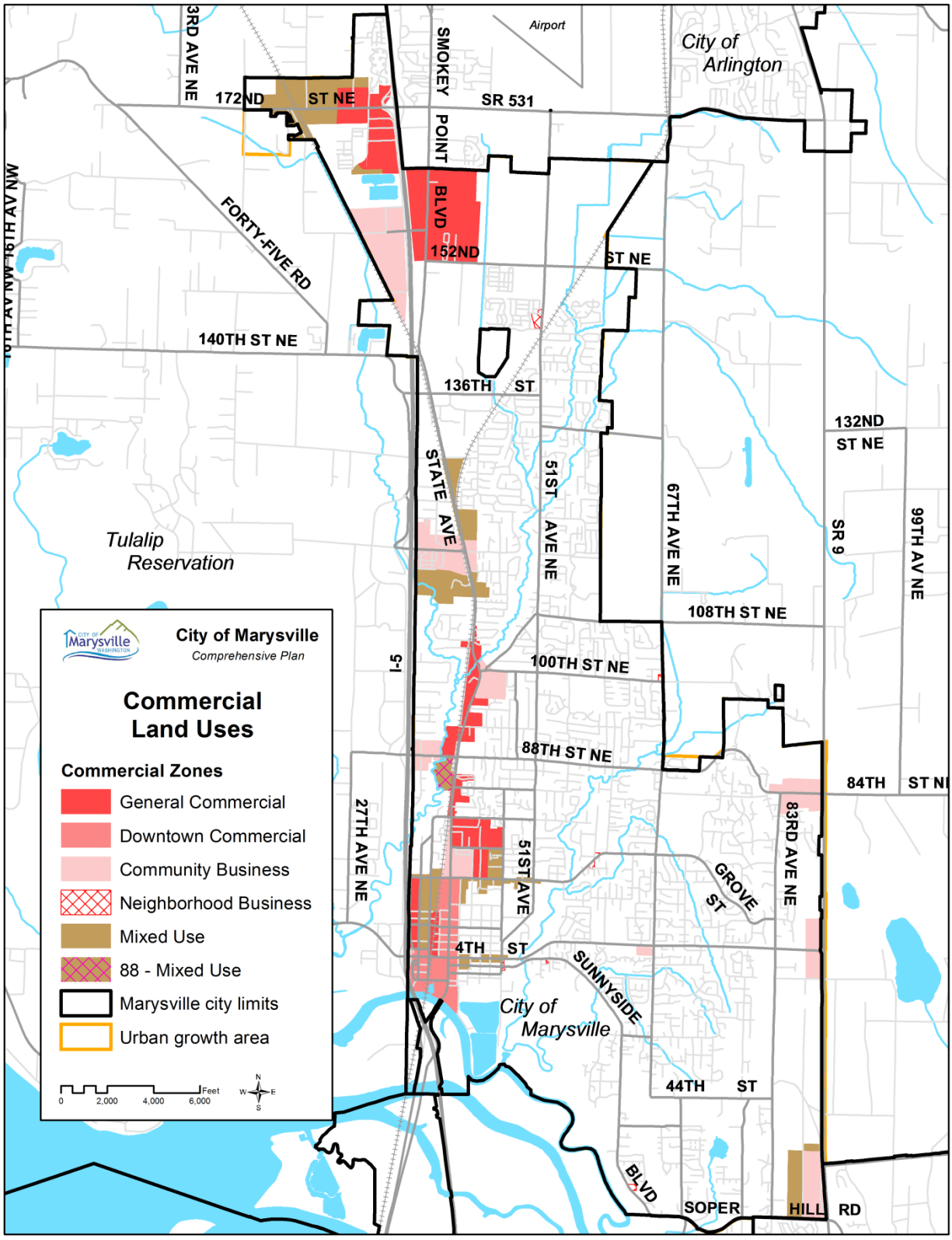
Waterfront Mixed Use

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

Mixed Use

A combination of office, commercial, and residential.

Figure 4-4 Commercial Land Uses Map



a. Downtown

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

i. Criteria and Standards

Apply development standards for the downtown set forth in the *Downtown Master Plan*. These standards include, but are not limited to, requirements for landscaping, open space, building design, street design, stormwater treatment, and development incentives. This area permits structures taller than other land use areas. The appearance of streets, sidewalks and other public places should be enhanced through the encouragement of a variety of architecture, art, landscaping, paving material, water features, lighting, signing, and street furniture.

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

ii. Identification of Areas

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

b. General Commercial

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

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

i. Criteria and Standards

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

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

ii. Identification of Areas

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

c. Community Business

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

i. Criteria and Standards

- Site Size: 5 - 20 acres; serving radius: 1 1/2 - 2 mile (15 - 20,000 population)
- Types of Stores: department and large grocery stores; other uses that need the support of several neighborhoods rather than a single neighborhood; personal services and offices; individual, small businesses or an integral complex of several firms or businesses serving retail, office, and personal services
- Access: Arterial streets
- Number of Stores: 15-25, range of gross floor area: 100,000 - 200,000 sq. ft.
- *Implementation:* Some commercial activities that have a repair or light industrial component should be included here, e.g. bike sales and repair, coffee roasting (if in conjunction with a shop), shoe sales and repair, candy sales and manufacture, computer sales and service, dry cleaning plants and retail, jewelry and watch sales and repairs, hardware, appliances, and electrical items sales and service (these could be limited by size, to differentiate which should be in General Commercial, and which here); as well as other commercial activities such as banks, fabric stores,

luggage and leather goods, barber and beauty shops, automotive and boat sales, trade or business schools, hobby, toy and game shops, laundromats, sun tanning salons, second hand stores, pawn shops. Day care I are permitted within existing single family residences. Automotive repair and service is a conditional use. Things which should not be located in this land use are foundries or metal fabrication, flour, feed, and seed processing, go-cart tracks, race tracks, and outdoor storage.

ii. Identification of Areas

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

d. Neighborhood Business

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

i. Criteria and Standards

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

- Site Size: 1/4 to 1 ½ (maximum) acres, approximately 1/2 mile radius service area; larger area and radius if serving several Planning Areas
- Types of stores: convenience stores such as small grocery or hardware store, video, personal services (i.e. shoe repair, dry cleaners), etc.
- Number of Stores: 1 - 7
- Design guidelines: Architecture should include ground floor of buildings with many windows with clear glass, continuous street wall, discourage long uninterrupted facades, continuous permanent awnings, tactile materials and detailing of buildings, building height and form consistent with residences in area or similar to traditional neighborhood commercial buildings, buildings not setback from the street more than is typical of residences in area, appropriate street lights, signs that are attached to building or are monument style (i.e., not pole signs)
- Access: arterial/neighborhood collectors
- Buffers: Ability to buffer from adjacent residential and restrict site expansion
- New centers: should be done as a planned zone
- Neighborhood Business centers should be convenient to their neighborhood consumer population and situated on an arterial, preferably at an intersection of arterials. The size and area of the Neighborhood Business center should be in scale with the neighborhood and of sufficient area to bear the burden of transition from within the district.
- Parking: located to the side or rear of the buildings or center

Implementation:
Some of the land uses which might be permitted in this land use are, possibly with limitations on the size of the store or number of employees: art supply sales, antique

and gift sales, candy retail, bicycle sales, catering, ice cream shops/dairy bars, delis, florist, hobby, toy, and game stores, jewelry and watch sales, art galleries, newsstands, music stores, locksmiths, office buildings for professionals, small printing and publishing establishments, shoe repair, tailors, sun tanning salons. Day care I are permitted within existing single family residences. Uses that are not permitted in this land use are hatcheries.

ii. Identification of Areas

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

e. Waterfront

The Waterfront district is an overlay use on Downtown Commercial zoned land along Ebey Slough. This overlay is only located in Planning Area 1. It permits a mix of uses including water-oriented businesses, recreational, multi-family residential and cultural activities, creating a recreation and entertainment focal point. Thus, the land uses would be residential, restaurants, water-oriented recreation and light industry, retail, office, and other festival/regional market place activities. It should be alive during the day and evening, year round, with a vitality that can only be achieved with people working there and living nearby. Though adjacent to downtown, and linked physically and visually, it is a separate district with a different character, and, therefore, a different mix of residential and commercial activities.

i. Criteria and Standards

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

- Land Uses: retail, restaurants; water oriented recreation, light industrial that enhances the goals of the waterfront district, sales; crafts sales and manufacture including some light industrial; pensione[2]/bed and breakfasts; office uses such as professional services and personal service offices (above street level).
- Building Characteristics: ground floor of buildings with many windows with clear glass, continuous street wall, continuous permanent awnings, tactile materials and detailing of buildings, building style appropriate to the waterfront character, views to water and surroundings from upper levels, consider year-round sun and shade conditions when designing and siting buildings, appearance from I-5, orientation, discourage long uninterrupted facades.
- Other: coordinated system of lighting, paving, street furniture, and informational graphics; parking (location and amount)

ii. Identification of Areas

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

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

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

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

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

i. Criteria and Standards

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

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

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

ii. Identification of Areas

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

III. Industrial

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

Projected demand for further industrial land is difficult to estimate. Increasing development costs for industrial lands in the southern portion of the County and decreasing availability in the region, will tend to increase the desirability of the north county. Also the North American Free Trade Agreement (NAFTA) eliminating tariffs will create an additional demand for warehousing adjacent to the Interstate 5 corridor. Potential sensitive areas, such as wetlands, in the Smokey Point Boulevard area may reduce available lands.

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

Manufacturing/Industrial Center (MIC)
The Marysville-Smokey Point MIC is a locally designated area which includes all Light Industrial (LI) zoned land, and some limited areas of commercial along Smokey Point Boulevard and a portion of 152nd Street NE. The boundaries of this area are shown in Figure 4-5a of the Comprehensive Plan.

The area encompasses approximately 1,728 acres, most of which is zoned Light Industrial. The designation of this area as a MIC supports concentrated uses for high-intensity manufacturing and business park uses, while limiting large areas of retail and residential. MICs are intended to accommodate a significant amount of regional employment and should be protected from incompatible uses. By locally designating the area as a MIC, the City will have access to infrastructure Coordinating Committee (ICC) funding which provides planning, funding, and implementation of infrastructure and transportation systems.

A joint MIC, including industrial areas within the cities of Marysville and Arlington, may be considered in the future for County and regional designation once specific criteria established by the Puget Sound Regional Council (PSRC) are met. To be eligible for consideration as a regionally designated MIC by PSRC, an area must meet specific criteria, one of which is employment. When considering the PSRC minimum existing job threshold, available building capacity should be included in the existing job count, as employment capacity attributed to vacant buildings can fluctuate on a month to month basis. In the case of existing building space, significant commitment and investment has been made to extend infrastructure and construct buildings, usually in response to existing market conditions. Employment capacity attributed to vacant land can take several years for site development and construction of leasable work space and does not represent the level of developer or owner investment for infrastructure or building costs.

Figure 4-5 Industrial Land Uses Map

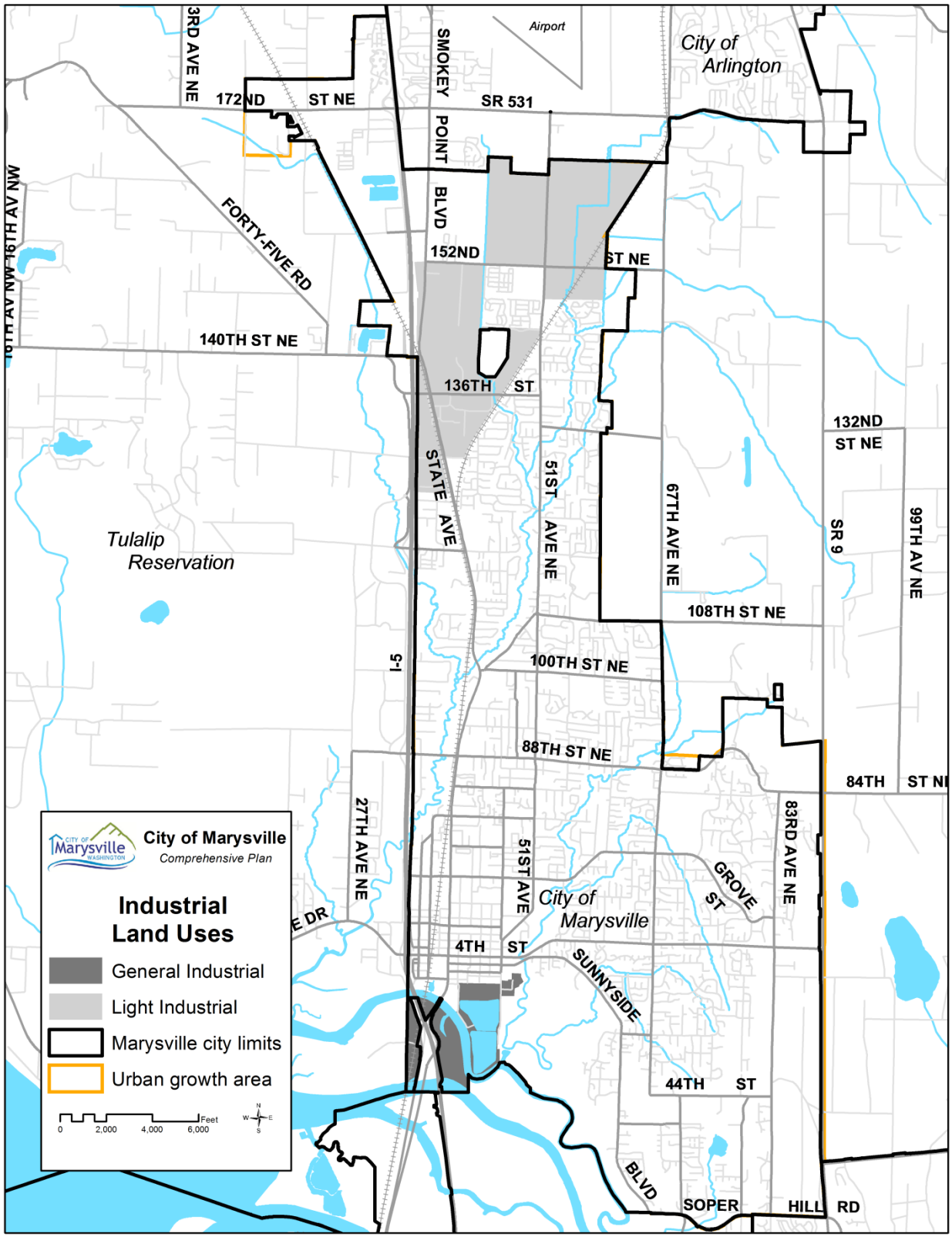
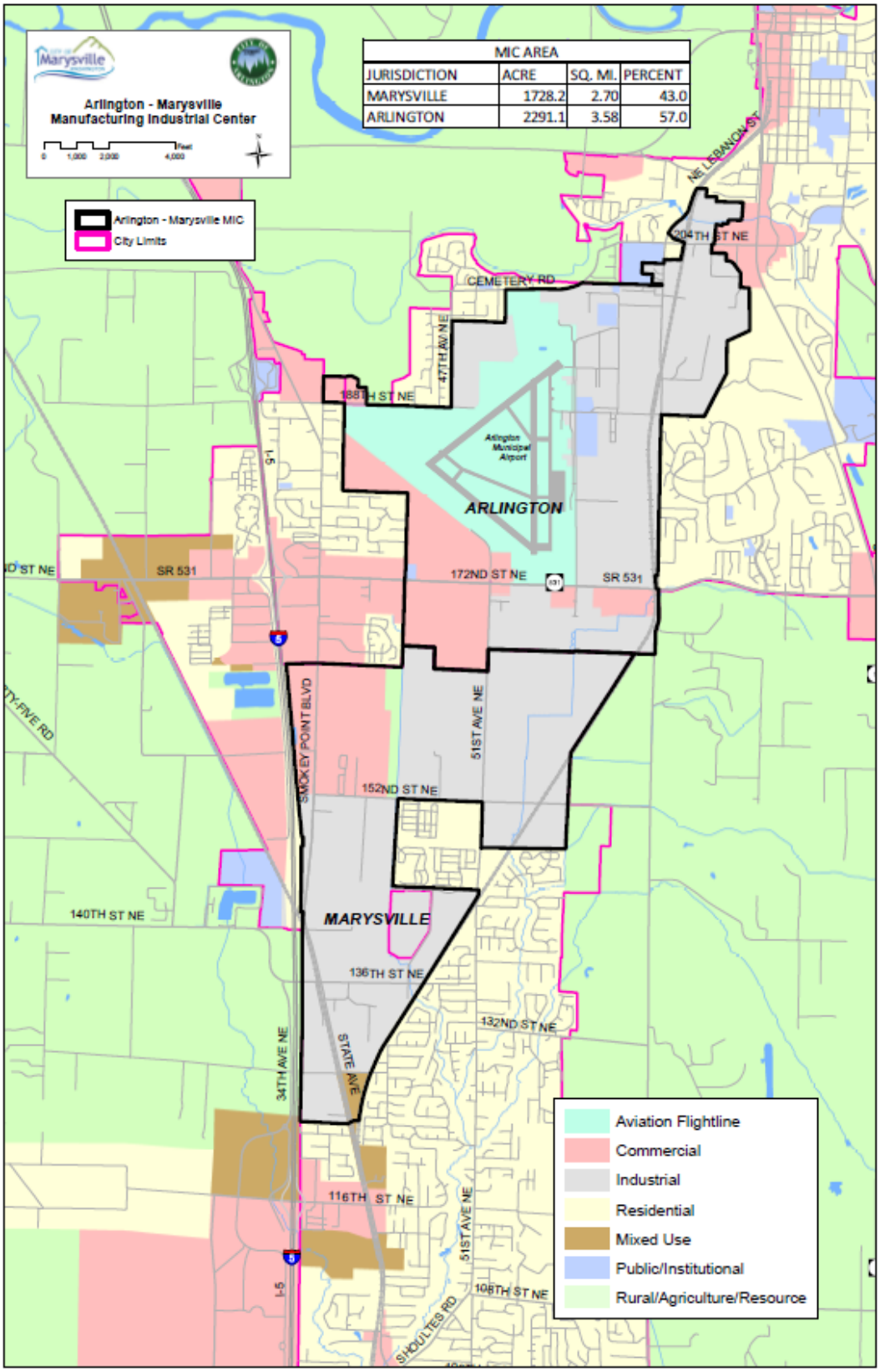


Figure 4-5a Arlington-Marysville Manufacturing Industrial Center (MIC)



a. General Industrial, Light Industrial Zones, and Manufacturing/Industrial Center (MIC) Overlay.

i. Criteria and Standards

Land Uses:

- Manufacturing: food, drugs, stone, clay, glass, china, ceramics, electrical equipment, scientific or photographic equipment, fabricated metal products (not of major structural steel forms, heavy metal processes, boiler making or similar activities); cold mix processes; textile, leather, wood, paper, and plastic products from prepared materials; arts and craft production; building products and manufacturing that supports the construction industry (e.g. cabinetry and doors).
- Packaging of prepared materials.
- Storage and warehouse services, wholesale trade, laundry facilities, printing and publishing, automobile repair, service, and car washes recycling center, public utility, government facility, public transit shelter
- Certain uses that cater to employee services.
- Light Industrial permits office uses and day care as accessory/support services. Daycare Is are also allowed within existing single family residences.

The locational criteria for siting new industrial uses are:

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

The locational criteria for siting a new Regional Manufacturing/Industrial Center are:

- Consists of major, existing regional employment areas of intensive, concentrated manufacturing, industrial, and high technology uses with large contiguous blocks served by the region's major transportation infrastructure, including roads and rail
- Provides capacity and planning for a minimum of 20,000 jobs
- Is located within the UGA
- Discouragement of non-supportive land uses in regional MICs, such as retail, non-related offices, unless they are supportive of preferred uses

Development Criteria:

- *Planned Industry:*
  - Minimum acreage size of 5 to allow for buffers, additional landscaping and setbacks; and to prevent spot development
  - Any development over 10 acres must be planned to coordinate access and services

  - Any development adjacent to or including significant sensitive areas (e.g. wetlands over 3 acres) must be planned to minimize its impact on the sensitive area
- Change current site standards to:
  - Increase Buffers (buffers include trees, shrubs, and fences)
  - Increase Open space
  - Increase Landscaping: parking areas; street and yard trees
  - Identify height limits Integrated signage and traffic control
  - Preference for compact well-defined centers
- Require a binding site plan that identifies:
  - the scale and location of all buildings
  - parking areas and driveways
  - landscaping, screening, and/or fencing
- relationship to transit, bike and pedestrian paths

Single Site Industry:

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

Manufacturing Industrial Center:

- Demonstrate and explain the defined boundaries and shape for the center
- Establish employment growth targets that accommodate a significant share of the jurisdiction's manufacturing/industrial employment growth, and demonstrate capacity to accommodate these levels of growth
- Describe the percentage of planned land use and zoning in the center for manufacturing and industrial uses
- Describe strategies to avoid land uses that are incompatible with manufacturing, industrial uses, such as large retail uses, high concentrations of housing, or non-related office uses
- Include design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas

ii. Identification of Areas

For the general location of industrial land uses, see Figure 4-5; for general location of MIC uses, see Figure 4-6. Other land uses may also occupy these areas. For more detailed location information, see the Planning Area maps in Section G of the Land Use Element.

D. GOALS & POLICIES

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

I. General Development Land Use Goals & Policies

Goals:

1. Plan for the regional growth allocated to the City that limits low density sprawl and directs growth to urban areas.
2. Enhance Marysville's unique character.
3. Promote a healthy economy by improving the jobs to housing ratio.
4. Create an identifiable City separated by natural physical features from adjacent communities.
5. As appropriate, protect and strengthen the vitality and stability of existing neighborhoods.
6. Create a transportation system that allows people and goods a variety of transportation options.
7. Maintain existing levels of service for important public facilities.
8. Foster pedestrian accessibility and urban planning approaches that promote physical activity
9. Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.
10. Encourage Marysville's physical, visual, and perceptual linkages to sloughs, rivers, and creeks.
11. Protect and preserve prominent natural features.
12. Promote active citizen involvement in planning for Marysville's future.
13. Establish development regulations that are fair and predictable.
14. Provide measures to enhance short-term and long-term transition planning to reduce urban impact on rural uses within the planning period, and to minimize long-term costs of service for areas that may be considered for urban expansion in future planning periods.
15. Seek regional Puget Sound Regional Council (PSRC) designation of the 'Marysville-Smokey Point Manufacturing/Industrial Center' (MIC), jointly with the City of Arlington, which has designated a local MIC north of the City of Marysville that abuts our industrial area. Such a designation would open up additional funding opportunities for infrastructure.

Policies:

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

LU-2 Limit population and employment growth and the provision of services to Urban Growth Areas. Districts outside of Urban Growth Areas should remain rural in character.

LU-3 Ensure that the growth pattern of the community will be well managed by utilizing the Comprehensive Plan as a guide for community development and by utilizing the City's land use codes in a manner consistent with the stated goals and policies of the Comprehensive Plan.

LU-4 Encourage growth that will transform Marysville from a residentially dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will include the Marysville-Arlington Manufacturing Industrial Center (MIC) and the Smokey Point Master Plan Area as a major employment center.

LU-5 Encourage citizen participation in all decisions affecting growth in the community.

LU-6 Expand public facilities, services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability

and resources to provide basic community services such as, but not limited to, the street system, water and sewer utilities, stormwater system, parks and recreation, schools, police, fire and other general administrative functions.

LU-7 Preserve open spaces, natural areas and buffer zones, wetlands, wildlife habitats, and parks in and outside of the Urban Growth Area.

LU-8 Require growth to occur in manner that will not overburden the natural systems of the planning area such as, but not limited to, the Snohomish River Delta, Quilceda and Allen Creeks' corridors and tributaries, wetlands, forested areas and other environmentally sensitive areas.

LU-9 Encourage a harmonious blend of opportunities for living, working, and culture for the residents of Marysville through planned retention and enhancement of its natural amenities; by judicious control of residential, commercial, and industrial development; and by recognition of the City's role in the region.

LU-10 Preserve and enhance the quality of living, trading, and working districts by dedicating open space, preserving and restoring trees and vegetation, and designing developments sensitive to natural land forms, water resources, and life systems.

LU-11 Reduce reliance on the private automobile and promote physical activity, and encourage suitable combinations and locations of land uses, such as employment, retail, and residences, including mixed use development.

LU-12 Provide balanced employment opportunities for the local labor force through varied economic development that is clean and pollution free, and the establishment and protection of small entrepreneurs.

LU-13 Encourage the preservation of significant historic and archaeological properties and identify strategies and incentives for protection of these resources for the enrichment of future generations.

LU-14 Encourage lands that are likely to be included within the Urban Growth Areas in the future, to remain in 10 acre or larger parcels, and to use techniques such as shadow platting and clustering to permit efficient development at urban densities and provision of urban level services when they are incorporated into Urban Growth Areas.

LU-15 Encourage the County to establish minimum acreages (10 acres or larger) in urban reserves and RUTAs that would, in the future, allow development at higher densities as land is incorporated into the Urban Growth Area.

LU-16 Provide for the preservation of small farms and agricultural uses in rural areas by requiring adjacent urban development to provide buffers and screening to minimize urban impacts on existing and ongoing agricultural operations.

LU-17 Encourage the use of clustered housing as appropriate to maintain the rural character, special features, significant vegetation, and open space of the area. Place clusters of housing near existing roadways reducing the need for significant new construction of infrastructure and to reduce future costs of extending urban services for areas that may be included in the UGA in subsequent planning periods.

LU-18 Pursue the designation of the Marysville-Smokey Point MIC jointly with the City of Arlington in the Snohomish County Countywide Planning Policies and regional designation by Puget Sound Regional Council (PSRC).

LU-19 Consider existing, available building capacity when calculating existing job numbers.

II. Residential Land Use Goals & Policies

Goals:

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

Policies:

LU-20 Housing densities should be determined by community values, development type and compatibility, proximity to public/private facilities and services, immediate surrounding densities, and natural system protection and capability.

LU-21 In determining housing densities, consider the impact of lot size on the cost of housing, and thus its affordability.

LU-22 Accommodate demand for urban-density living and services only within Urban Growth Areas.

LU-23 Urban level facilities and services must be provided prior to, or concurrent with, development to mitigate the subsequent impacts of resident populations. These services include, but are not limited to, water, adequate sewage treatment, schools, and roads. Where appropriate, it also includes transit and parks and recreation. Concurrency is generally defined as financial commitment or strategies to complete improvements within six years of development.

LU-24 Distribute higher densities in appropriate locations. Locate in residential areas where they will not detract from the existing neighborhood character. Locate near employment and retail centers, and to transportation corridors as appropriate.

LU-25 Encourage a range of housing types and densities, including small lot single family, zero lot line developments, cluster housing, townhouses, duplexes, triplexes, apartments (high and low density, including garden), accessory dwelling units, and mobile home parks. Increase the opportunities for home ownership through the availability of these housing types.

LU-26 Within the Urban Growth Area, encourage infill of existing single and multi-family lots, prior to development of new areas, especially those without urban services.

LU-27 The development of single and multi-family neighborhoods on wetlands, creek corridors, or steep slopes is prohibited as defined by the Critical Areas Ordinance. The development of single and multi-family neighborhoods adjacent to wetlands, creek corridors, or steep slopes should incorporate methods to mitigate the impacts of such development on these critical areas.

LU-28 New or expanded single and multi-family development must provide improved streets and sidewalks within the development and to the nearest street.

LU-29 The City should, as possible and needed, promote and prioritize improvements, streets, and sidewalks to the nearest arterial street within existing single and multi-family areas.

LU-30 New or expanded single and multi-family development should be within walking distance, preferably, but not necessarily, via paved sidewalk or improved trail of a neighborhood park, public recreation area, or in some cases a school. Existing single and multi-family areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school, within walking distance, via paved sidewalk or improved trail.

LU-31 The development of new or expanded single and multi-family neighborhoods must provide a reforestation plan that will includes, but is not limited to, street

trees, yard trees, and the retention of native vegetation on steep slopes, stream corridors, and other areas deemed appropriate through City policy or ordinance. As possible, existing single and multi-family neighborhoods should also have developed a reforestation plan as described above.

LU-32 Permit factory-built and manufactured housing in residential zones subject to the same zoning and development standards of the area in which it is located. [Factory-built housing is factory-assembled parts that are transported to and assembled at the building site. The completed structure is not mobile. A manufactured home is a residential unit comprised of at least two fully enclosed parallel sections on chassis for towing to the point of use and designed to be used with a foundation as a dwelling unit on a year round basis. A manufactured home uses conventional siding and roofing materials, and roof pitch. A recreational vehicle or motor home is not a manufactured home. A mobile home is a transportable, factory-built home designed and intended to be used as a year-round dwelling, and built prior to the enactment of the Federal Manufactured Housing and Safety Standards Act of 1974.]

LU-33 Encourage developers to provide open space and recreational facilities for residential areas.

LU-34 Locate and design new single and multi-family residential developments, and improve existing ones, to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.

LU-35 Encourage the upgrade and preservation of existing housing units with special emphasis on historically significant structures.

LU-36 Encourage cluster development of residential lands within Urban Growth Areas, instead of traditional subdivision development. An equal number of units are constructed, but open space, views, watersheds, and natural systems are preserved, and often facilities and services can be provided more efficiently.

LU-37 Residential developers should be responsible for adequate buffering between agricultural uses and potential home sites, whether single or multi-family. Encourage the use of existing lot size averaging and planned residential development ordinances, resulting in maximum separation of residences from agricultural lands, buffer strips, and residential design and location to minimize conflicts between residential and agricultural uses.

LU-38 Street systems serving residential areas should be designed to discourage through traffic from using local access streets instead of the arterial or collector street system.

LU-39 While maintaining consistency with the City code, permit home occupations in residential areas with appropriate restrictions on uses, signs, traffic/parking, and employees.

a. Single Family

Goals:

18. Encourage the creation of a more desirable place to live and a quality standard of living for all citizens.
19. Maintain the single family character of the greater Marysville area, while at the same time acknowledging the necessity of providing affordable housing.

Policies:

LU-40 Encourage high quality development that creates a desirable place to live and that also provides for affordable housing.

LU-41 Allow and encourage a variety of single family housing types that will permit more people to own homes, such as, smaller lots and zero-lot line development, and other techniques that increase density while maintaining the single family character.

LU-42 Allow and encourage uses that support increased densities, but maintain the single family character and minimize the impact on the existing neighborhoods, such as duplexes and accessory units.

LU-43 Encourage higher density single family near commercial centers and other facilities and services to foster pedestrian rather than vehicular circulation.

LU-44 Allow individual factory-built housing that meets certification standards to be located outright in single family residential areas, subject to the same zoning and development standards of the area in which it is located.

LU-45 Allow manufactured home subdivisions in single family residential zones only through utilization of Planned Residential Development (PRD) techniques and only if the subdivision is developed at the same density as the underlying zone.

b. Multi-family

Goals:

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

Policies:

LU-46 Locate multi-family development adjacent to arterial streets, along public transportation routes, and on the periphery of commercially-designated areas, or in locations that are sufficiently compatible or buffered from single family areas to not disrupt them.

LU-47 Multi-family development is required to bear the burden of transition and mitigation when the development is located near single family residences.

LU-48 Outside of Planning Area 1, Downtown, multi-family structures abutting or adjacent to single family residences, areas zoned as single family, or identified in the Comprehensive Plan as single family, must reflect the single family character. This will be achieved by a combination of the following elements: additional setbacks, open space, fencing, screening, landscaping, and architecture. In addition, multi-family buildings may have no more floors (exclusive of daylight basements) than the adjacent and nearby single family dwellings (up to 2) when single family is the predominate adjacent land use (actual or zoned).

LU-49 In Planning Area 1 (Downtown), multi-family structures abutting or adjacent to areas identified in the Comprehensive Plan as single family, must avoid impacts created by the differing land use districts. Compatibility with the surrounding single family character will be achieved by a combination of the following elements: additional setbacks, open space, fencing, screening, landscaping, and architecture. In addition, multi-family buildings along the property edges adjacent to single family land use areas identified in the Comprehensive Plan may have no more floors than the adjacent zoning or land use permits. Multi-family structures inside the property or with multi-family properties adjacent to them may be as high as the land use or zoning permit, though they must conform to any other regulations or requirements limiting their height.

LU-50 New multi-family residential (and existing where possible or when substantially expanding/remodeling) must have active and/or passive recreational opportunities designed as a part of the development, and must be provided on-site or immediately adjacent to the development. Elderly housing is exempted from the active recreation requirement.

LU-51 Require multi-family dwellings and mobile home parks to locate where access to public streets can be provided without creating congestion of or disruption to established single family residential neighborhoods.

LU-52 Allow mobile home parks in areas designated for Low Density Multi-family residential on the land use plan, by conditional use permit, and permit outright in Medium Density Multi-family and High Density Multi-family

LU-53 Encourage residential dwelling units above retail, service, and office uses in designated land use categories, either as a permitted use or by conditional use permit, depending on the area.

c. Small Farms

Goals:

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

Policies:

LU-54 Encourage agricultural production on small parcels suitable for agricultural uses within the Urban Growth Area as long as such use is desired by the property owner.

LU-55 Encourage agricultural practices for small farms that preserve the quality and quantity of soils; do not impact aquifers, groundwater, and creeks; and do not harm the environment.

LU-56 Residential developers should be responsible for adequate buffering between small farms and potential home sites.

LU-57 Educate and inform neighboring property owners about adjacent agricultural uses and practices.

LU-58 If small farms are no longer a desired use of the property by the land owner, then they may be converted to other uses, provided these uses are consistent with all other land use policies. In making the determination of whether agricultural use is no longer a desired use of the property, primary weight should be given to the testimony of the property owner. The proposed use must be appropriate to the location of the land with respect to Urban Growth Areas.

III. Commercial Land Use Goals & Policies

Goals:

23. Provide for adequate commercial development to serve increased population in the Marysville area by enhancing the function of the area as a vital and major community business, trade, and living center, and by providing opportunities for highway, auto-oriented and pedestrian-oriented commercial development, and neighborhood convenience shopping facilities.
24. 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.

Policies:

LU-59 Allocate sufficient commercial land to meet projected demand and need.

LU-60 The pattern and scale of commercial developments should be suitable to their location and the population they will serve.

LU-61 Allow commercial development only in Urban Growth Areas and only where adequate facilities and services exist, or are provided for, at the time of development.

LU-62 Establish new commercial centers only after assessing environmental impacts and conformity with established environmental guidelines.

LU-63 Locate commercial and employment development in compact, well-defined centers rather than in strips.

LU-64 Strengthen existing commercial centers and a diversified employment base to assure that land use is compatible, convenient, and consistent with community needs.

LU-65 Encourage infill of existing commercial centers and strips before creating new commercial centers. New commercial centers should be created in response to growth demands or in underserved areas.

LU-66 All commercial sites should be located and designed to minimize and mitigate the negative effects (e.g. traffic, noise, lights, etc.) of these activities on adjacent land owners and the community.

LU-67 Provide for the development of distinct commercial land use districts establishing a separation of commercial activities based upon land use characteristics, type of transportation corridors, amount of traffic generation, and geographic location.

LU-68 Expansion of public facilities, services and utilities should support and prioritize the economic growth of Marysville.

LU-69 Minimize land use conflicts through proper location and appropriate design.

LU-70 Minimize ingress and egress points at commercial sites to reduce traffic impediments.

LU-71 As appropriate, locate and design new commercial centers, and improve existing ones, to facilitate access and circulation by pedestrians, bicyclists, transit, and other alternative transportation modes and the interaction of these systems.

LU-72 Locate convenience/commercial services at transit transfer centers and Park and Ride lots to make these locations more pleasant and to accomplish daily tasks without use of the private automobile.

LU-73 Improve the appearance of existing commercial areas and create performance standards for all new developments including, but not limited to, signage, landscaping, setbacks, and buffer areas.

LU-74 Restrict the location of drive-thru and drive-in facilities.

LU-75 Permit new residential uses in commercial areas only if accessory to commercial uses.

LU-76 Encourage major governmental agencies to locate in Planning Area 1.

LU-77 Limit on-site parking to areas behind or adjacent to the building/complex, meeting the immediate need. Locate the majority of parking in areas situated outside the pedestrian core but close enough to provide convenient parking for shoppers. This is important to maintain the street wall. Those activities requiring a vehicular orientation are to locate on the periphery of the core area.

LU-78 Encourage the joint use of parking. For example, a movie theater whose parking occurs in the evening could jointly use parking with a church whose parking is primarily on Sunday mornings.

LU-79 Provide pedestrian and bike paths through the downtown and connecting it to other planning areas.

LU-80 Encourage carpooling, vanpooling, flextime work schedules, rideshare coordination, and accommodations for pedestrians and bicycles by crediting developer's traffic mitigation obligation.

LU-81 Commercial districts and land uses along State Avenue should be oriented towards State Avenue and existing businesses. New commercial developments should not disrupt existing residential neighborhoods.

LU-82 Commercial development is required to bear the burden of transition and mitigation when the development is located near designated single family areas. Appropriate measures may include increased setbacks and/or landscape screening.

a. Downtown

Goals:

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

Policies:

LU-83 Strengthen downtown's role as a business and commercial center.

LU-84 Provide infrastructure suitable to the growth, enhancement, and redevelopment of the downtown as one of the activity centers of the community.

LU-85 Provide urban parks, recreation opportunities, and open space within downtown.

LU-86 Increase the pedestrian-oriented character of the downtown core area.

LU-87 Encourage alternatives to the automobile for short trips within downtown.

LU-88 Create gateways and entrances into the downtown area through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.

LU-89 Encourage developments and design that will enhance the overall coherence of downtown's visual and historic character.

LU-90 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.

LU-91 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-92 Encourage the use of awnings.

LU-93 Encourage the use of signs that promote an attractive and pedestrian-oriented downtown.

LU-94 Require landscaping along and within parking areas.

LU-95 Encourage retail and commercial activities at street level; offices and residential above.

LU-96 Encourage day and night time activities.

b. General Commercial

Goals:

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

Policies:

LU-97 Locate general commercial centers near light industrial and other non-pedestrian oriented areas.

LU-98 Locate general commercial centers at the intersection of arterial streets. Where general commercial uses are already located at an intersection, encourage additional general commercial uses to locate adjacent to them, rather than at other quadrants of the intersection.

LU-99 Reduce the number of individual access points from arterials by encouraging joint use.

c. Community Business

Goals:

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

Policies:

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

LU-101 Locate commercial centers at the intersection of arterial streets.

LU-102 Encourage the grouping of businesses and site design so that persons can make a single stop to use the several businesses located at a single center.

LU-103 Encourage the joint use of parking.

LU-104 Provide pedestrian and bike paths through the community commercial centers connecting them to other planning areas.

LU-105 Locate on-site parking so that the street wall is somewhat maintained and attractive pedestrian walkways are created.

LU-106 Building design should contribute to a lively, attractive, and safe pedestrian streetscape.

LU-107 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-108 Encourage the use of awnings.

LU-109 Encourage the use of signs that promote an attractive and pedestrian-oriented commercial area.

LU-110 Require landscaping along and within parking areas.

d. Neighborhood Business

Goals:

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

Policies:

LU-111 Encourage a pedestrian-oriented character.

LU-112 Encourage alternatives to the automobile for short trips to neighborhood commercial.

LU-113 Encourage developments and design that will be compatible with the surrounding neighborhood character. Site layout and building design should provide lighting, access, building architecture, landscaping, and signage that is sensitive to adjoining residential uses.

LU-114 Building design should contribute to a lively, attractive and safe pedestrian streetscape.

LU-115 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-116 Encourage the use of awnings.

LU-117 Encourage the use of signs that promote an attractive and pedestrian oriented commercial area.

LU-118 Require landscaping along and within parking areas.

LU-119 Encourage retail and commercial activities at street level; offices or apartments above.

LU-120 Limit on-site parking to areas behind or adjacent to the building/complex

LU-121 Provide pedestrian and bike paths through the neighborhood center and connecting it to other Planning Areas.

e. Waterfront

Goals:

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

Policies:

LU-122 Permit a mix of uses that would encourage the waterfront as a regional entertainment and recreational focal point.

LU-123 Encourage uses to remain or locate in the waterfront area that are water oriented, such as, but not limited to marinas, boat building or supplies, water recreation equipment etc.

LU-124 Encourage uses to locate in the waterfront area that will attract residents and tourists such as, but not limited to outdoor restaurants, micro breweries, retail shops, crafts shops.

LU-125 Provide recreation opportunities and open space within the waterfront area, including but not limited to a public plaza, trails, boardwalk.

LU-126 Redevelopment on significant waterfront parcels should provide public access.

LU-127 The waterfront edge should be developed for public access.

LU-128 Increase the pedestrian-oriented character of and access to the waterfront area.

LU-129 Create gateway(s) and entrance(s) to the waterfront area from downtown through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.

LU-130 Encourage developments and design that will enhance the overall coherence of waterfront's visual and historic character.

LU-131 Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape.

LU-132 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-133 Encourage the use of awnings.

LU-134 Encourage the use of signs that promote an attractive and pedestrian oriented waterfront area.

LU-135 Promote the development of fresh produce markets.

LU-136 Encourage retail and commercial activities at street level; offices and residential above.

LU-137 Restrict on-site parking to limited areas behind or adjacent to the building/complex, meeting the immediate need. Locate the majority of parking in areas situated outside the waterfront area, but close enough to provide convenient parking for users.

LU-138 Encourage the joint use of or coordinated parking with downtown.

LU-139 Provide pedestrian and bike paths through the waterfront area and connecting it to other Planning Areas.

LU-140 Encourage day and authorized night time activities.

LU-141 Buildings and structures should be designed so as to minimize the blockage of views to the slough.

LU-142 Buildings and structures should be designed so as to minimize the shadows cast on trails, public plazas, and other outdoor spaces.

LU-143 Encourage the redesign of the buildings facing the waterfront area (north side of First St.) to relate to and support it.

LU-144 Provide public facilities and amenities (i.e. restrooms, benches) as additional activities and spaces are developed within the waterfront area.

f. Mixed Use — Commercial, Office, and Multi-family Residential

Goals:

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

Policies:

LU-145 Provide urban parks, recreation opportunities, and open space within this subdistrict.

LU-146 Increase the pedestrian-oriented character of an area.

LU-147 Encourage alternatives to the automobile for short trips.

LU-148 Use enhanced plantings/street trees, special paving and street furniture, appropriate signage, and/or the location of special land uses, buildings, or structures to create a special district.

LU-149 Encourage developments and design that will enhance the overall coherence of an area's visual character.

LU-150 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.

LU-151 Encourage building design that promotes an attractive image of Marysville from Interstate 5 when it is appropriate.

LU-152 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-153 Encourage the use of awnings.

LU-154 Encourage the use of conforming signs that promote an attractive and pedestrian-oriented area.

LU-155 Require landscaping along and within parking areas.

LU-156 At street level, encourage retail and commercial; above the street locate residential uses and offices.

LU-157 Limit on-site parking to areas behind or under the building/complex, meeting the immediate need for parking. Locate the majority of parking in areas situated outside the pedestrian core, but close enough to provide convenient parking for shoppers. This is important to maintain the street wall.

LU-158 Encourage the joint use of parking.

LU-159 Encourage pedestrian and bike paths through this subdistrict and connecting it to downtown, the waterfront, and other Planning Areas.

LU-160 Encourage day and night time activities.

LU-161 Let the market determine the mixture of uses.

LU-162 Encourage professional office uses adjacent to existing residential dwellings as a transition to residential land uses.

g. Industrial

Goals:

34. Designate industrial areas in such locations and quantity so they will contribute to the economic growth and stability of the Marysville area and Snohomish County.
35. 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.

Policies:

LU-163 Limit industrial development to Urban Growth Areas.

LU-164 Urban level facilities and services must be provided prior to, or concurrent with, development to mitigate the subsequent impacts of industrial developments. These services, include, but are not limited to, sanitary and storm sewers, water, police and fire protection, and roadways.

LU-165 Encourage the availability of local employment opportunities by fostering the retention and development of long-term working or trading activities that create or add value to the community.

LU-166 Encourage infilling of vacant parcels and development of currently zoned or designated industrial areas before development occurs in locations distant from current industrial uses.

LU-167 Locate industrial development in compact, well-defined centers within Urban Growth Areas.

LU-168 Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.

LU-169 Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.

LU-170 Industrial businesses shall provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations.

LU-171 Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.

LU-172 Locate and design new industrial centers, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes.

LU-173 Encourage master planning for new industrial areas on larger parcels of land, including such features as open space, landscaping, integrated signage and traffic control, and overall management and maintenance through covenants or other forms of management.

LU-174 Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be low intensity to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.

LU-175 Support the development and growth of the Marysville-Smokey Point MIC by supporting a concentrated manufacturing and industrial base and by planning for future growth and infrastructure improvements.

LU-176 Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the MIC are buffered from the impacts to residential uses.

LU-177 Ensure at least a minimum of 80 percent of the property within the MIC is planned and zoned for industrial and manufacturing uses. Compatible non-industrial uses shall be conditioned to mitigate for potential conflicts with current and future land uses.

LU-178 Protect industrial lands from encroachment from incompatible uses and development on adjacent land.

E. LAND USE PLAN MAPS & REASONABLE MEASURES

The City will be pursuing the Snohomish County Tomorrow Alternate Growth Target for the 2015 to 2035 planning period. This target entails accommodating approximately 25,000 additional citizens by 2035 for a total City population of 88,628. The employment capacity target is for 15,797 additional jobs for a total employment capacity of 28,113 within the City. Given the density of housing and growth rates seen recently in the Mixed Use zones, particularly in the Lakewood Neighborhood Planning Area, and potential for existing commercially zoned properties within the Downtown Neighborhood Planning Area to accommodate additional housing through mixed use development, there is sufficient land within the current UGA to accommodate the 2035 population targets. There also should be sufficient capacity within the UGA to meet the employment targets given the large amount of buildable commercial and industrial lands particularly within the Smokey Point Master Plan Area which alone has the potential to accommodate 10,000 additional jobs or 63 percent of the total growth in employment capacity within the City.

Reasonable Measures

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

Snohomish County has adopted a Countywide Planning Policy (CPP), after consultation with the cities in the County through Snohomish County Tomorrow that requires the consideration of Reasonable Measures prior to initiating UGA expansions. CPP GF-7 implements 36.70A.215 by referring to a list of measures and requiring the use of guidelines, both found in Appendix D of the CPP, to evaluate all proposed UGA expansions proposed pursuant to DP-2. Starting with the 2004-2005 Comprehensive

Plan update, each jurisdiction "…will demonstrate its consideration of reasonable measures in its comprehensive plan or, at its discretion, in a separate report."
The City has reviewed its use of "reasonable measures" in formulating its Land Use Element. The City has implemented various measures to increase density within the UGA within its Comprehensive Plan and development regulations; these measures are outlined in Table 4-6. Based on analysis of the current commercial, industrial, and residential buildable lands, there is adequate land within the current UGA to meet both housing and employment capacity requirements, so no UGA expansion is proposed.

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

Reasonable Measures	Date introduced	Frequency of use	Effect on Density Trend	Description/Comments
Measures that Increase Residential Capacity				
Permit Accessory Dwelling Units (ADUs) in single family zones	6/9/97 (o.2131)	Few times a year	Minimal	Code allows both attached and detached units. Most commonly used in downtown single family areas.
Provide Density Bonuses to Developers	Original PRD code effective in 1980's; revised 6/9/97 (o.2131), 7/15/02 (o. 2411) and 7/7/03 (o. 2481)	Frequent	Generally adds 10-20% density to subdivisions. In certain multi-family zones, density increases may be up to 50% over the base density. In certain commercial zones, density increases for mixed use multi-family developments are not capped.	Residential density incentives may be applied to multi-family development in the R-12 through R-28 zones, Planned Residential Developments, multi-family development in the MU, CB, GC, and DC zones; and in the single family, multi-family, and Mixed Use zones within the Whiskey Ridge Master Plan area. Residential density incentives may be pursued for dedication or improvement of public facilities, trails, or open space; installation of gateway improvements; historic preservation; mixed use projects within close proximity to services; stormwater facilities that incorporate recreational amenities; preservation of substantial native vegetation; and other amenities.
Transfer/Purchase of Development Rights	6/9/97 (o.2131), revised 9/20/99 (o. 2280)	Frequent	Effective – depending on extent of sensitive areas, can allow significant lot recapture.	On-site density transfer of sensitive areas allowed within residential developments.
Allow Clustered Residential Development	6/9/97 (o.2131)	Frequent	Effective – allowed through PRDs.	Clustering, as used herein, is a site design tool to accomplish gross densities comparable to standard subdivisions though the reduction of lot sizes and retention of open space.

Allow duplexes	6/9/97 (o.2131)	Frequent	Effective	Duplexes are permitted outright on 7,200 sf lots on land designated High Density Single Family (R-6.5) and High Density Single Family – Small Lot (R-8). They require a conditional use permit and 7,200 sf for new lots and 12,500 sf for existing lots in the Medium Density Single Family (R-4.5) designation.
Increase allowable residential densities	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	General application within UGA	Effective	Increased densities with comprehensive plan adoption in 1996. Implemented new zoning code to provide consistency with comprehensive plan policies in 1997. Completed areawide rezones throughout City in 1999 to implement comprehensive plan map and development regulations.
Mandate minimum residential densities	9/1/03 (o.2487)	Rare	Effective when used	Minimum density was applied in the Smokey Point subarea to allow General Commercial properties to utilize up to 20% site area for residential use. The minimum density (12 du/gross acre) was approved to prevent lower density developments; however, this code provision has since been repealed. Single family minimum densities have been considered by the City on several occasions and generally rejected as a practice.
Allow townhomes & condominiums	6/9/97 (o.2131)	Occasional	Effective	Used through PRD ordinance
Allow small residential lots	6/9/97 (o.2131)	Frequent	Effective	City implemented comprehensive plan with development regulations and areawide rezones. 5000 sf minimum lot sizes allowed in all Medium And High Density Single Family zones (R-4.5 and R-6.5 du/net acre). 4000 sf minimum lot sizes allowed in R-8 zone. Smaller lot sizes allowed through PRD overlay.
Encourage Infill and Redevelopment	4/1/96 (o. 2068); 6/9/97 (o.2131); 5/17/99 (o.2258)	Occasional	Effective if used	City conducted areawide rezones of entire city limits, including downtown. Mixed residential/commercial zoning implemented through most of downtown to encourage redevelopment. Downtown development and redevelopment has been slow, but is increasing each year.
Plan and zone for affordable and manufactured housing development	6/9/97 (o.2131)	Frequent	Effective	This includes affordable housing incentives as well as having adequate residential land to meet market needs. Manufactured housing development, although allowed, is infrequent within the City.

Measures that Increase Employment Capacity				
Develop an Economic Development Strategy	11/2002	Used daily	Effective	City completed an economic development plan and strategy in late 2002 and has been implementing it from 2003 through City plans, budget, actions and citizen committees. Goals include business retention and attraction.
Measures that Support Increased Densities				
Allow Mixed Uses	6/9/97 (o.2131)	Frequent	Effective	Mixed use zone allows multiple family and/or commercial uses. All commercial zones allow above-ground residential uses.
Downtown Revitalization	6/9/97 (o.2131) and capital decisions 2000-2004	Broad use	Effective (outcome anticipated)	Regulations approved to allow residential densities in downtown. Major capital improvements have occurred since the last update such as, but not limited to, the State Avenue improvements, a downtown park and ride, a skateboard park, a spray park, a waterfront park with boat launch, and the replacement of the Ebey Slough bridge. These activities are intended to stimulate downtown revitalization.
Require Adequate Public Facilities	Parks impact fees 12/13/99 (o.2300); Traffic impact fees 9/13/99 (o.2279); School impact fees 12/7/98 (o.2213)	Routine	Somewhat effective	Helps pay for needed capital improvements but additional financing needed.
Urban Growth Management Agreements	6/28/99	Frequent	Effective	Interlocal agreement with Snohomish County on annexation and urban development. Has been helpful in facilitating annexations and providing for transportation impact mitigation.
Create Annexation Plans	9/13/99	Frequent	Effective	Since the last Comprehensive Plan update in 2005, several major annexations have occurred including the Central Marysville Annexation. As a result, over 99% of the City's Urban Growth Area has been annexed.
Implement a process to expedite plan and permit	6/02-present	Pervasive	Effective	Reorganized department in 2002 and have implemented major permit streamlining beginning 2003. Results have proven valuable to economic

approval				development strategy.
Measures to Mitigate the Impact of Density				
Design Standards	6/9/97 (o.2131); 7/15/02 (o.2423)	Frequent	Limited effect	City implemented stricter standards for small lot (<5000 sf) developments following review of new developments on small lots. There is variability in the results and many developments are not subject to design standards. Commercial design standards have been strengthened and apply to all commercial zones except Light Industrial properties that are not within the Smokey Point Master Plan Area and General Industrial properties.
Conduct community visioning exercises to determine how and where the community will grow	6/04	Completed with the 2005 Comp. Plan update.	Effective	Completed community visioning for the 2005 update. Helpful in identifying revisions and modifications to plan to achieve community goals.
Other Measures				
Capital Facilities Investments	Ongoing	Pervasive	Effective	City has completed major capital projects including sewer projects including the wastewater treatment plant upgrade; water distribution & storage facility construction; stormwater facilities including Regional Ponds 1 and 2); transportation improvements including downtown park & ride, State Avenue, SR 528, 51st Avenue connector, 156th Street overpass, and other roads; as well as major park improvements including a waterfront park with boat launch, spray park, downtown skateboard park, regional soccer fields complex, and community center. A new City Hall and major remodeling of the public safety complex were also completed.

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

Table 4-7 Measures to Increase Residential and Employment Densities

Reasonable Measures	Recommended review or action
Measures that Increase Residential Capacity	

Permit Accessory Dwelling Units (ADUs) in single family zones	Review and possibly eliminate owner-occupancy requirement to increase construction of ADUs.
Provide Density Bonuses to Developers	Review residential density incentives to see if additional incentives are necessary to stimulate higher quality development.
Transfer/Purchase of Development Rights	Investigate potential to partner with County on Transfer of Development Rights for agriculture or stream base flow and water quality protection by purchase of headwater properties in unincorporated Snohomish County.
Allow Clustered Residential Development	Review PRD code for additional density incentives. PRDs allowed through an administrative design review process rather than a rezone process.
Allow Cohousing	Cohousing is currently allowed in PRDs and cottage housing. Investigate market need, interest and regulatory impediments for this type of development.
Allow duplexes	Continue with current regulations.
Allow Townhomes & Condominiums	Review PRD code for additional density incentives. PRDs are now allowed through an administrative design review process instead of a rezone process.
Increase allowable residential densities	This plan includes single family residential zones with increased densities and multi-family residential with increased densities in certain zones.
Mandate minimum residential densities	Consider minimum densities in multiple residential zones.
Reduce street width standards	Consider reduced standards to implement Low Impact Development standards and under certain design parameters.
Allow small residential lots	Continue with current regulations.
Encourage Infill and Redevelopment	Continue with current regulations.
Plan and zone for affordable and manufactured housing development	Plan to accommodate affordable housing in proportion to the need within the County and the City's size, and monitor progress. Manufactured home parks and subdivisions are currently allowed in the UDC.
Measures that Increase Employment Capacity	
Develop an Economic Development Strategy	Continue to implement plan and strategies.
Zone areas by building type, not by use	With the adoption of the 88th Street Master Plan, a form based zone was created: the 88-MU zone. While redevelopment has not occurred yet within the 88th Street Master Plan area, when development occurs the concept of zoning by building type rather than use will be tested. Consider pilot of Downtown planning area to eliminate use matrices, to be replaced by design standards.
Measures that Support Increased Densities	
Allow Mixed Uses	Continue with current regulations.
Downtown Revitalization	Implement Downtown Master Plan and Downtown neighborhood plan.
Require Adequate Public Facilities	Review capital facility plan annually; Review impact fees bi-annually
Encourage Transportation-Efficient Land Use	Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

Create Annexation Plans	Annexation strategies are included within this Land Use Element and discussed within various neighborhood plans. These annexation strategies have been implemented resulting in annexation of over 99% of the current Urban Growth Area.
Encourage developers to reduce off-street surface parking	Review low impact development (LID) standards and amend Engineering Design & Development (EDDS) to incorporate. Implement Pavement Minimization and LID standards set forth in the Downtown Master Plan.
Implement a process to expedite plan and permit approval	Continue to meet or exceed permit targets.
Measures to Mitigate the Impact of Density	
Design Standards	Implement revised design standards to address negative perceptions of higher density developments.
Urban amenities for increased densities	Revise development regulations to provide bonuses for urban amenities through residential density incentives or PRD ordinances.
Conduct community visioning exercises to determine how and where the community will grow	Continue with community planning workshops to monitor plan implementation.
Other Measures	
Urban Holding Zones	Designate requirements (annexation, level of service, facilities) required prior to development; Designate urban reserve and rural urban transition zones (RUTAs) for future growth and discourage or prohibit interim uses such as rural cluster subdivisions within these areas.
Capital Facilities Investments	Update capital facility plan annually.

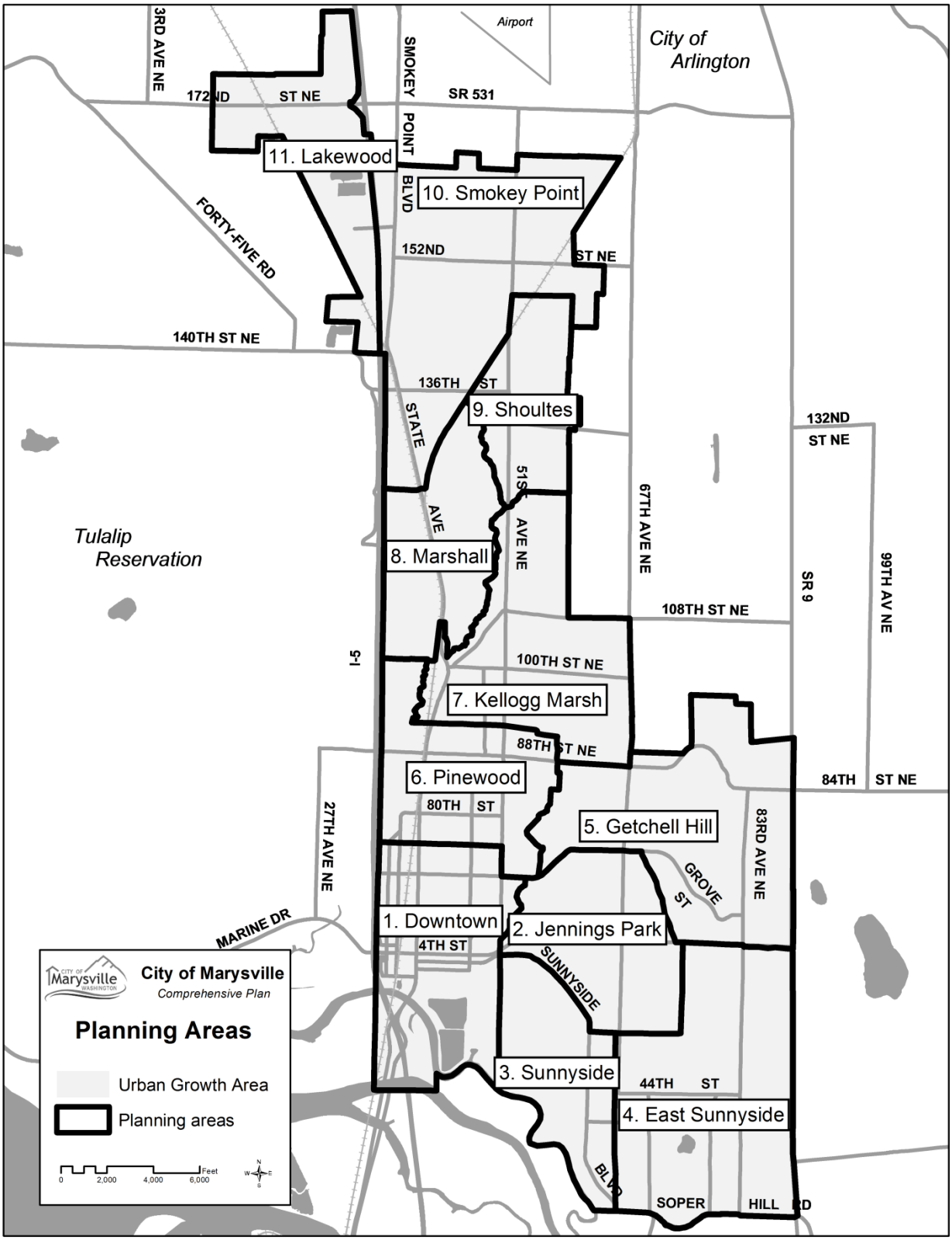
F. NEIGHBORHOOD PLANNING AREAS

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

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

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

Figure 4-6 Neighborhood Planning Areas Map

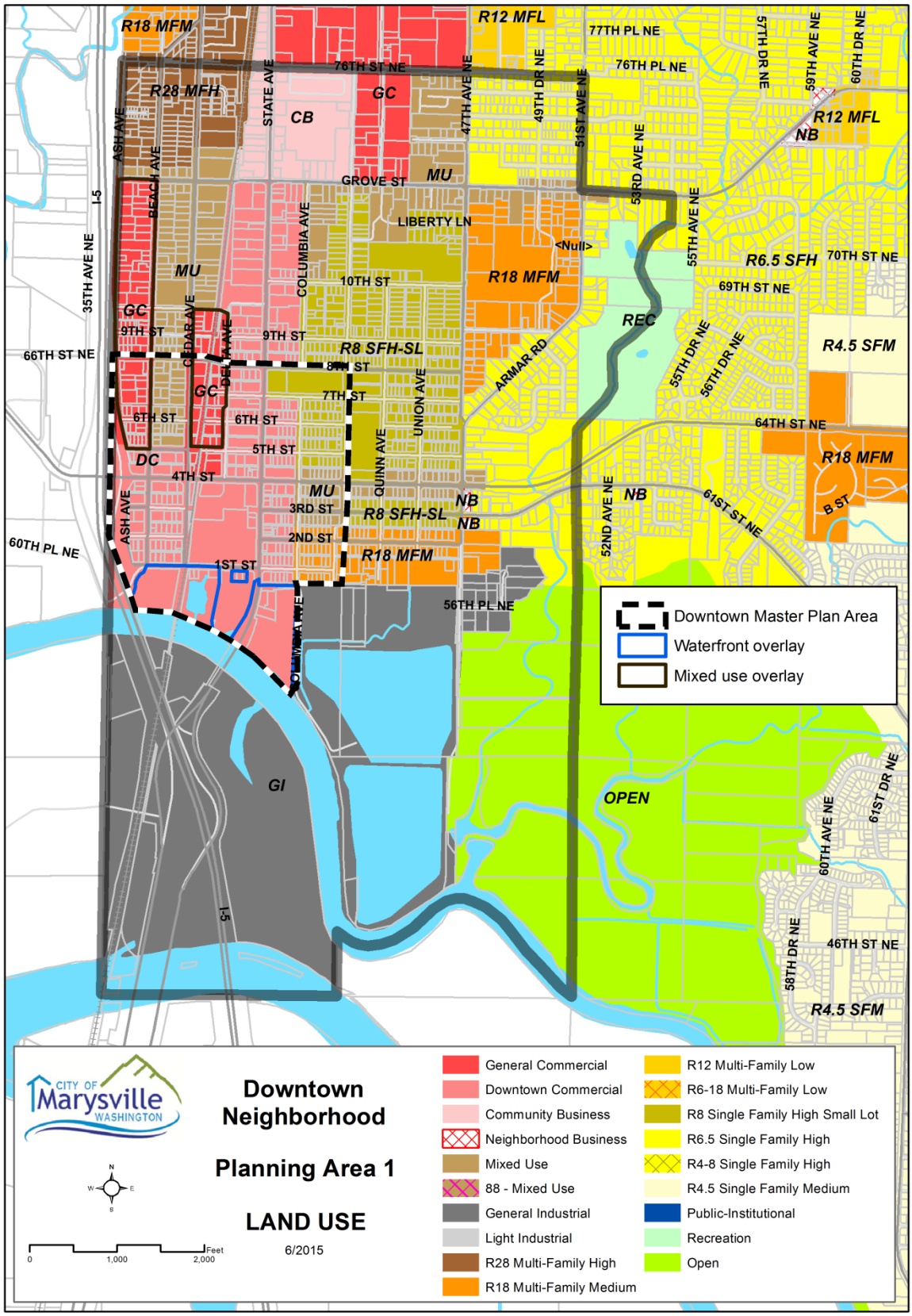


Dwelling units, population, and employment summaries are shown in Table 4-8.

Table 4-8 Dwelling Units, Population, and Employment

Moderate Growth							
Planning Area	Buildable Acres	Dwelling Units (DU)		Population		Employment	
		2011	2035	2010	2035	2011	2035
1 – Downtown	594	2,561	4,553	5,250	8,147	4,432	6,329
2 – Jennings Park	622	2,995	3,278	8,112	8,692	509	518
3 – Sunnyside	336	992	1,647	2,857	4,291	3	3
4 – East Sunnyside	1,217	2,102	6,762	5,968	14,794	37	1,688
5 – Getchell Hill	1,022	3,099	4,084	8,530	10,821	141	1,084
6 – Pinewood	752	2,725	3,413	6,924	8,181	1,582	2,179
7 – Kellogg	1,080	3,611	4,521	10,263	12,204	1,147	1,341
8 – Marshall	612	1,676	2,840	4,716	6,842	816	2,180
9 – Shoultes	394	1,615	1,888	4,651	5,272	4	4
10 – Smokey Point	1,531	704	1,170	1,480	2,322	3,180	15,262
11 – Lakewood	740	506	3,871	1,429	7,062	1,193	5,450
TOTAL	8,900	22,586	38,027	60,180	88,628	13,044	36,038

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



PLANNING AREA 1: DOWNTOWN

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

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

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

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

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

I. Background and Purpose

The City of Marysville and the surrounding urban area have changed dramatically over the past decade. Rapid population growth has brought challenges and opportunities to the City. During the next 20 years, Marysville's population is expected to grow approximately 40 percent, from 62,600 in 2014 to approximately 88,628 people in 2035. The City has engaged its citizens and businesses in an economic development strategy intended to help transform this bedroom community into a more balanced live-work environment with jobs to balance housing. Civic leaders are exploring opportunities to stimulate economic growth, ease traffic and congestion, transform the downtown/waterfront, improve neighborhoods, and deliver effective public services and infrastructure.



Figure 4-8 Fourth Street

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



Figure 4-9 Marysville Towne Centre Mall

The first step in the comprehensive planning process is to collect and record the values and ideas of interested citizens and business leaders. As an initial step in identifying strategies for downtown redevelopment, with the 2005 update, the City conducted a "Visioning" process to identify issues and ideas that citizens and businesses wished the City to pursue in the plan update. The Downtown Vision document guides this subarea plan and the corresponding development regulations.

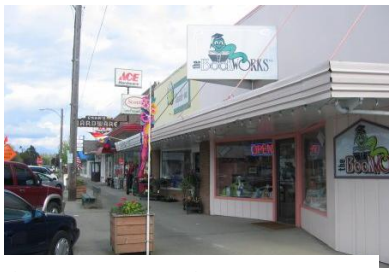


Figure 4-10 Third Street

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



Figure 4-11 Comeford Park

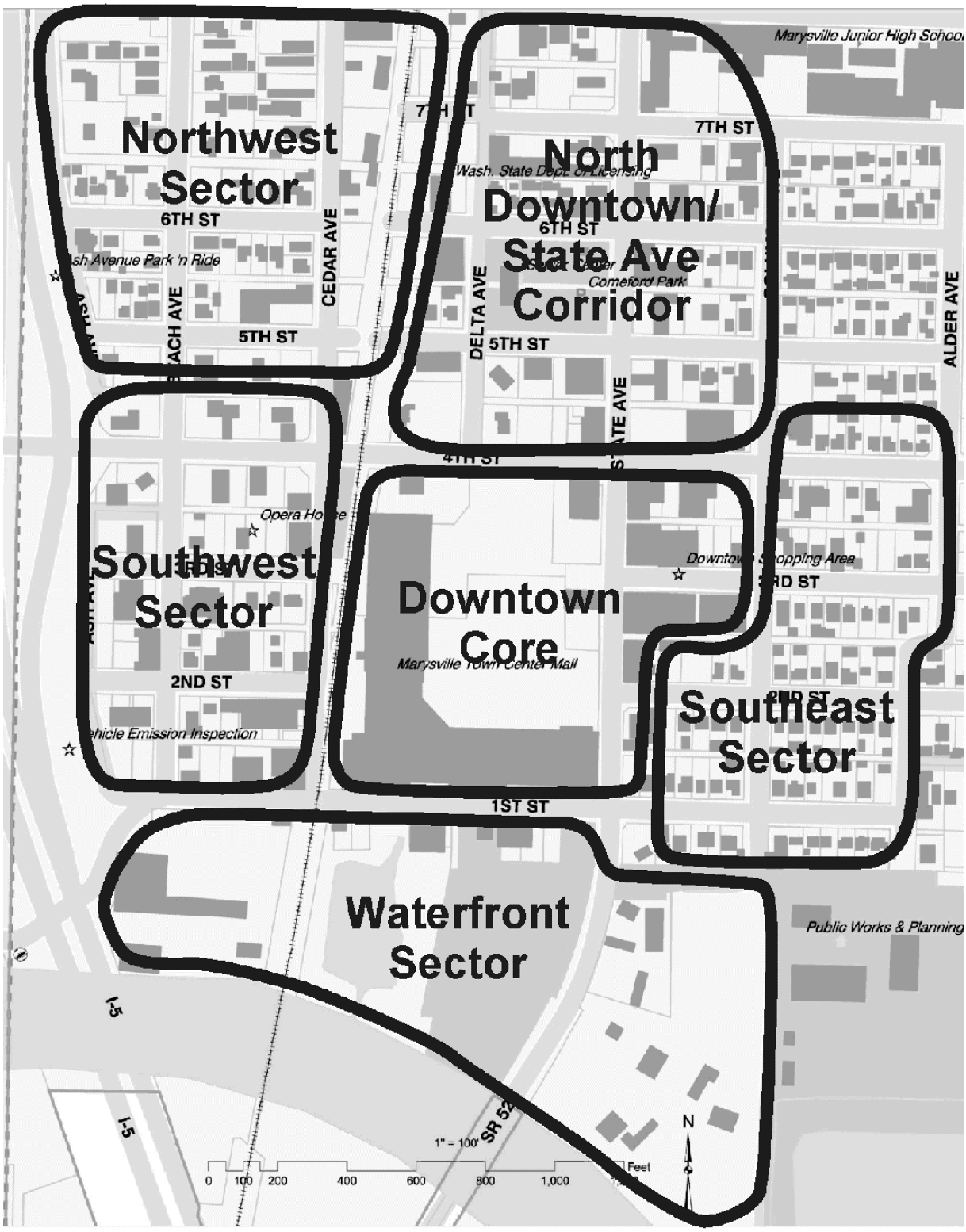


Figure 4-12 Downtown Visioning Study Area and Identified Sectors

II. Visioning Process



Figure 4-13 Walking Tour

The City hired MAKERS and appointed a Vision Committee:

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

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



Figure 4-14 Map Exercise

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

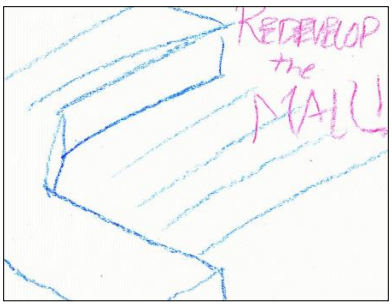
June 24 - Workshop #2 – present results of first workshop, present and discuss proposed actions and options, prioritize public improvements



Figure 4-15 Presenting the Results

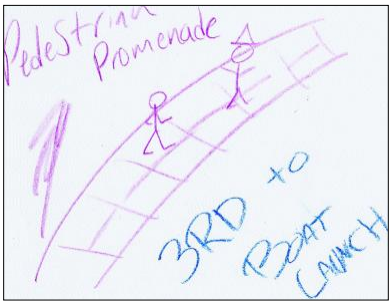
III. Goals

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



Land Use, Development, and Community Design

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



Transportation and Streetscape

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

Civic, Social, and Cultural

- Promote activities and improvements to foster a sense of community



Economic Development

- Promote activities and improvements that enhance Marysville's economic vitality

IV. Key Downtown Vision Concepts



Figure 4-16 Pedestrian Friendly Redevelopment



Figure 4-17 Attractive Pedestrian Connections



Figure 4-18 Pedestrian-Oriented Mixed-Use



Figure 4-19 Pedestrian Friendly Redevelopment

1. Promote pedestrian-oriented redevelopment of the Towne Centre Mall.

2. Maintain and strengthen the "main street" character of 3rd Street between State and Columbia and State Avenue between 2nd and 4th Streets.

3. Provide a safe and attractive north-south pedestrian connection from Comeford Park (via Delta Avenue) through the Towne Centre Mall site to the planned riverfront park and boat launch.

4. Provide substantial landscaping and streetscape improvements on 4th Street through downtown to enhance the character and identity of downtown.

5. Foster a vibrant mix of uses in the southwest sector of downtown. Allow residential uses on the ground floor to complement other uses and add "around the clock" vitality to the area.

6. Promote the redevelopment of the riverfront properties with a mix of waterfront-oriented retail, office, and residential uses. Develop a continuous waterfront pathway with recreational amenities and ecological restoration.

7. Retain the historic residential scale and character of development in the southeastern sector of downtown east of Columbia Avenue.

8. Actively promote pedestrian-oriented, mixed use development surrounding Comeford Park.

9. Actively work with Sound Transit to encourage the development of a commuter rail station within downtown. Consider sites adjacent to the Towne Centre or between 5th and 7th Streets. Plan for "transit-oriented uses" surrounding such a rail station (this includes high intensity residential and supporting commercial uses).

10. Implement design standards and guidelines to upgrade the quality of development in the downtown area and incorporate design goals specific to individual sectors.

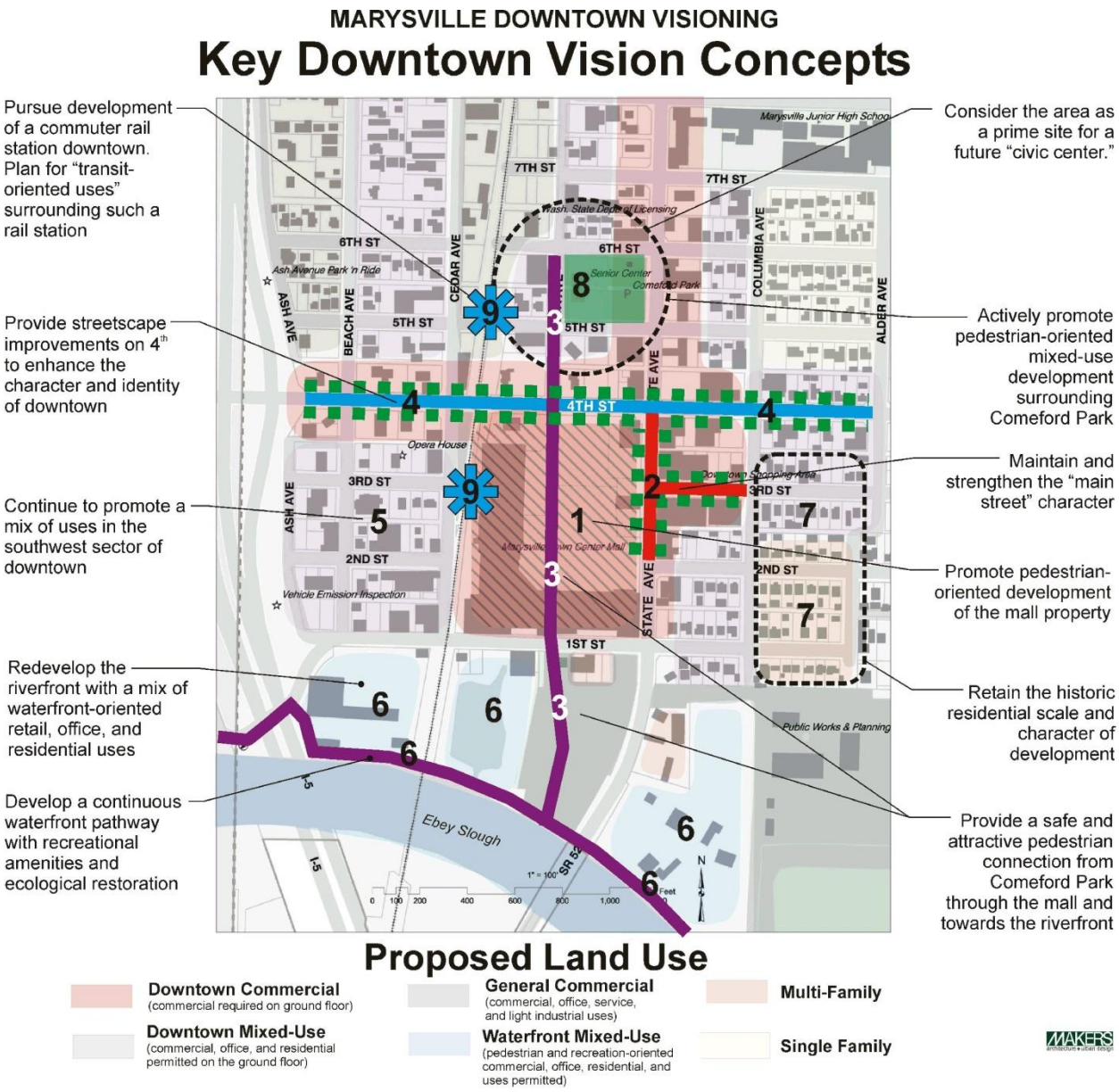


Figure 4-20 Downtown Vision Concepts

V. Downtown Actions



Figure 4-21 Pedestrian-Oriented Commercial Uses

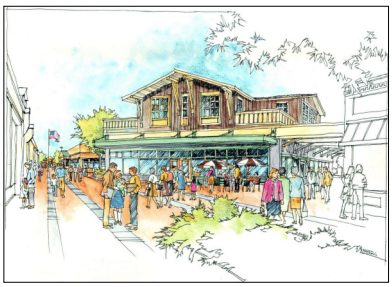


Figure 4-22 "Main Street"



Figure 4-23 Centralized Plaza Space

A. Downtown Core Area

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

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

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

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

A-5 Encourage mall owners to reconnect the historic street grid, to the extent possible, when redeveloping the area to enhance connectivity and the pedestrian environment. Third Street and Delta Avenue are the most important streets. While the streets on the mall property are likely to remain private streets, developers should be encouraged to develop them like public streets (on-street parking, sidewalks, street trees, etc.).

A-6 Provide "main street" improvements to 3rd Street between State and Columbia Avenues to enhance the character and liveliness of the area. This could include pavement, landscaping, street furniture, and/or lighting improvements.

A-7 Work closely with business owners to consolidate and enhance parking opportunities downtown – particularly east of State Avenue.



Figure 4-24 Downtown Actions



Figure 4-25 Residential Uses Allowed on the Ground Floor



Figure 4-26 Historic Character of Area

B. Southeast Sector

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

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

B-3 Implement design standards and guidelines set forth in the *Downtown Master Plan* for new development and redevelopment in order to reinforce the historic character of the area. For example, pitched roofs, covered entries, and small front setbacks should be required in all new development.

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

B-5 East of Columbia, lower the height limit from 85 feet to 65 feet along 4th Street, and lower the height limit from 85 feet to 45 feet along 3rd Street, to provide a more appropriate height transition to the residential area (see Figure 4-28).

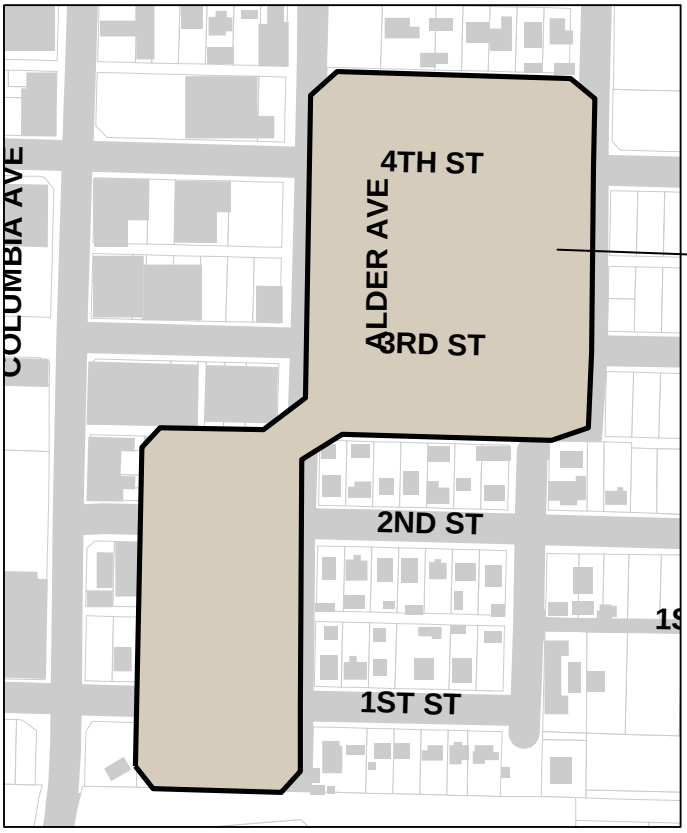


Figure 4-27 Expanded Mixed-Use Zone

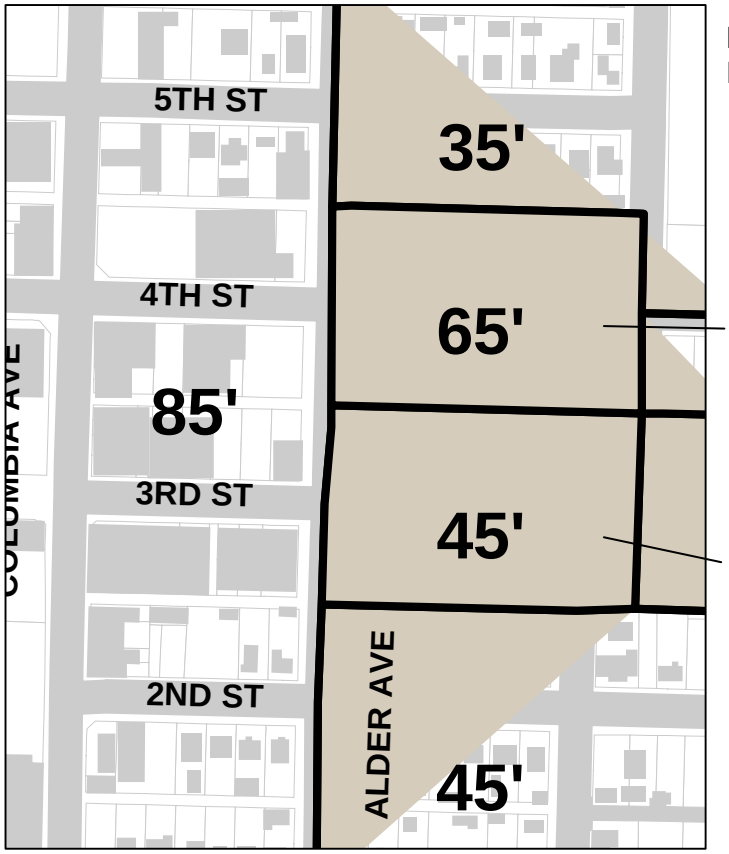


Figure 4-28 Height Limit Recommendation



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



C. Waterfront Sector

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

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

C-3 Implement the design standards and guidelines specific to new waterfront development when such development occurs:

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

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

C-5 The upgrade of State Avenue between the SR 529 Ebey Slough Bridge and 1st Street was completed in March 2013 and enhances the entry into downtown (improvements include a widened roadway, sidewalk, landscaping, and decorative lighting).

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

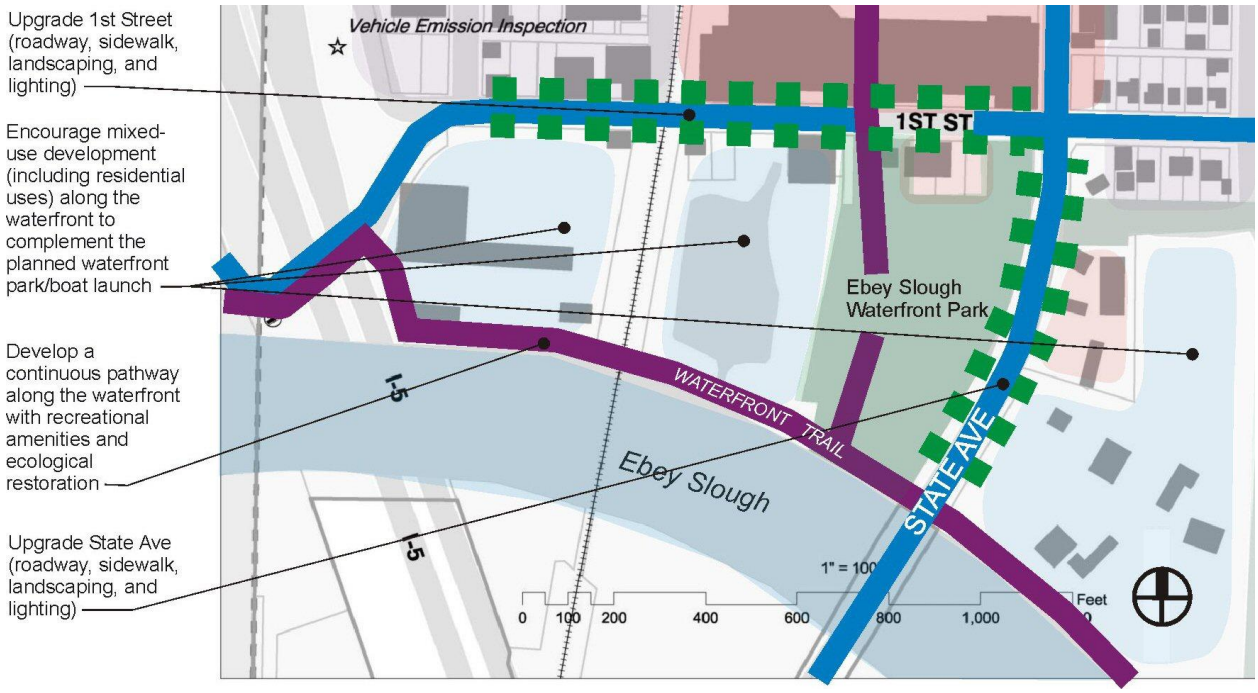


Figure 4-30 Waterfront Sector Actions



Figure 4-31 More Residential Uses are Encouraged

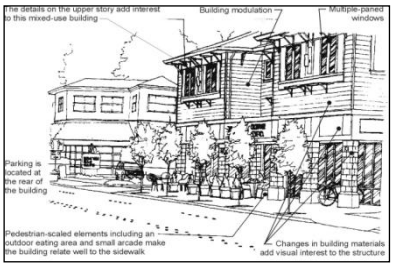


Figure 4-32 Example Design Guidelines to Improve the Quality of Development

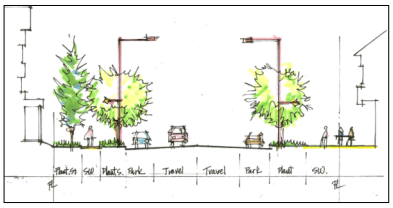


Figure 4-33 Street Improvements to Beach Avenue

D. Southwest Sector

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

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

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

D-4 Implement the following design standards which have been incorporated into the *Downtown Master Plan*:
Prohibit blank walls facing the street.

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

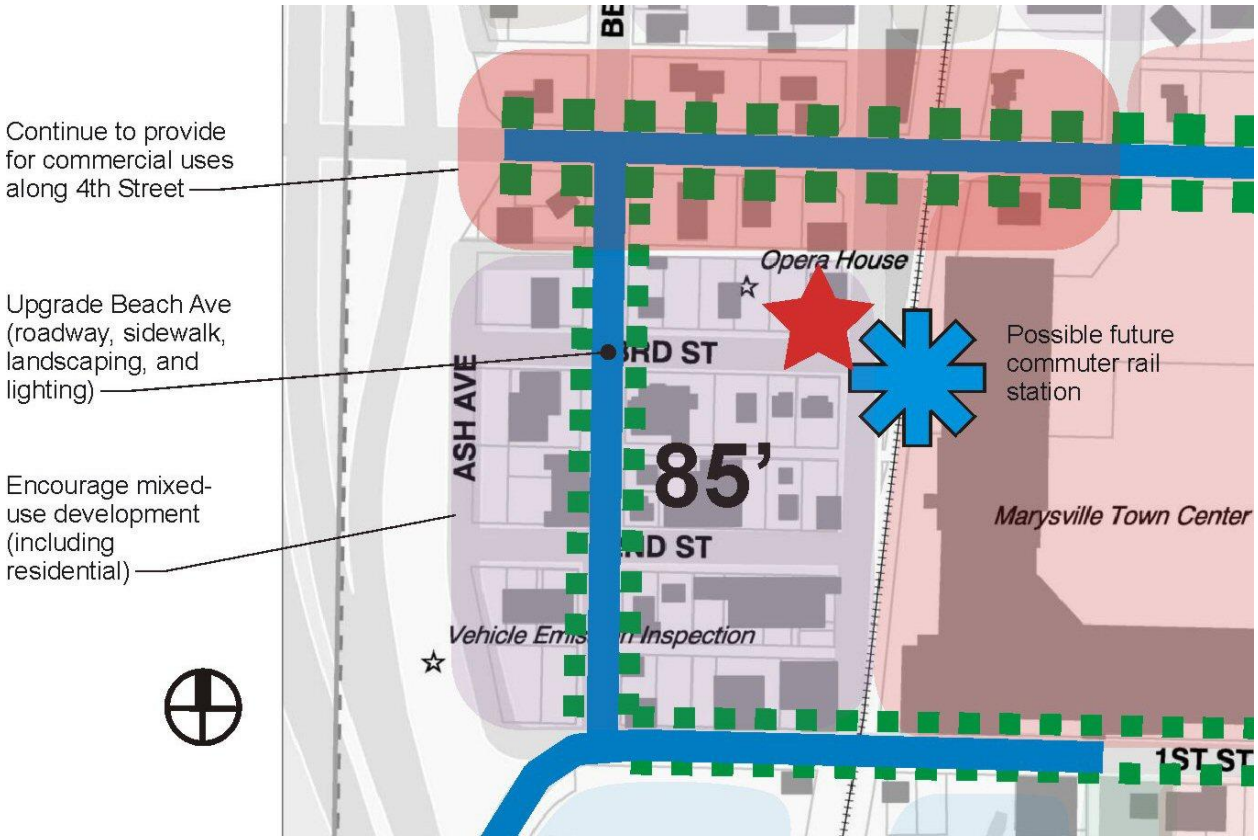


Figure 4-34 Southwest Sector Actions



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



Figure 4-36 Commuter Rail Station

E. Northwest Sector

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

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

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

E-4 Implement the following design standards which have been incorporated into the *Downtown Master Plan* design standards and guidelines:

- Require landscaping buffers or other treatments that minimize the impacts of commercial uses on adjacent residential uses.
- Outdoor storage areas should be screened from the street or adjacent residential uses by landscaping or other attractive architectural treatments.

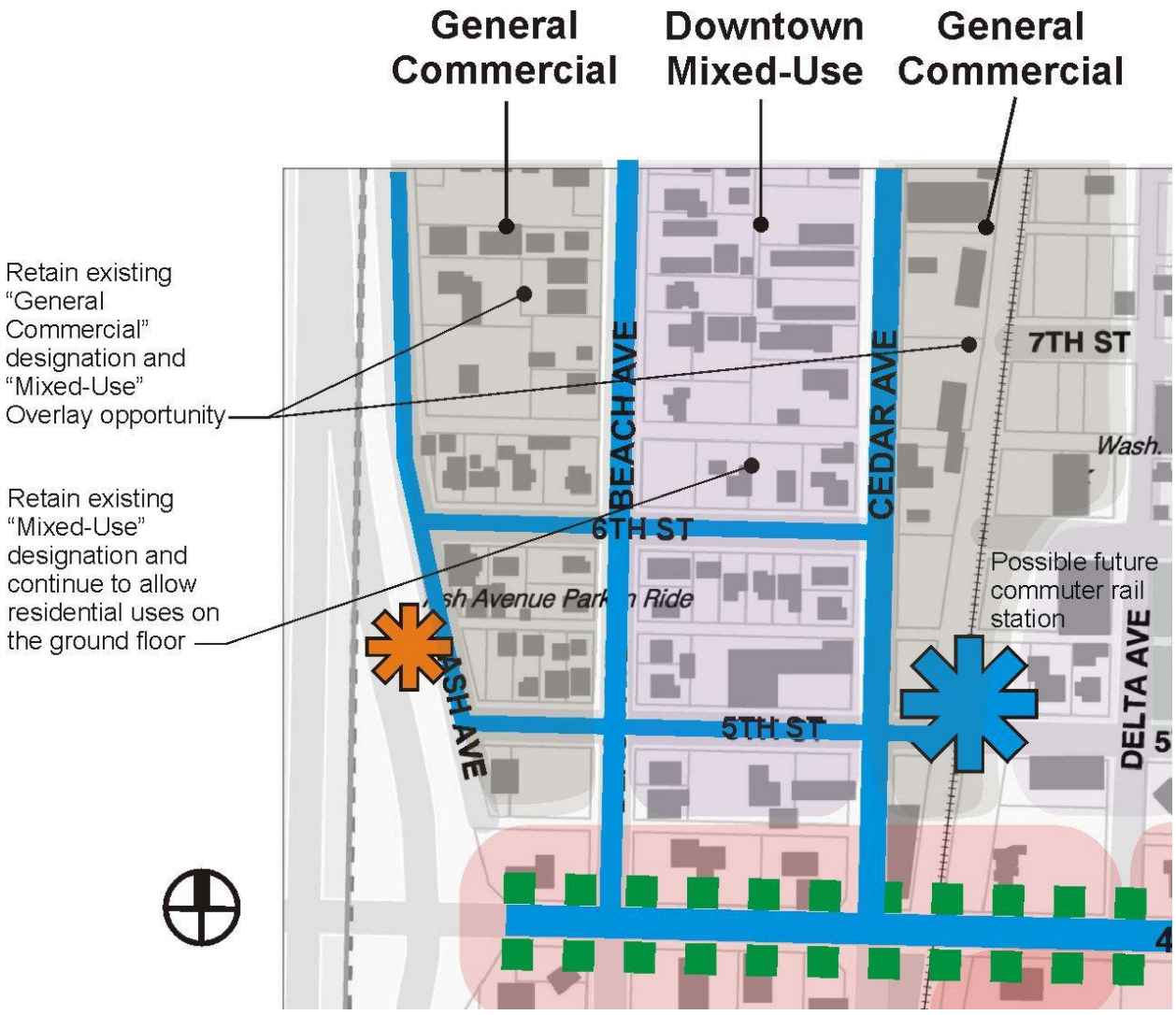


Figure 4-37 Northwest Sector Actions

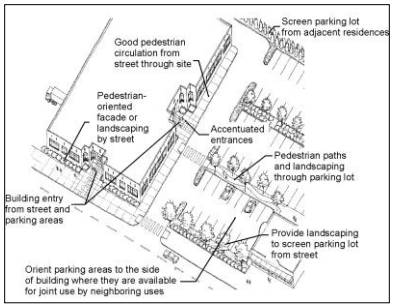


Figure 4-38 Design Guidelines to Improve the Quality of Development and Enhance the Character of the Area



Figure 4-39 Residential Uses off State Avenue

F. North Downtown/State Avenue Corridor

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

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

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

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

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

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

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

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

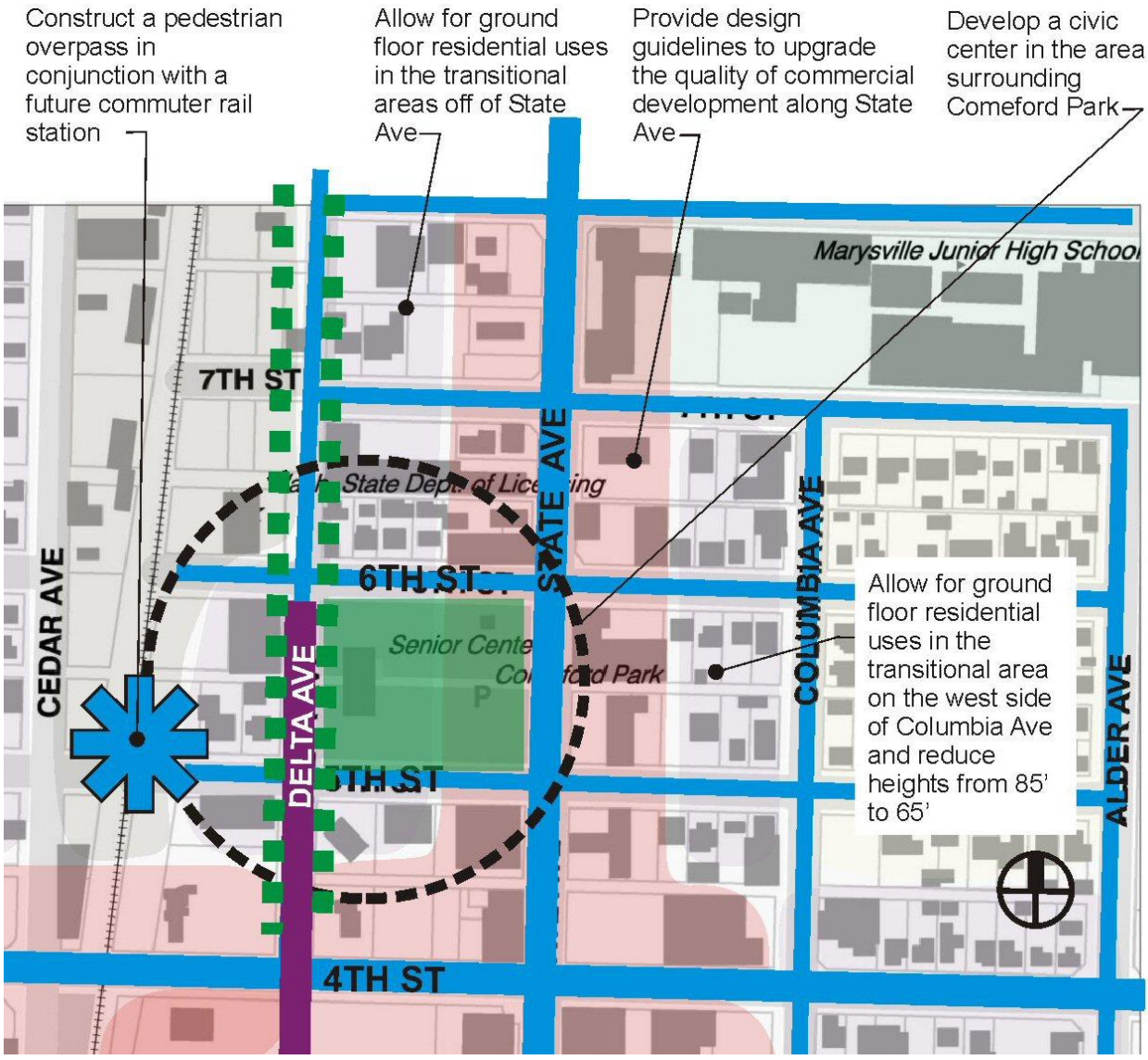


Figure 4-40 North Downtown/State Avenue Corridor Actions

G. Other Goals and Actions

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

- Upgrade the playfield and provide for shared use.
- Provide opportunities for shared use of campus buildings and facilities. Shared use possibilities include classroom spaces, library, commons area, kitchen facilities, and auditoriums. Another possibility would be an integrated civic/school complex.
- Upgrade the appearance of the school along the State Avenue corridor. Improvements could include landscaping, lighting, and/or artwork

G-2 Implement *Downtown Master Plan* sign regulations to improve the quality of signage and enhance the visual character of the downtown.

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

G-4 Develop additional library services downtown.

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

VI. Land Use

The Downtown includes 594 buildable acres. Table 4-9 details the land use distribution in the Downtown Neighborhood.

Table 4-9 Downtown Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	DC	GC	GI	MU	NB	OPEN	MFM	MFH	SFH	SFH-SL	REC	TOTAL
GROSS ACRES	33	111	49	300	90	1	2	72	29	99	94	48	928
BUILDABLE ACRES	33	99	49	40	90	1	1	71	29	72	94	14	594
EXISTING EMPLOYMENT	443	2,045	555	445	451	6	10	0	0	36	428	13	4,432
EXISTING HU	80	132	135	0	634	0	0	492	233	386	469	0	2,561
EXISTING POPULATION	230	380	389	0	1,217	0	0	945	447	741	900	0	5,250
ADDITIONAL EMPLOYMENT	63	933	320	9	540	2	0	0	0	30	0	0	1,897
ADDITIONAL HU	57	350	195	0	841	0	0	219	277	28	25	0	1,992
ADDITIONAL POPULATION	80	519	279	0	1,182	0	0	323	404	59	52	0	2,896
TOTAL EMPLOYMENT	506	2,978	875	454	991	8	10	0	0	66	428	13	6,329
TOTAL HU	137	482	330	0	1,475	0	0	711	510	414	494	0	4,553
TOTAL POPULATION	310	899	668	0	2,399	0	0	1,267	851	800	953	0	8,147

VII. Housing & Employment Analysis

Downtown area existing and planned dwelling units, population, and employment for 2011 and 2035 are shown in Table 4-10.

Table 4-10 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	4,432	6,329
Housing Unit Estimate	2,561	4,553
Population Estimate	5,250	8,147

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

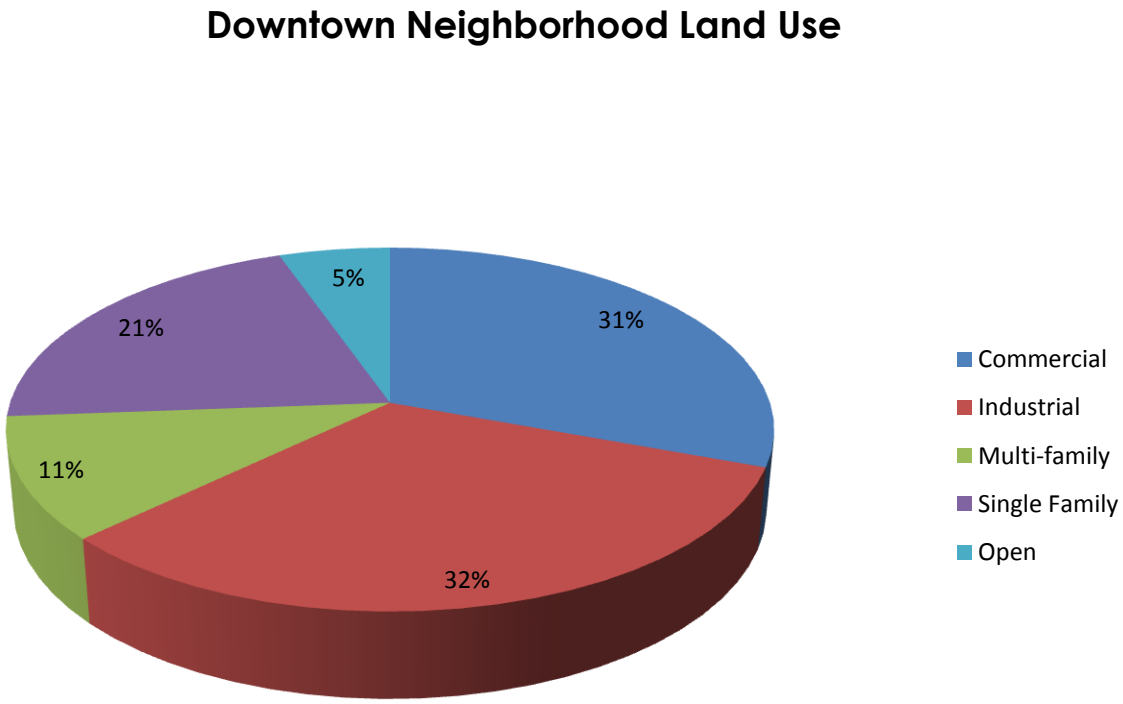


Figure 4-41 Downtown Neighborhood Land Use

VIII. Transportation

a. Street Inventory

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

Table 4-11 Downtown Area Streets and Classifications

Street	Classification	Description/Comment
Interstate 5	Freeway	
SR 529*, south of Fourth Street (connecting to Everett)	Principal Arterial	Arterial streetscape, new SR 529 bridge, widening of road/bridge from 2 lanes to 4 lanes, new sidewalks, landscaping, and decorative street lighting were completed in March 2013.
SR 528- Fourth Street (connecting I-5 to SR 9)	Principal Arterial	Arterial streetscape. Prioritize improvements from I-5 to State Avenue as recommended in Section 5 of the Downtown Subarea Plan.
State Avenue*/Smokey Point Boulevard north of 4th Street [connecting to Arlington]	Principal Arterial	Arterial streetscape and rebuild of roadway completed in 2004.
51st Avenue NE*, north of Grove Street [connecting downtown with 172nd Street NE]	Minor Arterial	Arterial streetscape. 51st Avenue connector between 84th and 88th Streets constructed in 2012.
Armar/51st Avenue NE*, south of Grove Street	Minor Arterial	Arterial streetscape. Bicycle lanes.
Grove Street*, east of State Avenue [connecting State Avenue to 67th Avenue NE]	Minor and Collector Arterial	Arterial streetscape (portions). Bicycle lanes
Third Street, east of State Avenue [connecting to Sunnyside Boulevard]	Minor and Collector Arterial	Arterial streetscape and bicycle lanes.
47th Avenue NE [connecting 3rd and 84th Streets NE]	Minor and Collector Arterial	Bicycle lanes (most portions).
Cedar Avenue[bypassing State Avenue]	Collector Arterial	Bicycle lanes.
Eighth Street	Collector Arterial	Bicycle lanes.

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

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

Another key transportation project within the Downtown that was completed in March 2013 is the improvement of SR529 and construction of a new four lane bridge over Ebey Slough. The work resulted in a roadway and bridge widened from two lanes to four lanes, new sidewalks, landscaping, and decorative street lighting.

The road section of Fourth Street, west of State Avenue, was also rebuilt in 2008; improvements included replacement of the water main and retrofitting of the wheelchair ramps to comply with federal Americans with Disabilities Act (ADA) ramp requirements.

b. Transportation Needs within the Subarea

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

Table 4-12 Downtown Area Projects

Improvement	Description	Priority & Need[1]	Estimated Cost
First Street, west of State Avenue LID improvements	Construct stormwater (rain garden), roadway and utility improvements from State Avenue to just east of the railroad tracks at Cedar Avenue.	Short-Range; High Priority to spur redevelopment in the waterfront area.	$1,009,000
Third Street LID Improvements	Construct stormwater (raingarden), roadway and utility improvements from Stat Avenue to 47th Avenue NE. The improvements will include construction of curb extensior bulb outs at intersections; traffic circles at the intersections of Alder Avenue Quinn Avenue, and Union Avenue, and a median from Alder Avenue to 47th Avenue NE.	Short-Range; High Priority to spur redevelopment in the *Downtown Master Plan Area*.	$1,313,000
8th Street NE (Cedar Avenue to State Avenue)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes.	Short-Range	$1,240,000
SR 528 & I-5 Ramps	City Center Access Project. Widen SR 528 under I-5 to six lanes: three westbound lanes and three eastbound lanes. Add eastbound right turn lane and southbound left turn lane to the southbound ramp intersection. Add northbound left turn lane to northbound ramp intersection.	Mid-Range	Other agency.
SR 529 Interchange	Add new ramp from southbound SR 529 to I-5, and new ramp from northbound I-5 to northbound SR-529.	Mid-Range	Other agency.

City Center Access Improvement Projects	Extend eastbound left turn lane at SR 528/State Avenue NE intersection. Add eastbound left turn lane and northbound right turn lane at the State Avenue/1st Street Intersection.	High Priority	$100,000
SR 528/State Avenue	Modify turn radius.	High Priority	$1,110,000
Downtown Bypass (State Avenue/1st Street to 47th Avenue/Sunnyside Boulevard)	Construct three lane arterial including pedestrian facilities. Follows 1st Street straight east until 47th Avenue, then north on 47th until 3rd Street, then right on Sunnyside. Design of 3rd Street/47th Avenue NE intersection may be roundabout and/or may restrict all movement from west leg.	Long-Range	$14,520,000
SR 528 (Fourth Street) streetscape from I-5 to Fourth Street bridge	Streetscape improvements (lighting, landscaping, and repave sidewalks with 4 foot planting strip where space available)	High Priority for streetscape projects (identified in Downtown Visioning and *Downtown Master Plan*)	Cost unknown. Funding options could include developer/property owner improvements, RID, or other financing. The Downtown Master Plan identifies timing as based on private development and for the City to fund sidewalk and street tree improvements in exchange for a setback. Easements would be needed where sidewalks are on private property.
Third Street streetscape between State and Columbia Avenues	Streetscape improvements ("main street" improvements)	High Priority for streetscape projects (identified in Downtown Visioning and *Downtown Master Plan*).	Cost unknown. Funding options could include developer/property owner improvements, RID, or other financing.
Cedar Avenue between 1st and 4th Streets	Narrow lane widths and restripe with bike lanes. Upgrade sidewalks and add planter/street trees on west side of road.	Restriping in short term. Walkway improvements implemented as funding available.	Sidewalk improvements on west side to be paid for by property owners possibly through LID.
Beach Avenue, First to Fourth Street	Streetscape improvements (roadway, sidewalk, rain garden or stormwater planter, landscaping, parking, lighting). Options k redevelopment or incremental redevelopment.	Medium Priority	Cost unknown. Cost of frontage improvements up to the curb line are the responsibility of private property owners. Coordinate construction at the intersection with First Street improvements. Options could include developer/property owner improvements, RID, or other financing.
Grove Street	Add grade-separate	Long-Range	$19,910,000

Railroad Undercrossing (State Avenue to Cedar Avenue)	roadway crossing under the railroad.		
Grove Street (State Avenue to Ash Avenue)	Construct continuous sidewalk along one side of roadway from State Avenue to Ash Avenue. Construct bike lane.	Long-Range	$1,190,000
Beach Avenue (Grove Street to Cedar Avenue)	Construct sidewalk and bike boulevard.	Long-Range	$1,990,000
First Street (State Avenue to Ash Avenue)	Construct bike lanes from State Avenue to Ash Avenue.	Long-Range	$110,000

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Strategies

Transportation Projects

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

Parking

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

The report included the following findings for downtown parking:

- At the time, there were approximately 1,150 on-street parking spaces within the downtown. On average, 40 percent of these spaces were occupied. Out of the approximately 300 spaces within park and rides that were then available, 69 percent of the spaces were occupied on average.[3]
- On a given day, 12:30 p.m. sees the highest rate of parking space occupancy; on-street parking spaces throughout the study area were half full. On average, one-third of parking spaces were occupied at 8:30 a.m. and 4:30 p.m. on a typical day.
- Parking in commercial areas is often used by business owners and employees; however, there appears to be sufficient parking remaining to accommodate additional demand.

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

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

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

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

Transit Facilities and Services within the Downtown Subarea

The Ash Avenue Park and Ride expansion was completed in 2003. The project increased the number of commuter parking spaces at this downtown park and ride facility from 50 spaces, south of Fourth Street to a total of 276 parking spaces located on lots north and south of Fourth Street.

The project incorporated a pedestrian waiting area, bus shelter, pullout, sidewalks, lighting and landscaping to Ash Avenue. The project also added 1,337 lineal feet of sanitary sewer and a sewer lift station in order to better serve nearby properties. The $2.2 million Park and Ride expansion and improvements was funded by City of Marysville road and utility funds, Community Transit, WSDOT and the Federal Highway Administration.

In November 2009, Community Transit opened another park and ride facility, the Cedar Avenue and Grove Street Park and Ride. This park and ride facility features 213 motor vehicle parking spaces, with additional parking available for motorcycles and bicycles, and large bus pull out. Site amenities include a spacious, covered shelter, lighting, landscaping, and a raingarden for stormwater treatment. The park and ride cost $4 million to construct; federal funding covered 80 percent ($3.2 million) of the project's cost.

Community Transit operates several routes within the neighborhood; a description of each route follows.

Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.

Route 222 runs between Marysville and Quil Ceda Village. Service is provided between approximately 5:30 am and 9:00 pm, Monday through Friday, with a bus coming every 60 to 90 minutes. The service operates between 6:30 am and 8:30 pm on Saturdays with a bus coming every two hours.

Route 227 provides in-county commuter service between Arlington and the Everett Boeing Plant with stops in Marysville, Monday through Friday. This peak-period, peak-directional service provides two morning trips to Everett and two afternoon trips to Arlington. Route 227 stops at the Marysville Ash Avenue Park & Ride facility in the morning, and the I-5 and 4th Street Flyer Stop in the afternoon.

Route 247 provides in-county commuter service between Stanwood and the Everett Boeing Plant with stops in Marysville, Monday through Friday. This peak-period, peak-directional service operates two morning trips to Everett, and two afternoon trips to Stanwood via Marysville. The Marysville stop use the I-5 and 116th NE Flyer Stop.

Route 421 provides inter-county commuter service between Marysville and downtown Seattle. There are seven morning trips to Seattle with a bus coming every 30 minutes. In the afternoon, there are eight trips to Marysville with a bus coming every 30 minutes. This route originates at the Cedar and Grove Park & Ride facility with stops at the Marysville Ash Ave Park & Ride, and stops at the Lynnwood Transit Center. The stop in Lynnwood provides an additional in-county connection between Marysville and south Snohomish County.

Route 422 provides inter-county commuter service runs between Stanwood and downtown Seattle with stops at I-5 flyers stops in Marysville. There are two morning trips to Seattle and two afternoon trips to Stanwood via Marysville. The Marysville stops are located at the I-5 & 116th Street NE Flyer stop and I-5 & 4th Street Flyer stop. Like Route 421, these buses all stop at the Lynnwood Transit Center, in both directions, providing an additional in-county commute option between Marysville and south Snohomish County.

Route 821 provides inter-county commuter service runs between the Cedar and Grove Park & Ride facility in Marysville and the University District in Seattle. There are four morning trips to the University District, and three afternoon trips to Marysville. Route 821 stops at the Lynnwood Transit Center, in both directions, providing an additional in-county connection between Marysville and south Snohomish County.

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

Table 4-13 Community Transit Downtown Marysville Routes

Commuter Routes	Route No.	Local Routes	
Everett Boeing to Arlington	227	Lynnwood to Smokey Point	201/202
Everett Boeing to Stanwood	247	Marysville to Tulalip	222
Downtown Seattle to Marysville	421		
Downtown Seattle to Stanwood	422		
University District to Marysville	821		

IX. Parks and Recreation

Marysville's downtown parks include Comeford Park, home of the Ken Baxter Community Center (KBCC) and the Marysville Spray Park; the Marysville Skate Park; and the Ebey Waterfront Park and Boat Launch Facility.

Comeford Park is the City's oldest municipal park, and in prior years was the home of City Hall, which included the original City jail facility. The park is 2.1 acres in size and includes picnic areas, playground facilities, a spray park, a community center, and restroooms. It also serves as the site for a farmer's market in the summer, and as a community gathering place for various celebrations and festivals throughout the year.

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

In August 2005, the City completed construction of the Ebey Waterfront Park & Boat Launch Facility at 1404 First Street. This park provides waterfront access to Ebey Slough, the Snohomish River Delta, and Port Gardner Bay for pleasure boaters, anglers, and hunters, and is a major recreational amenity in the Downtown. It includes a boat launch and docks, parking areas, picnic and gathering areas, a waterfront trail, and restrooms.

In 2009, the City purchased the 2.48 acre Rudy Wright Memorial/Cedar Field and 10th Street School property located at 1010 Cedar Avenue from the Marysville School District. The former school building became occupied by the Marysville Boys and Girl Club in 2009. This park is used by the Marysville Little League and features a baseball field and playground equipment.

In June 2014, the City completed construction of the Marysville Spray Park at Comeford Park. The spray park is an interactive water recreation facility for children where soft sprays of water and other water features provide an opportunity for children to play and cool down in the spring and summer.

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

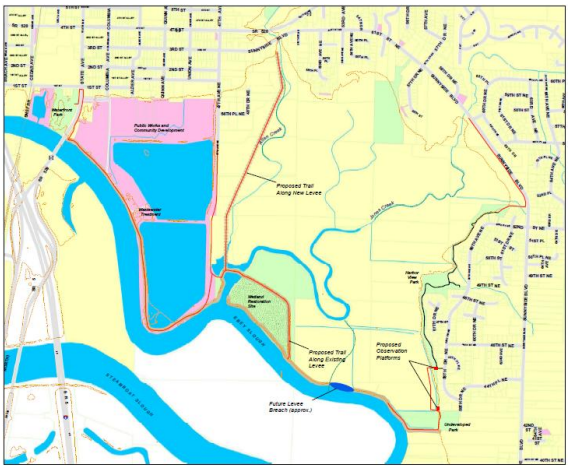


Figure 4-42 Overview Map of Qwuloolt Trail

while Figure 4-42 illustrates the Qwuloolt Waterfront Trail connection to the southeast and the Sunnyside neighborhood.

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

X. Public Services and Facilities

a. Schools

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

b. City Facilities & Landmarks

Numerous city facilities are located within the Downtown Neighborhood. In 2003, City Hall was relocated to 1049 State Avenue. City Hall houses the Executive, Finance, and Information Services departments as well as City Council public meeting facilities. The Police Department is located at the Public Safety Building at 1635 Grove Street. Parks and Recreation offices are at Jennings Parks at 6915 Armar Road. The Marysville Municipal Court and the Human Resources Department are located at 1015 State Avenue. The City's Public Works and Community Development departments are located at 80 Columbia Avenue. The Ken Baxter Community Center is located at 514 Delta Avenue in Comeford Park. These locations provide a wide range of government facilities dispersed within the Downtown for Marysville citizens.

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

c. Water

Figure 4-43 identifies water lines within Downtown.

d. Sewer

Figure 4-44 identifies sewer lines within Downtown.

Figure 4-43 Downtown Neighborhood Water System

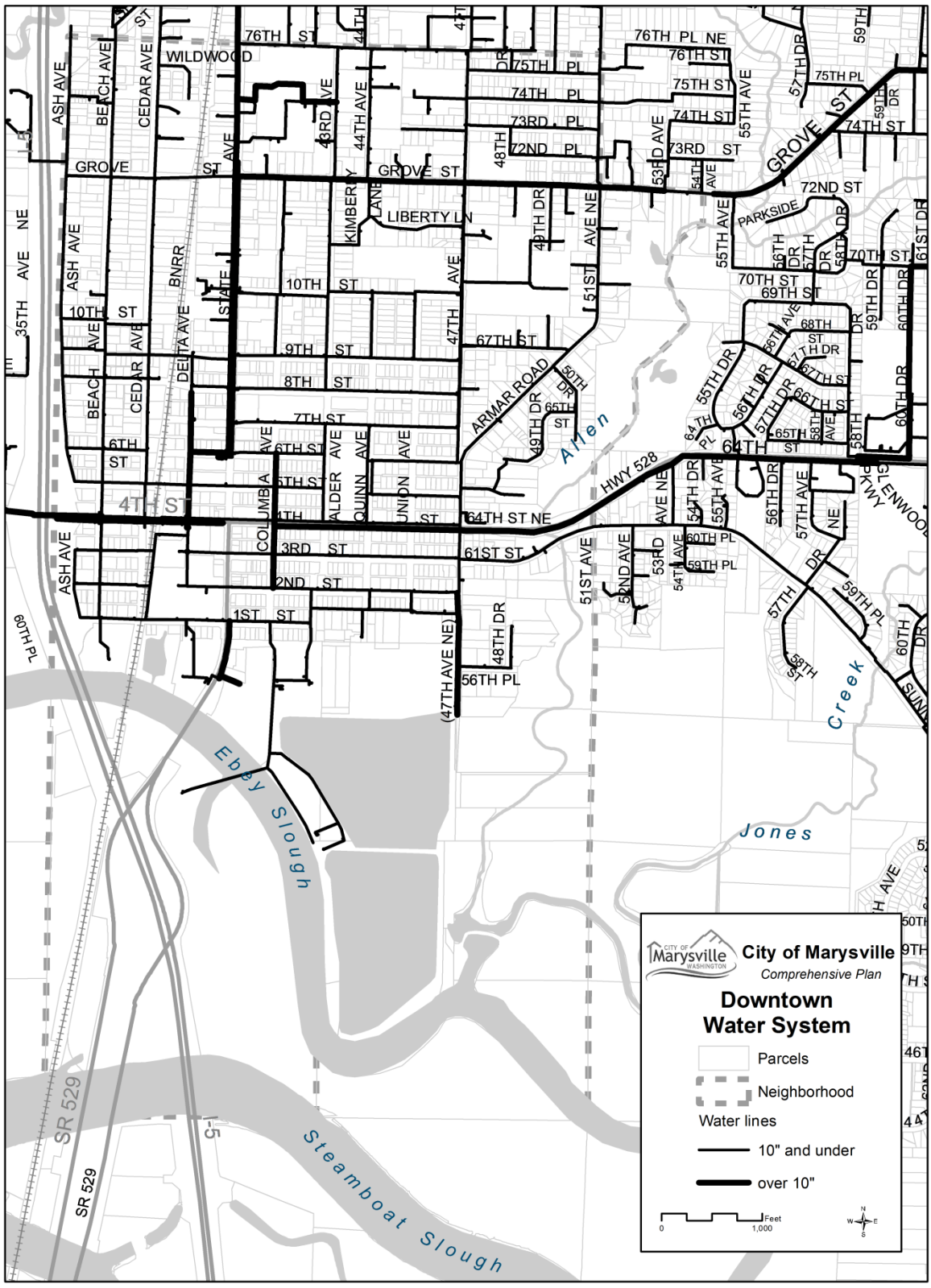


Figure 4-44 Downtown Neighborhood Sewer System

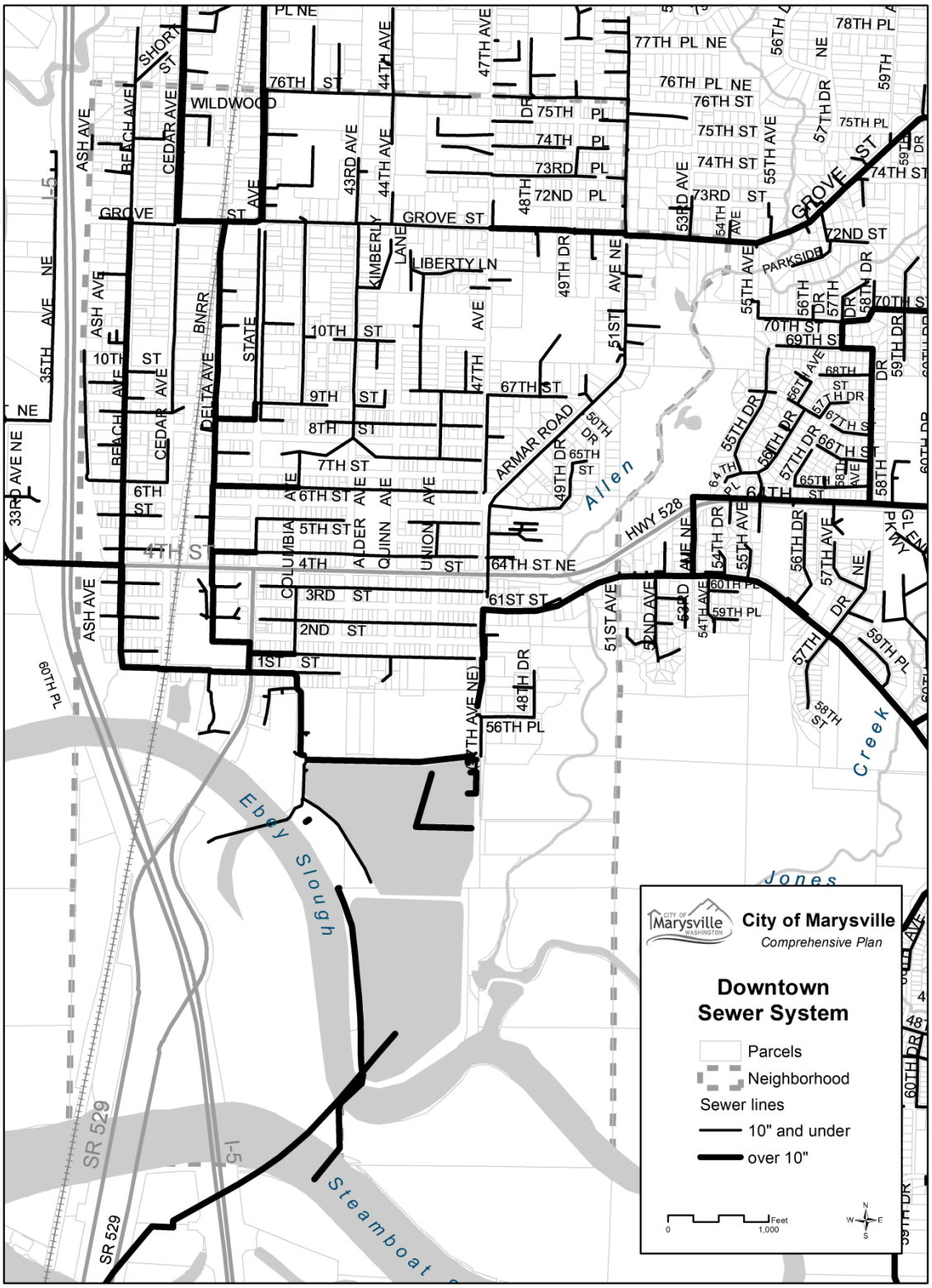
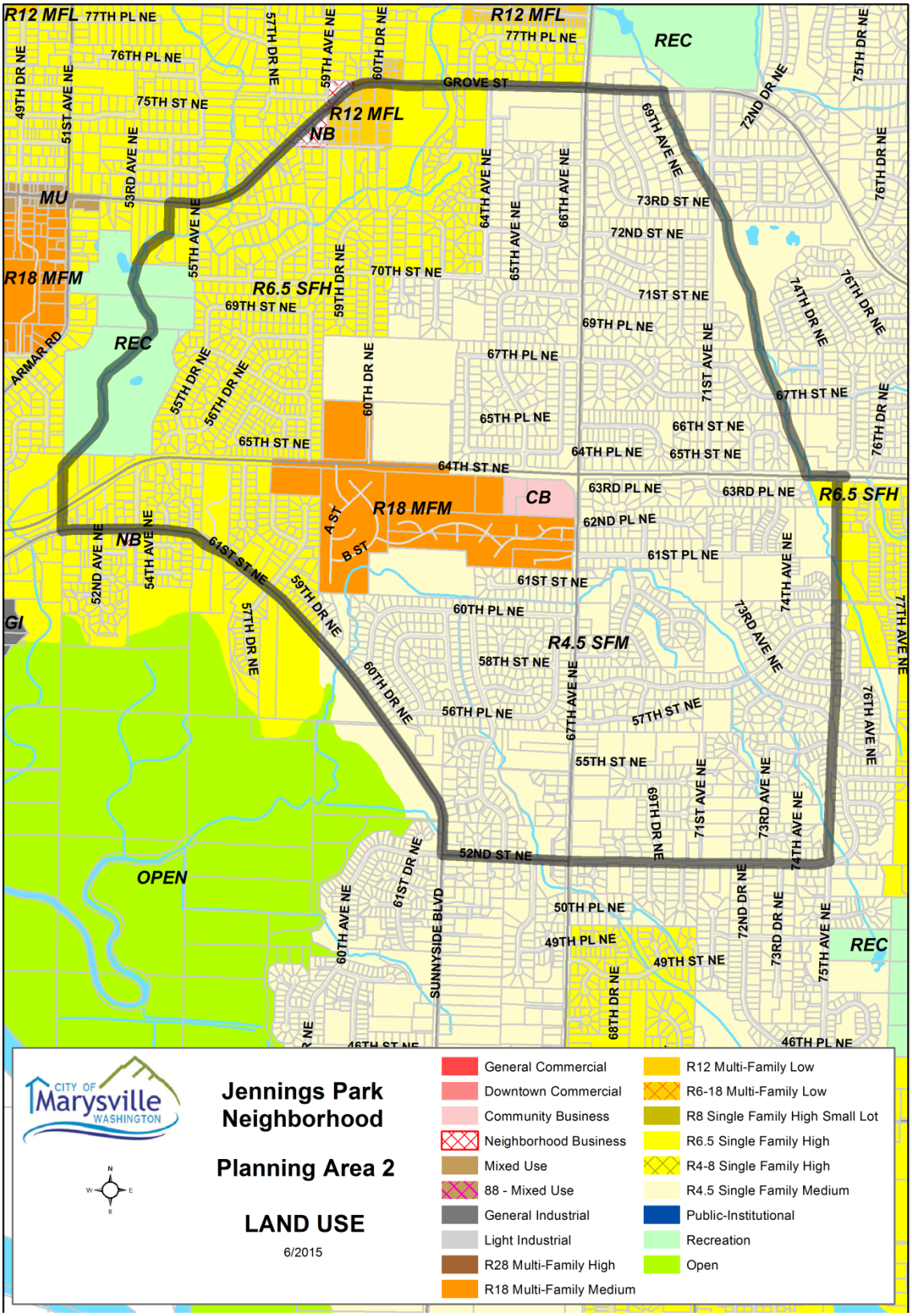


Figure 4-45 Planning Area 2 – Jennings Park, Land Use Designations



PLANNING AREA 2: JENNINGS PARK NEIGHBORHOOD

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

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

I. Land Use

This Planning Area is predominately single family residential with multi-family clustered along SR 528 and a commercial center located at the southwest corner of the intersection of 67th Avenue NE and SR528. High density single family, permitting duplexes outright, is generally west of 64th, 60th, and 56th Avenues NE and along Allen Creek; medium density single family is to the east. Medium density multi-family is primarily along the south side of SR528 generally bounded by Sunnyside Boulevard, Allen Creek, and 67th Avenue NE, and is developed with multi-family apartments, mobile home parks and retirement homes. The remaining medium density multi-family zoned property is developed with the Marysville YMCA which is located at the northwest corner of SR528 and 60th Drive NE. Small pocket of low density multifamily and Neighborhood Business zoning are located in the northernmost portion of the Planning Area, north of 74th Street NE along Grove Street. A small amount of these zones extends north of Grove Street into the Getchell Neighborhood Planning Area. Table 4-14 details the land use distribution in this neighborhood.

a. Commercial

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

b. Governmental

The Marysville Library is located in this Planning Area just south of Grove Street near Allen Creek. In 2015, ownership of this facility was transferred from the City of Marysville to the Sno-Isle Regional Library System.

Table 4-14 Jennings Park Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	DC	NB	MFL	MFM	SFM	SFH	TOTAL
GROSS ACRES	6	3	1	8	59	535	187	799
BUILDABLE ACRES	6	0	1	8	55	402	149	622
EXISTING EMPLOYMENT	91	0	14	0	127	195	82	509
EXISTING HU	0	0	2	33	502	1,753	705	2,995
EXISTING POPULATION	0	0	6	63	964	5,049	2,030	8,112
ADDITIONAL EMPLOYMENT	0	0	9	0	0	0	0	9
ADDITIONAL HU	0	0	0	33	21	190	39	283
ADDITIONAL POPULATION	0	0	0	48	29	422	81	580
TOTAL EMPLOYMENT	91	0	23	0	127	195	82	518
TOTAL HU	0	0	2	66	523	1,943	744	3,278
TOTAL POPULATION	0	0	6	111	993	5,470	2,112	8,692

II. Housing & Employment Analysis

The land capacity analysis identifies 622 buildable acres for housing and employment within this neighborhood. Existing and planned dwelling units, population, and employment for 2011 and 2035 are shown in Table 4-15. The general land use distribution in the Jennings Park Neighborhood is shown in Figure 4-52.

Table 4-15 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	509	518
Housing Unit Estimate	2,995	3,278
Population Estimate	8,112	8,692

Figure 4-46 shows the general land use distribution for this neighborhood.

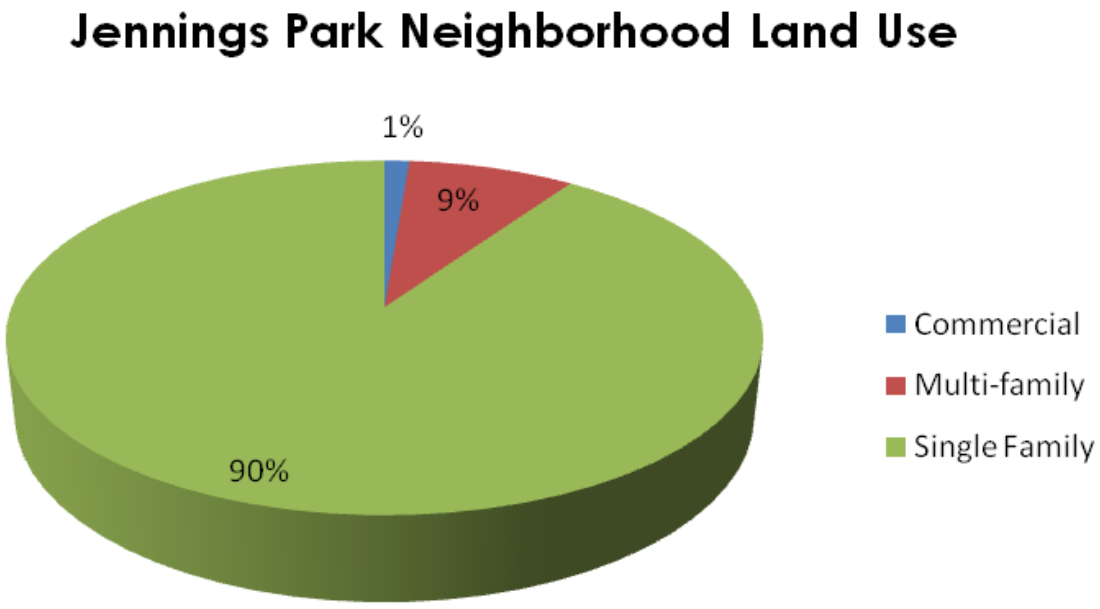


Figure 4-46 Jennings Park Neighborhood Land Use

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

The housing in this planning area is primarily single family. Larger apartment complexes are located along 64th Street NE (SR 528) and some smaller complexes are located along Grove Street near the Marysville Library. West of the Marysville Library, is a pocket of undeveloped multi-family low density zoning.

Commercial services include a Community Business site and three Neighborhood Business sites. The Community Business site, presently known as the Thriftway Shopping Center, is located at the southwest corner of 64th Street NE and 67th Avenue NE. While the anchor tenant space formerly occupied by Thriftway is presently vacant, O'Reilly Auto Parts and Bartell Drugs occupy the next largest tenant spaces, and the majority of the smaller tenant spaces are occupied by a mix of retail and personal service shops. Neighborhood Business uses located on Grove Street include a gas station and convenience store and other personal service shops, while the Neighborhood Business use on Sunnyside Boulevard is limited to a gas station and convenience store. The neighborhood business uses are at the edges of the Getchell and Sunnyside Neighborhoods respectively.

III. Transportation

a. Street Inventory

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

Table 4-16 Jennings Park Neighborhood Streets and Classifications

Street	Classification	Description/Comment
SR 528- Fourth Street (connecting I-5 to SR 9)	Principal Arterial	Arterial streetscape.
Grove Street/76th Street NE (connecting State and 67th Avenues)	Minor Arterial	Arterial streetscape and bicycle lanes.
Sunnyside Boulevard (connecting downtown to Soper Hill Road)	Minor Arterial	Arterial streetscape and bicycle lanes.
67th Avenue NE*, south of SR 528 (connecting 44th and 172nd Streets NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
52nd Street NE, Sunnyside Boulevard to 75th Avenue NE	Minor Arterial	Bicycle lanes.

b. Transportation Needs within the Jennings Park Neighborhood

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

Table 4-17 Jennings Park Neighborhood Projects

Improvement	Description	Timing & Need[1]	Estimated Cost
Sunnyside Boulevard and 52nd Street NE	Install a new traffic signal and turn lanes.	Long-Range	$1,580,000
Sunnyside Boulevard (47th Avenue NE to south of 52nd Street NE)	Widen to 4/5 lane arterial with sidewalks and multi-use trail. Include traffic control and intersection geometry improvements where needed.	Long-Range	$18,350,000
Sunnyside Boulevard (south of 52nd Avenue NE to 40th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$5,620,000
67th Avenue NE (44th Street to SR528)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$7,660,000

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

Transportation Projects

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

Transit Facilities and Services within the Jennings Park Neighborhood

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

Route 222 runs between Marysville and Quil Ceda Village. Service is provided between approximately 5:30 am and 9:00 pm, Monday through Friday, with a bus coming every 60 to 90 minutes. The service operates between 6:30 am and 8:30 pm on Saturdays with a bus coming every two hours.

Table 4-18 Community Transit Routes – Jennings Park Neighborhood

Local Routes	
Marysville to Tulalip	222

IV. Parks and Recreation

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

Table 4-19 Jennings Park Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Allen Creek Trail (Holman Property)	Adjacent to 60th Drive NE	20.84	This park includes trails and natural wetland areas.
Foothills Park	7201 59th Street NE	12.65	This park includes picnic facilities and play area/equipment. In summer 2014, the park was renovated to include a new play structure and block party playground featuring heavy duty swings, benches, trail, landscape improvements, and other amenities.
Hickock Park	SR 528 & 67th Avenue NE	0.8	This park includes picnic facilities, play areas, a climbing feature, fencing, and a retaining wall.
Jennings Memorial Park	6915 Armar Road	19	The centerpiece of the Marysville Parks System, this regional park offers a wide array of recreation facilities including trails, fields, picnic areas, play equipment, building use areas, restrooms, natural areas, gardens, basketball court, Gehl Home Museum, fish pond, baseball fields, and WSU Extension Master Garden. It also serves as the headquarters for the City's Parks and Recreation Department.
Jennings Nature Park	SR 528 & 53rd Avenue NE	34.25	This is an extension of the Jennings Memorial Park. The park includes a wide variety of facilities including trails, fields, play ground equipment, picnic areas, restrooms, parking facilities, natural areas, and a wetland overlook. Future improvements include replacement of play equipment, site furnishings, and trail repairs.
Verda Ridge Park	5321 73rd Avenue NE	1.8	This park features a basketball court, tot lot/playground, and trails. Future improvements may include replacement of the wood play structure, a new swing set, site furnishings, water access for drinking, and BBQ support.

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

V. Public Services and Facilities

a. Schools

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

b. Water

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

c. Sewer

Figure 4-48 identifies sewer lines within the Jennings Park neighborhood.

Figure 4-47 Jennings Park Neighborhood Water System

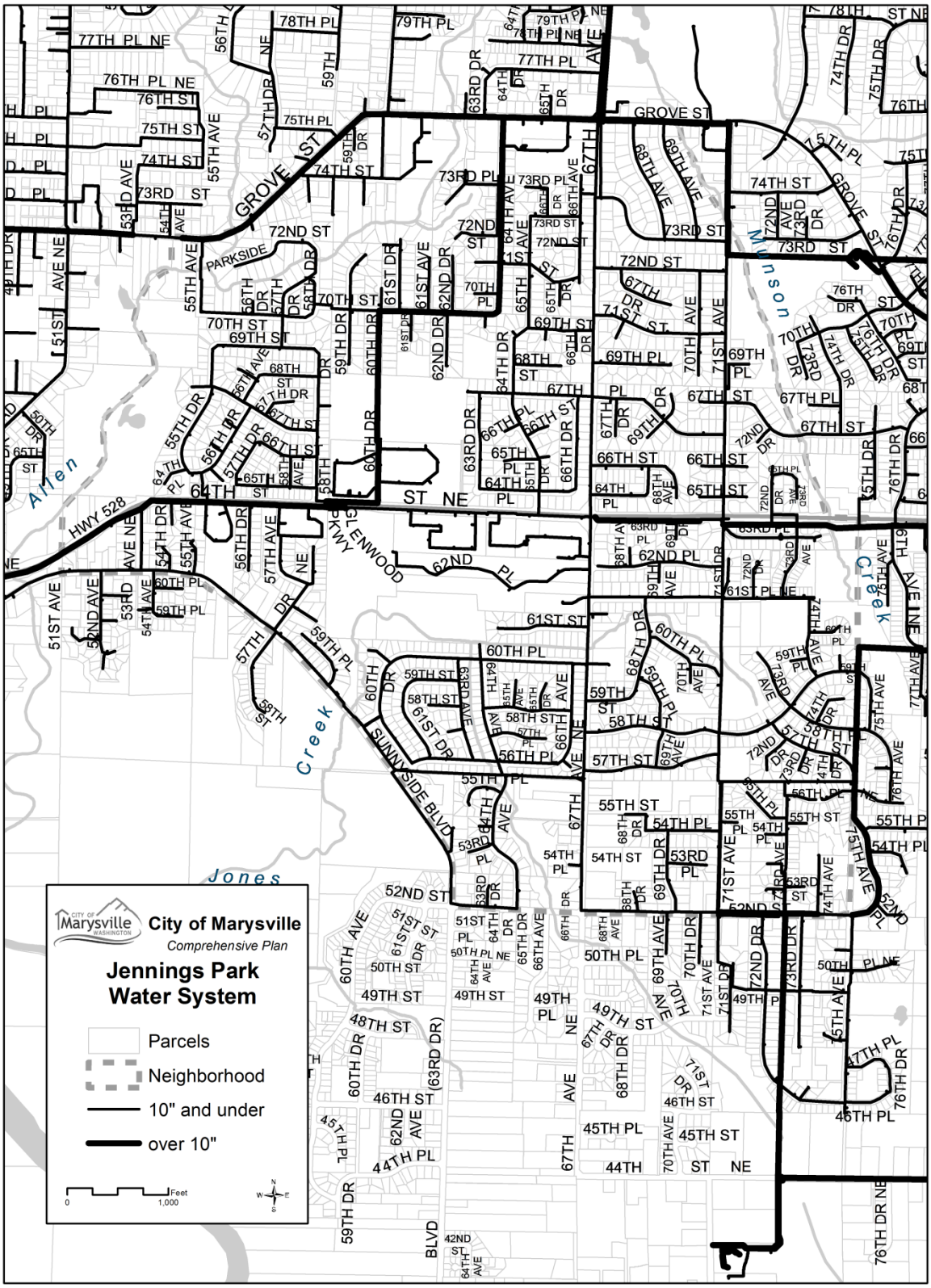


Figure 4-48 Jennings Park Neighborhood Sewer System

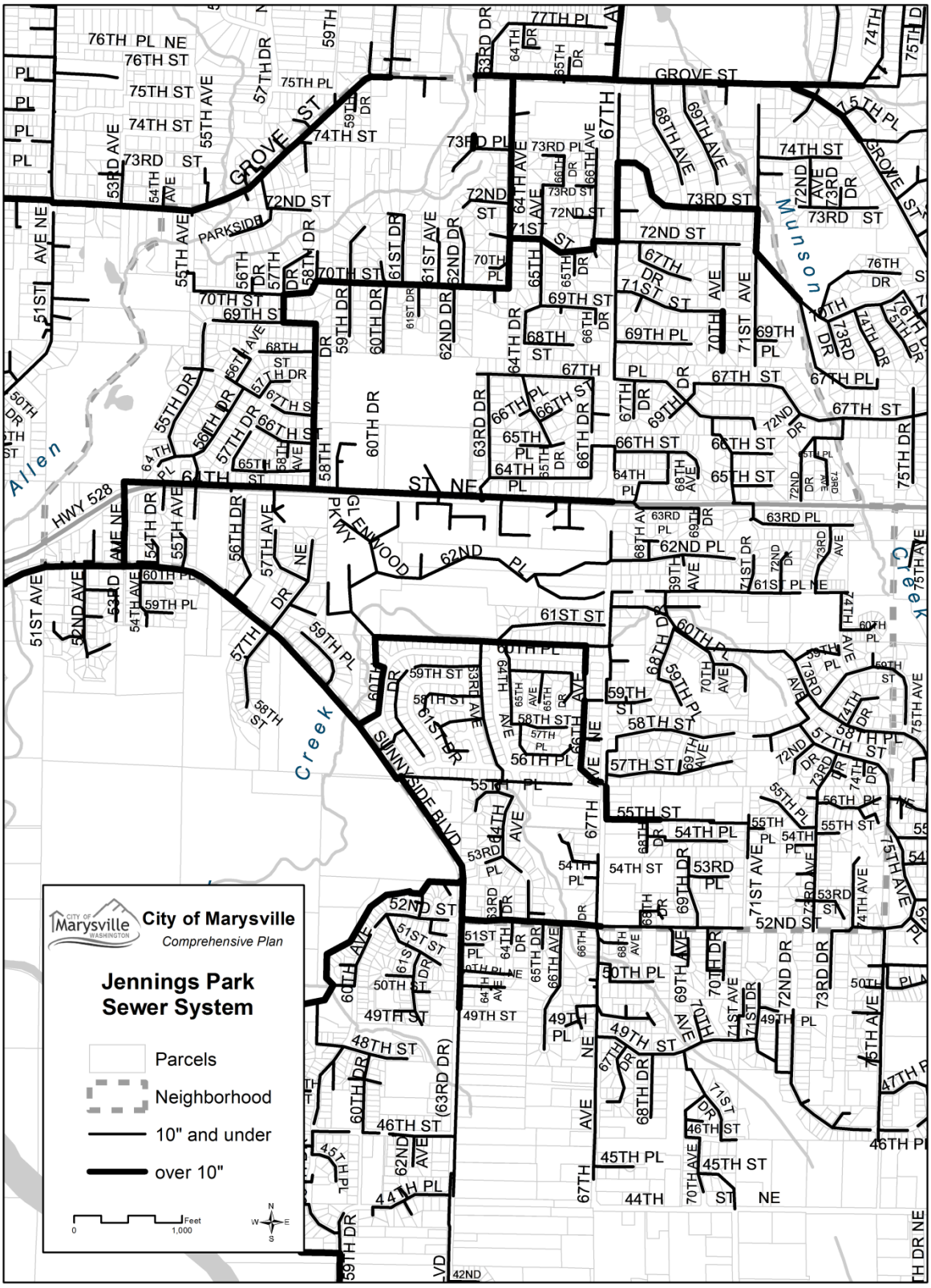
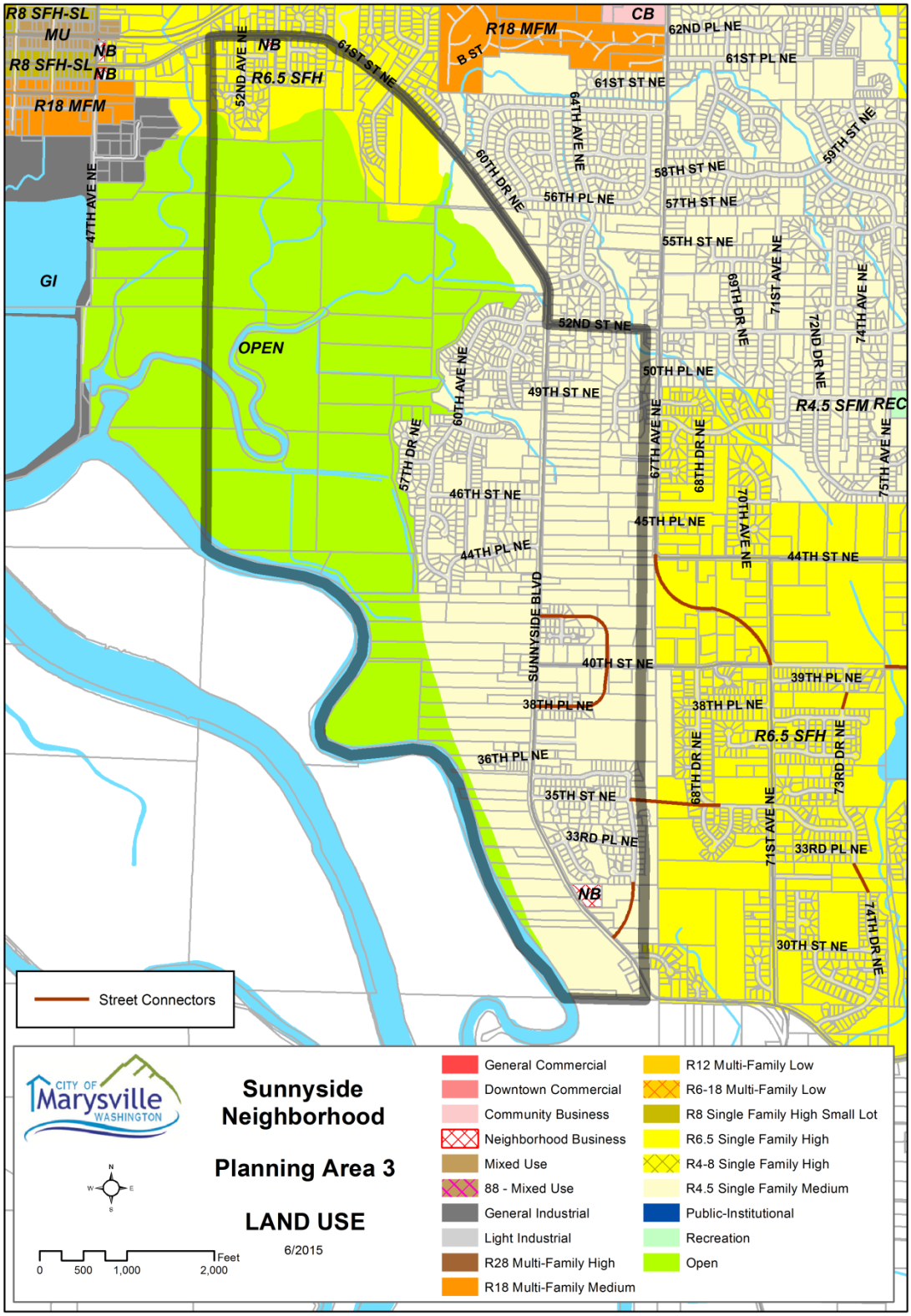


Figure 4-49 Planning Area 3 – Sunnyside Neighborhood, Land Use Designations



PLANNING AREA 3: SUNNYSIDE NEIGHBORHOOD

The Sunnyside neighborhood is defined by Ebey Slough and its floodplain to the south and east, Soper Hill Road to the south, and 67th Avenue NE to the east, and 52nd Street NE to Sunnyside Boulevard to the north.

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

I. Land Use

a. Residential

Single family residential is the predominant land use of this Planning Area. High density single family, which permits duplexes outright, is located west of about 59th Drive NE. Medium density single family is located east of 57th Drive NE and the ridge where the land falls off to the floodplain. Open space and agricultural lands, potentially for small farms, remain west and south of Sunnyside Boulevard.

b. Commercial

The configuration of this Planning Area as well as its relationship to other Planning Areas has resulted in the placement of Neighborhood Commercial at an existing site at the intersection of 53rd Avenue NE and Sunnyside Boulevard which is developed with a convenience store and gas station. Another site is located in the 3100 block of Sunnyside Boulevard which could serve the southern portion of this planning area.

c. Recreational

Open space land is located south and west of the uplands, mirroring the line of Sunnyside Boulevard to Ebey Slough. Passive recreation would permitted as well as active recreational uses such as sports fields, ball courts, golf courses, waterfront recreation, but not hunting.

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

Table 4-20 Sunnyside Neighborhood, Land Capacity, 2011 – 2035

LAND USE DESIGNATION	NB	OPEN	SFM	SFH	TOTAL
GROSS ACRES	0	407	377	68	853
BUILDABLE ACRES	0	24	266	46	336
EXISTING EMPLOYMENT	3	0	0	0	3
EXISTING HU	0	3	870	119	992
EXISTING POPULATION	0	9	2,506	343	2,857
ADDITIONAL EMPLOYMENT	0	0	0	0	0
ADDITIONAL HU	0	0	549	106	655
ADDITIONAL POPULATION	0	0	1,151	283	1,434
TOTAL EMPLOYMENT	3	0	0	0	3
TOTAL HU	0	3	1,419	225	1,647
TOTAL POPULATION	0	9	3,656	626	4,291

II. Housing & Employment Analysis

The land capacity analysis identifies 336 buildable acres for housing and employment within the neighborhood. Table 4-21 identifies the existing and planned dwelling units, population, and employment for 2011 and 2035.

Table 4-21 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	3	3
Housing Unit Estimate	992	1,647
Population Estimate	2,857	4,291

Figure 4-50 shows the general land use distribution for this neighborhood.

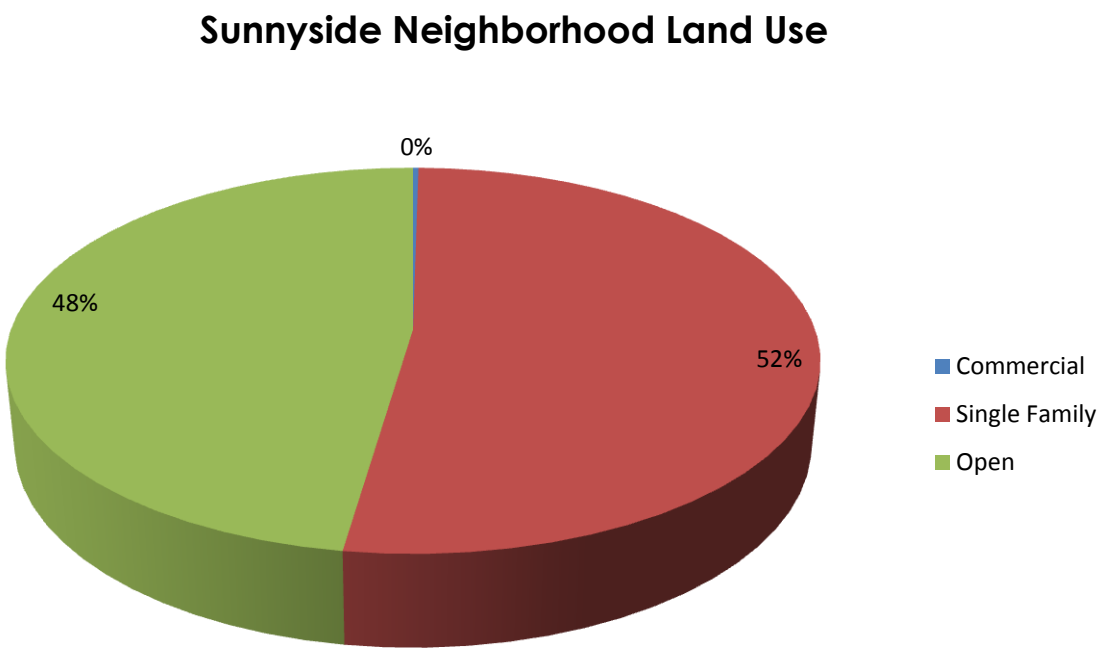


Figure 4-50 Sunnyside Neighborhood Land Use

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

III. Transportation

a. Street Inventory

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

Table 4-22 Sunnyside Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Sunnyside Boulevard (connecting Downtown to Soper Hill Road)	Principal and Minor Arterial	Arterial streetscape and bicycle lanes.
Soper Hill Road (connecting Sunnyside Boulevard and Highway 9)	Minor Arterial	Arterial streetscape and bicycle lanes.
67th Avenue NE*, south of SR 528 (connecting 44th and 172nd Streets NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
52nd Street NE, west of 67th Avenue NE	Minor Arterial	Bicycle lanes.
44th Street, west of 71st Avenue NE (connecting 67th Avenue NE	Collector Arterial	Bicycle lanes.

b. Transportation Needs within the Neighborhood

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

Table 4-23 Sunnyside Neighborhood Projects

Improvement	Description	Timing & Need[1]	Estimated Cost
52nd Street NE (67th Avenue NE to 75th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	Mid-Range	Developer
40th Street NE (Sunnyside Boulevard to 83rd Avenue NE)	Reconstruct and widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including sidewalks and bike lanes (both sides, full extent).	Mid-Range	$13,100,000
Sunnyside Boulevard and 52nd Street NE	Install a new traffic signal and turn lanes.	Long-Range	$1,580,000
67th Avenue NE (44th Street to SR 528)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$7,660,000
67th Avenue (South City limits to 88th Street NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk. Walkable shoulders constructed from 52nd Street to SR528.	Long-Range	
67th Avenue Connector (67th Avenue NE/44th Street NE to 71st Avenue NE/40th Street NE)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$6,170,000
52nd Street NE (Sunnyside Boulevard to 67th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	Long-Range	$1,220,000
Sunnyside Boulevard (47th Avenue to south of 52nd Street NE)	Widen to 4/5 lane arterial with sidewalks and multi-use trail. Include traffic control and intersection geometry improvements where needed.	Long-Range	$18,350,000
Sunnyside Boulevard (south of 52nd Avenue NE to 40th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$5,620,000
Sunnyside Boulevard (71st Avenue NE to 40th Street NE)	Widen to 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$8,860,000

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

The growth in Sunnyside is occurring at higher rates here than most other parts of the City. Currently there is one primary arterial that serves the growing residential area – Sunnyside Boulevard. No funding has been secured for the widening improvements. The pace of growth threatens to overwhelm this road, currently developed with minimal travel lanes, limited shoulder and to rural standards many decades ago. The City should consider formation of a road improvement district or special impact fee

assessment for planning areas 3 and 4 to construct Sunnyside Boulevard; complete the 67th Avenue NE to 71st Avenue Connector; and an additional east west connection. Without these improvements, Sunnyside Boulevard will not be planned or constructed to a standard to support anticipated growth. The City should consider various funding mechanisms to make these improvements. An increase in residential densities should only be proposed if transportation facilities can be enhanced. The transportation element identified key transportation connections that must be provided with new development. It is essential that these connections occur with new development as the existing road system is quite limited, and will be inadequate to handle future growth.

Transportation Projects

As the area develops, Sunnyside Boulevard will become a major thoroughfare for vehicles traveling to Interstate 5 and Everett. It will be important to identify mechanisms for funding Sunnyside Boulevard as high growth will increase traffic and additional lanes and a shoulder for pedestrian travel will be essential. Some shoulder improvements were made in 2013. Installation of the signal at 52nd Street NE and Sunnyside Boulevard is a key priority for this area, as the intersection is currently below the accepted level of service.

Transit Services within the Sunnyside Neighborhood

There are no transit services within this neighborhood.

IV. Parks and Recreation



This planning area has five parks and one trail within this neighborhood. Harborview Park (shown in Figure 4-51) provides access to the Qwuloolt Trail as shown in Figure 9-2 of the Parks and Recreation Element of this plan. Existing facilities are described in Table 4-24 and are mapped in Figures 9-1 and 9-2 of the Parks and Recreation Element. Ebey Slough and the Qwuloolt Trail are the area's greatest natural resource and are treasures for the Marysville community.

Figure 4-51 Harborview Park

Table 4-24 Sunnyside Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Crane Property	5222 60th Place NE	10.13	This property was acquired with Conservation Futures Funding in 2015 in partnership with Snohomish County Parks, and will be utilized as a trailhead with parking for the Qwuloolt Trail and connection to the Jennings Park trail system.
Qwuloolt Trail	West of Sunnyside		This trail has been developed through the subdivisions of Harborview Village and Ebey Vista. It will continue along and through the floodplain and Ebey Slough linking to the downtown waterfront park.
Harborview Park	4700 block of 60th Avenue NE	12.95	Adjacent to intertidal lands within the Snohomish River Estuary, this park and the Harborview Trail is anticipated to be the gateway for the Qwuloolt Trail. Current improvements include playground equipment, a basketball court, trails, picnic tables, and a soccer field.
Kiwanis Park	6714 40th Street NE	5	This nature park adjacent to Sunnyside Elementary features walking trails and picnic facilities. Future improvements may include new furnishings and connection to Sunnyside Elementary and paving of the graveled parking area.
Olympic View Park	South of 44th Place NE and accessible via 59th Drive NE	7.64	This undeveloped land is anticipated to become a connection to the Qwuloolt Trail corridor with parking, restroom, and car-top boating capacity.
Rose Property	5626 61st Street NE	11.9	This property is presently developed with a single family residence, barn, and parking area. Once the Qwuloolt Trail is constructed, the house may be converted into a public restroom, or may be demolished in order to provide ingress/egress to the property for a future trailhead.

The Tulalip Tribes owns the majority of the floodplain property west of Sunnyside Boulevard through a Tribes/agency partnership created to mitigate the impacts of the Tulalip Landfill. The Tribes and partner agencies plan to breach the existing dikes and recreate an estuarine wetland habitat known as the Qwuloolt Estuary Restoration Project. This project has enormous potential for creating higher value wetland, fish habitat, and water quality benefits. The City is working to identify associated municipal projects and impacts and ensure a cooperative partnership to achieve community and regional goals. The City has identified a potential trail linking the Sunnyside area to the downtown and Ebey Slough as shown in Figure 4-52. The creation of an estuarine wetland system could provide a valuable educational component to the trail system, by providing exposure to a more varied shoreline habitat along the Qwuloolt Trail.

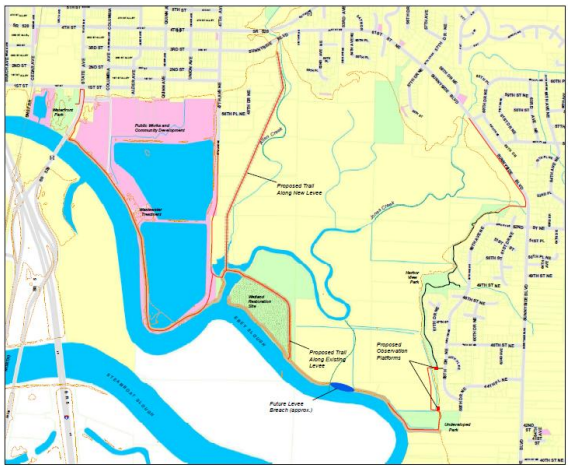


Figure 4-52 Overview of proposed Qwuloolt Trail

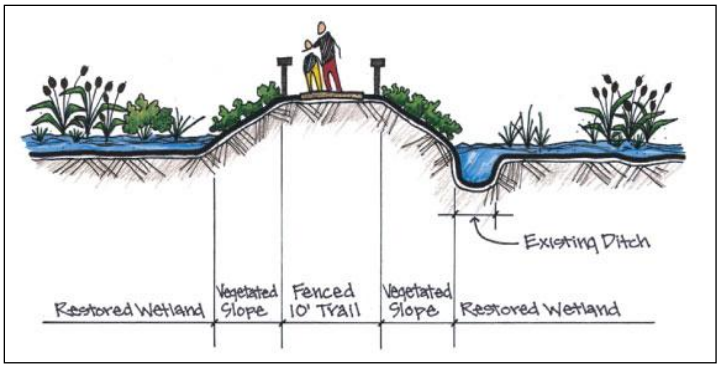


Figure 4-53 Cross-section of trail through proposed wetland restoration area

Figure 4-53 shows a cross section of the proposed Qwuloolt Trail through the proposed wetland restoration area.

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

V. Public Services and Facilities

a. Schools

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

b. Water

Figure 4-54 identifies water lines within the Sunnyside neighborhood.

c. Sewer

Figure 4-55 identifies sewer lines within the Sunnyside neighborhood.

Figure 4-54 Sunnyside Neighborhood Water System

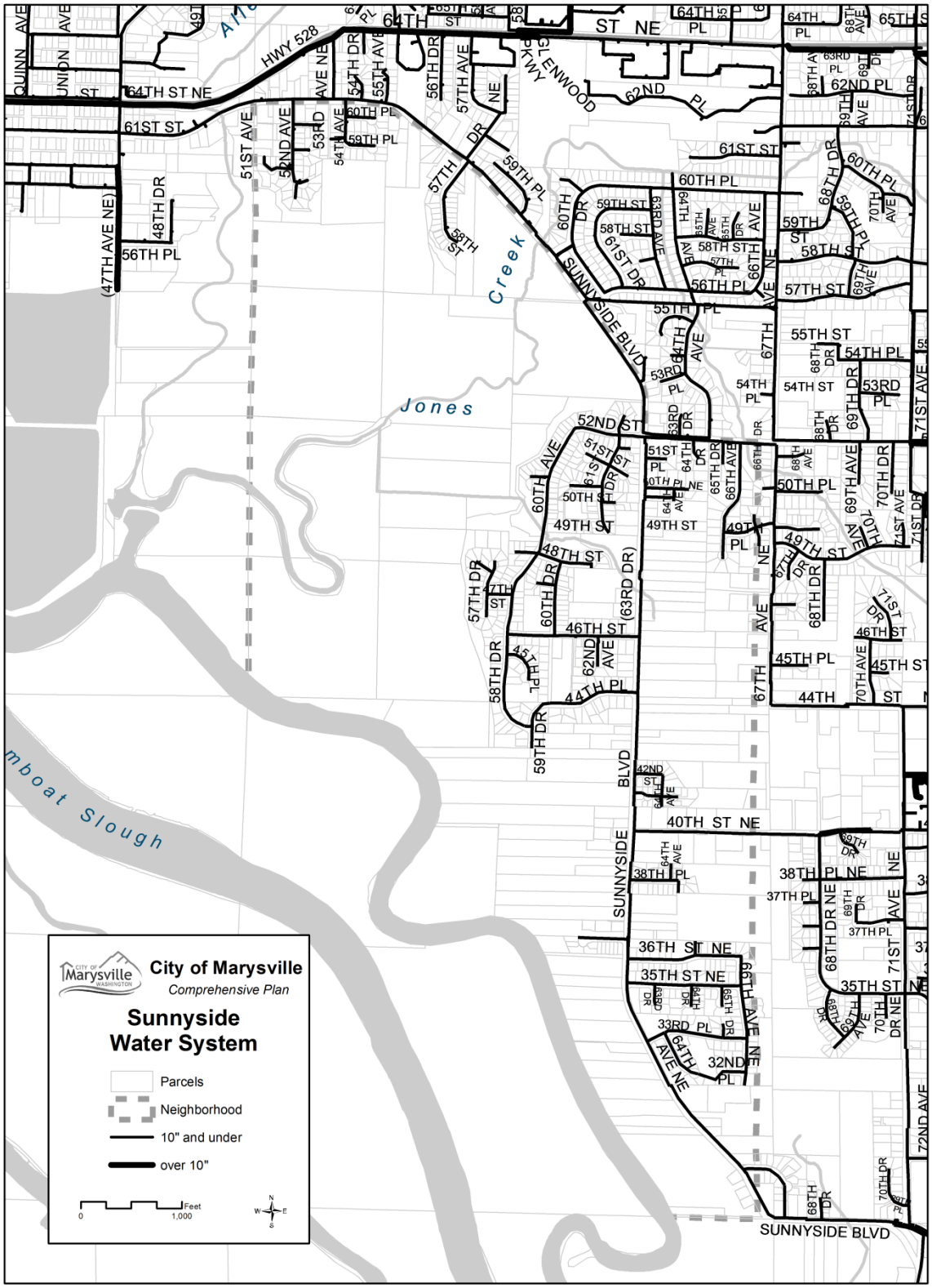


Figure 4-55 Sunnyside Neighborhood Sewer System

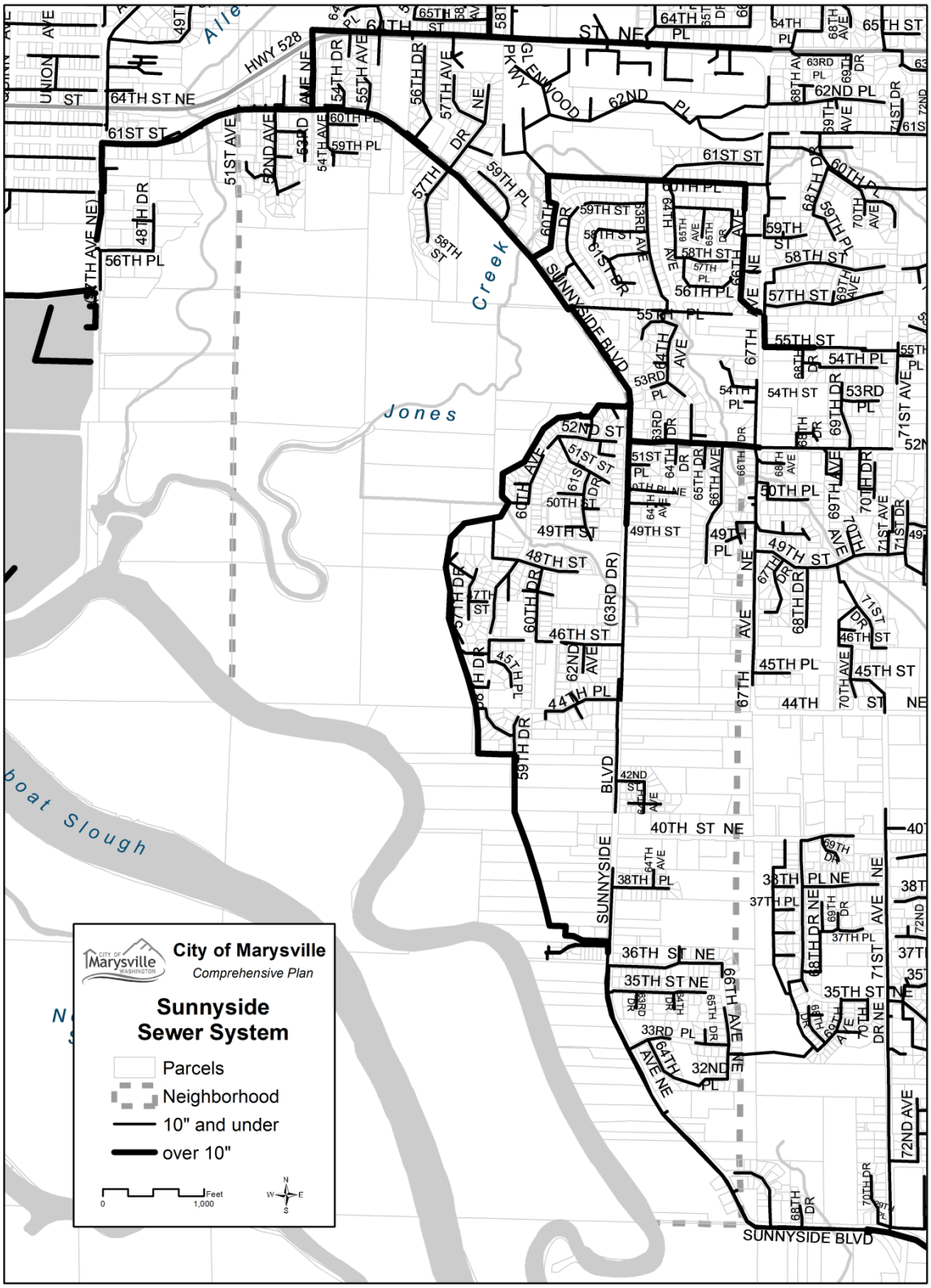
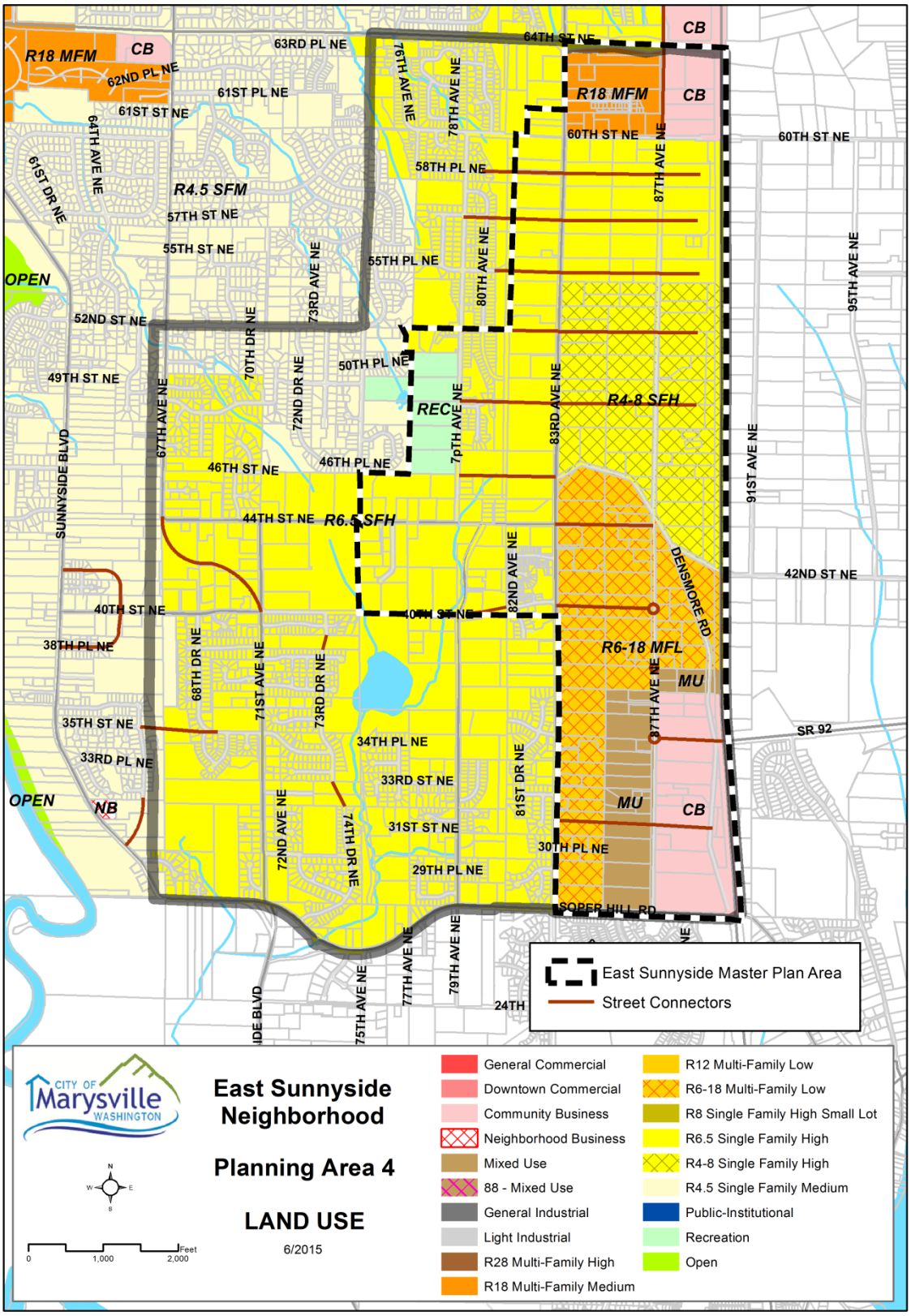


Figure 4-56 Planning Area 4 – East Sunnyside Neighborhood, Land Use Designations



PLANNING AREA 4: EAST SUNNYSIDE/WHISKEY RIDGE NEIGHBORHOOD

This neighborhood is the southeasterly corner of Marysville. It is bounded by Soper Hill Road to the south, Highway 9 to the east, 64th Street NE/SR 528, the section line, and 52nd Street NE to the north, and 67th Avenue NE to the west. The East Sunnyside/Whiskey Ridge Neighborhood is a beautiful area of westward views, steep hillsides, ravines, and woods.

I. Land Use

a. Residential

High density single family, permitting duplexes outright, is the predominate land use designation for the planning area and encompasses most of the land west of 83rd Avenue NE and east of 67th Avenue NE to the northern planning boundary, and the land west of Highway 9, east of 83rd Avenue, north of Sunnyside School Road, and south of 60th Street NE. Medium density single family residential is located in the northwest corner of this planning area. Low density multi-family is located south of Sunnyside School Road and east of 83rd Avenue NE while medium density multi-family is located south of 64th Street NE, east of 83rd Avenue NE, north of 60th Street NE, and west of the alignment with 87th Avenue NE.

b. Commercial

The East Sunnyside/Whiskey Ridge neighborhood includes approximately1,217 buildable acres. Community Business zoning is located at the intersection of 64th Street NE and Highway 9 and at the northwest corner of the intersection of Soper Hill Road and Highway 9. Mixed Use zoning is located to the west and north of the Community Business zoning that is located along Soper Hill Road. A potential Neighborhood Business location is at the intersection of 44th Street NE and 71stAvenue NE. Presently Neighborhood Business zoning is located south of 32nd Place NE along the east side of Sunnyside Boulevard.

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

Table 4-25 East Sunnyside/Whiskey Ridge Neighborhood, Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	DC	MU	MFM	SFM	WR-SFH	SFH	WR-MFL	REC	TOTAL
GROSS ACRES	73	7	57	38	143	136	1,049	140	28	1,670
BUILDABLE ACRES	61	0	49	29	78	136	706	138	22	1,217
EXISTING EMPLOYMENT	0	0	0	0	0	0	37	0	0	37
EXISTING HU	14	0	22	9	385	38	1,576	58	0	2,102
EXISTING POPULATION	40	0	42	17	1,109	109	4,539	111	0	5,968
ADDITIONAL EMPLOYMENT	944	0	647	0	0	0	60	0	0	1,651
ADDITIONAL HU	0	0	350	291	56	680	1,919	1,364	0	4,660
ADDITIONAL POPULATION	0	0	499	475	123	1,409	4,331	1,990	0	8,826
TOTAL EMPLOYMENT	944	0	647	0	0	0	97	0	0	1,688
TOTAL HU	14	0	372	300	441	718	3,495	1,422	0	6,762
TOTAL POPULATION	40	0	541	492	1,232	1,518	8,869	2,101	0	14,794

II. Housing & Employment Analysis

The land capacity analysis identifies 1,217 buildable acres for housing within the neighborhood. Table 4-26 identifies existing and planned dwelling units, population, and employment for 2011 and 2035. Figure 4-57 shows the general land use distribution for this neighborhood.

Table 4-26 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	37	1,688
Housing Units Estimate	2,102	6,762
Population Estimate	5,968	14,794

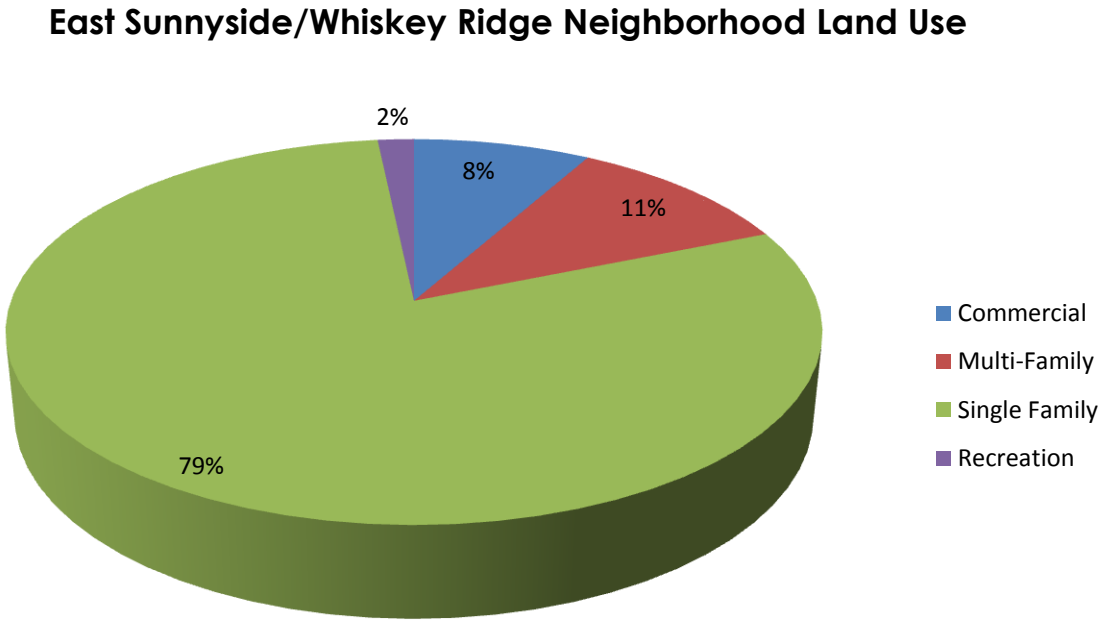


Figure 4-57 East Sunnyside/Whiskey Ridge Neighborhood Land Use

Prior to the recession, this neighborhood was rapidly developing. Growth is still continuing albeit at a more moderate pace. The availability of sewer services through large parts of East Sunnyside is opening up residential development throughout this area.

III. Transportation

a. Street Inventory

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

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

Street	Classification	Description/Comment
64th Street/SR 528 (connecting Interstate 5 and Highway 9)	Principal Arterial	Arterial Streetscape
Sunnyside Boulevard (connecting Downtown to Soper Hill Road)	Principal and Minor Arterial	Arterial streetscape and bicycle lanes.
Soper Hill Road (connecting Sunnyside Blvd. and Hwy. 9)	Minor Arterial	Arterial streetscape and bicycle lanes.
40th Street (connecting Sunnyside Boulevard to 83rd Avenue NE)	Minor Arterial	Arterial streetscape
71st Avenue NE (connecting 44th Street NE and Soper Hill Road)	Minor Arterial	Arterial streetscape and bicycle lanes.
83rd Avenue NE (connecting Soper Hill Road to potentially 108th Street NE)	Minor Arterial	Arterial streetscape on portions and bicycle lanes.
44th Street, west of 71st Avenue (connecting 67th Avenue NE and 83rd Avenue NE)	Collector Arterial	
87th Avenue NE (connecting Soper Hill Road to SR528)	Collector Arterial	Arterial streetscape

b. Transportation Needs within the Neighborhood

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

Table 4-28 East Sunnyside/Whiskey Ridge Projects

Improvement	Description	Timing & Need[1]	Estimated Cost
SR 528 and 76th Avenue NE	Add traffic signal when warranted.	Short-Range	$500,000
SR 528 (83rd Avenue NE to 87th Avenue NE)	Widen to 4/5 lanes including sidewalks and buffered bike lanes.	Long-Range	$4,900,000
87th Avenue (60th Street to SR528)	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	Mid-Range	Developer
87th Avenue (40th Street NE to 60th Street NE)	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	Mid-Range	Developer
87th Avenue (35th Street NE to 40th Street NE)	Reconstruct 4/5 lane arterial including sidewalks (both sides,	Mid-Range	$6,650,000

	full length) and buffered bike lanes (both sides, full extent)		
Soper Hill Road and 83rd Avenue NE	Add turn lanes and traffic signal when warranted.	Mid-Range	Other agency
83rd Avenue NE (SR 528 to 40th Street NE)	Widen to 2/3 lane arterial including sidewalks.	Mid-Range	Developer.
Soper Hill Road (83rd Avenue NE to Highway 9)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Mid-Range	Other agency
40th Street (Sunnyside Boulevard to 83rd Avenue NE)	Widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including sidewalks and bike lanes (both sides, full extent).	Mid-Range	$13,100,000
40th Street NE (83rd Avenue NE to 87th Avenue NE)	Construct 4/5 lane arterial including multi-use trail.	Mid-Range	$18,000,000
52nd Street NE (67th Avenue NE to 75th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	Mid-Range	Developer
35th Street NE (87th Avenue NE to SR 9)	Construct 4/5 lane arterial including sidewalks and buffered bike lanes. Requires expansion of SR 9/SR 92 intersection.	Mid-Range	$4,550,000
Soper Hill Road (83rd Avenue NE to Highway 9)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Mid-Range	Other agency
67th Avenue NE (44th Street to SR528)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$7,660,000
67th Avenue Connector (67th Avenue NE/44th Street NE to 71st Avenue NE/40th Street NE)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$6,170,000
71st Avenue NE (Sunnyside Boulevard/Soper Hill Road to 40th Street NE)	Widen to 2/3 lane arterial including sidewalks and bicycle lanes.	Long-Range	$4,810,000
87th Avenue NE (Soper Hill Road to 35th Street NE)	Construct 2/3 lane arterial including sidewalks and bike	Long-Range	Developer

	lanes.		
83rd Avenue NE (40th Street NE to Soper Hill Road)	Widen to 2/3 lane arterial including sidewalks.	Long-Range	Developer
Sunnyside Boulevard (47th Avenue to south of 52nd Street NE)	Widen to 4/5 lane arterial with sidewalks and multi-use trail. Include traffic control and intersection geometry improvements where needed.	Long-Range	$18,350,000
Sunnyside Boulevard and Soper Hill Road	Add turn lanes and traffic signal when warranted.	Long-Range	$1,690,000
Sunnyside Boulevard (71st Avenue NE to 40th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$8,860,000
Soper Hill Road (71st Avenue NE to 83rd Avenue NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$7,680,000
44th Street NE/East Sunnyside School Road/42nd Street NE (87th Avenue NE to SR 9)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$4,110,000
44th Street NE (67th Avenue NE to 83rd Avenue NE)	Widen to 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$7,460,000
44th Street (83rd Avenue NE to 87th Avenue NE)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	Developer

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

Transportation Projects

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

The growth in Sunnyside is occurring at much higher rates here than most other parts of the City. Currently there is one primary arterial that serves the growing residential area Sunnyside Boulevard. No funding has been secured for this improvement. The pace of

growth threatens to overwhelm this road, currently developed with minimal travel lanes, limited shoulder and to rural standards many decades ago. The City should consider various funding mechanisms for planning areas 3 and 4 to construct Sunnyside Boulevard and complete the road extension of 67th Avenue NE and an additional east-west connection. Otherwise, Sunnyside Boulevard will not be planned or constructed to a standard to support the growth that will occur in this area within the next 20 years. An increase in residential densities should only be proposed if transportation facilities can be enhance. The transportation element and *East Sunnyside-Whiskey Ridge Master Plan* identify key transportation connections that must be provided with new development. It is essential that these connections occur with new development as the existing road system is quite limited, will be inadequate to handle future growth, and are essential to transportation in the area. The City should consider various funding mechanisms to make these improvements.

Transit Services within the Sunnyside Neighborhood

There are no transit services within this neighborhood.

IV. Parks and Recreation

This planning area has two developed park sites Deering Wildflower Acres and Shasta Ridge Park, and potential sites at the King Property and the Sunnyside Wells Reservoir, as listed in Table 4-29. It also features the Bayview-Whiskey Ridge Trail, the first phase of which opened in 2011, and the second phase of which opened in October 2014; presently the trail traverses 1.3 miles. The Bayview-Whiskey Ridge Trail travels along the power line easement and presently stretches from 64th Street NE to 84th Street NE. In the future, the Bayview-Whiskey Ridge Trail may potentially connect to the Centennial Trail as well as the Qwuloolt Trail. Figure 9-2 in the Parks and Recreation Element illustrates existing and proposed trail systems in the UGA.

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

Park	Location	Size (acres/ miles)	Description
Bayview-Whiskey Ridge Trail	64th Street NE to 84th Street NE	1.3 miles	This trail is 1.3 miles and serves both bicyclists and pedestrians. Construction of the initial portion of the trail occurred in 2011 followed by Phase II in 2014. Phase III is anticipated to begin in 2015 and be completed by 2018.
Deering Wildflower Acres	4708 79th Avenue NE	30.32	This park features sensitive natural areas, trails, a meeting room, and caretaker's residence. Potential future improvements include additional fencing to secure the park after hours and upgrades to the caretaker's residence and parking areas.
King Property	3103 Sunnyside Boulevard (access)[1]	9.74	This parcel was acquired with Conservation Futures Funding in partnership with Snohomish County Parks and Recreation. The property is considered open space and may be utilized as a passive recreation opportunity. If the private property to the east is developed, trails could be installed in the future.
Shasta Ridge Park	3907 82nd Avenue NE	1.56	This park features a full-sized basketball court, outdoor fitness stations, picnic areas, a playground, and open space.
Sunnyside Well site	40th Street NE and 71st Avenue NE	31	This site is undeveloped and owned by the Marysville utility fund.

[1] The subject property is within the East Sunnyside Neighborhood; however, the current access is via a property (3103 Sunnyside Boulevard) in the Sunnyside Neighborhood.

V. Public Services and Facilities

a. Schools

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

b. Water

Figure 4-58 identifies water lines within the East Sunnyside/Whiskey Ridge neighborhood.

c. Sewer

Figure 4-59 identifies sewer lines within the East Sunnyside/Whiskey Ridge neighborhood.

VI. Annexation and Development Strategies

The entire East Sunnyside/Whiskey Ridge Neighborhood has been annexed into the City with the last annexation occurring in December 2006. The *East Sunnyside-Whiskey Ridge Master Plan,* outlines a land use mix consistent with the City's housing mix goals, and reflects a variety of housing types and densities.

Figure 4-58 East Sunnyside/Whiskey Ridge Neighborhood Water System

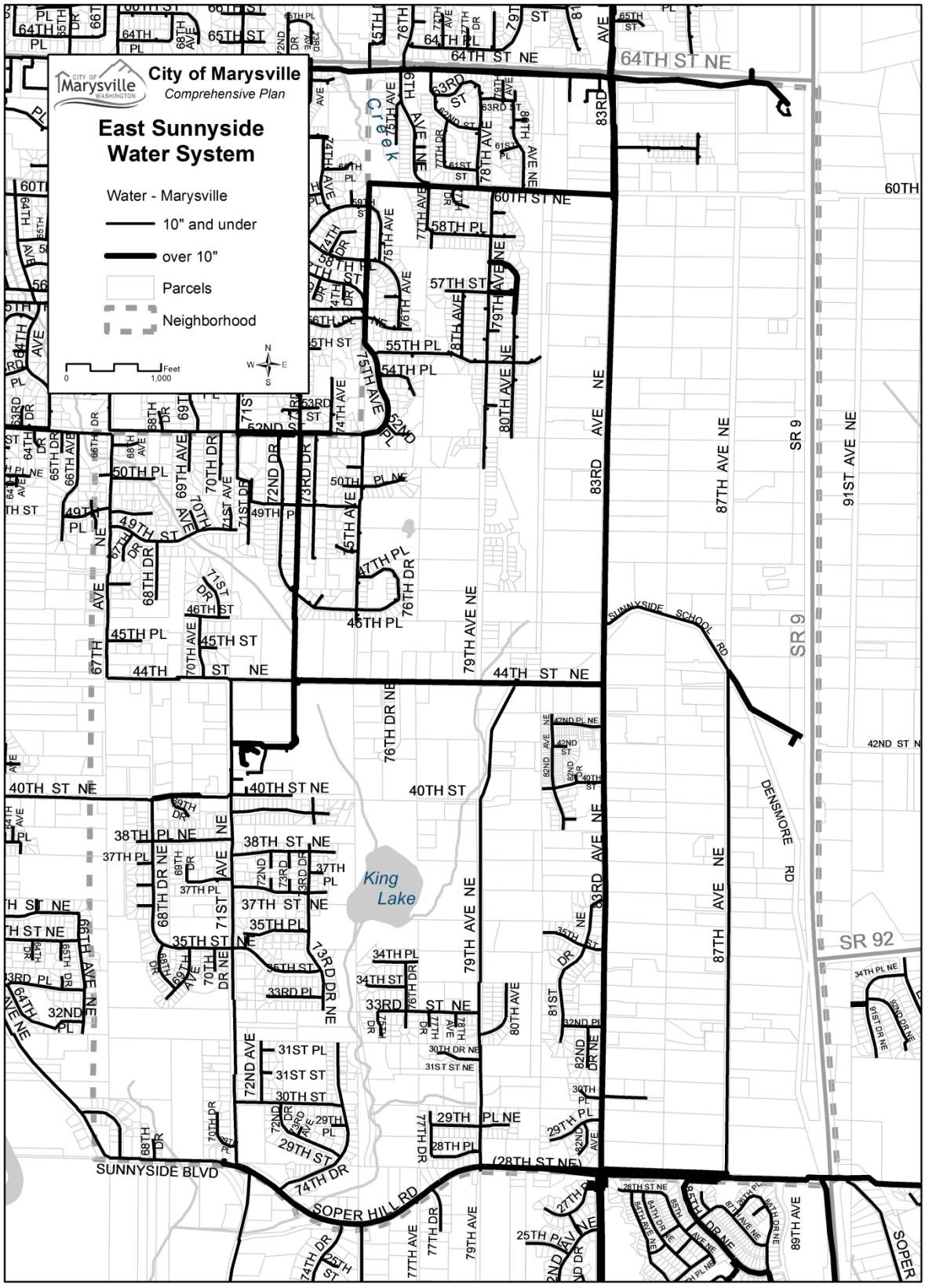


Figure 4-59 East Sunnyside/Whiskey Ridge Neighborhood Sewer System

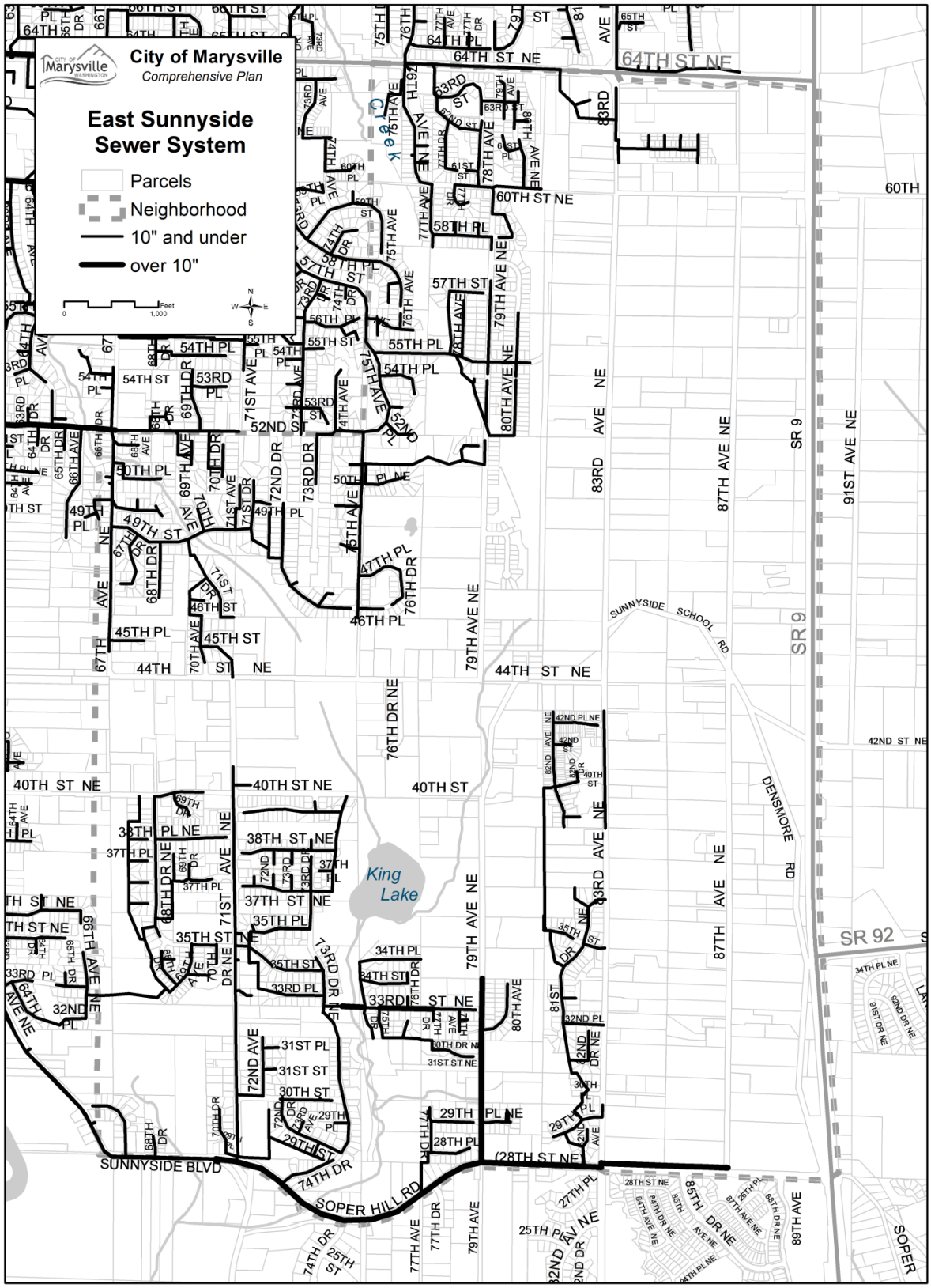
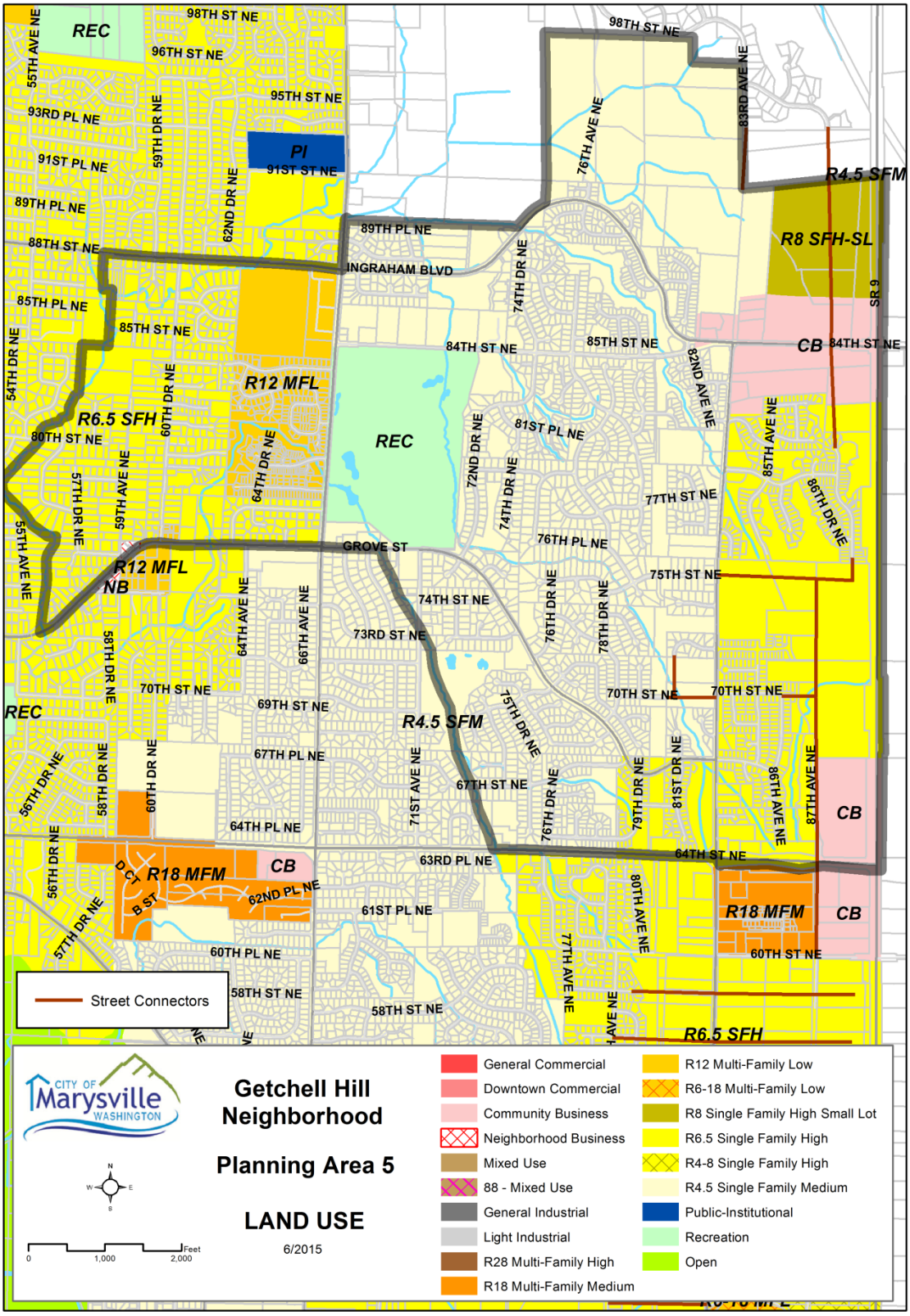


Figure 4-60 Planning Area 5 – Getchell Hill Neighborhood, Land Use Designations



PLANNING AREA 5: GETCHELL HILL NEIGHBORHOOD

This neighborhood extends from the lower lands of the historic Kellogg Marsh area up Getchell Hill to Whiskey Ridge. The boundaries are Allen Creek on the west; 88th Street and the UGA boundaries on the north; Highway 9 on the east; and 64th Street NE (SR 528), Grove Street, and Munson Creek forming the southerly edge of the planning area. Both Kellogg Marsh and Getchell Hill are historic communities. This planning area also overlaps a portion of the old community of Kellogg Marsh, as is indicated by the elementary school with that name. The lower portion is nestled between creeks at the foot of Getchell Hill, and its best known landmark is the Cedarcrest Golf Course. Getchell Hill is the name of a town that no longer exists. A railroad serving this community used to run along the hill, but it has been removed and has been converted into a portion of Centennial Trail, part of the Snohomish County trail system. The hill area is currently being developed, though rural, wooded areas still exist. The new homes take advantage of spectacular views across Marysville to Puget Sound and the Olympic Mountain range.

I. Land Use

The Getchell neighborhood includes approximately 1,022 buildable acres. Table 4-30 details the land uses in the Getchell Neighborhood.

a. Residential

This planning area is characterized primarily by single family development. High density single family residential, permitting duplexes outright, is located west of 67th Avenue NE, and east of 83rd Avenue NE between 64th Street NE and south of 84th Street NE. Medium density single family is located east of 67th Avenue NE and west of 83rd Avenue NE. Some small pockets of agricultural lands, potentially for small farms, still exist up on Getchell Hill.

b. Commercial

In 2012, a Wal-Mart was constructed on the approximately 19 acre Community Business site, formerly known as "Cassidy Ridge," that is located at the northwest corner of SR 528 (64th Street NE) and SR 9. Neighborhood Business uses are located near the intersections of 59th and 60th Avenues NE and Grove Street, and approximately 60 acres of undeveloped Community Business zoned properties are located on Getchell Hill west of SR9 and primarily east of 83rd Avenue NE along 84th Street NE.

Table 4-30 Getchell Hill Neighborhood, Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	NB	MFL	SFM	SFH	SFH-SL	REC	TOTAL
TOTAL ACRES	56	1	82	807	488	65	99	1,599
BUILDABLE ACRES	54	1	65	470	296	63	74	1,022
EXISTING EMPLOYMENT	0	9	0	100	0	0	32	141
EXISTING HU	9	0	412	1,665	1,012	1	0	3,099
EXISTING POPULATION	26	0	791	4,795	2,915	3	0	8,530
ADDITIONAL EMPLOYMENT	843	0	0	0	0	100	0	943
ADDITIONAL HU	0	0	0	366	544	75	0	985
ADDITIONAL POPULATION	0	0	0	761	1,378	152	0	2,291
TOTAL EMPLOYMENT	843	9	0	100	0	100	32	1,084
TOTAL HU	9	0	412	2,031	1,556	76	0	4,084

TOTAL POPULATION	26	0	791	5,556	4,292	155	0	10,821

II. Housing & Employment Analysis

The land capacity analysis identifies 1,022 buildable acres within the Getchell Hill neighborhood. Table 4-31 lists existing and planned dwelling units, population, and employment for 2011 and 2035. Figure 4-61 shows the generalized land use in this neighborhood. This neighborhood was rapidly developing prior to the recession and continues to grow at a steady pace. The availability of sewer services through large parts of Sunnyside is opening up residential development throughout this area.

Table 4-31 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	141	1,084
Housing Unit Estimate	3,099	4,084
Population Estimate	8,530	10,821

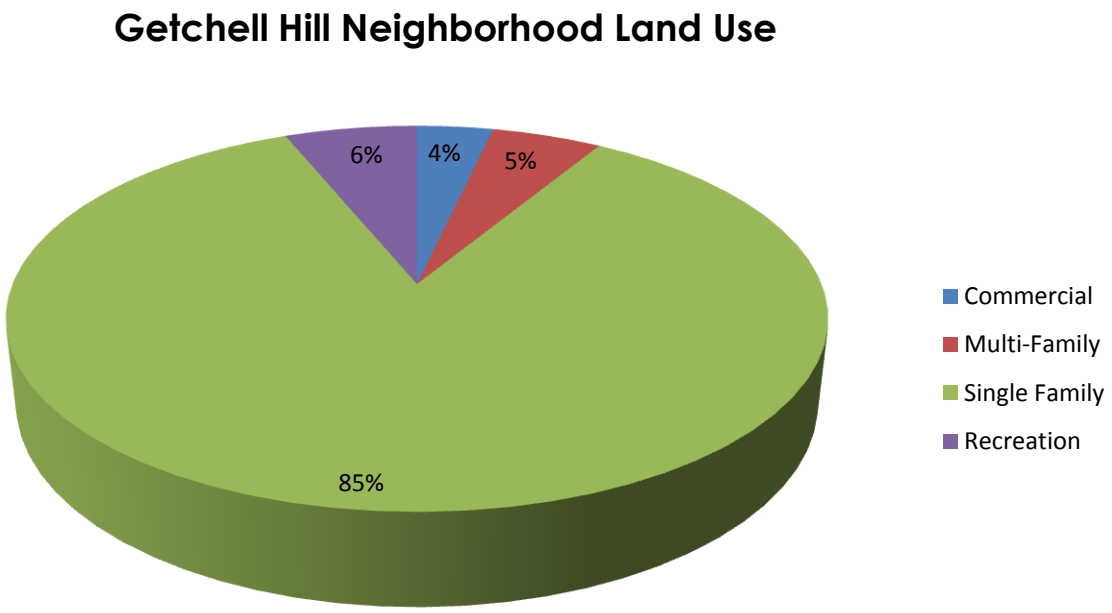


Figure 4-61 Getchell Hill Neighborhood Land Use

III. Transportation

a. Street Inventory

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

Table 4-32 Getchell Hill Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Highway 9 (regional north-south state highway)	Principal arterial	Arterial streetscape
64th Street/SR 528 (connecting Interstate 5 and Highway 9)	Principal Arterial	Arterial Streetscape
Ingraham Boulevard/88th Street NE (connecting Interstate 5 to Highway 9 – 88th Street ties into 84th Street at approximately 83rd Avenue NE)	Principal Arterial	Arterial streetscape
67th Avenue NE (connecting 44th to 172nd Streets NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
83rd Avenue NE (connecting Soper Hill Road to potentially 108th Street NE)	Minor Arterial	Arterial streetscape on portions and bicycle lanes.
76th Street NE, west of 67th Avenue NE (connecting State Avenue to SR 528)	Collector Arterial	Arterial streetscape
84th Street NE (connecting 67th Avenue and Highway 9)	Collector Arterial	
76th Street NE, east of 67th Avenue (connecting State Avenue to 83rd Avenue NE)	Collector Arterial	

b. Transportation Needs within the Neighborhood

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

Table 4-33 Getchell Hill Neighborhood Projects

Improvement	Description	Timing & Need[1]	Estimated Cost
SR 528 and 76th Avenue NE	Add traffic signal when warranted.	Short-Range	$500,000
83rd Avenue NE (SR 528 to 84th Street NE)	Widen to 2/3 lane arterial with bicycle lanes and sidewalks.	Mid-Range	Developer
88th Street NE (51st Avenue NE to 67th Avenue NE)	Widen to 2/3 lanes including sidewalks and bicycle lanes.	Long-Range	$12,490,000
SR 528 (83rd Avenue NE to 87th Avenue NE)	Widen to 4/5 lanes including sidewalks and buffered bike lanes.	Long-Range	$4,900,000
SR 528 (83rd Avenue to87th Avenue NE)	Widen to 4/5 lanes with an exclusive bicycle lanes including sidewalks and buffered bike lanes.	Long-Range	WSDOT

SR 9 (SR 92 to SR 528)	Widen to 4/5 lanes and provide multi-use trail. SR 528 intersection to be expanded. Project not currently on WSDOT or PSRC project lists.	Long-Range	Other agency.

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

Transportation Projects

One of the larger projects will require coordination with WSDOT. This jurisdiction has not identified funding or immediate plans to construct the listed improvements. It will be important to identify mechanisms for funding of all projects as high growth is anticipated in this planning area. The City should consider formation of a road improvement district or special impact fee assessment for planning areas 5 to construct 83rd Avenue NE, and other identified roadways, as these improvement are essential to adequately serve additional growth.

Ingraham Boulevard, the extension of 88th Street that provides a continuous connection from Interstate 5 to Highway 9, was opened in October 2010. Previously, in order to travel from Interstate 5 to Highway 9 via 88th Street, a detour onto 67th Avenue onto 84th Street NE was necessary. This was not only a circuitous route, but 84th Street was constructed to rural standards at slopes that did not meet current design goals. The new 88th Street extension to Highway 9 has alleviated travel on 84th Street NE and provided an alternative east-west route. Widening 88th Street, from 51st Avenue to 67th Avenue is another project along the 88th Street corridor that will further improve the function of this roadway.

An increase in residential densities and UGA should only be proposed if transportation facilities can be enhanced by concurrent passage of the RID or impact fee assessments.

Transit Services within the Cedarcrest/Getchell Hill Neighborhood

There are no transit services within this neighborhood.

IV. Parks and Recreation

There are numerous parks in this planning area, most acquired through residential development mitigation. These include the Bayview-Whiskey Ridge Trail, Cedarcrest Golf Course, Cedarcrest Reservoir Park, Cedarcrest Vista Park, Northpointe Park, Northpointe East Park, Parkside Way Park, Serenity Park, Tuscany Ridge Park, and Youth Peace Park. Table 4-34 lists the park facilities and features in this subarea.

Table 4-34 Getchell Hill Neighborhood Park Facilities

Park	Location	Size (acres/ miles)	Description
Bayview-Whiskey Ridge Trail	Presently runs for 1.3 miles from 64th Street NE to 84th Street NE along the Puget Sound Power & Light transmission line running north-south west of 83rd Avenue NE. Potential connections to Centennial Trail to east, and Qwuloolt Trail to the southwest.	1.3	Portion developed; future extensions and connections proposed. Serves both bicyclists and pedestrians.
Cedarcrest Golf Course	6810 84th Street NE	99.4	The Cedarcrest Golf Course is an 18-hole municipal golf course that is owned by the City of Marysville and operated by a private management firm. The golf course features a pro-shop, restaurant, maintenance buildings, and restrooms.
Cedarcrest Reservoir Park	Grove Street & 71st Avenue NE	4.68	This park is currently undeveloped; however, future potential uses may include a sports court and parking area.
Cedarcrest Vista Park	North side of 83rd Place NE immediately south of Cedarcrest Middle School.	1.91	This park is developed with a full-sized basketball court, climbing apparatus, picnic area, and paved walkways.
Northpointe Park	70th Street NE & 75th Drive NE	28.97	This park offers a 2-mile walking trail, bike path, playground equipment, fitness stations, and picnic facilities. Approximately 24 ½ acres of the park are environmentally sensitive areas.
Northpointe East Park	70th Street NE , east of 79th Drive NE	3.15	This park provides a basketball court, baseball field, playground equipment, and picnic tables. The Bayview-Whiskey Ridge Trail is located to the east of the park.
Parkside Way Park	7729 64th Place NE	1.5	This park provides an open space play area, basketball court, skate park fixtures, picnic tables, and parking facilities.
Serenity Park	7900 block of 72nd Drive NE	0.31	This tiny park consists of a basketball court, swing set, and benches.
Tuscany Ridge Park	8512 Getchell Hill Road	1.2	Park facilities include an open space play area, half-court basketball court, and playground equipment.
Youth Peace Park	6621 Grove Street	1.48	This park includes the City's first outdoor wall climbing system, a decorative memorial wall, swing set, and picnic tables.

The Bayview-Whiskey Ridge Trail runs along the power line easement as shown in Figure 9-2, Existing and Proposed Trail Systems in the UGA, in the Parks and Recreation Element. Presently it is 1.3 miles long and runs from 64th Street NE to 84th Street NE; however, future extensions are proposed. The City should focus future park efforts in this neighborhood on development of the trail system and maintenance of existing parks.

V. Public Services and Facilities

a. Schools

The Marysville School District provides school service throughout this neighborhood. Cedarcrest Middle School is located at 6400 88th Street NE, and Kellogg Marsh Elementary School is located at 6325 91st Street NE, immediately adjacent to this planning area. The District also owns property for a planned elementary school north of 84th Street NE, west of 83rd Avenue NE, and east of Highway 9.

b. Water.

Figure 4-62 identifies water lines within the Getchell Hill neighborhood.

c. Sewer

Figure 4-63 identifies sewer lines within the Getchell Hill neighborhood.

VI. Annexation and Development Strategies

Since the 2005 Comprehensive Plan Update, all of the Getchell Hill Neighborhood has been annexed except one residential subdivision and four roughly two acre parcels located at the northwest corner of 67th Avenue NE and Ingraham Boulevard; this area comprises approximately 22 acres. The existing residential subdivision is connected to sanitary sewer; for the remaining parcels within the UGA expansion area, annexation to the City of Marysville shall be a condition of urban service provision (sewer service). Development proposals must be consistent with the City's land use plan for the area.

Figure 4-62 Cedarcrest/Getchell Hill Neighborhood Water System

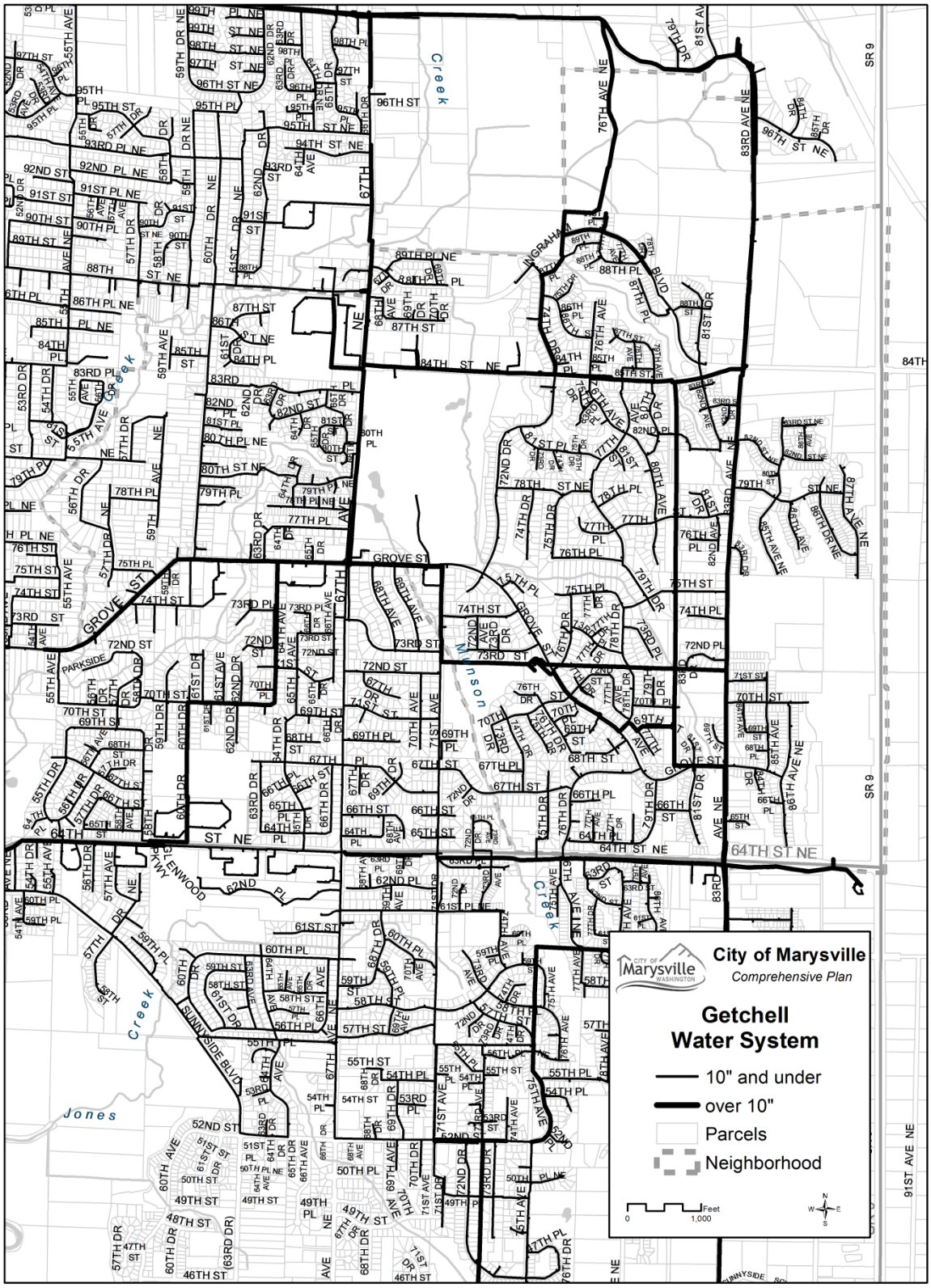


Figure 4-63 Cedarcrest/Getchell Hill Neighborhood Sewer System

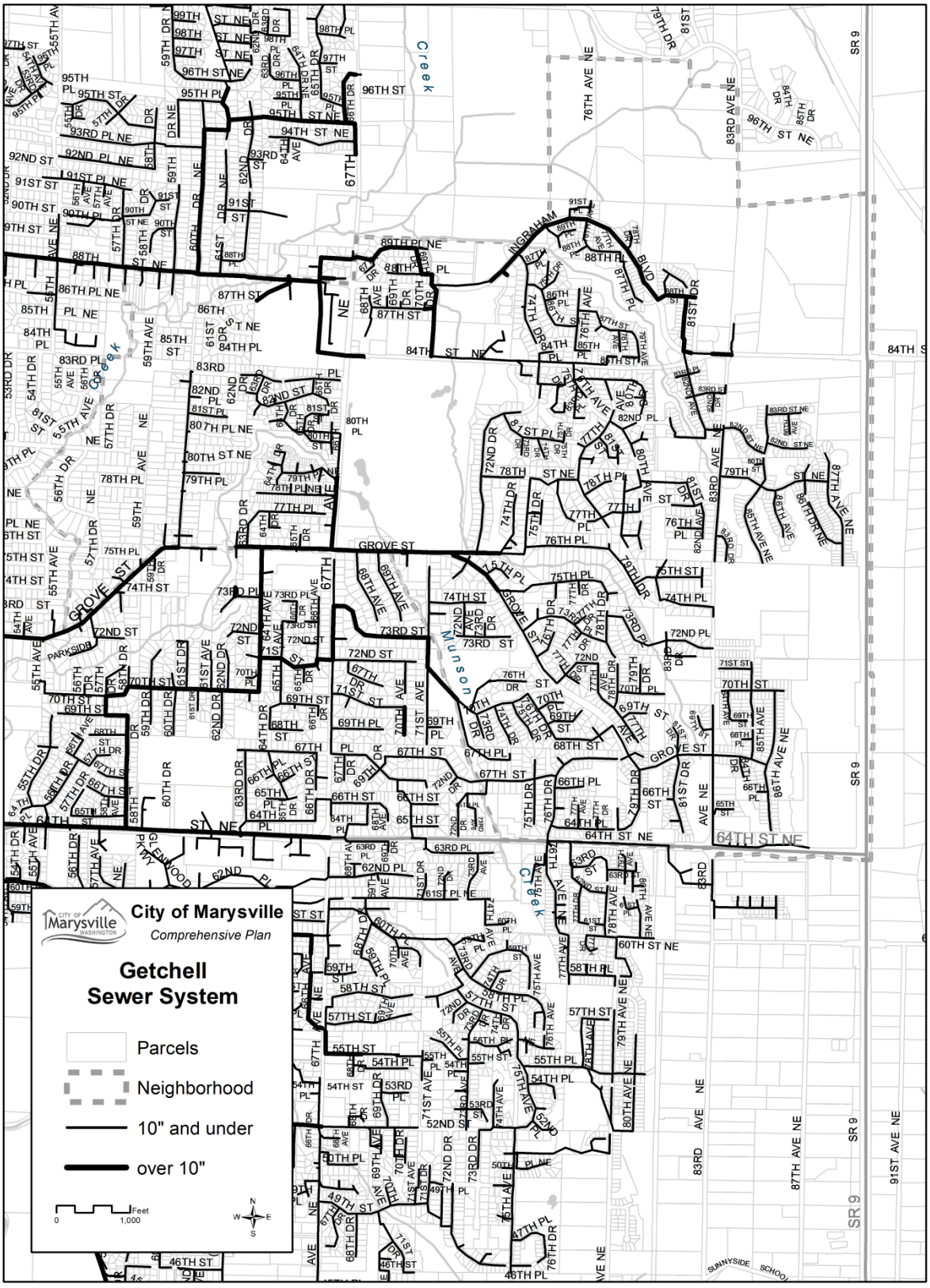
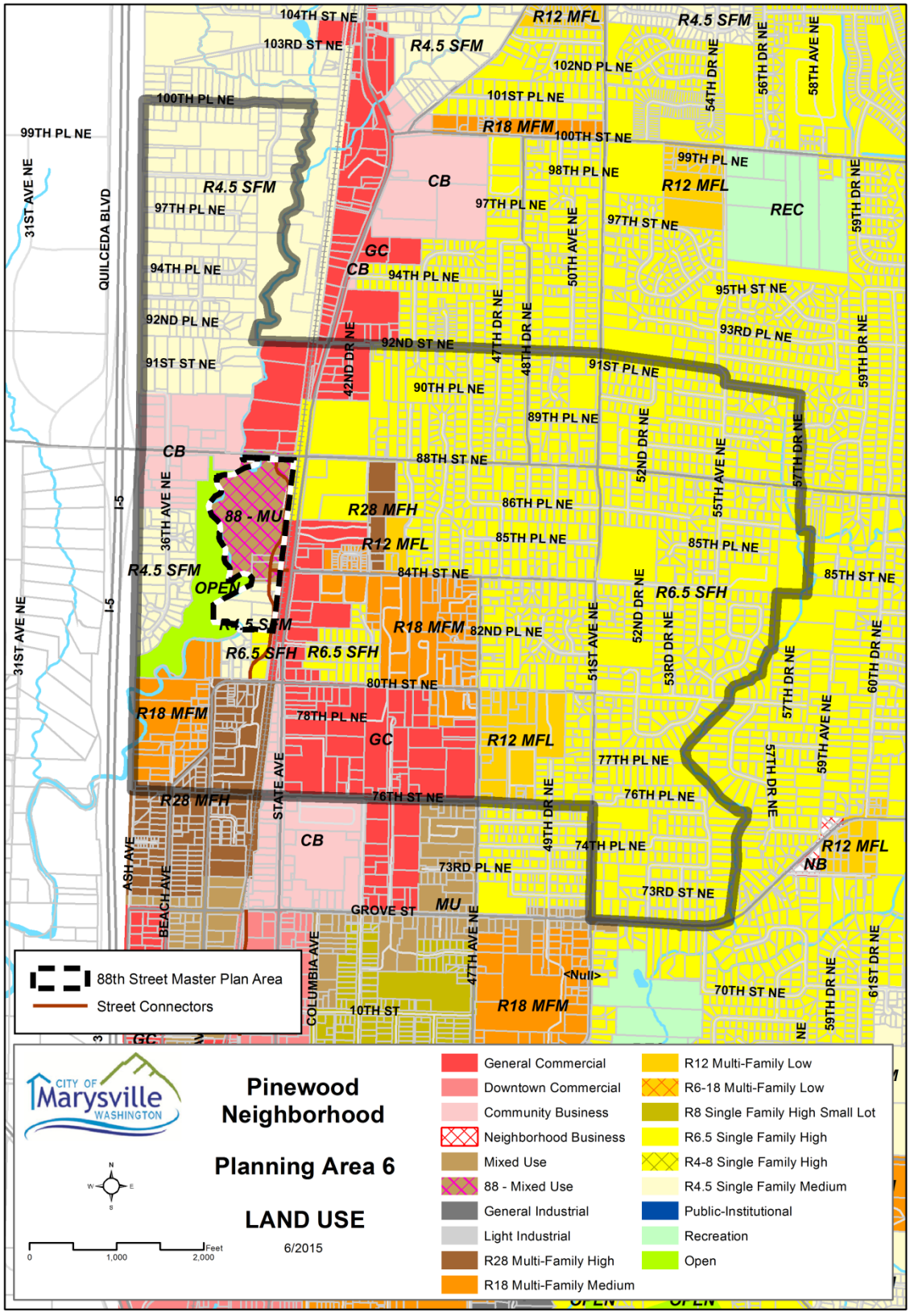


Figure 4-64 Planning Area 6 – Downtown Marysville North/Pinewood Neighborhood, Land Use Designations



PLANNING AREA 6: DOWNTOWN MARYSVILLE NORTH/PINEWOOD NEIGHBORHOOD

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

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

I. Land Use

a. Residential

Areas of single family residential west of State Avenue are generally medium density and areas of single family east of State Avenue are high density; duplexes are permitted outright in high density areas. High density multifamily is located south of 80th Street NE west of the railroad tracks and east of the cemetery between 88th and 84th Streets NE. Medium density multifamily is located south of Quilceda Creek and east of State Avenue's commercial area between 80th and 84th Streets. Low density multifamily is located east of 47th Ave. NE between 80th Street NE and Grove Street.

b. Commercial

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

In June 2011, the 88th Street Master Plan (MPA) was adopted for the area south of 88th Street, west of the Burlington Northern Santa Fe railroad right-of-way and State Avenue, north of 80th Street, and east of Quilceda Creek. Presently, the two northernmost parcels within the MPA are developed with limited commercial and industrial uses. Commercial uses in this area consist of Quilceda Tanning and an accessory hide storage warehouse, a metal finishing company, a construction business, and a machine shop. The southern portion of the MPA is comprised of single family residences, mobile homes and a floriculture home based business located on larger parcels which are developed at a relatively low density.

With the adoption of the MPA, a new form based code – 88-Mixed Use (88-MU) was created. This zone applies to within the MPA, located north of the future 84th Street NE BNSF Railway crossing which is needed to provide access to the MPA. Properties

generally located south of the future 84thStreet NE BNSF Railway crossing would maintain the current zoning designations of R-4.5 and R-6.5. The 88-MU zone is a mixed land use which would allow pedestrian oriented service, retail, recreation, education and public assembly on the ground floor. Service, residential, convalescent, nursing and retirement uses would be allowed above the ground level in the upper floors.

The Downtown Marysville North/Pinewood neighborhood includes approximately 752 buildable acres. Table 4-35 details the land uses for this neighborhood.

Table 4-35 Downtown Marysville North/Pinewood Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	88-MU	CB	DC	GC	OPEN	MFL	MFM	MFH	SFM	SFH	TOTAL
TOTAL ACRES	23	25	0	101	22	28	72	26	135	435	868
BUILDABLE ACRES	11	24	0	86	0	28	57	26	107	414	752
EXISTING EMPLOYMENT	64	471	0	1,012	0	15	0	0	0	20	1,582
EXISTING HU	3	9	0	73	0	206	442	321	220	1,451	2,725
EXISTING POPULATION	9	26	0	210	0	382	849	616	634	4,199	6,924
ADDITIONAL EMPLOYMENT	104	130	0	363	0	0	0	0	0	0	597
ADDITIONAL HU	3	0	0	4	0	75	140	106	175	185	688
ADDITIONAL POPULATION	4	0	0	6	0	129	209	151	359	399	1,257
TOTAL EMPLOYMENT	168	601	0	1,375	0	15	0	0	0	20	2,179
TOTAL HU	6	9	0	77	0	281	582	427	395	1,636	3,413
TOTAL POPULATION	13	26	0	216	0	511	1,057	767	992	4,598	8,181

II. Housing & Employment Analysis

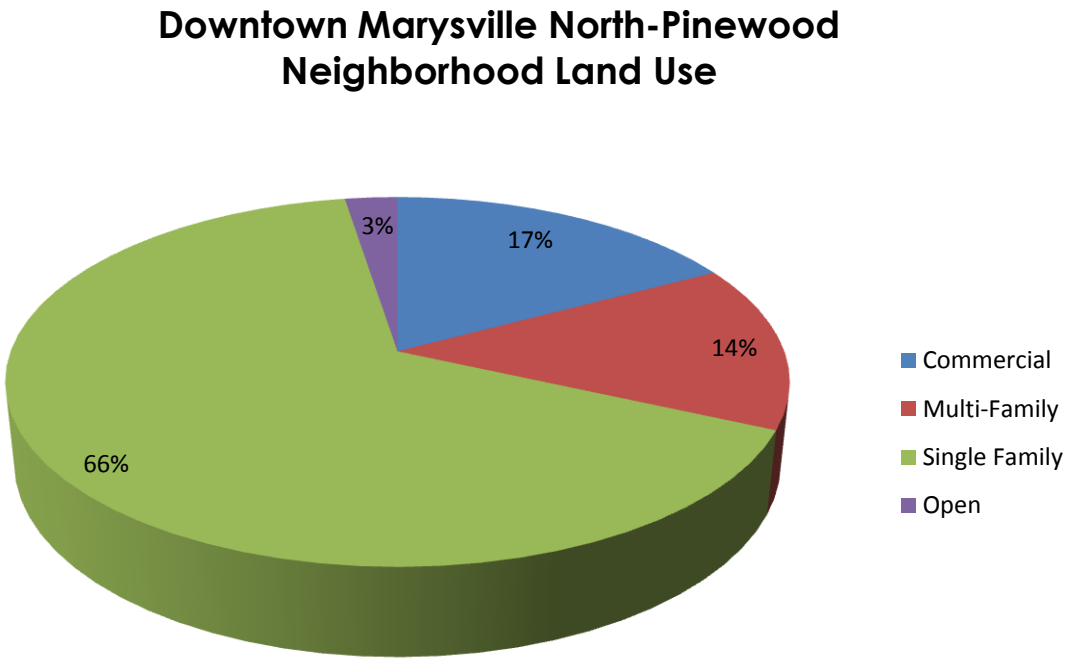
The land capacity analysis identifies 752 buildable acres for housing within the Downtown Marysville North/Pinewood neighborhood. Table 4-36 identifies the existing and planned dwelling units, population, and employment for 2011 and 2035. Figure 4-65 shows the general land use distribution of the neighborhood.

Table 4-36 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	1,582	2,179
Housing Unit Estimate	2,725	3,413
Population Estimate	6,924	8,181

This planning area is primarily single family, with commercial uses along State Avenue. The Fred Meyer/Kmart shopping center and Regal Marysville movie complex is located at the southeast corner of 100th Street NE and State Avenue. North of the commercial center, there is additional redevelopment potential along 100th Street NE for multi-family development. Since 2005, some multi-family development has occurred along the 100th Street corridor.

Figure 4-65 Downtown Marysville North/Pinewood Neighborhood Land Use



III. Transportation

a. Street Inventory

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

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

Street	Classification	Description/Comment
Interstate 5*	Highway	Arterial streetscape.
State Avenue (connecting downtown Marysville and Smokey Point)	Principal Arterial	Arterial streetscape
88th Street NE* (connecting Interstate 5 to Highway 9)	Principal Arterial	Arterial streetscape

Cedar Avenue	Minor Arterial	Bicycle lanes.
80th Street NE	Collector Arterial	Bicycle lanes.
84th Street NE	Collector Arterial	
51st Avenue NE [connecting downtown with 172nd Street NE]	Collector Arterial	Bicycle lanes. Arterial streetscape
47th/48th Avenue NE (connecting downtown) and 100th Street NE	Collector Arterial	Bicycle lanes.

b. Transportation Needs within the Neighborhood

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

Table 4-38 Downtown Marysville North/Pinewood Neighborhood Projects

Improvement	Description	Timing & Need[3]	Estimated Cost
88th Street NE (Quil Ceda Creek Bridge to northbound I-5 on-ramp)	Add new westbound lane.	Short-Range	$1,900,000
State Avenue and 84th Street NE	Add west leg to intersection, including rail crossing. Install signal and close	Short-Range	Developer
88th Street NE (State Avenue to 51st Avenue NE)[1, 2]	Widen to 2/3 lane arterial including sidewalks and parallel bike facilities along 84th Street NE, 92nd Street NE, and State Avenue (bike route, bike boulevard, multi-use trail).	Short-Range	$7,950,000
88th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI).	Mid-Range	Other agency
State Avenue and 88th Street NE	Intersection improvements.	Mid-Range	$950,000
38th Drive NE (80th Street NE to 88th Street NE)	Construct connector including sidewalks on one side and multi-use trail.	Mid-Range	Developer
88th Street NE (51st Avenue NE to 67th Avenue NE)	Widen to 2/3 lanes including sidewalks and bicycle lanes.	Long-Range	$12,490,000
51st Avenue NE (88th Street to 108th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$9,030,000
Beach Avenue (Grove Street, Short to Cedar)	Construct sidewalk and bike boulevard facilities.	Long-Range	$1,990,000

[1]Project is required to address deficiency in six-year forecast for concurrency.
[2]Project jointly funded with Snohomish County.
[3] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

Transportation Projects

Eighty-eighth Street NE and 51st Avenue NE are important roadways that provide mobility to the Marysville community. With the Central Marysville Annexation, both roadways are now within the City of Marysville's jurisdiction. Through the construction of Ingraham Boulevard, a portion of 88th Street, another east-west connection to Highway 9 has been provided. Within the subarea, 51st Avenue NE, was long planned to connect from 84th Street NE to 88th Street NE. After coordination with the Marysville School District and area property owners to acquire the necessary right-of-way, the 51st Avenue Connector was constructed in 2013 resulting in a new direct north-south connection. The road has been well utilized and provides an alternative to State Avenue and 67th Avenue.

d. Transit Facilities and Services within the Neighborhood

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

Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.

Route 222 runs between Marysville and Quil Ceda Village. Service is provided between approximately 5:30 am and 9:00 pm, Monday through Friday, with a bus coming every 60 to 90 minutes. The service operates between 6:30 am and 8:30 pm on Saturdays with a bus coming every two hours.

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

Local Routes	Route No.
Lynnwood to Smokey Point	201/202
Marysville to Tulalip	222

IV. Parks and Recreation

There is one open space park, called Quilane within this planning area. The Jennings Park Neighborhood is south of this neighborhood, and contains numerous parks which also serve this area. Park facilities within this subarea are listed in Table 4-40.

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

Park	Location	Size (acres)	Description
Quilane Park	80th Street NE & Beach Ave.	20.87	Donated to the City in 1989, this undeveloped park which runs along Quil Ceda Creek serves as wildlife habitat for deer, heron, river otter, salmon, and muskrat.

V. Public Services and Facilities

a. Schools

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

b. Water

Figure 4-66 identifies water lines within the Downtown Marysville North/Pinewood neighborhood.

c. Sewer

Figure 4-67 identifies sewer lines within the Downtown Marysville North/Pinewood neighborhood.

Figure 4-66 Downtown Marysville North/Pinewood Neighborhood Water System

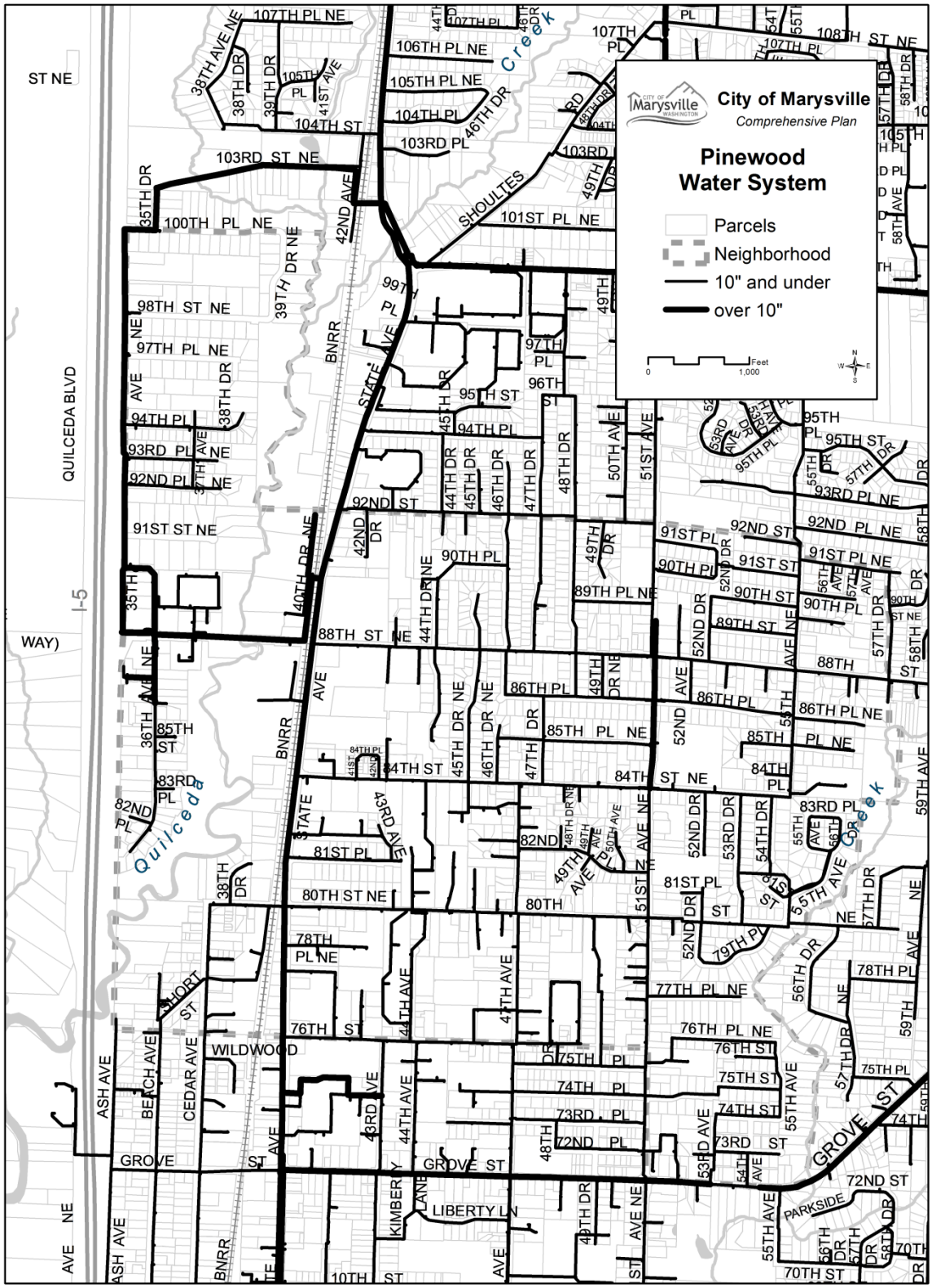


Figure 4-67 Downtown Marysville North/Pinewood Neighborhood Sewer System

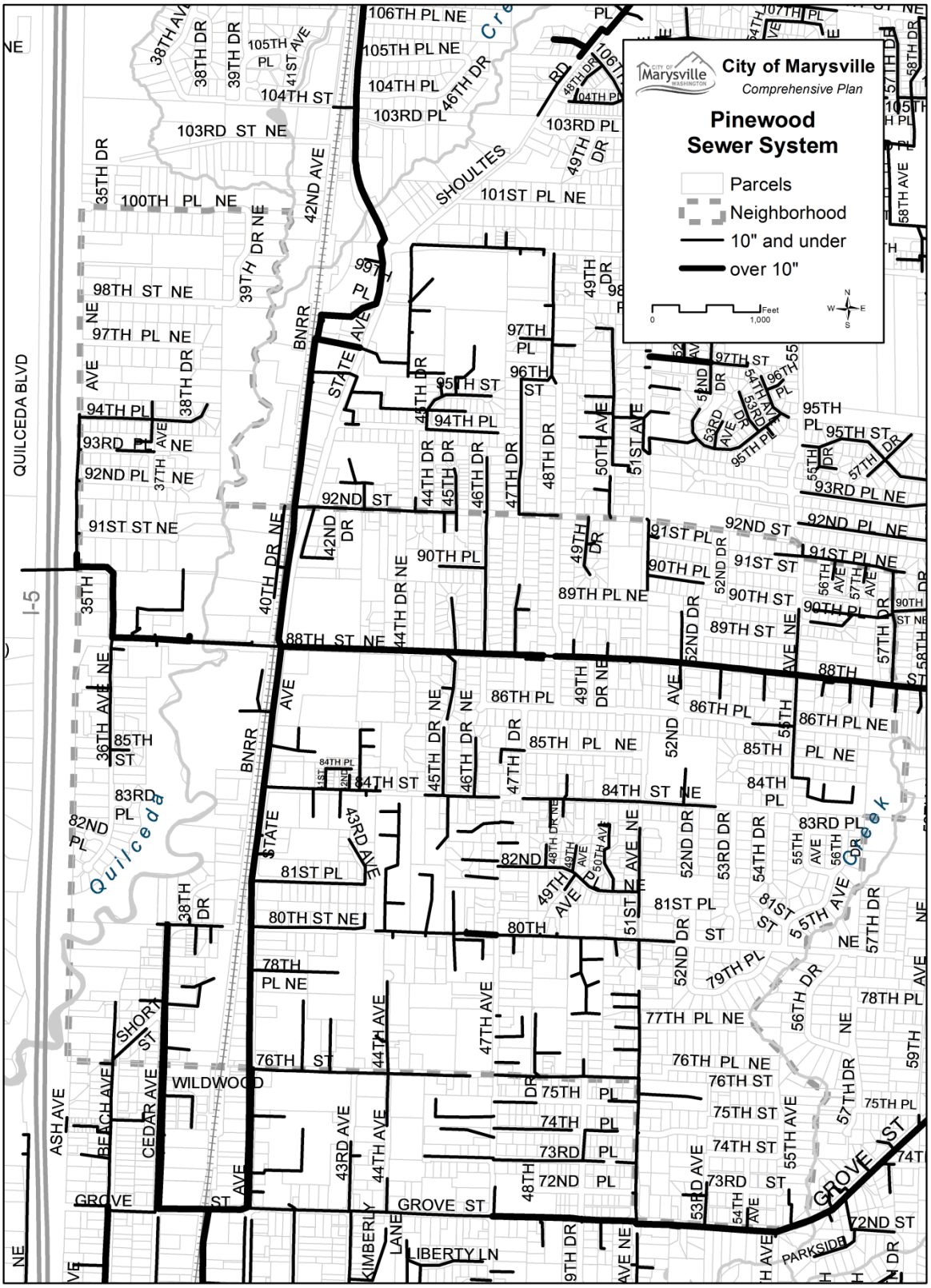
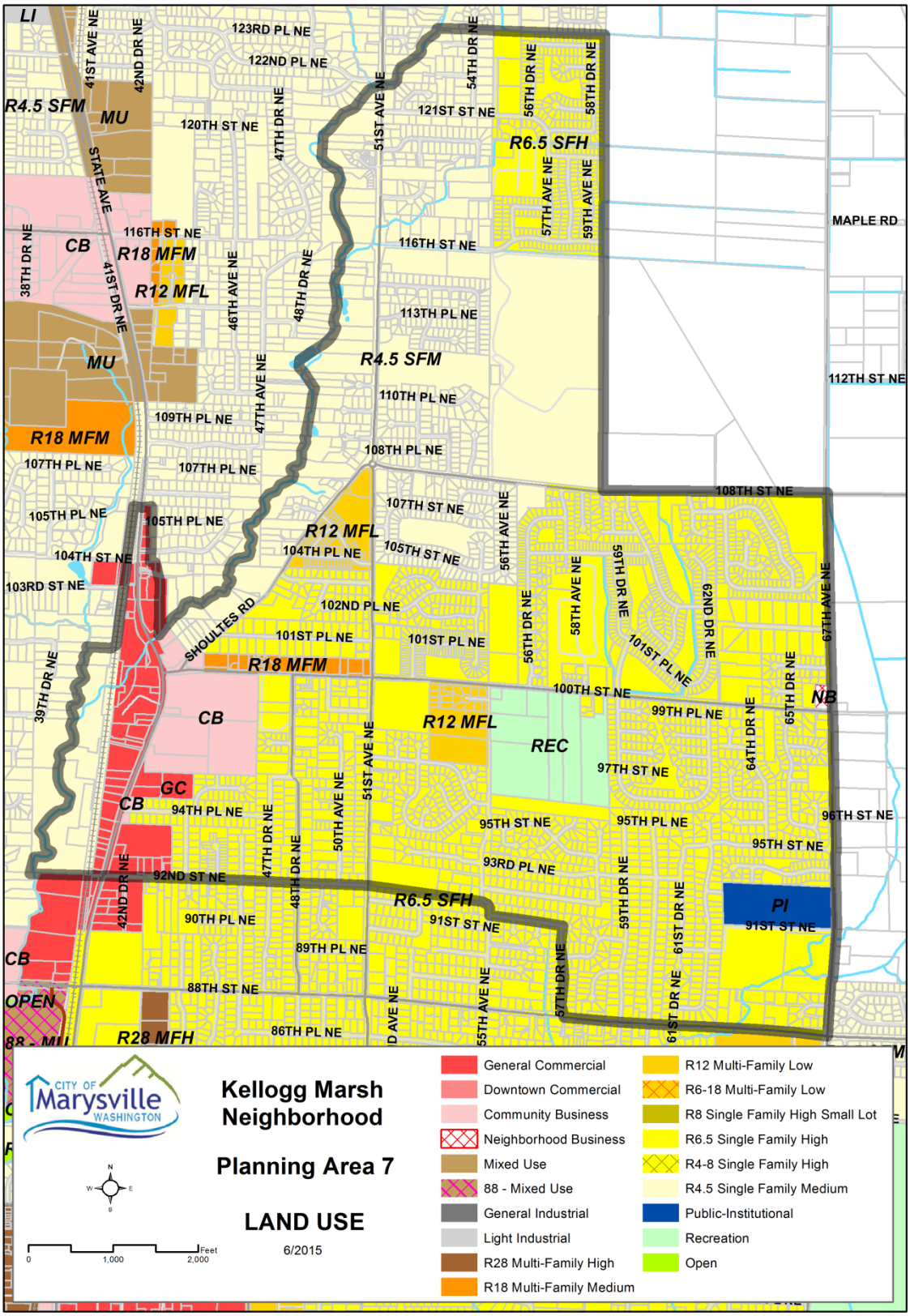


Figure 4-68 Planning Area 7 – Kellogg Marsh Neighborhood, Land Use Designations



PLANNING AREA 7: KELLOGG MARSH NEIGHBORHOOD

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

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

I. Land Use

a. Residential

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

b. Commercial

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

The Kellogg Marsh neighborhood includes approximately 1,080 acres. Table 4-41 details the land use distribution for the Kellogg Marsh neighborhood.

Table 4-41 Kellogg Marsh Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	DC	GC	NB	PI	MFL	MFM	SFM	SFH	REC	TOTAL
GROSS ACRES	47	2	43	1	15	32	8	372	672	35	1,226
BUILDABLE ACRES	43	1	37	1	14	25	8	271	646	35	1,080
EXISTING EMPLOYMENT	592	0	501	0	0	40	0	14	0	0	1,147
EXISTING HU	0	0	33	0	0	84	58	645	2,790	1	3,611
EXISTING POPULATION	0	0	95	0	0	161	111	1,858	8,035	3	10,263
ADDITIONAL EMPLOYMENT	37	0	136	19	0	0	0	0	2	0	194
ADDITIONAL HU	0	0	0	0	0	127	57	198	528	0	910
ADDITIONAL POPULATION	0	0	0	0	0	192	89	434	1,226	0	1,941
TOTAL EMPLOYMENT	629	0	637	19	0	40	0	14	2	0	1,341
TOTAL HU	0	0	33	0	0	211	115	843	3,318	1	4,521
TOTAL POPULATION	0	0	95	0	0	353	200	2,292	9,261	3	12,204

II. Housing & Employment Analysis

The land capacity analysis identifies 1,080 buildable acres for housing within the Kellogg Marsh subarea. Table 4-42 identifies the existing and planned dwelling units, population, and employment for 2011 and 2035. Figure 4-69 shows the general land use distribution for this neighborhood.

Table 4-42 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	1,147	1,341
Housing Unit Estimate	3,611	4,521
Population Estimate	10,263	12,204

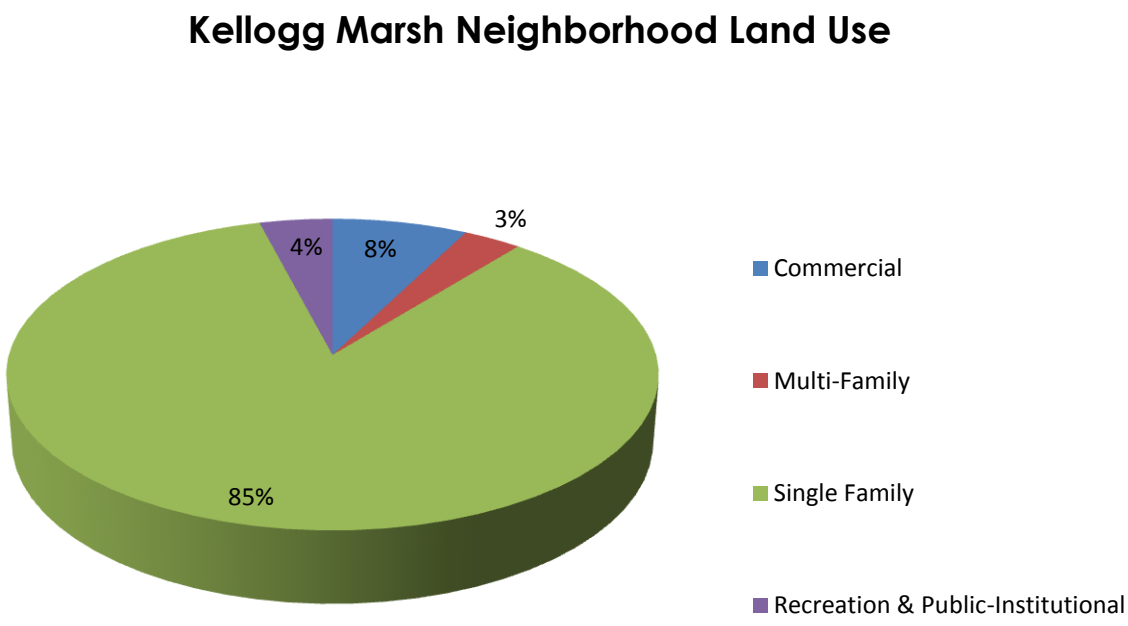


Figure 4-69 Kellogg Marsh Neighborhood Land Use

This is primarily a single family area. A small area immediately north of the Fred Meyer commercial center is zoned for multi-family uses. A large senior population resides east of Fred Meyer within the Windsor Square senior apartments and other assisted living housing units at the southwest corner of 48th Drive NE and 100th Street NE.

III. Transportation

a. Street Inventory

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

Table 4-43 Kellogg Marsh Neighborhood Streets and Classifications

Street	Classification	Description/Comment
State Avenue (connecting downtown Marysville and Smokey Point)	Principal Arterial	Arterial streetscape
67th Avenue NE (connecting 44th Street to 172nd Street NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
100th Street NE* (connecting State and 67th Avenues)	Collector Arterial	Arterial Streetscape. Bicycle lanes.
Shoultes Road (connecting State and 51st Avenues)	Collector Arterial	Arterial Streetscape
51st Avenue NE (connecting downtown with 172nd Street NE)	Collector Arterial	Arterial streetscape

48th Drive NE (connecting 100th Street NE and downtown)	Collector Arterial	
108th Street NE (connecting 51st Avenue and Highway 9)	Collector Arterial	Bicycle lane.

b. Transportation Needs within the Neighborhood

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

Table 4-44 Kellogg Marsh Neighborhood Projects

Improvement	Description	Timing & Need[1]	Estimated Cost
67th Avenue NE (88th Street NE to 108th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range.	$6,850,000
State Avenue – Phase 2 (100th Street NE to 116th Street NE)	Widen to 4/5 lane arterial including sidewalks and significant utility relocation.	Long-Range	$10,480,000
51st Avenue NE (88th Street to 108th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$9,030,000
67th Avenue NE (South City limits to 88th street NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk	Long Range	
88th Street (51st Avenue NE to 67th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$12,490,000
51st Avenue NE (108th Street NE to 136th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$16,740,000
100th Street NE (51st Avenue NE to 67th Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	$5,530,000
100th Street NE (Shoultes Road to 51st Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	$1,990,000
108th Street NE (51st Avenue NE to 67th Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	$5,130,000
108th Street NE (67th Avenue NE to SR9)	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Long-Range	Other agency
67th Avenue NE/100th Street NE	Add turn lanes and traffic signal when warranted.	Long-Range	$400,000

67th Avenue NE/108th Street NE	Add turn lanes and traffic signal when warranted.	Long-Range	$1,180,000
Shoultes Road (100th Street NE to 108th Street NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	$4,820,000
State Avenue/100th Street NE/Shoultes Road	Improve operations at these tightly space intersections.	Long-Range	$1,320,000

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues within the Neighborhood

Transportation Projects

Within this planning area, 67th Avenue NE, 88th Street NE and 51st Avenue NE are the key oadways that provide mobility to the Marysville community. Following the Central Marysville Annexation, these roadways are now within the City's jurisdiction with the exception being portions of 67th Avenue NE.

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

d. Transit Facilities and Services within the Neighborhood

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

Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.

Route 222 runs between Marysville and Quil Ceda Village. Service is provided between approximately 5:30 am and 9:00 pm, Monday through Friday, with a bus coming every 60 to 90 minutes. The service operates between 6:30 am and 8:30 pm on Saturdays with a bus coming every two hours.

Table 4-45 Community Transit Routes, Kellogg Marsh Neighborhood

Local Routes	Route No.
Lynnwood to Smokey Point	201/202
Marysville to Tulalip	222

IV. Parks and Recreation

The City of Marysville has two designated park facilities within the Kellogg Marsh planning area. One is a community park called Mother Nature's Window which is located at the intersection of 55th Avenue NE and 100th Street NE. Mother Nature's Window is a forested preserve that includes trails and natural areas. The second is Doleshel Park which was previously the Doleshel Christmas Tree Farm. This neighborhood

park is located at 9028 67th Avenue NE, and was opened to the public in February 2014. Park facilities within this neighborhood are listed in Table 4-46.

Table 4-46 Kellogg Marsh Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Mother Nature's Window	55th Avenue NE & 100th Street NE	34.57	This passive park is primarily undeveloped and is characterized by a thickly, forested environment with meandering hiking trails. Potential future improvements include interpretive areas, public restroom facilities, parking, site furnishings, and lighting. An off-leash dog park is another potential use of the site.
Doleshel Park	9028 67th Avenue NE	6.27	This park features a nature/walking trail with a bridge over Allen Creek, parking, picnic areas, and restroom facilities.

V. Public Services and Facilities

a. Schools

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

b. Water.

Figure 4-70 identifies water lines within the Kellogg Marsh neighborhood.

c. Sewer

Figure 4-71 identifies sewer lines within the Kellogg Marsh neighborhood.

Figure 4-70 Kellogg Marsh Neighborhood Water System



Figure 4-71 Kellogg Marsh Neighborhood Sewer System

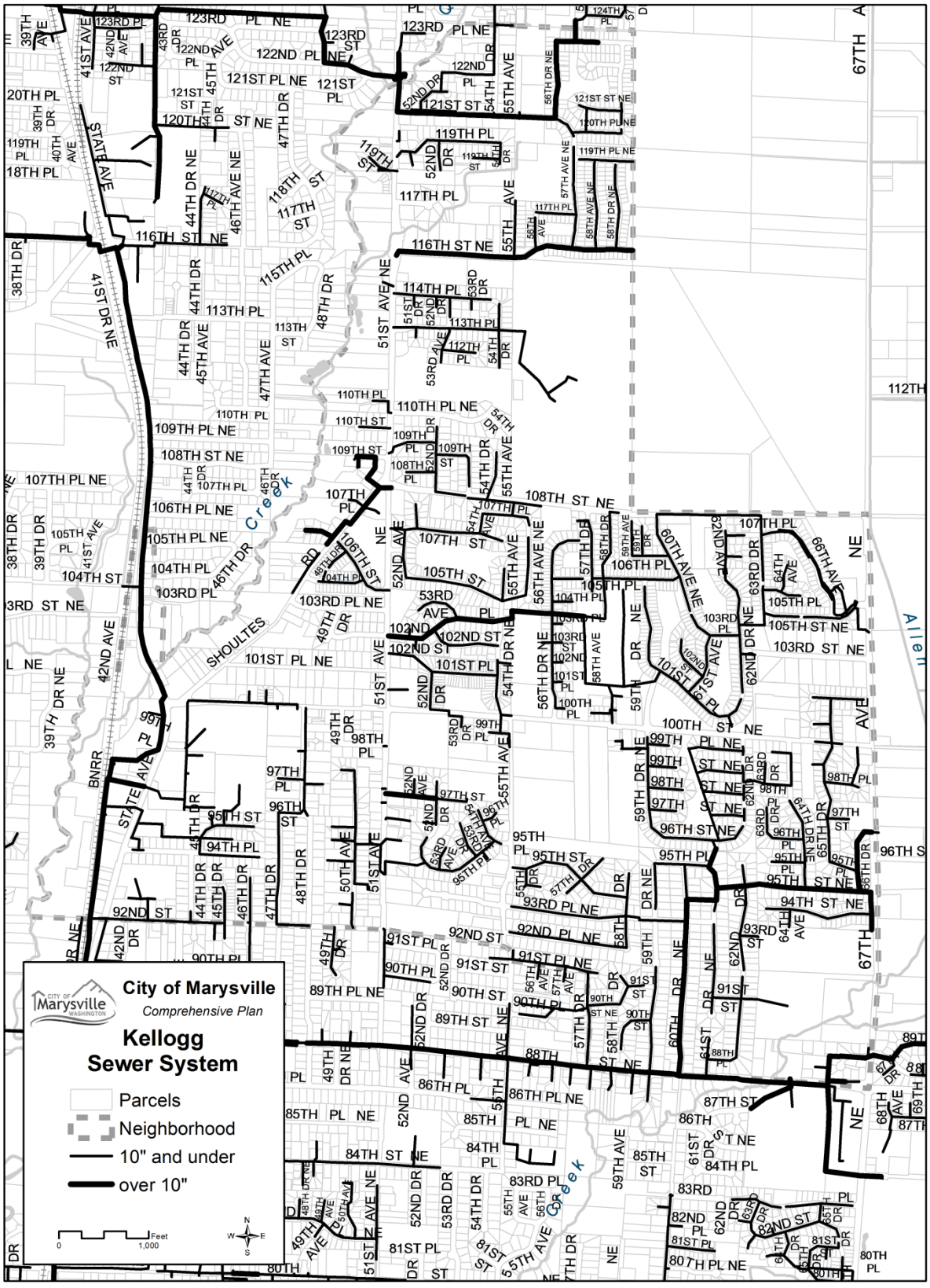
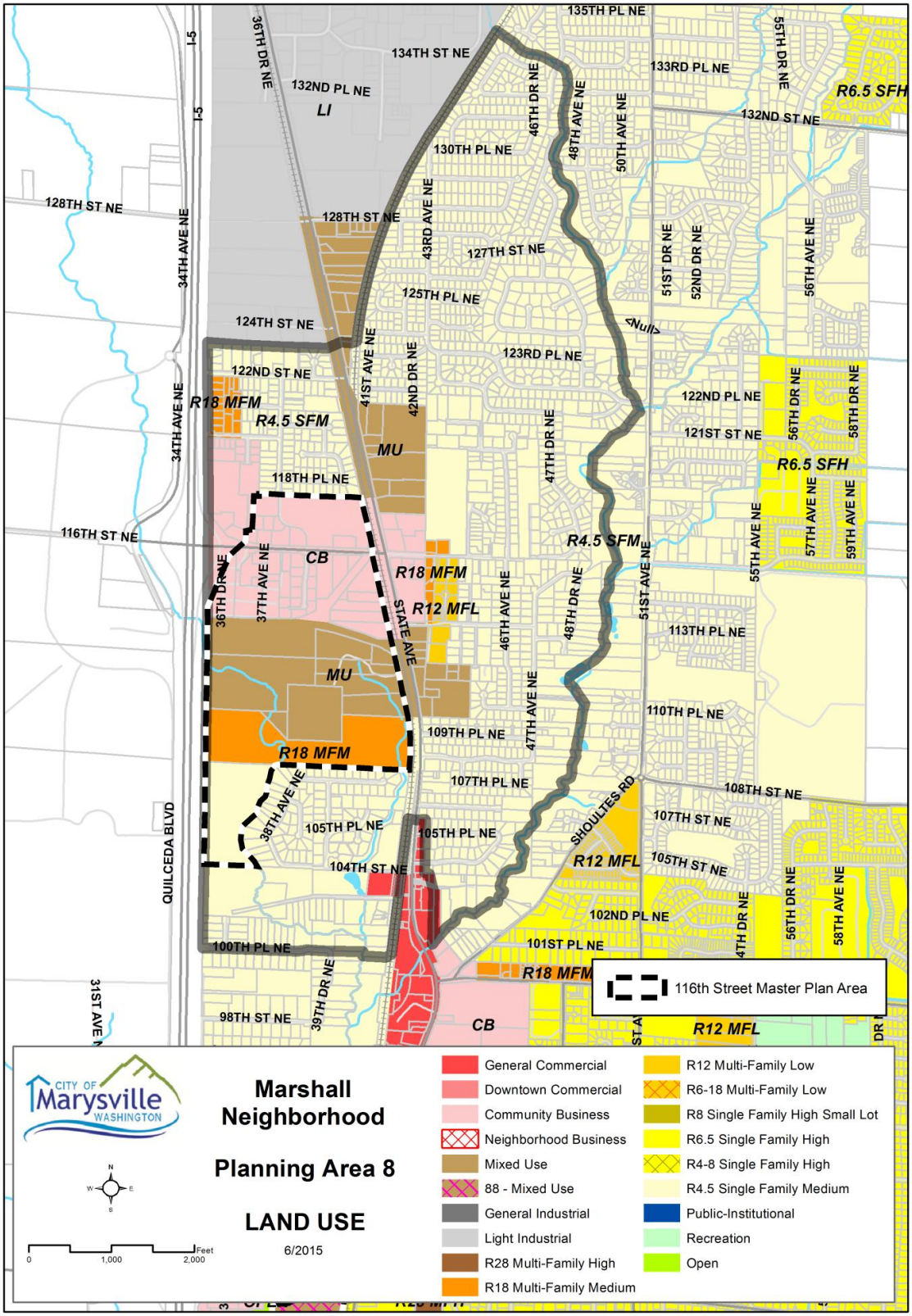


Figure 4-72 Planning Area 8 – Marshall/Kruse Neighborhood, Land Use Designations



PLANNING AREA #8: MARSHALL/KRUSE NEIGHBORHOOD

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

The Marshall/Kruse Planning Area is defined primarily by branches of the Quilceda and the railroad. The railroad helped create this area, as Kruse was a railroad stop since at least the beginning of the century. The railroad no longer stops here, but the Interstate 5 interchange replaces the railroad in giving this neighborhood distinction for both residents and passersby. Since the 2005 Comprehensive Plan update, significant commercial growth has occurred in the Community Business zoned properties along side of 116th Street from Interstate 5 to State Avenue, and additional multi-family and commercial development is occurring north of 116th Street along the east side of State Avenue. Surrounding this commercial development are existing subdivisions defined by single family subdivisions.

I. Land Use

a. Residential

Medium density single family residential is the primary land use in this planning area. Low and medium density multi-family zoning is located east of State Avenue between 113th and 116th Streets. Medium density multi-family would also be located west of the railroad and the West Fork of Quilceda Creek and east of I-5 between the Mixed Use area and single family area to the south (see master plan requirements below). It is also located east of the Community Business on the and north side of 116th, east of Old Hwy. 99. High density multi-family is possible in the Mixed Use areas located east of State Street between 117th and 122nd Streets NE, and south of the Community Business on the south side of 116th between I-5 and the railroad (see master plan requirements below).

b. Commercial

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

The Marshall/Kruse neighborhood includes approximately 612 buildable acres within the current UGA. Table 4-47 details the land use distribution for this neighborhood.

Table 4-47 Marshall/Kruse Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	GC	MU	MFL	MFM	SFM	TOTAL
TOTAL ACRES	89	1	92	8	40	528	757
BUILDABLE ACRES	88	0	73	8	28	415	612
EXISTING EMPLOYMENT	785	0	31	0	0	0	816
EXISTING HU	131	1	68	15	32	1,429	1,676
EXISTING POPULATION	377	3	131	29	61	4,116	4,716
ADDITIONAL EMPLOYMENT	462	0	902	0	0	0	1,364
ADDITIONAL HU	0	0	602	22	312	228	1,164
ADDITIONAL POPULATION	0	0	1,059	34	522	510	2,125
TOTAL EMPLOYMENT	1,247	0	933	0	0	0	2,180
TOTAL HU	131	1	670	37	344	1,657	2,840
TOTAL POPULATION	377	3	1,190	63	583	4,626	6,842

II. Housing & Employment Analysis

The land capacity analysis identifies 612 buildable acres for housing within the Marshall/Kruse neighborhood. Table 4-48 identifies the existing and planned dwelling units, population, and employment for 2011 and 2035. Figure 4-73 shows the general land use distribution.

Table 4-48 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	816	2,180
Housing Unit Estimate	1,676	2,840
Population Estimate	4,716	6,842

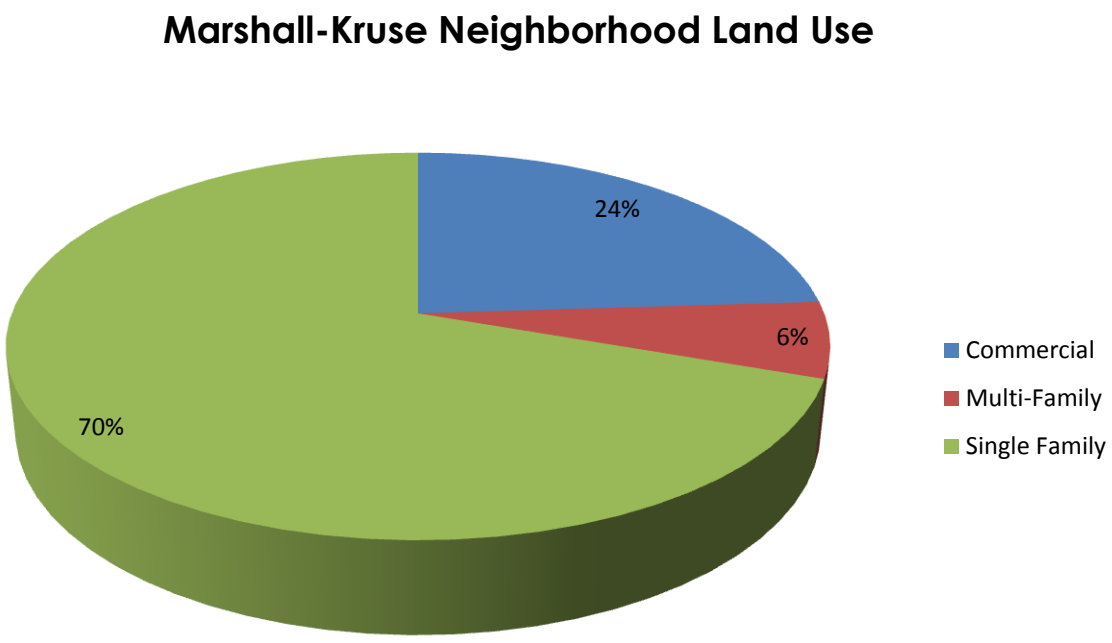


Figure 4-73 Marshall/Kruse Neighborhood Land Use

This neighborhood, with its adjacency to Interstate 5 and State Avenue, has realized significant commercial development since the 2005 Comprehensive Plan Update, and with vast areas of mixed use, commercial and multi-family property still undeveloped, provides an opportunity for additional commercial and economic development. multi-family. The City completed a master plan process and adoption for this area in 2001 to guide development. Since then, 116th Street NE has been widened to five lanes from Interstate 5 to State Avenue, and the majority of the Community Business zoned properties on the north side of 116th Street NE have been redeveloped into a major retail shopping center. Anchor tenants include Kohl's department store constructed in 2006 and WinCo grocery store constructed in 2007; numerous smaller retails and restaurants are also located in this shopping center. The south side of 116th Street NE provide numerous opportunities for development and redevelopment with the sizable amount of Community Business, Mixed Use and multi-family zoned properties located there. The State Avenue corridor also offers some additional development opportunities; however, a large apartment complex was constructed in 2014, and a proposed hotel and retail center will utilize a sizable amount of the remaining vacant land along this corridor.

III. Transportation

a. Street Inventory

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

Table 4-49 Marshall/Kruse Neighborhood Streets and Classifications

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

b. Transportation Needs within the Subarea

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

Table 4-50 Marshall/Kruse Neighborhood Transportation Projects

Improvement	Description	Priority & Need[1]	Estimated Cost
116th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI).	Short-Range	Other agency.
State Avenue (116th Street NE to 136th Street NE)	Widen to 4/5 lane arterial including pedestrian facilities.	Short-Range	$3,500,000
State Avenue – Phase 2 (100th Street NE to 116th Street NE)	Widen to 4/5 lane arterial including sidewalks and significant utility relocation.	Long-Range	$10,480,000

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

Transportation Projects

Important roadways that provide mobility to the Marysville community and this planning area include 67th Avenue NE, 88th Street NE and 51st Avenue NE. While 88th Street NE and 51st Avenue are within the City's jurisdiction as a result of the Central Marysville Annexation, portions of 67th Avenue NE are within the City's jurisdiction and other portions are within Snohomish County's jurisdiction. On 67th Avenue NE, the City and County must work together to accomplish the improvements.

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

Transit Facilities and Services within the Neighborhood

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

Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.

Route 247 provides in-county commuter service between Stanwood and the Everett Boeing Plant with stops in Marysville, Monday through Friday. This peak-period, peak-directional service operates two morning trips to Everett, and two afternoon trips to Stanwood via Marysville. The Marysville stop use the I-5 and 116th NE Flyer Stop.

Route 422 provides inter-county commuter service runs between Stanwood and downtown Seattle with stops at I-5 flyers stops in Marysville. There are two morning trips to Seattle and two afternoon trips to Stanwood via Marysville. The Marysville stops are located at the I-5 & 116th Street NE Flyer stop and I-5 & 4th Street Flyer stop. Like Route 421, these buses all stop at the Lynnwood Transit Center, in both directions, providing an additional in-county commute option between Marysville and south Snohomish County.

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

Commuter Routes	Route No.	Local Routes	Route No.
Everett Boeing to Stanwood	247	Lynnwood to Smokey Point	201
Downtown Seattle to Stanwood	422		

IV. Parks and Recreation

Within this neighborhood, there is one small neighborhood park and one open space park both lacking amenities; however, amenities at Marshall Elementary School afford some recreational opportunities for children within the vicinity. The existing park facilities are listed in Table 4-52 below.

Table 4-52 Marshall/Kruse Neighborhood Park Facilities

Park	Location	Size (acres/ miles)	Description
Sherwood Forest	East side of 47th Avenue NE, north of 118th Street NE in the Sherwood Forest neighborhood	2.78	This natural area along Quil Ceda Creek provides habitat for wildlife and protection of the creek corridor.
Walter's Manor	East of 41st Avenue generally south of 124th Place NE	0.33	This tiny neighborhood park features an open field.

V. Special Study Areas

a. 116th Street Master Plan Summary

The Recommended Master Plan was adopted in May 2001. The Recommended Master Plan is shown in Figure 4-74. This section is excerpted from the Final 116th Street Master Plan, and updated to include 2004 information.

The distinguishing characteristic of the Recommended Master Plan is a Central Boulevard, which provides a single coordinated point of access to both the northern and southern portions of the site. The southern leg of this Boulevard will provide access to all parcels south of 116th Street NE between Quilceda Creek and State Avenue, and will terminate in a cul-de-sac or possibly dead-end into individual parking lots. The northern leg may be somewhat smaller in scale, and will terminate in a hammerhead, or internal access road that will provide access as needed, to all commercially zoned parcels north of 116th Street NE between I-5 and State Avenue. If all properties within

the master plan boundary north of 116th Street are assembled under single development control, the road could also provide access to residential properties north to 38th Drive NE and provide signalized access to 116th Street NE. In accordance with the provisions of the City's Access Management Plan, existing driveways and roadways will be closed or converted to right-in, right-out only at the time the properties are converted to commercial use

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

The Recommended Master Plan also includes regional (shared) stormwater detention facilities although the location and size shown in the Recommended Master Plan are approximate and additional on-site detention of individual properties may still be required. While individual property owners may, in accordance with City regulations, develop their own detention facilities, shared facilities will make for more efficient use of land and should result in cost savings. Also, the use of swales in conjunction with road design, setbacks, and open space requirements may provide greater efficiencies and savings.

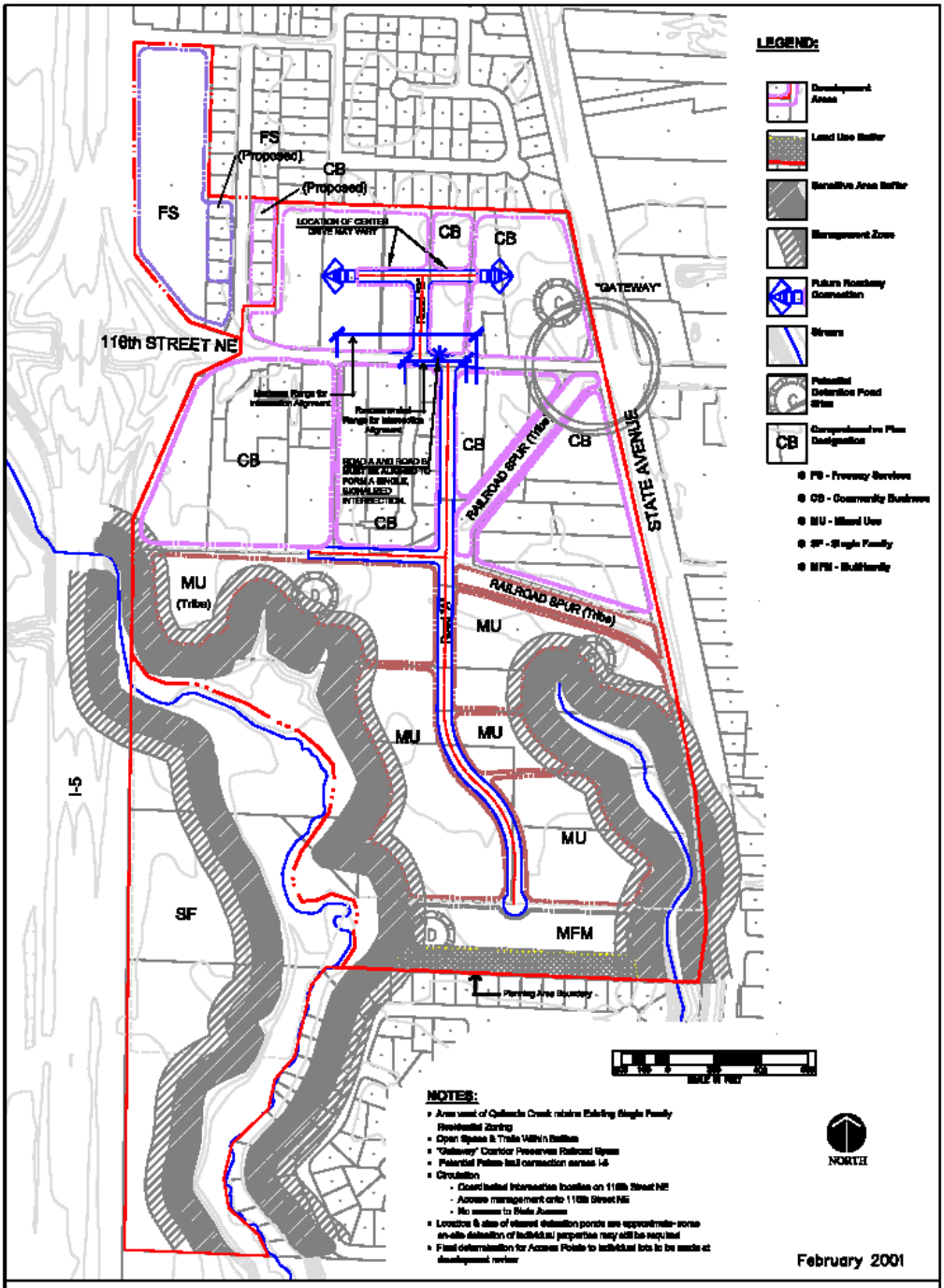


Figure 4-74 116th Street NE Master Plan

As well as a common roadway system and shared utilities, it is recommended that the City revise its development regulations to emphasize shared driveways, trails, and sidewalks to further link individual properties. Design standards that include common signage and integrated landscape plans will further unify individual properties and promote a planned, campus type development. Refer to Figure 4-75, which illustrates a typical Central Boulevard cross section including landscaping.

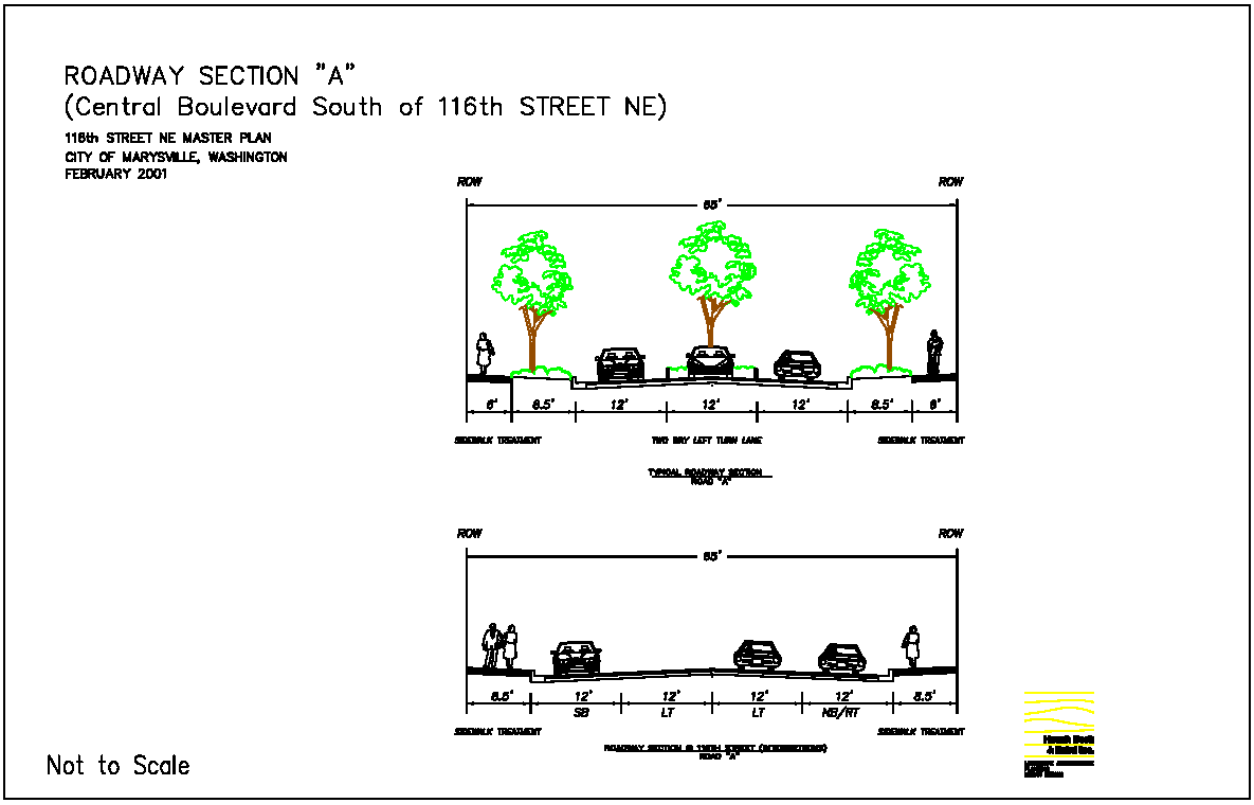


Figure 4-75 Central Boulevard Sections

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

Another key feature of the Recommended Master Plan is the expanded sensitive area buffers. While the City's current regulations require a 125-foot sensitive area buffer from Quilceda Creek, its tributaries, and its associated wetlands, the proposed critical areas ordinance provides a 150-foot buffer for Type F streams, a 125-foot buffer for Type 1 wetlands, and a 25-foot buffer from the top of a 25% or greater slope. The outer edge of the largest combined buffer will apply to the site. As a result, the Master Plan

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

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

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

b. Summary of Master Plan Attributes

- Central Boulevard to be located within a designated corridor with flexibility to accommodate existing and future land uses. A time limit for a decision on alignment will enhance the coordination and implementation of the Boulevard.

- Driveways and internal roads to be located in conjunction with individual development proposals.

- Existing driveways onto 116th Street NE to be eliminated in conjunction with development or re-development proposals.

- Development proposals for properties fronting on the north side of 116th Street NE may include temporary or interim access onto 116th Street NE until such time that the Central Boulevard is completed, at which time temporary accesses must be closed and the buildings re-oriented to the Central Boulevard.



Figure 4-76 Gateway Design

- Upon completion of the Central Boulevard, existing roads intersecting with 116th Street NE shall be limited to right-in, right-out turning movements in accordance with the provisions of the City's Access Management Plan.

- 116th Street NE will be expanded to 5 lanes with left turn pockets as appropriate.

- Shared stormwater detention facilities are encouraged. Priority consideration shall be given to the use of drainage/biofiltration swales incorporated into road, open space, and/or landscape design elements within each development. Infiltration of runoff should be used where feasible.

- The existing railroad spurs shall be preserved for future use by the Tulalip Tribes.

- Signage will be provided in accordance with a common plan and standards.

- 125-foot sensitive area buffer and a 75-foot "Management Zone" or expanded buffer shall be provided from all streams and associated wetlands in accordance with the provisions of the City's current and anticipated revised sensitive areas regulations.

- Open space and trails to be developed within the Sensitive Area buffers and Management Zones, as well as the land use buffer south of the multi-family zoned property.

c. Implementation

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

The Boulevard, north of 116th Street and signal improvement will be constructed by the initial large development, north of 116th Street. A latecomer's agreement (recovery) for the signal will be proposed for future developments benefiting from the intersection improvements. The Central Boulevard, south of 116th Street, could be financed formation of a Local Improvement District(s) (LID) or through private financing with Latecomer Reimbursement Agreements. The formation of a Local Improvement District could be initiated by the property owners, and could be limited to the road improvement, or be expanded to include sewer, water, and/or surface water improvements. Alternatively, if there was a property owner(s) who had specific development plans and was ready to proceed, they could design and recover a portion of the cost through the collection of latecomers' fees.

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

<u>Roadway Alignment</u>

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

- Privately financed by one or more developers up front, with a "reimbursement contract" where costs in excess of an individual property's share of the improvements would be paid back over time by later developers. This approach is authorized in MMC Chapter 22D.030.

- Financed through a public local improvement district (LID) where the roadway would be planned and constructed by the City with benefited property owners paying back the costs to the City over time through LID assessments. This approach is authorized in MMC Chapter 3.60. The process may be initiated by the City's acceptance of a property owners' petition, or by a City Council resolution.

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

Water Service

Adequate water service for the proposed land use is not currently available to the 116th Street NE Master Plan area. The water system must be designed to meet the City's requirements, as well as the requirements of the Department of Health and fire flows as determined by the Snohomish County Fire Marshall. This Master Plan shows a proposed layout for providing a reliable water supply to the area as shown in Figure 4-72. The Master Plan does not show water mains for serving individual properties.

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

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

To provide adequate fire flow, pressures and reliable services to the Mater Plan area, new water facilities are required. Service to the area will be provided from the Everett water supply through Marysville's 240 Service Zone (240-foot hydraulic grade line). A preliminary layout of new water facilities for the Master Plan is shown in Figure 4-77. The new water mains that are anticipated include:

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

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

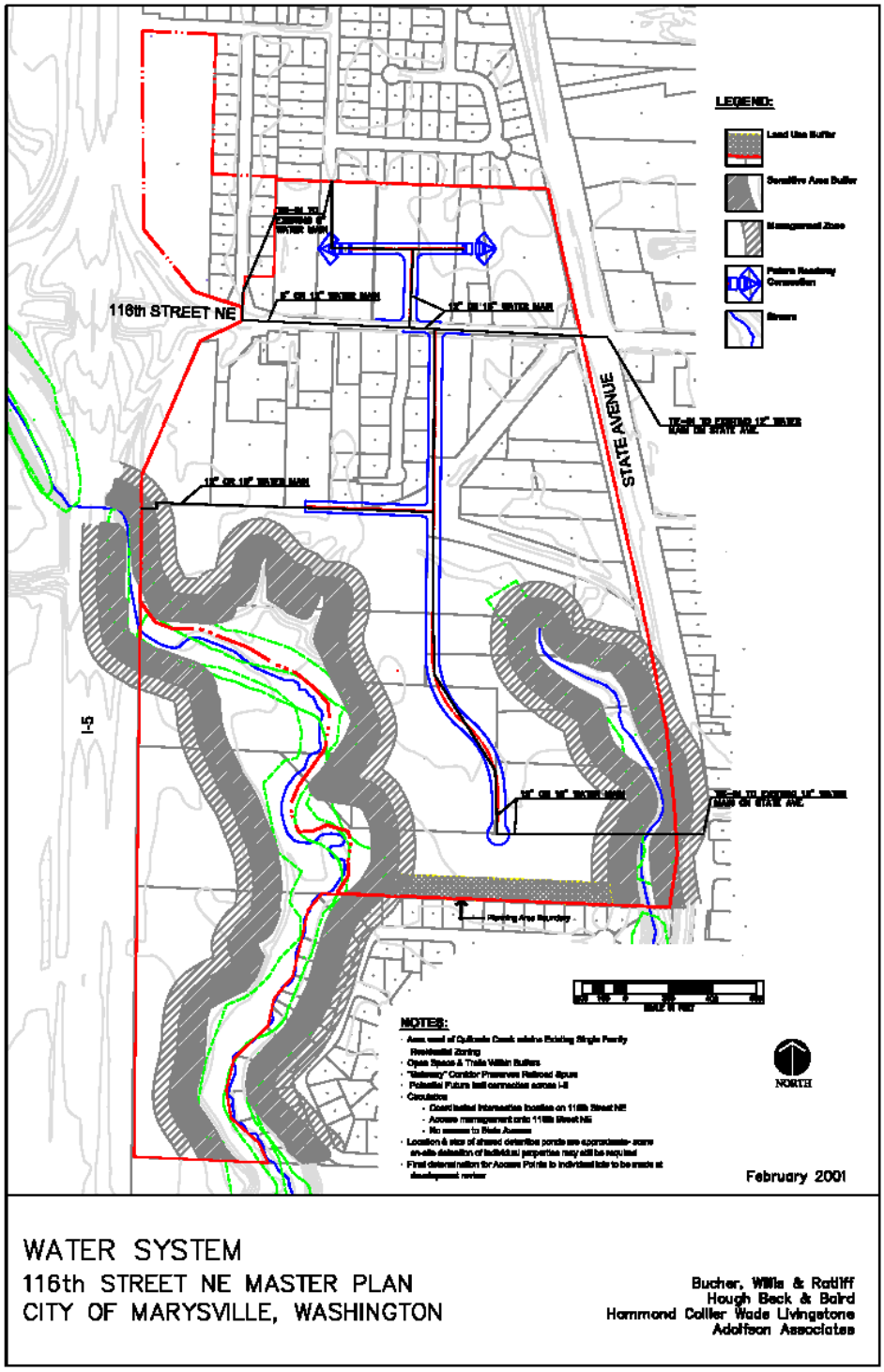


Figure 4-77 Proposed Master Plan Water System

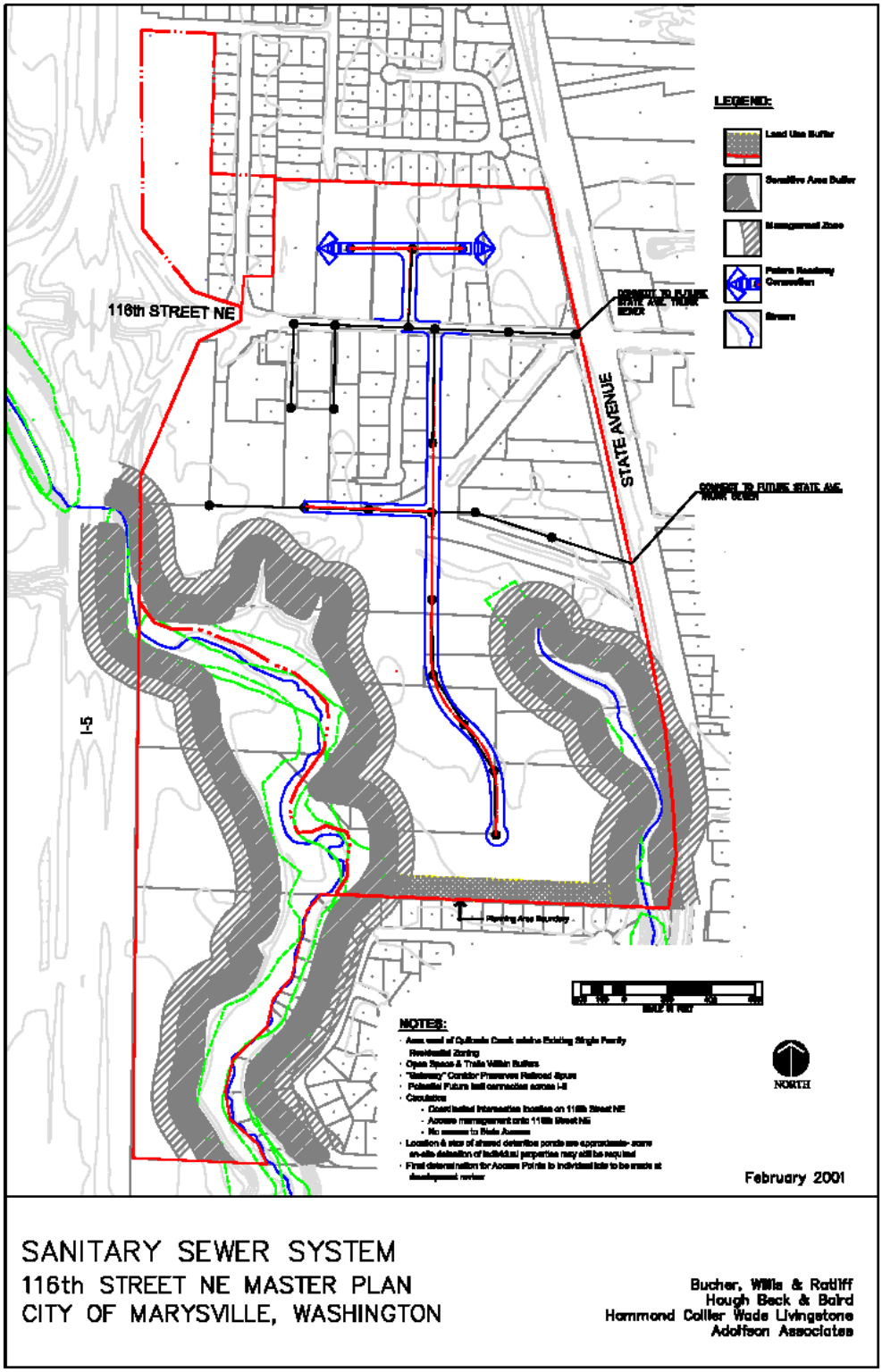


Figure 4-78 Proposed Sewer System

Sanitary Sewer Service

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

Gravity service will be available from 116th Street NE for the northern half of the Master Plan area. Many of the properties to the south of approximately 115th Street NE, can be served via an extension from State Avenue. Figure 4-78 shows a preliminary layout of the sanitary sewer system for the area, and shows the connections to the Trunk Sewer, as proposed in 1998. The proposed design is based upon minimum slopes, as defined in the Department of Ecology Criteria for Sewage Works Design, and a typical minimum depth of 5 feet. Proposed collection line sizes are 8-inch and 10-inch, depending on required capacity and slope of the line. The size, slope, location of lines, and the need for pre-treatment (such as grease traps for restaurants) should be verified in final design.

It is anticipated that sewer service along 116th Street NE and within the Master Plan area would be included in a future ULID or would be funded through developer extensions. Service to the proposed single-family area west of Quilceda Creek can be provided by a gravity extension from the south along 35th Avenue NE. The gravity main will most likely vary from 8 to 12 inches in diameter. Currently, the extension would begin at approximately 90th Street NE.

Stormwater Treatment and Detention

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

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

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

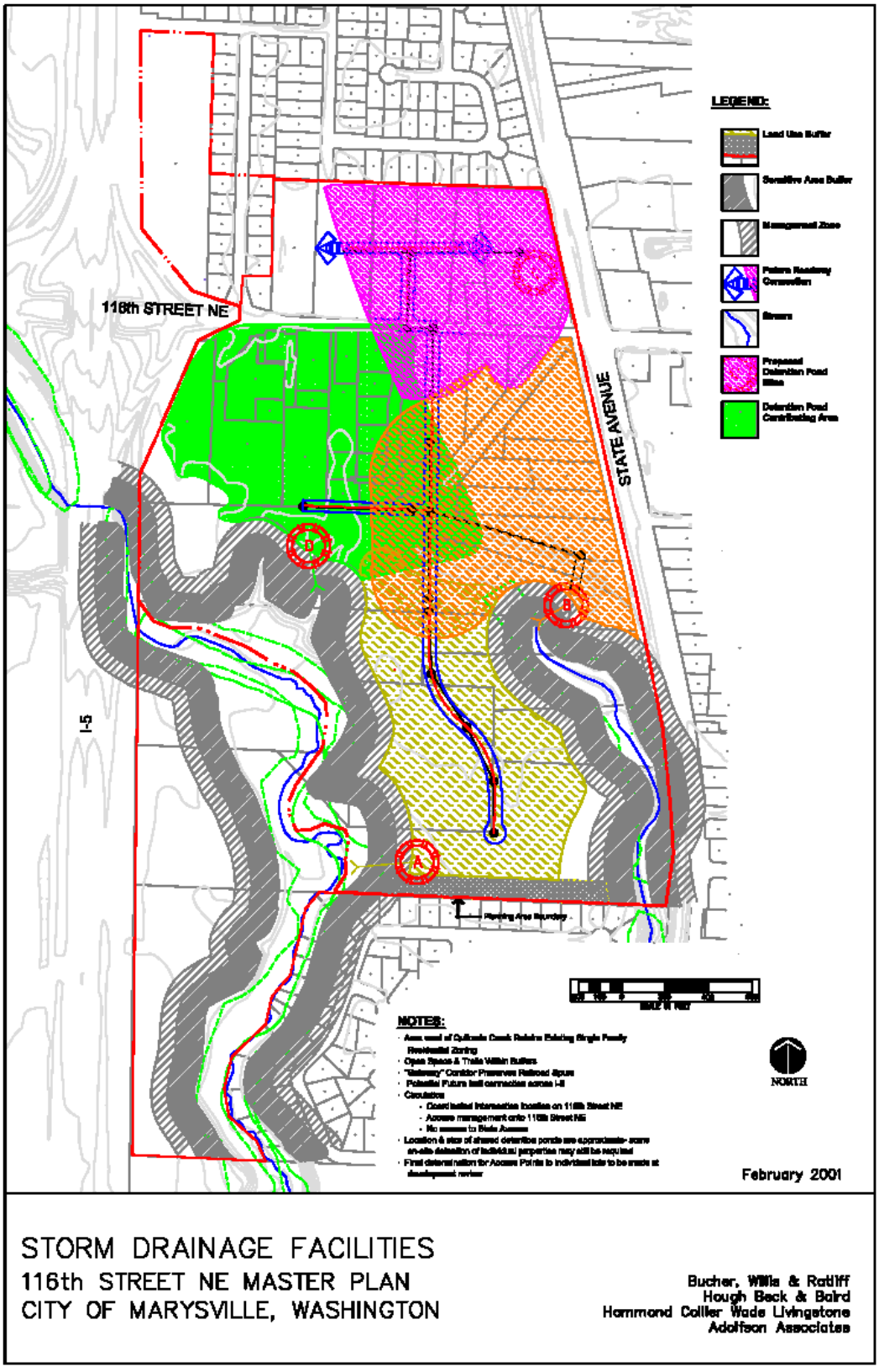


Figure 4-79 Proposed Storm Drainage Facilities

For the purpose of this Master Plan, several potential regional stormwater detention/treatment wet-ponds were identified. The approximate site locations, and the contributing drainage basin for each pond are shown on Figure 4-79. The potential pond sites were chosen based upon the following criteria:

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

The volumetric size of the potential regional ponds has not been calculated for this study. The pond sizes that will be required at the time of development will depend upon regulations that are current at the time of development, rules adopted in response to the Endangered Species Act (ESA), the type of development, and the actual land area that is served by each pond. This Master Plan should serve as a guideline for the future design (including location and contributing areas) of any shared regional stormwater treatment facilities. It should be noted that if regional facilities are not constructed, treatment facilities and drainage easements will be required for treating the roadway runoff. Furthermore, several properties will require on-site detention and water quality treatment, even if all four potential ponds are constructed. The properties requiring on-site facilities are those located outside the drainage sub basins as shown on Figure 4-79.

Table 4-53 shows a summary for each of the potential wet ponds shown on Figure 4-77. A minimum of 3 vertical feet of "dead" storage is assumed for water quality treatment. Discharge of controlled runoff into the creeks may need to be further mitigated, depending on permit requirements and future stormwater regulations.

Table 4-53 Potential Stormwater Detention (Wet) Ponds

Pond	Location/ Contributing Area	Discharge Location	Approximate Inlet Elevation
A	**Southwest of Site**	**To Quilceda Creek on old road cut**	**64 feet**
B	**Central-East**	**To Creek (east tributary to Quilceda)**	**65 feet (Easement across RR spur required**
C	**Northeast of Site**	**To storm drains on 116th**	**69 feet**
D	**Central-West**	**To Quilceda Creek**	**66 feet**

Source: Hammond, Collier & Wade-Livingstone Associates, Inc.

Although the Marysville Municipal Code does not allow detention ponds within sensitive area buffers, it does allow swales in buffers. All of the potential regional ponds identified in this study include swales in sensitive area buffers and discharge of detained, treated water to creeks. As shown on the Recommended Master Plan map (Figure 4-74), a "Management Zone" adjacent to the sensitive areas buffer is a possible future expanded buffer. If this expanded buffer is adopted, two potential detention sites (A and B) would be affected. If the Management Zone expanded buffer is adopted, the City could consider allowing regional detention facilities within the Management Zone. Prior to the location of regional facilities inside the Management Zone, the effects of such an action should be evaluated based on:

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

Stormwater Conveyance

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

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

Recommended Stormwater Design Considerations

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

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

The City of Marysville has adopted the 2001 Department of Ecology's (DOE) Stormwater Management Manual for the Puget Sound Basin. The Manual contains requirements for detention, water quality treatment, and source control.

Design Standards

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

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

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

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

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

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

VI. Public Services and Facilities

a. Schools

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

b. Water.

Figure 4-80 identifies water lines within the Marshall/Kruse neighborhood.

c. Sewer

Figure 4-81 identifies sewer lines within the Marshall/Kruse neighborhood.

Figure 4-80 Marshall/Kruse Neighborhood Water System

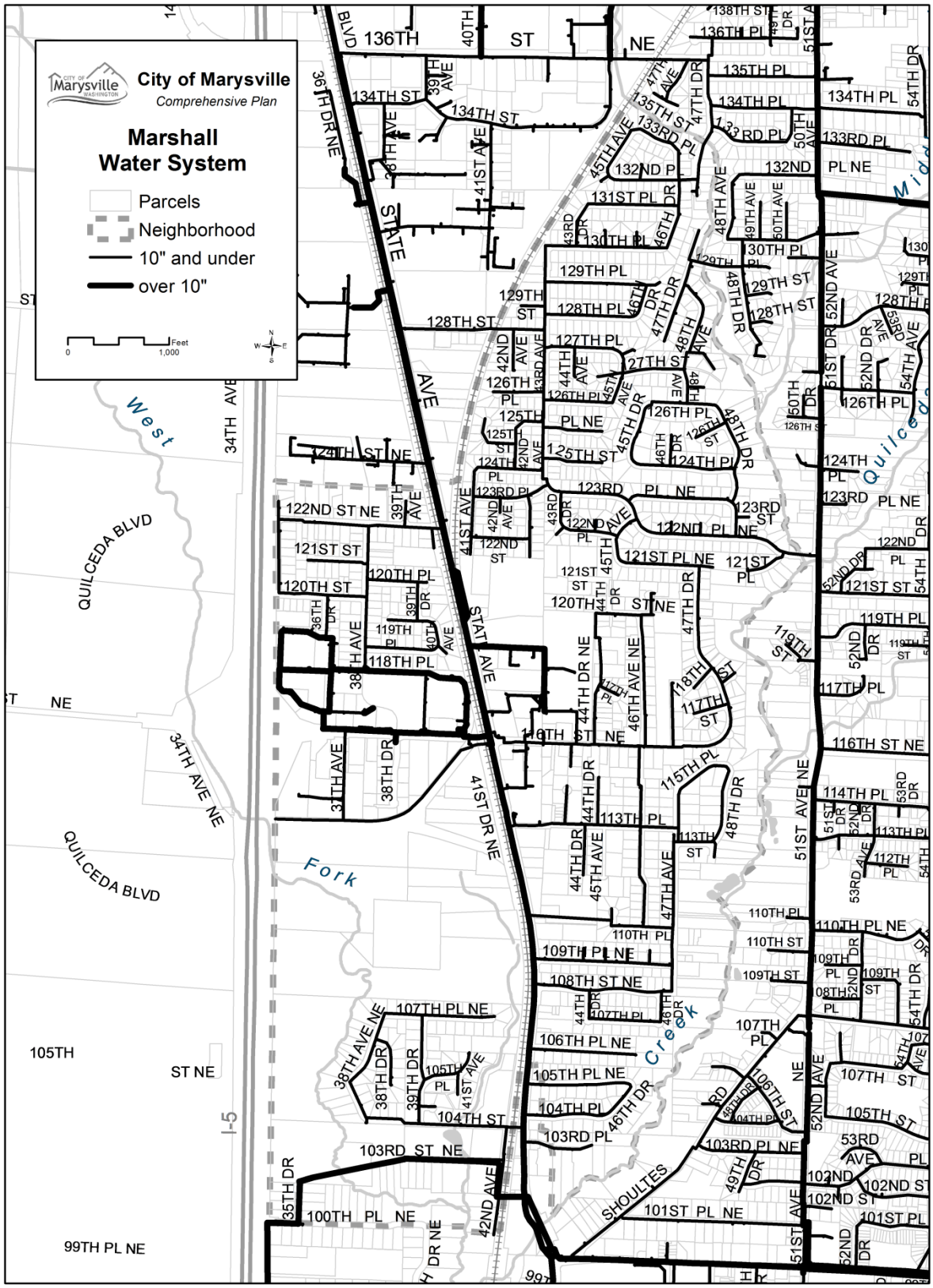


Figure 4-81 Marshall/Kruse Neighborhood Sewer System

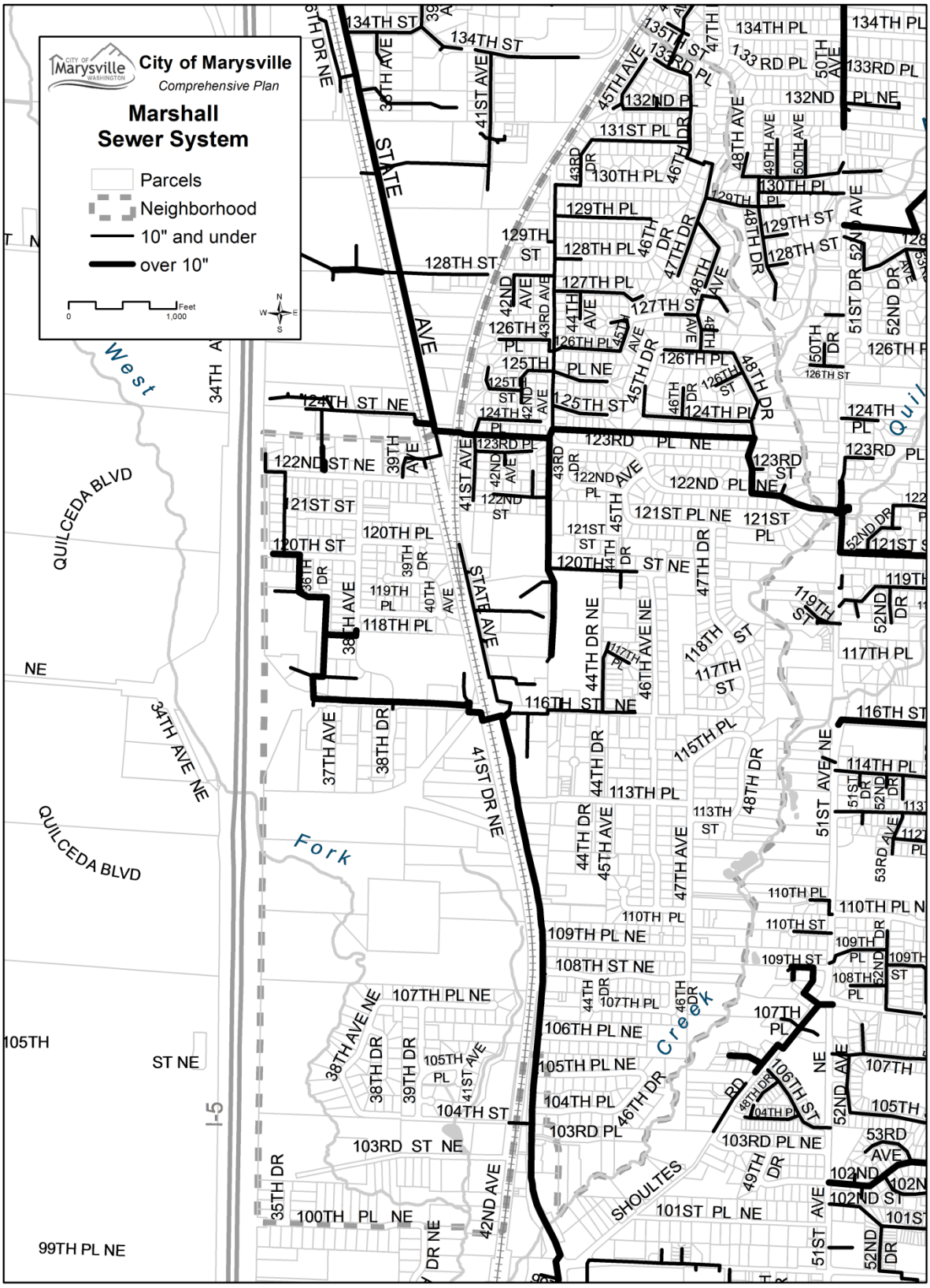
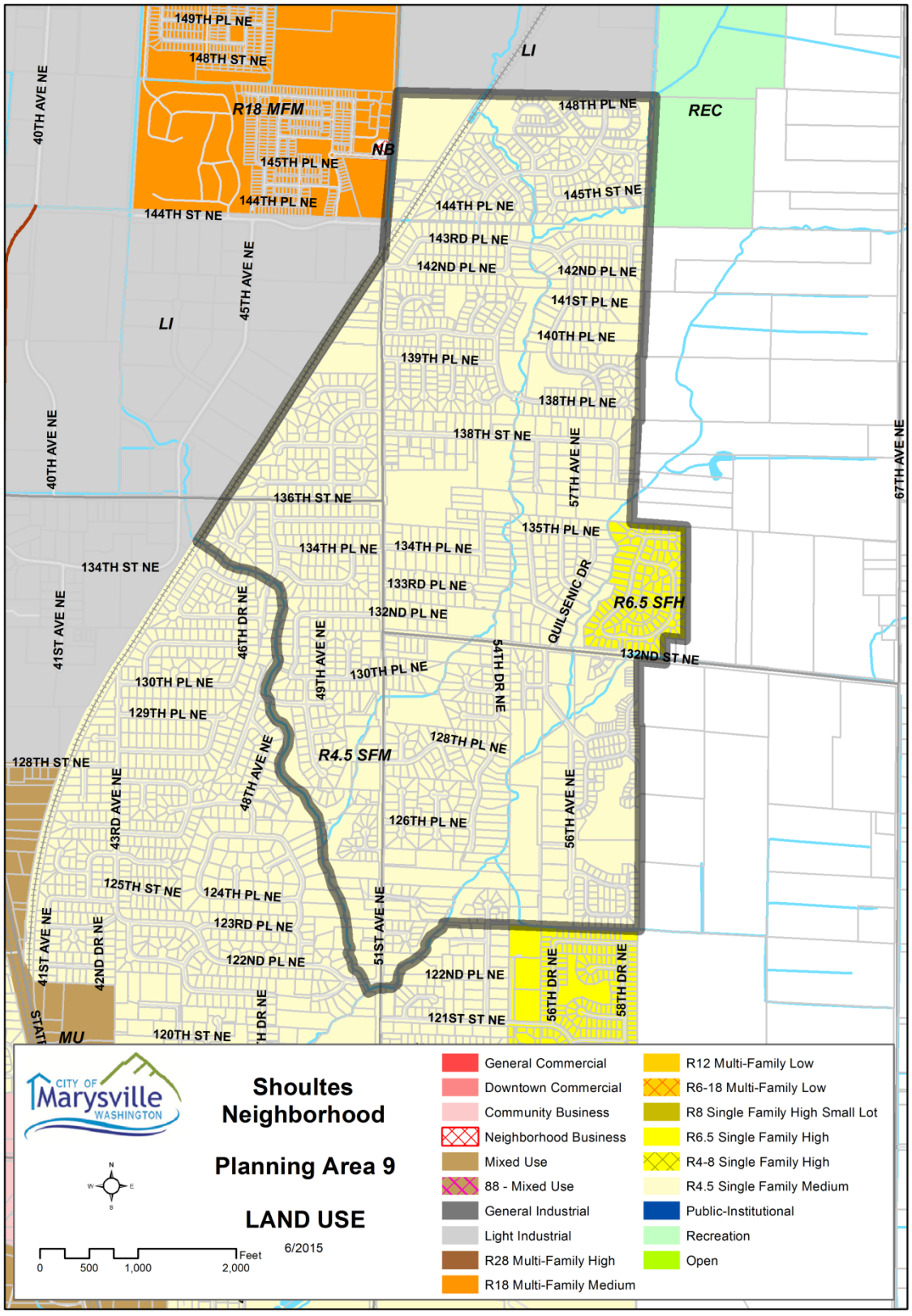


Figure 4-82 Planning Area 9 – Shoultes Neighborhood, Land Use Designations



PLANNING AREA #9: SHOULTES NEIGHBORHOOD

The historic Shoultes area is bounded by the Burlington Northern Santa Fe railroad tracks and Hayho Creek to the west, 123rd Place to the south, the eastern Urban Growth Area boundary to the east, and a change in land use from residential to industrial to the north.

This historic Shoultes community's legacy is indicated by the elementary school that bears the name as well as the alternate name for 51st Avenue NE. Branches of Quilceda Creek run through this planning area. Beyond the creeks are rural lands to the east. Undeveloped industrial land lies to the north and west.

I. Land Use

The Shoultes neighborhood includes approximately 394 buildable acres. Land use in this neighborhood is entirely single family. Table 4-54 details the land use distribution in the Shoultes neighborhood.

a. Residential

Planning Area 9 is primarily medium density single family residential; one pocket of high density single family exists east of Quilceda Creek and north of 132nd Street NE. Medium density multifamily residential is north of the Burlington Northern Santa Fe railroad tracks and west of 51st Avenue NE within the adjacent Smokey Point Neighborhood planning area. Over half of this multi-family zoning has been developed with condominium and multi-family residential development. Another quarter is developed with a manufactured home park and the last quarter is undeveloped.

b. Commercial

Neighborhood Commercial is located within the adjacent Smokey Point Neighborhood planning area near the intersections of 51st Avenue NE and approximately 145th Street NE, adjacent to multifamily.

Table 4-54 Shoultes Neighborhood Land Capacity, 2011 and 2035

LAND USE DESIGNATION	SFM	SFH	TOTAL
TOTAL ACRES	536	20	556
BUILDABLE ACRES	379	15	394
EXISTING EMPLOYMENT	4	0	4
EXISTING HU	1,514	101	1,615
EXISTING POPULATION	4,360	291	4,651
ADDITIONAL EMPLOYMENT	0	0	0
ADDITIONAL HU	273	0	273
ADDITIONAL POPULATION	620	0	620
TOTAL EMPLOYMENT	4	0	4
TOTAL HU	1,787	101	1,888
TOTAL POPULATION	4,981	291	5,272

II. Housing & Employment Analysis

The land capacity analysis identifies 394 buildable acres for housing within the Shoultes neighborhood. Table 4-55 identifies the existing and planned dwelling units, population, and employment for 2011 and 2035.

Table 4-55 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	4	4
Housing Unit Estimate	1,615	1,888
Population Estimate	4,651	5,272

This neighborhood is an established single family area with limited development and redevelopment identified within the planning period. A site to the north of 144th Street NE, west of 51st Avenue NE within the adjacent Smokey Point Neighborhood planning area was designated for neighborhood business in prior plans in both Snohomish County and the City of Marysville. Its adjacency to the minor arterial, within a planning area that is generally underserved by small scale neighborhood commercial uses makes it a suitable for this commercial designation. Said properties were rezoned to Neighborhood Business with the 2005 Comprehensive Plan update. An espresso stand has since been constructed on one of the Neighborhood Business parcels.

III. Transportation

a. Street Inventory

Streets and classifications providing access and circulation within the planning area and to surrounding neighborhoods and communities are listed in Table 4-56.

Table 4-56 Shoultes Neighborhood Streets and Classifications

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

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, funding and timing are identified in Table 4-57.

Table 4-57 Shoultes Neighborhood Transportation Projects

Improvement	Description	Timing & Need[1]	Estimated Cost
51st Avenue NE (108th Street NE to 136th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$16,740,000

67th Avenue NE (108th Street NE to 132nd Street NE)	Widen to 2/3 lane arterial including bike routes and pedestrian facilities.	Long-Range	Other agency.
51st Avenue NE (136th Street NE to 152nd Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$9,500,000
132nd Street NE (51st Avenue NE to city limits)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	$3,590,000
132nd Street NE (city limits to 67th Avenue NE)	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Long-Range	Other agency
136th Street NE (State Avenue to 51st Avenue NE)	Widen to 2/3 lane arterial including sidewalk and bike lanes.	Long-Range	$7,010,000

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

Transportation Projects

With the Central Marysville Annexation, 51st Avenue NE, 136th Street, and portions of 132nd Street were brought under the City's jurisdiction and improvement plan. The improvements to these roads are long-range projects recommended for construction within the next 20 years. With the construction of the 51st Avenue Connector in 2013, 51st Avenue now serves as an alternate connection from Downtown Marysville to the northern city limits and the City of Arlington.

Transit Facilities and Services within the Neighborhood

The route operated by Community Transit (CT) within the Shoultes neighborhood is described below and listed in Table 4-58.

Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.

Table 4-58 Community Transit Routes – Shoultes Neighborhood

Local Routes	Route No.
Lynnwood to Smokey Point	202

IV. Parks and Recreation

There is one open space park within this neighborhood that provides no recreational amenities; however, there are park facilities in the adjacent Smokey Point

neighborhood that serve this area and there are recreational opportunities at Shoultes Elementary for children within the vicinity. The park within this neighborhood is listed in Table 4-59.

Table 4-59 Shoultes Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Heather Glen-Timberbrook	Along Quil Ceda Creek between 143rd Place NE and 145th Place NE generally east of 54th Drive NE and 55th Avenue NE adjacent to Timberbrook Drive	6.96	This park is the convergence of the Edgecomb Creek and Quil Ceda Creek in the Heather Glen and Timberbrook Neighborhoods, and serves as wildlife habitat.

V. Public Services and Facilities

a. Schools

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

b. Water

Figure 4-83 identifies water lines within the Shoultes neighborhood.

c. Sewer

Figure 4-84 identifies sewer lines within the Shoultes neighborhood.

Figure 4-83 Shoultes Neighborhood Water System

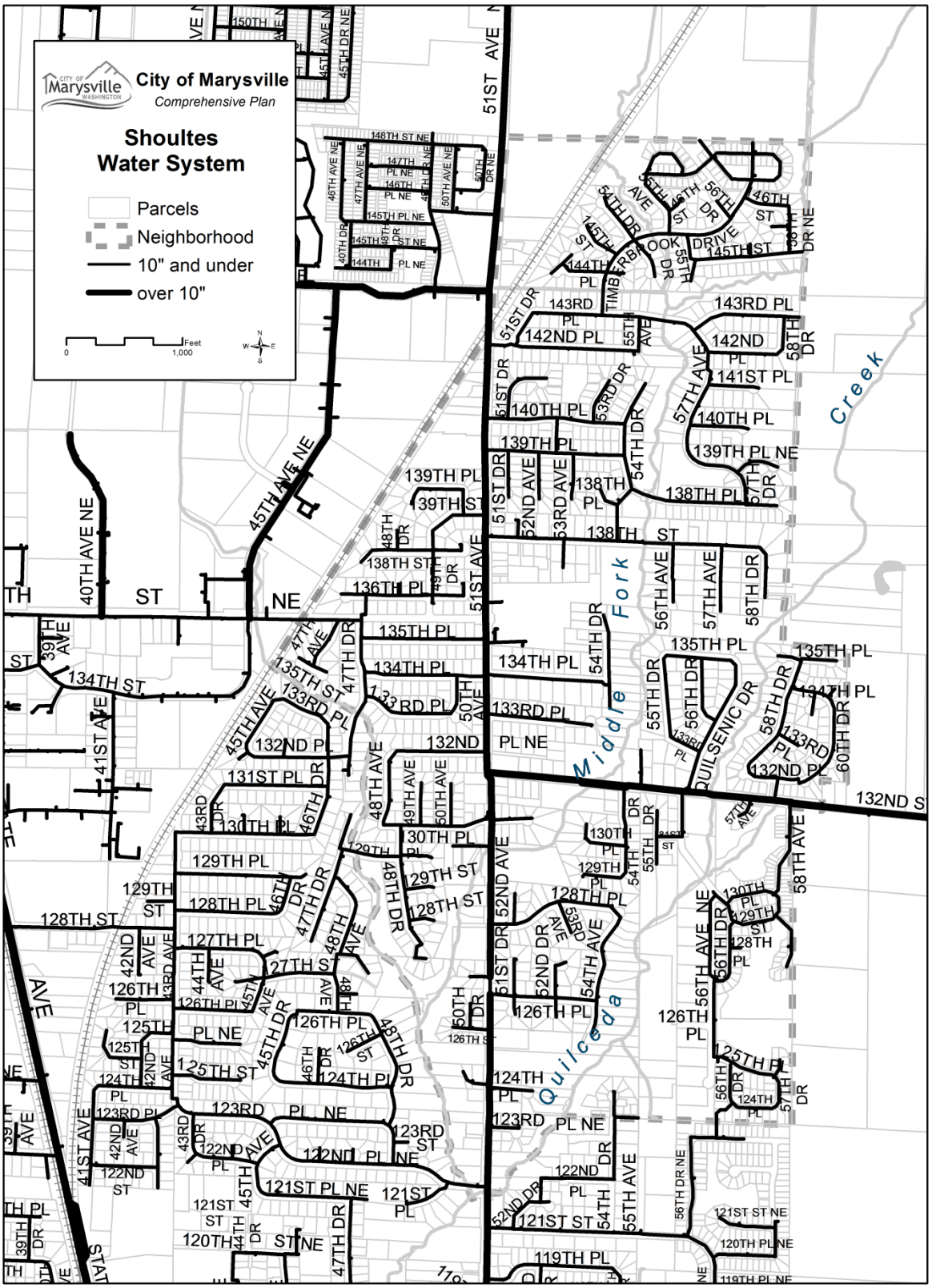


Figure 4-84 Shoultes Neighborhood Sewer System

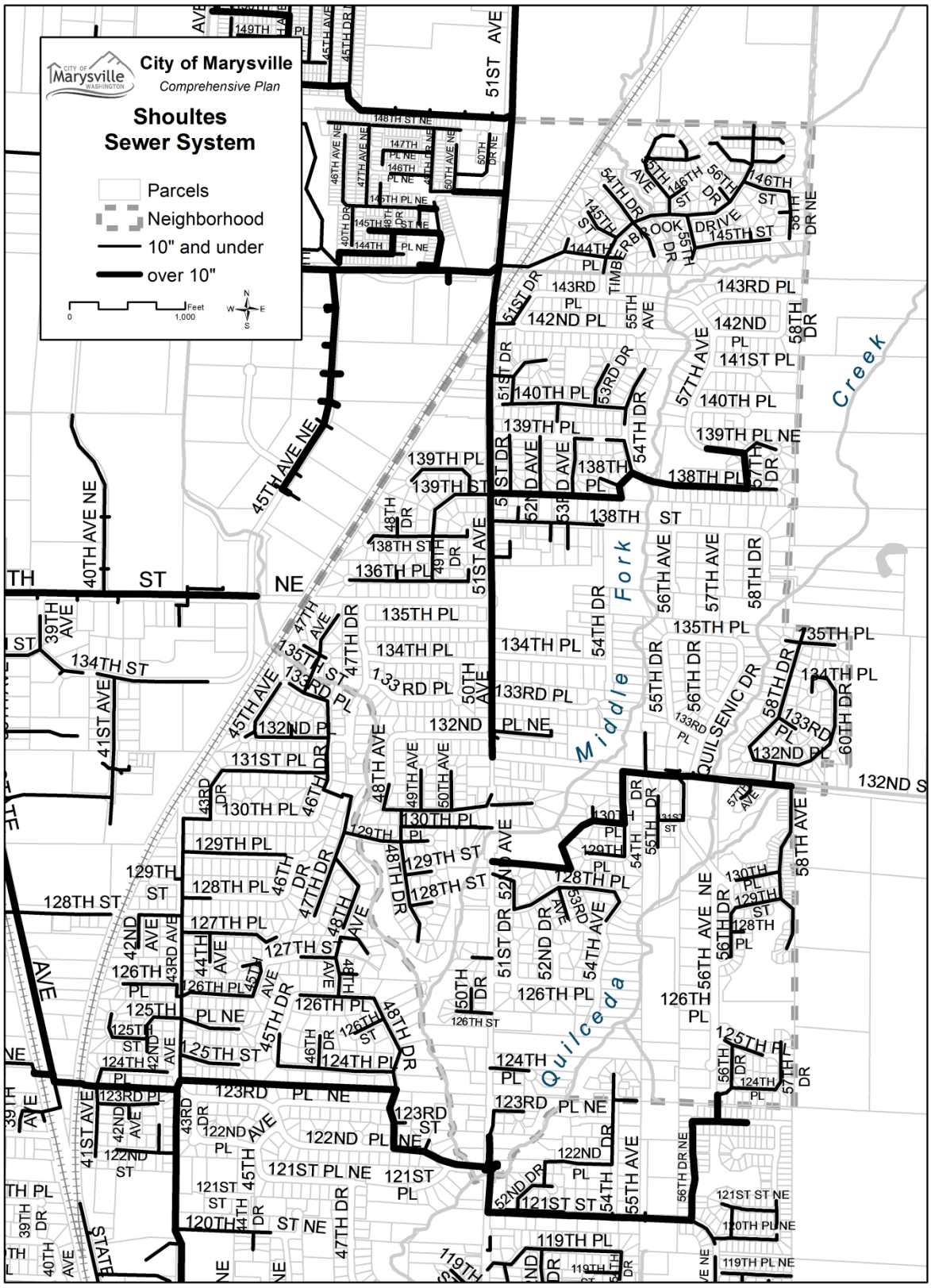
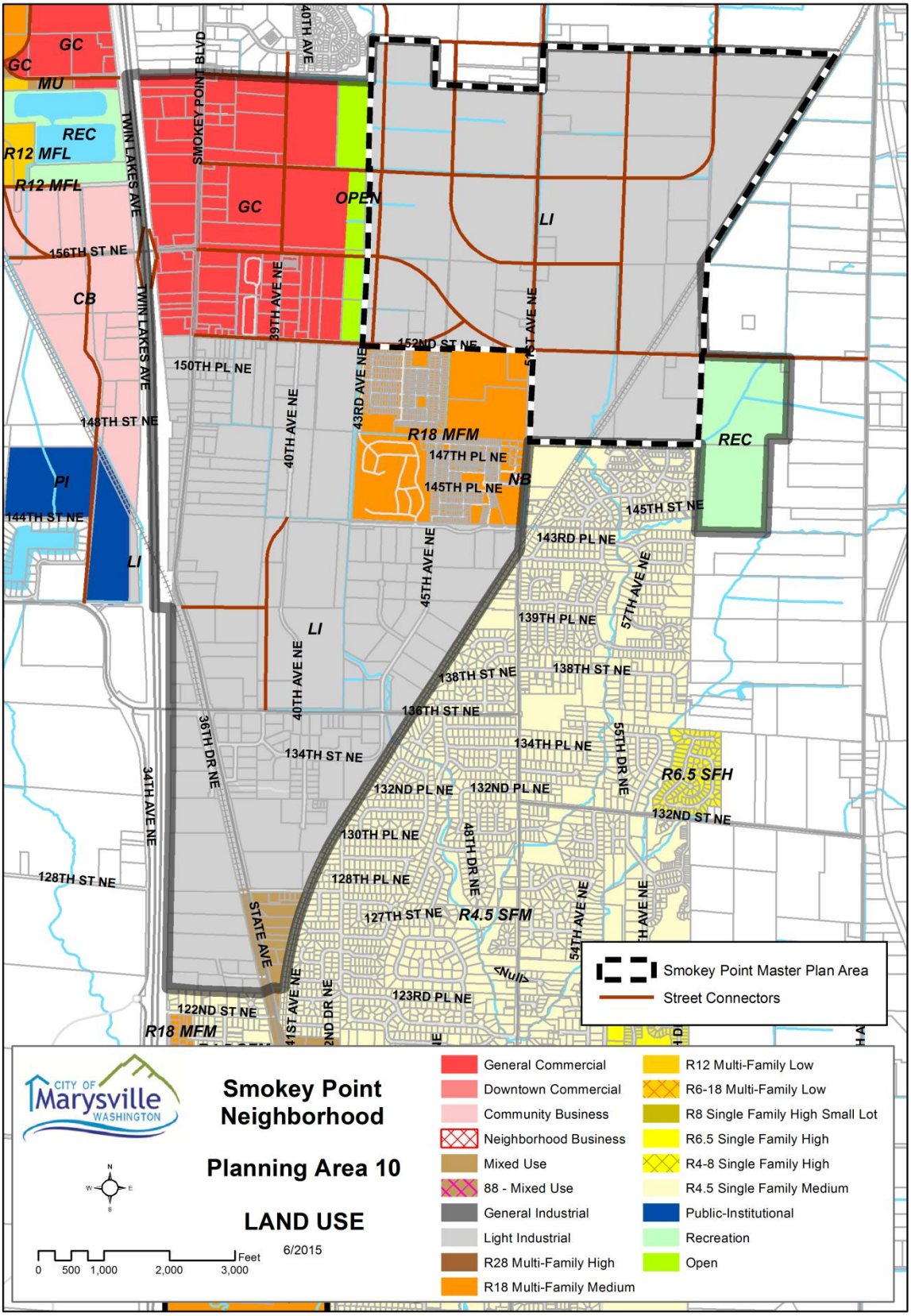


Figure 4-85 Planning Area 10 – Smokey Point Neighborhood, Land Use Designations



PLANNING AREA 10: SMOKEY POINT NEIGHBORHOOD

This planning area abuts the northernmost limits of the City and is bounded by Interstate 5 to the west, and the Burlington Northern Santa Fe railroad tracks and portions of the eastern Urban Growth Area to the east. It is where the city of Marysville meets the city of Arlington. It is also where Marysville abuts the rural edge of Snohomish County. The planning for transition from city to city and city to County are important factors in its development. The use of open space, recreational uses, parks and trails will be important in defining long term boundaries between cities and urban/rural uses.

I. Background

The Smokey Point neighborhood became part of Marysville's Urban Growth Area following a settlement between the cities of Arlington and Marysville in 1996. Parts of this neighborhood were included in the County's 1995 adoption of the initial UGA for Snohomish County with the adoption of the County's 1995 Growth Management Act Comprehensive Plan. The island of UGA in the northeast portion of Marysville's UGA was designated "Other Land Use". The Other Land Use designation was to serve as an interim designation until more detailed subarea planning was completed. The area between was designated "Urban Reserve" by the County, unincorporated rural land that currently separates the two portions of Marysville's Urban Growth Area. On February 28, 2007, the majority of the remaining unincorporated Urban Growth Area within this planning area was annexed into the City; presently, the only portion of the Urban Growth Area within this planning area that remains unincorporated is Naval Station Everett.

The City of Marysville has invested its financial resources into economic development of this area for commercial uses. To this end, the City has prioritized transportation, water, sewer and stormwater facilities for this area to ensure adequate infrastructure to support planned land uses. The high groundwater in this area has made on-site detention difficult for many properties in the area. The regional stormwater facilities have, and will continue to, alleviate the on-site requirements for many properties. The first regional stormwater facility/pond was constructed in 2005, and the second regional stormwater facility/pond was constructed in 2014.

II. Land Use

This Planning Area contains 1,531 buildable acres. It is largely undeveloped or underdeveloped. General commercial and industrial manufacturing uses dominate the west side of Smokey Point Boulevard and the east side of Smokey Point Boulevard from 130th Street NE to 144th Street NE. Along other portions of the east side of Smokey Point Boulevard, the mix of uses consists of scattered residential, commercial and predominately vacant land. Retail uses are permitted on properties within the Light Industrial zone, if located within 500 feet of, and with access to Smokey Point Boulevard. A large mobile home park is located on the north side of 152nd Street NE, east of Smokey Point Boulevard. Interstate 5 is the other primary component that characterizes this area. The impression this area makes from Interstate 5 should be considered as it develops.

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

Table 4-60 details the land use distribution for the Smokey Point neighborhood.

Table 4-60 Smokey Point Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	GC	LI	MU	NB	MFM	REC	TOTAL
GROSS ACRES	284	1,318	15	1	155	72	1,845
BUILDABLE ACRES	226	1,070	15	1	143	31	1,531
EXISTING EMPLOYMENT	461	2,718	0	1	0	0	3,180
EXISTING HU	88	45	19	0	551	1	704
EXISTING POPULATION	253	130	36	0	1058	3	1480
ADDITIONAL EMPLOYMENT	2,612	9,269	192	9	0	0	12,082
ADDITIONAL HU	25	0	98	0	343	0	466
ADDITIONAL POPULATION	42	0	137	0	662	0	842
TOTAL EMPLOYMENT	3,073	11,987	192	10	0	0	15,262
TOTAL HU	113	45	117	0	894	1	1,170
TOTAL POPULATION	296	130	174	0	1720	3	2322

The prior subarea plan for Smokey Point included an analysis of opportunities and constraints for the subarea as shown in Table 4-61. These remain relevant today for consideration of land uses and future development.

Table 4-61 Opportunities and Constraints, Analysis for the Smokey Point Neighborhood

Opportunities:	Constraints:
1) Immediate proximity to I-5. 2) Over 1,531 buildable acres within the City limits that is relatively flat and largely vacant or undeveloped that afford opportunities for economic growth, open space protection, stormwater planning, stream and wetland habitat restoration, and transportation planning. 3) The Smokey Point Master Plan provides a roadmap for street networks, stormwater treatment, sensitive areas restoration, architectural and site design, and other development standards and considerations to guide development. 4) Necessary public services are in the vicinity of the site. Public water and sanitary sewers are adjacent to the site. 5) Many of the properties are large tracts with few property owners. 6) Significant public facilities assembled along the 152nd Street corridor, including a 71.09-acre park site – the Strawberry Fields Athletic Complex; Marysville School District proposed future elementary and middle school sites; and community ballfields within the area. The Centennial Trail is located east of 67th Avenue at 152nd Street NE. 7) Adjacent uses include the Arlington Municipal Airport, an important regional facility and attractant for manufacturing and industrial job	1) High groundwater table, making drainage options increasingly expensive and difficult under current Department of Ecology (DOE) standards. 2) No immediate access to a major arterial – Interstate 5. 3) Poor transportation connectivity to area roads. 4) Arlington airport flight path and noise issues. 5) Significant environmentally sensitive areas (streams, wetlands, buffers) in the subarea that limit the development potential, and will restrict design of future infrastructure improvements. These includes the headwaters to the Middle Fork Quilceda Creek and Smokey Point Channel. 6) Timing and financing of public improvements. 7) Lack of design standards for the Light Industrial zoned properties that are not within the Smokey Point Master Plan Area, and lack of community or aesthetic appeal for much of the existing developments.

growth in the area. 8) Current Marysville-Smokey Point local MIC designation; Potential candidate for a joint Marysville/Arlington – Smokey regional manufacturing/industrial center.	

a. Land Use Vision

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

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

- Identify commercial areas in key transportation corridors (so that employees or residents shop in Marysville).
- Plan for transit and transit centers.
- Recognize Smokey Point (including South Smokey Point) as a local Manufacturing/Industrial Center (MIC).
- Pursue regional designation of the Marysville/Arlington Smokey Point MIC in the Snohomish Countywide Planning Policies and regional designation by PSRC immediately upon PSRC designation criteria being met.

The Smokey Point Neighborhood will be an economic engine for Marysville and North Snohomish County. This area is proposed for an employment center for Arlington and Marysville known as the Marysville Arlington Manufacturing Industrial Center (MIC). Area access, topography, parcel ownership patterns, historic and current zoning patterns, and infrastructure support the local MIC designation for this subarea as well as the future regional Marysville/Arlington – Smokey Point MIC designation through PSRC.

Airport Compatibility

The City of Arlington adopted an Airport Master Plan in 2002 which was updated in 2012, and which documents the importance of land use compatibility within the airport influence area and illustrates the additional planning requirements necessary to minimize the potential impact of the airport on surrounding land uses. It is the intent of the Smokey Point Neighborhood to further promote land use compatibility adjacent to the Arlington Municipal Airport.

As projects are submitted to the City of Marysville, the City will take the lead on review of these projects. However, coordination with the City of Arlington will be required. Projects will be circulated to the City of Arlington, in conjunction with their agreement of site plan reviews under the Airport Master Plan for comment and review to ensure compatibility with the Airport Master Plan and the Marysville/Arlington Inter-local Agreement which limits residential development south of the airport. This includes providing the Airport with the opportunity to:

- Purchase or negotiate aviation easements
- Ensure buildings comply with FAR Part 77 surfaces[4], do not penetrate the 100:1 airspace restrictions[5], and receive approval of an FAA airspace form (Form 7460-1)

[4] 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).

[5] 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:
o Of more than 200 feet AGL at its site; and/or
o Of 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).

-
- Ensure that projects meet the airport compatibility requirements

Additionally, the City of Marysville will utilize 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 development regulations in order to further enhance 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 and is designated as Airport Flightline (AF), Business Park (BP), Light Industrial (LI), and commercial zoning within the Land Use Code of the Arlington Municipal Code.

The 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 between 59th Avenue NE and 67th Avenue NE, and east of 67th Avenue NE north of 188th Street NE.

Land Use Compatibility
An "*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 airport protection (AP) district 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 a specified 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 types of 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 operating at the airport; aircraft noise contours associated with the operation of these aircraft; 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), as illustrated in Figure 4-86, overlay the Smokey Point Neighborhood. Below is a brief description of all the four districts and five zones:

- **Airport Protection Subdistrict A** is comprised of the following Airport Safety Zones:
    - **Runway Protection Zone (RPZ)/Zone 1** – The RPZ boundary is trapezonidal in shape and centered about the extended runway centerline. It begins 200 feet beyond the future end of the area usable for takeoff or landing (i.e. runway threshold). The RPZ dimensions are a function of the type of aircraft operating at the airport and the approach visibility minimums associated with each runway end.
    - **Inner Safety Zone (ISZ)/Zone 2** – The ISZ is defined by a rectangular area that is positioned on the extended runway centerline and adjacent to the RPZ boundary.

Inner Turning Zone (ITZ)/Zone 3 – The ITZ is defined by a triangular shaped area that is positioned along each side of the RPZ and ISZ boundaries. **Outer Safety Zone (OSZ)/Zone 4** – The OSZ is defined by a rectangular area that is also centered on the runway.

- **Sideline Safety Zone (SSZ)/Zone 5** – The SSZ boundary of Runway 16/34 is defined by a 1,000 foot centerline offset on each side of the runway that connects the ITZs on each end of the runway. The SSZ boundary of Runway 11/29 is defined by a 500 foot centerline offset on each side of the runway that connects the ITZs on each end of the runway.

- **Airport Protection Subdistrict B** is based on the Arlington Municipal 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 Arlington Municipal Airport.
- **Airport Protection Subdistrict D** is comprised of the following Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces: Primary Surfaces, Approach Surface, Horizontal Surface, Transitional Surfaces, and Conical Surfaces.

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 within the Smokey Point Neighborhood, the proposed use must be allowed by both the Marysville Municipal Code Permitted Use Matrix and the Arlington Airport Master Plan standard (see Table 4-62). If either regulation prohibits the use, then the use will not be allowed. The allowable industrial and warehouse uses, defined in the City of Marysville's LI zone classification, are generally allowed and do not generate a large gathering of people as the uses are manufacturing, production, and storage type uses where the amount of people relative to building size is low. Zones 2 and 3 are exclusively zoned LI while Zone 4 is predominately LI with a limited amount of existing lower density single family residential. Figure 4-88 depicts the airport zones relative to the City's land use zones including allowable densities and heights.

Table 4-62 Allowed Land Uses within the Arlington Airport APD Zones

Land Use(1)	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 (2)	Prohibited	Prohibited	Prohibited

(1) 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.

(2) Restrictions would apply to congregations of people and noise sensitive uses (i.e. schools, hospitals, nursing homes, churches, auditoriums, and concert halls.

Noise Contours

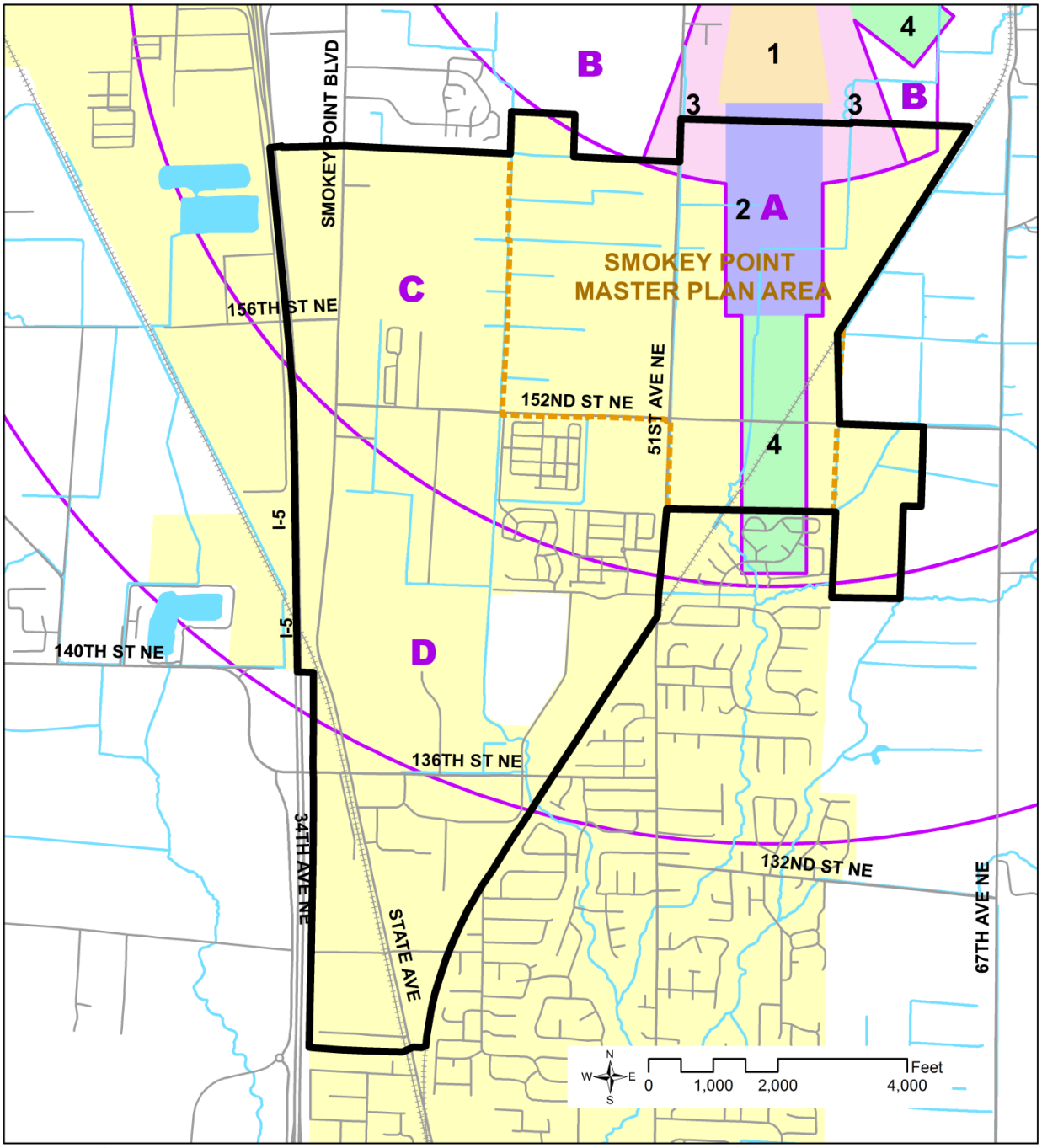
Noise levels around airports are generally broken down into three categories:

- 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 suggests significant noise levels that are not compatible with residential uses.

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.

Figure 4-86 Arlington Airport Districts and Zones



Arlington Airport Districts & Zones - Smokey Point Neighborhood

Marysville city limits
Smokey Point Neighborhood
Smokey Point Master Plan Area

FAR Part 77 Surfaces
APD Sub District
APD Safety Zone
1
2
3
4
5

Figure 4-87 Arlington Airport Districts and Zones – Orthophoto Perspective

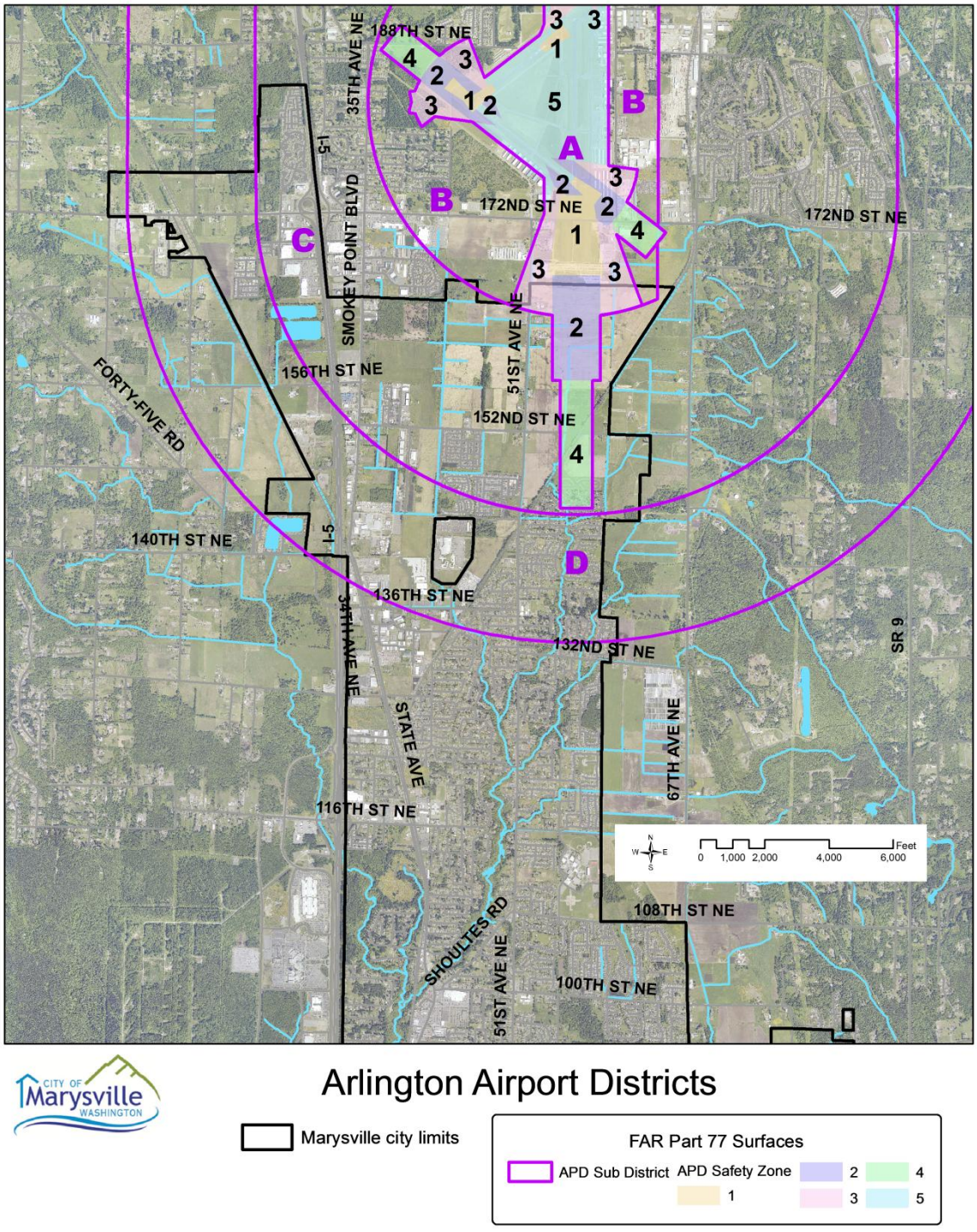
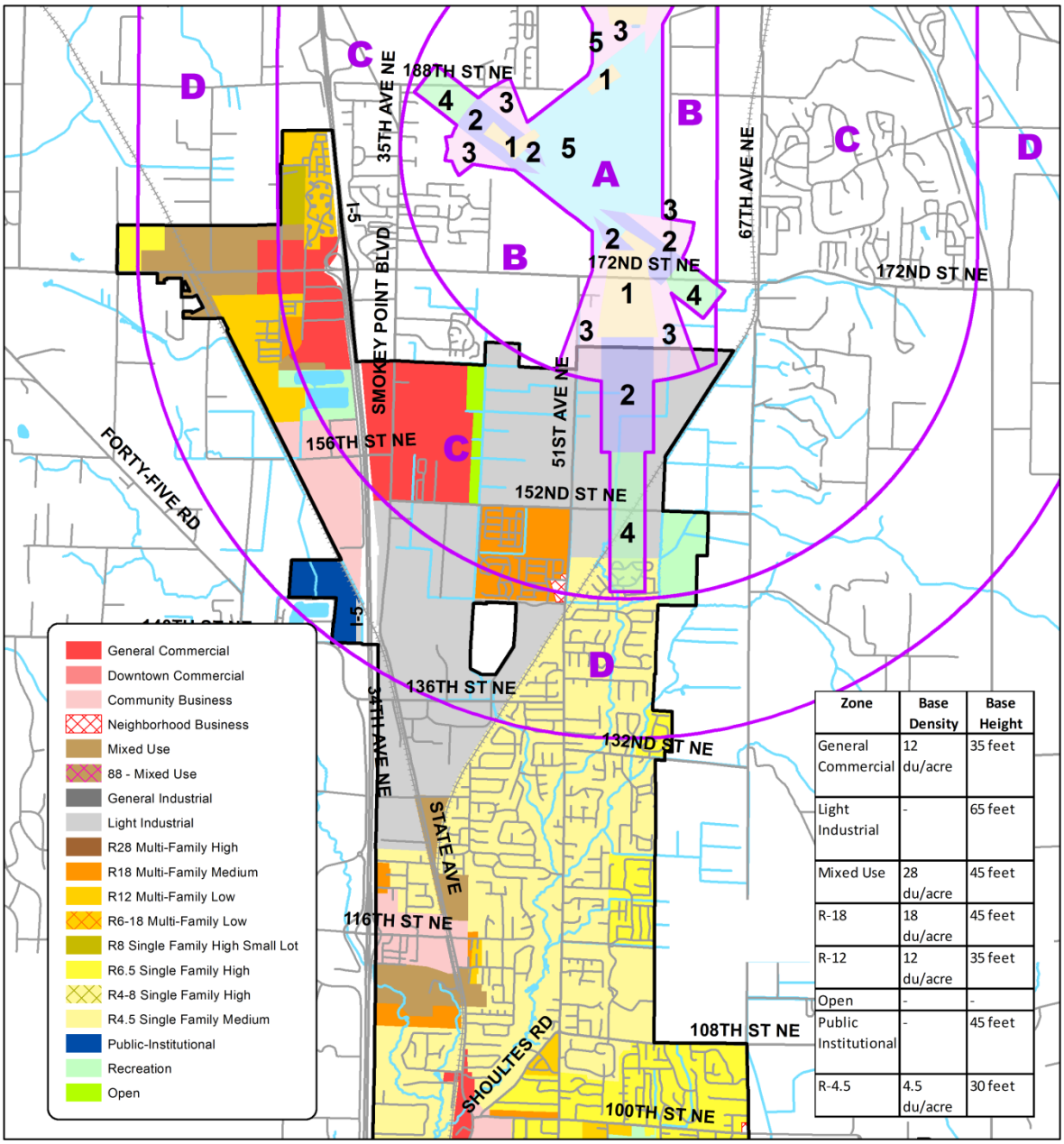


Figure 4-88 Zoning Relative to Arlington Airport Districts and Zones



Zone	Base Density	Base Height
General Commercial	12 du/acre	35 feet
Light Industrial	-	65 feet
Mixed Use	28 du/acre	45 feet
R-18	18 du/acre	45 feet
R-12	12 du/acre	35 feet
Open	-	-
Public Institutional	-	45 feet
R-4.5	4.5 du/acre	30 feet

CITY OF Marysville WASHINGTON

Arlington Airport Districts

Marysville city limits

FAR Part 77 Surfaces

APD Sub District | APD Safety Zone | 1 | 2 | 3 | 4 | 5

N W E S

0 1,000 2,000 4,000 6,000 Feet

b. Conclusions

The Smokey Point Neighborhood will play a critical role in economic development for Marysville and North Snohomish County. As a potential candidate for a regional manufacturing/industrial center, this area must be planned well to deliver on its promise. The vision of the Smokey Point Neighborhood and Smokey Point Master Plan Area, for the City of Marysville, is to establish a commercial/light industrial park that, based on allowable uses in the zoning designations, provides jobs for the residents of Marysville and will expand the City's commercial/light industrial base. This vision is implemented through the *Smokey Point Master Plan* that builds off of the zoning code with additional development guidelines, design guidelines, and natural resource enhancements for the Edgecomb and Hayho Creek environments. These design guidelines bring the typical light industrial or commercial development to a higher level of urban design and connects to the natural environment. The urban design element leads to an attractive and positive development and environment for workers, employers, and businesses. The design guidelines are part of an overlay with the controlling authority based on the City of Marysville Comprehensive Plan and underlying zone classification of Light Industrial (LI).

III. Housing & Employment Analysis

The Smokey Point neighborhood includes approximately 1,859 acres. The land capacity analysis identifies 1,531 buildable acres for development within the neighborhood. Table 4-63 identifies the existing and planned dwelling units, population, and employment for 2011 and 2035.

Table 4-63 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	3,180	15,262
Housing Unit Estimate	704	1,170
Population Estimate	1480	2322

The Smokey Point neighborhood has limited residential uses, existing or planned. The neighborhood's primary focus is commercial and industrial land uses as illustrated in Figure 4-89.

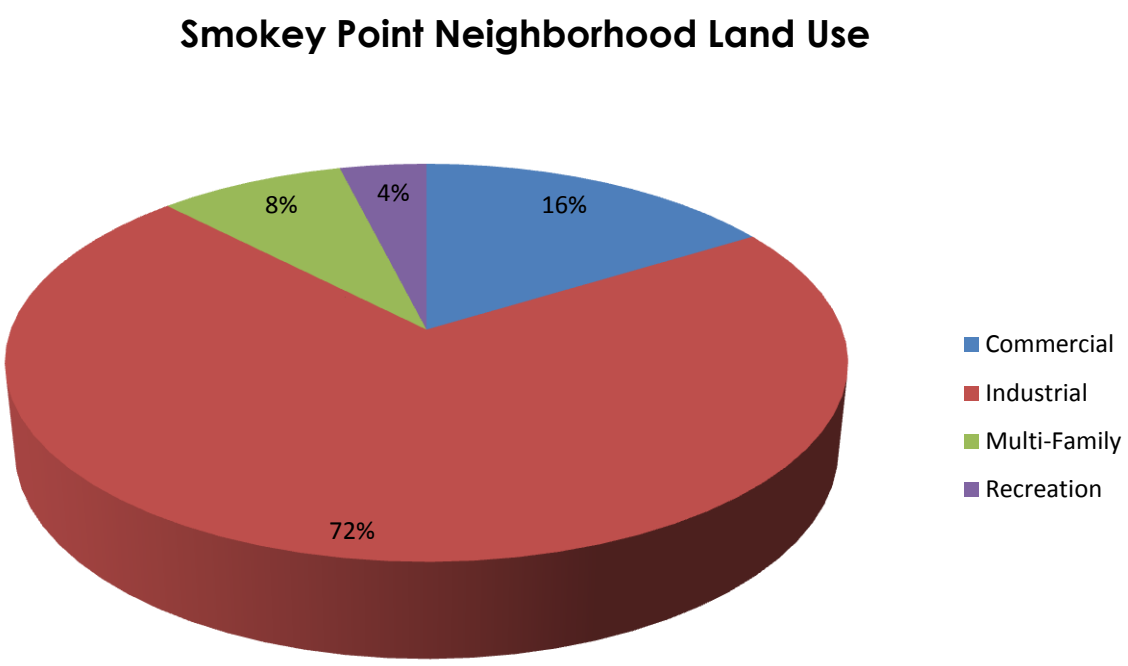


Figure 4-89 Smokey Point Neighborhood Land Use

IV. Environmental and Resource Management

a. Topography

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

b. Environmentally Sensitive Areas

There are several environmental conditions that could significantly limit the potential for site development within the Smokey Point Neighborhood. Wetlands exist within the Smokey Point Neighborhood; however, not all wetlands have been delineated for individual parcels. There is no complete inventory of existing wetlands within the Smokey Point Neighborhood. Field visits by the City's on-call wetland biologist has indicated that the majority of the wetlands fall within either Category III or IV wetlands, but actual field verification will be needed to determine the actual wetland category. It is the responsibility of property owners/developers to provide complete critical areas studies as required under Marysville Municipal Code Sections 22E.010.060 and 22E.010.340.

Two named streams, Hayho Creek (West Branch of the Middle Fork of Quilceda Creek), and Edgecomb Creek, are located within the Smokey Point Neighborhood.

Hayho Creek

Hayho Creek is a tributary to Quilceda Creek, which discharges into Ebey Slough, a side channel of the Snohomish River. Hayho Creek flows in the north-south direction along the 43rd Avenue alignment between 172nd Street NE to the north and 151st Street to the south. This creek has been documented as a salmonid fish stream by both the City of Marysville and by the Department of Fish and Wildlife. Unlike Edgecomb Creek, the City intends to maintain the location of this stream in its current alignment and, as development occurs along this stream, segment buffers will be provided as required by the Marysville Municipal Code, Chapter 22E.010, *Critical Areas Management*.

Edgecomb Creek

Edgecomb Creek is a tributary to Quilceda Creek which discharges into Ebey Slough, a side channel of the Snohomish River. The geography of the Quilceda Basin is dominated by the Marysville trough. This plain is bordered by moderate to steep slopes rising to the gently sloping Tulalip Plateau to the east and the Getchell Hill Plateau to the west. The headwaters of Edgecomb Creek originate on the hillsides east of 67th Avenue and are fed by seeps and springs. This headwater channel provides a good salmon spawning habitat, but is being degraded by impacts from adjacent land uses. Downstream of the steep slopes, Edgecomb Creek has been diverted from its historical path into a series of ditches to accommodate a railroad bed and agriculture usage.

The Smokey Point Sub Basin currently experiences flooding events primarily caused by the high groundwater levels. Historically, the plains contained extensive wetlands but these were mostly eliminated about 100 years ago when a system of ditches was created to drain fields, relocate channels, and lower the water table so that the land could be used for agriculture. Groundwater contributes a significant portion of the summer base flow, but also contributes to flooding and drainage problems. Many of the drainage issues are related to difficulties in providing adequate stormwater detention storage and infiltration due to the high groundwater table. These problems are then exacerbated by the lack of slope to convey runoff into the stream system.

Relocating the stream away from the ditches and into a more naturally sinuous channel with a riparian corridor would benefit wildlife and stream habitat and provide an opportunity to integrate the stream with a regional approach to stormwater management.

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. The City of Marysville critical areas ordinance contains standards, guidelines, criteria and requirements intended to identify, analyze and mitigate potential impacts to the city of Marysville's critical areas and to enhance and restore them where possible. The critical areas regulations apply a 150-foot buffer to Hayho Creek and Edgecomb Creek, both Type F streams under the Department of Natural Resources typing. Wetland buffers range from 35 to 125 feet, depending on wetland category. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided that they do not have a negative effect on the stream or wetland.

V. Economic Development

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

In its 1996 GMA Comprehensive Plan, the City of Marysville identified the Smokey Point Planning Area as the number one priority for economic development. Smokey Point was identified as the City's most valuable asset for future economic development in said plan – specifically for light industrial parks and business parks. The current employment ratio for the Marysville UGA is 0.2 jobs per person or 0.54 jobs per housing unit. Strengthening Marysville's employment base is a strong desire of the community and City leadership.

To further the economic development potential within the Smokey Point Neighborhood, Marysville City Council adopted the Smokey Point Master Plan in June 2008. The Smokey Point Master Plan is a guidance and policy document for overall development of 675 acres for a light commercial/industrial park in the north east portion of the City of Marysville.

The Smokey Point neighborhood is a valuable employment center for Marysville, with the potential to create 10,000 jobs in high-tech, other light industry and manufacturing. While committed to job creation, the City's master plan for this area will balance the needs of commerce and necessary public infrastructure with environmental needs in a largely undeveloped area.

The Comprehensive Plan policies for economic development include the following:

Transform from a residential and residentially-oriented retail city into a diverse employment center within Snohomish County and the Region, and Balance, though not equalize, the City of Marysville's residential growth with employment growth.

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

1. Create higher paying jobs in this area (possibly manufacturing.
2. Recognize significant costs of developing infrastructure (roads, stormwater, wetlands) for this area. Designate uses that will support these costs.
3. Locate retail along areas with highway visibility.
4. Provide a mixture of retail as well as industrial uses for job creation.
5. Consider the long-term benefit for the community (job creation, wages, retail revenues, and aesthetics).
6. Provide a commercial corridor along Smokey Point Boulevard.
7. Provide aesthetic standards for commercial development (signage, etc.)
8. Discourage development of a continuous strip mall.
9. Plan for future transportation needs and corridors.
10. Identify commercial areas along transportation corridors (so that employees or residents shop in Marysville).
11. Improve and enforce design standards (meandering sidewalks, no pole signs).
12. Plan for improved transit and facilities.

13. Incorporate wetlands and open space into attractive design of commercial/industrial uses.
14. Construct regional stormwater facilities for aquifer recharge to area streams and wetlands.
15. Incorporate wetlands into design of area open space and integration with parks, trails and fields.
16. Recognize that many existing uses will be displaced and transitioned out with new land use vision and zoning (mobile homes, residential uses). City needs to show strong leadership in implementation of these plans.

VI. Transportation

a. Street Inventory

The planning area is uniquely situated in the middle of major automobile, rail, and air transportation facilities. The area is bounded by Interstate 5 on the west, the primary north-south freeway corridor between Seattle and Vancouver, British Columbia. Existing interchanges with I-5 are located at 172nd Street NE, and 116th Street NE. A third interchange, will be located at 156th Street NE which is presently an overpass rather than a full interchange. Smokey Point Boulevard bisects the area north-south and 152nd Street provides the southern boundary of the subarea. The Burlington Northern rail line is the eastern edge of the subarea (providing limited industrial use), while the main line BNRR with Amtrak service runs westerly into Lakewood on the west side of the subarea. The area streets and classifications, serving the planning area, are listed in Table 4-64.

Table 4-64 Smokey Point Neighborhood Streets and Classifications

Street	Classification	Description/Comment
Interstate 5	Freeway	
Smokey Point Boulevard (connecting downtown Marysville, Arlington, and Everett)	Principal Arterial	Arterial streetscape.
172nd Street NE (connecting Interstate 5 and Highway 9)	Principal Arterial (State highway)	In city limits from west of I-5 to 11th Avenue NE. Arterial streetscape and bicycle lanes.
136th/140th Street NE, west of Smokey Point Boulevard(connecting east and west sides of I-5)	Minor Arterial	Bicycles lanes for 136th Street.
136th Street NE, east of Smokey Point Boulevard (connecting Smokey Point Boulevard and 51st Avenue NE)	Minor Arterial	Bicycle lanes.
51st Avenue NE (connecting 172nd Street NE to 136th Street NE – this road also extends to Downtown)	Minor Arterial	Bicycle lanes.
132nd Street NE (connecting 51st and 67th Avenues NE)	Collector Arterial	Bicycle lanes.
152nd Street NE (connecting Smokey Point Boulevard and 67th Avenue NE)	Collector Arterial	Arterial Streetscape and bicycle lanes.

172nd Street, a principal arterial and State highway, provides the closest freeway access to Interstate 5. 116th Street NE is approximately two miles south of the study area.

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

Currently, 152nd Street NE is a two-lane asphalt paved roadway with gravel shoulders and surface drainage. The ultimate roadway section proposed for 152nd Street NE is currently a 3-lane section, with curbs, gutters and sidewalks proposed. With an interchange being pursued at 156th Street NE, the minimum standard for a minor arterial is 80 feet, with a 5-lane section, including curbs, gutters, and sidewalks.

b. Transportation Needs within the Neighborhood

Projects listed here are identified within the Transportation Element. Project descriptions, need, cost, and timing are identified in the Table 4-65.

Table 4-65 Smokey Point Neighborhood Transportation Needs

Improvement	Description	Timing & Need[1]	Estimated Cost
152nd Street NE (Smokey Point Boulevard to 43rd Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Short-Range	Developer
152nd Street NE (Smokey Point Boulevard to 51st Avenue NE)	Shoulder widening.	Short-Range	$125,000
51st Avenue NE and 152nd Street NE	Install a new traffic signal and turn lanes	Mid-Range	$1,570,000
51st Avenue NE (city limits to SR 531)	Widen to 3 lane arterial including sidewalks and buffered bike lanes. Provide right-turn lanes at major intersections.	Mid-Range	Other agency.
51st Avenue NE (160th Street NE to city limits)	Construct 3 lane arterial including sidewalks and buffered bike lanes. Provide right-turn lanes at major intersections.	Mid-Range	$3,680,000
47th Avenue NE and 157th Street NE (164th Street NE to 54/55th Avenue NE)	Construct 2/3 lane arterial including sidewalks and bike routes for Smokey Point Master Plan. Specific alignments to be determined.	Mid-Range	Developer
43rd Avenue NE (city limits to SR 531)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignment to be determined.	Mid-Range	Developer
43rd Avenue NE (152nd Street NE to city limits)	Construct 2/3 lane arterial including sidewalks, bike lanes, and multi-use trail for Smokey Point Master Plan.	Mid-Range	Developer

54th/55th Avenue NE (152nd Street NE to 164th Street NE)	Construct 2/3 lane arterial including sidewalks, bike route, and bike lanes for Smokey Point Master Plan. Specific alignments to be determined.	Mid-Range	Developer
164th Street NE (43rd Avenue NE to 59th Avenue NE)	Construct 2/3 lane arterial including sidewalks and bike lanes for Smokey Point Master Plan. Specific alignments to be determined.	Mid-Range	Developer
160th Street NE (Smokey Point Boulevard to 59th Avenue NE)	Construct 2/3 lane arterials including sidewalks and bike lanes for Smokey Point Master Plan. Specific alignments to be determined.	Mid-Range	Developer
59th Avenue NE (160th Street NE to city limits)	Construct 2/3 lane arterial including sidewalks and bike lanes for Smokey Point Master Plan. Specific alignments to be determined.	Mid-Range	Developer
59th Avenue NE (city limits to SR 531)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Mid-Range	Developer
SR 531 (1,300 feet west of 43rd Avenue NE to SR 9)	Widen to 4/5 lane arterial including sidewalks and buffered bike lanes.	Long-Range	Other agency.
51st Avenue NE (152nd Street NE to 160th Street NE)	Construct 3 lane arterial including sidewalks and buffered bike lanes. Provide right turn lanes at major intersections.	Long-Range	$6,200,000
51st Avenue NE (136th Street to 152nd Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	$9,500,000
152nd Street NE (51st Avenue to city limits)	Widen to 4/5 lane arterial including sidewalks and multi-use trail.	Long-Range	$7,930,000
152nd Street NE (city limits to 67th Avenue NE)	Widen to 4/5 lane arterial including sidewalks and multi-use trail.	Long-Range	Other agency.
136th Street NE (State Avenue to 51st Avenue NE)	Widen to 2/3 lane arterial including sidewalk and bike lanes.	Long-Range	$7,010,000
156th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI). Upgrade 156th Street NE to 6/7 lane roadway near interchange. At Smokey Point Boulevard/156th Street NE intersection,	Long-Range	Other agency

	provide two northbound left-turn lanes and separate eastbound and southbound right-turn lanes.		
156th/152nd Street Connector (Smokey Point Boulevard/156th Street NE to 51st Avenue NE/152nd Street NE)	Construct 4/5 lane arterial including sidewalks and a multi-use trail. Includes new connector to 152nd Street NE to the west at about 47th Avenue NE.	Long-Range	$18,440,000
67th Avenue NE (108th Street NE to 132nd Street NE)	Reconstruct and widen to 2/3 lane arterial including bike routes and pedestrian facilities.	Long-Range	Other agency
67th Avenue NE (152nd Street NE to 132nd Street NE)	Reconstruct and widen to 2/3 lane arterial including bike route and pedestrian facilities.	Long-Range	Other agency

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

c. Transportation Strategies and Issues

I-5/156th Street Interchange

The City of Marysville is working with WSDOT to fund and construct a new interchange at I-5/156th Street NE. The City recently funded and constructed a new overpass at this location which has increased the connectivity between the Lakewood area and the rest of the City. In addition, a new interchange at 156th Street NE will further reduce future traffic volumes at the adjacent 172nd Street NE (SR 531) and 116th Street NE interchanges. The I-5/156th Street NE interchange is important to provide regional access to serve the projected growth in north Marysville (on both sides of I-5), in Arlington, and in Snohomish County.

The alternatives evaluation, conducted with the Transportation Element update, tested conditions with and without the new interchange at I-5 and 156th Street NE to assess the potential traffic shifts to other arterials. The model analysis was also conducted to understand what travel patterns would most benefit from a new interchange with I-5 at this location.

The alternatives analyses concluded that the proposed new interchange at I-5/156th Street NE is a very important element of the City's future transportation system. The interchange is needed to serve the increased travel demands associated with the significant growth in employment in north Marysville and Arlington. The new interchange also serves growth in the Lakewood area on the west side of I-5. Without the interchange, the existing corridor along 172nd Street NE (SR 531) would be well over capacity.

The City of Marysville is working with WSDOT to fund and construct a new interchange at I-5/156th Street NE. The City recently funded and constructed a new overpass at this location which has increased the connectivity between the Lakewood area and the rest of the City. In addition, a new interchange at 156th Street NE will further reduce

future traffic volumes at the adjacent 172nd Street NE (SR 531) and 116th Street NE interchanges. The I-5/156th Street NE interchange is important to provide regional access to serve the projected growth in north Marysville (on both sides of I-5), in Arlington, and in Snohomish County.

51st Avenue NE (and 67th Avenue NE)

The recent completion of 51st Avenue NE between 84th Street NE and 88th Street NE has created a continuous arterial between SR 528 and SR 531 within the City of Marysville, which solved traffic diverting through adjacent neighborhoods.

The increase in employment and commercial land uses in the Lakewood and Smokey Point areas of the City creates commuter demands on north/south arterials for Marysville residents. This includes the arterials of Smokey Point Boulevard, 51st Avenue NE, and 67th Avenue NE. Based on the analysis, 51st Avenue NE and 67th Avenue NE could reasonably accommodate traffic demand if the corridors were widened to a three-lane capacity (i.e. two lanes, with turn pockets and better access management).

For 51st Avenue NE within the Smokey Point subarea, a three-lane capacity roadway would be sufficient to handle traffic demand. However, this assumed exclusive turn lanes at major intersections and the completion of the planned full grid network envisioned in the sub-area plan. If this grid network becomes not feasible then five lanes would be needed along 51st Avenue NE between 152nd Street NE and 172nd Street NE (SR 531).

Transit Facilities and Services within the Neighborhood

Transit service through the Smokey Point Neighborhood is provided by Community Transit. There are currently five Community Transit routes that directly serve the Smokey Point Neighborhood. These include routes 201/202, 220, 227 , 230, and 240.

- Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Route 201 operates on Smokey Point Boulevard and Route 202 operates on 51st Avenue NE and 152nd Street NE. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.
- Route 220 provides weekday and Saturday local service between the Smokey Point Transit Center and downtown Arlington.
- Route 227 provides weekday commuter service from the Arlington Park and Ride to Boeing.
- Route 230 provides weekday and weekend local service between the Smokey Point Transit Center and Darrington.
- Route 240 provides weekday and Saturday local service between the Smokey Point Transit Station and Stanwood Station.

Table 4-66 Community Transit Routes – Smokey Point Neighborhood

Commuter Routes	Route No.	Local Routes	
Smokey Point to Arlington	220	Lynnwood to Smokey Point	201/202
Everett Boeing to Arlington	227		
Smokey Point to Darrington	230		
Everett Boeing to Stanwood	240		

Transit service is also provided to disabled persons through Community Transit's paratransit service, also known as DART (Dial-A-Ridge Transit). This service is provided to disabled residents living within 3/4 mile of existing local fixed routes during hours of fixed-route operation.

Within the Smokey Point Neighborhood, bus stops are located along 152nd Street and 51st Avenue. Most of the bus stops include only a bus stop sign without a pad and are, therefore, not ADA compliant. Bus pullouts with adjacent sidewalk are located on the south side of 152nd Street, immediately east of 43rd Avenue, and on the west side of 51st Avenue NE, south of 152nd Street. Along Smokey Point Boulevard, the bus stops will often include a bus pullout, sidewalk or pad, and sign. No bus shelters are located within the Smokey Point Neighborhood; however, bus shelters are provided at the Smokey Point Transit Center in Arlington which neighbors this planning area.

Arterial Streetscape

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

VII. Parks, Recreation and Open Space

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

Table 4-67 Smokey Point Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Strawberry Fields Athletic Complex (including Strawberry Fields for Rover Off-Leash Park)	6100 152nd Street NE	71.09	This athletic complex/regional sports facility features three full-size lighted soccer fields, restrooms, parking, and picnic areas. Other amenities include trails, a disc golf course, and an off-leash dog park.
Marysville Soccer Complex	152nd Street NE		Temporary Use by Marysville School District
Centennial Trail connection	152nd Street NE		County regional trail that spans 29 miles, from Snohomish to the Nakashima Farm which is located four miles north of Bryant. This trail could extend from east of 67th Avenue along 152nd Street NE to tie into Marysville neighborhoods.

VIII. Public Services and Facilities

a. Facilities

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

b. Police

With the 2005 Comprehensive Plan update, the City identified the need for an office for the Marysville Police Department's northend beat. In June 2014, the North Annex at 15526 Smokey Point Boulevard was opened to address this need. The North Annex houses offices and a break room for employee use for police and public works staff working in North Marysville.

c. Schools

The Marysville School District provides school service in the majority of the neighborhood, with a northern boundary of approximately 156th Street NE (see District boundary map, Figure 11-2). The Marysville School District owns property at the southwest corner of 152nd Street NE and 51st Avenue NE. The School District obtained conditional use permits from Snohomish County several years ago to construct an elementary and junior high school on this site. The property is currently used for recreation and provides a large soccer complex for public use. North of 156th Street, the Lakewood School District provides school facilities for the area.

d. Stormwater

The City of Marysville requires onsite stormwater detention and water quality treatment for development and redevelopment of large parcels (MMC, Chapter 14.15). Chapter 14.15 adopts the 2005 State Department of Ecology's Stormwater Management Manual for Western Washington. The Ecology Manual sets forth requirements for water quality/runoff treatment, source control for pollution generating sites, preservation of natural drainage systems and outfalls, on-site stormwater management/detention, flow control, and wetlands protection among other requirements.

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

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

The Smokey Point subarea has proved very challenging to stormwater management as a result of the high groundwater, which eliminate the ability to infiltrate stormwater. Depth to groundwater has been measured at 0.9 to 4.0 feet throughout the subarea. As a result, the City has pursued development of a multiple pond stormwater detention solution to address storm and surfacewater issues in new development. In 2005, regional pond 1 was constructed, and in 2014 regional pond 2 was constructed.

Regional stormwater management planning has resulted in focused planning that addresses development needs and area fish and wildlife habitat improvements. These facility improvements include not only the construction of ponds for storage of stormwater runoff, but also conveyance improvements in the existing channel. Conveyance improvements include: 1) increasing capacity of the railroad culvert at the discharge point from Subbasin J; 2) improvements to the culvert crossing of the railroad track immediately south of 136th Street NE; 3) increasing capacity of the 47th Drive NE

culvert; 4) diversion of high flows (in excess of 25-year flood) east of the railroad grade with conveyance south to an undeveloped property for infiltration; or 5) improvement of stream channels for fish habitat.

Chapter 7, *Drainage*, of the Smokey Point MPA establishes a conceptual drainage plan for the MPA with the City and future developers can use to build a functioning drainage system in the Smokey Point Neighborhood. The basins are identified; the local and state methodology for the review and basis of design is applied, regional and on-site systems. Potential Low Impact Development (LID) standards are identified and basin exchange concepts are explored as well.

Stormwater Conveyance

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

Recommended Stormwater Design Considerations

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

1) Infiltration possibilities are severely constrained due to seasonal high groundwater.

2) Use swales for conveyance to enhance treatment and provide infiltration.

3) Analyze the seasonal groundwater table prior to design and construction since it is high in many places.

4) Provide aesthetic design of regional ponds – suggested incorporation into open space, if safety considerations are met.

5) Provide adequate access for maintenance of drainage easements and detention ponds.

6) Provide pretreatment and source control for all applicable land uses.

7) Utilize multiple regional facilities to provide for stormwater detention.

8) Consider use of a regional facility for high flows and flood attenuation as an alternative to on-site storage.

9) Consider and pursue multiple tracks to address stormwater and environmental issues. These would include regional stormwater facilities within and south of the subarea; wetland and stream mitigation banks to address recharge to critical areas; open space acquisition and reduction of impervious coverage within urban land uses in the subarea.

10) Decrease impervious coverage standards to 75 percent or less within the subarea as a whole.

e. Water

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

Existing water source facilities serving this area include the Edward Springs Reservoir, Edward Springs and Stillaguamish source. Water distribution facilities in the area are shown in Figure 4-90 and include the following:

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

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

f. Sewer

All of the public sewer system facilities that exist in the subarea are owned and operated by the City of Marysville. Figure 4-91 identifies sewer lines within the Smokey Point subarea.

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

- Trunk F that ranges from 10" to 18" and runs along Smokey Point Boulevard;
- Trunk A that ranges from 18" to 27" and runs along 51st Avenue NE; and
- Trunk F to A, an 18" (check) line that connects Trunk F in Smokey Point Boulevard to Trunk A in 51st Avenue, generally running east from Trunk F at 164th Street alignment; south along the edge of the Smokey Point Channel; and east along 152nd Street NE to 51st Avenue NE.

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

IX. Development Strategies

As a condition of urban service provision (sewer service), the northeast corner of the Smokey Point Neighborhood (i.e. the area located east of the Smokey Point Channel (Hayho Creek), generally north of 152nd Street NE, south of the northern city limits, and west of the Burlington Northern Santa Fe Railroad (BNSF) railroad tracks) was required to be annexed into the City of Marysville. This annexation took place on February 28, 2007 (Ord. 2687). Development of this area was identified as being subject to a Master Plan Overlay in the 2005 Comprehensive Plan Update. The Smokey Point Master Plan Area was established by the annexation ordinance and the City's Comprehensive Plan.

In June 2008, the *Smokey Point Master Plan Design and Development Guidelines* was adopted. The *Smokey Point Master Plan* is a guidance and policy document for the development of a light commercial/industrial park. The master plan includes restoration/enhancement alternatives for Edgecomb Creek; a street network plan; and a conceptual stormwater system. This plan also sets forth standards for development layout; building orientation and relationships to parking, open space, landscaping, and architectural design standards; and signage. The importance of this area was identified in the 1980s by both the City and County. The vision of the Smokey Point

Master Plan Area is to establish a commercial/light industrial park that provides jobs for the residents of Marysville and expands the City's commercial-light industrial base. Development within the area is subject to design standards so that a higher level of urban design than is typical of light industrial and commercial development is achieved, and connection to the natural environment is achieved. The higher quality design is intended to promote an attractive and positive development and environment for workers, employers, and businesses located within the area.

Figure 4-90 Smokey Point Neighborhood Water System

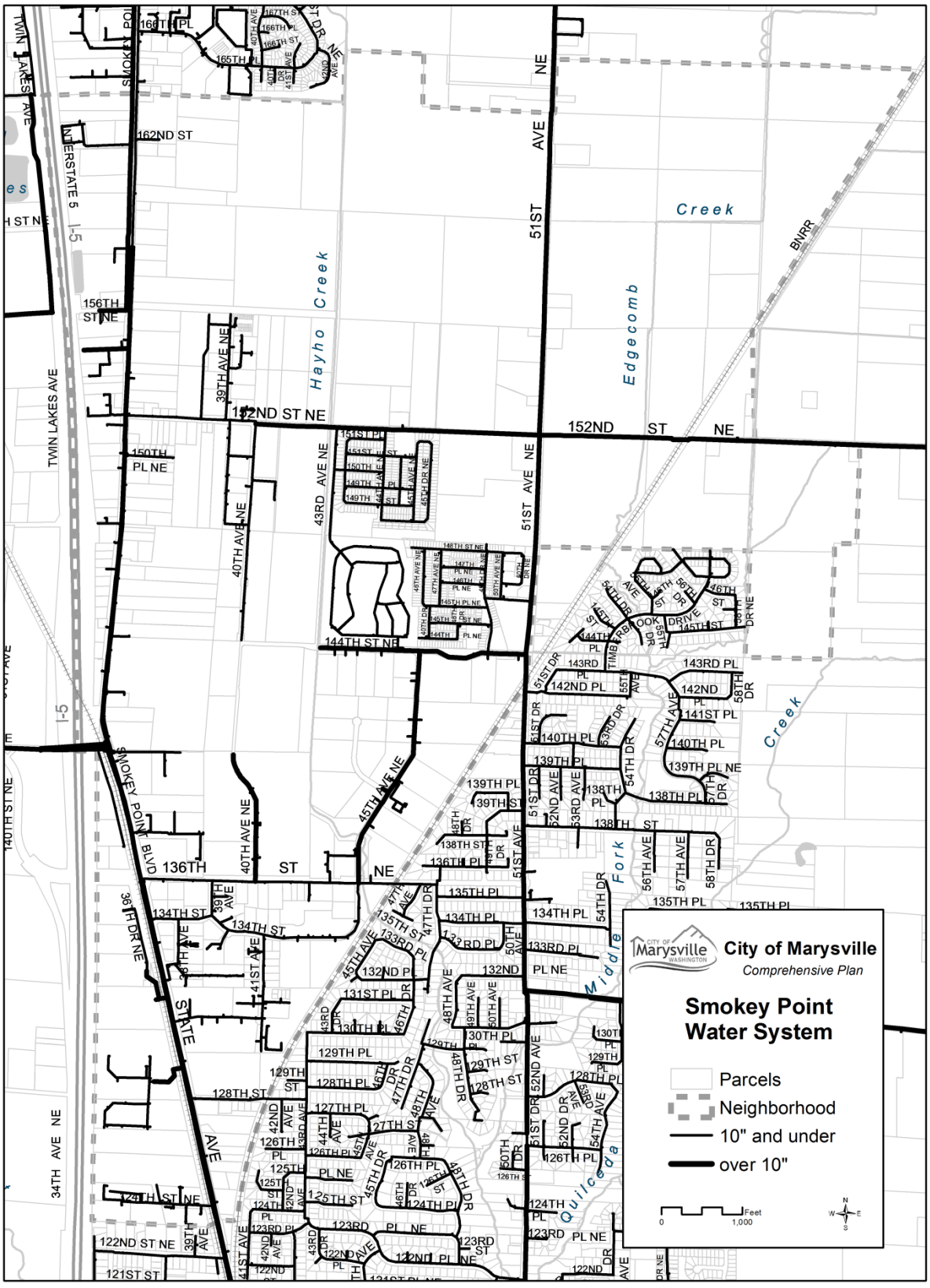


Figure 4-91 Smokey Point Neighborhood Sewer System

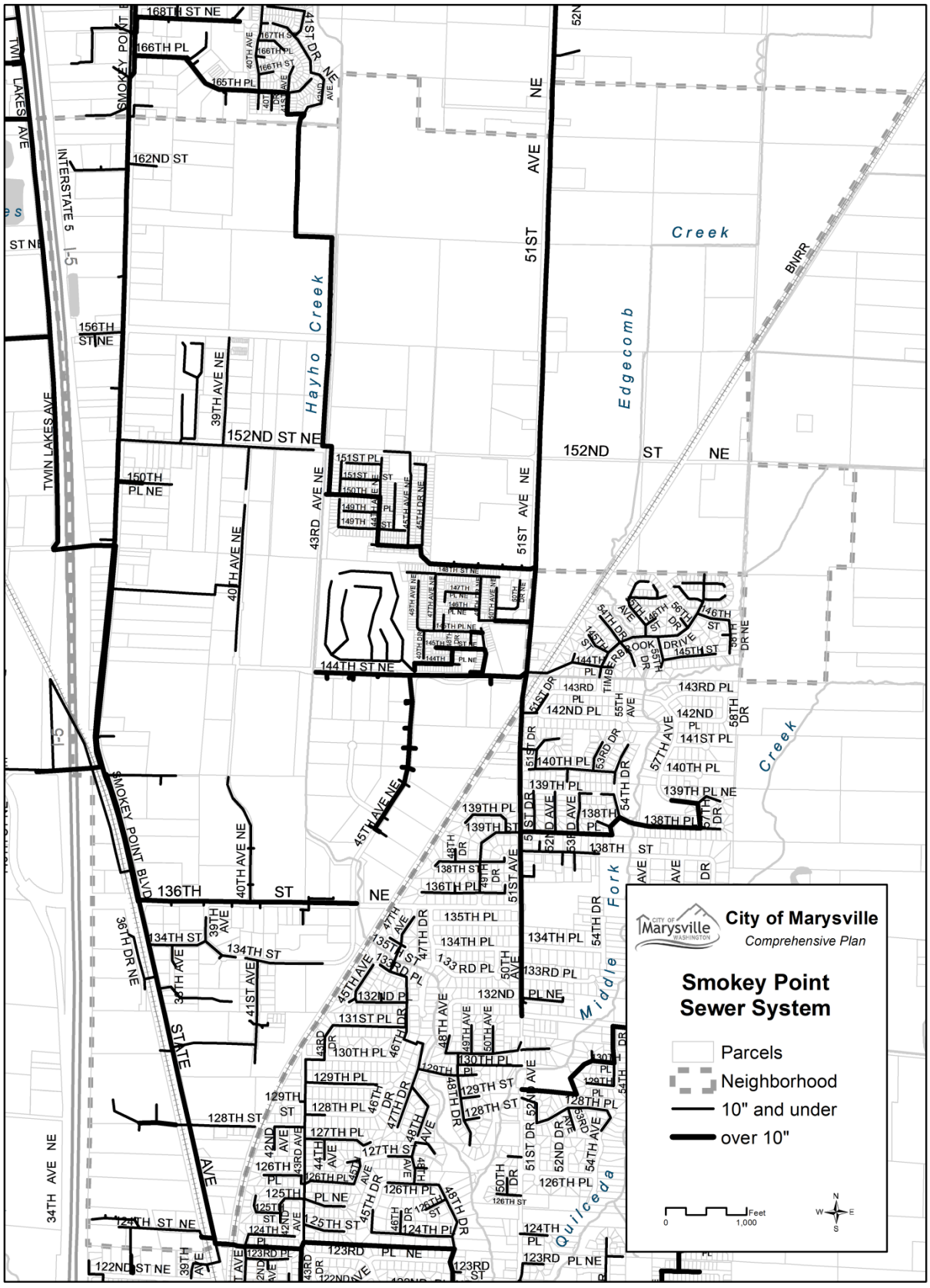
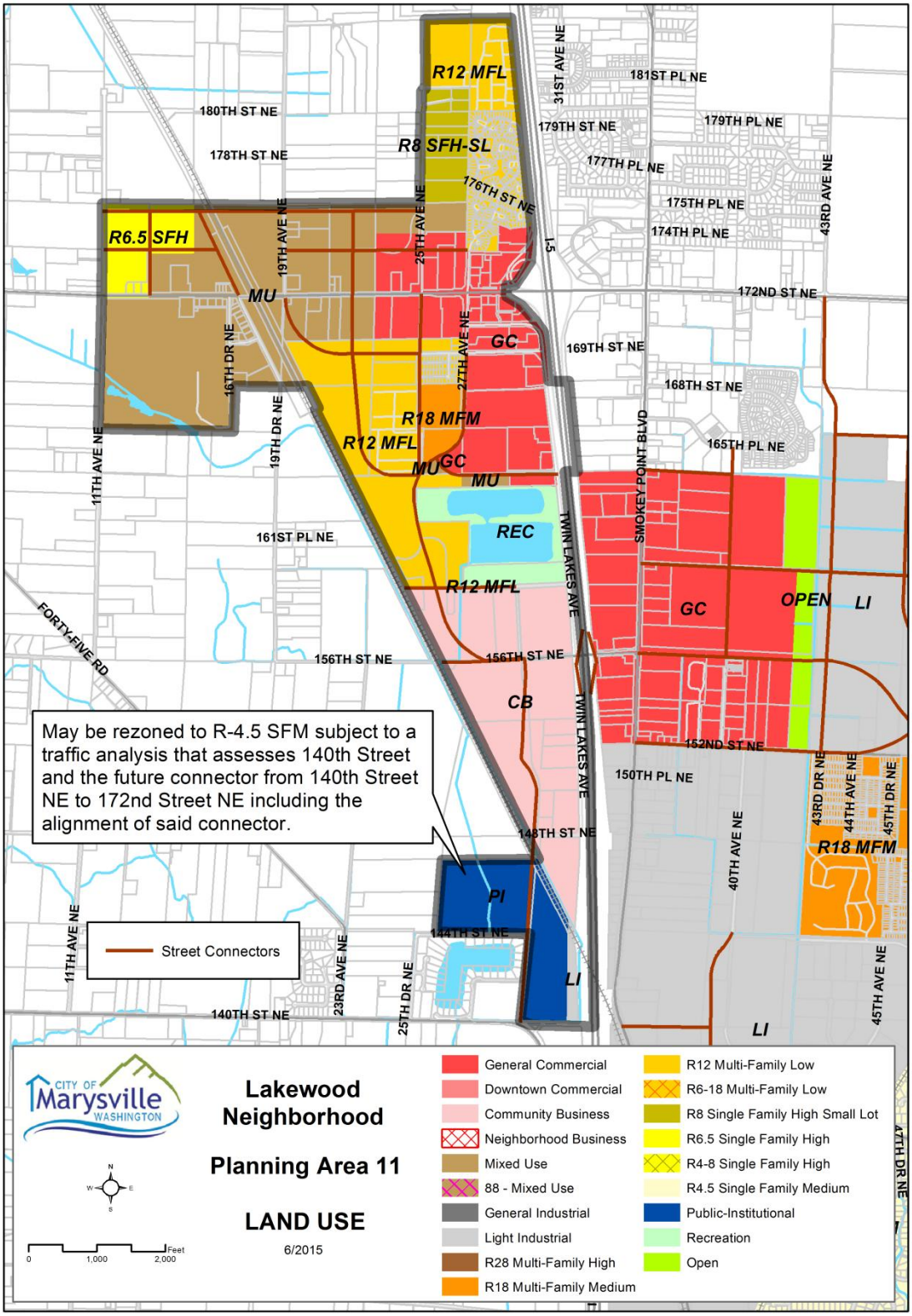


Figure 4-92 Planning Area 11 – Lakewood Neighborhood, Land Use Designations



PLANNING AREA 11: LAKEWOOD NEIGHBORHOOD

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

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

I. Background

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

At that time, the area was also a separate UGA – 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 within Lakewood. County staff worked with the City to begin detailed planning for the area. The County did not complete adoption of a land use plan for the Lakewood subarea, as a result of pending annexations to the City of Marysville. Marysville annexed the majority of the Lakewood UGA in February 2005. Adoption of the 2005 Comprehensive Plan established zoning for the Lakewood Neighborhood.

II. Land Use

The Lakewood neighborhood includes 740 buildable acres within the UGA. Table 4-68 details the land capacity in this area. The neighborhood has a commercial focus and anticipates further expansion of the UGA.

The land use scenario for this area concentrates commercial uses near the interchange and along Interstate 5, where properties have expansive visibility from the freeway. A major retail center, Lakewood Crossing, has been constructed at the southwest corner of Interstate 5 and 172nd Street NE. An additional commercial center is located on the north side of 172nd Street NE. A large area of Mixed Use is designated further west on the east side of 27th Avenue NE. The Mixed Use designation allows higher density multifamily and commercial uses. Multifamily uses are located south and west of the commercial areas, on the south side of 172nd Street NE. Single family uses are located on the western and northern periphery of the UGA. On the south side of Gissberg Twin Lakes Park, between Interstate 5 and the Burlington Northern Railroad is property designated Community Business that was redesignated from Business Park after construction of the 156th Street Overpass.

Table 4-68 Lakewood Neighborhood Land Capacity, 2011 – 2035

LAND USE DESIGNATION	CB	GC	LI	MU	MFL	MFM	SFM	SFH	SFH-SL	REC	TOTAL
TOTAL ACRES	117	143	4	190	218	9	58	46	25	54	865
BUILDABLE ACRES	97	139	0	104	184	9	44	46	25	10	740
EXISTING EMPLOYMENT	0	1,173	0	18	0	0	0	0	0	2	1,193
EXISTING HU	3	3	1	29	454	0	1	8	7	0	506
EXISTING POPULATION	9	9	3	56	1,308	0	3	23	20	0	1,429
ADDITIONAL EMPLOYMENT	1,634	1,412	3	1,208	0	0	0	0	0	0	4,257
ADDITIONAL HU	1	333	0	1,841	357	240	194	210	189	0	3,365
ADDITIONAL POPULATION	1	664	0	2,621	545	480	478	426	417	0	5,632
TOTAL EMPLOYMENT	1,634	2,585	3	1,226	0	0	0	0	0	2	5,450
TOTAL HU	4	336	1	1,870	811	240	195	218	196	0	3,871
TOTAL POPULATION	10	672	3	2,676	1,853	480	481	449	437	0	7,062

d. Land Use Vision

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

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

Shopping and family wage jobs are concentrated around transportation corridors, including highways and railways. Access to shopping and employment areas are direct and efficient, capitalizing on the proximity to I-5, BNSF and SR 531. Commercial areas emphasize pedestrian uses and have parking to the side of or in back of buildings. Commercial buildings relate to the street, and have features, such as plazas, windows on the street, distinctive entrances. Street cafes, street furniture, kiosks, and landscaping add to the human-scale character of the area. Places of employment have distinctive entrances, landscaping, buffering from surrounding less compatible uses, and open spaces for employees. They are sited to provide efficient transport of goods and services. Some small scale retail services are located in the industrial areas, providing for the convenience needs of the workers.

Higher density housing is located in proximity to these commercial areas. All higher density housing is located within a 1/4 mile of an open space, park and/or trail system. Arterials in the higher density section are designed as boulevards, with a center planting area to provide additional green space and safe crossing for pedestrians.
A variety of medium density detached housing opportunities fill in the spaces between the centers separated by boulevards, parks and/or trails. The community also has areas of Mixed Use, (housing, services and retail uses) which provide a place to live and work where one can walk or bike to homes, stores and services all located in a concentrated area. Mixed Use areas have a variety of public spaces, including village greens, public art spaces, street trees, furniture and plazas.
Urban level roads are provided in a grid pattern, and have aesthetic and pedestrian amenities, making the corridors attractive to all travelers and accessible to citizens without dependence on a car. Urban level services include stormwater, roads, sewer and water.

e. Conclusions

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

The City required annexation of this area prior to development approvals, in order to ensure implementation of the land use vision contained in City plans and standards that form the basis for proposed land use designations and zoning. To-date, all of the Lakewood Neighborhood has been annexed with the exception of the Lakewood School District properties. Significant commercial and multi-family development has occurred since 2005. The area immediately west of Interstate along both the north and south sides of 172nd Street has seen the development of a major shopping center that is home to Costco, Target, Mor Furniture, and numerous smaller retail and general personal and professional services, and the Everett Clinic. Approximately 200 multi-family units were recently constructed west of Costco, and approximately 550 are anticipated to be constructed within the next year or two. Traffic has grown considerably as a result and traffic management and improvements are vital to the continued growth of this area. As part of the 2015 Comprehensive Plan Update, a Lakewood Master Plan is being developed to address traffic and other development issues for the area.

III. Housing & Employment Analysis

Existing and 2035 planned dwelling units, population, and employment figures are listed in Table 4-69.

Table 4-69 Housing and Employment, 2011 and 2035

	2011	2035
Employment Estimate	1,193	5,450
Housing Unit Estimate	506	3,871
Population Estimate	1,429	7,062

Figure 4-93 shows the general land use composition of the neighborhood.

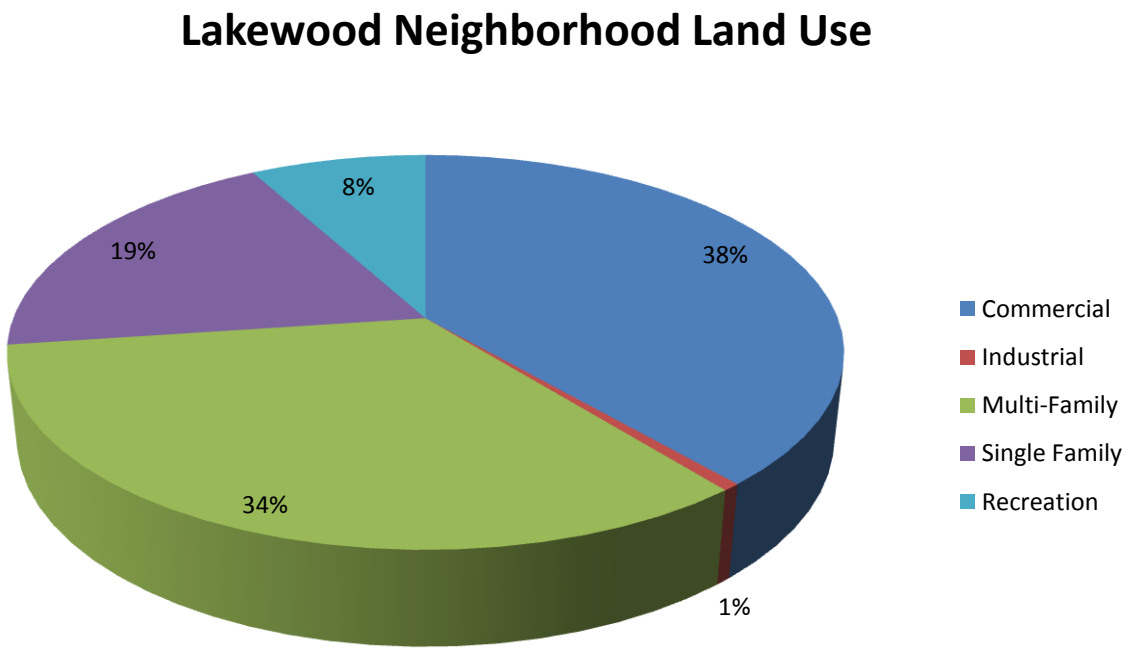


Figure 4-93 Lakewood Neighborhood Land Use

IV. Transportation

a. Street Inventory

This planning area is bounded by arterials on the west, north and south. The existing street network is minimal; however, with the development of Lakewood Crossing additional roadways such as Twin Lakes Avenue and 27th Avenue NE have been constructed. The BNSF Mainline railroad borders and bisects the area, restricting east-west grade crossings for roads.

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

WSDOT widened the existing 172nd Street interchange to a six lane bridge in, and constructed a new southbound off-ramp in 2009. The 156th Street Overpass, which provides access to the Lakewood Triangle, was constructed in 2012. The Burlington Northern rail line is the eastern edge of the subarea, while the main line BNRR with Amtrak service runs westerly into Lakewood on the west side of the subarea. SR 531 (172nd Street NE) is classified a principal arterial. 172nd Street, and provides the closest access for the area to I-5.

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

The area streets and classifications, serving the planning area, are listed in Table 4-70.

Table 4-70 Lakewood Neighborhood Streets and Classifications

Street	Classification	Jurisdiction
Interstate 5	Freeway	State/Federal
172nd Street NE (connecting Interstate 5 and Hwy 9)	Principal Arterial	WSDOT
156th Street NE	Principal Arterial	City
Twin Lakes Boulevard	Minor Arterial	City
Forty-Five Road	Collector Arterial	Snohomish County

b. Existing Railroad Network

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

The Lakewood subarea is bisected by the mainline track with one roadway crossing at 172nd Street NE. The Washington State 2010-2030 Freight Rail Plan reports that approximately 18 freight trains cross daily on average across 172nd Street NE with AMTRAK operating an average of four passenger trains daily.

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

c. Transportation Needs within the Neighborhood

Project descriptions, need, cost, funding and timing are identified in Table 4-71. Projects listed are identified within the City's Transportation Element, or referenced in Snohomish County or WSDOT plans.

Table 4-71 Lakewood Neighborhood Transportation Improvement Projects

Location	Description	Timing & Need[1]	Estimated Cost
172nd Street NE (27th Avenue NE to 19th Avenue NE)	Widen to 4/5 lane arterial with 20 planted buffer and multi-use trails.	Short-Range	$8,560,000
174th Street NE (21st Avenue	Widen to 2/3 lane arterial with sidewalks	Short-	Developer

NE to Railroad)	and bike lanes.	Range	
169th Place NE (27th Avenue NE to Twin Lakes Avenue)	Widen to 2/3 lane arterial with sidewalks and bike lanes.	Short-Range	Developer
19th Avenue NE and 172nd Street NE	Construct two-lane roundabout	Short-Range	$1,020,000
23rd Avenue NE and 172nd Street NE	Construct two-lane roundabout	Short-Range	$1,020,000
27th Avenue NE and 172nd Street NE	Modify signal operations with U-turn restrictions.	Short-Range	$40,000
27th Avenue NE (169th Place NE to 25th Avenue NE)	Construct 2/3 lane arterial with sidewalks and multi-use trail.	Short-Range	$2,150,000
25th Avenue NE (164th Street NE to 156th Street NE)	Construct 2/3 lane arterial with sidewalks and bike lanes.	Mid-Range	$9,320,000
27th Avenue NE and 172nd Street NE (Phase 2)	Minor modifications to traffic signal.	Mid-Range	$200,000
156th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI). Upgrade 156th Street NE to 6/7 lane roadway near interchange. At Smokey Point Boulevard/156th Street NE intersection, provide two northbound left-turn lanes and separate eastbound and southbound right-turn lanes.	Long-Range	Other agency
SR 531 (1,300 feet west of 43rd Avenue NE to SR 9)	Widen to 4/5 lane arterial including sidewalks and buffered bike lanes.	Long-Range	Other agency.
172nd Street NE (19th to 16th Drive NE)	Construct new traffic signal at 16th Drive NE, new two-lane roundabout at 19th Avenue NE, and intersection improvements at 19th Drive NE.	Long-Range	$3,240,000
172nd Street NE (19th Avenue NE to 11th Avenue NE)	Widen to 2/3 lane arterial including multi-use trail. At 16th Drive NE intersection, add turn lane(2) and traffic signal when warranted. At 19th Drive NE intersection, upgrade intersection to urban standards, and restrict northbound to westbound turn movements.	Long-Range	$3,290,000
172nd Street NE (connecting Interstate 5 and Hwy 9), from 27th Avenue NE to SR 9	Widen to 5 lanes. (5 lanes to 11th Avenue NE)		Other agency
156th Street NE (11th Avenue NE to 19th Avenue NE)	Construct 2/3 lane arterial.	Long-Range	Developer
156th Street NE Extension (27th Avenue NE to 23rd Avenue NE)	Construct 2/3 lane arterial including sidewalks and multi-use trail. Includes new grade separation crossing of railroad tracks.	Long-Range	$12,330,000
156th Street NE (19th Avenue to 23rd Avenue NE)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	Other agency
11th Avenue NE and 172nd Street NE	Construct one-lane roundabout.	Long-Range	$840,000
19th Avenue NE (172nd to north city limits)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	$2,190,000
19th Avenue NE/169th Place NE (172nd Street NE to 27th Avenue NE)	Construct 2/3 lane arterial with sidewalks and bike lanes.	Long-Range	$9,320,000
23rd Avenue NE (172nd Street NE to 23rd Avenue NE)	Construct 2/3 lane arterial with sidewalks, bike lanes, and multi-use trail.	Long-Range	$13,880,000
140th Street NE (23rd Avenue NE to 31st Avenue NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	Other agency

27th Avenue NE and 156th Street NE	Construct two-lane roundabout.	Long-Range	$1,440,000
Forty Five Road	Widen to 3 lanes.		Other agency
Twin Lakes Boulevard connection to 140th Street NE (complete connection from 172nd Street NE to 140th Street NE)	Road extension		Cost unknown

[1] The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

d. Existing Public Transportation Facilities and Services

Local bus service is provided by Community Transit. The new Smokey Point Transit Center at 3326 Smokey Point Boulevard, Arlington is located to the east of the Lakewood Neighborhood and opened to the public on February 16, 2015. The Smokey Point Transit Center is easily accessible from the Lakewood Neighborhood. The new transit center offers shelters, more bus bays, safer transfers, and serves as the hub for Routes 201/202, 220, 227, 230, and 240.

Routes 201/202 combine to provide high frequency service between the Lynnwood Transit Center (LTC) and Smokey Point Transit Center. Monday through Friday this service operates between approximately 4:45 am and 11 pm, with a bus coming every 15 to 20 minutes. On Saturdays, this service operates between approximately 6 am and 10 pm with a bus coming every 30 minutes.

Route 220 provides local service from the Smokey Point Transit Center to Downtown Arlington.

Route 230 provides local service from the Smokey Point Transit Center to Darrington.

Route 227 provides in-county commuter service between Arlington and the Everett Boeing Plant with stops in Marysville, Monday through Friday. This peak-period, peak-directional service provides two morning trips to Everett and two afternoon trips to Arlington. Route 227 stops at the Marysville Ash Avenue Park & Ride facility in the morning, and the I-5 and 4th Street Flyer Stop in the afternoon.

Route 240 provides rural service between Smokey Point and Stanwood via Lake Goodwin and Warm Beach. There are a total of 22 runs a day, 11 in each direction with a bus coming once every 60 during the morning and afternoon peak periods and a bus coming once every 2 hours during the midday and on Saturdays.

WSDOT owns the Smokey Point Park and Ride Lot northwest of the I-5/SR 531 Interchange. This lot was contains 62 parking spaces, and was relocated and access constructed at the signalized entrance of 27th Avenue NE.

e. Transportation Strategies and Issues

Transportation Projects.

There is one principal point of access into the subarea – 172nd Street NE. A road system with north-south and east-west access must be further developed as this area urbanizes. Conversion of the 156th Street Overpass to a full interchange connecting on

the southern part of the UGA would greatly enhance circulation within and around Lakewood.

Non-motorized System Improvements

1) SR 531 Bike Lanes. Bike lanes are proposed on 172nd Street NE (SR 531) from the Interchange to the western city limits in the City's Engineering Design and Development Standards (EDDS). This will provide bike lanes to Highway 9 with eventual access to Marysville and Arlington. The County Comprehensive Plan also proposed bike lanes from the interchange to the Forty Five Road.

2) SR 531 to 140th Street Bike Corridor. Construction of 6 to 8-foot shoulders on the 27th Avenue NE/169th Place NE/Twin Lakes/56th Street NE/23rd Avenue Corridor. This would be an extension from existing bike lanes on 172nd Street NE to 140th Street. This would provide nonmotorized access to Gissberg Twin Lakes County Park which is accessed from Twin Lakes Avenue. Wide shoulders along Forty Five Road from SR 531 to 23rd are also recommended in the County's plan.

3) Lakewood Trail. A separated off-road nonmotorized facility would connect the bike lanes from SR 531 and run south to 136th Street NE where bike lanes are planned to the City of Marysville. One possible alignment would parallel the Burlington Northern-Santa Fe Railroad mainline to the east. Another alignment would continue south along the proposed frontage road into the Tulalip Reservation and onto 27th Avenue NE.

Arterial Streetscape

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

V. Parks and Recreation

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

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

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

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

VI. Environmental and Resource Management

a. Surface Water

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

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

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

The smaller portion of the Lakewood area that lies west of the BNRR tracks drains to Lakewood Creek The creek travels along the west side of the railroad tracks before flows apparently split into two directions. Low flows continue down the creek along the railroad tracks and around Nina Lake. Higher flows are believed to overflow into a separate system along 23rd Avenue NE that generally flows south to 140th Street NE. Lakewood Creek originates in the hills along the west side of the valley and travels through low areas in undulating terrain with a mixture of pasture, forested, and wetland areas.

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

b. Stormwater Management

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

Stormwater Treatment and Detention

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

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

Stormwater Conveyance

Stormwater from the roadways will be conveyed to the detention and treatment facilities either through catch basins and pipes, or through open ditches. Open ditches are preferred when they are feasible, because of the benefits of additional treatment and the potential for infiltration. The conveyance systems can be sized to include runoff from individual sites, if regional detention is constructed.

Recommended Stormwater Design Considerations

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

1) Where depth to groundwater allows, stormwater infiltration is recommended
2) Use bio-swales for conveyance to enhance treatment and provide infiltration
3) Monitor the seasonal groundwater table prior to design and construction since it is high in many places
4) Provide aesthetic design of regional ponds – suggested incorporation into publicly accessible open space, if safety considerations are met
5) Provide adequate access for maintenance of drainage easements and detention ponds
6) Provide pretreatment and source control for all applicable land uses.
7) Utilize multiple regional facilities to provide for stormwater detention.
8) Consider use of a regional facility for high flows and flood attenuation as an alternative to on-site storage.

c. Wetlands

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

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

The City of Marysville regulates developments that affect critical areas, including streams and wetlands. These regulations have been reviewed within the comprehensive plan and development regulations for best available science. No construction is permitted in these buffers except for low impact uses such as pedestrian trails, viewing platforms, utility lines, and certain stormwater management facilities such as grass-lined swales provided they do not have a negative effect on the stream or wetland.

d. Streams

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

VII. Public Services and Facilities

a. Schools

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

b. Water

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

Water is distributed via 12-inch water arterial mains as shown in Figure 4-94. The west side has a 12-inch line running along Forty-Five Road; on the north there is a 12-inch line running along 172nd Street NE; and on the south a 12-inch line runs along 140th Street NE. Smaller 8-inch and 6-inch distribution mains distribute the water to the existing developments at the I-5 interchange and the Lakewood school complex.

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

c. Sewer

All of the public sewer system facilities that exist in the subarea are owned and operated by the City of Marysville and are shown in Figure 4-95. The main elements of the wastewater collection system in the subarea are:

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

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

12-inch sewer line in 172nd Street NE. The line size and slope presents limitations for future development capacity.

VIII. Annexation and Development Strategies

Urban Growth Area (UGA) expansions within the Lakewood Neighborhood were subject to completion of a master plan for area development. This master plan, which will be entitled the *Lakewood Master Plan,* is presently being developed and is anticipated to be adopted in the summer of 2015. Property within UGA expansion areas shall be required to annex to the City of Marysville as a condition of urban service provision (sewer service) and development proposals must be consistent with the *Lakewood Master Plan*.

This plan includes a more specific subarea plan for the Lakewood area that shall be the basis for review of development proposals and will provide the foundation for the *Lakewood Master Plan*. This subarea plan and the *Lakewood Master Plan* include a conceptual road plan, and open space and trail network as shown in Figure 4-96.

In addition, the accompanying design standards prepared as part of the integrated comprehensive plan, development regulations and EIS shall apply to the area (as hereinafter amended). It is also recommended that the City revise its development regulations to emphasize shared driveways, trails, and sidewalks to further link individual properties. Design standards that include common signage and integrated landscape plans are being developed and will further unify individual properties and promote a planned, center type development. Refer to Figure 4-75, in the 116th Street Master Plan text (Planning Area 8-Marshall/Kruse Neighborhood) which illustrates a typical Central Boulevard cross section including landscaping.

Design Standards

The City's current development regulations contain a variety of standards within the Unified Development Code that affect the overall design of a project including landscaping, signage, parking, and setback requirements. Design guidelines and site plan review must also include:

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

Guidelines applicable to Multi-family and Mixed Use Multi-family Designations within the Lakewood Neighborhood include:

1. Site Entry Features
2. Front Yard Setback

3. Common Outdoor Spaces
4. Private Outdoor Spaces
5. Fences and Walls

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

Figure 4-94 Lakewood Neighborhood Water System

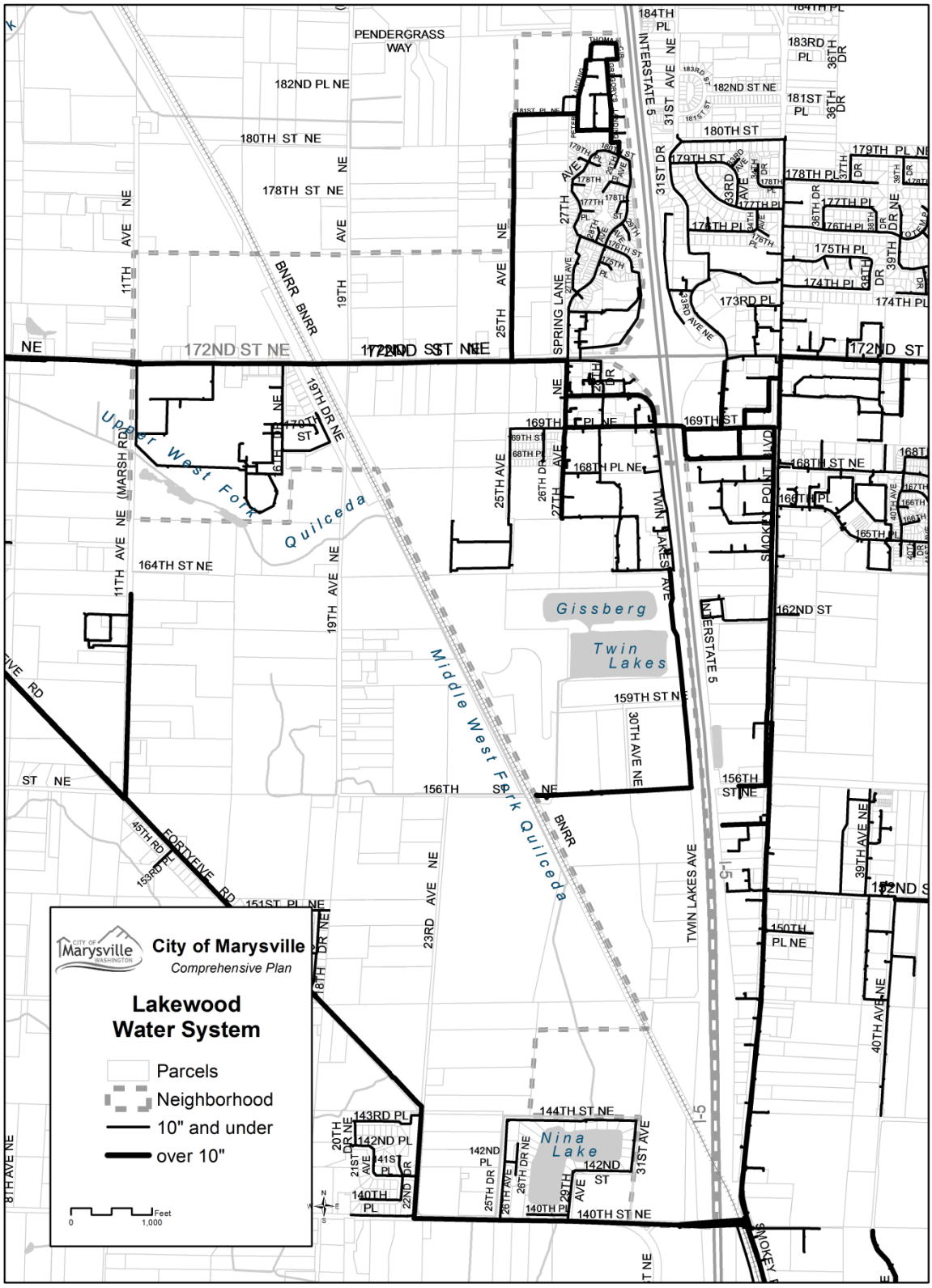


Figure 4-95 Lakewood Neighborhood Sewer System

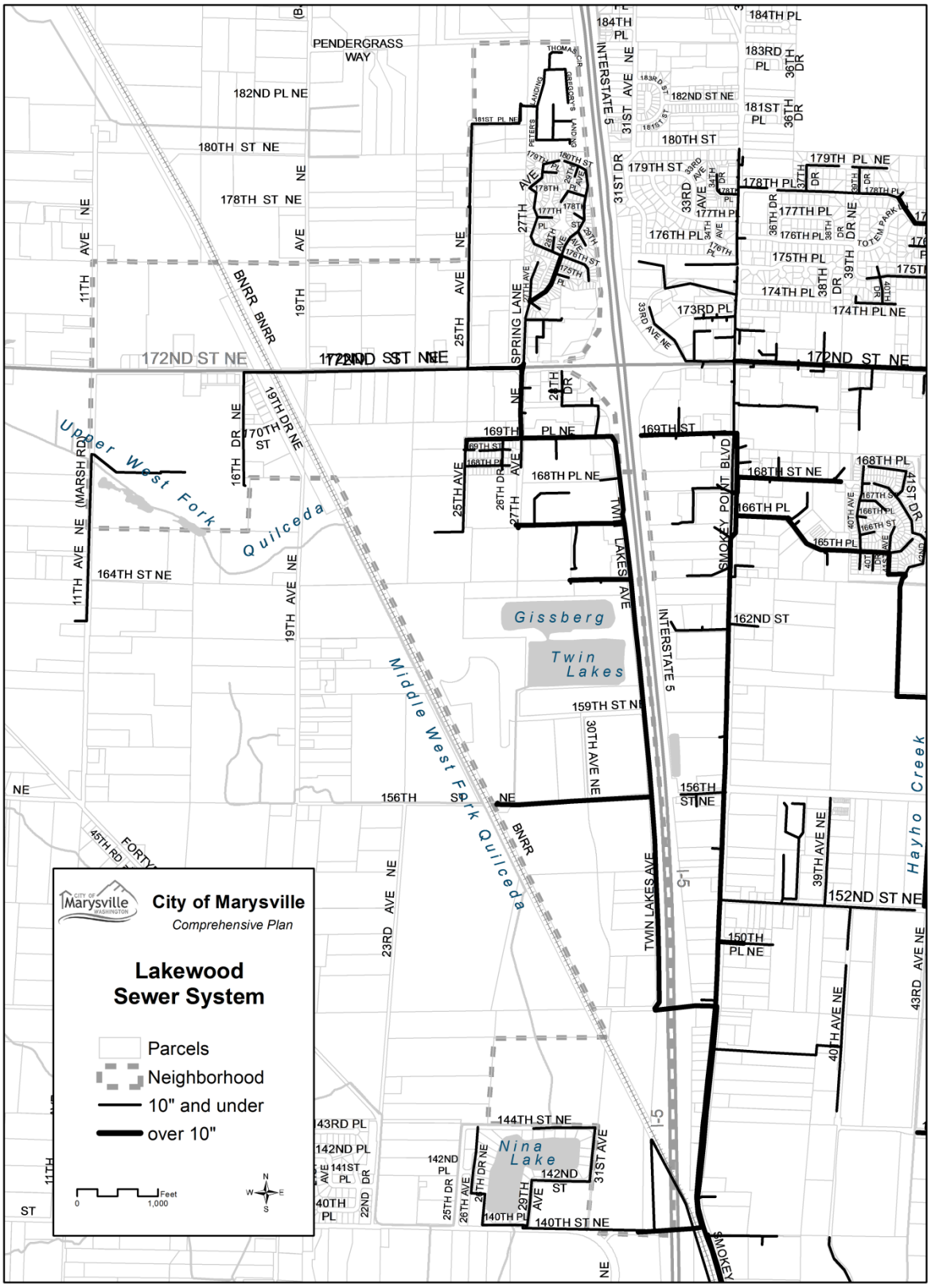
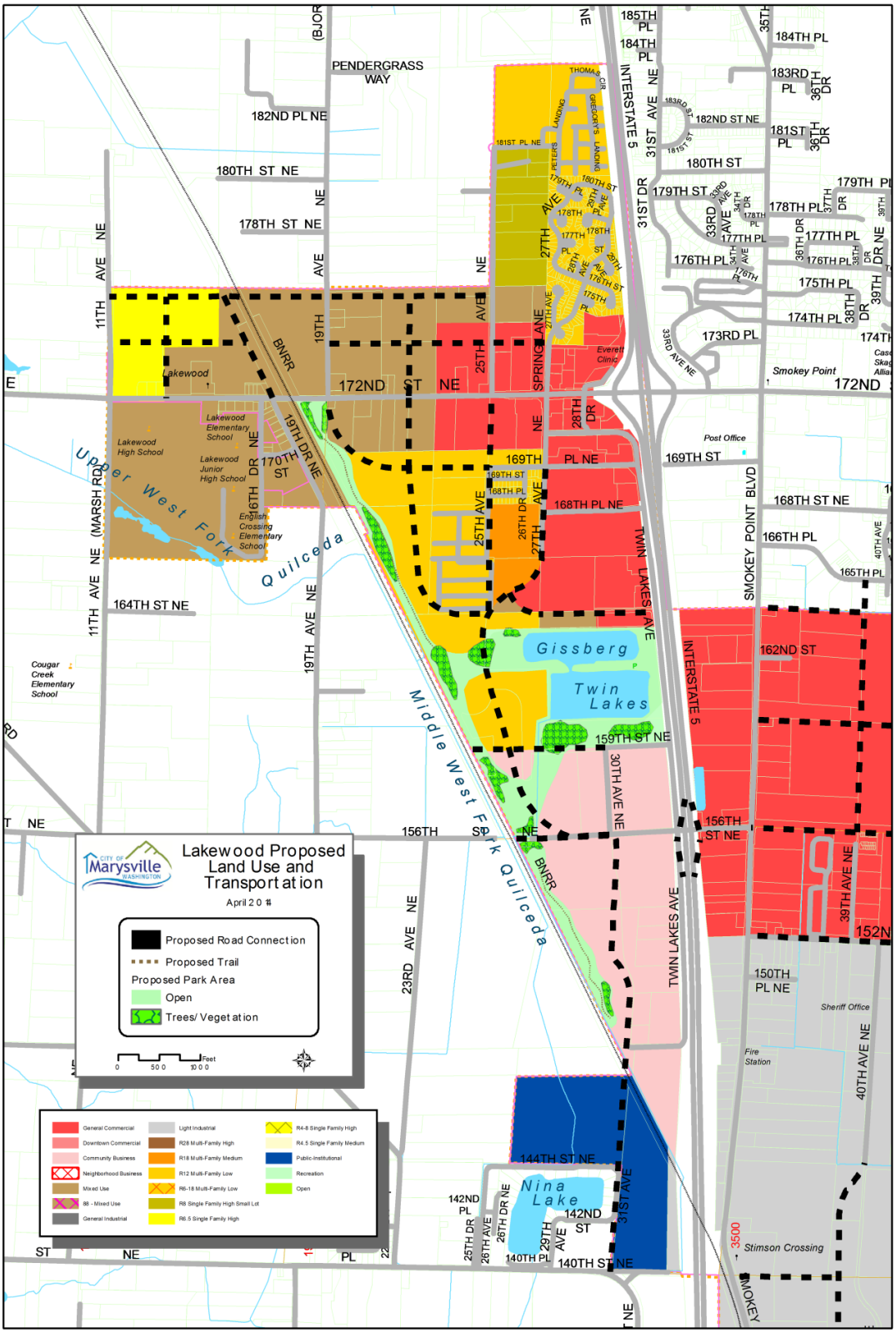


Figure 4-96 Lakewood Master Plan



G. SUB-AREAS STUDIES

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

I. Major Arterial Streetscapes

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

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

The elements of this streetscape program would be:

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

There are several streets which would be appropriate for inclusion in this program. The selection of streets for inclusion, shown in Table 4-72, is based on the Urban Growth Boundary, the relationship of these streets to one another, and the amount of traffic using them.

Table 4-72 Streets Included in Streetscapes Program

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

a. Interstate 5 and Highway 9

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

i. Interstate 5

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

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

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

Southern Approach and Entry

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

Approaching Ebey Slough from the south only, one sees the waterfront area of downtown Marysville. This is the only real view of Marysville available from the Interstate. This view should not only be maintained, but the development of the waterfront as a destination with commercial, waterfront uses, and trails will significantly improve this important introduction to the city.

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

Forested Corridor

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

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

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

Northern Approach and Entry

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

Smokey Point

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

ii. Highway 9

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

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

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

II. Other Sections to Potentially Add

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

APPENDIX A – LAND CAPACITY TABLES

		Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Mixed Use	Mixed Use-88	Multi Family High R-28	Multi Family Medium R-18	Multi Family Low R-12	Multi Family Low, Whiskey Ridge	Neighborhood Business	Open Space	Public	Public-Institutional	Recreation	Single Family High R-8, Small Lot	Single Family High R-6.5	Single Family High, Whiskey Ridge	Single Family Medium R-4.5	Grand Total
Downtown – 1	Gross Acres	33	111	49	300	0	90	0	29	72	0	0	1	2	0	0	48	94	99	0	0	928
	Buildable Acres	33	99	49	40	0	90	0	29	71	0	0	1	1	0	0	14	94	72	0	0	594
	Existing Employment	443	2,045	555	445	0	451	0	0	0	0	0	6	10	0	0	13	428	36	0	0	4,432
	Additional Employment	63	933	320	9	0	540	0	0	0	0	0	2	0	0	0	0	0	30	0	0	1,897
	Total Employment	506	2,978	875	454	0	991	0	0	0	0	0	8	10	0	0	13	428	66	0	0	6,329
	Existing HU	80	132	135	0	0	634	0	233	492	0	0	0	0	0	0	0	469	386	0	0	2,561
	Additional HU	57	350	195	0	0	841	0	277	219	0	0	0	0	0	0	0	25	28	0	0	1,992
	Total HU	137	482	330	0	0	1,475	0	510	711	0	0	0	0	0	0	0	494	414	0	0	4,553
	Existing Population	230	380	389	0	0	1,217	0	447	945	0	0	0	0	0	0	0	900	741	0	0	5,249
	Additional Population	80	519	279	0	0	1,182	0	404	323	0	0	0	0	0	0	0	52	59	0	0	2,898
	Total Population	310	899	668	0	0	2,399	0	851	1,268	0	0	0	0	0	0	0	952	800	0	0	8,147
Jennings Park – 2	Gross Acres	6	3	0	0	0	0	0	0	59	8	0	1	0	0	0	0	0	187	0	535	799
	Buildable Acres	6	0	0	0	0	0	0	0	55	8	0	1	0	0	0	0	0	149	0	402	622
	Existing Employment	91	0	0	0	0	0	0	0	127	0	0	14	0	0	0	0	0	82	0	195	509
	Additional Employment	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	9
	Total Employment	91	0	0	0	0	0	0	0	127	0	0	23	0	0	0	0	0	82	0	195	518
	Existing HU	0	0	0	0	0	0	0	0	502	33	0	2	0	0	0	0	0	705	0	1,753	2,995
	Additional HU	0	0	0	0	0	0	0	0	21	33	0	0	0	0	0	0	0	39	0	190	283
	Total HU	0	0	0	0	0	0	0	0	523	66	0	2	0	0	0	0	0	744	0	1,943	3,278
	Existing Population	0	0	0	0	0	0	0	0	964	63	0	6	0	0	0	0	0	2,030	0	5,049	8,112
	Additional Population	0	0	0	0	0	0	0	0	29	48	0	0	0	0	0	0	0	81	0	422	580
	Total Population	0	0	0	0	0	0	0	0	993	111	0	6	0	0	0	0	0	2,111	0	5,471	8,692

		Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Mixed Use	Mixed Use-88	Multi Family High R-28	Multi Family Medium R-18	Multi Family Low R-12	Multi Family Low, Whiskey Ridge	Neighborhood Business	Open Space	Public	Public-Institutional	Recreation	Single Family High R-8, Small Lot	Single Family High R-6.5	Single Family High , Whiskey Ridge	Single Family Medium R-4.5	Grand Total
Sunnyside – 3	Gross Acres	0	0	0	0	0	0	0	0	0	0	0	0	407	0	0	0	0	68	0	377	853
	Buildable Acres	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	46	0	266	336
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
	Additional Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Employment	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
	Existing HU	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	119	0	870	992
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	0	549	655
	Total HU	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	225	0	1,419	1,647
	Existing Population	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	343	0	2,506	2,858
	Additional Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283	0	1,151	1,434
	Total Population	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	626	0	3,657	4,292
East Sunnyside-Whiskey Ridge – 4	Gross Acres	73	7	0	0	0	57	0	0	38	0	140	0	0	0	0	28	0	1,049	136	143	1,670
	Buildable Acres	61	0	0	0	0	49	0	0	29	0	138	0	0	0	0	22	0	706	136	78	1,217
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	37
	Additional Employment	944	0	0	0	0	647	0	0	0	0	0	0	0	0	0	0	0	60	0	0	1,651
	Total Employment	944	0	0	0	0	647	0	0	0	0	0	0	0	0	0	0	0	97	0	0	1,688
	Existing HU	14	0	0	0	0	22	0	0	9	0	58	0	0	0	0	0	0	1,576	38	385	2,102
	Additional HU	0	0	0	0	0	350	0	0	291	0	1,364	0	0	0	0	0	0	1,919	680	56	4,660
	Total HU	14	0	0	0	0	372	0	0	300	0	1,422	0	0	0	0	0	0	3,495	718	441	6,762
	Existing Population	40	0	0	0	0	42	0	0	17	0	111	0	0	0	0	0	0	4,539	109	1,109	5,967
	Additional Population	0	0	0	0	0	499	0	0	475	0	1,990	0	0	0	0	0	0	4,331	1,409	123	8,827
	Total Population	40	0	0	0	0	541	0	0	492	0	2,101	0	0	0	0	0	0	8,870	1,518	1,232	14,794

		Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Mixed Use	Mixed Use-88	Multi Family High R-28	Multi Family Medium R-18	Multi Family Low R-12	Multi Family Low, Whiskey Ridge	Neighborhood Business	Open Space	Public	Public-Institutional	Recreation	Single Family High R-8, Small Lot	Single Family High R-6.5	Single Family High, Whiskey Ridge	Single Family Medium R-4.5	Grand Total
Getchell Hill – 5	Gross Acres	56	0	0	0	0	0	0	0	0	82	0	1	0	0	0	99	65	488	0	807	1,599
	Buildable Acres	54	0	0	0	0	0	0	0	0	65	0	1	0	0	0	74	63	296	0	470	1,022
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	32	0	0	0	100	141
	Additional Employment	843	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	943
	Total Employment	843	0	0	0	0	0	0	0	0	0	0	9	0	0	0	32	100	0	0	100	1,084
	Existing HU	9	0	0	0	0	0	0	0	0	412	0	0	0	0	0	0	1	1,012	0	1,665	3,099
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	544	0	366	985
	Total HU	9	0	0	0	0	0	0	0	0	412	0	0	0	0	0	0	76	1,556	0	2,031	4,084
	Existing Population	26	0	0	0	0	0	0	0	0	791	0	0	0	0	0	0	3	2,915	0	4,795	8,530
	Additional Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	1,378	0	761	2,291
	Total Population	26	0	0	0	0	0	0	0	0	791	0	0	0	0	0	0	155	4,293	0	5,556	10,821
Pinewood – 6	Gross Acres	25	0	101	0	0	0	23	26	72	28	0	0	22	0	0	0	0	435	0	135	868
	Buildable Acres	24	0	86	0	0	0	11	26	57	28	0	0	0	0	0	0	0	414	0	107	752
	Existing Employment	471	0	1,012	0	0	0	64	0	0	15	0	0	0	0	0	0	0	20	0	0	1,582
	Additional Employment	130	0	363	0	0	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	597
	Total Employment	601	0	1,375	0	0	0	168	0	0	15	0	0	0	0	0	0	0	20	0	0	2,179
	Existing HU	9	0	73	0	0	0	3	321	442	206	0	0	0	0	0	0	0	1,451	0	220	2,725
	Additional HU	0	0	4	0	0	0	3	106	140	75	0	0	0	0	0	0	0	185	0	175	688
	Total HU	9	0	77	0	0	0	6	427	582	281	0	0	0	0	0	0	0	1,636	0	395	3,413
	Existing Population	26	0	210	0	0	0	9	616	849	382	0	0	0	0	0	0	0	4,199	0	634	6,925
	Additional Population	0	0	6	0	0	0	4	151	209	129	0	0	0	0	0	0	0	399	0	359	1,257
	Total Population	26	0	216	0	0	0	13	767	1,058	511	0	0	0	0	0	0	0	4,598	0	993	8,182

		Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Mixed Use	Mixed Use-88	Multi Family High R-28	Multi Family Medium R-18	Multi Family Low R-12	Multi Family Low, Whiskey Ridge	Neighborhood Business	Open Space	Public	Public-Institutional	Recreation	Single Family High R-8, Small Lot	Single Family High R-6.5	Single Family High, Whiskey Ridge	Single Family Medium R-4.5	Grand Total
Kellogg Marsh – 7	Gross Acres	47	2	43	0	0	0	0	0	8	32	0	1	0	0	15	35	0	672	0	372	1,226
	Buildable Acres	43	1	37	0	0	0	0	0	8	25	0	1	0	0	14	35	0	646	0	271	1,080
	Existing Employment	592	0	501	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	14	1,147
	Additional Employment	37	0	136	0	0	0	0	0	0	0	0	19	0	0	0	0	0	2	0	0	194
	Total Employment	629	0	637	0	0	0	0	0	0	40	0	19	0	0	0	0	0	2	0	14	1,341
	Existing HU	0	0	33	0	0	0	0	0	58	84	0	0	0	0	0	1	0	2,790	0	645	3,611
	Additional HU	0	0	0	0	0	0	0	0	57	127	0	0	0	0	0	0	0	528	0	198	910
	Total HU	0	0	33	0	0	0	0	0	115	211	0	0	0	0	0	1	0	3,318	0	843	4,521
	Existing Population	0	0	95	0	0	0	0	0	111	161	0	0	0	0	0	3	0	8,035	0	1,858	10,263
	Additional Population	0	0	0	0	0	0	0	0	89	192	0	0	0	0	0	0	0	1,226	0	434	1,941
	Total Population	0	0	95	0	0	0	0	0	200	353	0	0	0	0	0	3	0	9,261	0	2,292	12,204
Marshall Kruse – 8	Gross Acres	89	0	1	0	0	92	0	0	40	8	0	0	0	0	0	0	0	0	0	528	757
	Buildable Acres	88	0	0	0	0	73	0	0	28	8	0	0	0	0	0	0	0	0	0	415	612
	Existing Employment	785	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	816
	Additional Employment	462	0	0	0	0	902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,364
	Total Employment	1,247	0	0	0	0	933	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,180
	Existing HU	131	0	1	0	0	68	0	0	32	15	0	0	0	0	0	0	0	0	0	1,429	1,676
	Additional HU	0	0	0	0	0	602	0	0	312	22	0	0	0	0	0	0	0	0	0	228	1,164
	Total HU	131	0	1	0	0	670	0	0	344	37	0	0	0	0	0	0	0	0	0	1,657	2,840
	Existing Population	377	0	3	0	0	131	0	0	61	29	0	0	0	0	0	0	0	0	0	4,116	4,717
	Additional Population	0	0	0	0	0	1,059	0	0	522	34	0	0	0	0	0	0	0	0	0	510	2,125
	Total Population	377	0	3	0	0	1,190	0	0	583	63	0	0	0	0	0	0	0	0	0	4,626	6,842

		Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Mixed Use	Mixed Use-88	Multi Family High R-28	Multi Family Medium R-18	Multi Family Low R-12	Multi Family Low, Whiskey Ridge	Neighborhood Business	Open Space	Public	Public-Institutional	Recreation	Single Family High R-8, Small Lot	Single Family High R-6.5	Single Family High, Whiskey Ridge	Single Family Medium R-4.5	Grand Total
Shoultes – 9	Gross Acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20		536	556
	Buildable Acres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	379	394
	Existing Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
	Additional Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
	Existing HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	0	1,514	1,615
	Additional HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	273
	Total HU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	0	1,787	1,888
	Existing Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	0	4,360	4,651
	Additional Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620	620
	Total Population	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	0	4,980	5,271
Smokey Point – 10	Gross Acres	0	0	284	0	1,318	15	0	0	155	0	0	1	0	0	0	72	0	0	0	0	1,845
	Buildable Acres	0	0	226	0	1,070	15	0	0	143	0	0	1	0	0	0	31	0	0	0	0	1,531
	Existing Employment	0	0	461	0	2,718	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3,180
	Additional Employment	0	0	2,612	0	9,269	192	0	0	0	0	0	9	0	0	0	0	0	0	0	0	12,082
	Total Employment	0	0	3,073	0	11,987	192	0	0	0	0	0	10	0	0	0	0	0	0	0	0	15,262
	Existing HU	0	0	88	0	45	19	0	0	551	0	0	0	0	0	0	1	0	0	0	0	704
	Additional HU	0	0	25	0	0	98	0	0	343	0	0	0	0	0	0	0	0	0	0	0	466
	Total HU	0	0	113	0	45	117	0	0	894	0	0	0	0	0	0	1	0	0	0	0	1,170
	Existing Population	0	0	253	0	130	36	0	0	1,058	0	0	0	0	0	0	3	0	0	0	0	1,480
	Additional Population	0	0	42	0	0	137	0	0	662	0	0	0	0	0	0	0	0	0	0	0	841
	Total Population	0	0	295	0	130	173	0	0	1,720	0	0	0	0	0	0	3	0	0	0	0	2,321

		Community Business	Downtown Commercial	General Commercial	General Industrial	Light Industrial	Mixed Use	Mixed Use-88	Multi Family High R-28	Multi Family Medium R-18	Multi Family Low R-12	Multi Family Low, Whiskey Ridge	Neighborhood Business	Open Space	Public	Public-Institutional	Recreation	Single Family High R-8, Small Lot	Single Family High R-6.5	Single Family High, Whiskey Ridge	Single Family Medium R-4.5	Grand Total
Lakewood – 11	Gross Acres	117	0	143	0	4	190	0	0	9	218	0	0	0	0	0	54	25	46	0	58	865
	Buildable Acres	97	0	139	0	0	104	0	0	9	184	0	0	0	0	0	10	25	46	0	44	740
	Existing Employment	0	0	1,173	0	0	18	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1,193
	Additional Employment	1,634	0	1,412	0	3	1,208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,257
	Total Employment	1,634	0	2,585	0	3	1,226	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5,450
	Existing HU	3	0	3	0	1	29	0	0	0	454	0	0	0	0	0	0	7	8	0	1	506
	Additional HU	1	0	333	0	0	1,841	0	0	240	357	0	0	0	0	0	0	189	210	0	194	3,365
	Total HU	4	0	336	0	1	1,870	0	0	240	811	0	0	0	0	0	0	196	218	0	195	3,871
	Existing Population	9	0	9	0	3	56	0	0	0	1,308	0	0	0	0	0	0	20	23	0	3	1,431
	Additional Population	1	0	664	0	0	2,621	0	0	480	545	0	0	0	0	0	0	417	426	0	478	5,632
	Total Population	10	0	673	0	3	2,677	0	0	480	1,853	0	0	0	0	0	0	437	449	0	481	7,063
All Neighborhoods	Sum Gross Acres	446	123	621	300	1,322	445	23	54	454	376	140	5	432	0	15	336	184	3,063	136	3,493	11,966
	Sum Buildable Acres	405	100	537	40	1,070	332	11	54	401	318	138	5	25	0	14	186	182	2,389	136	2,432	8,900
	Sum Existing Employment	2,382	2,045	3,702	445	2,718	500	64	0	127	55	0	33	10	0	0	47	428	175	0	313	13,044
	Sum Additional Employment	4,113	933	4,843	9	9,272	3,489	104	0	0	0	0	39	0	0	0	0	100	92	0	0	22,994
	Sum Total Employment	6,495	2,978	8,545	454	11,990	3,989	168	0	127	55	0	72	10	0	0	47	528	267	0	313	36,038
	Sum Existing HU	246	132	333	0	46	772	3	554	2,086	1,204	58	2	3	0	0	2	477	8,148	38	8,482	22,586
	Sum Additional HU	58	350	557	0	0	3,732	3	383	1,623	614	1,364	0	0	0	0	0	289	3,559	680	2,229	15,441
	Sum Total HU	304	482	890	0	46	4,504	6	937	3,709	1,818	1,422	2	3	0	0	2	766	11,707	718	10,711	38,027
	Sum Existing Population	708	380	959	0	133	1,482	9	1,063	4,005	2,734	111	6	9	0	0	6	923	23,116	109	24,430	60,183
	Sum Additional Population	81	519	991	0	0	5,498	4	555	2,789	948	1,990	0	0	0	0	0	621	8,183	1,409	4,858	28,446
	Sum Total Population	789	899	1,950	0	133	6,980	13	1,618	6,794	3,682	2,101	6	9	0	0	6	1,544	31,299	1,518	29,288	88,629

V. HOUSING ELEMENT

INTRODUCTION

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

A. BACKGROUND

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

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

This Housing Element recognizes the vitality and character of established neighborhoods and identifies sufficient land for housing to accommodate a range of housing types and prices. This Element uses statistics and information from the 2010 U.S. Census, the Snohomish County Tomorrow Growth Monitoring Reports, the 2008 to 2012 American Community Survey, the Washington State Office of Financial Management, and Snohomish County Information Services. These sources report information in a variety of statistical units: census tracts, jurisdictional boundaries such as the Marysville city limits and Snohomish County, and the Marysville urban growth boundary. Figure 5-1 shows the relationship of the Urban Growth Area and individual census tracts. City boundaries have change substantially since the last Comprehensive Plan update a result of several major annexations. Therefore, change reported in the City between 2000 and 2010, may reflect annexation of existing neighborhoods, as well as new development.

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

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

In Snohomish County's General Policy Plan, Housing Goal 5 states that "the cities and the County shall collaborate to report housing characteristics and needs in a timely manner for jurisdictions to conduct major comprehensive plan updates and to assess progress toward achieving CPPs on housing". Building on the County's efforts in

preparing the countywide HO-5 Report, this Element furthers this goal by providing detailed, local information on existing conditions for housing in Marysville so the City can plan more effectively to promote housing for all economic segments and collaborate with neighboring jurisdictions. This Element describes the spectrum of assisted and market rate housing within the City of Marysville.

Over the past two decades, Marysville's proximity to employment centers and transportation corridors, small community aesthetic, and reasonable cost of living drove dramatic population growth, which is projected to continue moving forward. Most of this growth has been residential in nature, yielding an imbalance between commercial and residential development. Key challenges the City is addressing include encouraging a greater diversity of housing, improving urban amenities, renovating the Downtown area, and promoting living wage jobs within the City.

Several housing-specific terms and concepts will be used throughout the Housing Element. Household income levels will be defined by their share of "Area Median Income", or AMI. For this report, median household income for the Seattle-Bellevue HUD Metro Fair Market Rent Area (HMFA) is used for AMI, because it is the measure HUD uses to administer its programs, and is the predominant metric used for the purpose of assessing housing affordability. The 2012 Seattle-Bellevue HMFA was $88,000. All of Snohomish County is included in this HMFA. The affordable housing field defines income levels as they relate to AMI. These are contained in Table 5-1 below:

Table 5-1 Household Categories

Category of Households	% of Median Income	Income Range
Extremely Low Income	0% - 30%	$0 - $26,400
Very Low Income	31% - 50%	$27,280 - $44,000
Low Income	51% - 80%	$44,800 - $70,400
Moderate Income	81% - 95%	$71,280 - $83,600
Middle Income	96% - 120%	$84,480 - $105,600

When a household spends more than 30% of their income on housing, they are considered to be "cost-burdened", and, if lower income, will likely have to sacrifice spending on other essentials like food and medical care. In addition to mortgage and rent payments, housing costs include utilities, home insurance, and property taxes. "Cost burden" is used as a benchmark to evaluate housing affordability.

B. OVERVIEW

Marysville is a growing city home to 21,623 households and 62,809 residents. While not one of the County's major employment centers in itself, the City is centrally located near commercial and industrial centers and its median income, at $65,627, is close to that of the County overall, at $68,338.

Currently, 41% of households in Marysville are considered cost-burdened, meaning they devote more than 30% of their monthly income to housing costs. Cost-burden is most challenging for households with lower incomes, who may have to sacrifice other essential needs to afford housing. Ninety-one percent (91%) of Marysville's very low income renters are cost-burdened (those earning between 30 and 50% Area Median Income, or AMI), compared to 22% of moderate income renters (those earning between 80 and 95% AMI). Additional summary statistics are presented below.

Table 5-2 A Summary of Marysville by the Numbers

2014 Population	62,809
Total Households	21,623[1]
Family[2] Households with Minor Children	7,564
Cost-Burdened Households	8,976
Households Earning Less than 50% AMI	6,877
2012 Median Household Income	$65,627
Minimum Income to Afford 2012 Median Home[3]	$45,595
2013 Total Homes	22,593
Single Family Homes, Detached or Attached	18,032
Multifamily Homes	3,305
Manufactured Homes	1,246
Section 8 Housing Choice Vouchers[4]	394
Other Dedicated Subsidized Housing Units	305
Workforce Housing Units	602
Total Renter-Occupied Housing Units	**6,553**
Total Owner-Occupied Housing Units	**15,070**
Total Vacant Housing Units	**970**

[1] US Census Bureau; American Community Survey, 2008 - 2012
[2] This is based on the US Census Bureau's definition of family, which "consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit."
[3] Snohomish County Assessor, 2013
[4] Housing Authority of Snohomish County, 2013

The City features a higher rate of home ownership than other communities in the County, with 67% of its homes owner-occupied and 29% renter-occupied. Further, local homeownership rates rose over the past decade while they dropped in other cities. Ninety-four percent (94%) of Marysville homeowners live in single family homes, while renters are evenly split between single- and multifamily homes. Five percent (5%) of the City's housing stock is comprised of manufactured homes, which is similar to the distribution across the County.

The City's poorest renters are more likely to be cost-burdened than the City's poorest owners. While the portion of cost-burdened households drops as income rises for both renters and owners, the improvement is much more dramatic for renters. At 50% Area Median Income (AMI) and above, renters become less likely to be cost-burdened than owners with similar incomes - 29% of middle income owners in Marysville are cost-burdened compared to only 6% of middle income renters.

2013 Dupre and Scott data suggests the City's market rate housing is generally affordable to households earning at least 50% AMI (considered at least low income, with some one- and two-bedroom units available to households earning between 30 and 50% AMI (considered very low income). There is no evidence of market rate units of any size that are affordable to extremely low income households, or larger units affordable to very low income households, though this is expected in current market conditions. Shared rental housing is a market rate option for these households, though it will not work for all households, particularly families.

A lack of affordable rental housing for extremely low and very low income households is very common, as, in order to operate a property and keep rents low enough in today's housing market, some kind of financial assistance is typically required. Assistance can be ongoing, to make up the difference between 30% of a tenant's income and market rents (such units are considered 'subsidized' in this report), or be provided as capital funding, reducing overall project costs and making it possible to keep rent levels down (considered 'workforce' units). Marysville currently features 728 units of subsidized housing and 602 units of workforce housing. However, with 6,877 households within Marysville earning less than 50% AMI, there is a need to increase this supply within the area. The City is pursuing a number of strategies to address this challenge.

In 2012, the median sale price for a home[5] in Marysville was $185,000. For a family to afford the estimated monthly cost of this home without being cost-burdened, they would require an annual income of at least $45,705, well below City, County, and the Seattle-Bellevue HMFA median income. This is considered low income for a household two to four individuals in size, and very low income for larger households. The estimated monthly costs of the majority of homes sold in 2012 were affordable to households earning at least 50% AMI (considered low income), with decreasing affordability as size increases. However, while monthly ownership costs on these homes may be affordable

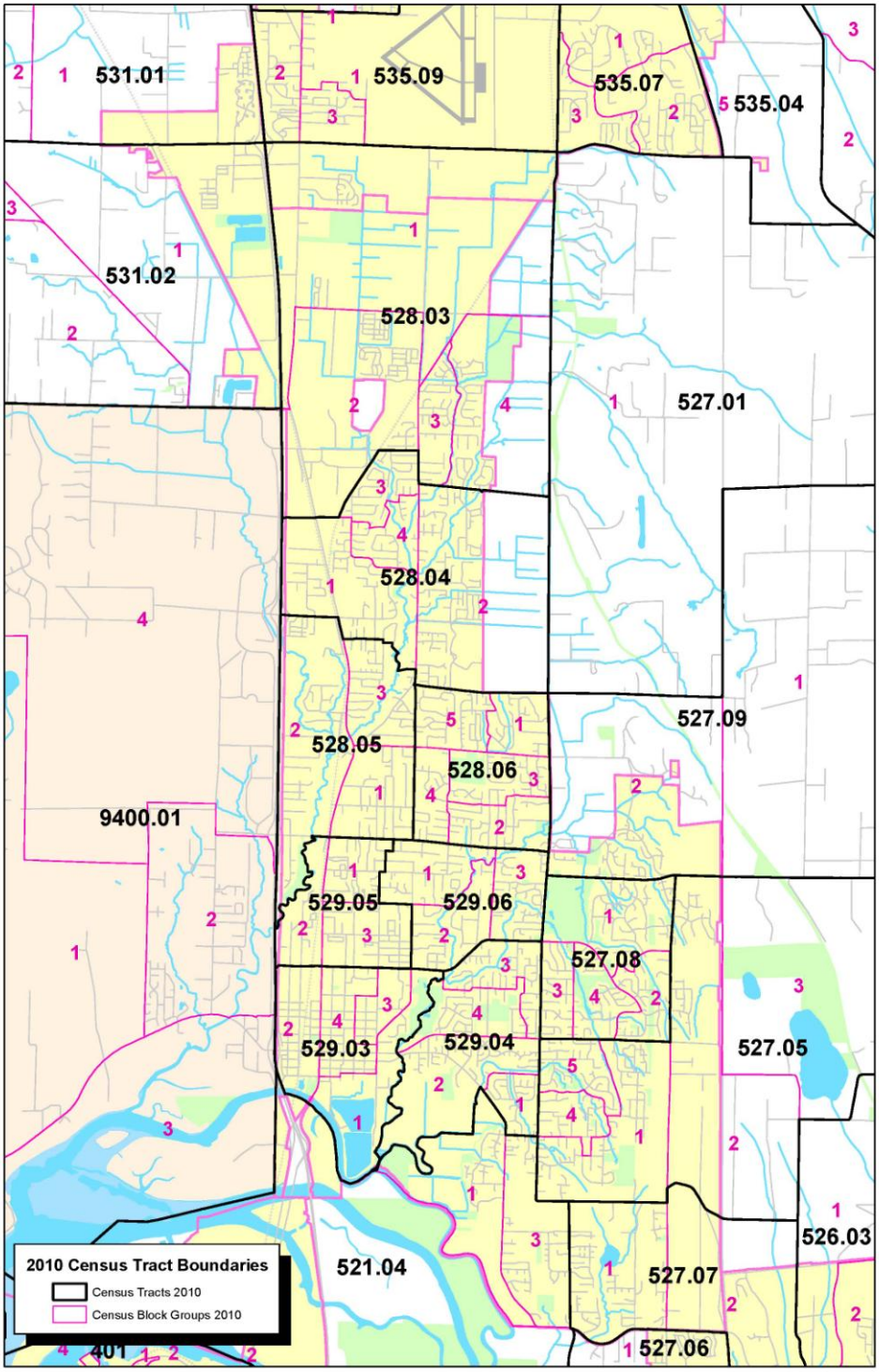
[5] Includes detached & attached single family homes, condominiums, and manufactured homes

to lower income households, there are still other possible barriers to home ownership not captured in these figures, such as lack of access to financing or a down payment. There are also other concerns for existing homeowners such as vulnerability to foreclosure.

In general, there are more small households than small homes in Marysville. While 55% of the City's households are composed of one or two people, only 26% of homes are two bedrooms or less in size. This trend is not unique to the City, and is not as severe as in other areas. Across the County, 58% of households are one or two people in size, while only 35% of homes are two bedrooms or less in size.[6] For those households making the minimum income to afford housing of an appropriate size for their household, living in a larger unit is likely to result in cost-burden.

[6] US Census Bureau; American Community Survey, 2008-2012

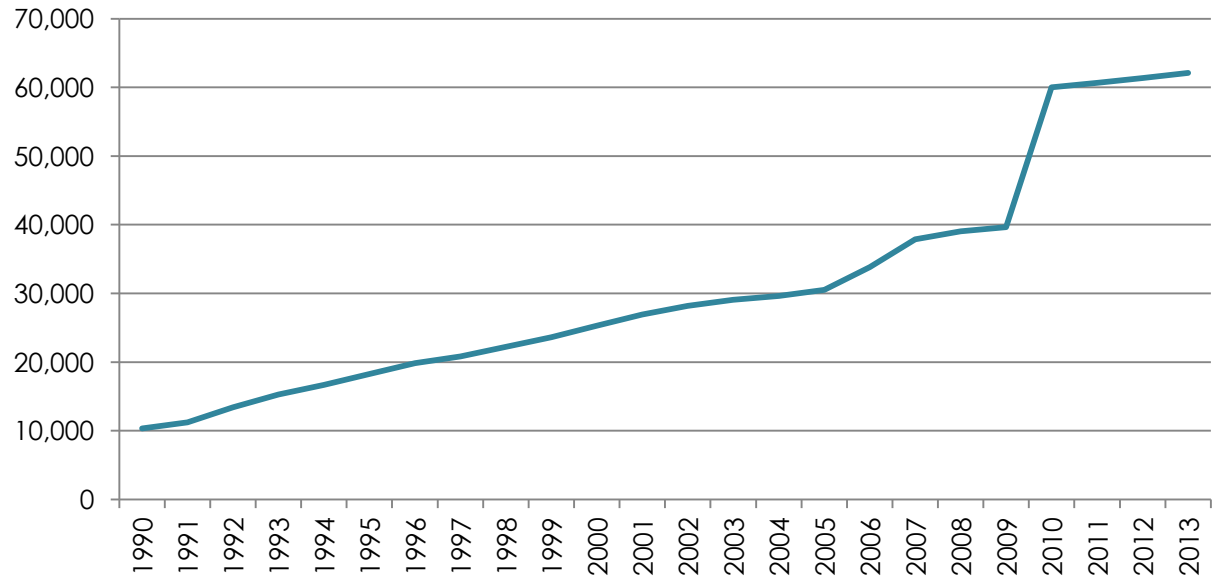
Figure 5-1 Marysville Census Tracts



C. POPULATION AND COMMUNITY

In 2014, Marysville was home to an estimated 62,809 people, representing a 169% increase over its 2000 population of 23,315.[7] This increase includes multiple annexations including the Central Marysville Annexation which brought 20,048 new residents into the City, and today only small portions of Marysville's UGA remain unincorporated. The County still predicts Marysville will continue to grow at a strong rate, accommodating 25,489 more residents by 2035. This is the second largest absolute increase in population predicted in Snohomish County cities after Everett, and will require an estimated 10,513 additional housing units.[8] According to the "2012 Buildable Lands Report for Snohomish County", there is sufficient capacity to accommodate this rate of growth through 2025.[9] Further analysis by the City shows that the 2035 growth projections will also be able to be met within the current city limits.

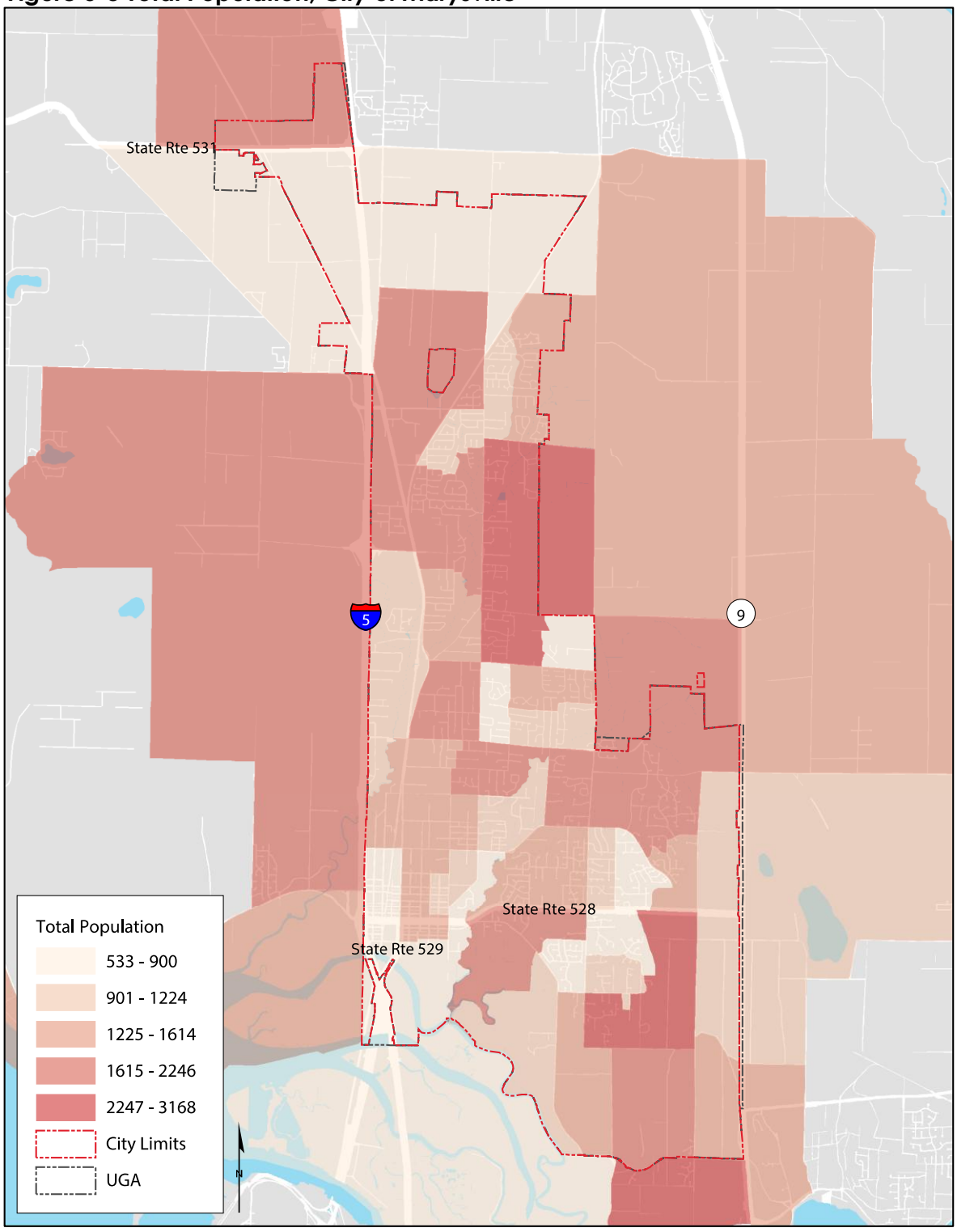
Figure 5-2 Total Population within City of Marysville, 1990 – 2013



Source: Washington State Office of Financial Management, 2013

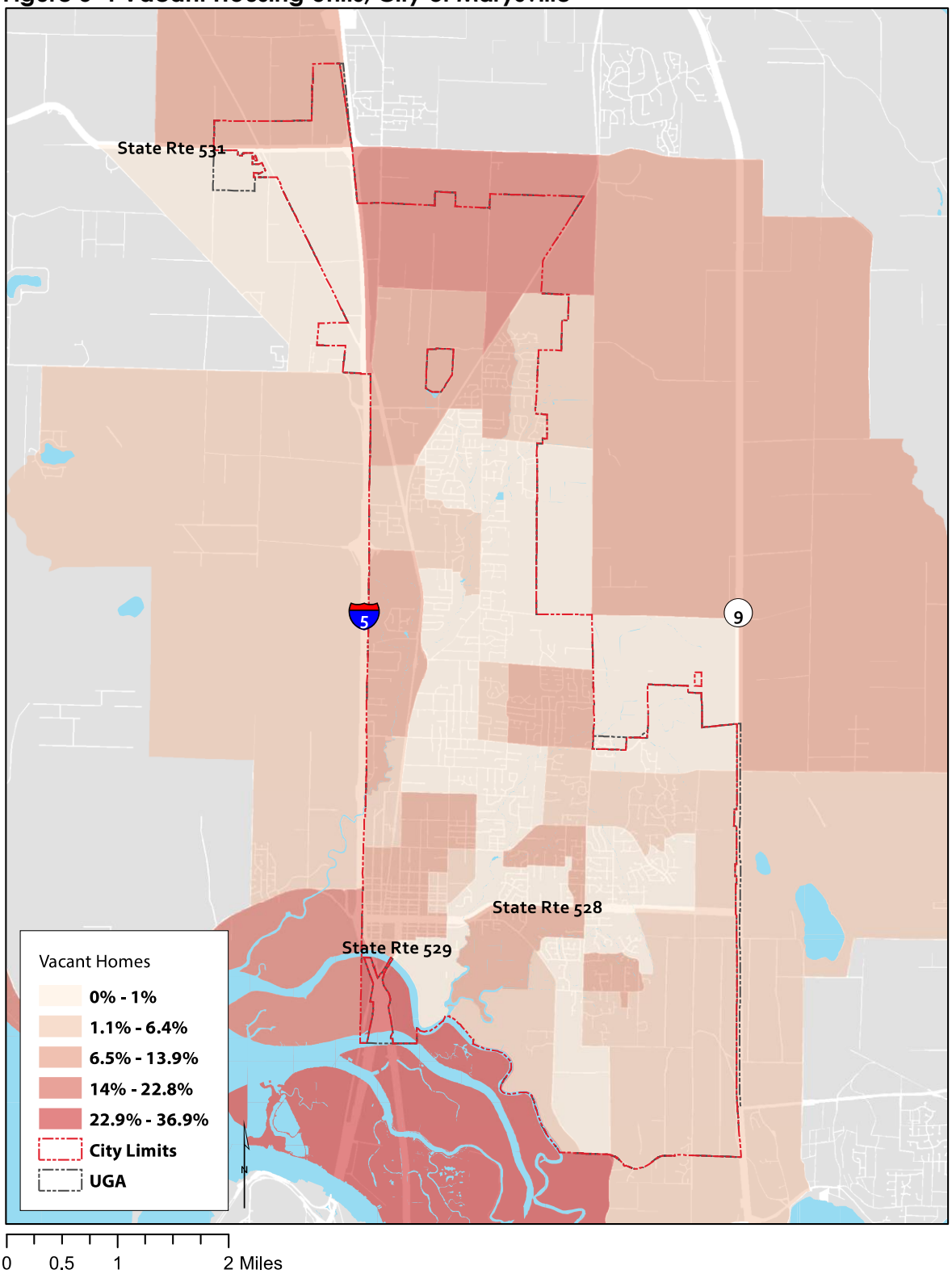
[7] Washington State Office of Financial Management, 2013
[8] 2013 Housing Characteristics and Needs Report
[9] Snohomish County Tomorrow, "2012 Buildable Lands Report for Snohomish County", 2013

Figure 5-3 Total Population, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

Figure 5-4 Vacant Housing Units, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

I. Household, Family, and Population Characteristics

Marysville's 2012[10] population includes 21,623 households. Of these, 15,298, or 70%, are family[11] households, and 49% of those families have children. (Overall, 35% of households have children). In Snohomish County overall, 68% of households are families, and 48% of those families have children. The average family size in Marysville is 3.24, compared to 3.12 for the County (see Figure 5-7). Renter households are larger than owner households, with an average of 2.85 individuals versus 2.73.[12] This is a departure from Snohomish County trends, where owner households are larger on average.

As shown in Figure 5-8, the City's share of owners was higher in 2010 compared to the County, though this share increased from 2000 to 2010. In Marysville, 63% of households were owners in 2000, compared to 68% across the County. In 2010, 69% of Marysville households were owners, compared to 67% across the County.[13] Housing vacancy rates are lower in Marysville than the County overall, particularly for rental units. Marysville's 2012 vacancy rate for owned units was 1.5%, compared to 1.8% across the County. For rented units, the rate was 2.9%, compared to 4.7% across the County.[14]

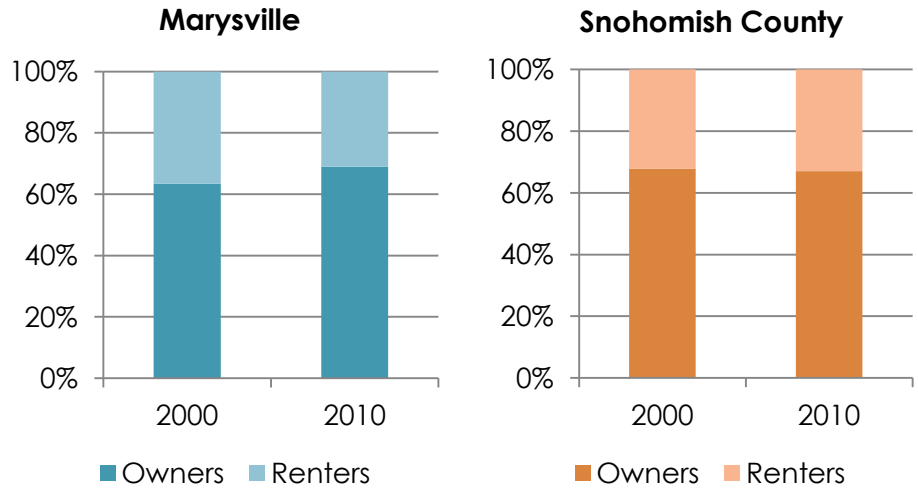
8.5% of Marysville residents are foreign born compared to 14% for the County as a whole. The majority of foreign born residents in Marysville are Asian or Latin American - 43% and 32%, respectively. 13% of residents speak a language other than English in the home compared to 18% for the whole County, with 39% of those speaking a language other than English in the home speaking English less than "very well."[15]

The shape of the City's population pyramid, shown in Figure 5-6, offers some insight into its housing needs and how they may be changing. First, changes reflect the City's tremendous overall growth during this period, both through typical means and through annexation. Second, is the age of the population. In 2010, the median age was 34.2 years. In 2013, 27.5% of residents were under the age of 18; 9.1% were between the ages of 18 and 24; 28.8% were from 25 to 44; 24.7% were from 45 to 64; and 9.9% were 65 years of age or older. The gender makeup of the city was 49.4% male and 50.6% female. While the shape of the 2010 pyramid is similar to the 2000 pyramid, with a dip in the young adult range, there is no longer a pronounced peak for the cohorts in their 30s. Instead, there are now relatively even, larger numbers across a wide range of cohorts, reflecting overall growth, including an increasing share of older adults. Accommodating the needs of older adults will be a significant consideration for housing planning across Snohomish County, and within the City, moving forward.

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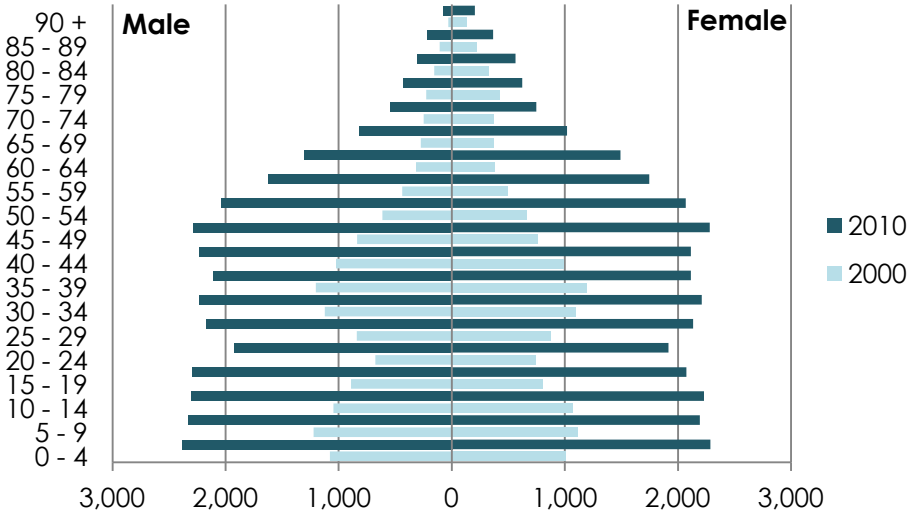
[10] 2012 data is used as, at time of writing, it is the most recent ACS 5-year data available
[11] Based on the US Census Bureau's definition of family, which "consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit."
[12] US Census Bureau; American Community Survey, 2008-2012
[13] US Census Bureau, 2000; US Census Bureau, 2010
[14] US Census Bureau; American Community Survey, 2012
[15] Ibid

Figure 5-5 Population Share by Housing Tenure, City of Marysville & Snohomish County



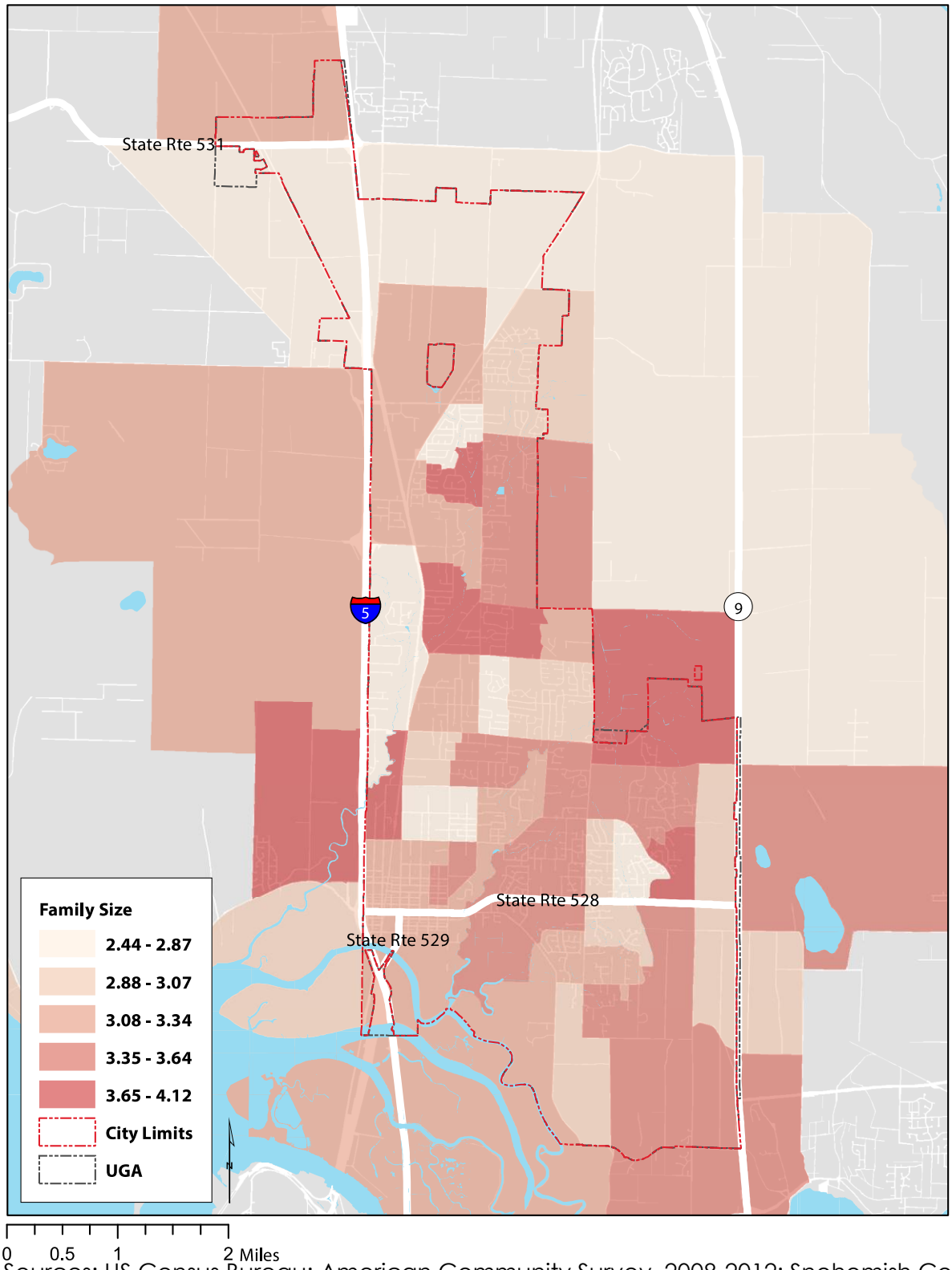
U.S. Census Bureau 2000 and 2010

Figure 5-6 Marysville Population Pyramid, 2000 – 2010



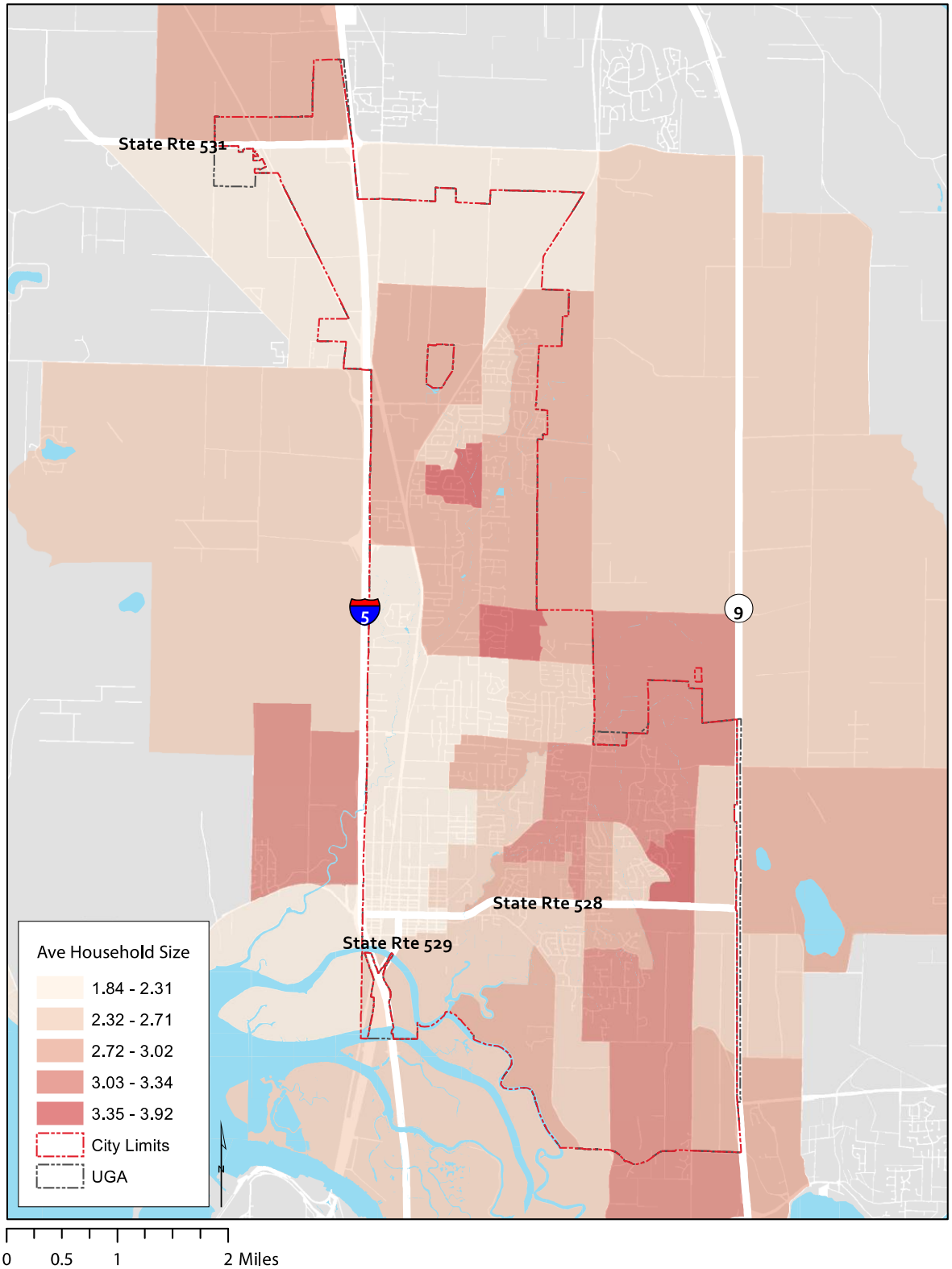
Source: US Census Bureau, 2000; US Census Bureau, 2010

Figure 5-7 Average Family Size, City of Marysville



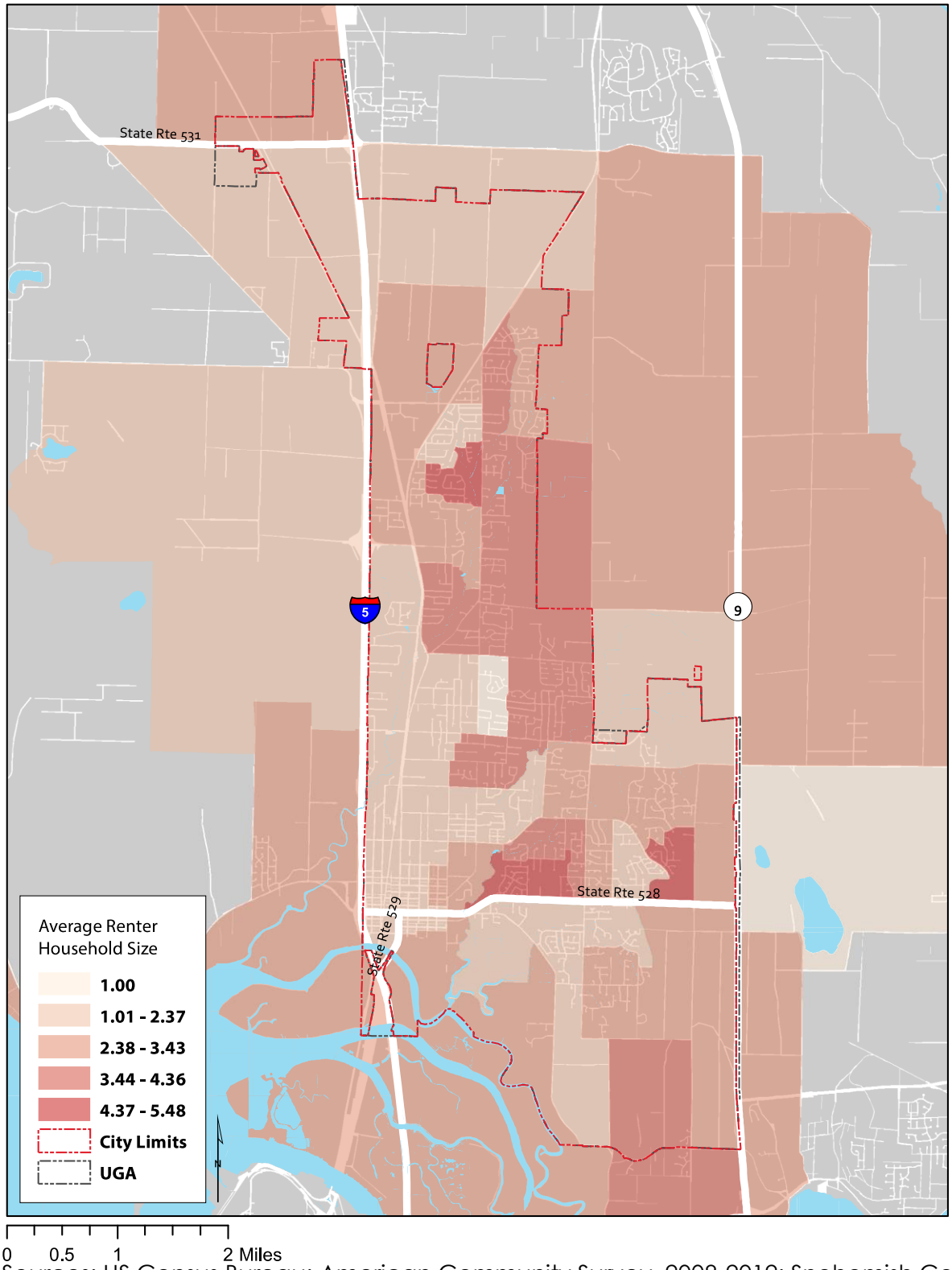
Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

Figure 5-8 Average Household Size, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

Figure 5-9 Average Renter Household Size, City of Marysville



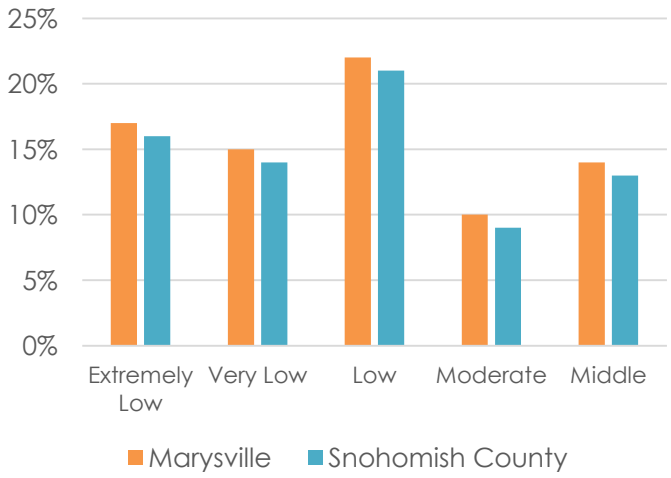
Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

II. Income Characteristics, Cost Burden, and Employment

The 2012 Housing and Urban Development (HUD) Metro Fairmarket Area (HMFA) Area Median Income (AMI) for Seattle-Bellevue, which is referenced in this Element as a standard for AMI, is $88,000, higher than Snohomish County's overall 2012 median income of $68,338. Marysville's 2012 median income is slightly lower at $65,627. There are economic segments of the City's population that could be at risk of housing-burden. Compared to HUD HMFA AMI, and based on 2012 American Community Survey (ACS) 5-year estimates:

- 3,655 households, or 17% of Marysville's total households, are considered to be extremely low income, earning less than 30% of the area median income (AMI);
- 3,351, or 15%, are considered very low income, earning between 30 and 50% of AMI;
- 4,697, or 22%, are considered low income, earning between 50 and 80% of AMI; and
- 2,133, or 14%, are considered moderate income, earning between 80 and 95% of AMI.

Figure 5-10 Household Share by Income Level, City of Marysville and Snohomish County

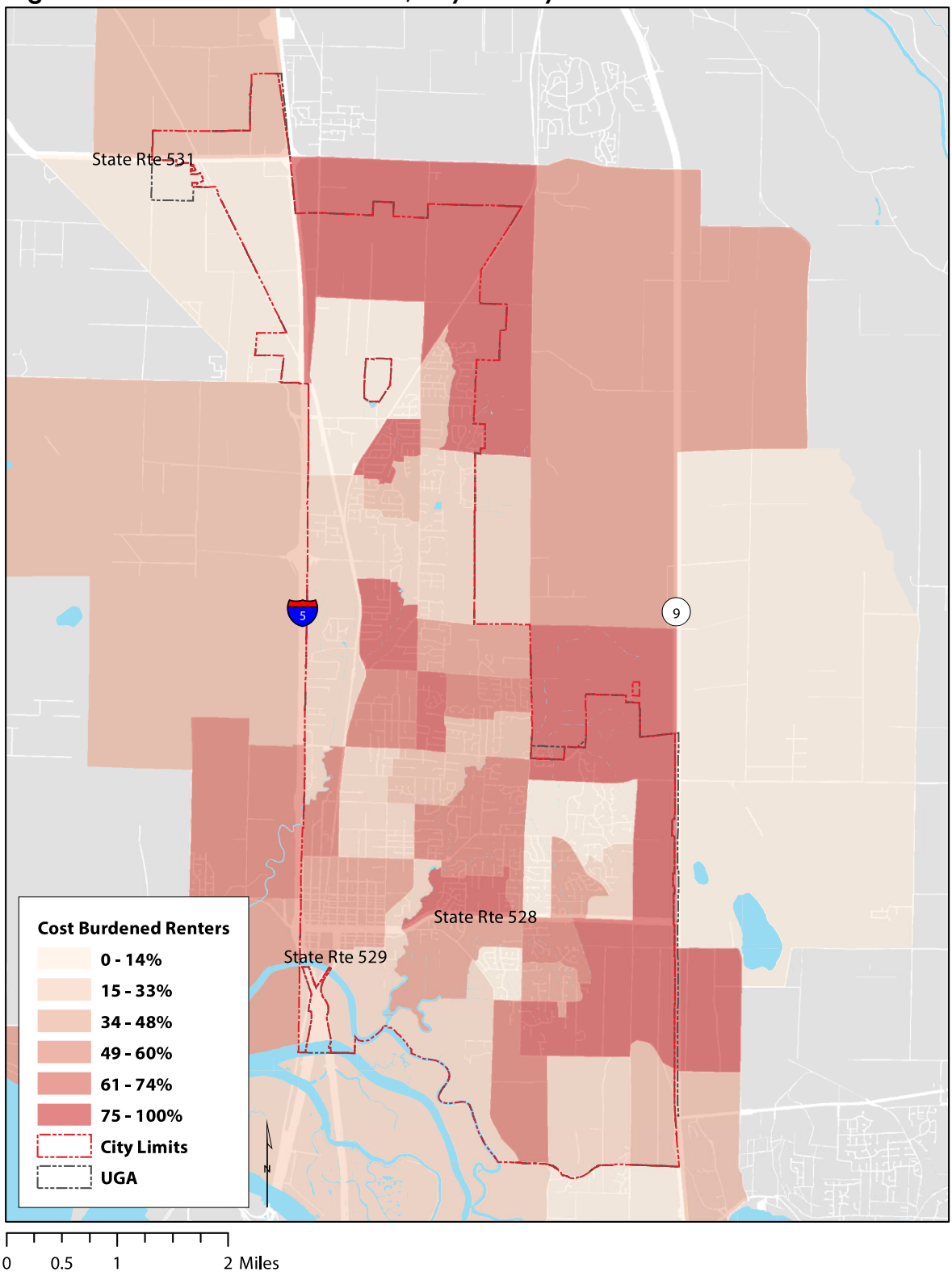


Source: US Census Bureau; American Community Survey 2008-2012

A comparison of income distribution in the City and County is presented graphically in Figure 5-10. Note that these percentages are not adjusted for household size due to data constraints. Here, a household consisting of two adults with an income level equal to another household consisting of two adults and three children would both be placed at the same percentage of AMI, even though the larger family would likely be more constrained financially. HUD's AMI calculations include ranges for households sized 1 to 8 people, and, in this report, sensitivity for household size is used wherever data permits.

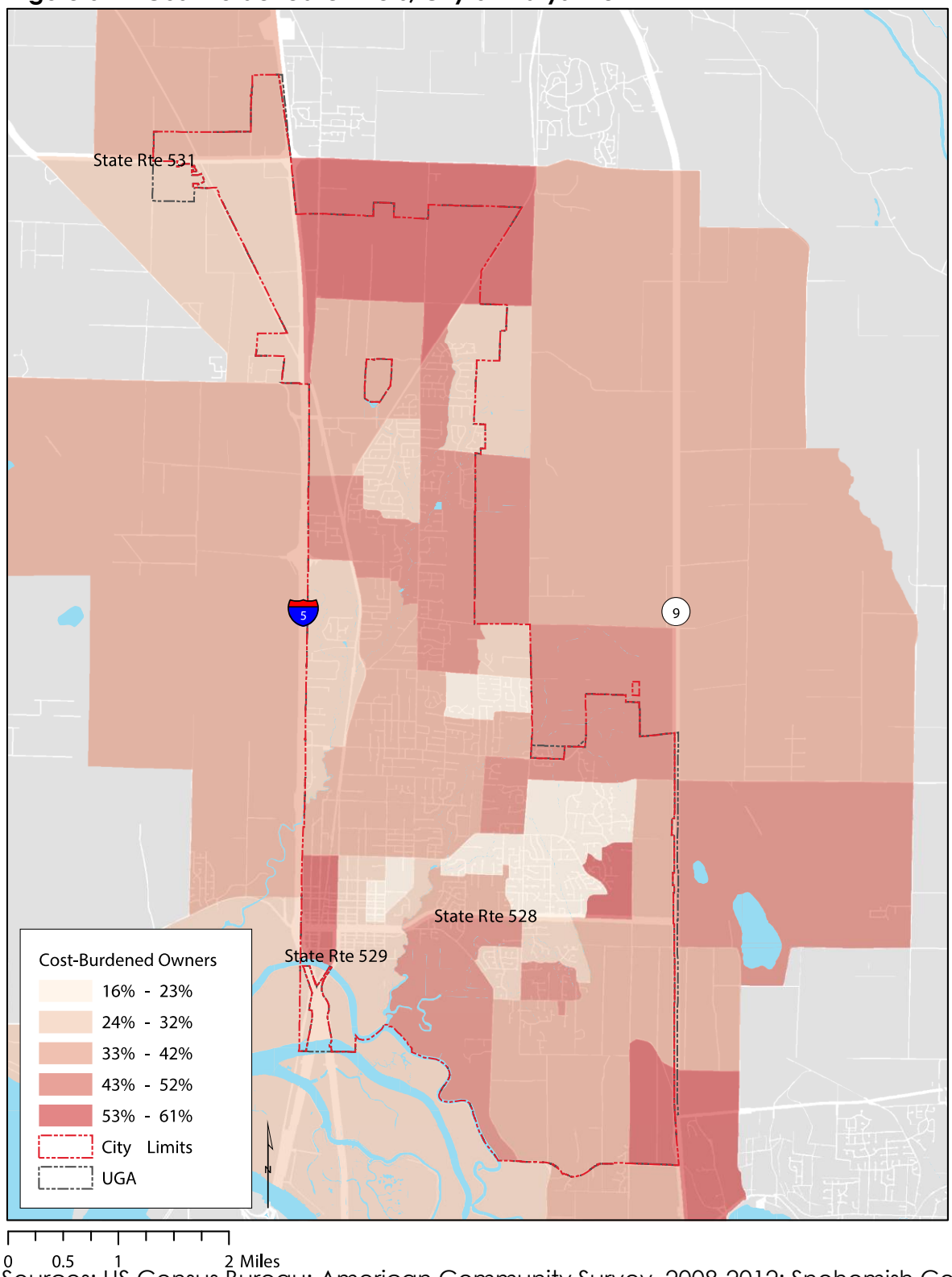
Figures 5-11 and 5-12 show the percentage of renter and owner households in each census tract that are cost-burdened, meaning that they spend more than 30% of their income on housing. Overall, 42% of households in Marysville are cost-burdened, renters and owners combined. The share of cost-burdened owner households ranges from 16% to 61% per tract. For renter households, the share of cost burden ranges from 0 to 100% per tract according to the US Census Bureau and 2012 American Community Survey.

Figure 5-11 Cost-Burdened Renters, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

Figure 5-12 Cost-Burdened Owners, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

Table 5-3, below, shows the percentage of each income group that is cost-burdened in Marysville and Snohomish County by tenure. When combining tenure types, Marysville households are less likely to be cost-burdened regardless of income level. Marysville's renter households, however, are more likely to be cost-burdened compared to the County, while its owners are less likely to be cost-burdened. For both renters and owners, there is a dramatic improvement as income rises above the "very low" level (over 50% AMI). While 91% of Marysville's very low income renters are cost-burdened, only 33% of its low income renters are cost-burdened. For owners, the drop goes from 69% of very low income owners to 49% of low income owners. This table does not address differences in degrees of cost burden – for example, a household that spends 31% of its income on housing would be considered cost-burdened along with a household that spends 80% of its income on housing.

Table 5-3 Cost Burden by Income Level & Tenure, City of Marysville & Snohomish County

	Renters		Owners		All	
	Marysville	Snohomish County	Marysville	Snohomish County	Marysville	Snohomish County
Extremely Low	78%	80%	67%	73%	73%	78%
Very Low	91%	85%	69%	80%	61%	64%
Low	33%	27%	49%	59%	51%	54%
Moderate	20%	15%	42%	44%	37%	37%
Middle	6%	5%	28%	32%	23%	25%

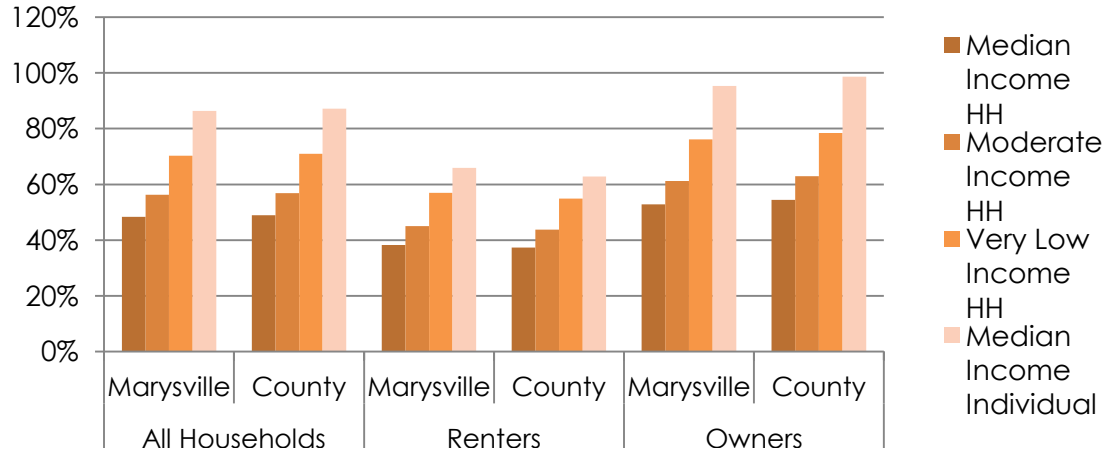
Source: US Census Bureau; American Community Survey 2008-2012

HUD's Location Affordability Index uses a number of variables to estimate the affordability of a location including both housing and transportation costs. According to the index, a "regional typical household"[16] could expect to spend 48% of their income on housing and transportation if they rent or own in Marysville, compared to 49% overall for the County. HUD proposes 45% as a targeted maximum percentage of income to be spent on housing and transportation for affordability.[17]

Housing and transportation affordability estimates for a number of different household types are presented in Figure 5-13 below. As shown, it is estimated that an owner in Marysville will spend more on housing and transportation than the County average, while the combination should be more affordable than the County average for a local renter.

[16] Defined as a household with average household size, median income, and average number of commuters in Seattle-Bellevue HUD HMFA
[17] US Department of Housing & Urban Development; Location Affordability Portal, 2013

Figure 5-13 Estimated Housing & Transportation Costs as a Percentage of Income, City of Marysville & Snohomish County



Source: US Dept of Housing & Urban Development; Location Affordability Portal, 2013

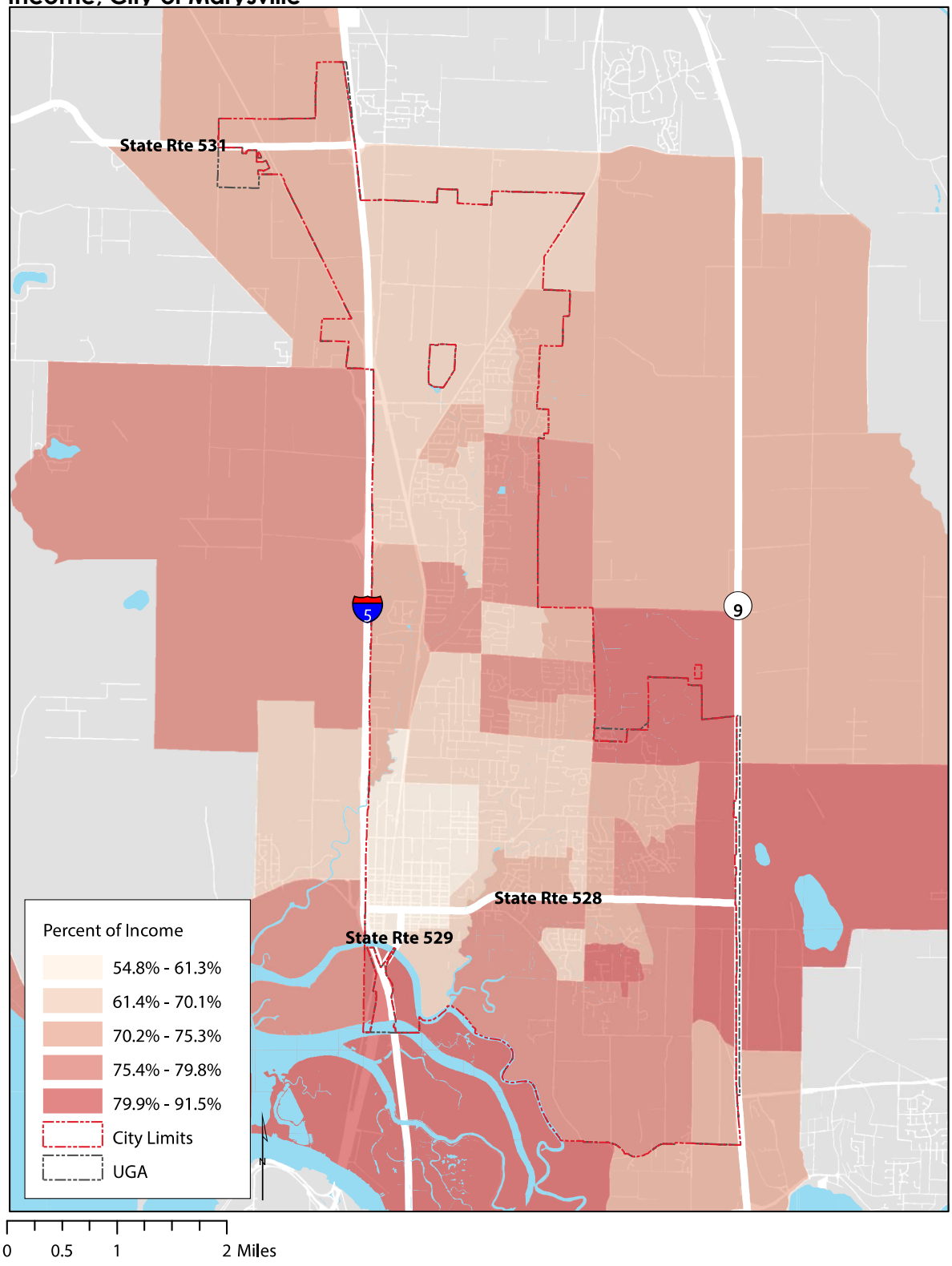
The 2012 unemployment rate was 6.3% in Marysville, compared to 5.9% for the County. For employed Marysville residents, the mean commute time is 30 minutes, compared to 29 for the County. Seventy seven percent (77%) of City residents also drive to work alone compared with 74% of all County workers. At 28.2% of the employed population, the most common occupations for Marysville residents are in sales and office occupations, with 28.2% of the employed population, followed by management, business, science and arts with 27.6%. The two most dominant industries employing City residents are educational services and health care, with 19% of workers, and manufacturing, with 18% of workers.[18]

According to the Puget Sound Regional Council, Marysville is home to 12,187 jobs. Fifty-seven percent of these are in the services and retail sectors. The services sector provides 37% of these jobs, 20% are in retail, and 13% are in manufacturing.[19] The City has a relatively low jobs to housing ratio; there are 0.56 jobs for every occupied housing unit in the City, compared with 1.33 employed people for every occupied housing unit. When including vacant housing units, there are 0.54 local jobs for every unit. This is lower than that of the County overall, with 0.94 jobs and 1.31 employed people per occupied housing unit.[20] If every Marysville resident only had one job and worked in the City, and none of the City's jobs were held by residents of other cities, almost half of the employed population of Marysville would need to seek employment outside the City. In actuality, 77% of Marysville residents work outside the City.[21]

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[18] US Census Bureau; American Community Survey, 2008-2012
[19] Puget Sound Regional Council; Covered Employment Estimates, 2012
[20] Ibid
[21] US Census Bureau; American Community Survey, 2008-2012

Figure 5-14 Anticipated Housing & Transportation Cost as Percentage of Low Household Income, City of Marysville



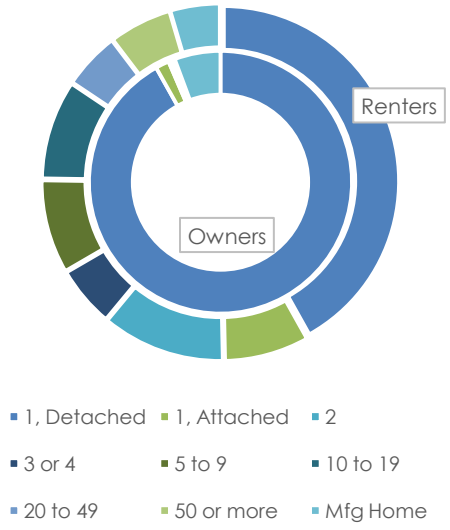
D. HOUSING INVENTORY AND AFFORDABILITY

I. Age, Condition and Type of Existing Housing Stock

Over the past two decades, Marysville completed a number of large annexations. Steady growth is projected moving forward, and the County estimates that the City will have to accommodate 25,489 more residents and 10,513 more homes by 2035.[22] Seventy percent (70%) of the City's homes are owner-occupied, a higher portion than the County average and the percentage of owner-occupied housing within the City has increased over the past decade, the reverse of the trend in many Snohomish County communities.

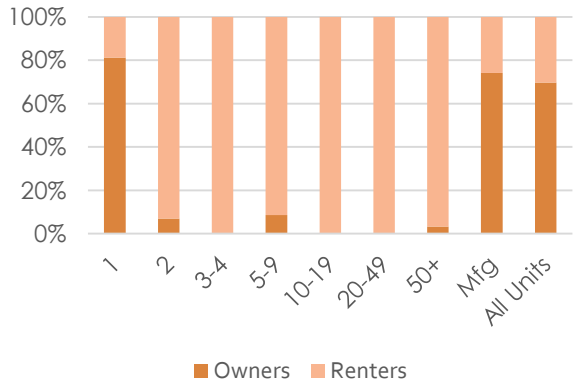
Marysville's housing stock is predominantly composed of newer single family homes – 80% of all homes are single family detached or attached units, and 48% of all homes were constructed after 1990. Another 41% of homes were built between 1960 and 1989.[23] Marysville's 2014 average residence value, at $182,400, represented a 9.7% increase over the 2013 average value. This increase is even with the average County increase, though the 2014 average residence value across the County is higher at $244,600.[24]

Figure 5-15 Units in Structure by Tenure, City of Marysville



Source: US Census Bureau; American Community Survey 2008-2012

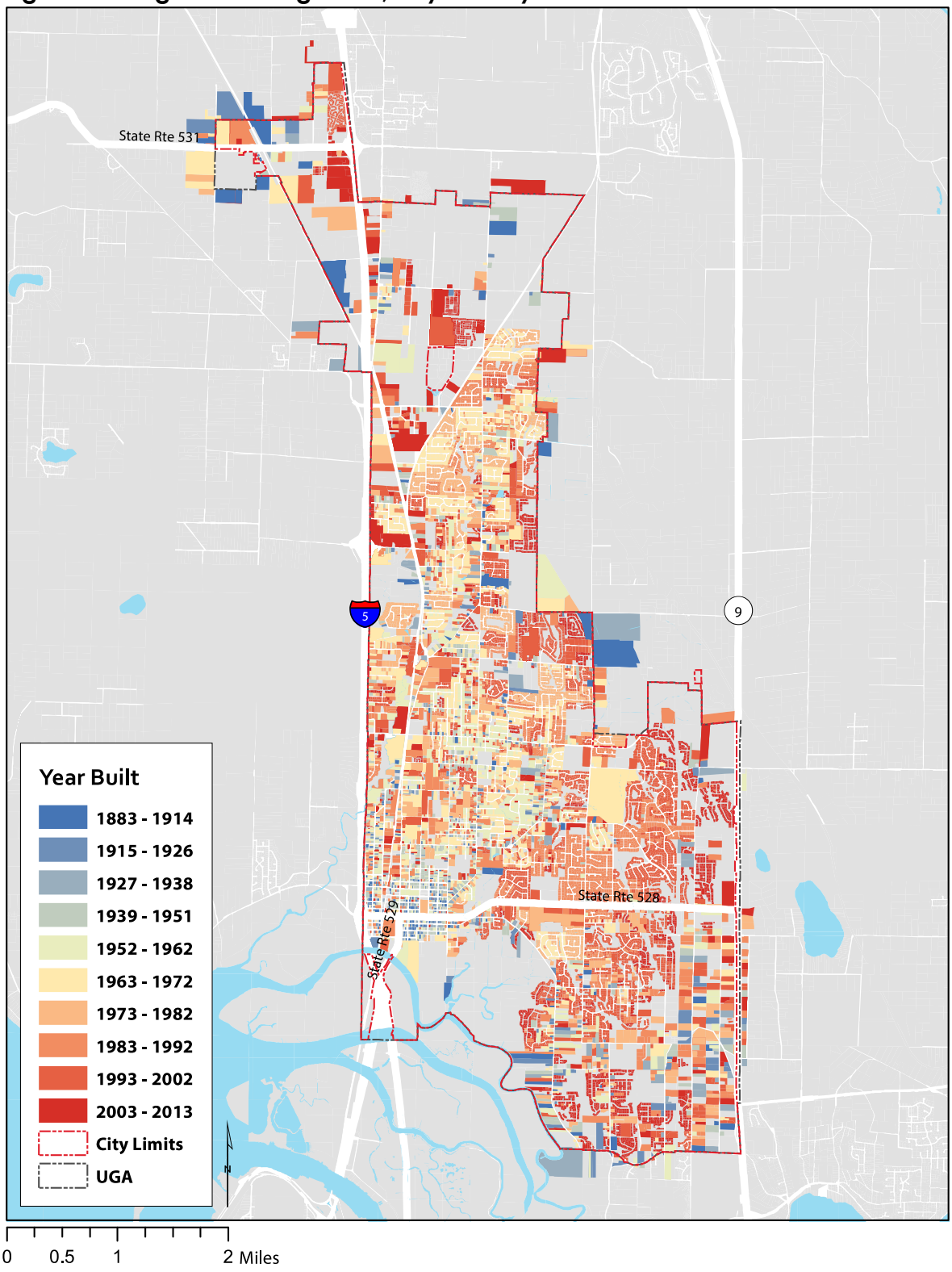
Figure 5-16 Tenure Share by Units in Structure, City of Marysville



Source: US Census Bureau; American Community Survey 2008-2012

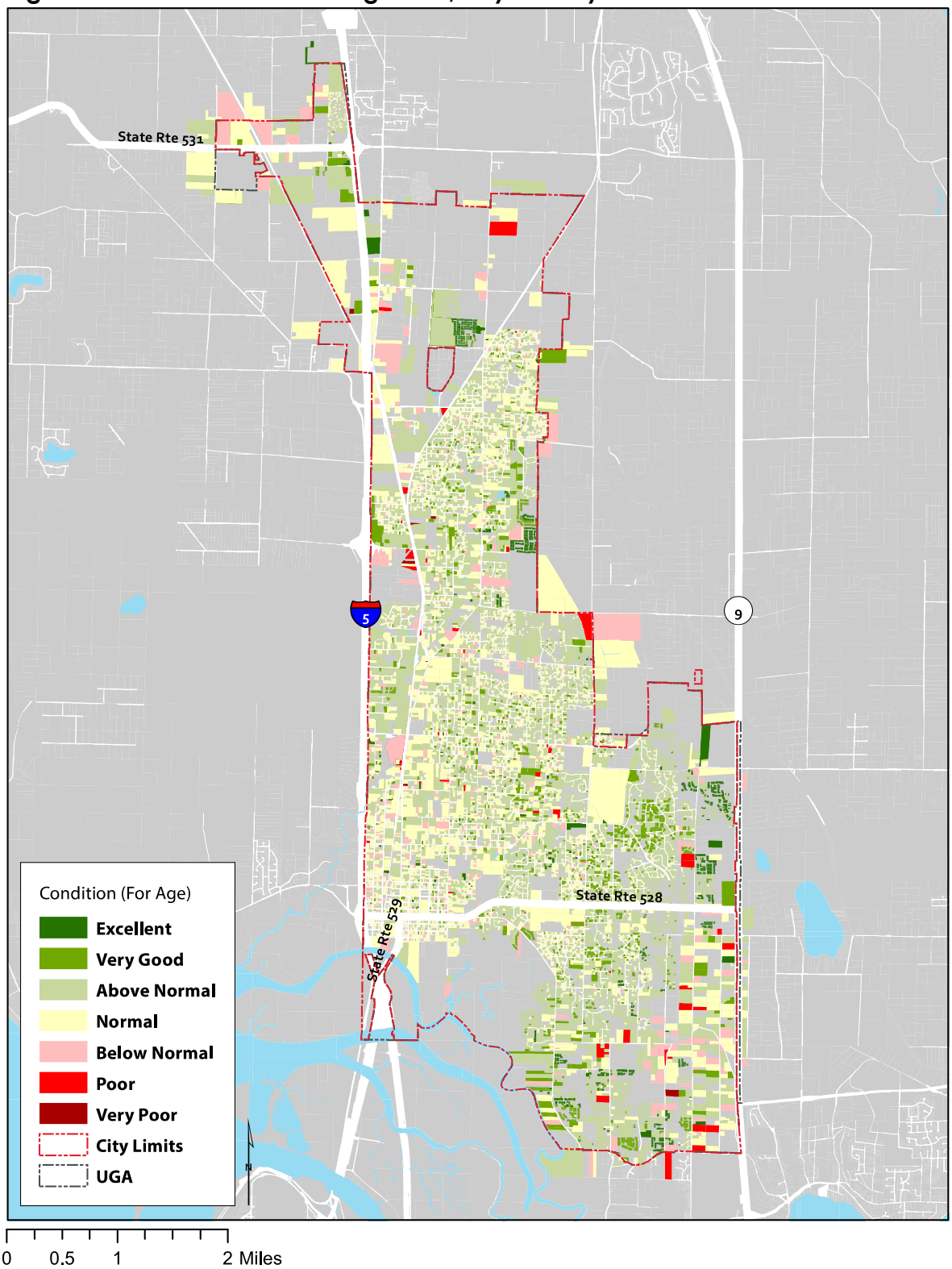
[22] Snohomish County Tomorrow Planning Advisory Committee, "Housing Characteristics and Needs in Snohomish County", 2014
[23] US Census Bureau; American Community Survey, 2008-2012
[24] Snohomish County Assessor, "Snohomish County Assessor's Annual Report for 2014 Taxes", 2014

Figure 5-17 Age of Housing Stock, City of Marysville



Sources: Snohomish County Information Services, 2013; Snohomish County Assessor, 2013

Figure 5-18 Condition of Housing Stock, City of Marysville

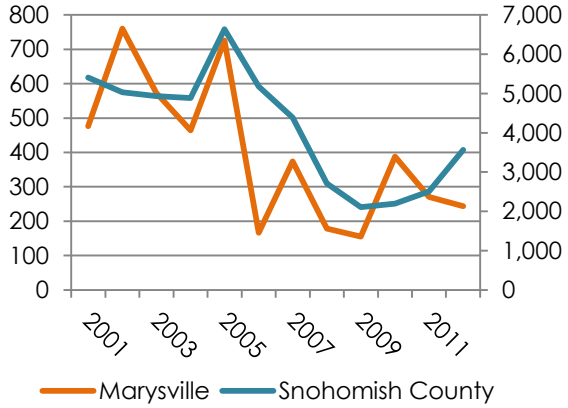


Sources: Snohomish County Information Services, 2013; Snohomish County Assessor, 2013

The City features a range of multifamily property types; however, 25% of its multifamily units are in duplexes. Figure 5-15 shows the share of renters and owners in each type of housing, while Figure 5-16 shows the ratio of renters to owners for each housing type. Ninety four percent (94%) of the City's homeowners live in detached or attached single family homes, compared to 50% of the City's renters. A much larger portion of the City's homeowners live in manufactured homes than any type of multifamily unit. While 55% of the City's households are composed of one or two people, only 26% of homes are two bedrooms or less in size.[25]

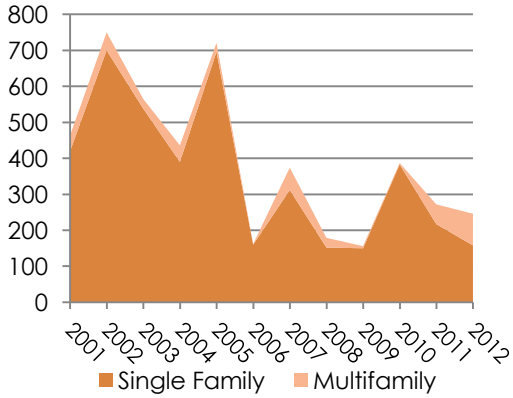
Figures 5-19 and 5-20 provide information on newly permitted units in the City in recent years. Figure 5-19 shows the total number of net newly permitted residential units per year from 2001 to 2012 for both the City and County, with the City on the left axis and the County on the right. Figure 5-20 shows the share of the City's new units composed of single- and multi-family units. As shown, new units peaked in 2002 for Marysville, though a secondary peak in 2005 followed a similar peak across the County. These peaks were followed by dramatic reductions for both the City and County, following the trajectory of the housing market collapse.
While the County overall began to recover in
2009, the City saw a peak in 2010 and subsequent drop, though in 2012 was still above lows in 2006 and 2009.

Figure 5-19 Net Newly Permitted Residential Units, City of Marysville and Snohomish County



Source: Puget Sound Regional Council, 2012

Figure 5-20 Newly Permitted Units by Type, City of Marysville



Source: Puget Sound Regional

[25] US Census Bureau; American Community Survey, 2008-2012

II. Housing Costs and Affordability

Affordable housing, as defined in this Housing Element, means that a household does not pay more than 30 percent of its annual income on housing. This includes all costs related to housing – rent, mortgage payments, utilities, etc. For the purposes of this Element, Marysville's housing stock is divided into subsidized rental units, workforce rental units, market rate rental units (both single- and multi-family), and home ownership.

Table 5-4 Subsidized Units by Funding Source, City of Marysville

Section 8 HCV	394
USDA Rental Assistance	210
Public Housing	32
HUD 811 Supportive Housing	16
HUD 202 Rental Assistance	15
HUD Section 8 Project-Based Voucher	14

Source: HASCO, 2012

Subsidized rental units are targeted toward households with the lowest incomes, typically less than 30% AMI. Populations targeted for subsidized rental units often include the disabled, elderly, and other populations living on fixed incomes with special needs. A subsidized property is one that receives funding, perhaps rental assistance or an operating subsidy, to ensure that its residents pay no more than 30% of their income in rent. Some properties only apply their subsidy to select units. It is also common for subsidized units to be restricted to certain groups like families, the elderly, or homeless. A subsidized property may have also benefited from workforce-type housing subsidies, and it is also common for only a portion of a property's units to be subsidized.

Table 5-5 Assisted Units by Income Level Served, City of Marysville

Extremely Low	549
Very Low	330
Low	429
Moderate	0
Total	**1,308**

Source: HASCO, 2014

Workforce rental units are targeted to working households that still cannot afford market rents; workforce units typically support those earning at least 50% AMI. Workforce rental units and subsidized rental units are both considered "assisted", but differ in several areas. The key difference between subsidized and workforce units is that workforce units have a subsidy "built in" through the use of special financing methods and other tools, allowing (and typically requiring) the landlord to charge less for rent. An example of this would be when a private investor benefits from low income housing tax credits when building a new residential development. In exchange for the tax credit savings, the property owner would have to restrict a certain number of units to a specific income level and period of time. When the owner is a for-profit entity, this often means that rents on restricted units will become market rate units when the period of restriction has ended. While nonprofit owners may also utilize workforce tools for capital funding, they are more likely to preserve restrictions on units longer than required. The distribution of the City's assisted units, both subsidized and workforce, by income served is shown in Table 5-5.

Market rate rental units are the stock of all housing units available for rent in the open market. These are units that are privately owned and whose rents are determined by market supply and demand pressures. A market rate rental unit can also be a subsidized rental unit, as is the case with the Federal Section 8 Housing Choice Voucher (HCV) Program. Section 8 vouchers can be used to rent any unit, as detailed below. Finally, home ownership includes all single family homes for sale – detached and attached single family homes, condominiums, and manufactured homes.

Subsidized Housing Units

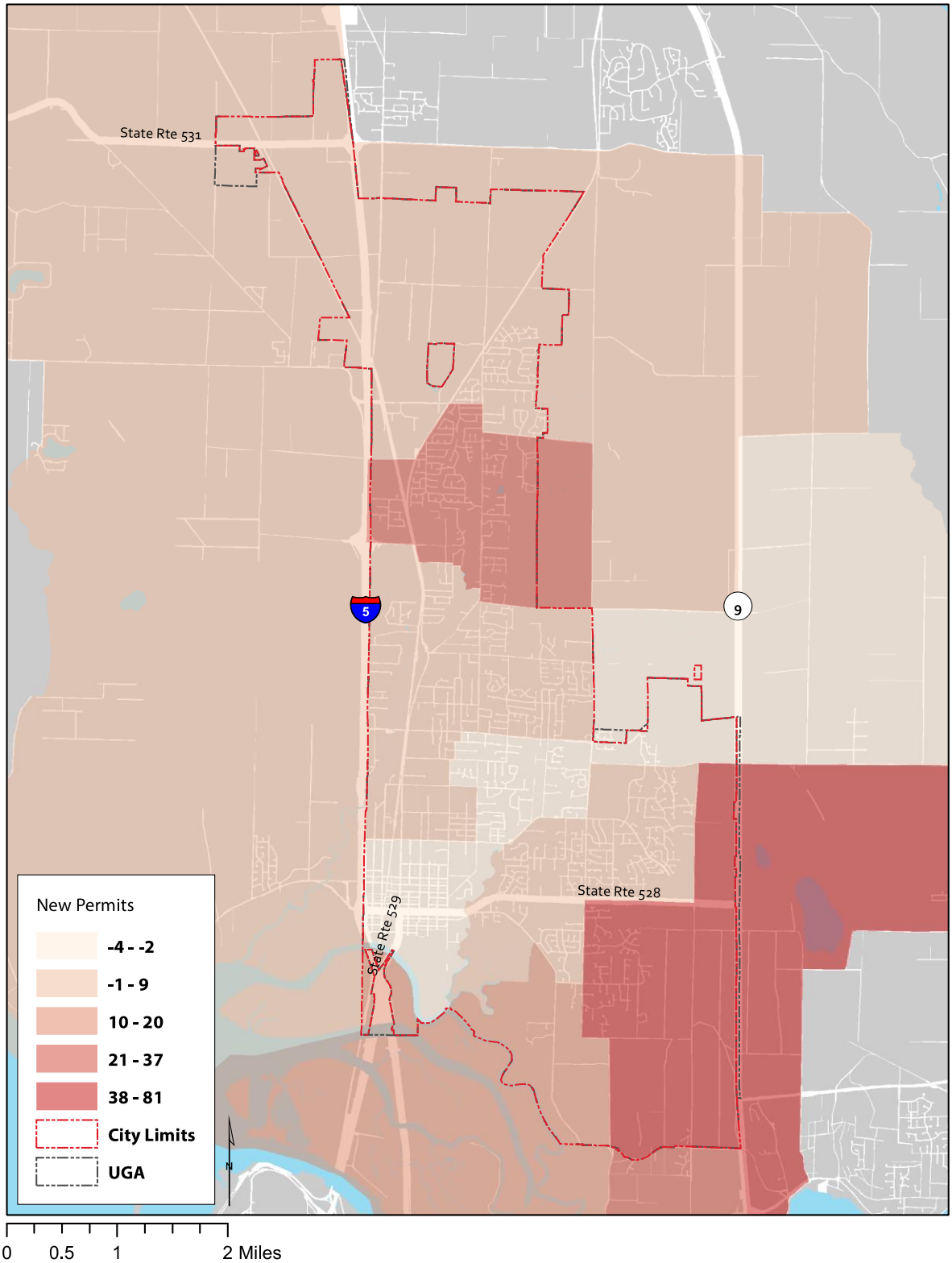
Marysville has 699 units of subsidized housing with a range of rent subsidy sources that include Section 8 Housing Choice Vouchers (HCVs), Section 8 Project-Based Vouchers (PBVs), USDA Rental Assistance, HUD Section 202 and 811 Rental Assistance, and HUD Public Housing. As of 2014, there were 394 HCVs in use in Marysville administered by the Housing Authority of Snohomish County (HASCO)[26]. Extremely low and very low income households generally cannot afford market rate units of any kind in Marysville; there are 305 units of subsidized housing distributed through 12 properties (see Appendix B) to serve this group. Table 5-4 shows the distribution of all subsidized units by funding source.

Families making up to 50% of AMI are eligible for Section 8 housing vouchers; however, 75% of these vouchers are limited to those making no more than 30% of AMI. Public Housing Authorities (PHAs) receive federal funds from the US Department of Housing and Urban Development (HUD) to administer the HCV program. HUD sets Fair Market Rents (FMRs) annually and PHAs determine their individual payment standards (a percentage of FMR) by unit bedroom size. The tenant identifies a unit, then the PHA inspects the unit to make sure it meets federal Housing Quality Standards and determines if the asked rent is reasonable. If the unit is approved, the tenant pays rent equal to 30-40% of their income, and the PHA pays the difference directly to the landlord. While the voucher amount is set up so that a family does not need to spend more than 30% of their income on housing, including an allowance for utilities, a family may choose to spend up to 40% of their income on housing. This happens most often when the family chooses a home that is larger than the size approved for their voucher. The two PHAs that administer the HCV program in Snohomish County are HASCO and the Everett Housing Authority (EHA). Vouchers issued by both PHAs can be used in Marysville.

Since the number of vouchers a PHA can distribute is limited by the amount of federal funding they receive, the wait for a new applicant to receive an HCV can be extremely long and is usually dependent on existing voucher holders leaving the program. Until recently, the wait to receive an HCV from HASCO had been about six years. Federal funding for the HCV program was frozen during the 2013 budget sequester, at which time HASCO closed their waitlist.

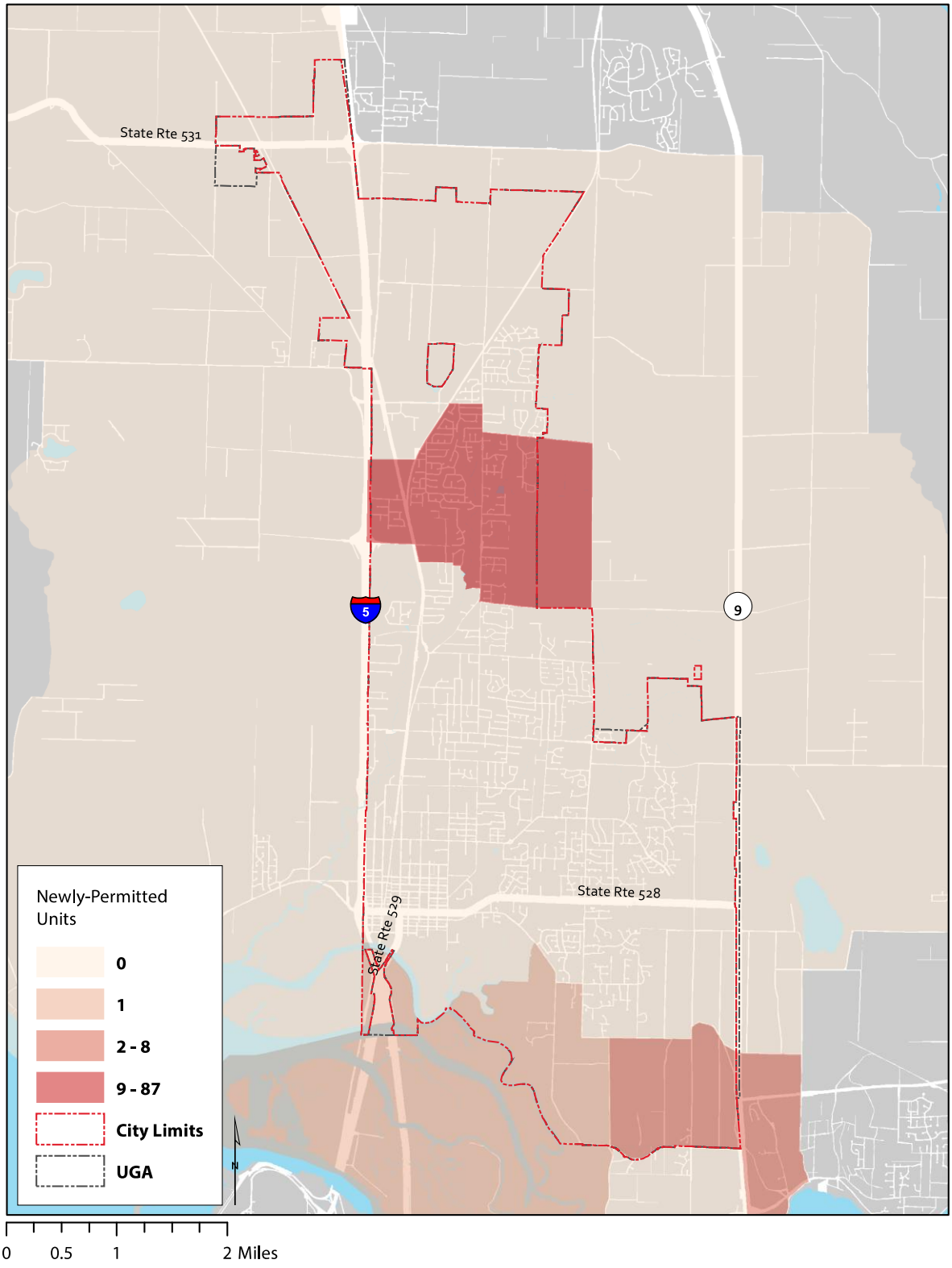
[26] Housing Authority of Snohomish County, 2013

Figure 5-21 Net New Single Family Permits by Tract, 2012, City of Marysville



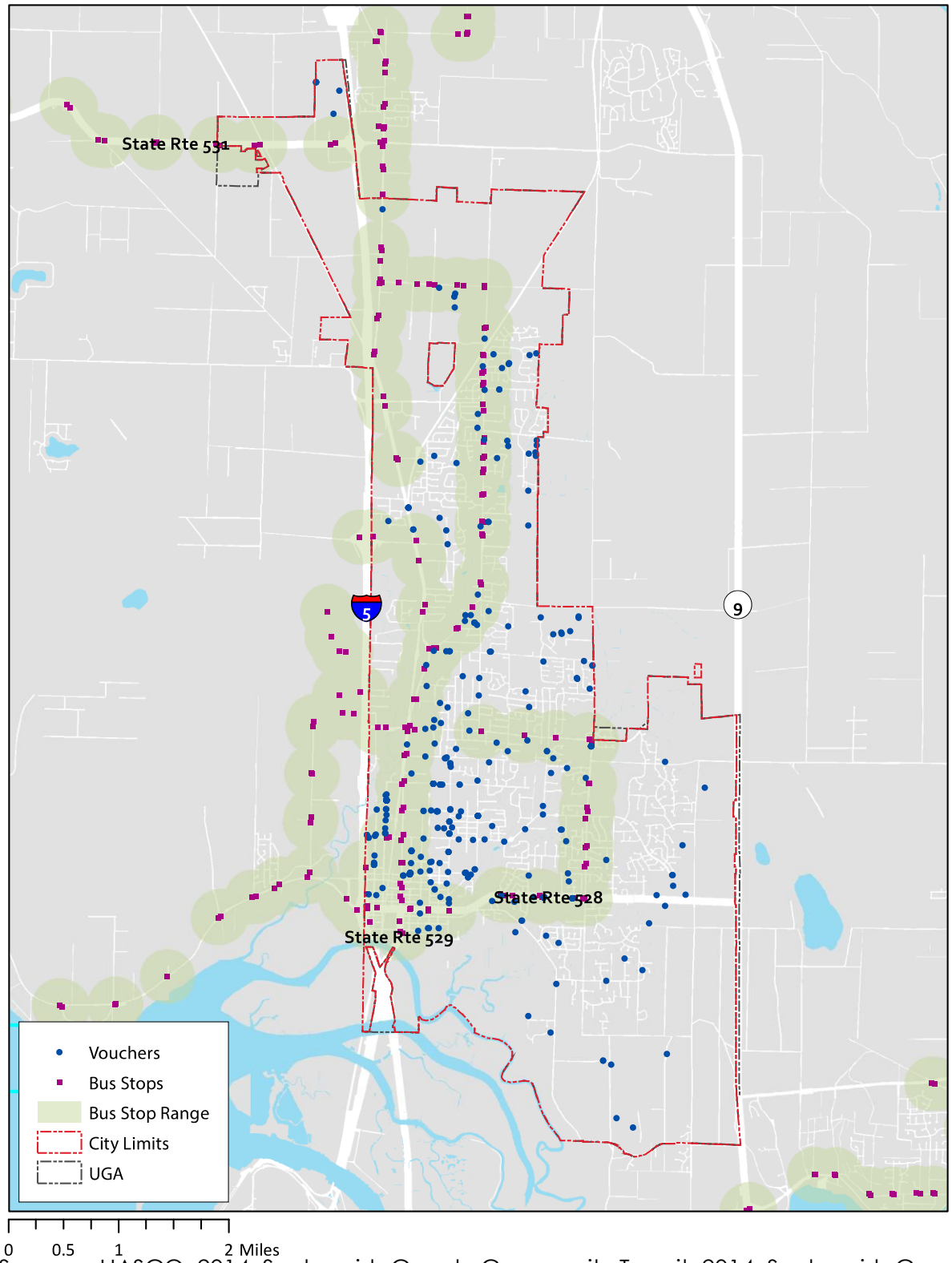
Sources: Puget Sound Regional Council, 2012; Snohomish County Information Services, 2013

Figure 5-22 Net New Multifamily Permits by Tract, 2012, City of Marysville



Sources: Puget Sound Regional Council, 2012; Snohomish County Information Services, 2013

Figure 5-23 Voucher Location and Transit Access, City of Marysville



Sources: HASCO, 2014; Snohomish County Community Transit, 2014; Snohomish County Information Services, 2013

Workforce Housing

Marysville is home to 602 units of workforce housing distributed across 13 properties, all listed in Appendix B. Assisted workforce housing properties are defined by the fact that they received some form of one-time subsidy in exchange for rent restrictions. Workforce funding types do not involve ongoing rental assistance, and rents are not tailored to individual household incomes. These subsidies can include:

- Capital Financing - Low-interest-rate mortgages, mortgage insurance, tax-exempt bond financing, loan guarantees, and pre-development cost reduction financing.
- Low-Income Housing Tax Credits (LIHTC) – Tax credits provided to developers that can be sold for the purposes of up front debt reduction.
- Federal, State, and County Grant Programs – Grants provided to local governments from the federal government for construction or renovation of below-market-rate units. Community Development Block Grants and HOME Investment Partnership grants are two popular examples.

Table 5-6 Workforce Units by Funding Source, City of Marysville

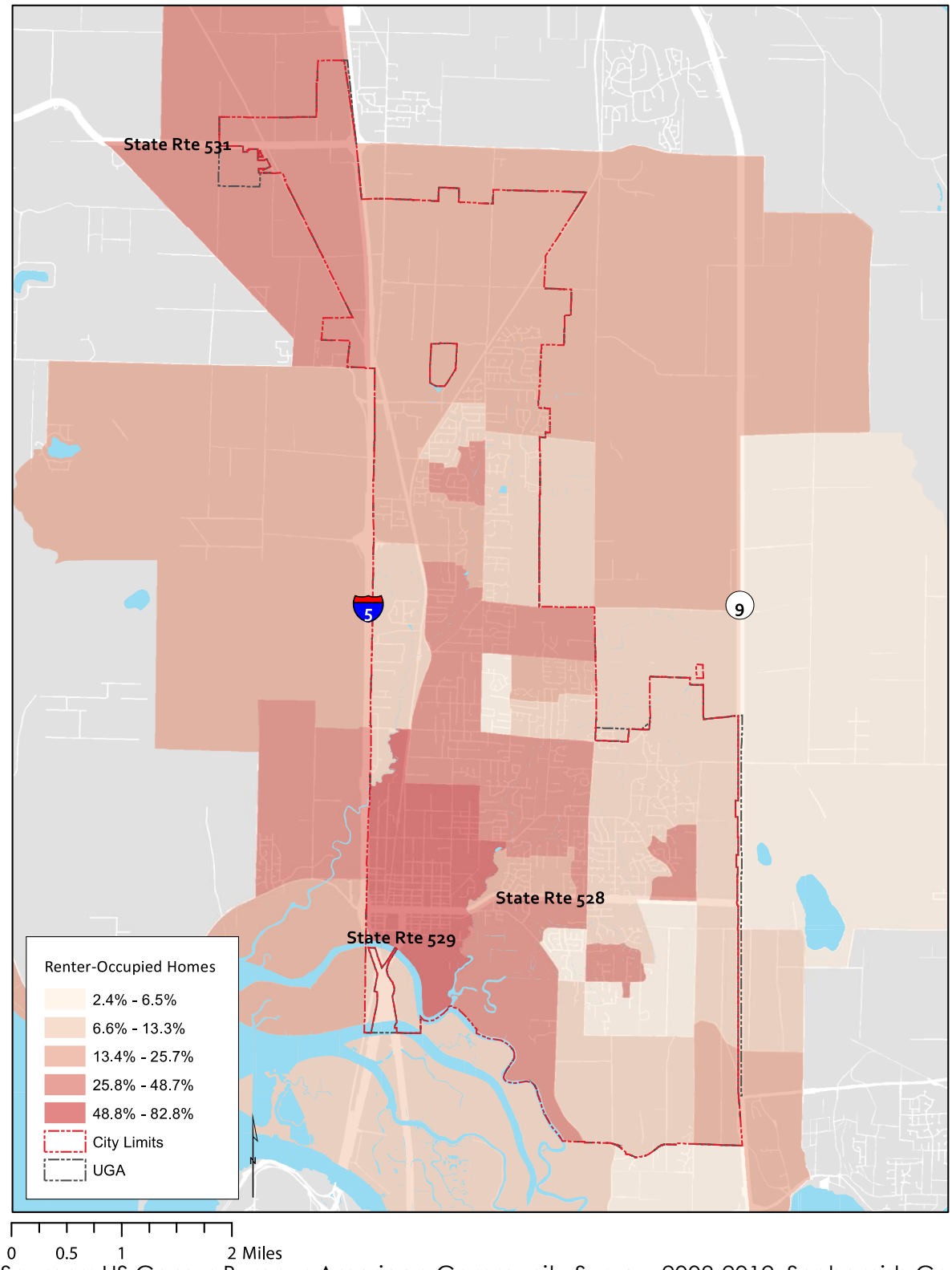
Tax Credit	462
Bond	236
County HOME	25
State Housing Trust Fund	25
USDA Rural Rental Housing Loan	60
County Neighborhood Stabilization Program	5

Source: HASCO, 2014

Marysville's assisted workforce housing has been funded through a variety of sources, including tax credits, bonds, and Community Development Block Grants. While the name may suggest otherwise, it is common for developers to use workforce funding sources to fund housing for populations like seniors. Table 5-6 shows the number of workforce units funded per major source in Marysville. This only includes units that do not have additional rental assistance (considered 'subsidized' in this Housing Element), which often also use workforce subsidies as part of their financing. As most workforce properties use more than one funding source, there are units counted multiple times in the different funding categories listed in Table 5-6. Financing for any affordable housing project is often very complicated and can involve an array of public, nonprofit, and private entities.

While some of these properties currently restrict occupancy of all of their units to low-income households, many other workforce housing properties only dedicate a portion of their units. This is typical of properties developed or rehabilitated by private entities using tax credits or tax-exempt bond financing in exchange for income restrictions on the properties. In those cases, affordable housing requirements are limited to a certain period of time, typically 20 to 30 years, after which time the property owners can increase rents to market rates.

Figure 5-24 Renter-Occupied Housing Units, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

It is possible for a property to feature both subsidized and workforce units. One local example is the Meadow Park apartment complex. Of the 44 total units, 14 units provide housing for extremely low income seniors, funded through HUD Section 8 Project-Based Vouchers. The remaining units have rents set to be affordable to seniors earning less than 80% AMI, with funding through tax credits and USDA's Rural Rental Housing Loan.

Market Rate Multifamily Rental Units

There are an estimated 6,553 units of rental housing in Marysville in properties ranging in size from single family homes to large apartment complexes. 2,999 out of 6,553 renter occupied housing units are in multifamily properties, compared to 121 out of 15,070 owner-occupied housing units.[27]

Table 5-7 Renter-Occupied Units by Rent and Unit Size, City of Marysville (Without Utilities)

	No Bedrooms	1 Bedroom Units	2 Bedroom Units	3+ Bedroom Units
Less than $200	10	74	13	9
$200 to $299	0	70	22	0
$300 to $499	23	153	63	19
$500 to $749	0	332	128	167
$750 to $999	42	184	1257	89
$1,000 or more	57	144	1098	2460

Source: American Community Survey 2008 – 2012

Table 5-7 summarizes ACS data on the number of units available at certain rent levels by bedroom size in Marysville. ACS rent data is not consistent with other sources of local market rate rent data for the City. This could be because the ACS sample may include subsidized units and less formal rent arrangements – renting rooms or mother-in-law suites in single family homes, renting from family members, etc. – that could be more affordable. ACS rent data also does not include utility allowances. To provide a better idea of what a household looking for a home today could expect to pay in rent and utilities for a home in Marysville, rent data was obtained from Dupre and Scott. This data, which includes both multifamily and single family rental units, is summarized in Table 5-9. Table 5-9 also lists the minimum full time wage to afford each average rent in hourly and annual terms as well as the number of hours one would have to work per week earning Washington State's minimum wage to afford the unit.

Table 5-8 shows the affordability distribution of average rents in Marysville by size. In this table, "Yes" means that the average rent is affordable to a household at that income

[27] US Census Bureau; American Community Survey, 2008-2012

level, adjusting for household size; "Limited" means that the average rent is not affordable but there are lower end affordable units; and "No" means that the entire rent range is not affordable. As shown, extremely low income families will not be able to afford a market rental unit of any size, though this is expected due to the costs of construction and maintenance in today's market. Middle and moderate income families can afford the average rental rates for any size unit. Low income families in Marysville will only find a limited supply of affordable market rate housing at four bedrooms and larger. The average one bedroom rent is affordable to very low income households, and there is limited availability for two bedroom units. Again, this is adjusted for household size.

Table 5-8 Distribution of Rent Affordability by Unit Size

	1 Bed	2 Bed	3 Bed	4 Bed
Extremely Low	No	No	No	No
Very Low	Yes	Limited	No	No
Low	Yes	Yes	Yes	Yes
Moderate	Yes	Yes	Yes	Yes
Middle	Yes	Yes	Yes	Yes

Source: Dupre and Scott, 2013

The difference in minimum required income by size between single- and multifamily units is shown in Table 5-9. Average rents for both multifamily and single family units of four bedrooms or smaller in Marysville are generally affordable to households earning at least 50% AMI (low income households). Average rents for one and two bedroom, two bath multifamily units are higher than comparably sized single family units, which is a reverse of the usual trend. It is possible that highly affordable small single family rental units are manufactured homes, which are often more affordable than other types of housing. The principal groups that will struggle to find rental housing in Marysville are extremely low income households of all sizes, very low income households that require a unit larger than two bedrooms, and low income households that require a unit larger than four bedrooms. As the supply of one and two bedroom units is limited, very low income households searching for affordable homes in this size range may still be pushed out by higher income households choosing to spend less on housing. Therefore, there is a need to

Even after accounting for the fact that utility costs are not included in ACS data, ACS' rent range is generally lower than that of the market as sampled by Dupre and Scott. Again, this could be explained by the ACS sample including subsidized units and informal rent arrangements. While ACS data is important as it shows what Marysville renters are actually paying, it does not give an accurate indication of what a typical renter searching for a market rate unit can expect to pay.

Home Ownership

Between 2008 and 2012, 64% of single family homes sold in Marysville were three bedrooms in size. Twenty two percent (22%) of homes sold were four bedrooms in size, meaning that three and four bedroom homes together represented 86% of sales. This includes freestanding single family homes, common wall single family homes (townhouses), manufactured homes, and condominiums[28]. The next largest market segment are two bedroom homes, with 9% of sales.

In 2012, the median sale price for a single family home in Marysville was $185,000. Assuming a 20% down payment and using average rates of interest, property taxes, utilities and insurance as determined by the Federal Housing Funding Board, the monthly payment for this home would be $1,143. For a family to afford this payment without being cost-burdened, they would require an annual income of at least $45,705, well below City, County, and the Seattle- Bellevue HMFA median income. This is considered low income for a household two to four individuals in size, and very low income for larger households.

In Marysville, the median home sales price has declined each year since 2008. Since 2008, following the trajectory of the recession, median home sale prices in Marysville have dropped by 32%, while the number of sales has risen. [29] Home sales peaked in 2011, but stayed relatively steady between 2008 and 2012. While new unit construction between 2005 and 2012 saw declines in Marysville, its market for home sales does not appear to have been as severely affected by the recession as some neighboring cities.

Table 5-10 lists the percentage of 2012 home sales that are affordable to each income level by home size. "Not affordable" means that the minimum income required is higher than the middle income upper cutoff. All of the percentages specify the portion of

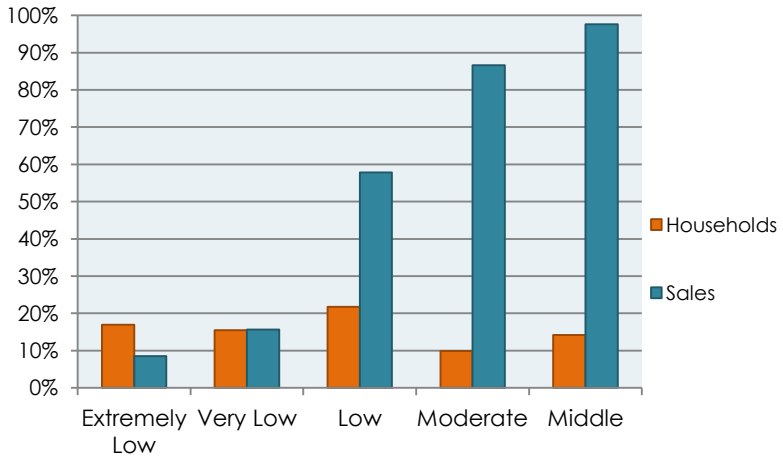
Table 5-9 Average Rent and Affordability by Size, City of Marysville (Including Utilities)

	Average Rent (With Utilities)	Minimum Hourly Wage	Minimum Annual Wage	Hours/Week at WA Minimum Wage	Range
1 Bed	$798	$15.35	$31,920	66	$712-$912
2 Bed	$1,036	$19.94	$41,480	86	$812-$1,486
3 Bed	$1,573	$30.25	$62,920	130	$1,220-$2,110
4 Bed	$1,830	$35.19	$73,200	151	$1,422-$2,242
5 Bed	$2,376	$45.69	$95,040	196	$2,126-$2,626

Source: Dupre & Scott, 2013; National Low Income Housing Coalition, 2014

homes of that size that someone in the particular income group could afford, adjusting for household size. As shown, one and two bedroom homes are more affordable, though the number of homes this size is limited. Moderate and middle income families could afford the bulk of homes sold in 2012.

Figure 5-25 Home Sale Affordability Gap 2012, City of Marysville



Source: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Assessor, 2014

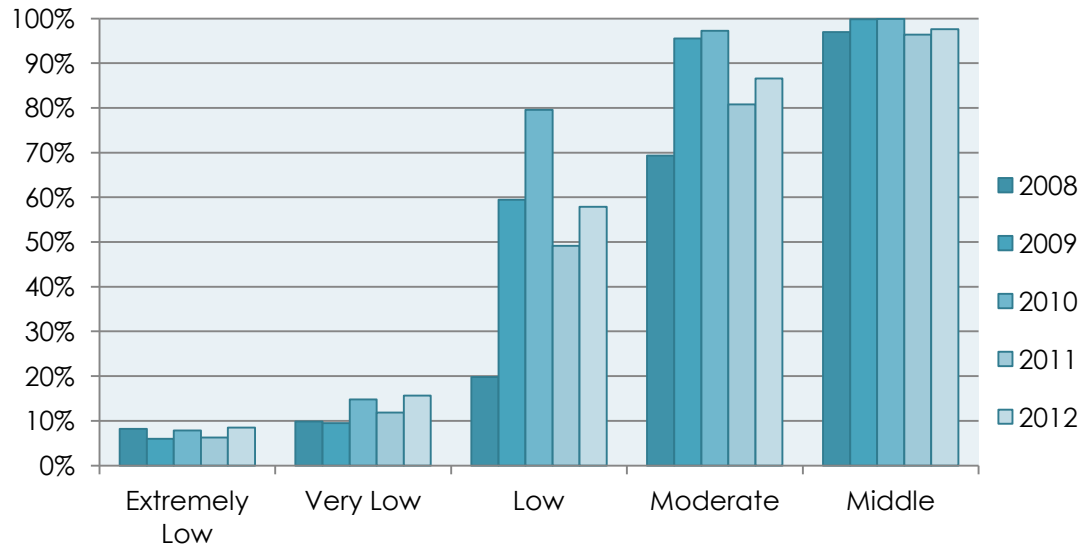
Table 5-10 Affordable Home Sales by Size, City of Marysville, 2012

Bedrooms	Extremely Low	Very Low	Low	Moderate	Middle	Not Affordable	Total Sales
1-2	53%	72%	92%	99%	100%	0%	106
3	2%	10%	64%	92%	98%	2%	734
4	0%	0%	24%	69%	96%	4%	216
5+	0%	3%	5%	43%	84%	16%	37

Source: Snohomish County Assessor, 2014

The "affordability gap" describes situations where there are more households at a given income level than there are housing options affordable to those households. Figure 5-25 displays the percentage of households in Marysville at each income level as well as the

Figure 5-26 Home Sale Affordability, City of Marysville, 2008-2012



Source: Snohomish County Assessor, 2014

percentage of 2012 home sales that each income level could afford. As Figure 5-25 compares the overall income distribution of the City with the affordability distribution of one year, this is a rough approximation, and other factors should be considered in examining home ownership affordability. As shown, there were plenty of sales theoretically affordable for households earning at least 80% AMI (moderate income) in 2012, which is the minimum income recommended for home ownership. Since the recession, the market for home financing has tightened possibly limiting access to certain households that could theoretically afford the monthly cost of home ownership. However, this analysis does not consider whether or not these income groups are able to access financing, including a down payment, or other barriers to home ownership. There is also sufficient supply for the City's low income households, though home ownership may only be a good choice for certain households in this group. Further, this does not include competition from households above middle income, which comprise 22% of the City's total.

Figure 5-26 shows how the percentage of sales affordable to each income level has changed from 2008 to 2012. As shown, affordability by this estimate was never a significant challenge for households earning at least 80% AMI during this period, though affordability for moderate income households has fluctuated. As the housing market

continues to improve following the recession, affordability for this group may retreat again. While there are affordable options for low income households, and ownership may be a good option for certain low income households (those earning between 50 and 80% AMI), it is considered the exception rather than the Rule.

Table 5-11 Average Rent by Size within City of Marysville, Single Family and Multi-family

	Multifamily Average Rent	Minimum Income	Single Family Average Rent	Minimum Income
1 Bed	$809	Very Low	$721	Very Low
2 Bed/1 Ba	$943	Very Low	$1,178	Low
2 Bed/2 Ba	$1,026	Low	$1,266	Low
3 Bed/1 Ba	n/a	n/a	$1,473	Low
3 Bed/2 Ba	$1,370	Low	$1,629	Low
4 Bed	n/a	n/a	$1,830	Low
5 Bed	n/a	n/a	$2,376	Moderate

Source: 2013 Dupre and Scott

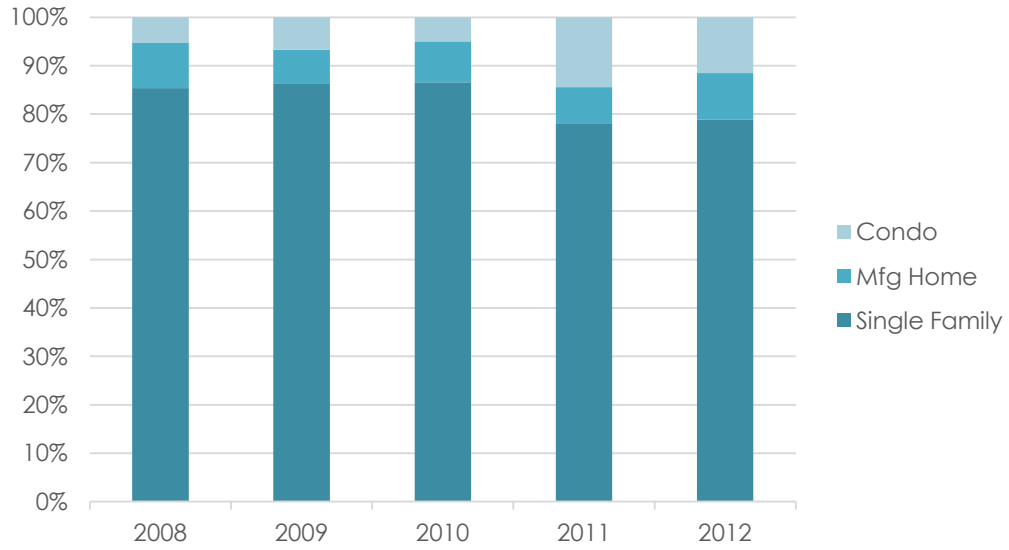
While these measures consider the ongoing affordability of home ownership in terms of monthly cost, there are other important factors not easily captured in this analysis. While a 20% down payment is assumed in calculating the monthly debt service, the question of whether or not a household can obtain the funds necessary for a down payment is another important question, particularly for lower income households. This report also assumes that the household could be approved for a mortgage at an average interest rate, despite the fact that the mortgage market has tightened. Even assuming all these things are possible, due to ongoing repair and maintenance costs, home ownership may not be a good choice for many lower income households. For all these reasons, home ownership is generally targeted for households earning at least 80% AMI.

Further, many of the most affordable sales were likely only so affordable because they were foreclosed homes sold by banks. The property 6609 60th Place NE, for example, is a three bedroom home that Wells Fargo Bank sold for approximately $105,000 in 2012. At that price, a household with a minimum income of $20,220 could afford the monthly debt service of around $500. This same home sold for $214,000 in 2005, which would be out of reach to the household with the minimum income necessary to afford it in 2012. While low priced foreclosed homes can put home ownership within reach for more households, this is accomplished at the expense of previously displaced homeowners. Additionally, these sales contribute to ongoing uncertainty about market home values. Low income home buyers could also become cost-burdened by higher property taxes on these "bargain" homes.

For those households where ownership is a good fit, HomeSight is a local nonprofit Community Development Corporation that works with lower-income households in Snohomish and King County to overcome barriers to ownership like financing for down payments. HomeSight also provides services for homeowners facing foreclosure.

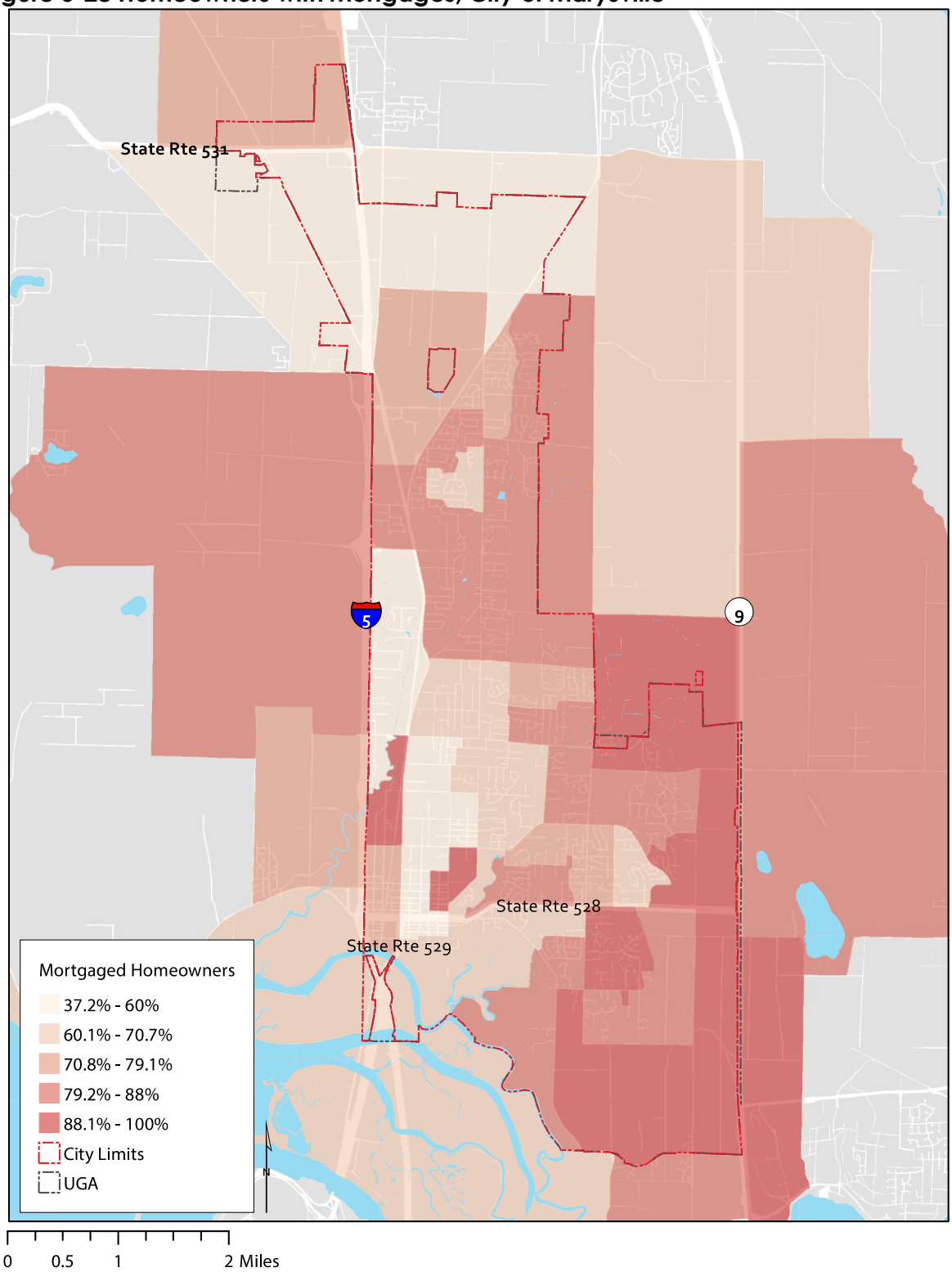
Figure 5-27 shows how sales have been divided between single family homes, condominiums, and manufactured homes over time. As shown, single family homes are dominant, though condominium sales increased significantly in 2011. Manufactured homes represented a fairly steady share of the annual total throughout this period.

Figure 5-27 Home Sale Affordability, City of Marysville, 2008-2012



Source: Snohomish County Assessor, 2013

Figure 5-28 Homeowners with Mortgages, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

Table 5-12 shows how many sales of each type were affordable to each income level in 2012. Manufactured homes are most likely to be affordable, with a dramatically lower average sales price, though there is still a significant supply of single family homes affordable to very low income households. Table 5-13 shows how many homes were sold in 2012 by type and number of bedrooms. As shown, manufactured homes are also more likely to be small.

Table 5-12 Affordable Home Sales by Type, 2012

	Single Family	Manufactured Home	Condo
Extremely Low	1	94	0
Very Low	67	8	5
Low	395	3	74
Moderate	273	2	46
Middle	119	0	4
Not Affordable	27	0	0
Average Sale Price	$ 203,521	$ 32,153	$185,330

Source: Snohomish County Assessor, 2013

Table 5-13 Size of Homes Sold by Type, 2012

Bedrooms	Single Family	Manufactured Home	Condo
1-2	70	83	2
3	662	36	105
4	215	2	22
5+	39	0	0

Source: Snohomish County Assessor

Shared Rental Housing

A popular market rate affordable housing option is to split housing costs with other roommates. These arrangements include renting a room, suite, or accessory dwelling unit (ADU) from a homeowner living on site. For 14 shared rooms advertised on Craigslist in Marysville, the monthly cost ranged from $400 to $600. The median rental price for these listings is $477.50.

Rents in this range are easily within reach for very low income single individuals, and possibly even extremely low income couples. Individuals seeking roommates are able to discriminate in who they choose to share their housing, however, and often stipulate a preferred gender or bar couples from sharing a room. It may be difficult for families

with children and households with disabilities or other special needs to find a suitable shared housing situation. In these cases, a household's ability to find shared housing will likely depend on whether or not they have local connections to help them find understanding roommates without depending on strangers.

E. FUTURE HOUSING NEEDS

I. Population and Housing Growth, and Need

The City of Marysville and Snohomish County has grown substantially in recent decades as shown in Table 5-14. The percentage of growth was significantly higher in the City at 139.6% than in the County at 18% as a result of the combined influence of major annexations and new development.

Table 5-14 Population Growth, 2000 to 2011

	2000	2011	Percentage Change
Snohomish County	606,024	717,000	18%
City of Marysville	25,315	60,660	139.6%

Source: Snohomish County 2015 Comprehensive Plan, Growth Targets – Appendix D

Table 5-15 Housing Growth, 2000 to 2010

	2000	2010	Percentage Change
Snohomish County	236,205	286,659	21.3%
City of Marysville	9,730	22,363	129.8%

Table 5-16 Projected Housing Need

	2035 Population Target	Total 2035 Housing Need	Additional Housing Units Required
Snohomish County	955,280	383,787	97,128
City of Marysville	87,589	32,876	10,513

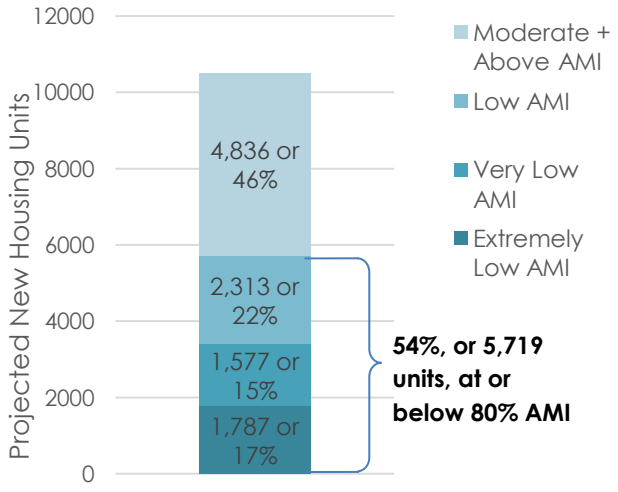
Source: 2013 Housing Characteristics and Needs Report

II. Housing Affordability and Needs for Moderate to Low Income Households

Significant residential growth is projected within the City in the future. The City needs to grow by 10,513 additional homes between 2010 and 2035 in order to accommodate the projected population growth. Assuming that the City's income mix stays constant, it is estimated that 5,719 units, or 54% of the total projected increase, will serve households at or below 80% AMI. The share of projected units by income level under this assumption is shown in Figure 5-29.

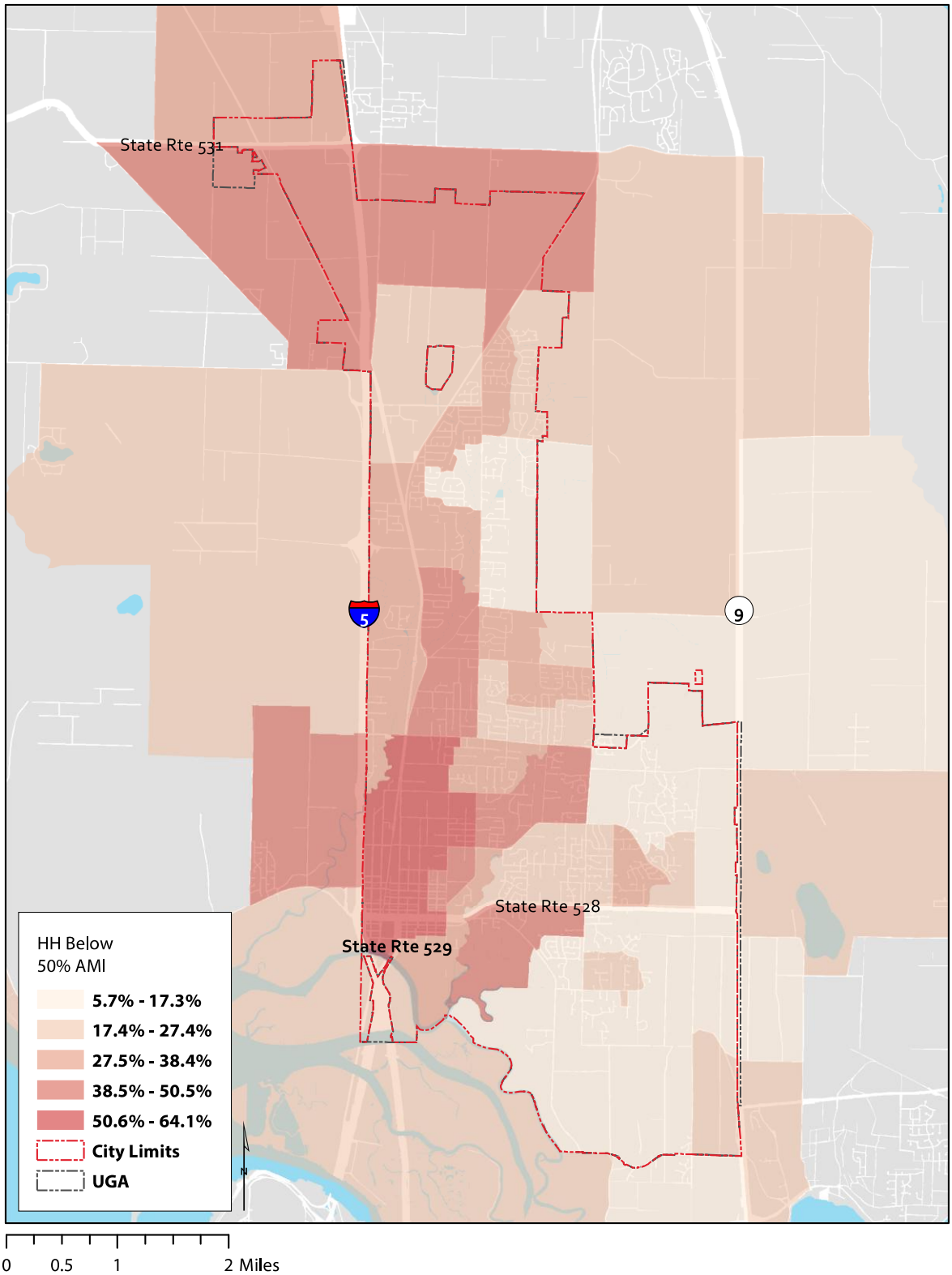
According to the 2013 Housing Characteristics and Needs Report prepared by Snohomish County, 10.7 percent of the households within the County are very low income (under 30% AMI), 11.2 percent are low income (30-50% AMI), and 16.9 percent are moderate income (51-80% AMI). In the County's report, these percentages were applied to the total housing growth need for each jurisdiction within the County to illustrate how much affordable housing each jurisdiction would provide if the needed growth in affordable housing were allocated proportionally among the jurisdictions. Applying these allocations to the 10,513 housing unit need for Marysville, the City would need to accommodate 1,156 additional very low income units, 1,156 low income units, and 1,787 moderate income units – a total of 4,099 units – from 2010 to 2035 (see Figure 5-31). Given that Marysville presently has a relatively high amount of affordable housing compared to other jurisdictions within the County, applying the countywide breakdown for each income group to the City's total housing unit need establishes a target for the

Figure 5-29 Income Allocation of Projected New Housing Units if Household Income Mix Stays Constant within City of Marysville from 2010 to 2035



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Tomorrow Planning Advisory Committee, "Housing Characteristics and Needs in Snohomish County", 2014

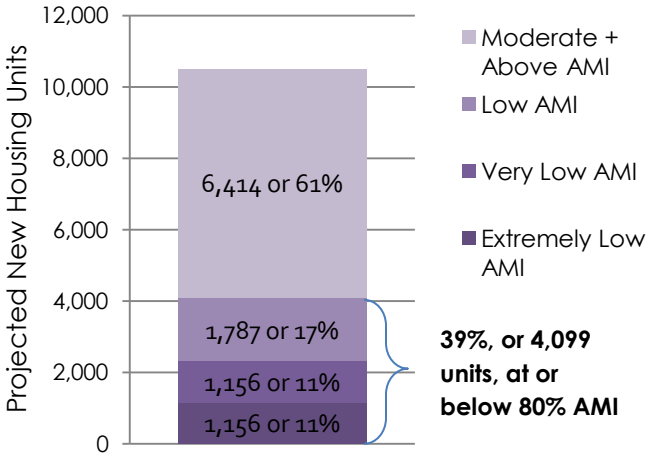
Figure 5-30 Households Below 50% AMI, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

City that is both reasonable and contributes significantly towards the County's overall affordable housing need while also recognizing the City's goal of pursuing a more diverse and balanced distribution of household incomes within the City.

Figure 5-31 Income Allocation of Projected New Housing Units if Growth in Affordable Housing within the City is Proportional to the Need within Snohomish County from 2010 to 2035



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Tomorrow Planning Advisory Committee, "Housing Characteristics and Needs in Snohomish County", 2014

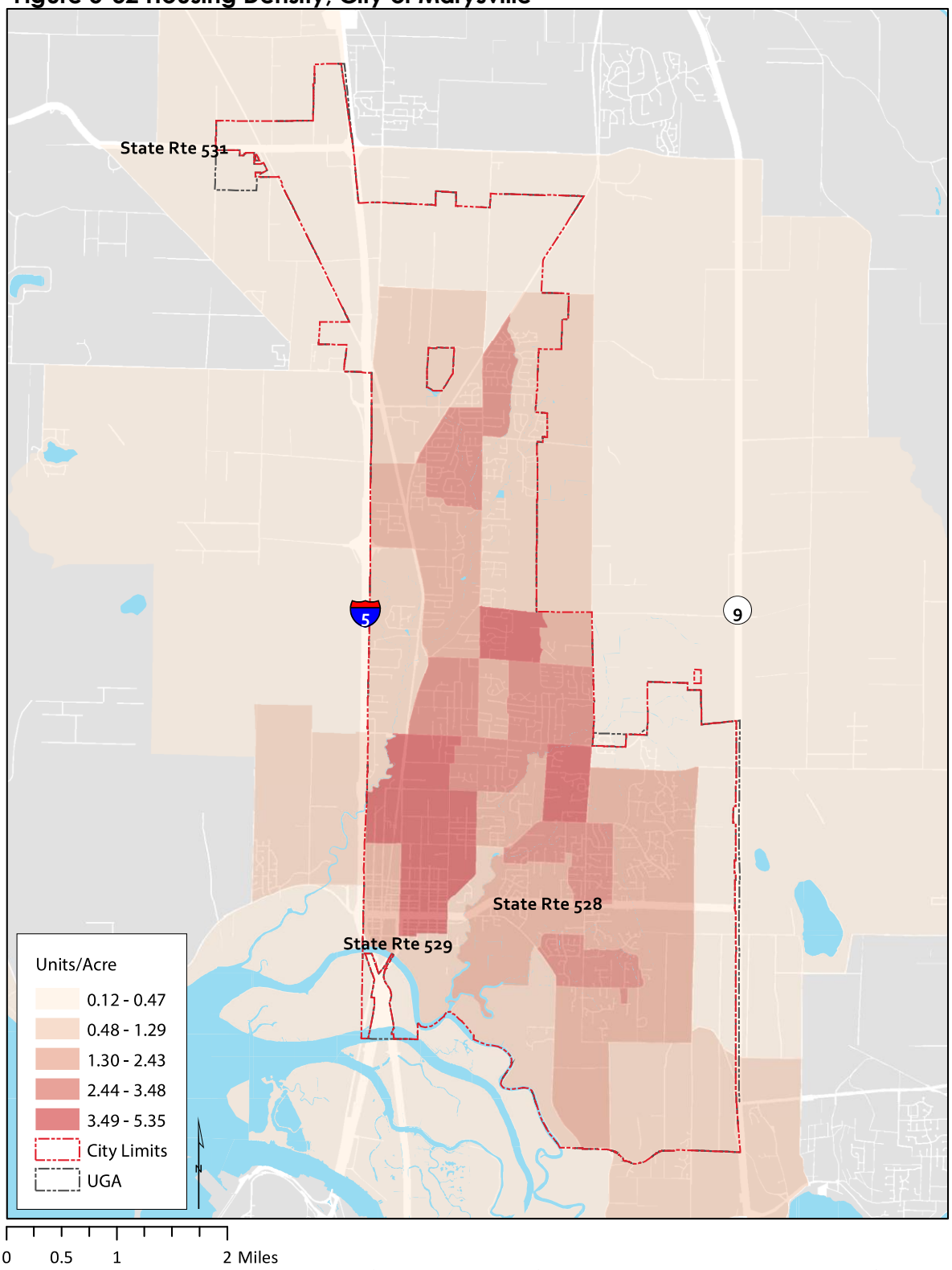
The City has already made substantial progress towards these targets. From 2012 to 2014, the City granted approval for over 1,019 new apartment units with 641 of these units – 63 percent – reserved for households at or below 80% AMI. Upon construction of these units, the City will have provided 15.6 percent of the total affordable housing units that would be required to be provided if each jurisdiction assumed an equal proportion of the growth in affordable housing need that the County anticipates from 2010 to 2035. Therefore, the City's efforts moving forward will be to accommodate affordable housing proportionate to its size (3,458 additional units), and to preserve and maintain the existing affordable housing stock.

The City of Marysville has pursued a number of strategies to support housing affordability and address the need to provide more low income housing options. To-date, Marysville has predominantly focused less on preservation of existing housing stock and more on creating quality new stock; however, moving forward the focus will shift to include preservation of existing housing stock. Strategies employed by the City to address affordable housing need include:

- Participation in the Alliance for Housing Affordability
- Offering density bonuses
- Allowing lot size averaging
- Reducing lot sizes
- Permitting detached accessory dwelling units
- Considering incentives such as density bonuses, cluster housing, zero lot line and affordable housing set-aside

In addition to promoting and providing incentives for these policies where appropriate, the City will continue to monitor their use and evaluate policies to make sure there are not unnecessary regulatory barriers to use. Additionally, when opportunities arise, the City could partner with organizations developing housing for households earning below 30% AMI, the income group generally not served by the traditional housing market.

Figure 5-32 Housing Density, City of Marysville



Sources: US Census Bureau; American Community Survey, 2008-2012; Snohomish County Information Services, 2013

III. Special Needs Housing and Services

The following outlines the requirements of special needs groups in having an adequate, affordable, and appropriate housing supply. All groups need affordable housing as a basic foundation. When supportive services are mentioned, this refers to help with paying bills, shopping for food and household items, nutritious meals, preparation and transportation to work, social events, and/or medical appointments:

Elderly, including frail elderly
- Affordable housing, especially rentals
- Supportive services to permit them to receive in-home care
- More congregate space for frail elderly not able to have in-home services
- More physically accessible units

Homeless: Individuals
- Day shelter
- Additional night shelters
- Transitional housing (from shelter to market rate)

Homeless: Families with Children
- Additional night shelters and longer stays at shelters
- Linkage to services for children
- Day care for pre-school and school-aged children
- Transitional housing (from shelter to market rate)

Severe Mental Illness
- More community-based housing
- Residential treatment for children
- Ability to keep housing units as mentally ill move in and out of hospitals or other institutions

Developmental Disabilities
- More accessible units
- Additional supportive services

Physical Disabilities
- More accessible units
- Additional in-home services

Alcohol and Other Drug Addictions
- Case management
- Youth detoxification services
- Services for pregnant and postpartum women

AIDS and Related Diseases

Terminal care beds
Support for in-home care services

IV. Housing Mix Ratio (Needs Analysis)

What is the appropriate housing mix for Marysville? Currently, the countywide mix for structures is 64% single family detached, 30% single family attached, duplex or multi-family units, and 6% mobile/manufactured home units.[30] Using this for planning purposes, the City would want to consider a mix of densities and units types in its land use plan. This will ensure a variety of housing types and costs within the Urban Growth Area in order to meet housing needs for both owner and rental households. Generally, non-single family structures are assumed to provide more affordable housing options and typically yield higher densities also resulting in more efficient and affordable use of land.

V. Land Availability

In Planning for the next twenty years, the City has conducted a land capacity analysis to verify and justify the current Urban Growth Area (UGA) and land use alternatives within the UGA. The land capacity analysis identifies 8,900 buildable acres, and a 2035 population capacity of 87,798 within the current UGA. This represents capacity for 10,513 additional households, representing 25,489 additional persons. Both vacant land and redevelopable land provide opportunities for new housing to meet 2035 population targets and address housing need.

F. GOALS AND POLICIES

I. County-Wide Planning Policies Relating to Housing

The GMA requires each county, in cooperation with its cities, to adopt county-wide planning policies for affordable housing. (County wide planning policies are identified under the City's comprehensive plan numbering system in the following section.) County-wide planning policies that relate directly to the Marysville Comprehensive Plan are incorporated herein. The Countywide Planning Policies pertaining to affordable housing were originally adopted by Snohomish County Tomorrow in 1993 and have been amended several times with the most recent amendment being in June 2013. These policies are contained in Appendix A.

II. City of Marysville Housing Goals and Policies

The following Goals and Policies are intended to ensure that sufficient land for housing is identified and will be available in an efficient and competitive land market. They are based on the assumption that "…the market place will guarantee adequate housing for those in the upper economic brackets but some combination of appropriately

[30] 2013 Snohomish County Housing Characteristics and Needs Report

zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle and lower income persons…."[31]

While government policies and programs alone cannot ensure that everyone is adequately housed, attention should be given to removing impediments to affordable housing, consistent with the Growth Management Act.

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

Policies:

HO-1 Provide increased flexibility and encourage creative approaches in the use of new and existing housing development and design subject to specific development, design, and in some cases owner occupancy standards.

HO-2 The City shall encourage housing types that are attractive and affordable to first time and moderate income home buyers.

HO-3 Encourage a broad range of rental housing opportunities, especially those serving families, senior citizens, and special needs groups.

HO-4 Promote housing alternatives to the large lot single family detached dwelling and large apartment complex.

HO-5 Support the development and preservation of mobile home parks within residential zones and subdivisions.

HO-6 Support the development and preservation of manufactured homes on individual lots.

HO-7 Provide opportunities and incentives for a variety of housing types and site planning techniques utilizing the Planned Residential Development (PRD) regulations.

HO-8 Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to cottages, townhouses, planned unit developments and apartments.

HO-9 Consider accessory housing a substitute for some multi-family housing. Permit them in single family houses subject to specific development and design standards.

[31] Chapter 365-195-060 (6) WAC.

HO-10 The City will work with agencies and nonprofits, such as the Housing Authority of Snohomish County, Housing Hope, Habitat for Humanity, to maintain and increase the supply of low and moderate income housing. This could include fast tracking permitting and assistance with site selection.

HO-11 Improve coordination and responsiveness of providers of housing and community needs to improve the quality and quantity of housing.

HO-12 Maintain an adequate supply of appropriately zoned developable land within the UGA.

HO-13 Allocate the housing mix goals in the Land Use Element and zoning to ensure best use of both vacant and redevelopable land to meet housing needs for both owner and rental households.

HO-14 Support inter-jurisdictional cooperative efforts to foster the development and preservation of an adequate supply of affordable housing.

HO-15 Encourage efficient infill development in the urban growth area.

HO-16 Encourage the preservation, renovation, and production of housing within the region that is affordable to all populations including for households earning less than 50% of AMI.

HO-17 Ensure that affordable and special needs housing opportunities are dispersed throughout the City, not concentrated.

HO-18 Provide affordable housing opportunities close to places of employment.

HO-19 Consider the location of traffic routes, transit, bike and pedestrian trails, in locating new housing.

GOAL 2: Create quality places and livable neighborhoods.

Policies:

HO-20 Encourage higher quality developments that create a sense of place and enhance community image and identity.

HO-21 Encourage the development of middle and upper middle income housing to ensure a healthier and more diverse mix of housing choices within the community.

HO-22 Provide connectivity between housing, public places, places of interest, and commercial areas to create a more interactive community.

HO-23 Encourage and facilitate housing developments that provide quality residential living environments for families and seniors with housing needs.

HO-24 Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a variety of housing types affordable to all economic segments of the population.

GOAL 3: Respect the character of existing residential neighborhoods.

Policies:

HO-25 Encourage and facilitate the participation of neighborhood groups in the land use and community development planning process.

HO-26 Distribute affordable and special needs housing equitably among jurisdictions and planning areas to ensure that no jurisdiction or planning area has more than its fair share of affordable and special needs housing.

HO-27 Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.

HO-28 Encourage the integration of a variety of dwelling types and intensities in residential neighborhoods.

HO-29 Encourage infill development that enhances the existing community character.

HO-30 Preserve and enhance the character of existing neighborhoods.

HO-31 Ensure that mixed use development complements and enhances the character of the surrounding residential and commercial areas.

HO-32 Encourage the concept of strong, traditional neighborhood planning to improve neighborhood quality and reduce automobile dependency.

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

Policies:

HO-33 Work with Community Transit to develop transit connecting dispersed housing and employment centers.

HO-34 Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors. Ensure that the development standards for these areas are transit and pedestrian friendly.

HO-35 Prioritize the funding of parks, and other civic improvements that respond to the needs of neighborhoods where over 20 percent of the total housing stock is rental housing, or where housing density exceeds 10 dwelling units per acre.

HO-36 Promote a housing policy and land use pattern that balances the ratio of housing units to jobs.

HO-37 Maximize the public investment in public infrastructure by supporting a compact land use strategy to increase residential density.

HO-38 The City's economic development strategy should prioritize higher paying jobs that pay a living wage.

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

Policies:

HO-39 Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.

HO-40 Evaluate the housing cost and supply implications of proposed regulations and procedures.

HO-41 The City shall seek opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.

E. Implementation

The implementation section provides a strategic plan and specific guidance for subsequent development and consideration of regulations and administrative actions to pursue in implementing the housing goals and policies.

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

Housing Types and Densities

1. Review codes and regulations to determine the ability to build innovative housing projects. Implement, as necessary, code revisions that will provide for permitted uses such as ground-related attached housing, small scale rental housing types for families and senior citizens, subdivision of large homes, mobile home parks,

accessory units, duplexes, small lot single family, townhouses, and condominiums and other housing types.
2. Continue to allow zero lot line developments and other attached single family developments without rezone process, subject to design guidelines.
3. Allow innovative subdivision techniques, such as angle lots, zipper lots, alternate width lots, and other platting methods in single family zones that increase single family densities and affordability over conventional platting standards.
4. Investigate the feasibility of allowing cohousing[32] developments that incorporate shared common buildings and open spaces.
5. The City should establish a housing mix ratio goal for housing types such as multi-family, single family as well as sub-types like small-lot single family, duplexes, etc.
6. Investigate incentives and potential regulatory measures that encourage or require the private sector to address low and moderate income housing needs, in locations that are desirable to the community, such as: priority permit processing; reduction of minimum permitted lot sizes; minimum densities for attached housing in all multi-family and single family attached developments; exemptions from impact mitigation payments for low income housing projects; voluntary density bonuses; mandatory requirements for inclusion of low-income housing; and transfer of low-income housing density bonuses among projects.
7. The City should promote programs, consider changes to regulations, and provide incentives to housing developers that provide alternatives for home ownership and encourage housing types that are affordable to first time and moderate income buyers.
8. Review and amend the zoning code to enable a wider variety of housing types to accommodate increased housing needs of the elderly and frail elderly. The zoning code should enable the siting of various housing types such as convalescent care, assisted care, adult homes, retirement apartments, and cooperative living within the City of Marysville.
9. Encourage single family and multi-family development across the broad variety of densities that the zoning code allows.

Housing Supply

10. Regularly update the City's land capacity analysis and survey housing conditions. Monitor housing and lot supply within the Study Area and ensure that the Land Use Element provides for adequate densities within the Urban Growth Area to meet forecasted growth in the planning period.
11. Amend the zoning code section on substandard lots to allow construction of a single family house on existing, prior approved lots regardless of size with an administrative zoning variance subject to design standards.
12. Permit higher densities for senior housing which provide additional amenities and services.

[32] In cohousing developments, families live in separate homes, but share such things as cooking and dining facilities, play areas, gardens, and workshops.

Housing Location/Distribution

13. Periodic studies will be made to ensure that affordable and special needs housing is equitably distributed by verifying that no Planning Area has more than 30% of its housing in the categories of affordable and special needs housing. The amount of affordable and special needs housing may temporarily exceed 30% in circumstances where the Comprehensive Plan projects sufficient housing development to bring the percentage back below 30% within the life of this Plan.

Financing and Programs

14. Work with the County, other jurisdictions, local lending institutions, non-profit organizations, and housing providers to create a first time home buyer assistance program; create education programs for financial counseling and assistance in buying a home; encourage the creation of financing mechanisms such as reverse mortgage programs, housing trust funds, and loan pools for local financing of affordable housing.
15. The City should coordinate with other agencies and sources to obtain funding for capital improvement projects. In addition, while administering the Community Development Block Grant program, projects should be directed to neighborhood planning areas with a high percentage of low or extremely low income housing.
16. Work with the County to encourage the establishment of an intergenerational home-sharing program for senior citizens.
17. Support the efforts of public and private non-profit agencies that develop assisted housing and/or housing related human services, such as services that enable residents to remain in their homes.

GOAL 2: Create quality places and livable neighborhoods.

Measures:

18. Continue to promote the Pride of Marysville Neighborhood Improvement Awards, an awards program which for recognizes residential properties, neighborhoods, and businesses where pride of ownership is demonstrated. Establish a category for the development of quality residential neighborhoods that address City housing goals
19. Provide density incentives for projects that create a sense of place and enhance community image.
20. Maintain site design guidelines to promote attractive neighborhood streetscape and transitions to adjoining neighborhoods.

GOAL 3: Respect the character of existing residential neighborhoods.

Measures:

21. Identify and evaluate alternative ways of improving the effectiveness of neighborhood groups' participation in the land use planning process.
22. Use land use inventory and Census data to identify neighborhoods with concentrations of rental housing and residential densities.
23. Use performance based standards instead of maximum density standards for evaluating higher density housing developments. Base approval of such developments on whether they meet neighborhood compatibility standards. These design standards and guidelines would allow for construction of higher

densities while providing for quality design that is compatible with the scale and character of surrounding uses.

24. Coordinate with the Planning Department and neighborhood groups to develop guidelines for the compatibility of: small lot detached and cottage residences, duplexes, and townhouses with existing single family neighborhoods; rental and special needs housing with residential neighborhoods; accommodating higher densities attractively; and ensuring that infill development fits with the character of the existing neighborhood.
25. Explore opportunities to implement traditional planning concepts in new and existing neighborhoods. This results in neighborhoods as people places and may include sidewalks; narrow, interconnected streets; street trees; front porches; smaller lots; reduced presence of garages; and nearby retail services. This planning approach may be particularly suited to introducing small lot single family, townhouses, and other more dense housing types.

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

Measures:

26. Work with Community Transit to develop transit connecting dispersed housing and employment centers.
27. Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors. Ensure that the development standards for these areas are transit and pedestrian friendly.
28. Ensure that adequate land is designated with the Land Use Element for various housing types (such as multi-family, duplexes, accessory units, and small lot single family) within each Planning Area or the Study Area as a whole. The housing mix goal should be maintained throughout revisions to the Land Use Element that occur as a result of community input.
29. In Planning Areas with a high percentage of low, very low, or extremely low income housing, the City should prioritize civic improvements and parks through the Land Use and Parks Elements of the Comprehensive Plan.

GOAL 5: Land use policies and regulations contribution to the cost of housing should be weighed against their benefit to the community.

Measures:

30. Participate in State and local regulatory reform efforts.
31. Monitor permit processing times and maintain internal goals for the timely processing of permit applications.
32. Development standards and building permit requirements should be reviewed to ensure clarity and consistency while providing for a timely, fair, and predictable application process.
33. The City shall consider permitting "affordable housing demonstration projects" in which development standards and code requirements may be negotiated to provide a more affordable housing product, without sacrificing the public protections provided by the standards being negotiated.
34. Infrastructure and development standards should be reviewed to ensure that requirements are not excessive, such as right-of-way requirements, road design,

and sidewalk standards, and to determine if alternative funding methods can be made available.

35. Investigate mechanisms to facilitate the land assembly process for residential developments in the Urban Growth Area through incentives such as allowing increased density with larger parcels that were assembled.

APPENDIX A – COUNTYWIDE PLANNING POLICIES RELATING TO HOUSING

HOUSING

State Context

Washington's Growth Management Act (GMA) establishes a goal pertaining to housing, to encourage a full range of housing types to meet the needs of all segments of the population, and to encourage the preservation of the existing housing stock.[13]

Pursuant to the GMA, the Countywide Planning Policies (CPPs) must specifically address how local comprehensive plans will consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution among counties and cities.[14] In turn, each county and city is obligated to plan for affordable housing consistent with the regional context determined by CPPs.[15] Counties and cities planning under GMA must ensure that, taken collectively, their comprehensive plans provide sufficient land capacity for projected housing growth, consistent with the county's 20-year population growth allocation.[16]

CPPs may not, however, alter the land-use powers of cities.[17]

Regional Context

The regional plan, Vision 2040, contains an "overarching goal" for housing that calls for the region to:

> *"preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices for every resident. The region will continue to promote fair and equal access to housing for all people."*

Vision 2040's Multi-county Planning Policies also require jurisdictions to establish local housing targets based on population projections, and local housing and employment targets for each designated regional growth center.[18] In addition, the housing policies of Vision 2040 place significant emphasis on the location of housing in proximity to growth and employment centers and to transportation and transit corridors.

[13] RCW 36.70A.020(4).
[14] RCW 36.70A.210(3)(e) and WAC 365-196-410(2)(e)(ii).
[15] WAC 365-196-410(2)(e)(ii).
[16] RCW 36.70A.115.
[17] RCW 36.70A.210(1).
[18] MPP-D-3.

Snohomish County Housing

Snohomish County continues to face the following housing challenges:

1. Adequate supply of affordable housing for all economic segments in each community.
2. Adequate supply of quality housing options in proximity or satisfactory access to places of employment.
3. Infill housing development and community concerns about density and design.
4. Adequate resources for, and equitable distribution of low-income and special needs housing across the county.
5. Housing types suitable for changing household demographics and an aging population.
6. Maintenance of existing affordable housing stock, including mobile home and manufactured housing.

It is important to remember that housing is created, priced, and demolished as the result of complicated interactions of market forces and government policies that reach across regions and even nations. Snohomish County is part of a regional market where housing is a commodity largely produced by the private sector, with a small but significant portion provided by government housing authorities and non-profit agencies. Sufficient housing, concurrent with employment and population growth and adequate transportation access, is a regional challenge that needs attention at all levels of government.

It is beyond the financial capacity of local governments and nonprofits to satisfy unmet housing needs through their own expenditures. Historically, the federal government has taken the lead in the financial strategies, but federal funding does not meet the need. The housing affordability issue will get worse if federal funding trends continue.

Snohomish County jurisdictions recognize that their actions alone will not eliminate unmet housing needs. Financial constraints, however, are not a valid reason for jurisdictions not to address countywide unmet housing needs in their comprehensive plans' land use and housing strategies.

Despite the limited control that local governments have over housing markets, Snohomish County jurisdictions have made progress in meeting these housing challenges. Snohomish County Tomorrow regularly monitors and analyzes these housing challenges to better understand them and to suggest steps toward their diminishment. The 2007 *Housing Evaluation Report* illustrates that, alone and in cooperation, the county and cities have adopted policies, strategies and regulations that help preserve affordable housing or remove barriers or reduce the costs of producing new housing units.[19]

The CPPs on housing are required and intended to support both GMA and Vision 2040. Generally speaking, they follow the organization of the Vision 2040 Multi-county Planning Housing Policies.

[19] The report can be found online at www1.co.snohomish.wa.us/Departments/PDS/Divisions/LR_Planning/Information/Plans/SCT+Reports/HER07.htm

Housing Goal

Snohomish County and its cities will promote an affordable lifestyle where residents have access to safe, affordable, and diverse housing options near their jobs and transportation options.

HO-1 The county and cities shall support the principle that fair and equal access to housing is available to all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, familial status, source of income, or disability.

HO-2 The county and cities shall make provisions in their comprehensive plans to accommodate existing and projected housing needs, including a specific assessment of housing needs by economic segment within the community as indicated in the housing report prescribed in CPP HO-5. Those provisions should consider the following factors:

a. Avoiding further concentrations of low-income and special needs housing.
b. Increasing opportunities and capacity for affordable housing in urban centers.
c. Increasing opportunities and capacity for affordable housing close to employment, education, shopping, public services, and public transit.
d. Increasing opportunities and capacity for affordable and special needs housing in areas where affordable housing is currently lacking.
e. Supporting affordable housing opportunities in other Snohomish County jurisdictions, as described below in CPP HO-4.

HO-3 County and city comprehensive plans shall include policies for accommodating affordable housing goals throughout the County consistent with Vision 2040. The land use and housing elements should demonstrate they can accommodate needed housing availability and facilitate the regional fair share of affordable housing. Housing elements of comprehensive plans shall be periodically evaluated for success in facilitating needed housing.

HO-4 The county and cities should participate in a multi-jurisdictional affordable housing program or other cooperative effort to promote and contribute to an adequate and diversified supply of housing countywide.

HO-5 The cities and the county shall collaborate to report housing characteristics and needs in a timely manner for jurisdictions to conduct major comprehensive plan updates and to assess progress toward achieving CPPs on housing. The report shall be sufficiently easy to understand and use for planning and evaluation. To the extent made possible by the availability of valid data, this report shall, for the entire county and each jurisdiction:

a. Describe the measures that jurisdictions have taken (individually or collectively) to implement or support CPPs on housing, especially measures taken to support housing affordability.
b. Quantify and map existing characteristics that are relevant to the results prescribed in the CPPs on housing, including (but not limited to):
    i. The supply of housing units, including subsidized housing, by type, tenure, affordability, and special needs populations served.

ii. The availability and general location of existing affordable housing units and the distribution and location of vouchers and similar assistance methods.
iii. The supply of undeveloped, partially used and re-developable residential land.

c. Identify the number of housing units necessary to meet the various housing needs of the projected population, by income ranges, and special needs populations. The number of units identified for each jurisdiction will be utilized for planning purposes and to acknowledge the responsibility of all jurisdictions to plan for affordable housing within the regional context.

HO-6 The county and cities should implement policies and programs that encourage the upgrading of neighborhoods and the rehabilitation and preservation of existing legally established, affordable housing, including but not limited to mobile/manufactured housing and single - room occupancy (SRO) housing.

HO-7 Jurisdictions shall use housing definitions consistent with those of the Snohomish County Tomorrow growth monitoring report. Definitions may be periodically revised based on consideration of local demographic data and the definitions used by the Department of Housing and Urban Development.

HO-8 Each jurisdiction's comprehensive plan should reconcile the need to encourage and respect the vitality of established residential neighborhoods with the need to identify and site essential public residential facilities for special needs populations, including those mandated under RCW 36.70A.200.

HO-9 In order to improve the jobs-to-housing balance in Snohomish County, jurisdictions shall adopt comprehensive plans that provide for the development of:

a. A variety of housing choices, including affordable housing, so that workers at all income levels may choose to live in proximity to existing and planned employment concentrations and transit service; and
b. Provide for employment opportunities in proximity to existing residential communities.

HO-10 Jurisdictions should encourage the use of environmentally sensitive housing development practices in order to minimize the impacts of growth on the county's natural resource systems.

HO-11 The county and cities should consider the economic implications of proposed building and land use regulations so that the broader public benefit they serve is achieved with the least additional cost to housing.

HO-12 The county and cities should minimize housing production costs by considering the use of a variety of infrastructure funding methods, such as existing revenue sources, impact fees, local improvement districts, and general obligation bonds.

HO-13 Jurisdictions should ensure that their impact fee programs add no more to the cost of each housing unit produced than a fairly-derived proportionate share of the cost of new public

facilities necessary to accommodate the housing unit as determined by the impact fee provisions of the Growth Management Act cited in chapter 82.02 RCW.

HO-14 The county and cities should provide incentives for affordable housing such as height or density bonuses, property tax incentives and parking requirement reductions. The incentives should apply where feasible to encourage affordable housing.

APPENDIX B – ASSISTED HOUSING UNITS WITHIN CITY OF MARYSVILLE

			ASSISTED UNITS BY INCOME LEVEL										
PROPERTY NAME	**STREET ADDRESS**	**PARCEL ID**	**Extremely Low**	**Very Low**	**Low**	**Moderate**	**SUBSIDIZED UNITS**	**WORKFORCE UNITS**	**SHELTER UNITS**	**TOTAL ASSISTED UNITS**	**OWNER**	**POPULATION SERVED**	**FUNDING SOURCES**
Section 8 Housing Choice Vouchers (HASCO and EHA)	Various	Various	421	57	8	0	491			491	Various	Multifamily, Seniors, People with disabilities, Veterans	Section 8 Housing Choice Voucher
Maud's House	615 Cedar St	00585500500403	7						7	7	Public (HASCO)	Homeless families with children	State Housing Trust Fund, County Housing Trust Fund, Federal Home Loan Bank, State and County Operating & Maintenance Funds
Beachwood Apartments	1017 & 1027 Beach Ave	00585600100201		25				25		25	Private Nonprofit (Housing Hope)	Family, Homeless	Tax Credit, State Housing Trust Fund, County HOME
Cedar Grove	7401 84th St NE	30052300201200	28				28			28	Public (HASCO)	Family	Public Housing
Cedar Landing Apartments	8700 67th Ave NE	30052200102900		46	83			129		129	Private For-Profit	Family	Tax Credit
Ebey Arms	907/923 Columbia Ave	30052800304600		54				54		54	Public (HASCO)	Family	Bond, State Housing Trust Fund
Harmony House North	1299 Cedar St	30052800211700	15				15			15	Private Nonprofit	Seniors	HUD 202 Rental Assistance, State Housing Trust Fund

			ASSISTED UNITS BY INCOME LEVEL										
PROPERTY NAME	**STREET ADDRESS**	**PARCEL ID**	**Extremely Low**	**Very Low**	**Low**	**Moderate**	**SUBSIDIZED UNITS**	**WORKFORCE UNITS**	**SHELTER UNITS**	**TOTAL ASSISTED UNITS**	**OWNER**	**POPULATION SERVED**	**FUNDING SOURCES**
HASCO Duplex	4306 92nd St NE	30052100104600	2				2			2	Public (HASCO)	Family	Public Housing
HASCO Duplex	7503 67th Ave NE	00487300001000	2				2			2	Public (HASCO)	Family	Public Housing
Marysville Alder Commons	4308 76th St NE	00497200000201	9	5	4		18			18	Private Nonprofit (Compass Health)	Mentally Ill, Homeless	State Housing Trust Fund, State HOME, CDBG, Tax Credit, Federal Home Loan Bank
Marysville Quilceda Meadows	4520 84th St NE	30052100421400		16			16			16	Private For-Profit	People with disabilities	HUD 811 (Supportive Housing-Disabled), County HOME, State Housing Trust Fund
Meadow Park	7527 51st Ave NE	30052700203800		14	30		14	30		44	Private For-Profit	Senior, People with disabilities	USDA Rural Rental Housing Loan, Section 8 PBV, Tax Credit
Pilchuck I	1724 Grove St	30052800106300		30			30			30	Private For-Profit	Senior	USDA Rural Rental Housing Loan, USDA Rental Assistance
Pilchuck II	1724 Grove St	30052800106300		30				30		30	Private For-Profit	Senior	USDA Rural Rental Housing Loan
Project Phoenix #1	8416 41st Drive NE	1070200000500		1				1		1	Private Nonprofit	Family	County Neighborhood Stabilization Program
Project Phoenix #2	4105 84th Place NE	1070200000800		1				1		1	Private Nonprofit	Family	County Neighborhood Stabilization Program

			ASSISTED UNITS BY INCOME LEVEL										
PROPERTY NAME	**STREET ADDRESS**	**PARCEL ID**	**Extremely Low**	**Very Low**	**Low**	**Moderate**	**SUBSIDIZED UNITS**	**WORKFORCE UNITS**	**SHELTER UNITS**	**TOTAL ASSISTED UNITS**	**OWNER**	**POPULATION SERVED**	**FUNDING SOURCES**
Project Phoenix #3	4109 84th Place NE	1070200000900		1				1		1	Private Nonprofit	Family	County Neighborhood Stabilization Program
Project Phoenix #4	4113 84th Place NE	1070200001000		1				1		1	Private Nonprofit	Family	County Neighborhood Stabilization Program
Project Phoenix #5	8411 42nd Drive NE	1070200001700		1				1		1	Private Nonprofit	Family	County Neighborhood Stabilization Program
Quil Ceda Creek Apartments	12115 State Ave	30050900200900			82			82		82	Private For-Profit		
Valley Commons	6508 64th St NE	30052700401300		25	26			51		51	Public (HASCO)	Family	Bond
Villas at Lakewood	16800 27th Ave	30050900200900		180	60			240		240	Private For-Profit		
Wellington Apartments	4239 84th St NE	30052100110100	21	11			32			32	Private For-Profit	Family	USDA Rental Assistance
Westwood Crossing	1350 Cedar Ave	30052100302900			131			131		131	Public (HASCO)	Family	Tax Credit, Bond
Willow Run	4900 80th St NE	30052100409100	84				84			84	Public (HASCO)	Senior	USDA Rural Rental Housing Loan, USDA Rental Assistance
Winterhill Apartments	6110 64th Street NE	30052700401200			147			147		147	Private For-Profit	Family	Tax Credit
Wishing Well I	4300 88th St	30052100105000	28				28			28	Private For-Profit	Senior, People with disabilities	USDA Rural Rental Housing Loan, USDA Rental Assistance
Wishing Well II	4300 88th St NE	30052100110300	24	12			36			36	Private For-Profit	Senior	USDA Rural Rental Housing Loan, USDA Rental Assistance

VI. ENVIRONMENTAL ELEMENT

INTRODUCTION

Protecting the natural environment, including environmentally sensitive lands in developed areas of Marysville requires: preserving the ecological balance, improving air and water quality, retaining some open space in its natural state, protecting groundwater from pollution, providing public access to and setbacks from environmentally sensitive lands, and protecting wildlife habitat.

Marysville's varied topography and natural features create opportunities, as well as limitations, for development. The geography, geology, soils, hydrology, vegetation, and climate of the Study Area have all contributed to settlement and development patterns. In turn, these natural features have a strong influence on future land use and the image of the Community.

Human activity has had a major impact on our vegetation, wildlife, and water resources. City land use policies seek to protect the environment, conserve our resources, and permit future development only in areas that can support it without adverse impact. Natural resources are an important inheritance not only for recreation and aesthetic purposes, but also their roles in the ecosystem and natural processes.

The critical areas regulations, urban growth boundary, land use designations, capital facilities plan, and development regulations provide mechanisms for implementing environmental and resource management goals.

A. BACKGROUND[1]

I. Earth Resources

There are a variety of earth related variables that influence potential land use, environmental quality and issues for land development. These include area geology, soils and topography.

a. Geology

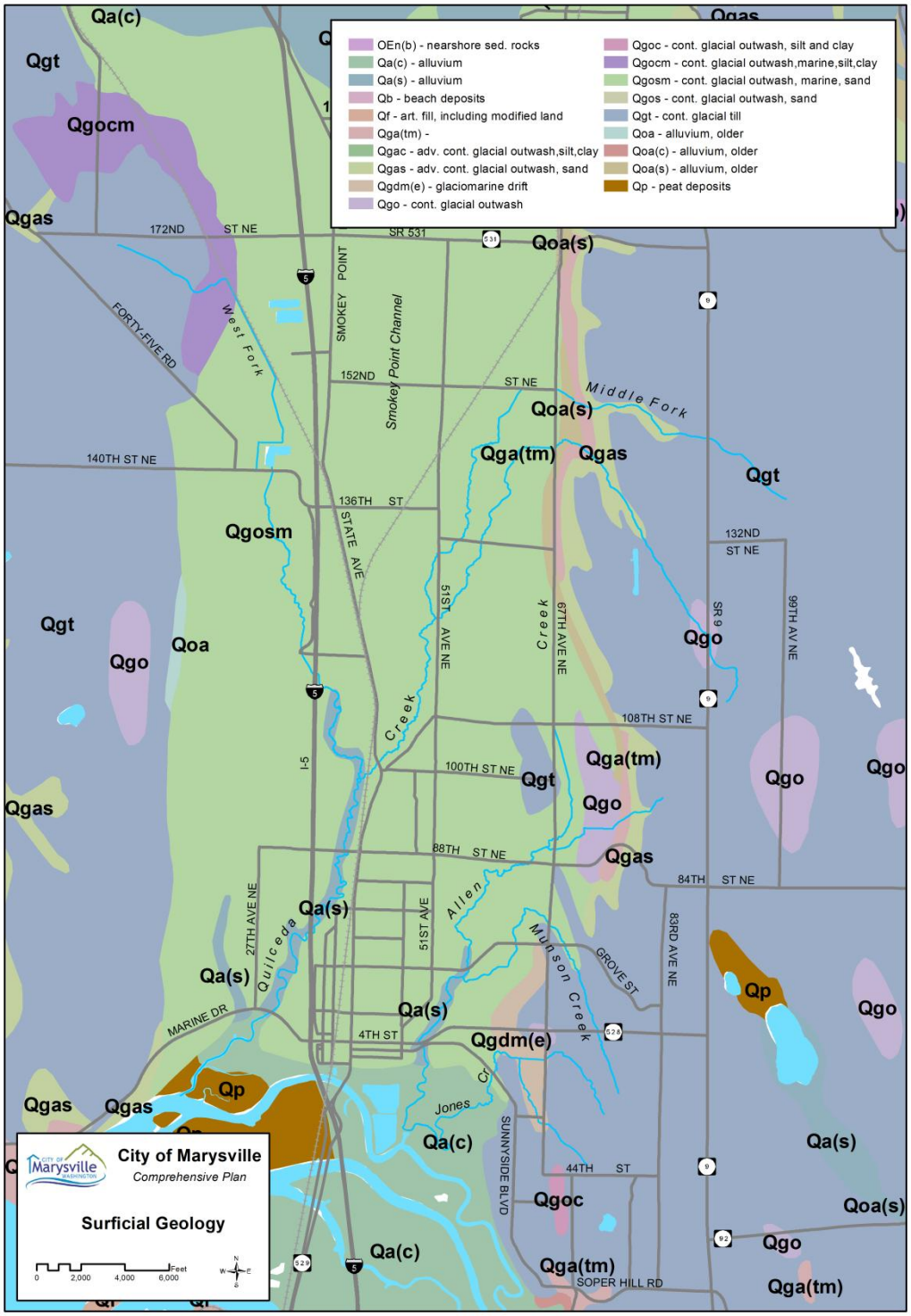
Geology is important in determining landforms, stream characteristics, and soil types. Runoff processes are characterized by the permeability, depth, and porosity of soil and bedrock. Soils and rock types affect erosion processes and the sediment delivery rate. Geologic features control stream gradient and channel morphology.

The soils and landforms of the Puget Sound area are the result of erosion and deposition of materials associated with the advance and withdrawal of glaciers. Surficial geology is shown in Figure 6-1. The Quilceda/Allen Watershed lies in the Puget Sound Lowland Physiographic Province. The province contains the Puget Sound Basin and all areas west of the Snohomish County foothills.

The Puget Sound lowland was formed by several glacial events that occurred during the last million years. Current surface features, landforms, and subsurface layers are related to the most recent of these glacial advances –the Fraser Glaciation. During this glacial period, there were two glacial advances and an intervening glacial retreat. This final advance, locally referred to as the Vashon Stade of the Fraser Glaciation, began approximately 20,000 years ago.

[1] Source: Quilceda/Allen Watershed Management Plan

Figure 6-1 Surficial Geology



During the Vashon Stade, a large tongue of ice called the Puget Lobe advanced through the Puget Sound lowland. The meltwaters from the advancing glacier deposited sand and gravel, called Vashon advance outwash, directly on top of older glacial and nonglacial soils (transitional beds and tertiary sedimentary rocks). In the watershed advance, outwash material occurs on the Tulalip and Getchell plateaus in thicknesses of up to 350 feet.

As the ice sheet passed over the area, the sand and gravel materials consolidated with other materials that were directly deposited and overridden by the glacier. This consolidated material is referred to as Vashon Till. The Vashon Till was deposited on top of the advance outwash on hills and plateaus on both sides of the watershed. It also formed an underlying layer in the Marysville Trough.

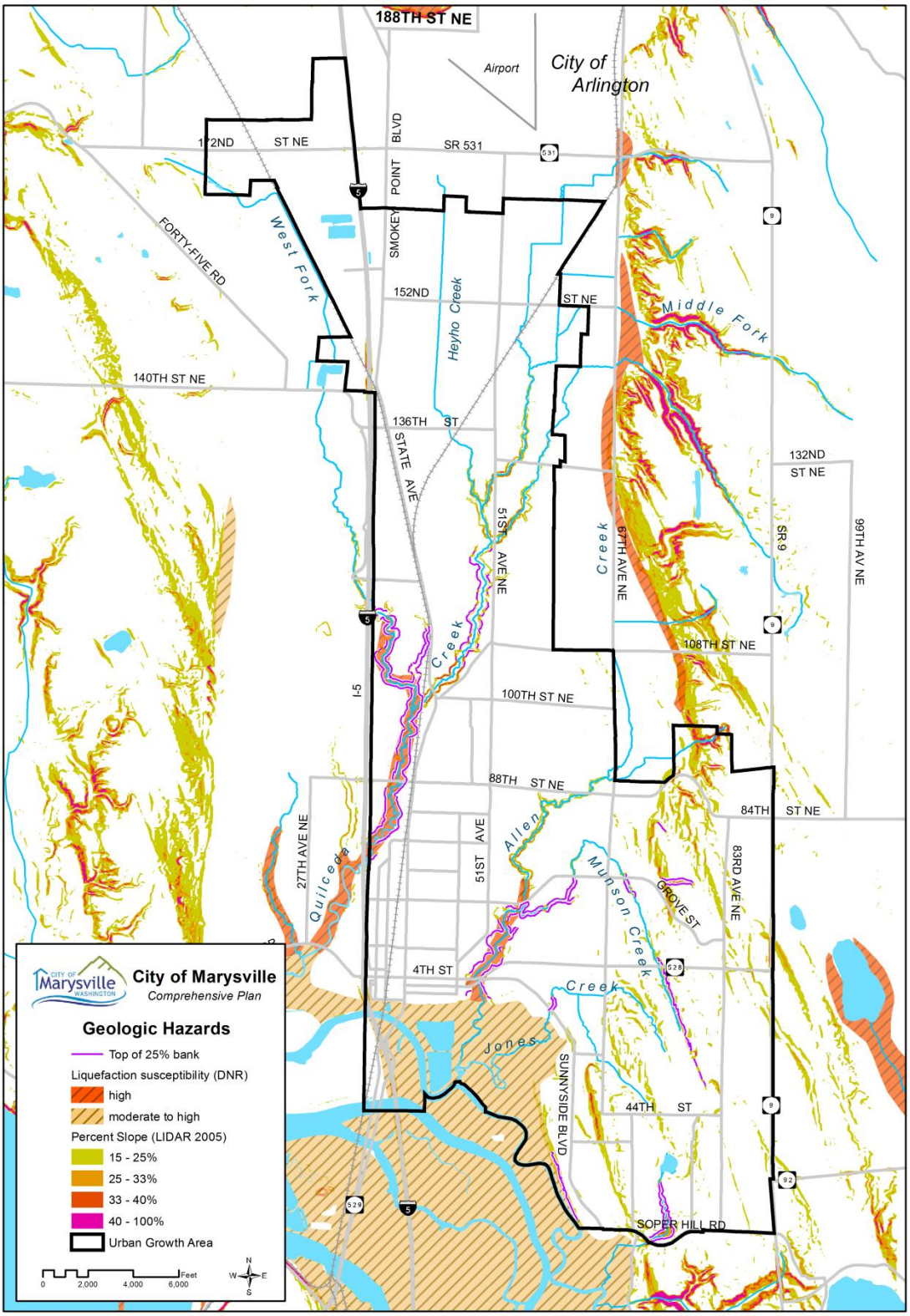
At some time during this glacial event, the Puget Lobe dammed the Stillaguamish River valley and glacial flow was deflected southward, eroding the Marysville Trough Valley. As the Puget Lobe receded out of the area, extensive deposits of recessional materials were laid down on the Vashon Till. This recessional outwash, termed the Marysville sand member, became very thick and extensive throughout the Marysville Trough.

Alluvial deposits are the most recent geologic deposits in the watershed. They are found at the eastern and western edges of the Marysville Trough. These materials consist of sand and gravel carried by streams down the hillside and deposited in the valley.

b. Geologically Hazardous Areas

Geologic hazard areas have been defined through the City's critical areas ordinance by mapping created by the City's Geographic Information Systems (GIS) information. Geologic hazard areas include areas prone to landslides and earthquakes as shown in Figure 6-2. Landslide hazard areas are found along the slope of the Getchell plateau and along the banks of Quilceda, Allen and Munson creeks. Steep slopes (ranging from 25 to 75% slopes), soft soils, and ground water seepage make these areas prone to landslides.

Figure 6-2 Geologic Hazards



Areas susceptible to earthquakes – where soft or loose soils form valley floors and locally in upland areas – have been identified by the City's Geographic Information Systems (GIS) information. Moderate to high seismic (liquefaction) areas have been identified along Quilceda and Allen creeks and in the 100 year floodplain along Ebey Slough. Soil liquefaction may occur during an earthquake in areas where fine to medium grain soil materials (silt and sand) are saturated. When subject to shaking, these soils become like quicksand and lose their capacity to support structures. When development is proposed on a seismic hazard area, the applicant must submit a study which demonstrates that: 1) evaluation of site-specific subsurface conditions show that the site is not located in a seismic hazard area; or 2) mitigation is implemented that renders the proposed development as safe as if it were not a seismic hazard area.

Geologic processes and human activities are responsible for slope instability and erosion prone areas. In the Quilceda/Allen watershed, steep, unstable slopes occur along the streams and in ravines. Erosion from increased stream flows and human activity is observable along several reaches in both stream systems.

c. Soils

The Natural Resource Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA) mapped and evaluated each soil type within the Study Area in terms of its suitability for septic systems, capability for agricultural production, and structural integrity for siting buildings, and other structures.

Three major soil types can be found within the Study Area. The Marysville Trough contains primarily the Indianola-Hale-Custer and the Indianola-Everett-Ragnar soil series as shown in Figure 6-3.

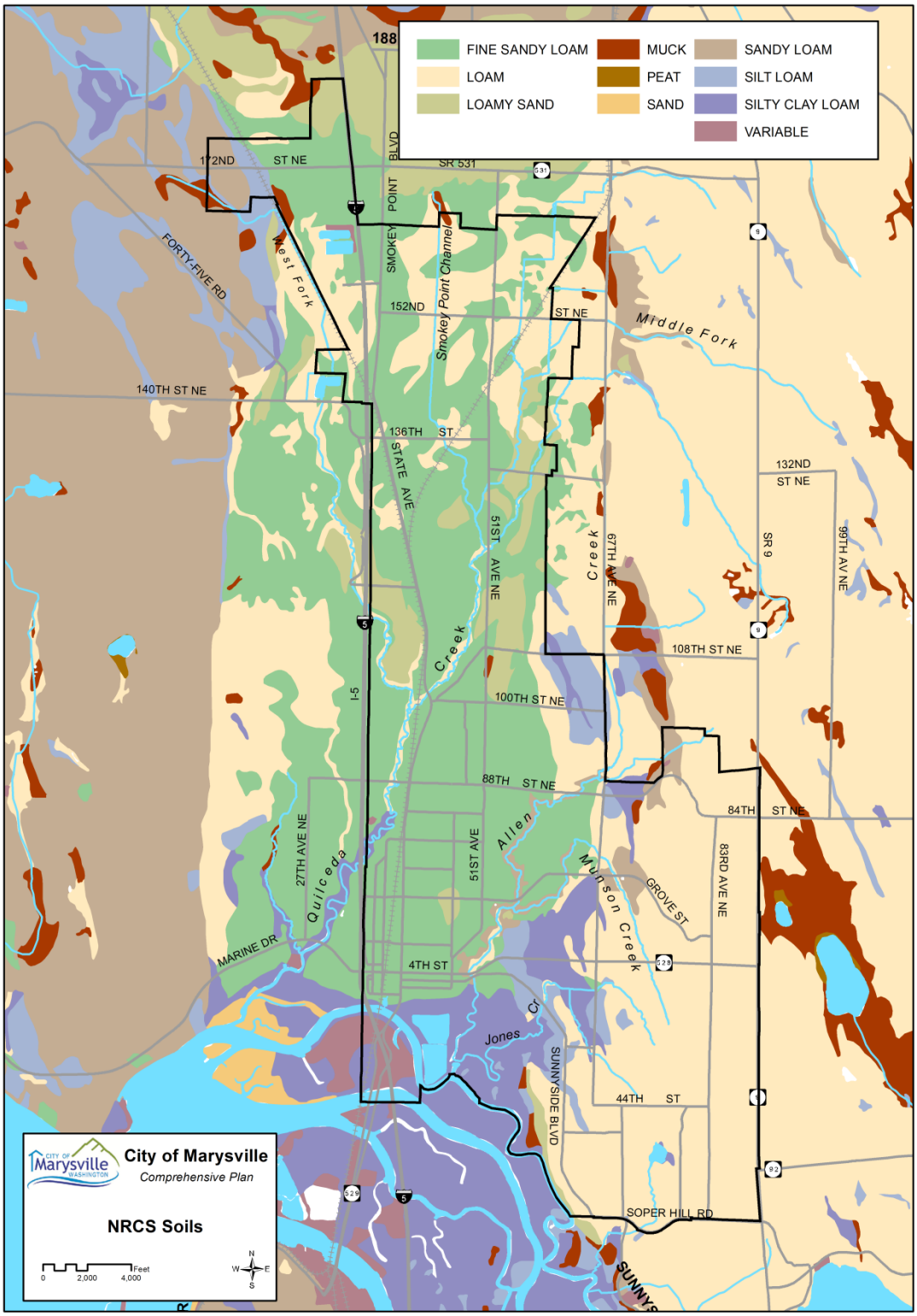
The Indianola-Hale-Custer soil series consists of poorly and somewhat excessively drained soils underlain by sand. The majority of well drained soils in this series have been previously developed while the preponderance of poorly drained soils has remained in agricultural use.

The Indianola-Everett-Ragnar soils series are generally well and somewhat excessively drained soils also underlain by porous sand and gravel and are generally well suited for septic tank and drain fields. The majority of this area is, however, currently developed and sewers are generally available for the remaining area.

All of the Getchell Hill Plateau is covered with moderately well and somewhat excessively drained soils of the Alderwood-Everett series underlain by compact glacial till or glacial outwash.

The capacity of the land to support buildings and other structures is a function of soil texture, density, plasticity, shrink-swell behavior, wetness, and slope. The NRCS has evaluated soils within the Study Area in terms of their capacity to support foundations, settle evenly, and their resistance to slump and landslide. Mapping of the soil limitations for dwellings reveals "no" limitations for dwellings within most of the built-up areas in and around Marysville; "moderate" limitations in the upland areas of the Sisco Heights/Getchell Hill plateau; and "severe" limitations generally for those soils that are also agricultural soils.

Figure 6-3 Soils



II. Air Quality

Air quality within the Puget Sound Airshed is regulated at both the national level and regional level through the Clean Air Act. Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare.

The main sources of air pollution in the Puget Sound region are vehicular and marine traffic, industrial emissions, wood stoves and fireplaces, outdoor burning, and other sources such as lawnmowers, aircraft, trains, and other recreational vehicles. Motor vehicles contribute approximately 57% of the air pollution in the State of Washington. The primary pollutants are PM10/PM2.5 (particulate matter), carbon monoxide, nitrogen dioxide, ozone, sulfer dioxide, and lead.

The United States Environmental Protection Agency (EPA) has established a system to categorize and report air quality based on pollutant concentrations. This system is called the Air Quality Index (AQI) and utilizes a numerical scale divided into six health categories. The air quality index scale is shown in Table 6-1.

Table 6-1 Air Quality Index

AQI Value	Rating
0 to 50	Good
51 to 100	Moderate
101to 150	Unhealthy for sensitive groups
151 to 200	Unhealthy
201 to 300	Very unhealthy
301 and above	Hazardous

An AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level EPA has set to protect public health.

Within the Puget Sound region, the Washington State Department of Ecology (DOE) and Puget Sound Clean Air Agency (PSCAA) jointly regulate and monitor air quality. When necessary, the agency calls an air pollution watch to reduce particulate matter pollution by voluntary curtailment of wood burning. Burn bans are issued when real-time monitoring data shows "impaired air quality" as defined by State law. An ozone "smog watch" is called to target mobile combustion sources for voluntary reductions to prevent ozone standard exceedances.

A geographical area is designated as a "nonattainment area" if any one of the federal air quality standards if violated. A nonattainment area must develop and follow a plan to meet and maintain the federal air standards. Once the standards are met, the area is redesignated as a "maintenance area". Puget Sound (King, Pierce, and Snohomish Counties) are maintenance areas for ozone and carbon monoxide.

III. Water Resources

a. Surface Water

Surface water resources within the Study Area are primarily located within the Quilceda/Allen creek watershed, which covers an area of about 49 square miles. The watershed has two stream systems: Quilceda and Allen Creeks. Quilceda Creek drains approximately 38 square miles and Allen Creek drains approximately 11 square miles; both drain into Ebey Slough and the lower Snohomish River Delta as illustrated in Figure 6-4.

Both drainage basin surface waters flow generally in a northwesterly direction in the upper reaches of the tributaries, and a southwesterly flow in the lower reaches. The watershed is highly susceptible to a variety of environmental problems. Water pollution is increasing from non-point sources such as agricultural and urban development. Generally, pollutants that flow into the tributary systems consist of pesticides, chemical fertilizers, animal waste, oil, gasoline, heavy metals, and sediments.

Also, although much of Quilceda and Allen Creeks have a protective vegetative buffer, agriculture and timber harvesting in the mid-to-upper reaches have resulted in soil erosion and subsequent loss of spawning areas and reduction of fish rearing habitat throughout much of the system.

The Quilceda-Allen system is within the Tulalip Tribes' usual and accustomed fishing areas; therefore, land use within the watershed is governed by a variety of tribal, state, county and city governments, and ranges from agricultural and timber production to commercial development.

b. Ground Water

Ground water is a limited and variable resource that plays an important role in the watershed. Ground water discharge to streams supports year-round flow, and ground water provides drinking water to watershed residents. The infiltration, movement and storage of ground water are controlled by the soils and geologic materials present below ground surface.

Aquifers are subsurface zones of earth, gravel, or porous stone yielding usable amounts of water. The Marysville UGA encompasses two of three of the aquifers within the Quilceda/Allen Watershed. These are the Marysville Trough Aquifer, and the Getchell-Snohomish Aquifer as shown in Figure 6-5. The Marysville Trough Aquifer is a shallow aquifer; the Getchell-Snohomish Aquifer is an intermediate aquifer.

The Marysville Trough Aquifer is a large unconfined or water table aquifer. It extends from Arlington and the Stillaguamish River in the north and to Marysville and the Snohomish River in the south. The aquifer is contained within the Marysville sand recessional outwash, extending from the surface to 150 feet below the surface. The ground water generally flows in a south to southwest direction, perpendicular to the water table contours.

The Getchell-Snohomish Aquifer occurs in advance outwash deposits extending from Arlington to Snohomish just east of the Marysville Trough Aquifer. The aquifer is from 50 to several hundred feet deep. Ground water flow from the Getchell-Snohomish Aquifer is generally to the west in the watershed. This aquifer is considered confined even through ground water emerges where the Vashon advance outwash meets transitional beds, forming hillside springs and seeps and discharging into hillside headwater streams.

The aquifers underlying the City are not used for public potable water supplies, and where there are private wells, the City expects to eventually serve the properties with a public water system. Therefore, the aquifers are not "critical areas" as defined by RCW 36.70A. However, the aquifers are important for stream base flow and associated fish and wildlife conservation areas, and measures exist for stream and wetland protection in the City's critical areas regulations.

c. Shoreline and Floodplain Management

Streams and water bodies that fall within shoreline jurisdiction include Ebey Slough, Quilceda Creek, which has a mean annual flow of 20 cfs from its confluence with the Middle Fork downstream to the mouth of Ebey Slough, and the West Fork Quilceda Creek along the eastern boundary of Interstate 5 to its confluence with the Mainstem Quilceda. Land use activities within these boundaries must obtain shoreline permits or shoreline substantial development permits regulated by the City and State Department

of Ecology. Ebey Slough provides the single point of shoreline access (as opposed to creeks) within city limits.

The Federal Emergency Management Agency (FEMA) designated the reaches of Quilceda Creek downstream from 101st Place NE; Allen Creek downstream from 76th Place NE together with an upland bog immediately west of SR 9 and north of 108th Street NE; and the limits of the 100-year flood area associated with Ebey Slough as flood hazard zones. Any structures proposed to be constructed in any area designated as a flood hazard zone are required to be flood-proofed to assure that the City may continue to qualify for participation in the National Flood Insurance Program.

Figure 6-4 Streams

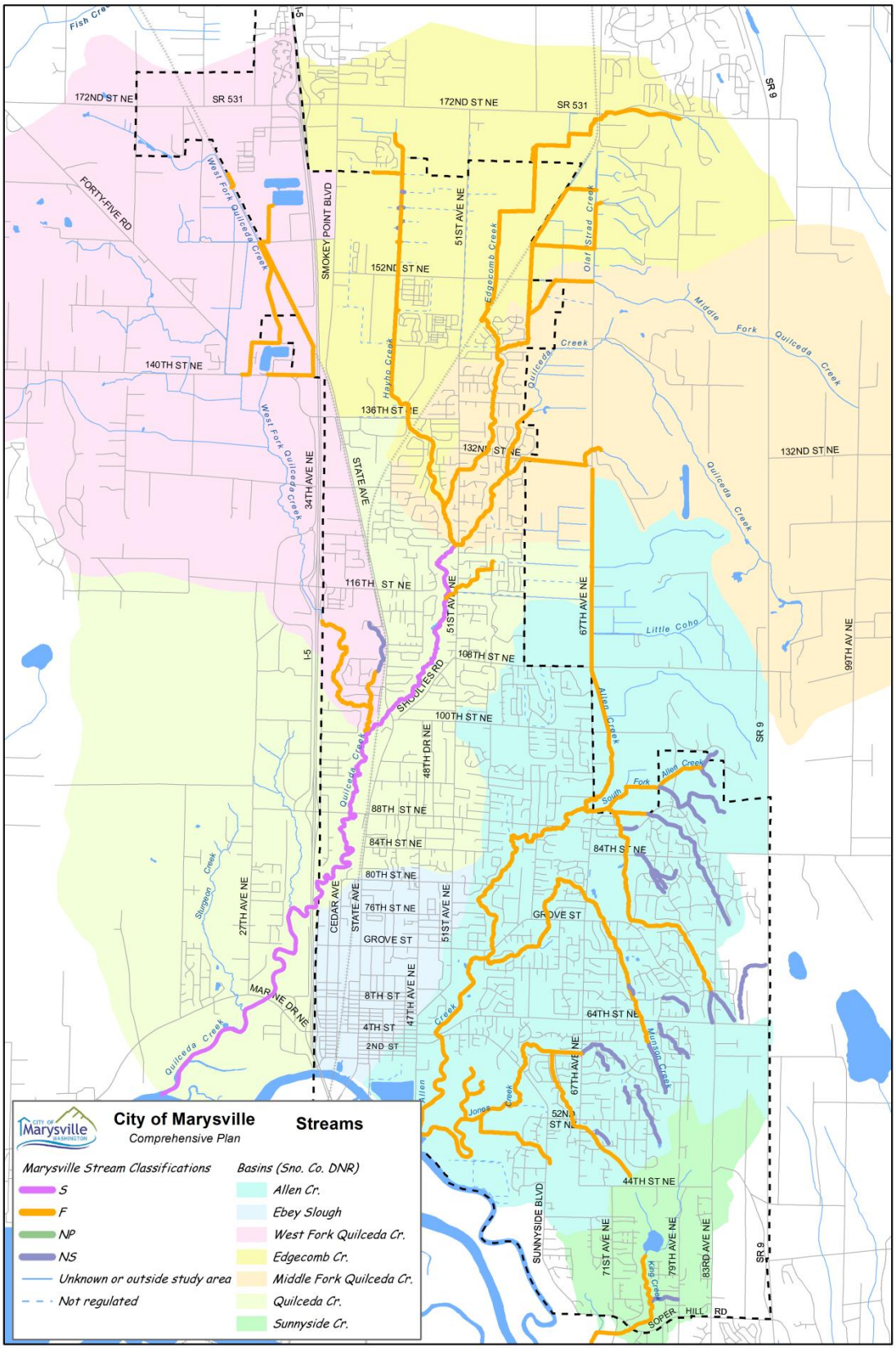
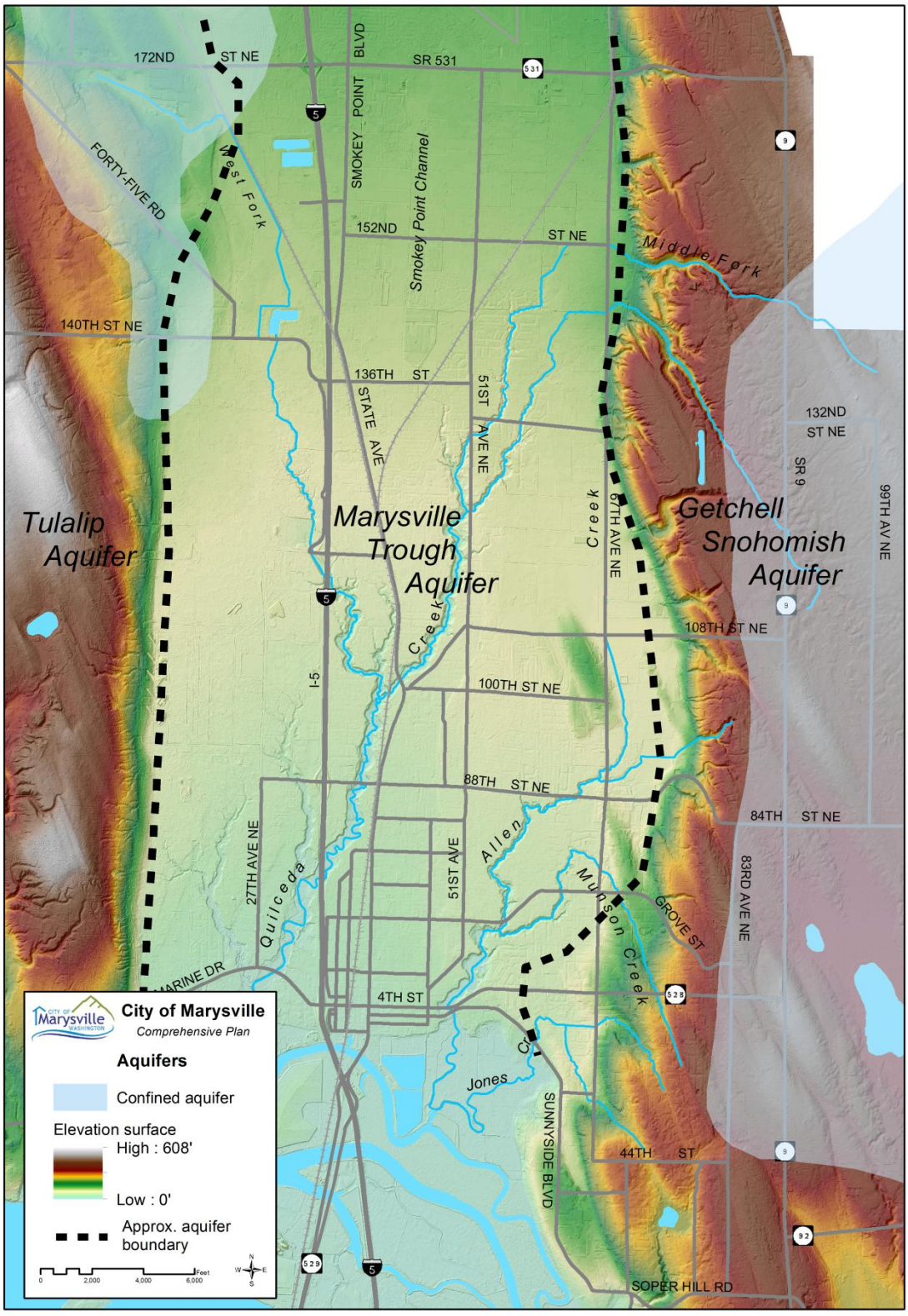


Figure 6-5 Aquifer Boundaries



d. Wetlands

Wetlands provide many functions within the watershed. These include fish and wildlife habitat; water quality protection; groundwater recharge/discharge; and flood water storage and attenuation or desynchronization. There have been a number of surveys by Snohomish County, Marysville, and private surveys completed within the Marysville UGA to identify and classify wetlands. These inventories, however, represent only a portion of area wetlands. Of those identified, the majority of Category I, II and III wetland habitats are located within existing stream corridors. Most wetlands in the watershed are hydrologically connected either by ditch or as part of the stream as shown in Figure 6-6. Consequently, a high percentage of the wetlands in the watershed are significant for providing base flow to streams.

e. Stormwater

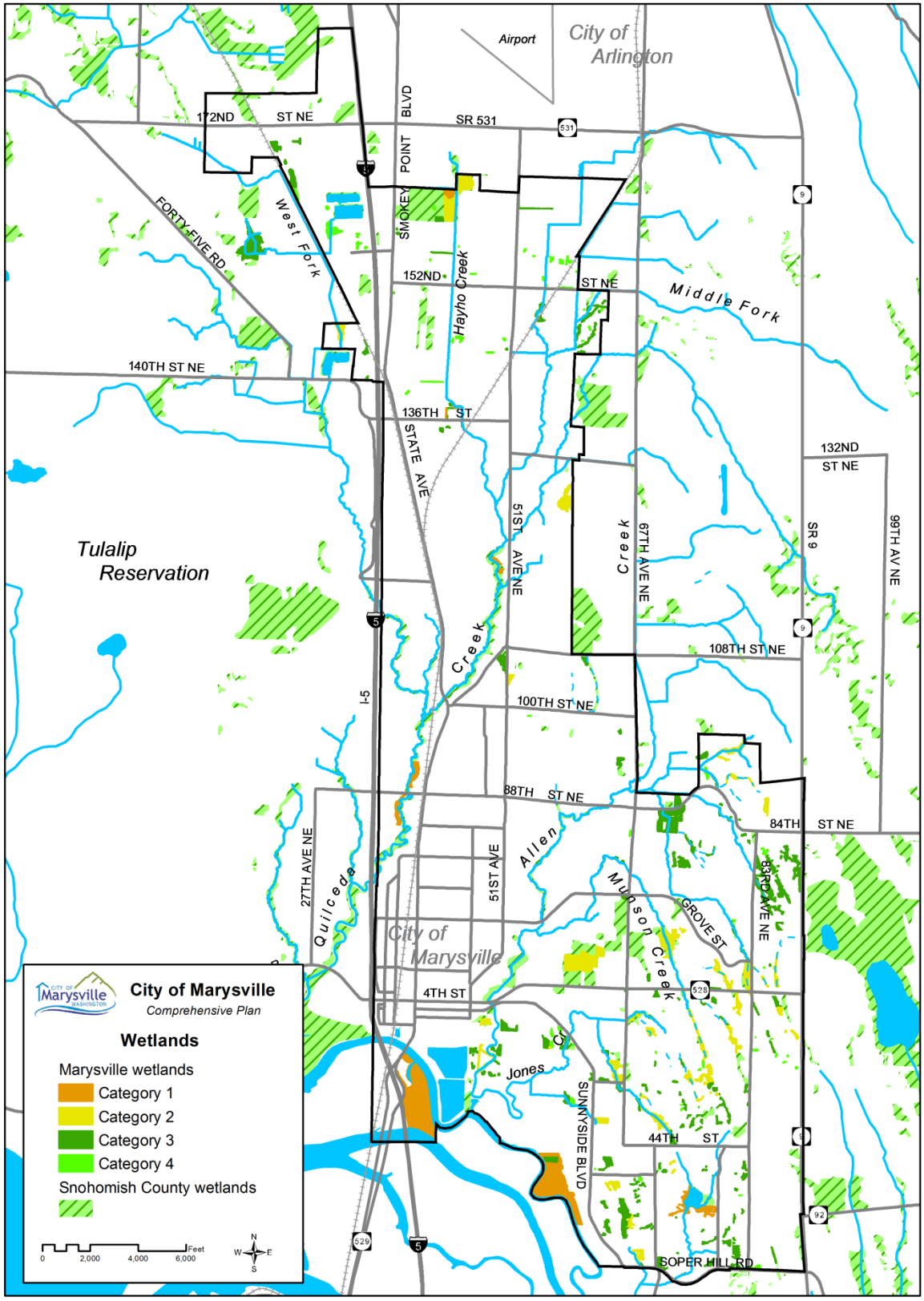
Residential, commercial and industrial development have both short-term and long-term effects upon the quality of surface water resources. Increased storm water runoff results from removal of natural vegetation, draining and filling wetlands, disturbing soil structures by grading and compacting, and by covering land with impervious surfaces such as streets, parking lots, and structures. The unmitigated increased volume and rate of subsequent storm water runoff carries greater quantities of silt, debris, and chemical pollutants into the Quilceda and Allen Creek drainage system.

Snohomish County completed a Drainage Needs Report in 2003, identifying key management strategies and issues for watershed planning.

The City of Marysville adopted its Comprehensive Surface Water Management Plan and adopted a taxing structure in 2003 to address capital facility needs.

An interlocal agreement between Arlington, Marysville, Snohomish County and the Tulalip Tribes should be developed and implemented to prevent further degradation of the natural system and property damage due to flooding and erosion.

Figure 6-6 Wetlands



a. Quilceda Creek System

Quilceda Creek and its tributaries provide good spawning and rearing habitat for salmonids, as well as supplying resident fish habitat. The mainstem Quilceda Creek provides about one and a half miles of spawning habitat towards the headwaters. Very good salmon rearing habitat and resident fish habitat are found throughout the stream. A riparian buffer of from 100 to 200 feet in width and adjacent wetlands protect the creek along most of the length except as it passes through agricultural land.

The West Fork Quilceda Creek has patchy spawning and good rearing habitat in the lower and middle sections. Coho and chum spawning habitat occurs east of I-5. Coho and chum also spawn in some of the tributaries and channeled streams. Most of the stream sections that flow through agricultural lands have been highly modified, significantly reducing habitat values.

Fish spawning habitat occurs throughout the Middle Fork Quilceda Creek in both long reaches and isolated spots. Chum spawning occurs north of the confluence of the Middle Fork with Quilceda Creek. A 75 to 100 foot riparian buffer exists along the creek through portions of residential development, but has been removed where the creek flows through farm fields.

The headwaters of Edgecomb Creek, a tributary to the Middle Fork, currently appears to be healthy, even though untreated road runoff is directed to the creek from 172nd Street NE. This stream's headwaters have good spawning habitat for coho salmon and resident cutthroat. The spawning habitat extends for about one and a half miles and includes part of the creek in the agricultural land just west of 67th Avenue NE. Additional spawning habitat for chum salmon has been identified from the confluence with the Middle Fork Quilceda Creek for about a half mile of stream.

Olaf Strad Creek, another Middle Fork tributary, is spring fed and provides good spawning habitat at its headwaters. Steelhead redds have been observed in this stream. The headwaters are protected with forested vegetation, but there is little overstory vegetation where the stream enters farmland.

b. Allen Creek System

Salmon spawning habitat occurs toward the headwaters of Allen Creek east of 67th Avenue NE and along the stream south of 108th to 88th Streets NE. The creek has good rearing habitat in many sections including some of the east bank tributaries. Below its confluence with Munson Creek, the stream bottom is mud and silt, and spawning habitat is lacking. A small wooded buffer and wetland system protect the creek from Jennings Park south to Sunnyside Boulevard. North of Jennings Park, the buffer is 100 to 200 feet, but shrinks as it nears agricultural land and 67th Avenue, where little vegetation has been retained. Below Sunnyside Boulevard, Allen Creek flows through floodplain farmland where much of the channel is choked with sediment and reed canarygrass.

Rearing habitat is available in the unnamed east bank tributary to Allen Creek (WRIA 07-0079) that has been channeled along 112th Street NE. There is some spawning habitat, but much of the stream has filled in with reed canarygrass. Habitat projects built in the stream channel no longer function properly.

Munson Creek has spawning and rearing habitat throughout, but construction activities and urban impact has severely degraded the stream and eliminated wetlands.

Wetlands play a critical role in protection of fish and wildlife habitat. Wetlands provide a steady water source and reduce stream degradation from uncontrolled stomwater runoff. Of the wildlife species occurring in western Washington, 75 percent use wetlands or riparian habitat during their life cycle. Many wildlife species occur only in

wetlands, while many more spend a portion of their life cycle in wetlands. They improve water quality through biofiltration of surface water, nutrient uptake by vegetation, binding by soils particles, and/or by providing a settling basin for suspended solid deposition. Wetland soils can extend stream flow and recharge over long time periods, and they can act as recharge areas for stream channels during dry periods. Wetlands also assist in reducing runoff quantity and velocity during storms. Wetland flood storage plays a critical role in tempering downstream flooding impacts within the watershed and can also be important in preventing scouring of salmonid spawning beds in stream gravels.

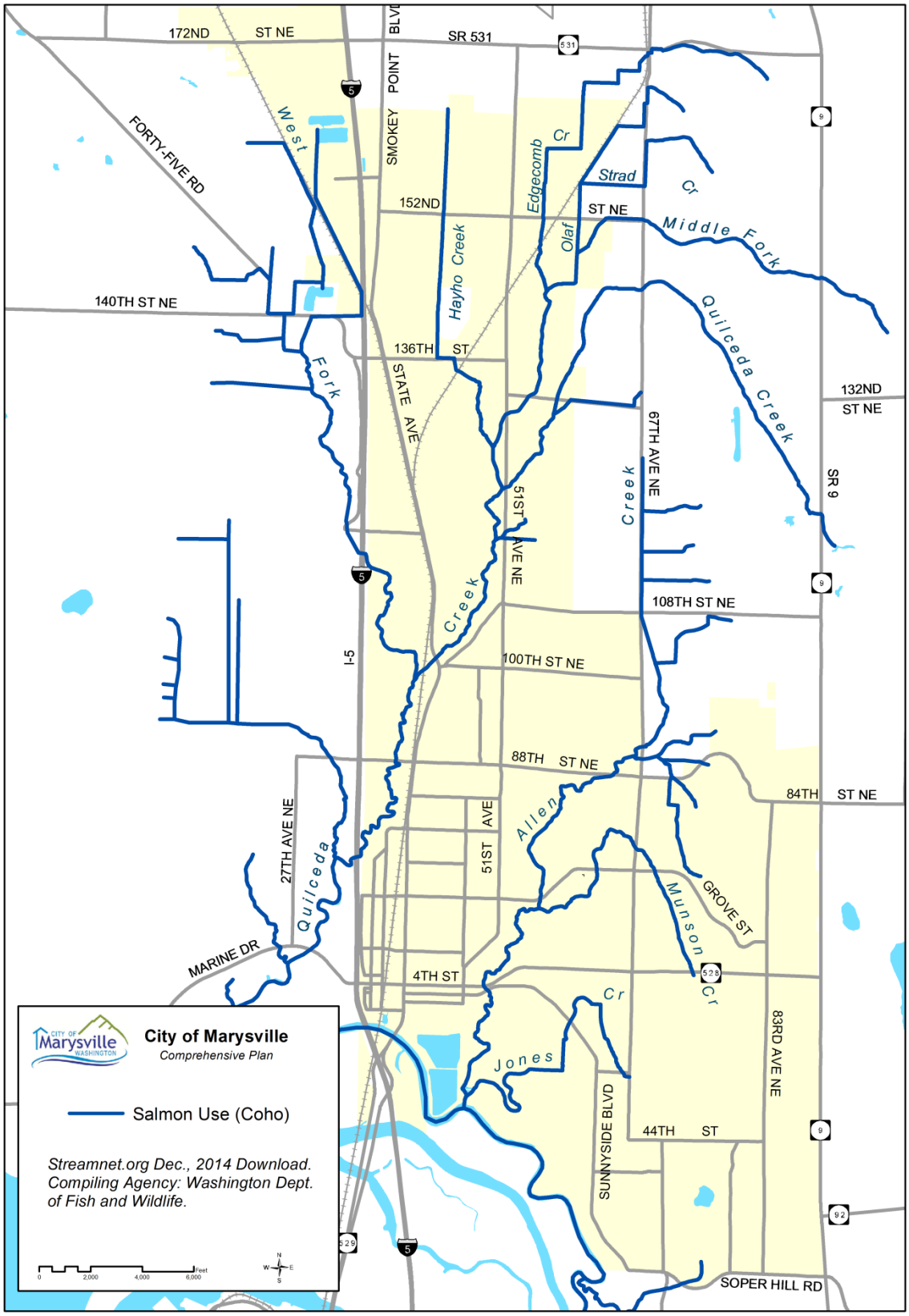
IV. Vegetation

Certain areas within the Study Area remain forested. No area has old growth timber since it was logged in the late 1800s and early 1900s; therefore, these areas are of second growth forest. They are found on undeveloped tracks, along creeks, ravines, and some wetlands, and as significant buffers along Interstate 5 and Highway 9. They have important functions as visual buffers, erosion prevention and maintaining topsoil, help with the conversion of carbon dioxide to oxygen, and provide habitat for wildlife. Most of the wildlife habitats coincide with the forested areas or areas with heavy vegetation. However, a significant stand of older trees, known as Mother Nature's Window, is situated at 55th Avenue NE and 100th Street NE.

V. Fish and Wildlife Habitat

The condition of fish habitat in watershed streams is variable. Coho spawning and good rearing habitat are found toward the headwaters (Figure 6-7); the heavily altered middle sections have significantly reduced habitat value; and the lower sections with their large ravines generally have good habitat value for an urban stream system. There is one lake within the Marysville UGA. Largemouth bass, pumpkinseed and rainbow trout are planted in Twin Lakes by the Washington Department of Fish & Wildlife and other parties. Approximately 24 percent of the salmon production in the Puget Sound region comes from the Snohomish River Basin, and the Quilceda/Allen system, while showing significant decline in recent years, still contributes to salmon production in this system. Coho and chum salmon and cutthroat trout are the predominant species that spawn in both Quilceda and Allen Creeks and their tributaries. The chum salmon appear to be dominated by straying hatchery fish from the Bernie Kai-Kai Gobin Hatchery on the Tulalip Reservation. The streams are also used to a much lesser degree by Chinook salmon, steelhead, and rainbow trout. Salmon have easy access to the Quilceda Creek system. A tidegate at the mouth of Allen Creek must be negotiated by salmon entering the Allen Creek system.

Figure 6-7 Salmonid Habitat



B. ENVIRONMENTAL RESOURCE STRATEGIES

I. Earth Resources

The Growth Management Act requires local governments to consider Best Available Science (BAS) in their critical areas ordinances to protect the functions of critical areas. This comprehensive plan is accompanied by the City's critical areas regulations. The accompanying ordinance regulates development of steep slopes and other geologic hazard areas. Considerations for the plan will be lower gross densities or cluster developments in difficult terrain, in order to allow protection and retention of steeper slopes and native vegetation and forested cover and to minimize required site grading. Additionally, local regulations should provide seasonal limitations or restrictions for clearing and grading activities on sites with steep slopes, adjacent to streams and water bodies, or Tokul soils with high predisposition for sediment transfer. Longer-term, the City should work with the County to identify areas that are not appropriate for urban development and future UGA expansions due to soils, topography and impact on the watershed.

II. Air Quality

The City's air quality is similar to other communities in the Puget Sound region. In the past, as part of a pilot program for nonattainment areas, Marysville has worked cooperatively with Department of Ecology staff to educate its citizens on air quality issues and burn ban restrictions. The Marysville Fire District regulates outdoor burning in the City and Fire District 12 boundary. The City should continue cooperative education efforts regarding burn bans and outdoor burning to promote improvements to air quality within the community.

III. Water Resources

There are a number of strategies the City can pursue and continue to protect and improve water quality and area water resources. These include revisions to the Critical Areas Ordinance to address Best Available Science; update to the Shoreline Management Plan and Regulations; identification of stream improvements in project developments; incorporation of stream improvements or enhancements in the Capital Facilities Plan through road and stormwater construction projects; educational efforts with the community and schools; and long-term protection of critical resource areas by transfer of development rights or wetland/headwater banking.

IV. Vegetation

Areas of significantly forested and vegetated areas should be maintained within the Urban Growth Area. These not only provide habitat but also are visually appealing and useful in providing environmental balance.

V. Fish and Wildlife Habitat

Strategies for fish and wildlife habitat reinforce those listed for earth and water resources, above. They are listed again as it is significant to note the overlapping benefit that these actions can provide towards best management of earth resources, water quality and fish and wildlife habitat. These strategies include revisions to the Critical Areas Ordinance to address Best Available Science; update to the Shoreline Management Plan and Regulations; identification of stream improvements in project developments; incorporation of stream improvements or enhancements in the Capital

Facilities Plan through road and stormwater construction projects; educational efforts with the community and schools; and long-term protection of critical resource areas by transfer of development rights or wetland/headwater banking. Seasonal restrictions should be enforced for clearing and grading activities on sites with steep slopes, adjacency to streams and water bodies, or affecting Tokul soils with high predisposition for sediment transfer.

VI. Climate Change

Recognizing the importance of addressing the issues surrounding the environment and climate change, in May of 2010 the Marysville City Council formally adopted Resolution 2286 establishing a strategy to manage and reduce energy and fuel consumption and greenhouse gasses. During the review process, the Council expressed some concern regarding the uncertainty of climate change, but recognized that although there is not clear consensus about exactly what will occur, some changes are likely inevitable. One potential scenario for the Puget Sound region could result in hotter, drier summers; wetter winters with increasing rainfall and rain intensity; and increases in extreme weather events. Planning for climate change should not be deferred until perfect information about future conditions is available. Such information will never be available, and the costs of *not* planning for future climate conditions are potentially high.

Additional potential hazards include increased chance of wildland/urban interface fires, heat waves, infestation, drought, potable water shortages, flooding, erosion, and landslides.

There are two categories of potential response to human-caused climate change. *Mitigation* efforts aim to reduce the magnitude of climate change that occurs by decreasing the causes of that change, (e.g., by reducing greenhouse gas emissions). *Adaptation* efforts focus on addressing the consequences of a changing climate, e.g., adjusting practices, processes, or structures of systems to reduce the negative consequences of climate change. Although appearing to some as an avenue to consider only if mitigation efforts become insufficient, the need for adaptation is becoming more widely recognized.

For example:

Marysville – The United States Army Corp of Engineers (USACE) incorporated sea level rise into the design of the new levee currently under construction adjacent to Brashler Industrial Park and the City's wastewater treatement plant (WWTP) for the Qwuloolt Project. The USACE raised the levee an additional six inches (6") to account for future sea level rise. The levee is being constructed to protect Brashler Industrial Park and the east side of the WWTP lagoons. The new levee, which is currently under construction, has an average elevation of approximately 14' 6" in height and is constructed to protect adjacent properties from a 10-year flood. Based on a 2011 survey, the existing levee along the south and west sides of the WWTP and along the slough west of State Avenue has an average height of 11.52 feet (Figure 2) along the south end of the WWTP west to I-5. With a current projected sea level rise of between -2 to +9 inches by 2030, Marysville's WWTP is vulnerable in the low-lying coastal area. To prepare for future conditions, improvements to public infrastructure in high risk areas could be incorporated into existing work plans. For example, new permanent structures could be elevated in height and in anticipation of sea level rise; undersized culverts can be replaced in areas with high vulnerability; and levees could be raised and incorporated

into a scheduled work/maintenance program in response to actual sea level rise overtime.

Locally - NW public water utilities were among the first natural resource management agencies in the region to consider climate change impacts and several have since organized nationally to provide input into climate change research priorities and develop adaptation strategies. Numerous cities, counties and government entities (e.g. King County, Seattle, Olympia, Snohomish, and Port of Bellingham) have assessed climate risks, developed response strategies, and/or implemented adaptive actions at various levels and for various sectors within local government.

State – Both Washington and Oregon have developed state level climate change response strategies aligned with commissioned assessments of climate change impacts on sectors of interest. These set out overarching objectives across all issue areas, and are intended to inform the development of more targeted plans by state agencies and local jurisdictions.

Federal – Consistent with President Obama's 2009 Executive Order (E.O. 13514), which required federal agency adaptation planning, NW federal entities are incorporating climate change information in assessment and planning, and developing innovative approaches to integrating risks into planning.

Tribal – Numerous NW tribes have begun addressing adaptation. Among these, the Swinomish Indian Tribal Community is a national leader in evaluating tribal climate change vulnerabilities and adaptation needs from a multi-risk, multi-sector, multi-timescale perspective. Other tribes addressing climate change risks include the Nez Perce, the Coquille, and the Port Gamble S'Klallam and Jamestown S'Klallam Tribes.

C. ENVIRONMENTAL GOALS & POLICIES

General Environmental Goals and Policies

Goals:

1. Preserve and enhance the natural environment.
2. Protect life and property from floods, landslides, erosion, uneven settlement, and other disruptions that may be associated with natural hazard areas.
3. Recognize the amenity and utilitarian functions provided by natural elements, and to incorporate these functions into developments.
4. Promote environmentally responsible development through policies, development regulations, capital facility programs, and management practices.
5. Pursue effective policies, regulations, capital projects that result in improvements and protection of the natural environment.

Policies:

EN-1 Recognize the natural environment as an integrated unit composed of interacting land, water, and air resources. Make every effort to insure that the health and stability of this resource system is maintained.

EN-2 Recognize the interrelationship of adjacent terrain features and avoid destroying these valuable linkages.

EN-3 Educate the public concerning the importance of maintaining and conserving environmentally sensitive lands and natural resources.

EN-4 Encourage property owners to utilize the Open Space Current Use Assessment Program to preserve significant areas of environmental concern, particularly wetlands identified by this plan.

EN-5 Locate, develop, and retain features of the natural and cultural environment to help all citizens acquire knowledge, attitudes, and skills necessary to solve environmental problems.

EN-6 Where appropriate, provide pedestrian and bicycle trails in association with open spaces and natural areas.

EN-7 Streamline environmental processes and regularly monitor results to ensure their effectiveness.

EN-8 Pursue programs that offer creative solutions to enhance, improve and/or protect the natural environment. Stormwater facility design, low impact development options, wetland banking, and dual use facilities should be pursued whenever possible.

Environmentally Sensitive Lands: General Goals and Policies

Goal:

6. Preserve, as much as possible, natural features in areas potentially sensitive to development. That is areas that have features such as steep slopes, severe erosion, foundation instability, seasonally wet soils, or soils with agricultural capability.

Policies:

EN-9 Designate and protect environmentally sensitive lands using the best available science.

EN-10 Apply strict controls to areas identified as ecologically sensitive by the City

EN-11 Maintain an inventory of environmentally sensitive lands to be used in making land use decisions.

EN-12 For areas that are potentially sensitive to development, require site studies to determine site development problems.

EN-13 For areas that are determined to be sensitive to development, require any development that occurs to meet performance standards to minimize adverse impacts associated with such development.

EN-14 Strongly encourage clustered residential, and planned commercial and industrial developments in areas containing unique natural features or determined by site studies to be sensitive to development.

EN-15 Development adjacent to wetlands, creek corridors, or steep slopes should utilize lot size averaging or a planned development to mitigate the impacts of such development on these sensitive areas. Strongly encourage development and buildings to be located on adjacent areas or peripheral portions of properties determined by site studies to be sensitive to development.

Earth Goals and Policies

Goal:

7. Regard land as an irreplaceable resource. Manage it so irreparable damage is not done to natural systems.

Policies:

EN-16 Protect natural systems of the environment.

EN-17 Utilize land forms and natural systems to provide variety, community identity, and open space areas.

EN-18 All developments should be sensitive to land forms and natural systems, recognizing the natural beauty and character of the land and its vegetation.

EN-19 Encourage all future development to occur in a manner that will reduce or minimize and mitigate adverse environmental impacts.

EN-20 Design and build developments in a manner that respects and retains natural vegetation. Density credits should be given when vegetation is retained and open space or buffer areas provided.

EN-21 Encourage development to consider the inherent characteristics of the predominant soil type(s).

Air Quality Goals and Policies

Goal:

8. Attain a high level of air quality.

Policies:

EN-22 Encourage practices that maintain or improve air quality, such as encouraging emissions testing; use of alternative transportation; appropriate relationship of land uses; and discouraging slash burning, burning of yard wastes, and use of uncertified wood stoves and fireplaces.

EN-23 To protect local and regional air quality, the City shall coordinate with county, regional, state, and federal agencies with air quality responsibilities, and seek to ensure that the City's programs and transportation projects are designed and implemented to conform with the provisions of the state and federal Clean Air Act.

EN-24 Provide an information program to citizens on ways to help keep the air clean.

Water: Quality, Wetland and Watershed Protection, Storm Water Runoff, Drainage, Shoreline Goals and Policies

Goals:

9. Attain a high level of water quality.

10. Promote the preservation and improvement of the water quality and conditions of area streams and watercourses to provide water resources for human and wildlife use.

Policies:

Protect natural systems, such as aquifers, bodies of water, flood plains, wetlands, and other important aspects of the natural environment.

EN-25 Utilize natural systems to provide variety, community identity, and open space areas.
EN-26 Maintain existing water levels of perennial water bodies.
EN-27 Protect and enhance surface water quality and the natural character of shorelines for drainage control.
EN-28 All developments should be sensitive to natural systems, recognizing the natural beauty and character of the land and its vegetation.
EN-29 Discourage development of wetlands. Any development in wetland areas should be sensitive to their importance as wildlife habitats, and to their hydrologic function. Minimize potential disruption of these sites through appropriate setbacks, buffers, limits on grading, filling and impervious surfaces, storm water treatment, and similar measures.
EN-30 Preserve existing vegetation as much as possible due to its vital role in the recharge of ground water, and in order to prevent additional storm water runoff or soil erosion from new developments. Density credits should be given when vegetation is retained and open space or buffer areas provided.
EN-31 Prevent adverse alterations to flow characteristics, siltation, and polluting or disrupting spawning beds by control of mining, dredging, or removal of gravel, fill, or similar materials from streams and ground water recharge or other surface water areas.
EN-32 Encourage the management of storm water runoff and urban drainage to protect the man-made and natural environment. Utilize the natural drainage system where it is possible to do so without significantly altering the natural drainage ways and/or by upgrading a public storm drainage system. Require the design of future developments to utilize natural drainage patterns and incorporate means to entrap storm water and water pollutants before they are carried down slope or before they enter watercourses.
EN-33 Recognize the inter-jurisdictional characteristics of storm drainage management problems and work with Snohomish County, Diking District No. 3, other jurisdictions, and area-side residents to improve storm drainage.
EN-34 Conserve and utilize shoreline and flood plain areas within the City in accordance with the provisions of the City's Shoreline Management Master Program; and in planning for areas outside the City limits, consideration should be given to the County Shoreline Management Master Program.
EN-35 Preserve and develop direct and visual public access to water, including public docks, aquatic recreation, marine facilities, and scenic vistas, in a manner consistent with the Shoreline Management Act.
EN-36 Restrict developments in designated flood hazard areas only to uses that can be adequately flood-proofed. Discourage construction in designated flood hazard areas, and prohibit it in floodway areas.
EN-37 Provide continued maintenance of established flood control facilities along rivers and creeks that provide flood protection to existing populations and developments, provided this policy is consistent with environmental guidelines and necessary river maintenance practices.
EN-38 Encourage the use of native plant materials, rather than imported or exotic plants, as well as drought tolerate plants to decrease water usage as well as provide habitats for wildlife.
EN-39 Promote advance planning to mitigate development impacts through areawide wetland surveys, wetland banking and mitigation projects.

Wildlife Goals and Policies

Goal:

11. Encourage the preservation of wildlife, their habitats and refuges.

Policies:

EN-40 Design and build developments in a manner that respects and retains natural vegetation, with emphasis on streams, creeks and other bodies of water; and on wetlands, steep slopes, and areas adjacent to major and minor arterials. Density credits should be given when vegetation is retained and open space or buffer areas provided.

EN-41 Preserve existing vegetation as much as possible due to its vital role in providing a habitat for wildlife. Minimize removal of vegetation resulting from development or other activities, and/or replace after construction. Encourage selective thinning rather than indiscriminate clearing of trees and heavily wooded areas designated for development. Require development proposals to provide plans for review and approval describing the extent of retention of existing vegetation together with a reforestation and revegetation plan.

EN-42 Retain some open space in its natural state, both within and outside of Urban Growth Areas. Unique natural areas should be preserved as natural areas.

EN-43 Protect and enhance the natural character of shorelines for wildlife habitat.

EN-44 Protect streams and drainage ways that provide habitats for fish spawning, rearing, and transportation from adverse impacts of land development that might decrease low flows or increase high peak flows, reduce recharge areas for streams, increase bank or bed erosion, or increase turbidity of the water.

EN-45 Important fish and wildlife habitats identified by the Washington State Wildlife and Fisheries Departments should be preserved by requiring adequate setbacks of development from creeks and tributaries and by limiting alterations to natural vegetative cover through restrictive development controls in these buffer areas. Also coordinate with the State Departments of Fisheries, Wildlife and Ecology and the federal Army Corps of Engineers to manage or improve conditions for wildlife and habitat in streams, drainage ways, wetlands, and other watercourses.

Cultural Resources Goals and Policies

Goal:

12. Protect and enhance Marysville's cultural heritage.

Policies:

EN-46 Encourage public and private entities to identify, preserve and restore buildings, structures, objects, and sites having historical and cultural significance or interest.

EN-47 Protect scenic views and sites so present and future generations may enjoy them.

EN-48 Archeological and historic resources should be surveyed as part of the application process for new development.

EN-49 Historic resources should be incorporated into economic development and tourism activities in the City.

Work with the Washington State Office of Archaeology (OAHP) and local tribes to help identify cultural resources and develop a process when cultural resources are identified.

Climate Change Goals and Policies

Goals:

13. Work with public and private partners to develop strategies and programs to prepare for and mitigate the potential impacts of climate change, both on city government operations and on the general Marysville community.

14. Develop mitigation strategies that can be used by both the public and private sectors to help mitigate the potential impacts of new and ongoing development and operations.
15. Develop programs and strategies that will encourage the retrofitting of existing development and infrastructure to mitigate and adapt to the effects of climate change.

Policies:

EN-50 Maintain healthy urban forests; promote tree planting to increase shading and absorb CO_2; and support the City's participation in the Tree City USA program.

EN-51 Purchase only EPA Energy Star-certified and other high efficiency devices whenever possible, and consolidate duplicative devices to further reduce electricity consumption.

EN-52 Make energy efficiency a priority through retrofitting City facilities with energy efficient lighting; where available, use programmable systems to automatically idle electronic equipment; and urge employees to conserve energy and save money.

EN-53 Conserve fossil fuels. Staff should practice efficient driving habits, carpool, avoid idling vehicles for longer than 30 seconds, and use appropriately-sized vehicles. The City should continue to participate in the Commute Trip Reduction (CTR) program.

EN-54 Promote the reduction of greenhouse gas emissions from the transportation sector by encouraging alternative modes of travel such as transit, bicycling, and walking; reducing vehicle miles traveled; and increasing use of transportation demand management strategies such as expanding the availability of sustainable transportation alternatives; reducing demand for the single occupancy vehicle; and incentivizing sustainable travel habits.

EN-55 Practice and promote sustainable building practices using the U.S. Green Building Council's LEED program or a similar system.

EN-56 Conserve natural resources. Staff shall reduce paper consumption and plastic bottle use, and recycle all recyclable materials.

EN-57 Promote the use of alternative energy sources where feasible.

EN-58 Develop policies and strategies for land use and development that result in reduced green house gas emissions for new development as well as redevelopment activities.

EN-59 Monitor and evaluate opportunities to utilize State tools and resources to support the local program and to stay compliant with State environmental and energy laws.

EN-60 Support appropriate Federal and State policies and legislation that will lead to the reduction of greenhouse gas emissions.

EN-61 Enhance and sustain public health system capacity to prepare for and respond to heat waves and smoke emergencies, and improve delivery of information on heat events and cooling centers, especially of isolated and vulnerable populations.

EN-62 Continue to provide assistance to landowners to restore wetlands, uplands, and riparian zones to increase the capacity for natural water storage.

EN-63 Improve real-time forecasting of water delivery and basin yields to improve management of stored water.

EN-64 Improve provision of technical assistance and incentives to increase storage capacity and to improve conservation, reuse, and water use efficiency among all consumptive water uses.

EN-65 Develop short- and medium-term climate change adaptation strategies for urban forests and other fire-prone habitats, and improve development standards.

EN-66 Inventory past flood conditions and define and map future flood conditions.

EN-67 Improve capability to rapidly assess and repair damaged transportation infrastructure, in order to ensure rapid reopening of transportation corridors.

EN-68 Undertake a policy review of City comprehensive, strategic and specific plans to assure that City policies are appropriately targeted to prepare for and mitigate potential impacts of climate change. These reviews may be done to correspond with scheduled plan updates, or accelerated where either a higher priority is identified or the next update is not specifically scheduled.

VII. ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

An important part of the vision of future Marysville that guides the City's Comprehensive Plan is the well-being of its residents and economic growth of the community. The Economic Development Element of the Comprehensive Plan analyzes the current economic situation of Marysville and formulates economic development policies to move the community towards its goals.

The City employed the firm of Gardner Johnson to develop a background report and strategic plan for economic development. The background report, completed in April 2002, included an economic and fiscal impact analysis of the Tulalip Tribes' Quil Ceda Village Development (findings summarized in Appendix B). The economic development plan that followed in November 2002 is the basis for the City's Economic Development Element. The plan addresses the fundamental principles of economic development as they relate to business retention, expansion and attraction (BREA) in the City of Marysville. The BREA strategy is intended to set a clear direction for enhanced economic growth and regeneration, which in turn creates high quality jobs, generates wealth and investment, and helps to ensure the City's long-term fiscal health, while at the same time maintaining the community's quality of life and small town feel.

The City of Marysville's effort in developing an Economic Development Element recognizes the important role that the City's government and residents have in forming partnerships with local and regional private sectors. The City can assist in the local economy by providing an atmosphere, as well as specific plans, regulations, projects, programs and facilities to stimulate specific areas of the economy.

This element of the Comprehensive Plan reviews and analyzes existing economic, demographic, population and real estate conditions, trends and the role of the City of Marysville through comparison to area cities and counties. The background information provides a basis for the strategic plan and economic development goals and policies.

A. STRATEGIC PLAN

The strategic action plan for economic development is a guide for the presentation and implementation of specific actions related to improving business retention, expansion and attraction efforts within Marysville's commercial core areas. The action plan consists of eight strategic directions derived from information obtained from the community outreach process (i.e. interviews, focus groups, and surveys). These strategic directions provide focus to the greater strategy and serve as a guide for the development of specific initiatives to be undertaken as part of the strategic action plan.

The eight strategic directions are as follows:

1. Foster Community Collaboration and Leadership
2. Enhance Image and Identity
3. Improve Existing Business Opportunities
4. Expand and Diversify the Economic Base
5. Support Recreation and Tourism Advantages
6. Improve Transportation and Infrastructure

7. Improve Government and Regulatory Environment
8. Enhance Employment and Housing Opportunities

B. JOBS TO HOUSING RATIOS AND EMPLOYMENT TARGETS

Jobs to Housing Ratios

Based on 2012 employment and housing estimates, Marysville currently has 0.54 jobs per housing unit. In 2013, there were approximately 17,568 more employed Marysville residents than jobs in Marysville. A jobs leakage ratio of 1.0 reflects an equal number of employed Marysville residents and jobs in Marysville, i.e. no net exportation of jobs. For all industries, Marysville scores 0.42, reflecting substantial employment leakage to other areas. While a balance of employed residents and jobs, thus no net commuting, is improbable, and given Marysville's current ratios, unlikely, a more balanced employment and residential mix is desired from an economic (sales and property tax base) as well as social (transportation, land use mix) basis. The background analysis selected Mount Vernon as a similarly sized and located community. Their job leakage ratio is 0.86, or approximately half of Marysville's.

In order to attain more balance in the jobs to housing ratios, this plan establishes an objective of a jobs/housing ratio of 1.0 by the year 2035 for the Marysville UGA. That represents a significant shift in current patterns of residential and employment growth over the next twenty years.

Employment Targets

The employment targets initially produced (prior to the 2005 Comprehensive Plan Update) by the Puget Sound Regional Council and Snohomish County Tomorrow for the Marysville Urban Growth Area were based on historical trends continuing. This pattern would create fiscal problems for the City as it relies on sales and property taxes from commercial properties to provide necessary services for the community at large. In addition, the imbalance results in additional impacts to traffic outside our community by encouraging longer commutes. In a citizen survey completed in 2002, Marysville residents identified business growth as a priority for the City. Therefore, this pattern must be reversed over the next twenty years to prevent the related fiscal and social impacts connected to this growth pattern. The current employment and employment targets for the Marysville UGA resulting from proposed land use patterns and growth are identified in Table 7-1.

Table 7-1 Employment Targets

	Existing Employment (2013 Estimate)	2035 SCT Alternate Medium Employment Scenario	SCT 2035 Employment Target and Capacity	Employment Based on 1.0 Jobs to Housing Ratio
Employment (jobs)	12,409	26,944	28,113	32,876

Sources: Puget Sound Regional Council Covered Employment Estimates, 2013 & Housing Characteristics and Needs Report in Snohomish County, 2014.

This employment scenario is consistent with the economic goals, objectives and policies below, and the vision and ideas discussed by citizens, business, appointed and elected city leadership, through surveys, interviews, forums and committees described in the Citizen Participation section of this Plan.

C. ECONOMIC DEVELOPMENT ELEMENT GOALS, OBJECTIVES, AND POLICIES

I. Economic Development Goals

Marysville's objectives for improving the economic livelihood of its residents and businesses are:

- Transform from a residential and residentially-oriented retail city into a diverse employment center within Snohomish County and the Region.
- Balance, though not necessarily equalize, the City of Marysville's population growth with employment growth.
- Recognize the need for growth in the City's tax base from industrial and commercial development to provide quality public services and facilities for residents and businesses.
- Encourage expansion of commercial and industrial areas within the City and its UGA. Encourage annexation of UGA properties prior to their development.
- Prioritize capital facilities funds first for new and improved infrastructure in industrial and commercial areas with vacant land and secondly in areas with redevelopment potential.
- Increase employment in industrial and commercial areas to improve the jobs to housing ratio.
- Stimulate availability of vacant and in-fill commercial and industrial areas especially in North Marysville and expansion areas north of the City, and in the downtown areas.
- Raise and improve the image and knowledge of Marysville's economic assets within the region.
- Remove and/or reduce regulatory barriers to new commercial and industrial development as well as infill, redevelopment, and rehabilitation of existing employment areas within the City.
- Explore development of tourism and recreation-related facilities especially in the City's downtown and waterfront areas.
- Leverage traffic and visibility associated with the I-5 freeway to increase business within Marysville.
- Maintain areas of the City for smaller and locally-owned businesses.
- Maximize assistance and cooperation with other public and private sector economic development partners.

II. Economic Development Implementation Policies

a. General and Citywide Policies

ED-1 Through its plans, regulations, infrastructure investments, and public services encourage more manufacturing, wholesale, retail, warehouse, distribution, assembling, processing, producer's services, office-using and high technology firms to locate within Marysville.

ED-2 Work to develop efficient, flexible but certain land use and development regulations so that the development, redevelopment, and rehabilitation processes in the City are timely and improve the quality of residential, employment, and natural areas.

ED-3 Cooperate with organizations that represent businesses and property owners so that the City has active and effective input from entities in addition to residents.

ED-4 Separate and buffer newer commercial and industrial areas from residential areas. Allow mixed use throughout the downtown area.

ED-5 Examine current zoning categories and regulations for commercial - industrial areas in order to: increase flexibility of the mixture of uses within and among zoning categories; simplify zoning classes so that they are responsive to market forces; specify high quality amenities, design guidelines, and infrastructure to make commercial/industrial areas competitive within the region; make regulatory processes predictable, certain, flexible, and timely; review these land use regulations every five years and solicit input from the development and real estate communities.

ED-6 Monitor local economic conditions and update economic development policies at least every five years.

b. Specific and Subarea Policies

Not all of the subareas, as designated in the Comprehensive Plan, offer the same level of potential for future economic development for Marysville. Some areas will require more concentration of the City's energy, effort, and resources to realize their potential contribution to the community's long term economic success. The following is a list of prioritized areas for City activities discussed elsewhere in these economic development goals, objectives, and policies. The City is committed to each of these areas; none should or will be ignored. However, in order to be most effective, and to take advantage of timely opportunities, the economic development policies among City Planning Areas will follow these priorities:

Priority 1 Planning Area 10: Smokey Point Neighborhood particularly the Smokey Point Master Plan Area and proposed Arlington Marysville Manufacturing Industrial Center

Priority 2 Planning Areas 1, 6, and 8: Downtown, Downtown Marysville North, and Marshall/Kruse

Priority 3 Planning Areas 11: Lakewood and the East Sunnyside/Whiskey Ridge Master Plan areas

ED-7 Take the initiative to identify and prioritize areas with the best potential for subarea master plans, area-wide environmental impact statements, and traffic studies and capital facilities investments in advance of development so that the private sector will be able to quickly and efficiently ready sites for employment and business activity.

ED-8 Define areas of the downtown that could be redeveloped as pedestrian-oriented mixed use areas that also integrate open space and recreational opportunities.

ED-9 Examine methods to redevelop specific areas of the downtown commercial and residential areas for locally owned and small businesses and affordable housing.

ED-10 Formulate a long-term transition strategy to access the City's waterfront areas for recreation, tourism, and improve the image of Marysville from the freeway.

c. Coordination of Infrastructure, Planning, Development Regulations and Financing

ED-11 Prioritize necessary public infrastructure into new employment areas, existing commercial/industrial infill, redevelopment, and rehabilitation of buildings while maintaining adequate infrastructure in existing residential areas.

ED-12 Work actively with the State of Washington, Snohomish County, Tulalip Tribes, City of Arlington, and neighboring communities, school districts, and private property owners to develop joint plans, regulations, and finance necessary infrastructure and utilities in the areas within and to the north of Marysville so that this area becomes a major employment center in Western Washington. Continue to promote development in the Smokey Point Master Plan Area and to pursue a Manufacturing Industrial Center (MIC) with the City of Arlington.

ED-13 Leverage the visibility and traffic from I-5 into Marysville with: Appropriate urban design and signage regulations; traffic flow improvements including BNSF grade separation; freeway interchange improvements at, 156th Street Overpass, SR529, and 116th Street; and traffic grid improvements within the City to facilitate residential and nonresidential traffic on arterials and reduce congestion.

ED-14 Examine potential recreation and park projects that would complement and supplement tourism development drawn to the Marysville area as described in the Parks and Recreation Element of the Plan.

ED-15 Formulate a set of capital facilities financing tools, techniques, and strategies that allow appropriate public-private funding partnerships such as LIDs, impact fees, and necessary studies from future users.

d. Ongoing Commitment to Local and Regional Economic Development

ED-16 Work with local, regional and State agencies such as the Greater Marysville Tulalip Chamber of Commerce, Downtown Marysville Merchants Association, Economic Alliance Snohomish County, Private Industry Council, and Washington State Department of Commerce to market the economic assets and opportunities of Marysville.

ED-17 Undertake activities to enhance Marysville's identity and image within the region and beyond by working with the: Navy Relocation Services, Economic Alliance Snohomish County, Washington State Department of Commerce, Greater Marysville Tulalip Chamber of Commerce and Downtown Marysville Merchants Association, Snohomish County Tourism Bureau, and other groups.

ED-18 Improve marketing of the City's economic assets by: inventorying and describing subareas for new and redevelopment activity; engaging in cooperative activities with the Chamber, tourist development agencies, Navy, private developers and realtors; and authorizing an economic development commission that will act as a permanent, internal group to solicit new development, assist local businesses to expand, and represent and advocate economic development within the City in conjunction with local business organizations.

ED-19 Improve communications with the Marysville, Lake Stevens, and Lakewood school districts and other local entities concerned with enhancing the quality of life for Marysville's residents.

D. MARYSVILLE'S ECONOMIC DEVELOPMENT POTENTIAL

I. General Assessment

This section summarizes the economic development potential that will be the basis of Marysville's future. The market analysis of the previous section indicates that currently the City of Marysville functions as a retail and service center with a rapidly increasing housing stock. Local leaders view with concern Marysville's role as a "bedroom community." While population growth brings increased economic activity in the short run and more business for some local merchants, the concern is that longer term growth be a balance of commercial, industrial, and retail development. The desire is to grow the tax base so that the City of Marysville will be able to provide the public services and facilities consistent with citizens' needs and the needs of modern businesses.

The market analysis documented current and historic trends and conditions. This section provides an assessment of future development potential for Marysville. Table 7-2 summarizes the strengths and weaknesses facing Marysville in the future as well as the general opportunities and challenges that pertain to economic development.

The following is a brief explanation of the strengths and weaknesses, and opportunities and challenges, facing the City of Marysville.

Strengths

Location on I-5

This freeway is the major connection for travel and commerce in Western Washington. It is the major freeway that connects points on the West Coast and Canada. Highway 9 is the only other alternative north-south route except rail and air to move people and goods.

Access to I-5

There are currently four access points to this regional and international thoroughfare: 4th Street (SR 528), 88th Street, 116th Street, and 172nd Street NE (SR 531). In addition, a future access at 156th Street NE will assure that traffic will be better able to access commercial and industrial land in those areas. Considerable retail and services oriented development occurred from 2006 to 2007 along the 116th Street and 172nd Street NE corridors.

Strategic location in the north corridor of region between Seattle and Vancouver, BC

Geographic location, urban growth policies, natural features (Ebey Slough, Snohomish River, Puget Sound), and the Reservation of the Tulalip Tribes will assure that the Marysville urban area is "in the way" of northward expansion of Snohomish County and the central Puget Sound metropolitan area. Proximity to employment and business generation centers are important considerations to stimulate future nonresidential and residential development. Job and business growth in the future may be associated with:

- Boeing's Everett Complex
- Naval Station Everett and Port of Everett facilities
- Improved US-Canadian trade and political relations.

In addition, the availability of well-located land could also attract a wide variety of diverse economic activity from outside the area.

Smokey Point Master Plan Area

The Smokey Point Master Plan Area (SPMPA) is located in the northeast corner of the City and consists of 675 acres of Light Industrial zoned land which is designated for a commercial/industrial park. The Smokey Point Master Plan was adopted in June 2008 and provides transportation analysis and standards; assessment of existing utility facilities and needs; development guidelines; design guidelines; natural resource enhancement plans for the Edgecomb and Hayho creek environments; and other standards to ensure coordinated, well-planned industrial development. The SPMPA will provide jobs for residents and expand the City's commercial and light industrial base.

Proposed Arlington-Marysville Manufacturing Industrial Center (MIC)

The City of Marysville and City of Arlington are actively pursuing an Arlington-Marysville Manufacturing Industrial Center (MIC). The regionally designated MIC would include land within both cities, with approximately 45 percent of the land area being within the City of Marysville. The MIC designation would identify the area as a major employment center that attracts manufacturing and industrial uses; would make the City eligible for competitive transportation grant funding; and may give the City higher priority for regional funding.

Quality residential areas

A key variable reviewed by firms considering locating in a community is whether there is a range of quality residential housing and neighborhoods that match the needs of its management and labor force. There is currently within the City and study area a range of quality housing from "affordable" to "higher-end" homes set in quality neighborhoods.

The development activities of the Tulalip Tribes
Especially visitors from out of the area attracted to the Tulalip Casino, Quil Ceda Village Business Park and associated commercial uses are an external asset that the City can try to leverage for its economic benefit.

Development attitude
Marysville appears to genuinely welcome development appropriate and consistent with the vision, goals, and objectives expressed elsewhere in the Comprehensive Plan. This is not true of many areas of Western Washington.

These positive attributes translate into three opportunities to assist the City of Marysville toward its vision:

- Utilize a large amount of vacant land in the northwest section of the Marysville study area to accommodate future development;
- Redevelopment of the small amount of visible waterfront for recreation and visitor-oriented activities after current manufacturing and non-water-related uses are ready for redevelopment; and
- Capacity for a range of types of housing to accommodate growth and attract employers and their employees.

Challenges

Alternatively, the economic development efforts of the City of Marysville will have to deal with a number of potential shortcomings:

Less central retail location
The current location of Marysville's concentration of retail space is not centrally located within its market area. Areas to the southeast, east, and northeast of Marysville are areas where future residential activity is being funneled. Areas to the west, north and northwest are not expected or designated to accept large amounts of future growth. The Smokey Point and Lakewood Neighborhoods have locational and access advantages for future retail growth compared to Marysville's downtown.

Access to I-5
While the City of Marysville does have access at several points to I-5 traffic, they also generate a degree of congestion which inhibits access to much of Marysville's retail base.

Transit

Transit services are limited within the City.

High-quality areas for business parks
There does not exist within Marysville at this time any business parks or industrial areas with high-quality infrastructure and amenities on par with regional office parks in South Snohomish County (Canyon Park and Southwest Everett Industrial Park) or King County (Kent-Federal Way).

North/south circulation within the City
State Avenue/Smokey Point Boulevard is the main north/south arterial within Marysville. This contributes to internal congestion which may become a factor that is not positive for existing retail and business areas within Marysville compared to more accessible

shopping areas to the north of the City and elsewhere in the region. Some of the north south circulation has been alleviated by construction of the 51st Avenue NE connector

Boeing
The cyclical nature of Boeing, the major employer in Snohomish County, could from time to time produce fluctuations in the local economy.

Tulalip Tribes' Quil Ceda Village Business Park

One of the clear potential assets for the future of Marysville is the vacant land potentially available for retail, business, industrial, and eventually office parks in the area to the north of older areas of Marysville. However, competition from a well-situated, high-quality, visible Quil Ceda Village could prove to be problematic.

Downtown

The downtown portion of Marysville is generally an area of small parcels and small businesses. Changes in regional and national retail patterns, and competition from Smokey Point and other Snohomish County shopping areas will present challenges to the businesses, property owners, and City that is concerned with the downtown areas. Assembling land, redeveloping buildings, providing adequate capital facilities for improved access and neighborhood amenities for residential and nonresidential areas in the current downtown is sure to be a challenge for Marysville in the future.

Waterfront
One of the most visible entries to the City of Marysville is from the south on I-5 (and SR-99). The existing development, remnants of earlier uses, and the generally disorganized pattern of development downtown could eventually be redeveloped into a modern complex of mixed uses with well thought-out and attractive public spaces, architecture, and landscaping that would better announce and attract visitors to the City.

If future growth is only related to residential areas within Marysville, and not balanced by commercial-industrial growth in the west and northwest parts of the City, the community will experience fiscal strain.

The foregoing non-positive attributes could combine to confront the future residents of Marysville with some challenges. These challenges could take the form of missed opportunities.

Table 7-2 Summary of Development Strengths and Weaknesses for City of Marysville

STRENGTHS	WEAKNESSES
· Location on I-5 · Access to I-5 · Strategic location in north corridor of region * "Funnel" * U.S. – Canada * High - Tech Corridor * Boeing Quality Residential Areas · Tulalip Casino · Development Attitude · Rail Access · Arlington Airport proximity	· Off-center retail location · Congestion at interchange due to I-5 and train traffic · No established, high quality business parks · North/south circulation within City increasing congestion · Shortage of land for commercial in old parts of Marysville · Building age and size of parcels in downtown retail areas · Boeing · infrastructure in industrial and business park areas · Tulalip Tribes' Retail Competition · Railroad Crossings and Physical Barrier · Arlington Airport flight path restrictions and regulations · Smokey Point area concentration: retail and industrial/business park development · Utilities without land use controls
OPPORTUNITIES	**CHALLENGES**
· Smokey Point Master Plan Area and Arlington-Marysville Manufacturing Industrial Center (MIC) · Waterfront · Potential high-quality residential	· CBD residential and nonresidential · Waterfront · Unbalanced residential growth

II. Potential Development Opportunities

This section outlines the different types of development (i.e. retail, office/business park/industrial, residential, and recreation/tourism) which are possible within the City; the typical requirements for each type of development; and the current status of each type of development.

Each of these types of development is discussed in detail in its own section that includes a table that is arranged into three columns as follows. The first column provides some subtypes for each development type (i.e. retail, office/business park/industrial, residential, and recreation/tourism) that are typically found in urban areas in Western Washington. For example, fast food restaurants and convenience stores are subtypes in the retail development category. It should be noted that not all of the subtypes are appropriate for Marysville's Study Area. The second column provides a very brief summary description of typical requirements for these generalized development subtypes/land use categories. It should be emphasized that these are only typical relationships, specific market analysis for each use, or variant of each use, would be necessary before a definitive assessment

should be made. The purpose of this column is to provide a "first cut" assessment of a wide spectrum of uses for the general direction of future development in the Marysville Study Area. The third column presents a brief assessment and summary of the status of each type of use.

Retail Uses

Marysville's current niche is neighborhood and community-scale retail centers with some "big box" development west of I-5 along 172nd Street NE and east of I-5 along the north side of the 116th Street NE corridor. The market area's population, income, and general density and pattern are consistent with this type of retail development. The Lakewood and Marshall Neighborhoods, which are centrally located on I-5 between two major "big box" centers in Burlington and Lynnwood, were poised for similar development which took off from 2006 through 2007. Significant growth in "big box" retailers occurred in both the Lakewood Neighborhood with the construction of Lakewood Crossing and Lakewood Pointe which includes such major retailers as Costco, Target, Mor Furniture, and Firestone Tires, and the Gateway Shopping Center which includes such major retailers as WinCo, Kohl's, and Ross.

Over the past sixteen years, the City has funded a large amount of public infrastructure in its downtown. In 2004, the City completed the reconstruction of State Avenue to provide pedestrian and aesthetic improvements between 1st Street and Grove Street. The City also invested in a spray park (completion 2014) and other park improvements at Comeford Park (completion 2004), construction of the Ebey Waterfront Park and Boat Launch (completion 2005), Skateboard Park (completion 2002), Ash Avenue Park and Ride (completion 2003), Downtown City Hall (completion 2003), and the Ken Baxter Community Center (1999). These improvements provide a more pedestrian character, and will help transform the downtown from the current auto-oriented retail development pattern. Pedestrian-oriented retail may find potential in the older areas towards the south portion of the downtown or on the waterfront.

The current niche for retail serves the population of the Marysville area, traffic on I-5, and has attracted smaller independent retailers who have exploited less expensive space within Marysville and, in some cases, has attracted specialized retail trade from Everett and outlying areas of Snohomish County.

Table 7-3 Potential City of Marysville Development Opportunities - Retail Uses

RETAIL TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
Auto-Oriented		
· Traditional - Shopping Centers	· Usually sited on freeways and major arterials · Depends on population and income typically - Neighborhood: 15,000 – 40,000 pop within 1–2 miles - Community: 40,000 –150,000 pop within 3 – 5 miles - Regional: 200,000+ pop within 8–10 mile radius	· Marysville's current niche · As central city along I-5, the regional population growth in Marysville, Arlington, Granite Falls, and Lake Stevens could create potential for regional center development, and certainly community center growth.
· Hybrids - Value Centers - Hyper - Power Centers	· Locate on/near freeways and major arterials · Attracted to industrial and business parks · Market areas larger than traditional opportunities	· Freeway exits most likely · Lakewood and Smokey Point have provided, and continue to provide, potential locations
Pedestrian-Oriented	· Has area, site and building amenities · Dense population, residential and/or office employment · Parking nearby	· Downtown may provide future potential
"Festival"	· Building or area unique · Unique site/ area amenities · Changing mix of "unique" shops – mostly small · Large percent of food shops, restaurants · Entertainment available · High degree of programmed activity · Larger population of tourists	· Future problematic in Marysville, not currently available
Eating / Drinking		
· Fast foods	· Sufficient population and traffic counts · Demographics · Visibility	· Current niche related to freeway and arterials
·Convenience/family	· Sufficient resident population and/or employees · Parking and transit or arterial · Demographics · Visibility	· Current niche related to freeway and arterials
· Destination/ occasion	· Site and area ambiance · Quality – experienced operator	· Some potential in area with quality amenities and views such as waterfront.

Office, Business, and Industrial Parks

The types of offices that have developed in Marysville have primarily been small isolated offices that tend to accommodate consumer services, finance, real estate, insurance, medical, dental, and business services related to the market area's residential and small business population. There are some precursors of suburban-like office development near the Smokey Point freeway exit north of Marysville. The presence of labor resources, cheaper land, sewage capacity, and modern telecommunications technology could attract "back office" functions and small office parks in some areas of Marysville. These areas fall generally in the northern study areas or north of Marysville where they can be developed with appropriate market responsive amenities and infrastructure.

The City of Marysville and nearby areas have some scattered isolated manufacturing and processing businesses in industrial areas, especially along State Avenue (old SR-99) and Smokey Point Boulevard. There are the beginnings of modern light industrial parks in the north of the study area, but so far few industrial, business, or office parks that would be competitive to those in the High Technology Corridor or Eastside of King County.

Potentially cheaper and well-situated land for light industrial parks and areas, and business parks are Marysville's most valuable asset for future economic development. There are few areas elsewhere in the region that have the access to I-5 and availability of industrial land that is within the City.

Table 7-4 Potential City of Marysville Development Opportunities, Office, Business and Industrial Park Uses

TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
OFFICE (BUILDINGS and PARKS)		
Walk or Drive-in (personal services, medical, dental, FIRE)	· Sufficient population · Parking, traffic counts · Visibility · Public transit access	· Meets some criteria
"General" (back office for large financial, insurance, computer, service, government agencies)	· Cheap space and large labor force · Reasonable wages · Cheap parking and/or transit · Dense development · Public transit	· Meets some criteria · More potential than being utilized
Professional (services, headquarters, employees)	· Agglomerated activities · Clients convenient · Site, building and area amenities · Quality housing stock	· Limited potential
Office-Showrooms	· Flexible space within building · Large number of businesses in area	· Distance from regional centers a problem
INDUSTRIAL PARKS/AREAS		
Heavy (manufacturing/ resource processing)	· Rail and/or deep water necessary · Community acceptance · Location near resources and/or transportation hub · Skilled labor pool · Adequate utilities available	· Probably lack of community support · Meets few criteria
BUSINESS PARKS		
"Light" (warehouse, assembly, distribution, service/repair, producer's services, etc.) "Flextech" (combinations including high percentage of office space)	· Public transit available · Freeway access · Scheduled airlines nearby · Large base of population or business nearby · Skilled labor pool · Access to business support services · Adequate utilities, roads, zoning, and infrastructure in place · Availability of rail · Quality executive housing nearby	· Meets most criteria · More potential than currently being utilized · Distance to scheduled commercial airlines problematic · Corporate jet and air freight available at the Arlington Municipal Airport · Few areas with high quality amenities at present · BNSF mainline, and rail spur nearby · High-end housing limited

Residential

Single family and suburban, garden-style multifamily apartments are the current niche for residential development in the Marysville study area. Employment growth and freeway access has, and will continue to, attract more multifamily housing. The older, smaller homes either in their current condition, or rehabilitated in older neighborhoods, could provide affordable housing. The newer housing has provided a broad price spectrum of housing, typically in traditional suburban patterns.

Local demographics have begun to drive the need for senior and elderly housing. Senior apartments, senior condominiums, and a dementia care facility have each been constructed since 2005. Senior and elderly housing needs may also be satisfied by assisted or congregate care, nursing homes, and Master Planned Senior Communities which provide a continuum of care. These different housing options may enable long-time residents to remain in the community.

Table 7-5 Potential City of Marysville Development Opportunities, Residential Uses

MULTI FAMILY RESIDENTIAL TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
"High End"		
· Apartments and condos	· Small and middle-sized business owners · Sufficient population and professional, business and service employment · Demographics · Site, area and building amenities · Retail and service	· Meets some criteria, particularly in east hills and may in future on waterfront
· Second homes	· Distance from large residential areas · High amenities and recreation	· Not likely except near Puget Sound
"Mid/Moderate"		
· Apartments	· Close to employment centers · Sufficient population, employment · Zoning for density · Parking · Retail and service nearby	· Meets most criteria
· Condominiums	· Close to employment centers · Empty nesters, two workers, young professionals · Site and area amenities · Recreation nearby · Urban services, entertainment available · Retail and services nearby	· Potential may exist in newly developing communities, where standard can be established through master planning (Lakewood)
"Low Income"	· Requires public financial subsidies	· Funding problematic
"Specialized Adult" includes congregate and continuing care, assisted living, licensed convalescence	· Sufficient demographics, incomes · Amenities · Services (medical and dental)	· Need is increasing

Recreation/Tourism

The Tulalip Casino is a recreational destination for the area. Wilderness and forest attractions to the east in the mountains and foothills can be accessed from Marysville as can the Puget Sound's waters from marinas on Marysville's waterfront. Development of the Ebey Slough Waterfront Trail and Centennial Trail connections could also create a regional recreational destination in our community.

The Parks and Recreation Element of the Comprehensive Plan discusses the recreation, parks and open space needs of the community. One opportunity may be to build on Marysville's past reputation as a sports community to develop a recreation complex that would attract visitors from outside of the community. This would be the subject of close scrutiny to determine the economic benefits and costs to the City as a whole.

Table 7-6 Potential City of Marysville Development Opportunities, Recreational/Tourism Uses

RECREATION TYPE	TYPICAL REQUIREMENTS	CURRENT STATUS
Resident Serving · Open space · Parks · Marinas · Trails · Recreation (active and passive) · Movies and electronic amusement centers · Cultural facilities	· Public investment and subsidy that also provides area amenities for private development · Access to large bodies of water · Sufficient population and demographics · Large public and/or private subsidies	· Open space and parks plan · Potential at waterfront and Ebey Slough · Meets some criteria · Cultural organizations and community support
Visitor Industries · Hotel/Motel	· High traffic counts · Visibility · Highway-oriented or business versus amenity-oriented	· Explore potential near freeways
· Public Assembly	· Public subsidies - Large business and/or population base · Private - Isolated with amenities and/or activities, e.g., golf tennis, spas, etc. - Among attractions: close to shopping, business and Hotel rooms	· Regional competition · Private sector motel with adequate meeting space best prospect
· Tourism - Destination	· Unique national attraction · Large capital costs · Large population and/or tourism · Heavy promotion · Freeway access and visibility	· Adjacent to I-5
- Casual (specific vs. combination)	· Less promotion necessary · Attracted to area not specific attractions · Quality operators · Typically public subsidies	· Potential with waterfront and recreation (trails, parks)

E. ECONOMIC DEVELOPMENT STRATEGIES FOR LOCAL GOVERNMENTS

Economic development has been stated as a clear goal for the Marysville community. This section discusses the role and activities available to cities the size of Marysville.

Traditionally, cities in Washington State have not been directly involved in economic development. The laws and constitution of the State have not defined the economic role for cities very clearly. In some ways the State's institutions and laws have restricted cities' roles to indirectly influencing rather than directly influencing economic activity within their jurisdictions. In the 1970s, Seattle, Tacoma, Everett, and few others had active economic development staffs with specific economic development functions. These were largely financed with federal funds. In the 1980s, the State government expanded its own role for assisting the economy. During this period, the amount of federal loan, grant, and technical assistance declined. Heavy emphasis for current economic development efforts has been placed on joint public-private economic development efforts usually through joint public-private organizations like economic development boards, councils, or commissions.

The 1990 Growth Management Act, and the requirements of that act and subsequent legislation and quasi-judicial decisions, provide the communities of Washington State an opportunity to integrate economic development with land use, transportation, and capital facilities planning. In addition, it has sensitized many communities to the necessity for economic development as a means of improving the local tax base so that funds are available for planned public services and facilities commensurate with the citizens' vision of their community's future.

This section provides background materials so that the Marysville community may realistically understand what it may do to stimulate economic development. It also describes general economic development strategies and trade-offs of each, and then displays a range of programs, policies and activities that the City should carefully consider.

I. Economic Development Roles Available to Cities in Washington State

There are a number of roles for the city government to take with respect to economic development activities. The following list briefly relates the roles a city government in Washington State can use to influence local economic activity.

Direct Roles

- Comprehensive Planning
  - Economic development recognized as community goal
  - Adequate amounts of land designated for appropriate nonresidential development in strategic locations
  - Flexible, measurable, and certain zoning and regulations
  - Efficient land use processes
- Infrastructure planning, design, and financing
  - Plan for long-term capacity of community
  - Design systems and projects
  - Funds for implementation
  - Construction management

  - Construction
- Financial institution/intermediary
  - Raise and borrow funds
  - Conduit for State, federal and intergovernmental funds
  - Joint funding partner with private sector
- Service delivery
  - Property and personal protection
  - Parks and recreation
  - Community events
  - Social services
  - Employer and purchaser of goods and services
  - Efficient and effective land use planning and regulatory processes
- Land owner and developer
  - Assemble and improve land
  - Joint ventures with private partners
- Information source that develops, maintains, and disseminates data and analysis on local development conditions and trends as well as monitors important trends and assumptions upon which plans, programs, and strategies are based.

Indirect Roles

- Act as a facilitator to convene multiple public and private entities to work on issues of local importance and reach consensus
- Maintain reasonable utility rates and adequate capacity
- Represent residents and businesses in regional and county-wide planning forums
- Mobilize community support by forming committees for issues, projects, and problem-solving
- Planning agency to select alternatives in land use and other infrastructure, environmental, and facilities areas with effective private sector input
- Regulatory body to enforce plans, policies, and regulations
- Low key marketing and image-maker to produce and maintain data and information usually through an organization like a chamber of commerce, visitors bureau, or other association of local businesses

In the State of Washington, the actions, especially direct roles a city may take are limited by the State Constitution and judicial interpretation. Direct financial assistance through loans, grants, and tax rebates are severely limited or forbidden. Voters have consistently reinforced this position when they have had the opportunity to authorize tax-increment financing[1]. Often, available tools that directly provide public financial assistance in other states are not available to communities in Washington State.

[1]Tax increment financing is a device for a city to invest in infrastructure in cooperation with development or redevelopment of property based on the future tax base generated by the development.

II. Specific Economic Development Activities of Cities in Washington State

Those local governments in Washington State that have had on-going economic development programs have concentrated activities in several types of programs. These economic development programs have been located in various parts of the City organization, for example:

- Executive Department including the Mayor or Chief Administrative Officer
- Planning and/or Community Development Department
- Finance Department
- Office of Intergovernmental Affairs, Community Relations, Neighborhoods, Policy Planning, or Long-Term Planning
- Public Utilities
- Separate departments or agencies for economic development

The following are examples of the types of activities that have typically been conducted:

- Data gathering, analysis, information systems maintenance and monitoring
- Program and project
  - Development
  - Evaluation
  - Implementation
  - Marketing
- Sponsored employment and training programs
- Coordinated and mobilized financial assistance using State and federal program funds, such as facility grants, loans, and revolving loan funds
- Provided support for chambers of commerce, development councils, tourist and convention bureaus
- Sponsored and funded area or issue-oriented planning programs
  - CBDs
  - Neighborhood business districts
  - International trade
  - Waterfront development
  - Historic preservation and cultural programs
- Coordinated intergovernmental and private sector liaison
- Served as ombudsperson for private firms dealing with public regulatory process
- Provided empathetic inspection and regulation by codes
- Public works and infrastructure investments in areas to prepare or repair them to entice private investment, projects have included:
  - Roads
  - Utilities
  - Parks and open space
  - Public assembly buildings
  - Arenas

  - Parking facilities
  - Stadiums
  - Convention centers
  - Tourist attractions
  - Waterfront facilities
- Purchase of property with urban renewal or environmental remediation by the public agency and resale to the private sector

III. Guidelines for Effective Economic Development Programs

The success of economic development programs have rested on several characteristics:

- Material and leadership support from mayor, councils, and city managers
- Willingness of city elected and administrative leaders to work creatively and cooperatively with private sector leaders and businesses
- Ability and willingness for cities to fund dedicated technical staff
- Ability to target infrastructure projects and programs to encourage development or redevelopment of specific areas
- Working aggressively to secure state and federal funds for local public and private assistance
- Staff that have been proactive and knowledgeable in working at ways within city legal and budget constraints, and community tolerances to assist businesses and the real estate development process
- Ability to react quickly and consistently to provide assistance for private sector dealings with the public planning and regulatory process
- City staff's ability to link several programs, departments, and leverage limited funds together to take effective action
- Cities are really only limited by their imagination, community support, and persistence.

IV. Alternative Economic Development Strategies

Studies of employment growth experience in local communities has shown that the large majority of new employment opportunities are generated by expansion and retention of businesses that are already located in the community. The relocation of firms from other parts of the country or new plant locations are rare and do not account for a significantly large share of local employment growth relative to overall employment growth in the U.S. New businesses that are the result of new business start-ups, spin-offs from existing local firms and new business ideas and technologies are usually the second most effective way that communities increase employment and businesses within a local area.

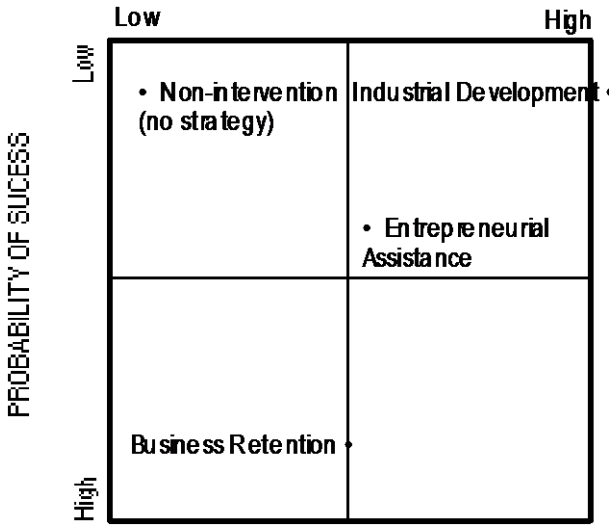
There are three main local economic development strategies or tools that a local government can utilize to impact the level of private business growth in a community. These economic development strategies are:

- Industrial Development:
  I.e. programs and projects to recruit new businesses into a community often with direct financial incentives.

- Business Retention:
  Resolving problems for local businesses so that they can expand locally rather than leave. This strategy also encompasses local real estate development to create spaces for jobs, i.e., the supply of job spaces or real estate.
- Entrepreneurial Assistance:
  Encouraging new business formations usually through indirect methods.

Figure 7-1 graphically illustrates the trade-offs inherent in the four general alternative strategies that provide the focus for influencing private decision-makers. Industrial development or recruiting strategies require a significant investment in staff, travel and media, but large relocations only occur in a few communities each year so the probability of significant employment increases from outside the community are small. Doing nothing costs little but also has only a random chance of success. Assisting brand new firms has much better prospects for success but significant costs as technical assistance or direct subsidies are expensive; however, assisting existing local firms with expansion plans typically costs less with much better prospects for returns to the community.

Figure 7-1 Trade-offs with Economic Development Strategies



Human resource programs

Human resource programs are a fourth way besides the three alternative basic economic development strategies whereby cities can be effective at economic development. The previous three general approaches to economic development strategies try to raise revenues, reduce costs, or reduce risks for business location, facility investment decisions, and operating decisions of businesses. Human resource programs operate in several ways to improve the local labor force and household directly:

- Remediation
  Temporary support for under and unemployed and their families
- Training and retraining
  To improve individuals' abilities to enter or remain in the work force

- Job market improvements
  Referral programs, etc. that allow labor resources to be mobile and respond to job openings
- Social service programs
  That provide for the needs of community residents who are temporarily not able to participate in the economy

Usually cities help local social service agencies (public and private), schools, and federal and State agencies deliver these programs with finances, facilities, or leadership. In the State of Washington, most of these activities are either handled by the State or regional/county agencies, usually not by smaller cities and towns.

V. Corporate Decision Location Criteria

Whether firms move or expand within the Central Puget Sound region; locate into this community from outside of this region; or are brand new firms, these decision-makers consider the overall character of the community. Historically and traditionally, firms located close to the resources they needed or the transportation system, as those factors, along with labor, were important cost determinants. In recent years, firm location decisions are driven by a somewhat different set of factors.

Table 7-7 reports the results of an analysis of corporate decision factors and quality of life factors recently reported by one of the largest U.S. accounting/consulting firms. An indication of which of those factors are in the direct and indirect control of the City of Marysville has been added. In addition, the other agencies and entities that influence these factors besides the local city government have been added. Most of these factors are not directly under the influence of the City of Marysville.

Table 7-7 Corporate Decision Location Criteria

FACTORS	CITY OF MARYSVILLE'S ABILITY TO INFLUENCE	INFLUENCE BY OTHER LOCAL AGENCY/GROUP
Quality of Life Index/Management and Employee Criteria		
Housing Quality/Neighborhood Integrity	I	S.C.H.A.*
Education Quality	N	School District
Employment Security and Choice	N	—
Police Services and Perception of Security	D	—
Shoppers Goods: Availability and Choice	I	—
Medical Services and Depth of Expertise	N	—**
Regional Recreational Offerings	I	Tulalip Tribes, U.S.F.S. and Snohomish County
Cultural Opportunities	P	Private Sector and Tulalip Tribes
Transportation System/Ease of Access	P	State and County
Taxation Levels/Public Services Provided	D	—
Integrity of Political System	D	—
Climate	N	—
Landscape Quality	I	Private Sector
Employer/Business Preference Criteria		
Quality of Life Index	See Above	—
Area Work Ethic	N	—
Area Tax Considerations	D	—
Available Labor/Clerical Pool	I	—
Political and Business Coalition	D	—
Advance Growth Planning	P	—
Regional Economic Outlook	N	—
Financing and Other Assistance	I	—
University R&D Capabilities	N	State
Gateway Airport Regional Transportation	N	Port of Seattle, State, Snohomish Co. and City of Arlington
Incubator Opportunities	N	State
Access to Foreign and Domestic Markets	N	Ports of Everett/Seattle

Source: Ernst & Young, 1994; Economic Consulting Services

Legend: D—Directly controls through services and facilities, P— Partial control with other local, regional or state agencies
I—Indirectly controls through planning and regulation
N—No control responsibility rests with other agencies or private market forces
* — Snohomish County Housing Authority and other groups concerned with meeting local needs for shelter and affordable housing
** — U.S. Forest Service

There are many entities that have a role in local economic development within and near Marysville. Table 7-8 displays the entities and suggests roles that they play. Many of these roles are joint or cooperative activities or should be. There are some roles related to planning, regulation, and capital facilities where the City has a significant and initiating role.

Table 7-8 Local Entities Strategic Roles

	City 1	County 2	Port 3	EDC 4	Chamber 5	School 6	PIC 7	HSS 8
ECONOMIC DEVELOPMENT								
· Industrial Development	B C	B	B	A	B	C	C	C
· Business Development & Retention	A	C	C	C	C	C	B C	—
· Entrepreneurial Development	A	C	C	C	C	C	B C	C
· Human Resources	B C D	B C D	C	C D	C D	A	A B	A
LAND USE								
· Planning	A	C	C	C	C	—	—	—
· Regulation	A	C	—	—	—	—	—	—
INFRASTRUCTURE								
· Planning	A	C	C	—	—	—	—	—
· Financing	B C	C	C	—	—	—	—	—
TRANSPORTATION								
· Planning	A	C	B C	—	—	—	—	—
· Financing	B C	B C	B C	—	—	—	—	—

Headings:

1 City of Marysville
2 Snohomish County
3 Port of Everett
4 Snohomish Economic Development Council
5 Chamber of Commerce and Downtown Assoc.
6 School District
7 Private Industry Council
8 Human and Social Service Agencies

Legend:

A Leadership Role
B Support with Financing
C Support with Cooperation and input
D Explore Options
— No Role

VI. Economic Development Policy Options

Communities have a choice about how active or passive they will be with respect to their role, policies, and activities for economic development. If a city decides to adopt the minimum functions required by law and community will, it leaves itself entirely to the whim of market forces. At the other end of the spectrum, to shape, divert, or change market forces, a community would have to expend a large amount of time, funds, and community energy. In the case of a smaller community, this is usually more difficult. However, occasionally a smaller community with the strength of a strong community consensus and tangible assets may reverse or even create market forces, e.g. Leavenworth, Washington.

Table 7-9 presents a range of philosophies, activities and tools that communities can use to implement economic development policies. The exact and specific details and issues will of necessity vary by community. The Economic Development Committee reviewed these illustrated ranges of policies before they crafted their own set of policies for economic development described in Section II. Those policies typically were a continuation of the "transformation" and "maintenance" policies. If one phrase were used it might be a "balanced policy."

The policies presented here are for informational purposes to illustrate the range of actions available to local communities.

Table 7-9 General Economic Development Policy Options

	AGGRESSIVE POLICY	TRANSFORMATION POLICY	MAINTENANCE POLICY	NON-INTERVENTION POLICY
1. GENERAL PHILOSOPHY	Growth-oriented	Growth moderate	Retain economic base related to market factors of locale	Only market forces decide growth
	Want rapid increase in population and business	Target certain industries or kinds of firms to diversify	Assist existing local firms to expand only	No particular protection of environment
	Few restrictions or regulations	Pursue a quality environment	Quality of environment important	Environmental quality directed by market forces
	Will accept any industry or firm	Growth funneled to certain areas or only for some industries	Protect and preserve current local character	No particular attempt to guide growth
	Stimulate growth in all areas of the community	Emphasis on redevelopment and annexations	Emphasis on in-fill and build-out within current boundaries	
2. ACTIVITY EMPHASIS	Industrial recruiting and business retention active; significant assistance to new businesses	Respond to specific requests by local and new firms for assistance; criteria for assistance	Emphasis on business development for existing businesses to expand	Only caretaker government functions for business
	Intense national and regional marketing and promotion	Emphasis on business development for existing businesses to expand	Respond only to specific requests by local firms for assistance	Routine public works and utilities - minimum expenditures for expansion as needed
	Public works for all industrial/ commercial areas	Public works for some nonresidential areas only	Public works/utilities maintained so existing systems are not over utilized and costs are covered	Routine public service delivery
	Lowest possible public utility prices and facilities subsidized by community	Public works/utilities maintained so existing systems are not over utilized		

Table 7-9 General Economic Development Policy Options, continued

	AGGRESSIVE POLICY	TRANSFORMATION POLICY	MAINTENANCE POLICY	NON-INTERVENTION POLICY
3. EXAMPLES OF TOOLS NECESSARY	Special Emphasis on Direct Methods	Selective Use of Direct and Indirect Methods	Limited Use of Direct Methods	Minimize Government Actions
	Financial assistance available to all new and existing businesses	Financial assistance for specific industries or areas	No special tax breaks or incentives provided	No subsidies
	Significant economic development staffing	Economic development staff focused on specific areas	Area renewal programs	No area renewal programs
	Heavy private sector funding	Government and private resources targeted to areas	Assistance only to halt flight of businesses	No state or federal funds used
	Government and business resources very active - boosterism	Local, State-federal funds targeted to industries or areas	Government and private resources to maintain status quo	Private sector only for fraternal activities
	Large local, state or federal assistance to all	Use infrastructure investment to attract new firms to some areas	Maintain existing infrastructure	No government leadership
	City resources for external marketing	Actively utilize State and County external marketing resources	Provide information through local organizations	No special marketing efforts
	Use infrastructure investment to attract new firms to some areas	Development and financing incentives for limited nonresidential areas	Maintain current infrastructure equity with residential areas	
	Infrastructure built in advance	Infrastructure planned and designed, financed in partnership	Concurrency policy for infrastructure	Concurrency policy for infrastructure
	Master plan nonresidential areas and issue Environmental Impact Statement (EIS)	Subarea plans and issue Environmental Impact Statement (EIS)	Comprehensive plan designations and zoning	Comprehensive plan designations and zoning
	Favorable development regulations and incentives	Favorable development regulations and incentives	Status quo in development regulations	Minimal development regulations

F. STATE, REGIONAL AND COUNTY ECONOMIC DEVELOPMENT GOALS AND POLICIES

The City of Marysville's Economic Development Policies will not operate in a vacuum. Besides the dimensions of local, regional, national, and international market forces, there are State, regional (the four-county Puget Sound Regional Council), as well as Snohomish County economic development policies. In addition, the Economic Alliance Snohomish County has suggested policies for local governments to adopt under the Growth Management Act. To some extent, the City of Marysville is bound by such policies except they are typically so general that each specific community has to interpret and shape their own to deal with their own issues.

The policies from the following documents were reviewed and incorporated as appropriate into this document: Growth Management Act, Puget Sound Regional Council's Vision 2040, and Snohomish County's General Policy Plan and Economic Development Element. Please see the full Economic Development Element for a more extensive discussion of these plans.

G. STRATEGIES FOR PLANNING AREAS WITH HIGHEST ECONOMIC DEVELOPMENT POTENTIAL

North Marysville provides a rare opportunity to provide suitable land for large or extremely large industrial or commercial uses. The Smokey Point Neighborhood located east of I-5 from 122nd Street to the north City limits is the City's planned jobs center. The Smokey Point Master Plan Area will accommodate much of this growth. The Smokey Point Master Plan Area exhibits several characteristics that make it appealing to larger industrial and commercial users. It is located within two miles of I-5, with access to the freeway at 172nd Street (SR 531) and at 116th Street. An opportunity exists to provide an additional freeway access between 172nd and 136th at 156th Street which presently has an overpass but is not a full interchange. Access to the Smokey Point Master Plan Areas is provided by a grid arterial system that includes 172nd Street, 152nd Street, 136th Street, Smokey Point Boulevard, and 51st Avenue. This area is also served by a railroad spur leading to Arlington from the north-south BNSF main line.

The parcels in the Smokey Point Neighborhood and Smokey Point Master Plan Area are generally flat, vacant, or under developed, an important characteristic for large industrial and commercial users. Sewer and water service are provided by the City of Marysville, which has treatment and source capacity for such uses already available or under construction. Major sewer and water lines are near the area and available for extension.

Parcels within the area range from 5 acres to over 90 acres, with the potential to assemble much larger parcels. Designating this area for industrial use, and adoption of the Smokey Point Master Plan, has laid the foundation for the area potentially becoming the next Canyon Park, Harbour Pointe, or Southwest Everett in Snohomish County. As Snohomish County becomes increasingly urbanized, the options for significant areas for large industrial and commercial activities have been eliminated south of Arlington. North Marysville is the next, and possibly last, logical area along I-5 to accommodate such activity.

The Canyon Park industrial area has been substantially developed. Height limits in some areas are expected to increase to attract the more intense office and research activities expected as the "eastside" of King County continues to fill up. Extensive industrial and commercial uses will have difficulty finding space in the Canyon Park area.

Harbour Pointe still has some potential, and some vacant existing buildings and land. This area, together with Southwest Everett, can be expected to absorb much of the growth associated with the Boeing Company, as they seek to contract out major portions of the aircraft production. Southwest Everett still has about 300 to 400 acres of vacant land available for industrial development. However, the largest remaining contiguous parcel is about 200 acres.

Necessity for Pre-Planning

History of Canyon Park and Harbour Pointe.

In 1961, a 6,700 acre area near Paine Field Airport was annexed to the City of Everett. Approximately 4,000 acres, the area closest to Paine Field, was designated for industrial park uses and zoned industrial. Due the availability of this unique combination of proximity to Paine Field, existing large parcels, appropriate zoning and reasonable proximity to I-5, in the mid 1960's Boeing purchased about 700 acres for their 747 plant. The availability of adjacent vacant industrial land permitted Boeing to continue land acquisition, ultimately assembling 1,000 acres in Southwest Everett. Boeing also purchased hundreds of acres in Harbour Pointe, and leased substantial land and buildings throughout Southwest Everett and the other industrial areas near their plant. These actions enabled Boeing to expand their plant to accommodate the 767 and 777 model aircraft. In 2004, Boeing began restructuring its manufacturing processes by contracting out many of the parts for the 7E7 (now 787 Dreamliner) airplane and for future construction of all of their Everett built aircraft models. Many Boeing suppliers have located near their campus. In addition to Boeing, a number of large and small industrial and warehouse companies have elected to locate in Southwest Everett, Harbour Pointe, and the nearby industrial area.

Planning and development of the infrastructure serving Southwest Everett began in the mid 1960s when Boeing announced their 747 Plant. Further planning and development of the infrastructure began in the mid 1970s. The long lead times were necessary to develop the plans, establish the funding, and construct the significant capital facilities necessary to serve this area. Improvements to the freeway's access and capacity, a new arterial network, additional sewer and water treatment and transmission capacity, sewer collection, and water distribution grids evolved over the next 25 plus years.

In the 1990s, Everett worked with Boeing to convince the State Legislature to create an opportunity for communities to pre-plan for development of designated areas. These "planned action" areas are intended to encourage development in appropriate locations by preparing the necessary plans for development in advance of that development, and to create a streamlined land use process. The first planned action area was created in Southwest Everett by the City of Everett. This action strengthened Everett's market position for industrial development. If Everett had not had the foresight in the 1960s to designate Southwest Everett for industrial uses, and planned and constructed the necessary infrastructure, Boeing and the other employers would not have been able to locate in this community.

Certainly there are few Boeing companies seeking such large parcels. However, the world economy does occasionally generate such a user. At such times, most communities have failed to set aside the assemblage of property necessary to be competitive in the world market. Marysville's and Snohomish County's last and best chance to be ready to compete in that market lies in north Marysville. As stated before, the area has freeway and arterial access, flat ground, and sufficient size to meet the needs of most large projects. Annexation of this area, zoning of the area for industrial uses, and adoption of the Smokey Point Master Plan are key attributes that make the area competitive.

Logical Boundaries

Historically, the City of Marysville expanded to the north and east from its origins on Steamboat and Ebey Sloughs. Proximity to the I-5 corridor and utility services provided incentives for the City and property owners to seek annexation. In 1990, the State adopted the Growth Management Act that identified 13 goals for development within the State. Local communities worked together to designate area appropriate for urban growth, rural and resource lands, and transition areas. Only areas within the Urban Growth Area (UGA) were eligible for annexation to cities. In fact, the process resulted in dividing UGAs between adjoining municipal corporations.

In the case of north Marysville, the situation was further guided by a 1996 agreement on the boundaries for Marysville and Arlington. An unusual element of the agreement was the designation of a large area as falling within Marysville's UGA, which, however, was only contiguous with the Marysville city limits at one corner of the property. In effect, it was separated from Marysville by an area not designated for urban growth.

Expansion of Marysville's UGA boundaries to include this undesignated area, has resulted in more logical municipal boundaries, and extension and delivery of services. Such action also resolved a conflict on a specific property that straddles the existing UGA/Non-UGA boundary. Marysville police, roads, and utilities no longer have to leave the City to serve this isolated property.

Unique opportunities

The State's Growth Management Act strongly encourages developments that are of an urban character to locate within existing cities or the UGA boundaries. This action facilitates the logical and efficient use of public facilities and services. It also supports the preservation of important rural, agricultural, and resource lands.

Occasionally, a use is identified that is unique and challenging to locate within the areas designated for urban development. It may be challenging to locate these unique uses because of the amount of land necessary for the use, functional requirements of the use, or its impacts on the surrounding community. Nevertheless it is important that they be located within the urban area.

APPENDIX A – MARYSVILLE EMPLOYMENT AND WAGE BACKGROUND SUMMARY, 2013

Since the last Comprehensive Plan Update in 2005, the City has experienced significant growth in population due in large part to several annexations, the largest of which was the Central Marysville Annexation which was finalized in December 2009. This has resulted in the City growing from approximately 30,507 citizens in 2005 to an estimated 62,100 citizens in 2013. The City, like the rest of the nation, has also been impacted by, and emerged from, the Great Recession. Given the population growth and recessionary impacts the City has experienced, updated employment and wage information is provided to reflect more recent economic conditions, and to compare the City's position in these areas relative to Snohomish County and the State of Washington.

a. Snohomish County Population Characteristics

- Snohomish County population growth (169%) outpaced the State's population growth (97%) from 1970 to 2010.
- Snohomish County's population over age 65 has also grown faster (186%) than the rate for the State (101%).

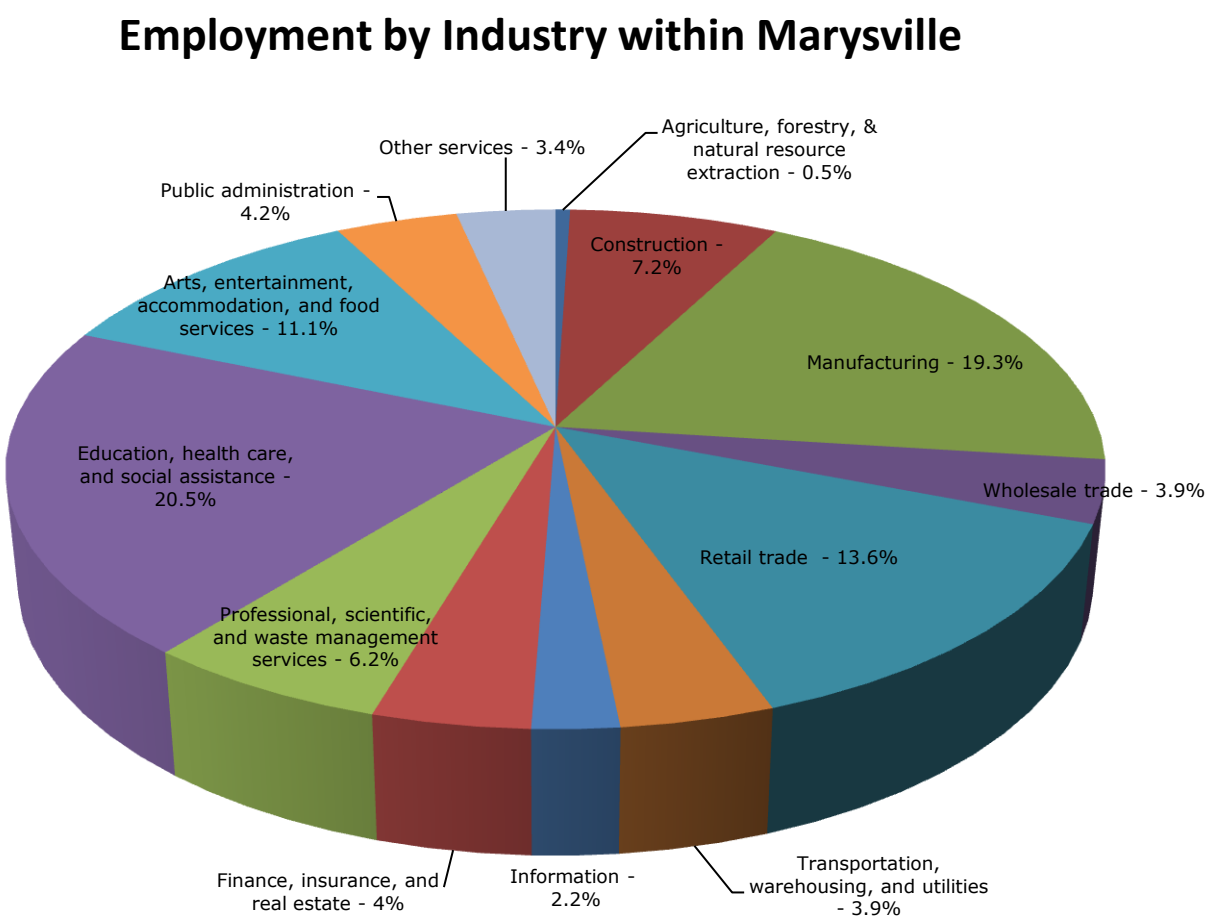
b. Snohomish County Employment Characteristics

- Non-agricultural employment accounts for 99.6% of Snohomish County's labor force.
- Snohomish County has a greater concentration of manufacturing jobs than the State as a whole. In 2013, 17% of jobs in Snohomish County were in manufacturing while just 10.5% of jobs in Washington State were in manufacturing.
- Jobs in the construction sector account for 7% of jobs within Snohomish County and 6% of jobs within the State.
- Educational services, health care and social assistance, and retail trade are other major employment sectors in both Snohomish County and the State. In Snohomish County, 19.7% of jobs are in educational services, health care, and social assistance compared to 21.6% of jobs within the State. Retail trade accounts for 12.2% of employment in Snohomish County and 11.8% in the State.

c. Marysville Employment Characteristics

- Education, health care, and social assistance is the largest employment sector in the City (20.5 percent of employment followed by manufacturing (19.3 percent of employment. Rates of employment in manufacturing within the City exceed both State and County industry shares.
- Retail and wholesale trade is the third largest employment category in the City (17.5 percent of employment) and also exceeds both State and County rates.
- Marysville exhibits greater concentrations of employment than the State of Washington and Snohomish County in the following sectors: manufacturing; retail and wholesale trade; and entertainment, accommodation, and food services.

Figure 7-2 Employment by Industry within Marysville, 2013



Source: U.S. Census Bureau, 2011-2013 American Community Survey 3-Year Estimates

Table 7-10 Employment by Industry – Washington State, Snohomish County, & Marysville, 2013

	Washington		Snohomish County		Marysville	
	Employees	Percentage of total	Employees	Percentage of total	Employees	Percentage of total
Agriculture and natural resources extraction	81,956	2.6%	2,672	0.8%	132	0.5%
Construction	191,470	6.0%	24,853	7.0%	2,112	7.2%
Manufacturing	334,625	10.5%	60,432	17.0%	5,635	19.3%
Wholesale trade	93,601	2.9%	8,752	2.5%	1,145	3.9%
Retail trade	375,280	11.8%	43,284	12.2%	3,975	13.6%
Transportation, warehousing, and utilities	163,769	5.1%	14,697	4.1%	1,131	3.9%
Information	73,119	2.3%	8,051	2.3%	637	2.2%
Finance, insurance, and real estate	175,109	5.5%	20,857	5.9%	1,157	4.0%
Professional, scientific, management, administrative, and waste management services	385,258	12.1%	38,102	10.7%	1,818	6.2%
Education, health care, and social assistance	686,109	21.6%	70,303	19.7%	5,998	20.5%
Arts, entertainment, recreation, accommodation, and food services	295,274	9.3%	31,453	8.8%	3,254	11.1%
Public administration	172,566	5.4%	13,910	3.9%	1,234	3.4%
Other services	154,324	4.8%	18,782	5.3%	1,004	3.4%
Total population or percentage of population 16 years and older employed	3,182,460	100%	356,148	100%	29,232	100%

Source: U.S. Census Bureau, 2011-2013 American Community Survey 3-Year Estimates, Selected Economic Characteristics for Washington State, Snohomish County & Marysville

d. Wage Summary

- In 2013, Snohomish County wages were 11.3 percent higher than the Statewide average. Wages within Marysville were about 9.8 percent lower than the Snohomish County average and 0.5 percent higher than the Statewide average.
- Marysville wages lag behind those paid elsewhere in Snohomish County in ten of thirteen industry sectors (see Table 7-11).

- Several sectors within Marysville experienced faster wage growth from 2009 to 2013 than Snohomish County. These sectors include wholesale trade (+11.6 percent); arts/entertainment/recreation/accommodation/food services (+56 percent); transportation/warehousing/utilities (+15.6 percent); public administration (+15.2 percent); education/health care/social assistance (+11 percent); and other services (+35.3 percent).
- Marysville's strongest three wage sectors include public administration, manufacturing, and transportation/warehousing/utilities.

e. Wage Trends

Total payroll in the City of Marysville increased 88.9 percent from 2009 to 2013 or from approximately $595 million to $1.12 billion. This dramatic increase in payroll appears to be a consequence of the substantial increase in the City's population that resulted from the Central Marysville Annexation which was finalized December 30, 2009. From 2009 to 2013, there was an 84 percent increase in the population over 16 years within the City from 25,579 in 2009 to 47,084 in 2013. Average wages per employee were stagnant during this period, growing only 1.4 percent from $36,376 to $36,887 during this period. While average wage growth was only 1.4 percent in the City during this time period, growth within Snohomish County was only moderately greater at 3.9 percent. The City fared far better than the State overall during this period, as there was over a 20 percent contraction in wages from an average annual wage of $45,956 in 2009 to just $36,722 in 2013.

In the City of Marysville, public administration, manufacturing, and transportation/warehousing/utilities are the highest paying sectors with a combined average wage per employee of nearly $57,000 per year. Construction, information, and wholesale trade are also strong wage-earning sectors in the City. General services, retail trade, arts/entertainment/recreation/food services, and agriculture are the lowest paying sectors, with combined average wages per employee of approximately $25,044, 126 percent lower than the average for the highest paying sectors combined.
A summary of the City of Marysville's wages among the thirteen industry sectors is shown in Table 7-11 below, along with a comparison of City wages to wages in Snohomish County and the State of Washington. When comparing City wages to County figures, average annual wages per employee in the City exceed those in Snohomish County in only four of thirteen industry sectors (arts/entertainment/ /food services, construction, public administration, and other services.

Table 7-11 Marysville, Snohomish County, and Washington State Wages by Industry and Marysville Payroll, 2013

	2013 Total Estimated Marysville Payroll	2013 Total Number of Employees	2013 Annual Median Earnings Marysville	2013 Annual Median Earnings Snohomish County	2013 Annual Median Earnings Washington State	Marysville Earnings Relative to Snohomish County	Marysville Earnings Relative to Washington State
Agriculture and natural resources extraction	$3,636,732	132	$27,551	$29,941	$36,722	-8%	-25%
Construction	$104,246,208	2,112	$49,359	$44,334	$41,550	+11%	+18.8%
Manufacturing	$295,138,760	5,635	$52,376	$61,167	$52,258	-14.4%	-
Wholesale trade	$47,911,380	1,145	$41,844	$47,740	$41,506	-12.4%	-
Retail trade	$89,306,325	3,975	$22,467	$27,908	$25,710	-19.5%	-12.7%
Transportation, warehousing, and utilities	$58,500,975	1,131	$51,725	$54,786	$48,371	-5.9%	+6.9%
Information	$27,689,753	637	$43,469	$52,231	$51,735	-16.8%	-16%
Finance, insurance, and real estate	$43,256,759	1,157	$37,387	$44,383	$43,449	-15.8%	-14%
Professional, scientific, management, administrative, and waste management services	$61,937,442	1,818	$34,069	$47,801	$49,475	-28.8%	-31.1%
Education, health care, and social assistance	$209,840,030	5,998	$34,985	$36,817	$35,619	-1.8%	-1.8%
Arts, entertainment, recreation, accommodation, and food services	$73,527,384	3,254	$22,596	$18,800	$17,144	+20.2%	+31.8%
Public administration	$80,981,250	1,234	$65,625	$61,691	$55,473	+6.4%	+18.3%
Other services	$27,674,256	1,004	$27,564	$26,618	$23,811	+3.6%	+15.8%
Total or Average	$1,123,647,254	29,232	$36,887	$40,901	$36,722	-9.8%	+0.5%

Source: U.S. Census Bureau, American Community Survey 2013 Year Estimates

The following are key points regarding the data in Table 7-11:

- Public administration and manufacturing are the highest and second highest paying sectors respectively in the State, Snohomish County, and the City. Public administration compensation within the City is 6.4 percent higher than in Snohomish County and 18.3 percent higher than within the State overall. In 1999, manufacturing wages in the City were 39 percent lower than those in Snohomish County; however, by 2013 this gap had closed substantially with manufacturing wages in the City now only 14.4 percent less than in Snohomish County. There is no significant difference between manufacturing wages in the City compared to the State overall.
- Transportation, warehousing, and utilities are the third highest paying sector in both Snohomish County and the City, and the fifth highest paying sector in the State. Wages within this industry are fairly comparable among the City, Snohomish County, and State, with compensation being 5.9 percent lower in the

City than in Snohomish County and 6.9 percent higher in the City than in Washington State.

- Information is the fifth highest paying sector in the City, fourth highest paying sector in Snohomish County, and the third highest paying sector in Washington State; however, compensation in the City lags significantly behind compensation seen in Snohomish County (16.8 percent less) and the State (16 percent less).
- The compensation within the City for professional, scientific, management, administrative, and waste management services is substantially lower than in both Snohomish County and the State with City compensation 28.8 percent and 31.1 percent lower respectively. Compensation within the City is also substantially lower than in both Snohomish County and the State in the retail trade, information, finance/insurance/real estate, and agricultural and natural resource extraction industries.
- Compensation in the City lags behind Snohomish County in 9 of 13 industries, and exceeds Snohomish County in only 4 of 13 industries.
- Compensation in the City lags behind the State in 6 of 13 industries, exceeds the State in 5 of 13 industries, and is on par with the State in 2 of 13 industries.

Table 7-12 Percentage Change in Average Annual Wage per Employee (2009-2013)

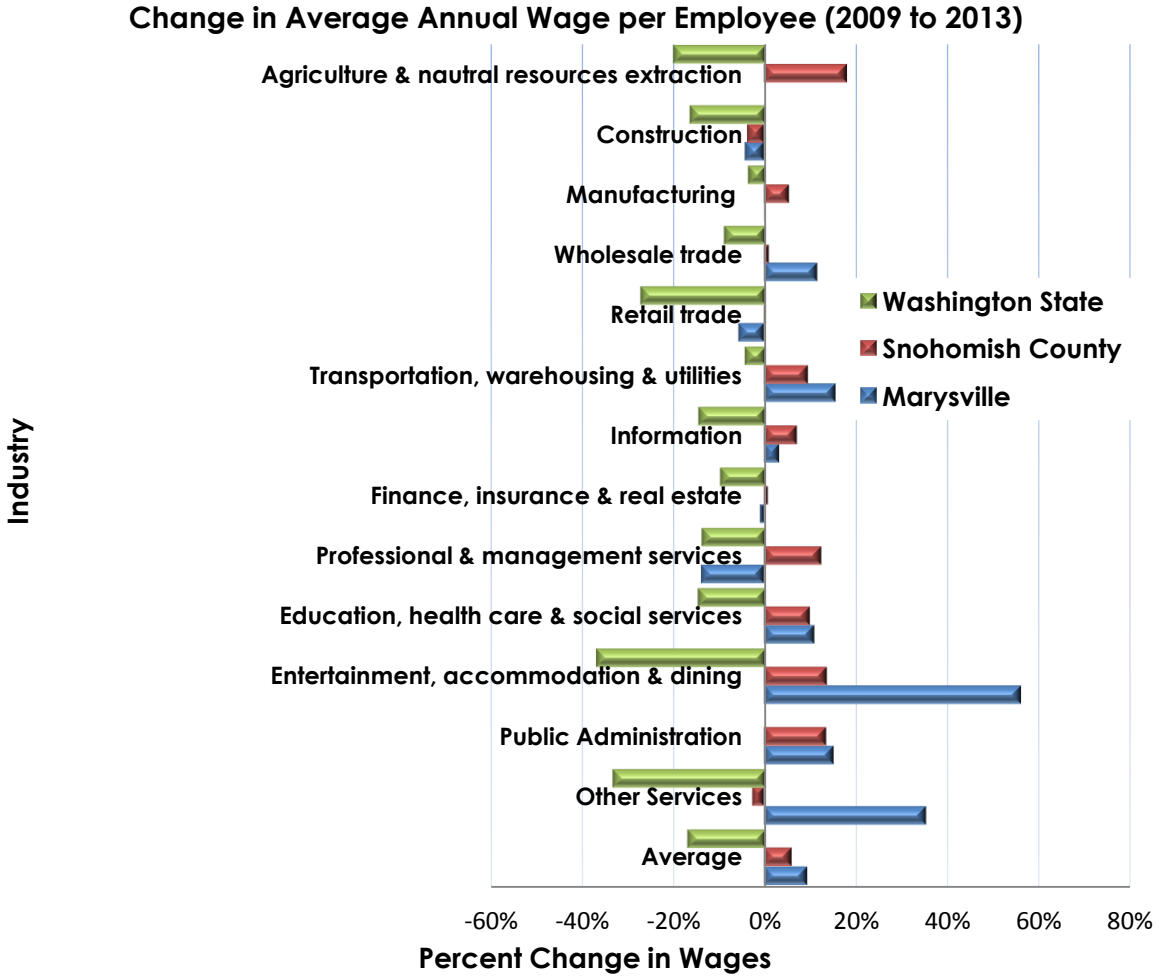
	2009 Annual Median Earnings Marysville	2013 Annual Median Earnings Marysville	Difference Earnings in Marysville 2009 to 2013	2009 Annual Median Earnings Snohomish County	2013 Annual Median Earnings Snohomish County	Difference in Earnings in Snohomish County 2009 to 2013	2009 Annual Median Earnings Washington State	2013 Annual Median Earnings Washington State	Difference in Earnings in Washington State 2009 to 2013
Agriculture and natural resources extraction	$2,500	$27,551	-	$25,392	$29,941	+17.9%	$45,956	$36,722	-20.1%
Construction	$51,508	$49,359	-4.2%	$45,996	$44,334	-3.6%	$49,755	$41,550	-16.5%
Manufacturing	$52,358	$52,376	+0.03%	$58,009	$61,167	+5.4%	$54,354	$52,258	-3.9%
Wholesale trade	$37,500	$41,844	+11.6%	$47,204	$47,740	+1.1%	$45,661	$41,506	-9.1%
Retail trade	$23,786	$22,467	-5.6%	$27,809	$27,908	+0.4%	$35,308	$25,710	-27.2%
Transportation, warehousing, and utilities	$44,745	$51,725	+15.6%	$50,033	$54,786	+9.5%	$50,674	$48,371	-4.6%
Information	$42,083	$43,469	+3.3%	$48,750	$52,231	+7.1%	$60,607	$51,735	-14.6%
Finance, insurance, and real estate	$37,708	$37,387	-0.86%	$43,974	$44,383	+0.9%	$48,207	$43,449	-9.9%
Professional, scientific, management, administrative, and waste management services	$39,493	$34,069	-13.7%	$42,541	$47,801	+12.4%	$57,432	$49,475	-13.9%
Education, health care, and social assistance	$31,528	$34,985	+11%	$33,505	$36,817	+9.9%	$41,812	$35,619	-14.8%
Arts, entertainment, recreation, accommodation, and food services	$14,473	$22,596	+56%	$16,548	$18,800	+13.6%	$27,141	$17,144	-36.8%
Public administration	$56,984	$65,625	+15.2%	$54,384	$61,691	+13.4%	$55,581	$55,473	-0.2%
Other services	$20,375	$27,564	+35.3%	$27,284	$26,618	-2.5%	$35,636	$23,811	-33.2%
Total or Average	$36,376	$36,887	+1.4%	$39,379	$40,901	+3.9%	$45,956	$36,722	-20.1%

Source: U.S. Census Bureau, 2007-2009 and 2011-2013 American Community Survey 3-Year Estimates, Selected Economic Characteristics for Washington State, Snohomish County & Marysville

The following are key points regarding the data in Table 7-12:

- Between 2009 and 2013, wages in public administration, education/health care/social assistance, transportation/warehousing/utilities, and information experienced growth similar to rates found in Snohomish County. Construction wages contracted at similar rates both within the City (-4.2 percent) and Snohomish County (-3.6 percent). Wages in the arts, entertainment, recreation, accommodation and food services industry grew significantly more within the City (+56 percent) than in Snohomish County (+13.6 percent). Conversely, local wages in professional/scientific/management/administrative/waste management and other services diverged from countywide averages during the period with wages in the professional, scientific/management/administrative, /waste management industry decreasing by 13.7 percent in the City while increasing by 12.4 percent in the County, and wages in other services increasing by 35.3 percent in the City and decreasing by 2.5 percent in the County.

Figure 7-3 Percentage Change in Average Annual Wage per Employee (2009 to 2013)



Source: U.S. Census Bureau, 2007-2009 and 2011-2013 American Community Survey 3-Year Estimates, Selected Economic Characteristics for Washington State, Snohomish County & Marysville

APPENDIX B – QUIL CEDA VILLAGE ECONOMIC IMPACT STUDY (GARDNER/JOHNSON, APRIL 2002)

A. QUIL CEDA VILLAGE ECONOMIC AND FISCAL IMPACT ANALYSIS

The following are the major findings of the economic and fiscal impact analysis of Quil Ceda Village on the City of Marysville, completed by Gardner Johnson LLC. This analysis is based on the continuation of employment trends identified in 2002. All figures expressed are in constant 2002 dollars. The report provided the impetus for the City of Marysville to investigate new economic development strategies and has resulted in the City taking a more active role in encouraging and facilitating economic growth in our community. Assuming the economic initiatives, goals and policies herein are implemented, the City should be able to avoid some of the implications predicted by these findings.

- Federal regulations and tax exemptions associated with tribal lands provide significant development cost, financing, and tax advantages over non-tribal lands.
- The majority of research about the economic impacts of Indian casinos on nearby non-Indian communities has found that communities see positive, but frequently modest economic growth and little measurable social problems like crime.
- The majority of studies, however, have looked at casinos operated by more rural, economically isolated tribes and nearby equally distressed communities. Studies acknowledge that casinos in suburban areas may likely have different impacts on surrounding communities than expressed in past research including business leakage and capture.
- Construction of Quil Ceda Village through 2020 will create 2,476 jobs, with an additional 1,954 jobs created indirectly by ripple effects. Because construction is a temporary activity, the great majority of jobs will not be sustained permanently.
- Operation of the new casino complex will create roughly 1,300 jobs by 2012, with an additional 247 jobs created by ripple effects. New jobs as a result of casino operations will be permanently sustained so long as the casino is in operation. (Exhibits 2 and 3)
- Non-casino development at Quil Ceda Village will house 6,600 jobs, 77% of which will be in Retail Trade, Services and Finance, Insurance & Real Estate (F.I.R.E.). (Exhibits 4-6)
- Presently, roughly 13,000 more residents work outside of Marysville than work in Marysville (job leakage or job export). When compared to Mount Vernon, a similarly sized regional city with a lesser identity as a bedroom community, Marysville exports 10,000 too many (excess leakage).
- Assuming current trends, Marysville can be expected to have nearly 13,000 jobs in excess leakage by 2020. In addition, $227.7 million in retail sales spending by Marysville residents can be expected to occur outside of Marysville by 2020 (retail sales leakage). (Exhibit 8)
- By 2020, development advantages on tribal land will have significant economic impacts on the Marysville economy. Non-casino development at Quil Ceda Village could capture as much as 41.3% of Marysville's excess job leakage and nearly 100% of Marysville's retail sales leakage. (Exhibit 9)

- Quil Ceda Village could capture as much as $380 million in taxable sales leakage from Marysville. Taxable sales include transactions in all industries subject to retail sales tax, including retail sales, manufacturing, services and other sectors. The taxable sales leakage could amount to $3.6 million annually. (Exhibit 10)
- Development locating in Quil Ceda Village rather than Marysville, due to cost and tax advantages on tribal land, would have contributed as much as $768,000 annually in Marysville property taxes. (Exhibits 11 and 12)
- Quil Ceda Village traffic and associated law enforcement, road improvements, maintenance and emergency medical services will pose the greatest public service costs to the City of Marysville. The costs will go largely unrecovered because the traffic will be due to transactions and development outside of the Marysville tax structure.
- Law enforcement costs to Marysville related to Quil Ceda Village could reach as much as $120,000 annually (Exhibit 14).
- Marysville road and intersection improvements for Quil Ceda Village traffic will cost roughly $2.8 million through 2020. (Exhibit 14)
- The City of Marysville Public Works Department estimates annual street maintenance costs as a result of Quil Ceda Village traffic on Marysville roads to reach $150,000 by 2006 and $268,000 by 2020. (Exhibit 14)
- Emergency medical service to Quil Ceda Village-related traffic accidents in Marysville is estimated to cost from $8,000 in 2003 to $38,000 in 2020. After patient billing revenues are received for roughly 24% of calls, net costs are anticipated to range from $6,000 in 2003 to $29,000 in 2020. (Exhibit 14)
- Total fiscal loss, the combination of tax revenue leakage and public service costs, is projected to grow from as much as $1.3 million annually in 2003 to as high as $5.0 million annually in 2020. Revenue leakage will be the greatest factor (79% of total fiscal impacts). (Exhibit 15)
- Greater success in attracting future economic growth and expanding Marysville's existing economic base would serve to reduce future City revenue leakage. However, Quil Ceda Village will produce comparable traffic levels, and resulting City costs, no matter what success Marysville has in shoring up existing and projected future economic leakage.

B. MARYSVILLE BASELINE ECONOMIC ANALYSIS

Comparison of local economic trends with surrounding areas provides the base to evaluate microeconomic influences such as employment and payroll trends, sales tax characteristics and baseline business indicators. This section analyzes economic trends within Marysville, Snohomish County and the State of Washington. Comparative analysis of Marysville's economy with other communities throughout the County provides benchmarks for measuring the health of Marysville's economy.

a. Snohomish County Population Characteristics

- Snohomish County population growth (128%) outpaced the State's population growth (73%) from 1970 to 2000.
- Snohomish County's over age 65 population has also grown faster (186%) than the rate for the State (101%).

b. Snohomish County Employment Characteristics

- Non-agricultural employment accounts for 85% of Snohomish County's labor force.

- Snohomish County has a greater concentration of construction and manufacturing type jobs than the State as a whole.
- 25% of all jobs in Snohomish County are in the manufacturing sector (twice the State average).

c. Marysville Employment Analysis

- As compared to Snohomish County, Marysville has a higher concentration of jobs in Construction, Trade and Services.
- Marysville's share of Construction jobs (12%) has been centered in new home construction.
- Manufacturing job growth has largely been tied to growth at Boeing.
- Trade jobs (34%-both retail and wholesale) are the largest employment sector for Marysville.
- Service jobs (295) are at a higher concentration than for the County but recent growth has lagged both the County and the State.
- The fastest growing Marysville employment sector is wholesale trade.
- Total employment for the City of Marysville increased 13% from 1995 to 1999, or from 8,784 employees to 9,949 employees. The City's five-year rate of employment growth equaled the State. However, Snohomish County as a whole grew faster, expanding by 16% in the five-year period.
  Between the years 1995 and 1999, employment in the City of Marysville increased the most rapidly from 1997 to 1998, when employment increased nearly 5%. The following year, the Marysville economy recorded its lowest growth rate in five years, expanding 1% from 1998 to 1999.

Table 7-13 1999 Employment by Industry

	Washington		Snohomish County		Marysville	
	Employee's (1000's)	% of Total	Employee's (1000's)	% of Total	Employee's	% of Total
Constr. & Mining	157.0	6%	15.9	7%	1,168	12%
Manufacturing	364.2	14%	60.3	28%	1,703	17%
TCPU[1]	139.8	5%	6.4	3%	301	3%
Trade	636.1	24%	48.0	22%	3,310	34%
FIRE	137.6	5%	9.3	4%	435	4%
Services	739.7	28%	45.6	21%	2,891	29%
Government	474.3	18%	31.6	15%	NA	NA
TOTAL	2,648.7	100%	217.1	100%	9,808	100%

[1]TCPU, Transportation/Communication/Public Utilities
Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

d. Wage Analysis – Industry Sectors Paying Family-Supporting Wages

- In 1999, Snohomish County wages were 5% lower than the Statewide average.
- In all classifications, Marysville wages lag behind those paid elsewhere in Snohomish County.
- Manufacturing and Construction jobs in Marysville were the only sectors to experience faster wage growth than Snohomish County.

- Marysville's strongest three wage sectors include Manufacturing, Construction, and Transportation/Communication/Public Utilities.
- In terms of future growth, Finance/Insurance/Real Estate might be the biggest growth sector for Marysville.

e. Sales Tax Analysis

- Taxable sales in Marysville has grown at a slightly faster rate than for the County as a whole.
- Marysville is highly dependent on retail commerce but has seen a drop in retail sales since the opening of Quilceda Village.
- Non-retail sales has grown in Marysville in recent years.
- Sales tax activity in Marysville has seen different eight-year trends than the County as a whole.
- Manufacturing in Marysville experienced the fastest growth in sales tax activity.
- Transportation, Communications, and Public Utilities is considered an up and coming business sector for Marysville.
- The Construction sector in Marysville is dominated by major building contractors and heavy construction contractors.
- The growth in manufacturing activity is centered in food products, textile mill products, paper/allied products and fabricated metal products.
- Retail activity (notably apparel and accessories) has taken the largest hit while other sectors (retail furniture, food stores, eating establishments, and building materials) have remained strong.
- Finance/Insurance/Real Estate (especially credit agencies) is one of the fastest growing sectors of the City's economy.

f. Small Business Administration (SBA) Activity

- Marysville Small Business Administration (SBA loan) amounts have been smaller than the State average.
- As compared to our neighboring cities, Marysville businesses have not used the SBA as a lending source.
- The City should consider increasing the awareness of the SBA program to local businesses.

g. SBIR (Small Business Innovation Research) & STTR (Small Business Technology Transfer Research Grants) Activity

- Roughly 60% of the State grant activity was centered in the Marysville market area (50-mile radius which includes Seattle)
- Small business research grants in the Marysville market area experienced greater growth rates than the State as a whole.
- With a high concentration of technology development firms in the City of Kent, combined with the high percentage of firms considering relocation, northern areas may be at a competitive advantage to capitalize on future technology opportunities.
- Electronics is the most dominant field for technology research.

h. Patent Activity

- Electronics, machinery (including computers), and measuring devices may be potential industry spin-offs from the Life Science and Biotechnology sectors and possible targets for future growth.

i. Summary of Major Findings

- Marysville exhibits greater concentrations of employment than the State of Washington and Snohomish County in the following sectors; construction, trade, and services.
- From 1995 to 1999, construction growth in Marysville far outpaced Snohomish County and the State of Washington, largely due to Marysville's growth as a residential "bedroom" community for Everett and King County to the South.
- Although experiencing positive trends, manufacturing employment in the City of Marysville has not caught up with the high concentration due to Boeing operations in Everett.
- Despite increases countywide, transportation, communication and public utilities is the only declining, non-agriculture industry in Marysville.
- Trade (retail and wholesale combined)is the largest employment category in the City, outpacing both State and County industry shares.
- As Marysville's retail employment growth has slowed, wholesale activity has dramatically picked up and has resulted in the fastest growing employment sector in the City.
- Finance, insurance and real estate employment has outpaced both County and State trends and reports the third fastest growing employment of all Marysville industries.
- The rate of Marysville service sector employment growth lagged behind the rates of growth in both Sate and County.

I. Wage Trends

Total payroll in the City of Marysville increased 23% from 1995 to 1999 or from approximately $206 to $254 million. However, with an increase from roughly $23,500 to $25,500, average wages per employee did not increase as rapidly as payroll, as evidenced by a 9% increase in wages despite a 23% increase in payroll during the same period. Although payroll outpaced wages from 1995 to 1999, the City of Marysville's wages increased 2 percentage points faster than Snohomish County as a whole. Despite the faster growth at the City level, average annual wages decreased from roughly 73% of the County average wage in 1995 to approximately 66% of the County figure in 1999.

In the City of Marysville, T.C.P.U., manufacturing and construction are the highest paying sectors with a combined average wage per employee of nearly $34,000 per year. Wholesale and F.I.R.E. are also strong wage-earning sectors in the City. Services, retail and agriculture are the lowest paying sectors, with combined average wages per employee of approximately $20,400, 40% lower than average for the highest paying sectors combined.

A profile of the City of Marysville's wages among the eight industry sectors is shown in Table 7-14 below, along with a comparison of City wages to Snohomish County and State of Washington. When comparing City wages to County figures, average annual wages per employee in the City do not exceed those in Snohomish County in any of the eight industry sectors, while only wages in the City's agriculture, forestry and fishing sector exceed State figures.

Table 7-14 1999 Marysville Payroll and Wages by Industry

	1999 Total Payroll	1999 Total # of Emp.	1999 Annual Wage / Emp.	Wage Relative to Sno. Co.	Wage Relative to WA State
Ag., Forestry & Fishing	$2,897,455	143	$20,262	-16%	10%
Mining & Const.	$38,100,603	1,168	$32,620	-14%	-23%
Manufacturing	$56,525,607	1,703	$33,192	-39%	-31%
TCPU[1]	$10,868,594	301	$36,108	-8%	-22%
Wholesale	$15,470,483	481	$32,163	-13%	-27%
Retail	$50,597,231	2,829	$17,885	-9%	-14%
FIRE	$13,327,009	435	$30,637	-22%	-32%
Services	$66,309,238	2,891	$22,936	-13%	-49%
TOTAL	$254,096,221	9,949	$25,540	-30%	-34%

[1] TCPU, Transportation/Communication/Public Utilities

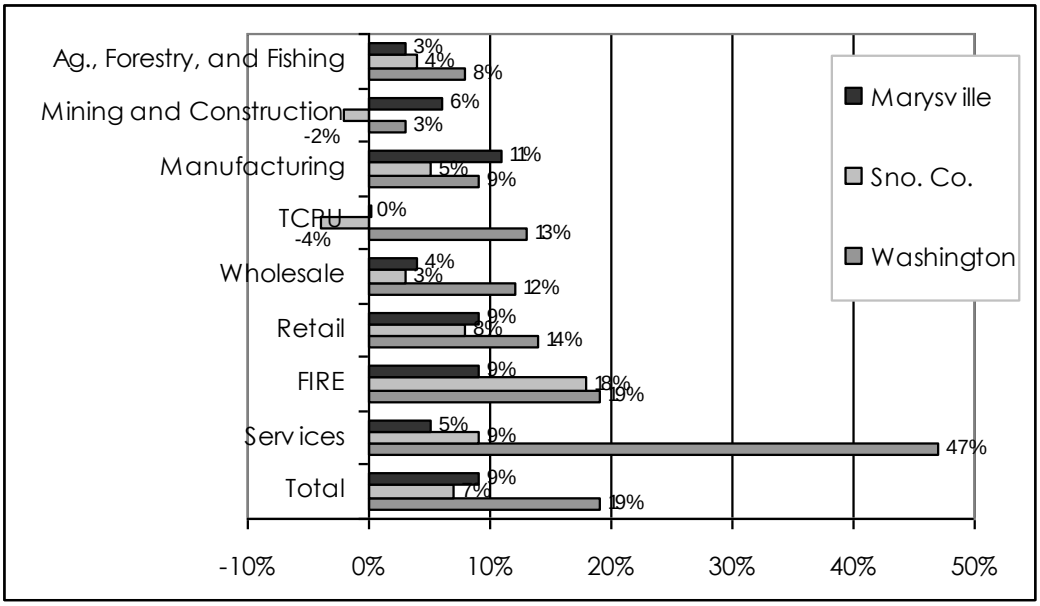
Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

From Table 7-14 the following should be noted:

- Manufacturing is the highest paying sector in the State and County and is the second highest paying sector in the City of Marysville. Despite this, manufacturing wages in the City are 39% lower than Countywide.
- With an average employee wage of roughly $23,000, services sector wages in Marysville are 49% lower than statewide and 13% lower than countywide.
- Although Marysville agriculture industry pays higher annual wages than statewide, agricultural wages in the city are 16% below the countywide levels.
- Construction is the third highest paying sector in Marysville despite being the sixth highest paying sector in the state.
- Between 1995 and 1999, wages in construction, manufacturing, T.C.P.U., wholesale and retail grew closer to countywide in those industries. Conversely, local wages in agriculture, F.I.R.E., and services diverged from countywide averages during the period

To further analyze wages in Marysville, the project team looked at the growth rates at the City level compared to County and Statewide trends from 1995 to 1999. Figure 7-4 illustrates the percentage changes in wages by industry sector for the State Washington, Snohomish County, and Marysville.

Figure 7-4 Percentage Change in Average Annual Wage Per Employee (1995 – 1999)



TCPU, Transportation/Communication/Public Utilities
Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

From Figure 7-4 the following should be noted:

- For all industries, Marysville wages grew slightly faster than Snohomish County, although wages in both areas grew significantly slower than the State.
- All sectors at the State and City level reported positive growth, while construction and T.C.P.U. were the only two sectors at the County level to report negative growth.
- State wages grew at a faster rate than County or City wages in all sectors except for manufacturing and construction.
- Manufacturing and construction were the only sectors to experience more than a 1-point faster growth rate than Snohomish County growth during the same period.
- Despite increasing 13% at the State level, T.C.P.U. wages decreased in Snohomish County and stayed the same in Marysville.
- Manufacturing, retail, and F.I.R.E. reported the fastest growing wages within Marysville's industry sectors, while services, retail, and F.I.R.E. are the fastest growing at the State level.

II. Sales Tax Analysis

The velocity of taxable sales is a useful measure of the economic well being within the Marysville trade area. Therefore, this section provides an analysis of taxable sales for the City of Marysville for 1993, 1996, 1997, and 2001. As a result, the analysis identifies emerging trends in the City's economic base, as well as trends in sales tax activity since the construction of the Tulalip Tribes' Quil Ceda Village.

Taxable sales in the City of Marysville have grown at a slightly faster rate than the same data at the County level. From 1993 to 2001, total sales at the City level grew from approximately $307 million to $394 million, or 28%. In contrast, Snohomish County activity increased 23% during the same period. Like wholesale activity throughout Snohomish County, City sales tax activity increased faster between 1997 and 2001 (15%) than between 1993 and 1997 (12%).

The Marysville economy is highly dependent upon retail commerce. Retail accounted for roughly 59% of all taxable activity in 1993, outpacing Snohomish County, and increased its industry share to 61% in 1997. However, since 1997, Marysville's retail outlets have felt the affects of the Tulalip Tribes' retail developments. Retail sales within the City only increased by 6% from 1997 to 2001 after increasing more than 15% from 1993 to 1997. As a result, retail-related commerce lost industry share, decreasing from 61% in 1997 to 56% in 2001, an 8% decrease in activity.

Conversely, non-retail related activity increased 37% from 1993 to 2001, 11 percentage points higher than retail activity during the same period. Also, the majority of non-retail growth occurred from 1997 to 2001 when City activity increased 29%. This increase outpaced countywide growth of 8% during the same period and City growth of 6% from 1993 to 1997. Table 7-15 provides taxable sales by industry for years 1993 and 2001.

Table 7-15 Marysville Taxable Sales (in Millions) by Industry for Years 1993 and 2001

	1993 Sales	2001 Sales	City Share 1993	City Share 2001	1993-2001	1993-2001	1993-2001
Construction	$47.4	$57.2	15%	15%	21%	0%	21%
Manufacturing	$19.7	$18.0	6%	5%	-9%	-76%	282%
TCPU[1]	$8.0	$16.3	3%	4%	103%	35%	50%
Wholesale	$16.7	$20.2	5%	5%	21%	62%	-26%
Retail	$181.4	$221.5	59%	56%	22	15%	6%
FIRE	$3.6	$4.7	1%	1%	30	26%	3%
Services	$29.1	$52.9	9%	13%	82	28%	42%
Other (Pub Admin and Ag)	$1.6	$3.4	1%	1%	110%	47%	43%
TOTAL	$307.4	$394.2	100%	100%	28%	12%	115%

[1] TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

From Table 7-15 the following should be noted:

- As with Countywide trends, retail activity in the City of Marysville comprised the largest share of activity with 56% of the total sales in 2001. However, retail share decreased from a 1993 percentage of 59%.
- T.C.P.U. and Services were the only sectors to increase industry share while all other sectors either stayed the same or decreased.
- Marysville construction, manufacturing, T.C.P.U., and services sectors experienced greater growth from1997 to 2001 than from 1993 to 1997. Only two sectors (construction and T.C.P.U.) at the county level grew faster from 1997 to 2001 than from 1993 to 1997.
- Manufacturing experienced the fastest growth in activity from 1997 to 2001 with 282% followed by, T.C.P.U. (50%), public administration and agriculture (43%),

and services (42%). Conversely, wholesale, retail, and F.I.R.E. experienced the slowest growth from 1997 to 2001.

- In the City of Marysville, construction, T.C.P.U., wholesale, and service sectors reported faster growth rates from 1993 to 2001 when compared to countywide trends.

III. Small Business Administration (SBA) Lending Activity

The level and diversity of lending to small businesses in an area can serve as one indicator of entrepreneurial activity and small business formation within a region. Consequently, the project team researched loans granted by the US Small Business Administration (SBA) to small firms in the State of Washington and the Marysville market area (as defined by a 50 mile radius around the City of Marysville) between 1990 and 2001. Specifically analyzed were trends in the number and dollar amount for SBA 7a and 504 loans, defined as:

SBA 7a Loans, A loan guaranty program designed for small business lending, typically filling gaps in capital needs including inventory, lines of credit, and real estate acquisition; and

504 Certified Development Company (CDC) Program, Assists growing businesses with financing for major fixed assets such as purchasing land and improvements, buildings, grading, street improvements, utilities, parking lots, and landscaping which typically contribute to community and economic development.

With a total of 4,421 SBA loans from 1990 to 2001, the Marysville market area accounted for roughly 36% of statewide activity. However, only 30% of the statewide total dollars were awarded to market area businesses during the study period, resulting in a 16% less average award per business from 1990 to 2001. Furthermore, lending requirements for market area businesses did not grow as rapidly as statewide needs as evidenced by a 42% increase in the number of loans from 1990 to 2000, compared to a 53% increase statewide during the same period.

From 1990 to 2001 and within a 78 zip code "market area", Marysville has the 13th highest SBA activity with 103 loans and over 24.2 million dollars. However, activity within the Marysville community, defined as zip code 98270, decreased 29% during the period, or from 14 loans in 1990 to 10 loans in 2000. Activity in the entire City of Marysville decreased 50% from 1990 to 2001. Furthermore, lending activity in the City of Marysville experienced declining trends from 1993 to 1997, with total number of loans decreasing an average of 26% per year, while total dollars awarded decreased an average of 19% per year during the same period.

From 1997 to 1999, SBA lending activity in the City of Marysville increased from 4 loans in 1997 to an eleven-year peak of 16 loans in 1999 (a 300% increase) before decreasing an average of 33% per year from 1999 to 2001. Communities nearby Marysville, such as Arlington (300%) and Everett (250%) saw dramatic increases in activity during the same period.

A summary of major findings of SBA lending activity analysis in the Marysville area follow:

- On average, a Marysville market area business requires smaller sized loans when compared to statewide averages as evidenced by an average market area loan award 16 % lower than the state average.
- Mainly due to decreasing trends in Agriculture and Mining activity, Marysville businesses do not have the lending requirements they once had a decade ago as evidenced by decreasing trends in the total number of loans awarded.

- Businesses in the Marysville's border cities historically have larger lending needs than Marysville based businesses, as evidenced by larger growth in lending activity and average loan amount.
- At the State level, even though SBA lending activity is dominated by the Retail and Service sectors, FIRE,
- Transportation/Communication/Public Utilities (TCPU), and Construction have increased their industry share more rapidly than any other sector.
- Although FIRE, TCPU, and Construction seem to be the emerging sectors in the State, within the Marysville border city area (Marysville, Everett, Arlington), activity in those sectors has decreased while Retail and Manufacturing remain high.

IV. Small Business Innovation Research (SBIR) and Small Business Technology Transfer Research Grants (STTR) Activity

The Small Business Administration maintains a database for all small firms engaging in technology research and development grants supported by the agency. The two main types of small business research grants are SBIR and STTR.

Small Business Innovation Research (SBIR), is designed to encourage small business product commercialization by providing incentives to explore technological enhancements. Since most innovation occurs, and innovators thrive within the entrepreneurial sector, the SBIR program targets small businesses with serious research and development needs. In turn, these businesses may not be able to incur the expense of facilitating these needs. Therefore, the program reserves a specific percentage of federal R&D funds for small businesses, and through the SBIR program enables small businesses to compete on the same level as larger businesses by awarding grants to qualified businesses to fund the critical startup and development stages and encourage the commercialization of technology products, or service, which, in turn, stimulates the economy.

Small Business Technology Transfer Research Grants (STTR), is designed to expand small business funding opportunities in the federal innovation research and development arena as it relates to expanding public/private sector partnerships and fosters joint venture opportunities for small businesses, as well as nonprofit research institutions. As with the SBIR programs, STTR is a highly competitive program focusing on the transition of technological theory into practical application.

Small businesses must meet all the requirements for the SBIR program with the one exception that the principal research does not need to be employed by the business. Furthermore, the grant process is very similar to the three-step process for SBIR; however the maximum Phase II award is limited to $500,000, rather than the $750,000 Phase II cap for SBIR.

The primary findings of analysis of small business research in the State of Washington and the Marysville area market follow:

- Small business research in the Marysville market area experienced greater growth rates than the State as a whole.
- With high concentrations of technology development within the City of Kent, combined with the high percentage of firms considering relocation, northern areas may be at a competitive advantage to capitalize on future technology opportunities.
- The high nine-year increases in total dollars and average award size of Phase II grants indicates an increasing cost of commercialization and product

development. As future research and development costs increase, assistance programs should be designed to support this phase of technological development.

- Electronics is the most dominant field for technology research and seems to be moving north to Bellevue, Woodinville, and Kirkland. With the Marysville market area accounting for a large percentage of state technology research, Marysville should position itself to further capitalize on spin-off activity and to collaborate with regional support programs.

V. Patent Activity

The United States Patent and Trademark Office (USPTO) tracks the number of patents filed and awarded in geographic regions of the United States. Patent data is also available at the county level by a unique technology classification system solely used by the USPTO. The USPTO records patent data, based on the residence of the inventor; therefore, patents may be assigned and eventually commercialized outside of the country in which the inventor resides. Consequently, this information is just one indicator of the entrepreneurial spirit and business activity that may result from patent activity.

For data analysis purposes, utility patent data within the State of Washington from 1990 to 1999 was collected. In addition to yearly trends for the nine-year period, historical data was also compared to 2000 and 2001 activity. In order to identify specific industry trends within patent activity, patent data was collected by technology classification; however, no correlation to Standard Industrial Classifications could be made.

During the study period, a combined 11,749 utility patents were awarded within the State of Washington; however roughly 71% of the State activity occurred in the five county . Marysville market area, or 8,369 total patents. Furthermore, King and Snohomish Counties lead the State in terms of total number of patents during the same period with 6,863 and 1,097, respectively; Clark (711), Pierce (543), and Spokane (444) round out the top five counties in the State. However, Lewis, Kitsap, and Walla Walla are the top three counties in terms of percentage growth in number of patents awarded from 1990 to 1999. Snohomish County ranked 16th in the state in terms of percentage growth, increasing 58% or from 85 patents in 1990 to 134 patents in 1999.

VI. Industry Cluster Analysis

This section evaluates the strengths and weaknesses of existing business clusters in the Marysville market area, generally defined as a fifty-mile radius around the City. The geographic comparison is then utilized to identify potential growth characteristics and opportunities facing both local and regional industries.

Business clusters are geographically defined, often concentrating in sub-regions within a state. The success of an individual company is not only affected by the companies own efforts, but also the success of regional clusters and inter-firm networks which ultimately produce supporting sectors through a multiplier effect. Therefore, the results of this analysis will identify potential sectors that may provide a framework to focus current and future business attraction and retention efforts within the City of Marysville.

General Regional Industry Characteristics

Washington State and the greater Seattle region are home to a diverse range of business sectors. As identified in a strategic plan prepared by the Northwest Policy Center for the State of Washington's Office of Trade and Economic Development, in 2001 the region saw an emergence of six clusters that have been identified based on the regions economic strength of business clusters when compared to the nation as a whole. The following industry sectors were profiled in the State report:

- Agriculture / Food Processing
- Biotechnology
- Forest Products
- Health Care
- Measuring Devices and Instruments
- Semiconductors

Of the six sectors identified in the State report, only one sector, Measuring Devices and Instruments, was identified as a predominant emerging sector in Snohomish County, largely due to concentrated activity in Everett. One emerging predominant sector, Biotechnology, was identified in King County, mainly due to activity in Bothell. Therefore, of the six sectors identified in the State report, there are no clear results as to which sectors are suitable for expansion in Snohomish County and the City of Marysville.

In addition to the six sectors identified in the State report, the Puget Sound Regional Council also identified regional industry clusters in 1999. These sectors include:

- Aerospace
- Biotech and Medical Research
- Maritime (including Fishery & Seafood, Ship & Boat Building, and Water Transportation)
- Computer-Related Companies: Software, Hardware, and Networking
- Telecommunications
- Wood Products

Of the sectors identified above, no clusters reported strong activity in the City of Marysville. With several large employers located in Everett and Marysville, however, aerospace or its supporting subsectors seem to be potentially well-suited for the City of Marysville. Furthermore, with over 600 jobs at 15 wood products companies in or near Arlington in 1999, wood products also had a strong economic impact in the area. An expanded list of industry clusters follows.

Table 7-16 Expanded Industry Clusters - Defined

Cluster	SIC	Description	Industry Sector	MSVL's LC
Aerospace	2672, 2891, 348, 372, 3812, 5088	Cellophane adhesive, Other Adhesives (plastics, epoxy, and paste), Ordnance and Accessories, Except Vehicles, Aircraft Parts and Supplies, Acceleration Indicators and System Components, Aerospace Types, and Aeronautical Equipment and Supplies.	Manufacturing and Wholesale	1.08
Biotech	28, 8731, 8733	Chemicals and Allied Products, Commercial Physical Research (including agricultural, biological, biotechnical and food research), Noncommercial Research Organizations (including biological, bacteriological, biotechnical, and medical research).	Manufacturing and Services	0.58
Electronics and Computers	35, 36	Industrial and Commercial Machinery, Computer Equipment, Electronic and Other Electrical Equipment and Components.	Manufacturing	1.36
Fabricated Textiles	34	Fabricated Metal Products (except machinery and transportation equipment).	Manufacturing	1.44
Information Technology and Electronics	481, 737, 871, 873, 874	Communication Services (including wireless), Computer Programming (including data processing), Engineering, Architectural, and Planning Services (including research and development services and business consultants).	TCPU and Services	0.68
Measuring Devices	38	Measuring, Analyzing, and Controlling Instruments; (including photographic, medical and optical, watches and clocks).	Manufacturing	0.77
Printing and Publishing	26, 27	Paper and Allied Products and Printing, Publishing, and Allied Industries.	Manufacturing	0.62
Wood	24	Establishments Engaged in Cutting Timber and Pulpwood;	Manufacturing	1.23

Products		Merchant Sawmills, Lath Mills, Shingle Mills, Cooperage Stock Mills, Plywood Mills and Veneer Mills Engaged in Producing Lumber and Wood Basic Materials; and Establishments Engaged in Manufacturing Finished Articles Made Entirely or Mainly of Wood or Related Materials.		

[1] TCPU, Transportation/Communication/Public Utilities

Source: Draft Economic Development Plan, November 2002, Gardner Johnson.

Market Area and Snohomish County

The Marysville market area is home to over 113,000 businesses. Of these, over 85% are small or very small, each employing fewer than 25 people. Also, service and retail related business make up the majority of the business base with slightly over 60% of the total activity, while no other industry in the market area makes up more than 8% of total activity.

Conversely, the Snohomish County business base is slightly more diverse with 56% of businesses falling under the service and retail categories. Growing construction firms follow, comprising 12% of total activity. Snohomish County, as with the smaller Marysville market area, has a high percentage of small or very small business with 85% of firms falling into these two categories. In all sectors, however, very small businesses in Snohomish County have a higher percentage of industry totals when compared to the market area. The most notable difference is in the Transportation/Communication/Public Utilities (TCPU), as very small businesses in this sector represent 68% of all TCPU firms in Snohomish County while only 56% in the market area. Overall, there are over 32,000 businesses in Snohomish County, 69% of which, or 22,372 total, are defined as "very small", employing fewer that five people.

Primary findings of analysis of industry clusters follow:

- Construction, manufacturing, and retail are the only industry sectors to report a location coefficient greater than one, indicating a competitive advantage in the City of Marysville.
- When comparing Snohomish County to the Marysville market area and Marysville to Snohomish County, Marysville businesses have a greater competitive advantage in only two industries: manufacturing and services.
- Manufacturing is the only Marysville industry to report a true specialization in the City within Marysville city limits with an estimated location coefficient 1.22 in all business regardless of size.
- Manufacturing in the City of Marysville reports a location coefficient greater than 1.0 in four of the five business size categories. "Small", "medium", and "large" sized manufacturing firms reported location coefficients greater than 1.20, indicating a true specialization in Marysville.
- However, with a location coefficient approaching 1.0, Transportation/Communication/Public Utilities (TCPU) and services may have a future competitive advantage in the City of Marysville.

Based on results of two-digit SIC code analysis, it is evident that manufacturing businesses have a strong competitive advantage in both Snohomish County and the City of Marysville. In addition to manufacturing, other industries that are prevalent and may have future opportunities at the local level are: services and TCPU. Although construction and retail businesses have a strong presence in both the City of Marysville and Snohomish County, due to the nature of these sectors (i.e. abundance of retail firms, Tulalip Tribes retail growth, housing market, low percentage of large firms, etc.) future business retention, attraction, and expansion opportunities may not be well-suited for these sectors.

APPENDIX C – EXECUTIVE SUMMARY WITH RECOMMENDED INITIATIVES FROM NOVEMBER 2002 CITY OF MARYSVILLE ECONOMIC DEVELOPMENT PLAN.

A. FOSTER COMMUNITY COLLABORATION AND LEADERSHIP

Initiative 1A – Strengthen Local Administrative Body
Recommended Actions:
- Select and implement appropriate organizational structure(s) to implement strategic plan.
- Establish an implementation task force and support committees.

Initiative 1B – Unite Participating Organizations
Recommended Actions:
- Engage a professional mediator.
- Conduct team building exercises.
- Improve leadership skills.
- Obtain commitments and support.

B. Enhance Community Image and Identity

Initiative 2A – Beautification of Commercial Core Areas
Recommended Actions:
- Establish a beautification and landscape committee.
- Establish a façade improvement program.
- Establish a theme/motif for each commercial core area.
- Improve and enforce design standards and code enforcement.
- Expedite State Avenue improvements.
- Enhance the appearance of overpasses, off-ramps, and freeway right-of-way.
- Create a mechanism for maintaining landscaping improvements.

Initiative 2B – Establish Commercial Core Gateways
Recommended Actions:
- Improve signage (theme) at gateways for each commercial core area.
- Promote Highway 9 as an alternative regional gateway into the City.

Initiative 2C – Establish Focal Points within Each Commercial Core Area
Recommended Actions:
- Expedite the development of the waterfront park.
- Enhance and maintain existing focal points.
- Expand commercial and industrial nodes.

C. Improve Existing Business Opportunities

Initiative 3A – Provide Support to Local Businesses
Recommended Actions:
- Establish a mailing and e-mail list of business and property owners.
- Expand awareness of, and availability to, local business and support programs.
- Conduct business workshops.
- Establish a city revolving loan fund.

- Utilize and promote proposed city programs.
- Conduct annual survey to identify service gaps and develop supplemental services as needed.

Initiative 3B – Implement a Business Retention Program
Recommended Actions:
- Establish and maintain a directory of businesses in each commercial area.
- Establish a proactive business visitation program.
- Conduct annual business satisfaction survey.
- Monitor, track, and assist businesses that had reported plans for relocation and/or expansion.

Initiative 3C – Improve Awareness of Commercial/Retail Establishments
Recommended Actions:
- Establish a permit and signage committee.
- Clarify and evaluate existing signage guidelines and ordinances.
- Promote historic registry and maintain historic sites.
- Develop and market a map of services within each commercial core area.

D. Expand and Diversify Economic Base

Initiative 4A – Integrate Marysville into Regional Business Recruitment and Attraction Efforts
Recommended Actions:
- Develop an aggressive program to create new partnerships among regional agencies.
- Develop an inventory of commercial and/or industrial properties/land.
- Develop and maintain an online service referral program.
- Actively participate in local, regional, and national membership organizations.
- Prepare and market an informal package.

Initiative 4B – Strive to Become More Business and Industrial Friendly
Recommended Actions:
- Actively promote the City for its assets and attributes.
- Streamline existing and/or proposed development projects.
- Encourage mid-rise development.
- Investigate opportunities to offset environmental mitigation costs.
- Improve regulatory and government need.

Initiative 4C – Promote and Attract an Economic Catalyst for the Northern Commercial Core
Recommended Actions:
- Streamline existing and/or proposed development projects in the northern core.
- Proactively work with business and property owners to determine levels of interest in various types of development.
- Prepare market and/or feasibility study to identify and target suitable development projects.
- Prepare a competitive analysis for all proposed developments.
- Develop and implement an appropriate business attraction plan.
- Encourage cluster development in the northern commercial core.
- Monitor demand for existing and proposed business parks.
- Provide assistance to encourage development.

E. Support Recreation and Tourism Advantages

Initiative 5A – Improve Tourist Information
Recommended Actions:
- Develop a welcome package.
- Develop a binder of local and regional attractions.
- Develop and enhance existing regional flyers.
- Develop a local map of services within the commercial core areas.
- Support tourist and business organizations.

Initiative 5B – Expand Recreational and Tourism Business Opportunities
Recommended Actions:
- Establish a full-time events coordinator.
- Continue to support recreational assets and community events.
- Investigate additional community events.
- Actively promote activities with the Tulalip Tribes without surrendering identity.
- Attract regional events that utilize Marysville Parks and Recreation assets.
- Investigate opportunities to expand bus/shuttle services linking City attractions to proposed developments and regional sites.
- Improve pedestrian walkways and paths linking assets to business opportunities.

F. Improve Transportation and Infrastructure

Initiative 6A – Improve Automobile and Pedestrian Circulation
Recommended Actions:
- Expand the traffic advisory committee.
- Expedite State Avenue improvements.
- Implement recommendations and actions established from existing traffic circulation plans.
- Improve bicycle pathways linking residential areas to each commercial core area.
- Create incentives and promote the utilization of public transportation.
- Investigate the opportunities to develop a train stop for regional commuters.

Initiative 6B – Improve Traffic Flow on Overpasses and Off-Ramps
Recommended Actions:
- Investigate opportunities for additional I-5 off-ramps.
- Improve appearance of overpasses, freeway right-of-way, and off-ramps in conjunction with theme.
- Promote Highway 9 as an alternative regional gateway into the City.
- Expand east/west capacity for access to I-5 and Highway 9.

Initiative 6C – Increase Infrastructure Support throughout Commercial Core Areas
Recommended Actions:
- Prepare a strategic plan to support infrastructure advancement.

G. Improve Government and Regulatory Environment

Initiative 7A – Improve Responsiveness and Sensitivity to Local Conditions
Recommended Actions:
- Establish a permitting and signage committee.
- Develop a suggestion box and/or e-mail for communication.

Initiative 7B – Simplify the Permitting Process
Recommended Actions:
- Streamline the permitting process.
- Develop a uniform plan to improve the consistency between City departments.

Initiative 7C – Expand Opportunities to Develop/Redevelop Properties in the Commercial Core Areas
Recommended Actions:
- Hire a consultant to prepare an industrial lands need analysis based on a population growth projection.
- Identify environmental and other development constraints associated with commercial and industrial properties in the commercial core areas.
- Develop a mechanism to assist property/business owners with better understanding of the development and environmental review procedures associated with commercial and industrial zoned properties.
- Evaluate land uses in conjunction with build out and industrial land goals.
- Investigate opportunities to revise existing or adopt own DOE stormwater manual.

H. Enhance Employment and Housing Opportunities

Initiative 8A – Prepare Marysville Residents for Current and Future Jobs
Recommended Actions:
- Expand opportunities to improve workforce preparedness at the K-12, community college, and university levels.
- Investigate opportunities to create youth training centers.
- Improve existing school system and facilities.
- Aggressively continue to attract a higher learning institution.

Initiative 8B – Improve Awareness of Employment Opportunities
Recommended Actions:
- Establish a workforce development committee.
- Establish and maintain linkages with local career centers.
- Establish a program to have employment information distributed utilizing the internet.

Initiative 8C – Provide Direct Educational Support to Marysville Employees
Recommended Actions:
- Develop employee training kit.
- Develop and conduct classroom training sessions.
- Establish an employee evaluation and award program.

Initiative 8D – Maintain Employee Housing Opportunities
Recommended Actions:
- Prepare a comprehensive housing needs and analysis.
- Increase quality of housing stock to own or rent.

VIII. TRANSPORTATION ELEMENT

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Chapter 1. Introduction

The City of Marysville and surrounding communities have continued to grow significantly over the past decade, including large annexation areas in the east-central section of the City. This recent and forecast growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multimodal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element has a planning horizon of 2035 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to assure that improvements can meet future needs, or be efficiently phased over time.

The first section of the Transportation Element presents a summary of the existing transportation system facilities and issues. The Transportation Element then presents an overview of household and employment growth and a range of improvement alternatives that were evaluated. The core of the Transportation Element includes the various multimodal systems plans and improvement projects and programs. Funding strategies are also presented, including use of fuel taxes, grants, transportation impact fees, and other City revenues. The final section presents the transportation-related goals, and policies to assist the City, other agencies, developers, and the general public in implementing the transportation system.

The Transportation Element of the Marysville Comprehensive Plan is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) [RCW 36.70A, 1990 and amendments]. The Transportation Element also is consistent and compatible with State, regional, Snohomish County, and adjacent local municipality transportation plans.

Chapter 2. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Marysville are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Element.

2.1 Street and Highway Network

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is presented in Chapter 4 (Transportation System Plan) of the Transportation Element, and is based on existing and future transportation needs for the City. Figure 1 shows the existing state highways and arterial system serving the City of Marysville.

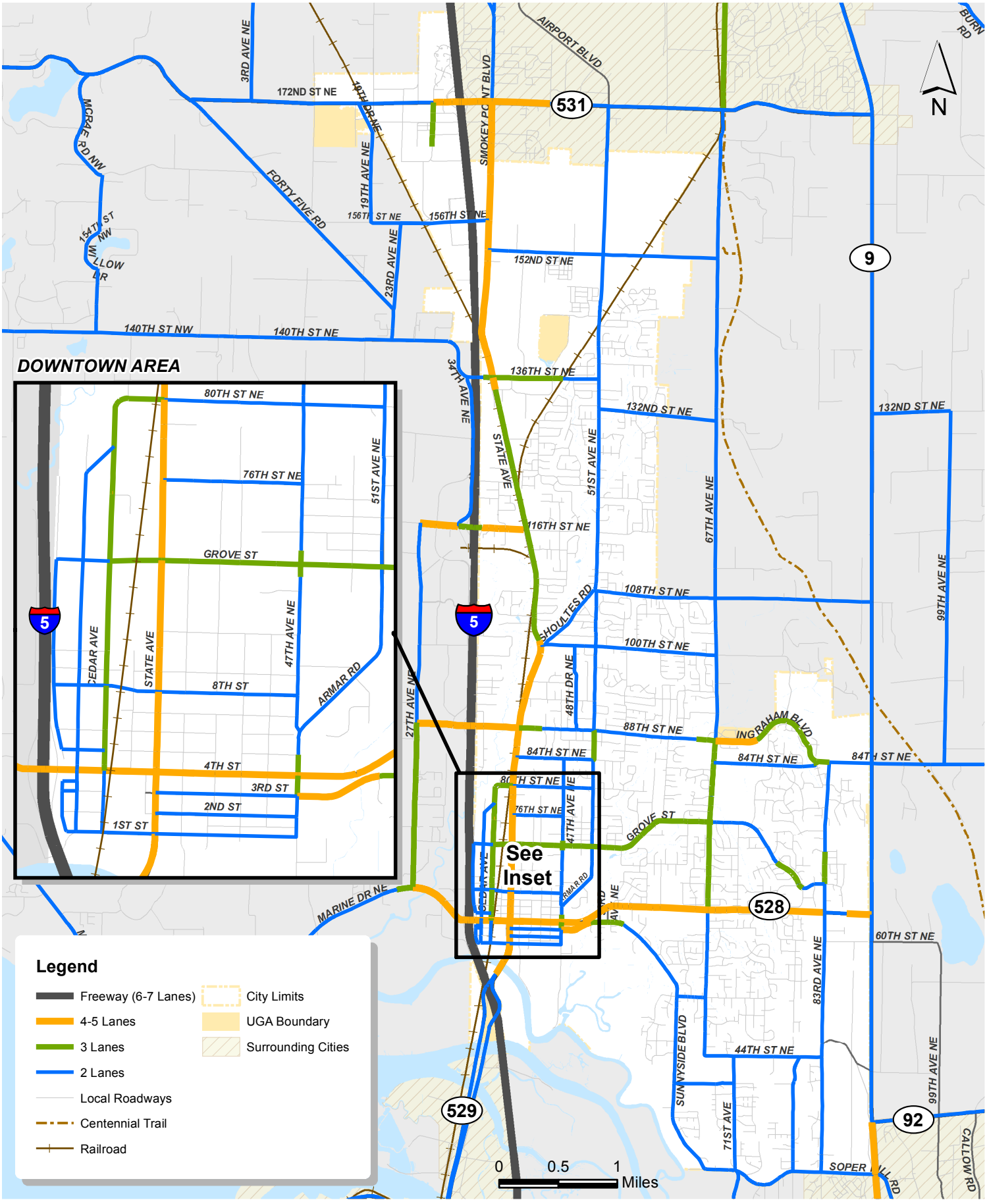
2.1.1 State Highways

Six state highways serve travel for areas in and around the City of Marysville. The state highways that serve north-south travel flows are I-5, SR 9, and SR 529. East-west travel flows are served by SR 531, SR 528, and SR 92.

I-5 is a six-lane, north-south, limited access freeway that is classified as a Highway of Statewide Significance (HSS) by the Washington State Department of Transportation (WSDOT). It connects Marysville south to Everett, Seattle, and other communities south of Marysville. To the north, it connects to Skagit County, Whatcom County, and Canada. Four interchanges serve the Marysville community – 4th Street (SR 528), 88th Street NE, 116th Street NE, and 172nd Street NE (SR 531).

SR 9 is another north-south state highway, and is also classified as a HSS. It is located approximately 3.5 miles east of I-5 and connects with the Cities of Arlington, Lake Stevens, Snohomish, and Woodinville. In rural areas, it generally has one lane in each direction with additional turn lanes at intersections. Since 2008, the section between SR 92 and south of Soper Hill Road has been expanded to two lanes in each direction. In addition, roundabouts have been added at 84th Street NE and SR 531.

SR 528 is classified as a Tier 1 Regional Significant State Highway by WSDOT and the Puget Sound Regional Council (PSRC). SR 528 is an east-west State highway that connects SR 9 to I-5 through Downtown Marysville. Within Marysville, it is also known as 4th Street (Downtown area) and 64th Street NE. Since 2008, this corridor has been widened to two lanes in each direction between 47th Avenue NE and 67th Avenue NE and also near SR 9. Due to these recent improvements, SR 528 is now four to five travel lanes for nearly its full length within the City.



Existing 2014 Highway and Street System

FIGURE 1

City of Marysville Transportation Element 2015

transpogroup

SR 529 is also classified as a Tier 1 Regional Significant State Highway. SR 529 is a north-south state highway connecting Marysville to the City of Everett and also to the Port of Everett. SR 529 becomes State Avenue within the City; the state highway designation ends at 4th Avenue (SR 528). The SR 529 bridge over the Steamboat Slough was recently widened to accommodate two lanes in each direction.

SR 92 and **SR 531** are classified as Tier 2 Regional Significant State Highways by WSDOT in coordination with PSRC. SR 92 provides an east-west highway connection between Granite Falls and SR 9, and is generally a two-lane road with turn lanes at several major intersections. SR 531 (or 172nd Street NE) is an east-west state highway that serves the developing areas of northwest Marysville and the City of Arlington. In the developed areas near I-5 the corridor has five or more travel lanes, but the highway transitions to two or three lanes in the less developed areas.

2.1.2 North-South City Arterials

Nearly all the City arterials provide a direct connection between the northern and southern ends of the City. The primary north-south arterial serving Marysville is the State Avenue/Smokey Point Boulevard corridor, which is three to five lanes wide. Other corridors providing for north-south travel within the City include Cedar Avenue, 51st Avenue NE (also Armar Road/47th Avenue NE), 67th Avenue NE/44th Street NE/71st Avenue NE, and 83rd Avenue NE and are generally two- to three-lane roadways.

Since 2008, several major roadway projects have improved north-south mobility and safety within the City. A major gap along 51st Avenue NE was connected between 84th Street NE and 88th Street NE. Smokey Point Boulevard was widened to five lanes between 152nd Street NE and 136th Street NE. Existing right-of-way was adapted to provide a three-lane cross-section for the 67th Avenue NE corridor (Grove Street to 64th Street NE) and the Cedar Avenue corridor (80th Street NE to State Avenue).

2.1.3 East-West City Arterials

Few east-west City arterials provide a direct connection between the western and eastern ends of the City, but rather serve as connections between major north-south arterials. Only the 88th Street NE corridor provides a direct link between I-5 and SR 9 (besides state highways). The City east-west corridors include Sunnyside Boulevard/Soper Hill Road, Grove Street, 88th Street NE/Ingraham Blvd/84th Street NE, 116th Street NE, 136th Street NE, 152nd Street NE, and 156th Street NE. Most of these arterials are two- to three-lane roadways with the exceptions at I-5 interchanges (five-lane roadways) and the recently completed Ingraham Boulevard (three- to four-lane roadway).

Since 2008, two major roadway projects have improved east-west mobility and safety within the City. The future 156th Street NE/152nd Street NE arterial corridor is beginning to take shape after the 156th Street NE bridge over I-5 was recently completed. This bridge also provides a key alternative route to the Lakewood neighborhood. Ingraham Boulevard was also completed providing a continuous City arterial corridor between I-5 and SR 9.

2.2 Roadway Traffic Volumes

Traffic volumes in urban areas in the Puget Sound Region are typically highest during the weekday PM peak hour and are used for evaluating transportation system needs. In addition

to new 2014 traffic counts, recent roadway traffic volumes are gathered from the City of Marysville and WSDOT. Existing (2014) weekday PM peak hour volumes are shown in Figure 2 for selected study locations within and near the City. Table 1 shows weekday PM peak hour volumes by corridor and how total volumes have changed since the 2008 Transportation Element.

Table 1. Weekday PM Peak Hour Volumes by Corridor

Corridor	Location	2007 Volume[1]	2014 Volume[2]	Volume Change	Annual Growth
State Avenue/	s/o Smokey Point Blvd	2,510	2,070	-440	-2.7%
Smokey Point Boulevard	n/o 116th St NE	1,305	1,565	260	2.6%
	n/o 88th St NE	2,320	1,870	-450	-3.0%
	n/o Grove St	1,880	1,570	-310	-2.5%
	n/o 4th St (SR 528)	1,650	1,440	-210	-1.9%
	s/o 1st St	1,565	1,555	-10	-0.1%
51st Avenue NE/ 47th Avenue NE	n/o 136th St NE	745	755	10	0.2%
	n/o 88th St NE	480	800	320	7.6%
	n/o 4th St (SR 528)	820	890	70	1.2%
67th Avenue NE	n/o 108th St NE	665	770	105	2.1%
	n/o 88th St NE	960	1,185	225	3.1%
	s/o 64th St NE (SR 528)	860	925	65	1.0%
SR 9	s/o 84th St NE	1,200	1,505	305	3.3%
	n/o Soper Hill Rd	1,950	2,590	640	4.1%
172nd Street NE (SR 531)	w/o 27th Ave NE	1,265	1,405	140	1.5%
	e/o 27th Ave NE	2,280	2,665	385	2.3%
	e/o I-5 NB Ramps	3,515	3,415	-100	-0.4%
	e/o Smokey Point Blvd	2,560	2,395	-165	-0.9%
	w/o 67th Ave NE	1,180	1,555	375	4.0%
88th Street NE/ Ingraham Blvd /	e/o I-5 NB Ramps	2,195	2,115	-80	-0.5%
84th Street NE	e/o 51st Ave NE	980	820	-160	-2.5%
	w/o 67th Ave NE	680	795	115	2.3%
	w/o SR 9	730	670	-60	-1.2%
4th Street/ 64th Avenue NE (SR 528)	e/o I-5 NB Ramps	2,970	2,550	-420	-2.2%
	e/o State Ave	1,545	1,660	115	1.0%
	w/o 67th Ave NE	1,850	1,795	-55	-0.4%
	w/o SR 9	1,080	1,280	200	2.5%

Source: Transpo Group, 2015
1. Volume is sum of both directions during weekday PM peak hour, based on nearby 2007 intersection counts.
2. Volume is sum of both directions during weekday PM peak hour, based on nearby 2014 intersection counts.

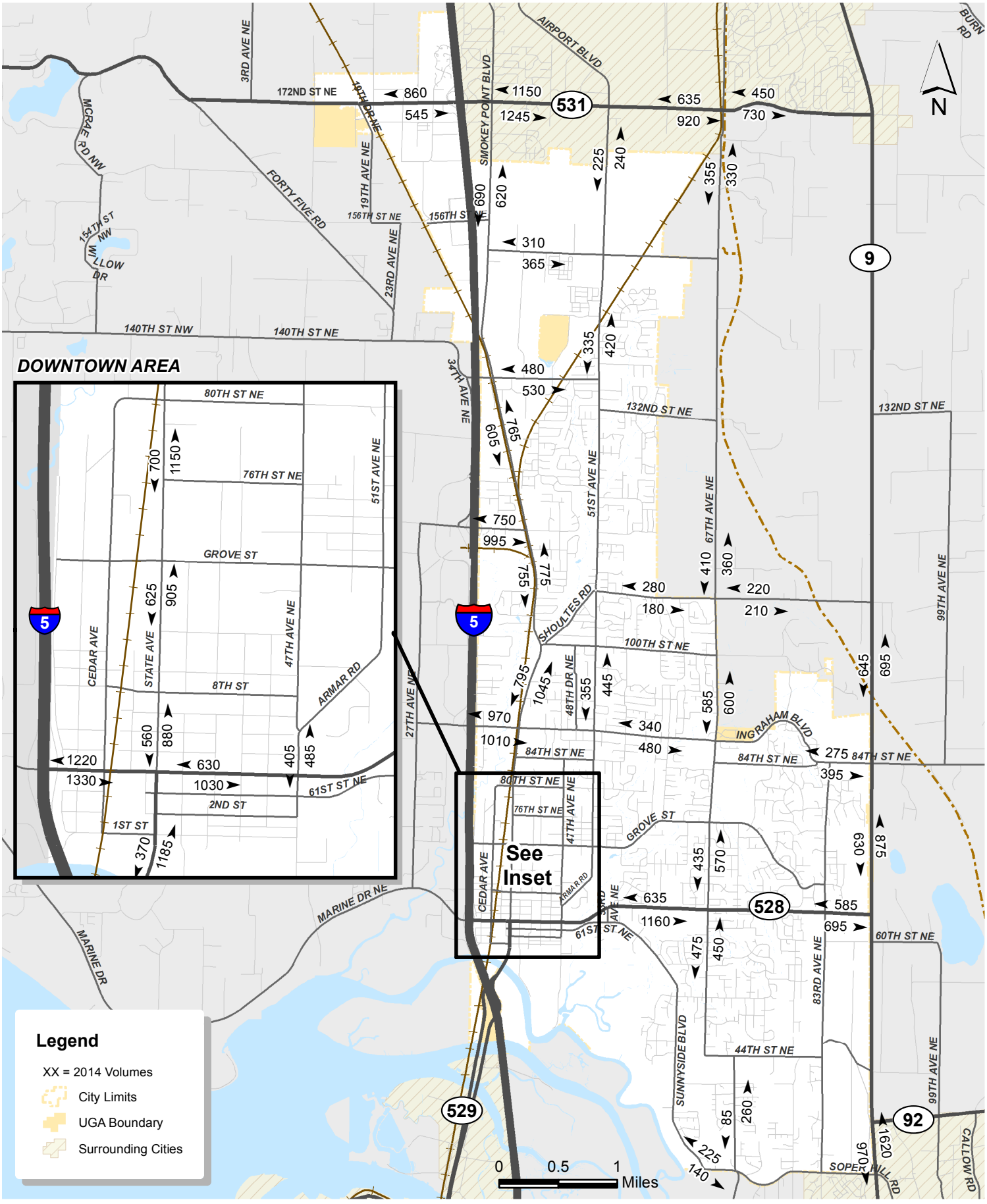
Consistent with historical trends, the highest weekday PM peak hour traffic volumes within the Marysville area continue to occur on the arterials connecting with the I-5 interchanges. Traffic volumes on SR 9 are also relatively high near Lake Stevens. These high volume locations can see traffic levels (total traffic in both directions) of 2,000 to 3,500 vehicles per hour (vph). Away from these locations, state highways and State Avenue/Smokey Point Boulevard have volumes generally in the 1,500 and 2,000 vph range. Other City arterials are generally between 1,000 and 1,500 vph.

Historical traffic growth (2007 to 2014) within the Marysville area has varied widely depending on location. This is due to various factors including: changing economic conditions over the past seven years; completion of several roadway projects that provide alternative routes and increased capacity; and, continued development activity in eastern and northern areas of the City.

As shown in Table 1, traffic growth has been highest along SR 9 and adjacent arterials, highlighting the influence of nearby new developments and roadway widening. New arterial connections, such as the 51st Avenue NE connection, appear to have shifted traffic away from high volume corridors (reducing volumes on State Avenue in the vicinity of 88th Street NE) and 156th Street NE overpass (reduced volumes on Smokey Point Boulevard near 172nd Street NE).

The Downtown area seems to have generally the same or lower traffic volumes compared to 2007 conditions, except for localized shifts due to recent roadway improvements. The State Avenue corridor between 1st Street and 88th Street NE has seen declines in volumes. In addition, the 4th Street area near I-5 has experienced reduced volume levels. It appears larger regional shifts may be occurring with some traffic shifting to SR 9 to connect with the greater Marysville area. Widening of 4th Street east of 47th Avenue NE, and the new 51st Avenue NE connection near 88th Street NE has created localized increases in traffic levels.

Traffic growth along 88th Street NE and 116th Street NE near I-5 remain relatively flat. This could be due to statewide trends of lower overall trip lengths and trip making, or regional commute shifts to SR 9 over I-5. The new Ingraham Boulevard connection on the east end of the 88th Street NE corridor appears to have shifted local City trips from using the SR 9 corridor to the 88th Street NE corridor near 67th Avenue NE. County traffic linked to areas east of the City along 84th Street NE may also be using the SR 9 corridor rather than traversing through Marysville to access the I-5 corridor.



2014 Weekday PM Peak Hour Traffic Volumes

FIGURE 2

City of Marysville Transportation Element 2015

transpogroup

2.3 Roadway Traffic Operations

Traffic operations analyses provide a quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options.

2.3.1 Level of Service Standards

Levels of service (LOS) are typically evaluated based on methodologies documented in the Highway Capacity Manual (HCM), Transportation Research Board, 2010. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay.

As part of its Comprehensive Plan, the City of Marysville has adopted level of service (LOS) standards to evaluate how intersections under its jurisdiction operate. As noted above, the transportation system serving Marysville is also under the jurisdiction of the State, County, and adjacent cities. These agencies also have established LOS standards which may affect the transportation system needs in the Marysville area. The following summarizes the existing level of service standards for these agencies.

City of Marysville LOS Standards. As part of the 2008 Transportation Element update, the City decided to limit its LOS standards to intersection operations during weekday PM peak hour conditions. The following criteria summarize the current LOS standards established by the City.

1. **LOS E "mitigated"** for arterial-arterial or arterial-collector intersections along the following corridors (LOS E "mitigated" means that the congestion should be mitigated through improvements, transit, ridesharing, or other travel modes when the intersection falls below LOS E).
    - SR 529/State Avenue/Smokey Point Boulevard between the south City limits and north City limits
    - 4th Street/64th Street NE (SR 528) between I-5 and SR 9
2. **LOS D** for arterial-arterial or arterial-collector intersections along the remaining City corridors

The City's LOS standards are consistent with the State and regional standards for state highways within the City, as described below.

State Highway LOS Standards. As discussed above, the City of Marysville is served by six state highways. Two of the highways, I-5 and SR 9, are classified as Highways of Statewide Significance (HSS). The other four are classified as Highways of Regional Significance (HRS).

According to WSDOT's Highway Systems Plan, the LOS standards are set forth by state law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. I-5 and SR 9 are HSS facilities serving Marysville. Both I-5 and SR 9 is classified as Urban within the Marysville planning area so LOS D applies. The GMA concurrency requirements do not apply to HSS facilities.

LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standards for HRS are divided into three categories including Tiers 1, 2, and 3. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E-"Mitigated" meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D. Tier 3 must maintain LOS C or above to meet standards; however, there are no Tier 3 state highways in the Marysville study area. PSRC notes that state law is silent on whether agencies include or exempt HRS facilities from local concurrency requirements.

Snohomish County LOS Standards. Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. Level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS E depending on the roadway type. In urban areas LOS E is considered acceptable.

City of Arlington LOS Standards. The City of Arlington directly abuts Marysville and several arterial corridors are shared by the two cities. Arlington has adopted LOS D or better for arterials and collectors. In addition, the LOS D standard applies to local roads that primarily serve its central business district or industrial areas. The City of Arlington further recognizes and adopts the most current LOS standard along state highways, as described above.

2.3.2 Existing Levels of Service

Intersection LOS at the key intersections were evaluated based on methodologies presented in the HCM 2010. Table 2 summarizes LOS at study intersections throughout the City.

As shown in Table 2, all but one of the study intersections operate within the established LOS standards. The intersection of 172nd Street NE/Smokey Point Boulevard currently operates at LOS E which does not meet the City of Arlington and WSDOT LOS standard. However, this intersection has improved from LOS F during 2007 conditions.

Most of the intersections identified in the 2008 Transportation Element as below LOS standards have been improved to increase intersections capacity or upgrade traffic controls. Intersections identified in the 2008 Transportation Element that were below LOS standards that have been improved include:

- 172nd Street NE/ I-5 Southbound Ramps (intersection capacity improvements)
- 172nd Street NE/ I-5 Northbound Ramps (intersection capacity improvements)
- 172nd Street NE/ 43rd Avenue NE (added signal)
- Smokey Point Boulevard/ 152nd Street NE (added signal)
- 51st Avenue NE/ 136th Street NE (added signal)
- 51st Avenue NE/ 100th Street NE (added signal)
- 88th Street NE/ 51st Avenue NE (added signal)
- 3rd Street/ 47th Avenue NE (added signal)

Some locations have also experienced reduced volumes due to traffic shifts or other factors as discussed previously. This includes decreases in traffic for 4th Street intersections near I-5 and SR 529 and higher volumes along the SR 9 corridor.

Table 2. 2014 Intersection Levels of Service

	Total Entering Volumes[1]		2014 Existing Operations			
Intersection	**2007**	**2014**	**Control[2]**	**LOS[3]**	**Delay (WM)[4]**	**Standard Met?[5]**
172nd St NE / 19th Ave NE	1,145	1,320	TWSC	D	31 (SB)	N/A[8]
172nd St NE / 25th Ave NE	N/A[7]	1,435	TWSC	E	38 (SB)	N/A[8]
172nd St NE / 27th Ave NE	2,480	3,140	Signal	D	38	YES
172nd St NE / I-5 SB Ramps	2,975	3,530	Signal	A	7	YES
172nd St NE / I-5 NB Ramps	4,255	4,295	Signal[6]	D	38	YES
172nd St NE / Smokey Point Blvd	5,340	4,780	Signal	E	64	NO[9]
172nd St NE / 43rd Ave NE	1,870	2,420	Signal	D	53	YES[9]
172nd St NE / 51st Ave NE	N/A[7]	2,395	Signal	C	26	YES[9]
Smokey Point Blvd / 156th St NE	1,495	1,595	Signal	A	6	YES
Smokey Point Blvd / 152nd St NE	1,415	1,840	Signal	C	21	YES
Smokey Point Blvd / 116th St NE	2,115	2,570	Signal	D	38	YES
51st Ave NE / 136th St NE	1,170	1,295	Signal	B	15	YES
51st Ave NE / 100th St NE	1,180	1,695	Signal	A	8	YES
88th St NE / I-5 SB Ramps	2,380	2,280	Signal	C	24	YES
88th St NE / I-5 NB Ramps	2,755	2,630	Signal	B	19	YES
88th St NE / State Ave NE	3,150	3,465	Signal	D	53	YES
88th St NE / 51st Ave NE	1,240	1,505	Signal	B	19	YES
88th St NE / 67th Ave NE	1,500	1,855	Signal	B	18	YES
SR 9 / 84th St NE	2,070	2,370	RAB	C	31	YES
4th St (SR 528) / I-5 SB Ramps	2,650	2,475	Signal[6]	C	33	YES
4th St (SR 528) / I-5 NB Ramps	3,530	2,630	Signal[6]	C	27	YES
4th St (SR 528) / State Ave	3,170	3,010	Signal	C	26	YES
4th St (SR 528) / 47th Ave NE	2,440	2,705	Signal	C	23	YES
64th St NE (SR 528) / 67th Ave NE	2,350	2,665	Signal	C	28	YES
3rd St / State Ave	2,140	1,785	Signal	A	10	YES
3rd St / 47th Ave NE	1,600	1,360	Signal	D	48	YES
SR 9 / SR 92	N/A[7]	3,070	Signal	C	23	YES
SR 9 / Soper Hill Road	2,370	3,205	Signal	B	13	YES

Source: Transpo Group, 2015

1. Total entering volumes at the intersection. 2007 volumes based on analysis conducted for the 2008 Transportation Element
2. Intersection traffic control: "Signal" is typical traffic signal; "TWSC" is two-way stop control; "RAB" is roundabout.
3. Level of service as defined by *Highway Capacity Manual 2010* (Transportation Research Board, 2010)
4. Average delay per vehicle in seconds. For TWSC, average delay only reflects delays for the worst movement (WM); "SB" is southbound.
5. Indicates whether the LOS standard that applies to that intersection is met.
6. Due to limitations in the HCM2010 methodology, these intersections were evaluated with the *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodology.
7. Intersection volumes for 2007 not available.
8. Not applicable. These intersections are not arterial-arterial or arterial-collector intersections, and thus do not fall under the City's LOS standards. Cities define how Regionally Significant Highways LOS standards are applied.
9. These intersections are within the City of Arlington. Table reflects Arlington LOS standards.

2.4 Roadway Traffic Safety

The traffic safety analysis was conducted at intersections within the City of Marysville. Historical collision data along all major City roadways were provided by WSDOT for the five-year period from 2009 to 2013. I-5 facilities were not included in the safety review. Analysis and statistics were summarized by collisions related to intersections, fatalities, and pedestrians or bicycles.

2.4.1 Intersection Safety Analysis

Table 3 summarizes the collision history at intersections within the City of Marysville that had a high collision rate. Typically, any intersection with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if improvements could be made to improve safety.

Table 3. Intersections with High Collision History (2009-2013)

Intersection	Average Collisions Per Year	Daily Total Entering Vehicles[1]	Collisions Per MEV[2]	Collision Type[3]
172nd St NE / 27th Ave NE	14.6	31,400	1.27	Rear-End
172nd St NE / Smokey Point Blvd	17.4	47,800	1.00	Rear-End
88th St NE / State Ave	24.6	34,650	1.95	Rear-End
80th St NE / State Ave	9.2	22,900	1.10	Rear-End
4th St (SR 528) / Cedar Ave	17.8	26,900	1.81	Rear-End
4th St (SR 528) / State Ave	21.2	30,100	1.93	Approach Turn
3rd St / State Ave	6.6	17,850	1.01	Angle
64th St NE (SR 528) / 67th Ave NE	12.4	26,650	1.27	Approach Turn

Source: WSDOT Collision Records, 2015
1. Estimated based on 2014 weekday PM peak hour volumes.
2. Collisions per million entering vehicles.
3. The majority or plurality of collisions types recorded.

The State Avenue and 4th Street corridors continue to be the areas with the highest number of collisions. The most common accident type is rear-end collisions. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself. These can be influenced by a variety of factors including aggressive driving (congestion related), failure to yield, poor sight distances, or intersection geometrics. It should be noted that the volumes reflect 2014 conditions, but the collisions occurred over a 5-year period when traffic volumes were higher at many of these locations. This means that the rate per MEV in Table 2 may be slightly overestimated.

2.4.2 Fatalities

During the five year study period (2009-2013), six collisions resulted in six fatalities in the study area. Two fatalities involved bicyclists, two fatalities involved pedestrians, and two were drivers. All of the pedestrian and bicycle fatalities occurred in the dark time periods, some with and without street lights present. In three of the fatalities, drivers were noted to be under the influence of alcohol. Two of the fatalities (bicyclist and pedestrian) were located along State Avenue between 116th Street NE and 100th Street NE. Another fatality (bicyclist) was nearby along Shoultes Road north of 100th Street NE. The other pedestrian fatality was

along State Avenue near 5th Street. The two driver fatalities were along State Avenue near 128th Street NE and along 64th Street NE near 83rd Avenue NE.

2.4.3 Pedestrian/Bicycle Safety

Between 2009 and 2013 there were 69 collisions involving pedestrians and 85 collisions involving bicyclists in Marysville. The largest concentration (41) of these types of collisions occurred along the State Avenue corridor. A total of 31 bicycle related collisions and 10 pedestrian related collisions occurred in this corridor between 2009 and 2013. Outside the State Avenue corridor, these types of collisions were not concentrated at any one corridor.

2.5 Freight System

Freight movement in the study area involves both trucks and rail transportation. The City works to provide adequate routes and facilities for movement of goods by truck. Rail tracks also traverse the City. The railroad track impacts other transportation modes in the City.

2.5.1 Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

FGTS classifies roadways using five freight tonnage classifications (WSDOT FGTS 2013 Update), T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The only T-1 corridor within the Marysville planning area is I-5. There are several T-2 corridors in the planning area including: SR 9; SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, and Marine Drive (between 27th Avenue NE and I-5). The T-3 and T-4 classified roadways largely align with the City's arterial and collector street network. These classifications are based on existing truck activity.

The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62. The primary north-south truck route is SR 529/State Avenue/Smokey Point Boulevard. Due to physical constraints, State Avenue between 2nd Street and Grove Street is not part of the designated truck route, with the Cedar Avenue/80th Street NE corridor serving as the bypass truck route. Turns at the intersection of State Avenue/4th Street to/from the north leg as well as northbound right-turn movements are not permitted. Other north-south routes include: 51st Avenue NE/Armar Road corridor (between SR 528 and north City limits); and 67th Avenue NE (between 64th Street NE and north City limits). East-west truck routes include: 4th Street/64th Street NE (SR 528) corridor (between I-5 and SR 9); 88th Street NE (between I-5 and State Avenue); 116th Street NE (between I-5 and State Avenue); 136th Street NE/140th Street NE corridor (between west City Limits and Smokey Point Boulevard/State Avenue); and 152nd Street NE/156th Street NE corridor (within City Limits).

While 67th Ave NE is defined as a truck route, there is a design issue for southbound trucks making a right turn onto SR 528. The curb radius is too small and recent complaints have

confirmed the need for the City to evaluate a project to increase the radius on the NW corner of the intersection.

2.5.2 Rail Crossings

There are a total 17 public crossings and 9 private crossings in the City of Marysville. Burlington Northern Santa Fe (BNSF) Railways operates the main rail line through the City of Marysville and a spur that branches off from the main line and ends in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. The spur to Arlington branches off from the BNSF mainline approximately one quarter mile north of 116th Street NE in Marysville.

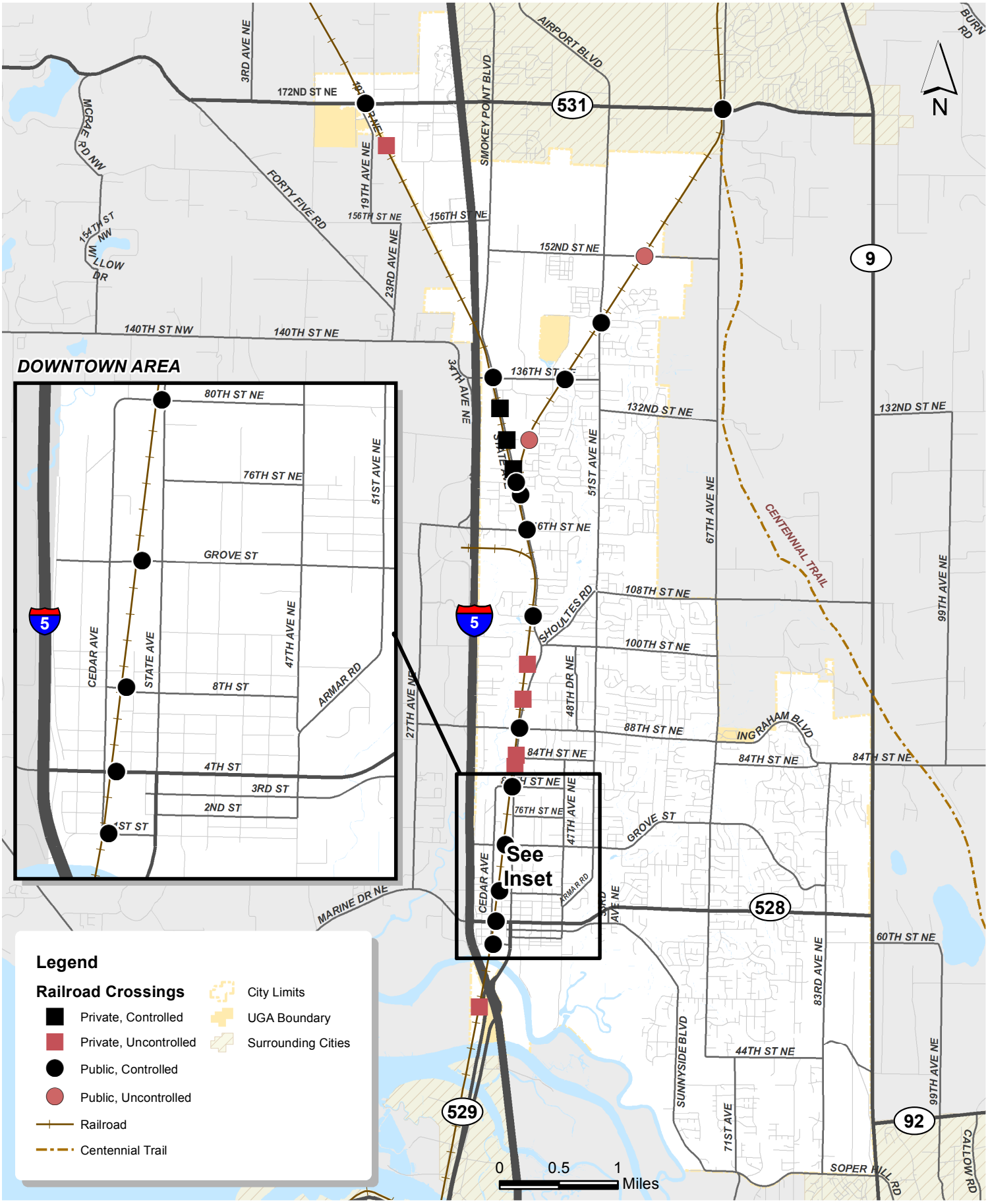
The BNSF main line contains 11 public and 9 private crossings in the City while the remaining 6 crossings are on the BNSF spur to Arlington. Figure 3 illustrates the location of the rail crossings within the City and provides information on whether the crossing is public or private and whether the crossing is signalized or simply signed.

The *Washington State 2010-2030 Freight Rail Plan* reports that approximately 18 trains use the BNSF mainline every day with AMTRAK operating an average of four passenger trains through Marysville each day. The *Freight Rail Plan* also identifies 18 trains per day as the capacity of the BNSF mainline through Marysville.

The rail crossings have been the location of eleven collisions between January 2005 and October 2010 with some of the collisions resulting in injuries. Incident reports compiled by Federal Railroad Administration show that the collisions at the public at-grade crossings were a result of motorists ignoring the gates and flashing beacons or stopping on the railroad tracks.

Two separate investigations, one completed in 2011 by the City (Cherry Point Coal Export Facility Rail Operations) and a second completed by PSRC in 2014 (Economic Evaluation of Regional Impacts for the Proposed Gateway Pacific Terminal at Cherry Point) identify some of the potential impacts of the proposed coal export terminals at Cherry Point which is located in Northwest Washington. These studies indicate that in 2035 as many as 43 trains per day could travel through Marysville, with 18 related to the proposed coal terminals. This could result in a total gate down time from 70 minutes (1 hour 10 minutes) to 145 minutes (2 hours 25 minutes) a day. The study also identified potential negative impacts which are exacerbated by the lack of grade-separated rail crossings and the location of the BNSF mainline through the heart of the City and proximity to I-5.

Rail crossings also impact pedestrian and bicycle travel in the City and surrounding area. Some of the rail crossings of streets are at oblique angles which can result in safety problems for bicyclists. In addition, pedestrians and bicyclists can feel unsafe and be exposed to collisions, especially at uncontrolled crossings.



Existing 2014 Rail Crossings

FIGURE **3**

City of Marysville Transportation Element 2015

transpogroup

2.6 Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities play a vital role in the City's transportation system. The non-motorized transportation system is comprised of facilities that allow residents to meet their mobility needs and recreation desires on foot or bicycle. A well-developed system provides healthy travel options, encourages recreational activities, reduces vehicle demand on City roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensure that those people with mobility limitations can easily and safely access goods and services.

A well-used non-motorized transportation system will connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops through a system of pedestrian and bicycle facilities. Existing pedestrian facilities are shown in Figures 4 and 5, and bicycle facilities are shown in Figures 6.

Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects. However, there are also major non-motorized projects completed as standalone improvements such as: sidewalk improvements to 47th Avenue NE (7th Street NE to Grove Street); bike lanes on 67th Avenue NE (SR 528 to 84th Street NE); bike lanes on Grove Street (State Avenue to 67th Avenue NE); Bayview Trail (SR 528 to 84th Street NE); and, new bike lanes on Cedar Avenue (1st Street to 80th Street NE).

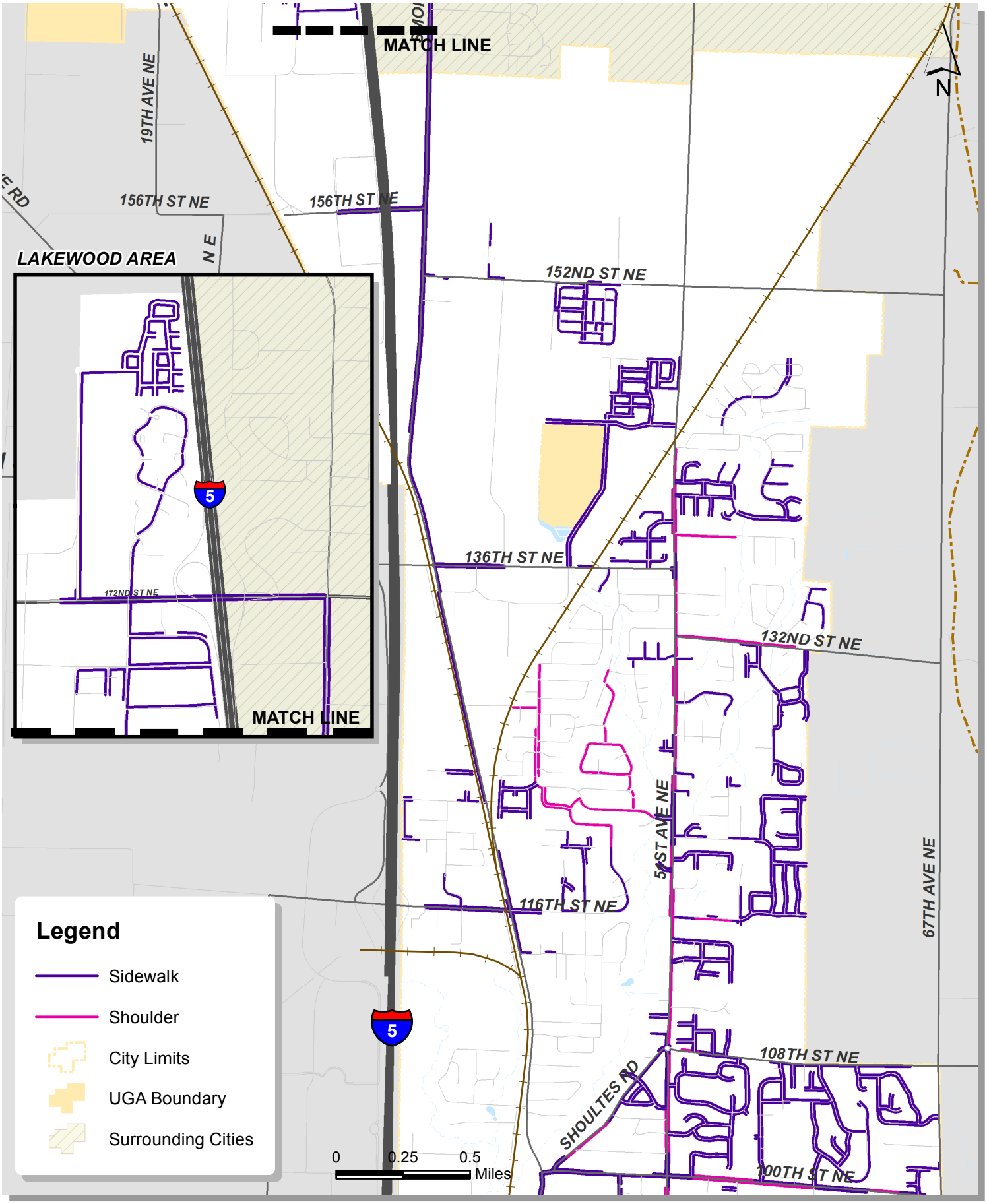
2.6.1 Pedestrian Facilities

As shown in Figures 4 and 5, the majority of the existing sidewalks and pathways for pedestrians are located in the Downtown area of the City and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulder that can be used for walkways also are located along some arterials and local streets in other parts of the City. Some of the shoulders are areas in which the shoulder of the roadway has been striped for pedestrian travel and parking is not allowed.

The vast majority of new sidewalks constructed over the last decade were part of larger roadway expansion projects or were constructed by developers as new subdivisions or commercial projects were built. Although not complete, a large amount of new sidewalks have been constructed along Smokey Point Boulevard.

However, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues particularly for vulnerable populations like seniors, children and people with limited mobility. The *City's Engineering Design and Development Standards* provide guidance on when pedestrian facilities should be provided as well as guidance on basic dimensions.

The City also is served by several multi-use trails which primarily serve recreational purposes. The Centennial Trail located east of Marysville runs roughly north/south between and beyond the City of Arlington to the north and the City of Lake Stevens to the south. Currently, there are limited pedestrian connections to the Centennial Trail for Marysville residents. The Bayview/Whiskey Ridge Trail runs along the PSE utility corridor roughly parallel to 83rd Avenue NE between SR 528 and 84th Street NE. Trails through parks and subdivisions are also distributed throughout the City. Other trails or pathways have or are being developed as part of the City's parks and open space plans.

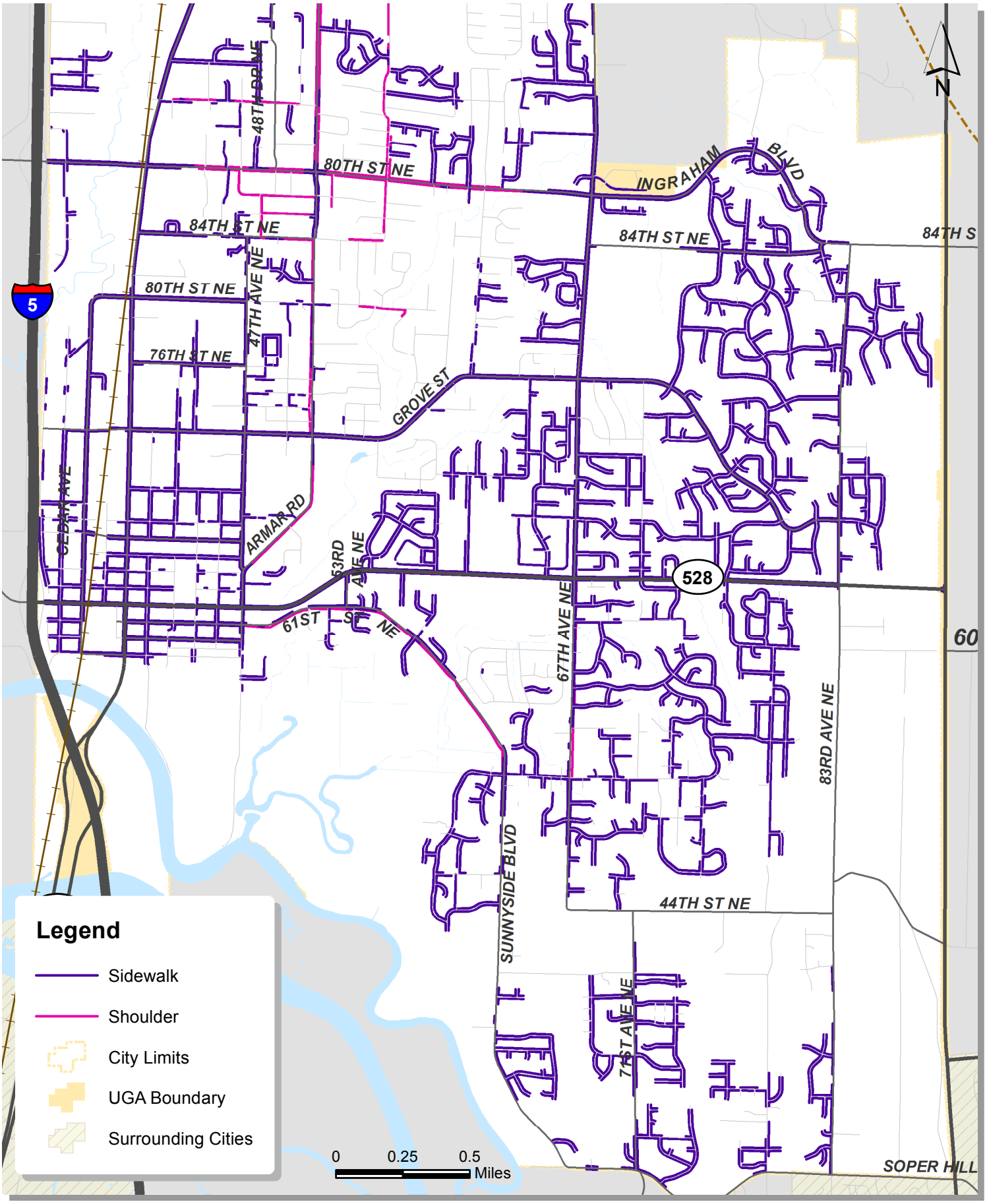


Existing 2014 Pedestrian Facilities (Northern City)

FIGURE
4

City of Marysville Transportation Element 2015

transpogroup

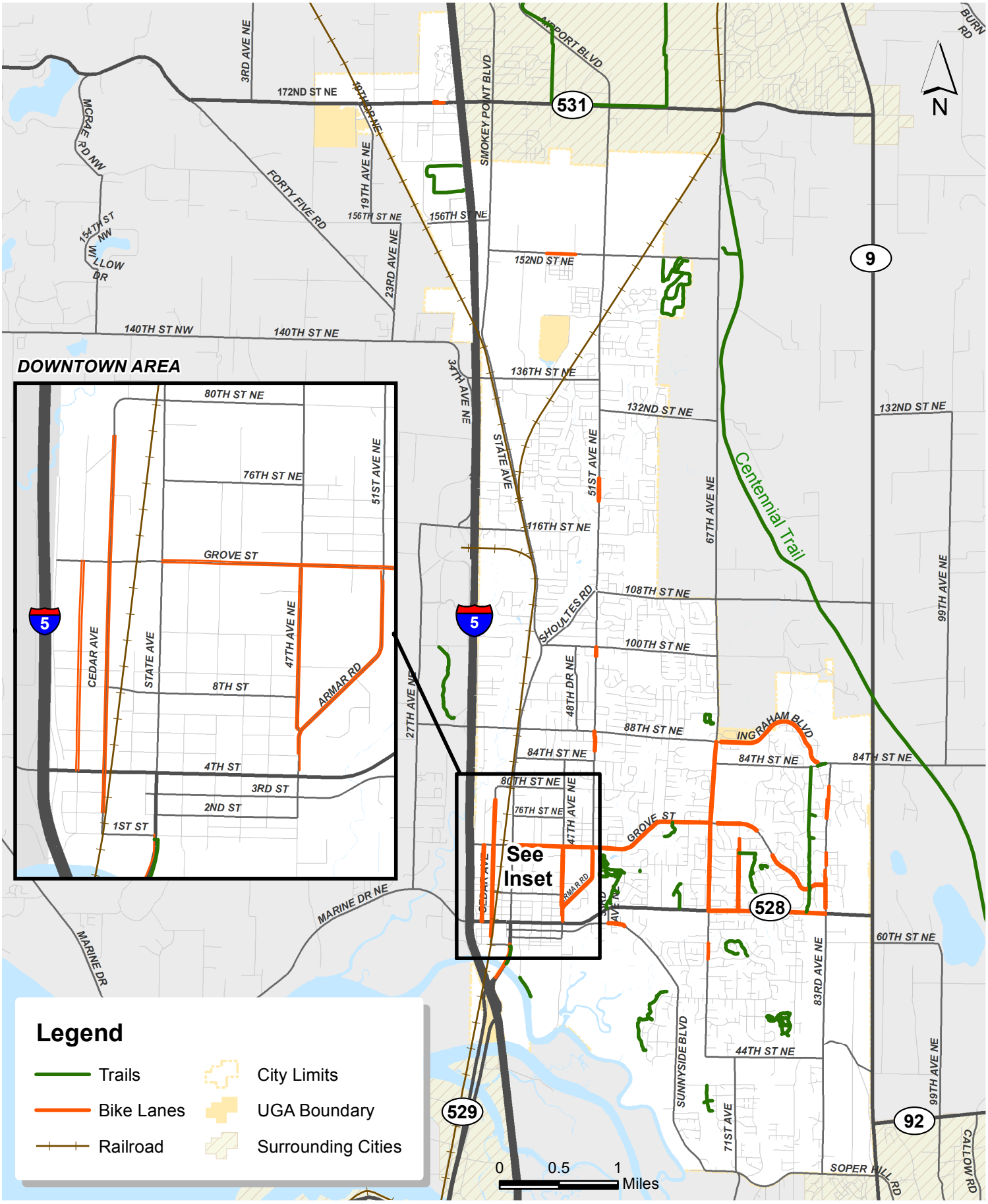


Existing 2014 Pedestrian Facilities (Southern City)

FIGURE **5**

City of Marysville Transportation Element 2015

transpogroup



Existing 2014 Bicycle Facilities

FIGURE **6**

City of Marysville Transportation Element 2015

transpogroup

2.6.2 Bicycle Facilities

There are a limited number of existing bike lanes within Marysville and the surrounding communities as shown in Figure 6. Existing bicycle facilities are concentrated along a few select corridors. Beach Avenue, Cedar Avenue and Grove Street have bike lanes along a majority of their length. Bike lanes are also found along some segments of 47th Avenue NE, 51st Avenue NE, 67th Avenue NE, Ingraham Boulevard, 64th Street NE, 71st Avenue NE, and 83rd Avenue NE although significant gaps still exist. Bike lanes along Beach Avenue and 47th Avenue NE have been completed since the 2008 Transportation Element update.

Connections between the City and regional multi-use trails do not currently exist. Currently no other bicycle facilities like bike routes, shared-lane markings, bicycle boulevards, or buffered bike lanes exist within the City. The City's *Engineering Design and Development Standards* provide general guidance on when bicycle facilities should be provided.

2.7 Transit and Transportation Demand Management

Transit is another important component of the City's transportation system. Community Transit provides both fixed-route local and commuter bus service as well as paratransit services. A significant amount of information provided in the section was provided by Community Transit.

Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard NE with connections to park & ride lots. Other roads like 4th Street, 88th Street NE, 51st Avenue NE, and 172nd Street NE are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides.

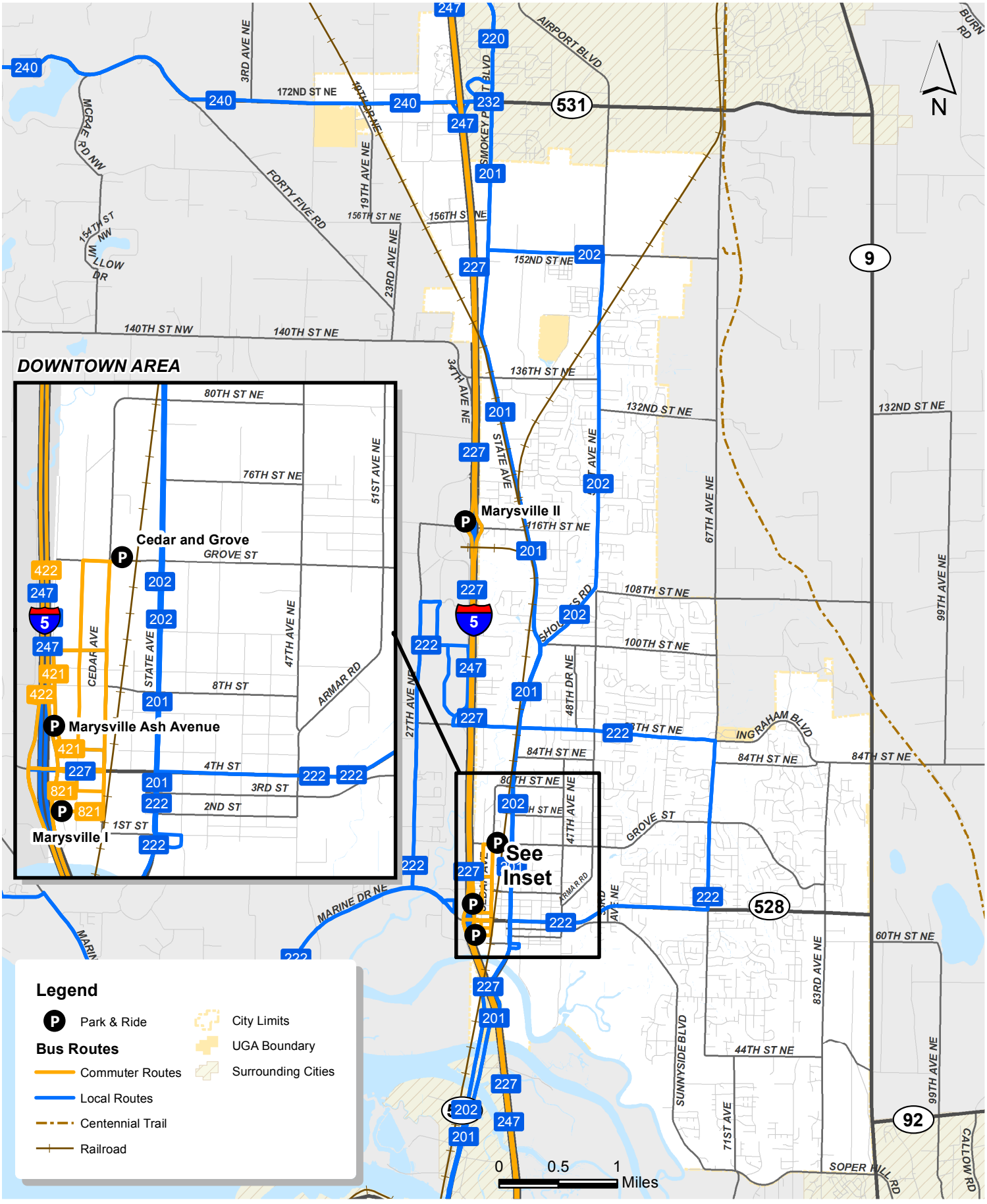
2.7.1 Transit Service

Transit service is a vital component of a balanced transportation system. Community Transit, which operates transit service throughout Snohomish County, operates nine bus routes in and through the City of Marysville including six local routes, two commuter routes to Downtown Seattle and one route to the University District.

To cope with revenue shortfalls during the economic downturn, Community Transit reduced the frequency of commuter service, restructured local service to serve the highest-demand areas, as well as eliminated Sunday service. These changes took place in 2012. Community Transit has started adding back some of these services as funds become available.

Local routes serve travel needs within Snohomish County, with service usually available six days per week. Commuter routes provide express service for Snohomish County residents to employment and higher-education destinations on weekdays. Two routes provide service to employment destinations in the vicinity of Paine Field.

Table 4 summarizes 2013 service characteristics of each route. It also provides the average daily boardings. Figure 7 shows the 2013 fixed routes throughout the City along with the existing park and ride facilities.



2013 Transit Routes and Facilities

FIGURE 7

City of Marysville Transportation Element 2015

transpogroup

Table 4. Transit Service Routes (2013)

Route Number	Route Description	Weekday Service	Saturday Service	2013 Average Weekday Daily Boardings	2013 Average Boardings per Revenue Hour
201	Local core service between Arlington and Lynnwood, via State Avenue. Stops at the Smokey Pont Transit Center, State & 88th St NE, Broadway & Tower Street, Everett Station, Mariner P&R, Ash Way P&R, Alderwood Mall and LTC.	Yes	Yes	1,562 (1,824)	24.1
202	Local core service between Arlington and Lynnwood, via 51st Avenue SE. Stops at the Smokey Pont Transit Center, State & 88th St NE, Broadway & Tower Street, Everett Station, Mariner P&R, Ash Way P&R, Alderwood Mall and LTC.	Yes	Yes	1605 (727)	24.4
222	Local feeder service between Marysville and Silver Village, with stops at 88th & State Ave., Quil Ceda Village, and Marine Dr. & 33rd NE.	Yes	Yes	326 (371)	13.3
227	In-county commute service between Smokey Point and the Everett Boeing Plant.	Yes	No	114 (57)	32.2
240	Local rural service between Stanwood and Smokey Point, with stops at Lake Goodwin Resort, Warm Beach Senior Community, and Stanwood Station.	Yes	No	377 (120)	6.1
247	In-county commute service between Stanwood and the Everett Boeing Plant with a stop at the I-5 & 116th St NE Flyer Stop.	Yes	No	138 (216)	33.2
421	Inter-county commuter service between Marysville and Downtown Seattle, with a stop at LTC.	Yes	No	652 (471)	34
422	Inter-county commuter service between Stanwood and Downtown Seattle with freeway flyer stops in Marysville and at LTC.	Yes	No	195 (177)	27.5
821	Inter-county commute service between Marysville and the University District, with a stop at LTC.	Yes	No	269 (116)	33.5

Source: Community Transit, Year End 2013 System Performance Report

4. Numbers in parenthesis indicate the totals shown in the 2008 Transportation Element

2.7.2 Park & Ride Lots

As shown on Figure 7, the City currently is served by five park & ride lots. Combined, the five facilities have approximately 571 parking stalls, up from 346 parking stalls in 2005. These additional parking spaces were provided through construction of the Cedar & Grove Park & Ride as well as the Smokey Point Park & Ride. With 223 spaces, the Cedar & Grove Park & Ride lot is the largest of the five. Table 5 summarizes the utilization rates of each of the park & ride lots in 2013 as well as in 2008 for lots where information was available.

Most of the park & ride lots are located near I-5. Construction of the Cedar & Grove Park & Ride lot, which was identified in the 2008 Transportation Element as a project funded and constructed by Community Transit, has helped address capacity issues, with all park & ride lots now at 80 percent or less of capacity. The Marysville (South) I Park & Ride lot, which is

served by commute routes, has the lowest utilization at 49 percent of capacity. Utilization data for the United Methodist Church, which was not available in 2008, is now available and included in Table 5 below.

Table 5. Marysville Park & Ride Lot Utilization (2013)

Facility	Location	Stalls	Percent Used
Marysville Ash Avenue	Near 6th St / Ash Ave	202 (202)	69% (87%)
Marysville (South) I	Near 2nd St / Ash Ave	74 (74)	49% (47%)
Marysville (North) II	Near 116th St NE / I-5 SB Ramps	70 (83)	80% (99%)
Cedar & Grove	Near Cedar Ave / Grove St	223 (NA)	79% (NA)
Marysville United Methodist Church	At 5600 64th Street NE	32 (NA)	53% (NA)

Source: Community Transit Year End 2013 System Performance Report

1. Numbers in parenthesis indicate totals shown in the2008 Transportation Element. NA indicates Park & Ride is new or data was not available.

2.7.3 DART Paratransit

Dial-A-Ride Transportation (DART) provides services to individuals who have disabilities and/or the elderly who are unable to access fixed-route services. The Americans with Disabilities Act (ADA) requires that Community Transit offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Community Transit currently provides DART paratransit service to over 4,000 registered disabled patrons within Snohomish County, with an average daily ridership of more than 600 patrons. Community Transit's paratransit service requirements are tied to the local service network. Dart service is operated under contract with Senior Services of Snohomish County.

2.7.4 Vanpool Program and Rideshare Services

Community Transit's vanpool program is one of the largest in the nation. The fleet consists of 415 vehicles that include 7-, 12-, and 15-passenger vans, including two mobility device lift-equipped vans for persons with disabilities. Vanpools serve commuter groups with an origin or destination in Snohomish County.

In 2013, vanpools provided 9 percent of all Community Transit passenger trips, or more than 0.9 million rides. In 2013, there were 362 active Community Transit vanpools. Thirty-two of these vanpool groups originated in Marysville for employers in south Snohomish County and King County. Eight of the vanpool groups travel to the Everett Boeing facility.

Community Transit also offers ride-matching services throughout the region to those interested in carpooling and vanpooling. Commuters are matched by where they live, their destination, and their work schedule. When someone applies for a ride match, a list of others looking to share the ride are sent to the individual. In addition, the person's name will be added to the regional database of more than 18,000 commuters who want to share the ride.

2.7.5 Commute Trip Reduction (CTR) Plan

The City adopted a Commuter Trip Reduction (CTR) Plan in 1997, and then updated the plan in 2008 (Ord. 2476) to comply with State requirements. The CTR program aims to reduce drive alone vehicle trips for major employers which are defined as companies with 100 or

more employees who arrive between 6 a.m. and 9 a.m. The 2008 update identified three employers — the City of Marysville, Zodiac Aerospace, and the Everett Clinic at Smokey Point — with a goal of reducing drive alone trips and vehicle-miles-traveled by 10 percent for CTR affected sites. The CTR plan also requires: designation of a transportation coordinator; distribution of information about alternatives to SOV commuting; and annual progress reports.

Chapter 3. Travel Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2015 update, the City decided to use the same long-range horizon (year 2035) that was used in the 2008 Transportation Element. The transportation improvement projects are grouped into short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035) time frames to help guide implementation of the plan.

The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model is also useful in evaluating transportation system alternatives.

3.1 Land Use Forecasts

Travel forecasts are largely derived based on changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. The Citywide land use targets for 2035 were based on PSRC land use assumptions for 2035, which is consistent with patterns of growth assumed in PSRC's *VISION 2040*.

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2035 travel demands.

3.1.1 Residential Growth

Figure 8 shows the projected housing growth in Marysville and surrounding communities. Overall, the number of dwelling units in the study area is projected to grow by 31,700, or an increase of about 60 percent over 2007. This is equivalent to a 1.7 percent annual growth rate, slightly less than the 2.1 percent annual rate assumed in the 2008 Element. The City of Marysville is forecast to grow by nearly 15,300 dwelling units. This is about a 15 percent drop in the estimate from 2008. Growth in the City and its UGA is forecast to average 2.0 percent per year, down from 2.3 percent rate assumed previously.

As shown in Figure 8, housing in the southeast parts of Marysville is projected to grow the fastest, accommodating nearly 40 percent of the growth in housing. These areas are projected to grow from 4,900 to over 10,900 households by 2035. The East Sunnyside-Whiskey Ridge subarea is within the southeast Marysville district shown on Figure 8.

The remaining growth in households in the City would be fairly evenly divided between north and central Marysville. Approximately 4,700 new dwelling units are forecast for north Marysville. The number of dwelling units in central Marysville would increase by approximately 4,600 dwelling units between 2007 and 2035.

Significant growth in housing is also forecast in the Cities of Lake Stevens and Arlington. Growth in these other communities also affects the transportation system needs in Marysville.

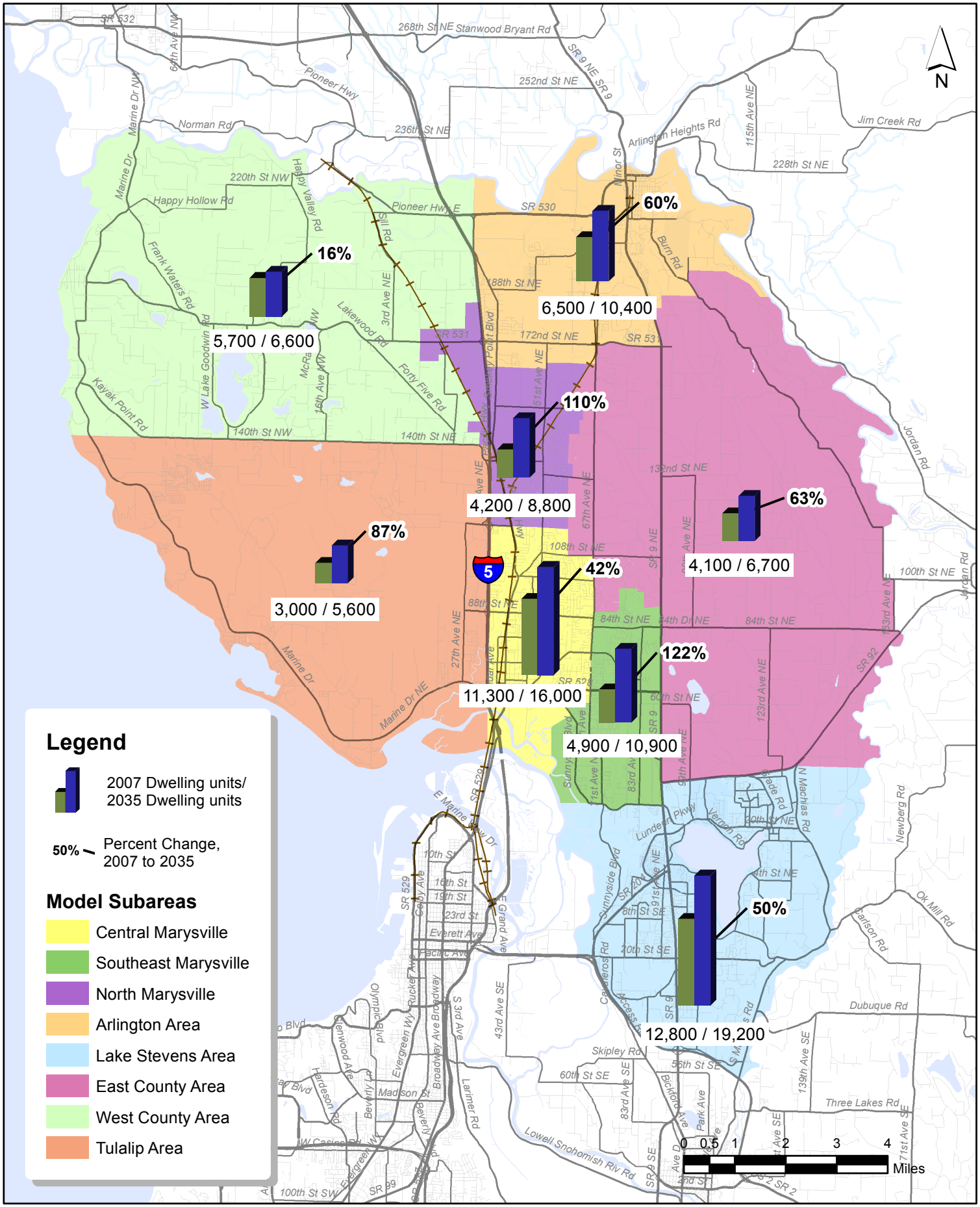
Approximately 6,400 additional housing units were assumed to be constructed between 2007 and 2035 in or near the City of Lake Stevens. However this is much less than the 11,000 housing units assumed in the 2008 Element for this area. The number of housing units in the Arlington area also would nearly double, from 6,500 to 10,400 during the 28 year period.

Housing unit growth on the Tulalip reservation and in other County areas is forecast to be more moderate. Combined, these three areas are projected to grow by approximately 6,100 additional housing units, representing 20 percent of the study area growth between 2007 and 2035.

3.1.2 Employment Growth

Figure 9 summarizes the forecast growth in employment used in developing the 2035 travel forecasts. The number of jobs in the travel demand model study area is forecast to increase by 171 percent – from 30,500 employees in 2007 to about 82,700 employees in 2035. This is about 15,700 more jobs than forecasted in the 2008 Element. The bulk of the employment growth will occur within Marysville, Arlington, and the Tulalip reservation. Employment within the Arlington area is projected to more than double, growing from 9,500 to 26,200 jobs by 2035 (about 7,900 more jobs than the 2008 Element). The north Marysville area also is expected to have significant growth in jobs, with over 15,000 additional employees. The City of Marysville has prepared the Smokey Point and Lakewood Subarea Master Plans for these areas. Combined, the Arlington and north Marysville areas account for nearly two-thirds of the forecast growth in employment within the overall model study area, similar to forecasts in the 2008 Element.

The number of jobs within the Tulalip reservation is forecast to grow significantly between 2007 and 2035. Over 7,100 additional jobs, reflecting an increase of 129 percent, are assumed for the Tulalip area west of I-5.

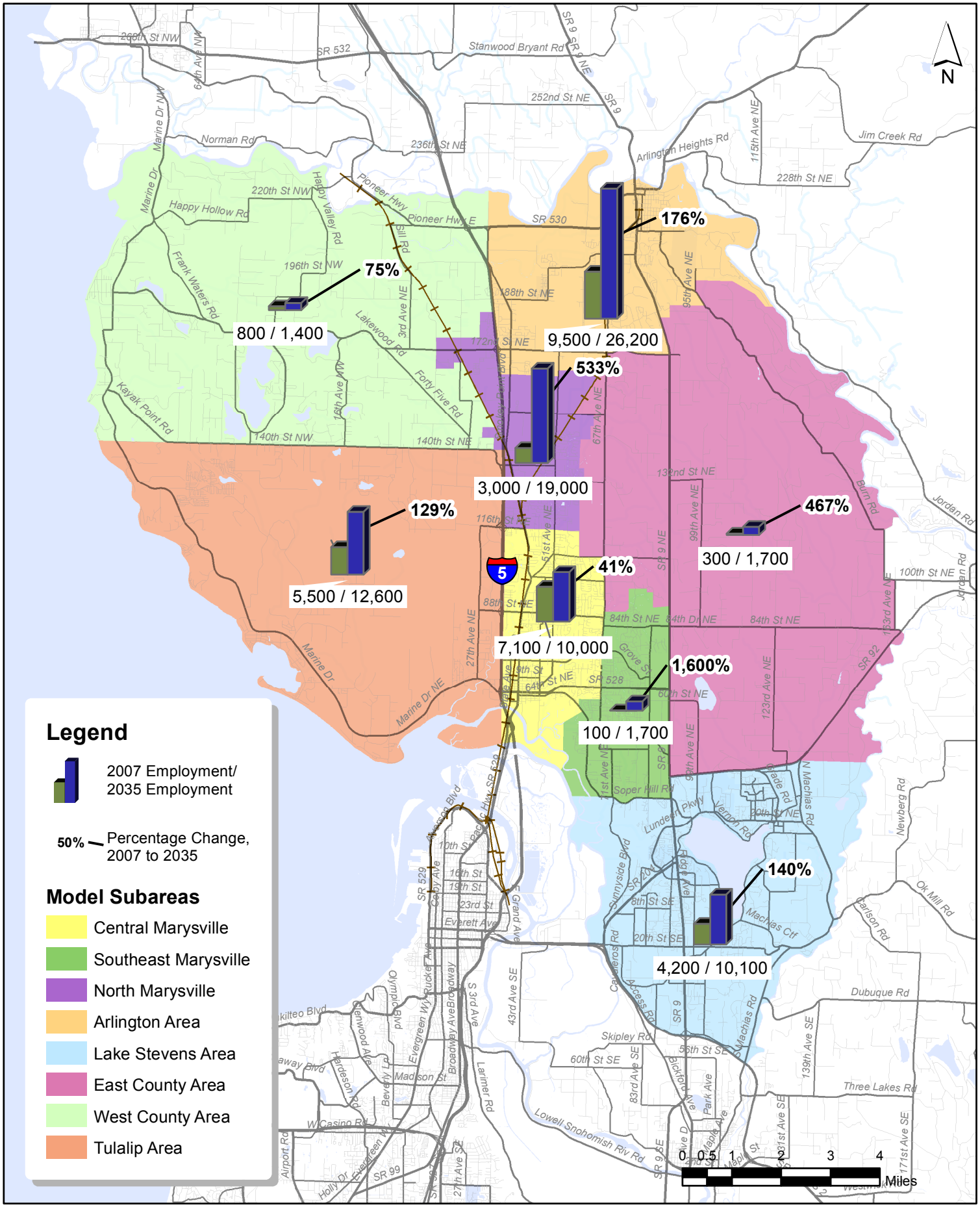


Forecast Housing Growth 2007 - 2035

City of Marysville Transportation Element 2015

transpogroup

FIGURE
8



Forecast Employment Growth 2007 - 2035

City of Marysville Transportation Element 2015

transpogroup

FIGURE
9

3.2 2035 Baseline and Alternatives Evaluation

The updated travel forecasting model was used to convert the 2007 and forecast (2035) land use data into travel demands. The 2007 data were used to calibrate and validate the model. The 2035 model was used to forecast traffic volumes and travel patterns.

The 2035 forecast model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2035. This scenario provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the Transportation Systems Plan.

3.2.1 2035 Baseline Evaluation

The 2035 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2035 for the baseline analyses. The follow projects were assumed in the 2035 baseline scenario:

- Added traffic signals to the **State Avenue/84th Street NE** and **88th Street NE/55th Avenue NE** intersections.
- **State Avenue** widened to five lanes between 116th Street NE and 136th Street NE
- Added new westbound lane on **88th Street NE** between 36th Avenue NE and I-5 northbound on-ramp.
- New **156th Street NE** five lane corridor between Smokey Point Boulevard and 51st Avenue NE.
- New **40th Street NE** three to five lane corridor between Sunnyside Boulevard and SR 9. Connects to SR 9 at the SR 92 intersection.
- New **27th Avenue NE** three lane corridor between 172nd Street NE and 156th Street NE.
- Reconstructed **I-5/116th Street NE** interchange (Single-Point Urban Interchange or SPUI)
- Reconstructed **I-5/88th Street NE** interchange (SPUI)
- New ramps to/from the north at the **I-5/SR 529** interchange to serve Marysville to I-5 traffic.
- **US 2 Trestle** widening: westbound widening at Ebey Slough Bridge to three lanes; convert eastbound emergency lane to travel lane in PM peak hour.
- Widened **SR 9** corridor: five lanes between US 2 and Lake Stevens Road; seven lanes between Market Place and Lundeen Parkway.
- **SR 531** widened to five lanes between 43rd Avenue NE and SR 9

The 2008 Marysville Transportation Plan recommended that 88th Street NE be widened to a four- to five-lane arterial and connected to SR 9 via Ingraham Road. One focus of the alternatives evaluation was to identify strategies to reduce the need for a four to five-lane arterial in the 88th Street NE corridor; therefore, the 2035 baseline evaluation assumed that the 88th Street NE corridor would remain at two lanes.

The 2035 baseline forecasts also showed:

- The new ramps on I-5/SR 529 interchange reduces the previously assumed levels of congestion on 4th Street (SR 528) east of I-5; however, congestion is shifted to the 2nd Street and 3rd Street corridors east of State Avenue.
- The existing Sunnyside Boulevard would be overcapacity (47th Avenue NE to 52nd Street vicinity), which also adds congestion to the alternate route along SR 528 and 67th Avenue.
- The SR 9 corridor will be over capacity between SR 531 in Arlington to SR 92 near Lake Stevens.
- Sections of Grove Street, east of 51st Avenue NE, are forecast to be over capacity.
- Sections of 88th Street NE (with no assumed improvements) are over capacity.
- The north-south arterials of 51st Avenue NE and 67th Avenues NE are over capacity between 152nd Street NE and 108th Street NE.
- 172nd Street NE west of 27th Avenue NE would be over capacity.
- The section of State Avenue between 100th Street NE and 116th Street NE was assumed to remain at three lanes and would be over capacity.
- Even with five-lane widening, the SR 531 corridor will still be congested on sections between I-5 and SR 9.
- Intersection improvements will be required to address delays and congestion in several other locations

While the 2035 baseline analysis showed many corridors over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes also may reduce the travel demands on the problematic corridors. The alternatives evaluation explored how specific improvements would directly or indirectly impact congested corridors.

3.2.2 Alternatives Evaluation

Based on the results of the 2035 baseline forecasts, several alternatives were defined and evaluated. These included six main alternative areas:

- Widening SR 9 north of SR 92;
- Widening 88th Street NE between State Avenue and 67th Street NE;
- Construction of I-5/156th Street NE Interchange;
- Widening 51st Avenue NE in northern sections of City;
- Widening State Avenue between 100th Street NE and 116th Street NE;
- and, the Downtown Bypass.

The following summarizes key findings from the alternatives evaluation which were used to establish the framework for the Transportation Element.

SR 9 Widening

Comparing the 2014 traffic counts with the 2007 data, significant traffic growth has occurred along the SR 9 corridor in the southeast Marysville area. This coincided with recent capacity improvements along the corridor south of SR 92. This suggests that further capacity improvements to SR 9 could have similar impacts (i.e. more City traffic could shift to the SR 9 corridor instead of using the I-5 corridor).

This alternative scenario evaluated widening the SR 9 corridor to four to five lanes between SR 531 and SR 92. The result of this improvement showed: reduced east Snohomish County cut-through traffic between I-5 and SR 9; reduced east-west City of Marysville traffic between I-5 and SR 9; and reduced traffic demands on parallel routes (for example 67th Avenue NE and 83rd Avenue NE).

88th Street NE Widening

In the 2008 transportation analysis, potential extension of 116th Street NE and/or 80th Street NE was evaluated to help relieve congestion and the need for widening 88th Street NE between State Avenue and 67th Avenue NE. The 116th Street NE corridor extension was evaluated with different eastern termini, ranging from 51st Avenue NE to east of 67th Avenue NE to see if it could reduce travel demands on 88th Street NE. In addition, possible extension of 80th Street NE was considered as a potential way to shift traffic out of the 88th Street NE corridor.

The results of 2008 Transportation Element concluded that extension of 116th Street NE and providing only three lanes on 88th Street NE would not resolve this major capacity need. Travel associated with the commercial growth west of I-5 and residential growth east of I-5 would not readily shift to an extension of the 116th Street NE corridor due to the longer travel distance and time. In addition, the costs for extending 116th Street NE and widening 88th Street NE to three lanes would be significantly greater than widening 88th Street NE to five lanes without the extension of 116th Street NE. Extending 80th Street NE to connect to 60th Avenue NE would also help reduce congestion on 88th Street NE, but at higher costs and provide more circuitous travel patterns.

The 2015 Transportation Element analyses largely focused on strategies to reduce or eliminate the need to widen 88th Street NE to five lanes through shifting traffic to SR 9. The analyses assumed widening of SR 9 between 84th Avenue NE and SR 92 to four to five lanes, consistent with the recent widening south of Soper Hill Road. The model was examined to determine the users of 88th Street NE under the three-lane scenario and the five-lane scenario. Under both scenarios the majority of users were either local users (City land uses within a couple blocks of the corridor) or City land uses in the east areas of Marysville (between 60th Drive NE to SR 9, and Ingraham Boulevard to SR 528). Under the three-lane scenario some of local users diverted to nearby local and arterial streets, and the east City users diverted to other City arterials and SR 9. Under the five-lane scenario for 88th Street NE, the increase in east Snohomish County cut-through traffic was not significant. In other words, the five-lane widening of 88th Avenue NE would most benefit local area traffic patterns, as well as residents in the east part of the City. At the same time, the widening would directly impact residents and other land uses directly on the corridor (between State Avenue and SR 9). In addition, the widening of 88th Street NE to five lanes also would be

very expensive to construct due to right-of-way constraints and structures very near the edge of the existing corridor.

I-5/156th Street NE Interchange

The alternatives evaluation tested conditions with and without the new interchange at I-5 and 156th Street NE to assess the potential traffic shifts to other arterials. The model analysis was also conducted to understand what travel patterns would most benefit from a new interchange with I-5 at this location.

The alternatives analyses concluded that the proposed new interchange at I-5/156th Street NE is a very important element of the City's future transportation system. The interchange is needed to serve the increased travel demands associated with the significant growth in employment in north Marysville and Arlington. The new interchange also serves growth in the Lakewood area on the west side of I-5. Without the interchange, the existing corridor along 172nd Street NE (SR 531) would be well over capacity.

51st Avenue NE (and 67th Avenue NE)

The recent completion of 51st Avenue NE between 84th Street NE and 88th Street NE has created a continuous arterial between SR 528 and SR 531 within the City of Marysville, which resolved traffic diversion through adjacent neighborhoods.

The increase in employment and commercial land uses in the Lakewood and Smokey Point areas of the City creates commuter demands on north/south arterials for Marysville residents. This includes the arterials of Smokey Point Boulevard, 51st Avenue NE, and 67th Avenue NE. Based on the analysis, 51st Avenue NE and 67th Avenue NE could reasonably accommodate traffic demand if the corridors were widened to a three-lane capacity (i.e. two lanes, with turn pockets and better access management).

For 51st Avenue NE within the Smokey Point subarea, a three-lane capacity roadway would be sufficient to handle traffic demand. However, this assumed exclusive turn lanes at major intersections and the completion of the planned full grid network envisioned in the sub-area plan. If this grid network becomes not feasible, five lanes would be needed along 51st Avenue NE between 152nd Street NE and 172nd Street NE (SR 531).

State Avenue Widening

Under 2035 baseline conditions, only one section of the State Avenue/Smokey Point Boulevard corridor was not five lanes. This three lane section between 116th Street NE and 100 Street NE is currently three lanes. Assuming all the other major planned improvements in place (in other words the improvements outline in Section 3.2.3), keeping this section at three lanes would result in over capacity conditions. The main diversion would be to the I-5 corridor with added traffic congestion on the 116th Street NE and 88th Street NE corridors near I-5. Along the corridor itself, the major impacts of only three lanes would be degraded operations at the State Avenue/100th Street NE and State Avenue/116th Street NE intersections as well as fewer gaps in traffic for left turns at unsignalized driveways and intersections along the section of State Avenue.

Downtown Bypass

Another major alternative is a potential Downtown bypass route. The bypass was defined as a possible way to address the congestion on 4th Street (SR 528) in Downtown Marysville and

to provide a more direct connection between SR 529 and southeast Marysville. The bypass could also help reduce diversion of traffic to other Downtown streets.

A three lane (one lane each direction, with center turn lane) Downtown bypass was assumed to connect between the intersections of 1st Street/ State Avenue and 47th Avenue NE/Sunnyside Boulevard. The alignment follows due east from the 1st Street/State Avenue intersection until 47th Avenue NE. The bypass would turn north along 47th Avenue NE until the 3rd Street where it would connect to a widened Sunnyside Boulevard corridor. The new corridor was found to reduce traffic congestion on 4th Street (SR 528) within Downtown and the associated traffic diversion to other Downtown streets.

The Downtown bypass does not, however, result in any significant traffic shifts outside of the Downtown area such as 88th Street NE and other key corridors. In addition, the bypass does not significantly reduce traffic on 3rd Street between State Avenue and 47th Avenue NE. However, the City has recently designed a remodeled 3rd Street to include traffic calming such as traffic circles and curb bulb outs which should change the character of the street and discourage cut through traffic. These changes are anticipated to occur in the near future.

With the bypass, intersection operations at the 3rd Street/47th Avenue NE would be problematic. One possible solution would be to close the west leg of the 3rd Street/47th Avenue NE intersection to vehicle traffic. This would both improve intersection operations and further reduce the cut-through potential on 3rd Street. Adding a single-lane roundabout at this intersection would also improve operations.

3.2.3 Plan Framework

Based on the baseline and alternatives evaluation, the City established a framework for its long-range highway and street system. The framework builds from the City's prior Comprehensive Plan and Subarea Plans, as well as other agency transportation improvement programs. Key elements of the framework plan include:

- Widen SR 9 to four to five lanes between 84th Street NE and SR 92.
- Improve 88th Street NE corridor to three lanes between State Avenue and SR 9. In sections where left-turns are not expected or restricted, two lanes would be sufficient. The corridor would also have pedestrian improvements. No further widened would be needed in the section between 67th Avenue NE and 83rd Avenue NE.
- Implement a Downtown bypass route to connect between 1st Street/ State Avenue and 3rd Street/47th Avenue NE; the specific alignment as well as the design of the 3rd Street/47th Avenue NE intersection is still to be determined.
- Widen Sunnyside Boulevard to four to five lanes between 47th Avenue NE to south of 52nd Street NE; the Sunnyside Boulevard/Soper Hill Road corridor would be three lanes between 52nd Street NE and SR 9.
- Construct a new 40th Street NE corridor between Sunnyside Boulevard and the SR 9/SR 92 intersection, per the Sunnyside-Whiskey Ridge Subarea Plan.
- Widen State Avenue to five lanes between 100th Street NE and 116th Street NE to add capacity to the corridor.
- Construct a new five-lane, east-west principal arterial route in the 156th/152nd Street NE corridor. It would connect the Lakewood subarea west of I-5 and 67th Avenue

NE. Right-of-way for potential extension of the corridor east to SR 9 is also recommended to be preserved.

- Construct a new interchange with I-5 at 156th Street NE to serve extensive planned growth in north Marysville and Arlington.
- Upgrade 51st Avenue NE and 67th Avenue NE corridors to three-lane capacity roadways.
- Add additional connector roads to improve circulation and reduce traffic impacts on the arterial system.

The following highlights some of the major improvement projects to help the City meet its transportation system needs. The discussion is organized by corridor to show how the improvements work together to support the overall system.

I-5 Access Improvements

I-5 provides the primary connection between Marysville and the Puget Sound Region and other parts of Washington State. Marysville is served by four existing interchanges, including the Smokey Point (172nd Street/SR 531) interchange shared with Arlington.

The Transportation Element includes specific projects to improve three of the existing interchanges. The Tulalip Tribes are working with WSDOT to reconstruct the interchanges at 88th Street NE and 116th Street NE. The existing diamond interchanges at these two locations would be converted to single-point urban interchanges (SPUI). The SPUI design can provide for more efficient operations by eliminating a traffic signal at each location. The City of Marysville supports the funding and construction of these improvements.

WSDOT improved the I-5/172nd Street NE (SR 531) interchange at Smokey Point. Phase 1 of the project added travel lanes and improved intersection operations at the interchange. A second phase of the project provided a loop ramp for the west-to-south turn movement. This has helped reduce delays along the corridor.

The City of Marysville is working with WSDOT to fund and construct a new interchange at I-5/156th Street NE. The City recently funded and constructed a new overpass at this location, through a Local Improvement District, which has increased the connectivity between the Lakewood area and the rest of the City. In addition, a new interchange at 156th Street NE will further reduce future traffic volumes at the adjacent 172nd Street NE (SR 531) and 116th Street NE interchanges. The I-5/156th Street NE interchange is important to provide regional access to serve the projected growth in north Marysville (on both sides of I-5), in Arlington, and in Snohomish County.

The City also worked with WSDOT to identify potential improvements to reduce congestion and delays at the 4th Street (SR 528) interchange serving Downtown. The “City Center Access Study” resulted in a series of recommendations that included new ramps at the I-5/SR 529 interchange and 4th Street widening at the I-5/4th Street interchange. Other spot improvements were recommended and included as a separate project entitled “City Center Access Improvement Projects” in Table 10.

East-West Corridor Improvements

Several east-west corridors will need improvements to meet the forecast 2035 travel demands. The key corridors provide access to/from I-5, across I-5, or to SR 9. In addition to adding travel lanes and turn lanes, the plan includes improvements at arterial intersections.

To serve the growth forecast in the Lakewood and Smokey Point areas, a new principal arterial is planned for 156th Street NE/152nd Street NE corridor. The corridor would ultimately connect west of the BNSF rail line as a grade-separated crossing to serve Snohomish County areas west of the City as well. This preserves the corridor for long-range transportation needs and the potential growth outside of the existing UGA. A five-lane arterial will cross I-5 and provide access to the proposed interchange which is being coordinated with WSDOT. The 156th Street NE alignment for the corridor will extend east of Smokey Point Boulevard and then transition to the 152nd Street NE alignment; the specific alignment has not been established. East of 51st Avenue NE, the corridor could be initially constructed as a two-to-three lane facility, although right-of-way should be preserved to support an ultimate four-to-five lane cross-section. Because there are limited east-west corridors in the greater Marysville area that provide a direct connection between SR 9 and I-5, the City's Transportation Element recommends preserving the right-of-way to allow future extension east of 67th Avenue NE. This needs to be further coordinated with Snohomish County and WSDOT.

The travel forecasts show a need to widen the 136th Street NE/132nd Street NE corridor to a three-lane capacity. This corridor provides a connection between the UGA in the 51st Avenue NE corridor to State Avenue/Smokey Point Boulevard. It also connects across I-5 to the 140th Street NE corridor in unincorporated Snohomish County.

The recent widening of 116th Street NE between I-5 and State Avenue to five lanes will accommodate future volumes. Some additional spot intersection improvements will still be needed to support planned growth. As discussed under the section on alternatives evaluation, future extension of 116th Street NE east of State Avenue was not included in the recommended plan.

The 108th Street NE and 100th Street NE corridors provide east-west access and circulation in the central part of Marysville. The higher volumes of traffic will increase the need to upgrade the non-motorized facilities to better meet urban standards, such as the installation of sidewalks or other pedestrian facilities. Additional bicycle facilities are also identified for these two corridors.

A key change in the Transportation Element is the widening of 88th Street NE to two to three lanes between State and 67th Avenues. Previously, the corridor was recommended to be improved to four to five lanes. With other recent improvements, the corridor provides a direct connection between SR 9 and the Tulalip developments west of I-5. However, with a widened SR 9 between 84th Street NE and SR 204 in Lake Stevens, more regional and City traffic is able to use this southern option to access I-5 (or other points south) rather than using Marysville streets to access the I-5 corridor. By maintaining 88th Street NE as a two- to three-lane arterial, construction costs and impacts to local neighborhoods will also be greatly reduced.

The City has almost completed a four- to five-lane corridor along 4th Street/64th Street NE (SR 528) between I-5 and SR 9. The City has completed the corridor widening between 47th

Street NE and 67th Avenue NE. A small section of the corridor between 83rd Avenue NE and 87th Avenue NE remains to be widened.

In addition to improvements along 4th Street in Downtown Marysville, the plan recommends constructing a Downtown bypass route. The bypass route would provide an alternative for some of the traffic that would otherwise use 4th Street, or other local Downtown streets. It is recommended that the bypass connect the 1st Street/State Avenue intersection with Sunnyside Boulevard at 47th Avenue NE. The specific alignment for the corridor has not yet been defined.

Forecast traffic volumes on Sunnyside Boulevard confirm the need for a four- to five-lane arterial from 47th Avenue NE to south of 52nd Street NE. South of 52nd Street NE, the Sunnyside Boulevard/ Soper Hill Road corridor is recommended to be widened to 3 lanes.

The Transportation Element incorporates the new 40th Street NE/35th Street NE corridor identified in the East Sunnyside-Whiskey Ridge Subarea Plan. The new arterial corridor will provide additional capacity to serve growth in this area. It also will provide a direct connection to the SR 9/SR 92 intersection.

The 44th Street NE corridor also needs to be improved between 67th Avenue NE and SR 9. This includes a new connection between 83rd and 87th Avenues NE which would replace the existing Sunnyside School Road connection located north of 44th Street NE. This will provide a more direct arterial connection to serve the East Sunnyside-Whiskey Ridge subarea.

North-South Corridor Improvements

North-south travel in and around Marysville is primarily focused on I-5 and four arterial corridors. The four primary arterial corridors include State Avenue/Smokey Point Boulevard, 51st Avenue NE, 67th Avenue NE and SR 9. Due to recent City improvements State Avenue/Smokey Point Boulevard the corridor will provide four to five lanes from Everett to Arlington through Marysville except for the one section between 136th Street NE and 100th Street NE. Part of this section (136th Avenue NE to 116th Street NE) is planned to be widened in the near-term. The other section (116th Street NE to 100th Street NE) would not likely be widened for a long-time due to existing major power lines, the bridge, and right-of-way constraints. The timing of the later section widening would depend on traffic operations at the State Avenue/116th Street NE and State Avenue/100th Street NE intersections as well as access difficultly at unsignalized intersections and driveways within the section.

East of State Avenue, 51st Avenue NE provides for north-south travel in the City. The plan calls for widening 51st Avenue NE to two to three lanes between 88th Street NE and 152nd Street NE. This widening is needed to provide turn lanes to minimize the effect of turning traffic on the throughput of the corridor. North of 152nd Street NE the corridor would also be widened to two to three lanes to 172nd Street NE (SR 531) to accommodate the projected commercial growth in the Smokey Point Master Plan area.

The plan also recommends upgrading the 67th Avenue NE corridor between 172nd Street NE (SR 531) and the East Sunnyside-Whiskey Ridge subarea. North of 108th Street NE, the future volumes would require widening to a three-lane capacity. This segment is outside the City of Marysville, so the road would likely be constructed to rural road standards. Between 108th Street NE and 88th Street NE, the corridor is within the City of Marysville. The plan calls for widening this segment to a two- to three-lane urban arterial with non-motorized

facilities. Much of 67th Avenue NE between 88th Street NE and 64th Street NE (SR 528) would support three lanes plus bicycle facilities. South of 64th Street NE (SR 528) the plan incorporates the adopted East Sunnyside-Whiskey Ridge improvements along the 67th Avenue NE/40th Street NE/71st Avenue NE corridor. These include upgrading the existing roadway to a three-lane arterial. A new arterial connection also would be constructed between 67th Avenue NE/44th Street NE and 71st Avenue NE/ 40th Street NE to provide a more direct route to Soper Hill Road.

Improvements are also identified for 83rd Avenue NE and 87th Avenue NE corridors. These include upgrading the roads to arterial standards. Several local connector roads are also identified for completion.

WSDOT has built several projects to improve SR 9 in the vicinity of Marysville. The most significant improvement was widening SR 9 to four to five lanes between SR 92 and Lundeen Parkway in Lake Stevens. This improvement would also include additional turn lanes at key intersections at Soper Hill Road and at SR 92. WSDOT also has improved intersections of SR 9 at 84th Street NE and at 172nd Street NE (SR 531). This plan calls of widening of SR 9 to 4 to 5 lanes between SR 92 and 84th Avenue NE, which improves mobility to/from the south for both regional and City traffic. Widening north of 84th Avenue NE would also have benefits for regional traffic, but less direct benefits to the City and would involve a major bridge reconstruction.

The widening of SR 9 between SR 92 and 84th Avenue NE is not, however, part of WSDOT's SR 9 Route Development plan or the PSRC *VISION 2040* Transportation Plan. This will require the City working with the state, PSRC, and other local agencies to add this improvement to their long-range transportation plans. WSDOT has designed the recently built single-lane roundabouts along SR 9 to be easily converted to two-lane roundabouts in the future. In other words, WSDOT has prepared for possible capacity improvements along SR 9 north of SR 92.

Intersection Improvements

Intersection improvements are included as part of the major east-west and north-south corridors improvements discussed previously. The plan also incorporates improvements at other intersections throughout the City. The improvements include additional turn lanes to meet the 2035 travel demands and improve safety. Changes in traffic controls from stop signs to traffic signals also are identified to support safe and efficient operations as traffic volumes and non-motorized travel modes increase.

Intelligent Transportation System Improvements

The City of Marysville has identified a need to implement an Intelligent Transportation System (ITS) over the next five to 10 years. By implementing ITS, the City can efficiently manage its traffic infrastructure and congestion on key City corridors. The City's biggest need regards ITS improvements and implementation centers on an effective advanced traffic management system (ATMS). The ATMS system would enable City staff to perform four basic functions from their central offices: 1) signal coordination and management, 2) roadway monitoring and response, 3) ITS device management, and 4) data collection.

The City desires to have its own independent ITS system. City staffing for traffic engineering would need to be increased to implement ITS on day-to-day operations. In order to plan for and implement an ATMS system the City must have a reliable high-speed communication

network that interconnects the ITS field devices to a remote management center. At this time, City ITS communication network is mostly limited to radio interconnect systems with some copper interconnect along 4th Street and State Avenue. The City needs to develop an ITS Architecture Plan to guide development of ITS systems throughout the City. Then the City can build an ITS system based on the Architecture Plan.

3.2.4 Forecast 2035 Intersection Operations with Plan Framework

The forecast traffic volumes with the recommended improvements were evaluated to assess the 2035 traffic operations. Table 6 shows the resulting 2035 PM peak hour intersection levels of service, assuming completion of the identified roadway and intersection improvements.

As noted in the existing conditions section, the City has established the following intersection level of service standards for arterials, collectors, and state highways within the City limits.

- LOS E mitigated on the SR 529/State Avenue/Smokey Point Boulevard corridor from the south city limits to north city limits.
- LOS E mitigated on the 4th Street/64th Street NE (SR 528) corridor between I 5 and SR 9.
- LOS D on all other intersections of arterials or collectors with another arterial or collector.

These level of service standards are consistent with the adopted state and regional LOS standards for state highways. LOS E mitigated means that the congestion should be mitigated through improvements, transit, ridesharing, and other travel modes when the intersection falls below LOS E.

With the planned improvements and forecast growth, the I-5 interchange ramp intersections with 4th Street (SR 528) are forecast to operate at LOS C. This is largely the result of the planned City Center Access Study recommended projects. The potential improvements are being coordinated with WSDOT.

The intersection of SR 9/84th Street NE is forecast to operate at LOS D based on the 2035 PM peak hour forecast volumes and assuming the roundabout is converted to a two-lane roundabout. WSDOT built this roundabout with a design that could easily convert to a two-lane roundabout in the future. This widening is not part of WSDOT's current plans for the SR 9 corridor but is recommended as part of the City of Marysville's Transportation Element.

Other intersections forecast to be below the adopted level of service standards are along 172nd Street NE (SR 531) in Arlington. This state highway has a standard of LOS D. Two intersections – at Smokey Point Boulevard and 43rd Avenue NE – are forecast to operate at LOS E during the 2035 PM peak hour.

Table 6. 2035 Intersection Levels of Service with Plan Network

Intersection	Total Entering Volumes[1]		2035 Operations with Plan Network			
	2014	2035	Control[2]	LOS[3]	Delay (WM)[4]	Standard Met?[5]
172nd St NE / 19th Ave NE	1,320	2,225	RAB	A	7	YES
172nd St NE / 23rd Ave NE[8]	1,435	3,600	RAB	B	13	YES
172nd St NE / 27th Ave NE	3,140	5,020	Signal	D	43	YES
172nd St NE / I-5 SB Ramps	3,530	4,810	Signal	A	5	YES
172nd St NE / I-5 NB Ramps	4,295	5,000	Signal[6]	D	50	YES
172nd St NE / Smokey Point Blvd	4,780	6,075	Signal	E	77	NO[9]
172nd St NE / 43rd Ave NE	2,420	3,830	Signal	E	67	NO[9]
172nd St NE / 51st Ave NE	2,395	3,565	Signal	C	33	YES[9]
Smokey Point Blvd / 156th St NE	1,595	4,620	Signal	D	53	YES
Smokey Point Blvd / 152nd St NE	1,840	2,960	Signal	C	23	YES
Smokey Point Blvd / 116th St NE	2,570	3,985	Signal	D	46	YES
51st Ave NE / 136th St NE	1,295	2,300	Signal	D	54	YES
51st Ave NE / 100th St NE	1,695	2,155	Signal	B	16	YES
88th St NE / I-5 SB Ramps	2,280	4,705	Signal	C	24	YES
88th St NE / I-5 NB Ramps	2,630	N/A[7]	N/A[7]	N/A[7]	N/A[7]	N/A[7]
88th St NE / State Ave NE	3,465	4,555	Signal	E	73	NO
88th St NE / 51st Ave NE	1,505	2,250	Signal	D	40	YES
88th St NE / 67th Ave NE	1,855	3,260	Signal	D	41	YES
SR 9 / 84th St NE	2,370	4,195	RAB	D	42	YES
4th St (SR 528) / I-5 SB Ramps	2,475	2,705	Signal[6]	C	33	YES
4th St (SR 528) / I-5 NB Ramps	2,630	3,425	Signal[6]	C	28	YES
4th St (SR 528) / State Ave	3,010	3,235	Signal	C	29	YES
4th St (SR 528) / 47th Ave NE	2,705	3,285	Signal	D	47	YES
64th St NE (SR 528) / 67th Ave NE	2,665	3,455	Signal	D	41	YES
3rd St / State Ave	1,785	1,745	Signal	C	22	YES
3rd St / 47th Ave NE	1,360	3,335	RAB	B	11	YES
SR 9 / SR 92	3,070	4,865	Signal	D	54	YES
SR 9 / Soper Hill Road	3,205	4,585	Signal	C	31	YES

Source: Transpo Group, 2015

1. Total entering volumes at the intersection.
2. Intersection traffic control: "Signal" is typical traffic signal; "RAB" is roundabout.
3. Level of service as defined by *Highway Capacity Manual 2010* (Transportation Research Board, 2010)
4. Average delay per vehicle in seconds.
5. Indicates whether the LOS standard that applies to that intersection is met.
6. Due to limitations in the HCM2010 methodology, these intersections were evaluated with the *Highway Capacity Manual 2000* (Transportation Research Board, 2000) methodology.
7. Not applicable. Intersection is combined with SB ramp intersection with interchange improvement (SPUI).
8. The 172nd Ave NE/25th Ave NE intersection will be shifted west to align at 23rd Ave NE.
9. These intersections are within the City of Arlington. Table reflects Arlington LOS standards.

The intersection of 172nd Street NE/27th Avenue NE is expected to operate at LOS D in the future. This assumes restricting westbound U-turns, and restricting southbound I-5 off-ramp traffic from using the westbound left-turn lanes at the 27th Avenue NE intersection. Additional turn lanes at this intersection were also assumed. This intersection is expected to continue to see traffic growth despite alternate routes to the Lakewood sub area. New roundabouts at 172nd Street NE/19th Avenue NE and 172nd Street NE/23th Avenue NE are expected to operate at LOS C or better.

The intersection of State Avenue/88th Street NE is expected to operate at LOS E in the future. By limiting the widening of 88th Street NE to two to three lanes, forecast traffic volumes will be reduced at this intersection; however, the lower volumes will still exceed the capacity without widening the intersection. The City is currently evaluating potential for more limited improvements that reduce the impacts at the cemeteries on either side of 88th Street NE, east of State Avenue. The railroad tracks on the west side of State Avenue also create limited space for improvements. The LOS E condition assumes additional turn lanes on the east and north legs.

The intersection of 3rd Street/47th Street NE is expected to operate at LOS D in the future assuming a the Downtown bypass and five-lane widening of the Sunnyside Boulevard corridor. This intersection was assumed to be a single-lane roundabout. As the details of the Downtown bypass get further known, it is recommended exploring the option of restricting all vehicle traffic on the west leg of this intersection. This would improve intersection operations as well as further reduce cut-through traffic on 3rd Street.

Chapter 4. Transportation Systems Plans

The transportation systems plans provide the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. The transportation systems plans are based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in Chapter 5. The systems plans build on the prior Comprehensive Plan, the subarea master plans, input from stakeholders, and the updated evaluation of existing and forecast conditions in Marysville.

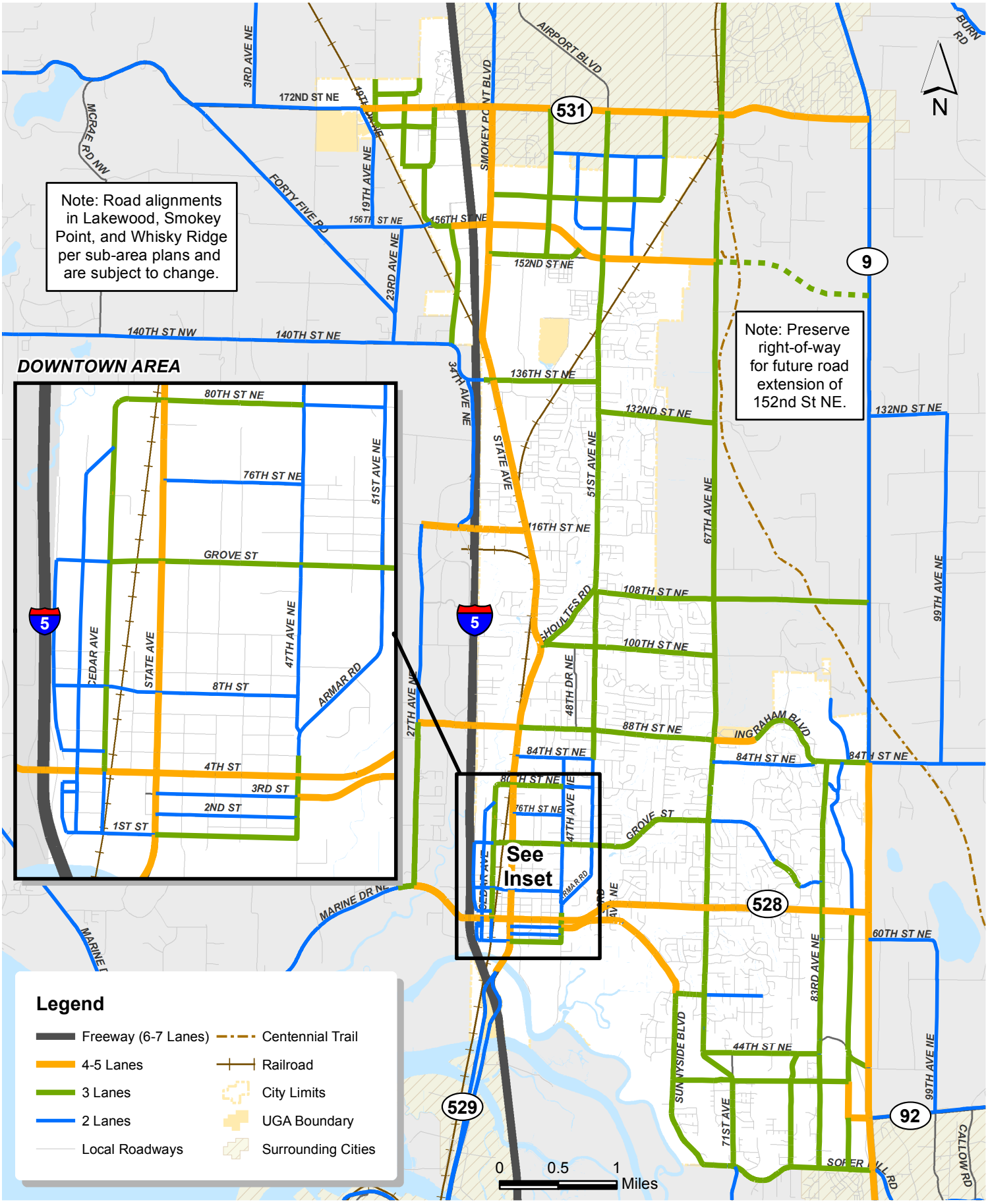
The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the plans are integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

The plans illustrate how the City of Marysville's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-5, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Snohomish County, adjacent cities, the Tulalip Tribes, and Community Transit to develop a comprehensive multimodal transportation system for the greater Marysville area.

4.1 Streets and Highways

Streets and state highways are the core of the transportation system serving the City of Marysville and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City. Figure 10 highlights the highway and street system envisioned for the City of Marysville based on the size (number of lanes) and connectivity of City arterials.

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system.



Highway and Street System Plan

City of Marysville Transportation Element 2015

transpogroup

FIGURE
10

4.1.1 Arterial and Collector Classifications

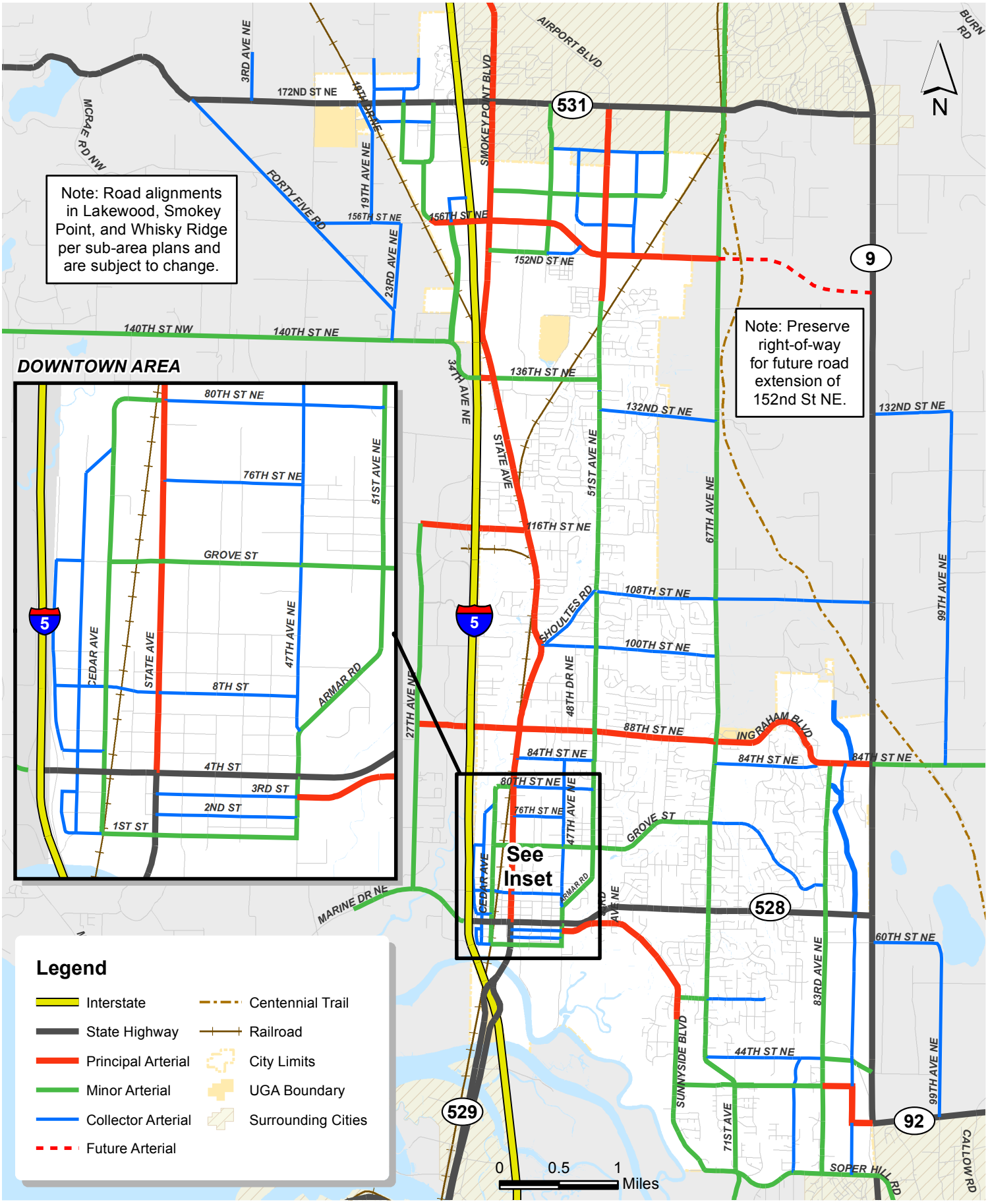
Roadways within a network are typically classified based on their desired purpose, design, and function. Table 7 describes typical roadway functional classifications. Figure 11 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area (UGA).

Table 7. Functional Classifications

Classification[1]	Definition
Freeways	Multi-lane, high speed, high-capacity roadway generally intended exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.
Principal Arterials	Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers and connect to adjacent cities. These streets are intended to primarily serve "through" traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.
Minor Arterials	Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation, and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restriction of traffic movements and limitations on spacing of driveways and local streets.
Collector Arterials	Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connections between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.
Local Streets	Local streets primarily provide direct land access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed.

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access (see Figure 12). For example, commercial developments will generally desire to locate along arterials or collectors due to a high amount of mobility and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

Figure 11 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area. In addition, Figure 11 shows how the City's arterial classifications connect with and support the surrounding regional transportation system. The functional classifications incorporate changes identified in several City subarea master plans. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2035.



Roadway Functional Classification

City of Marysville Transportation Element 2015

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FIGURE **11**

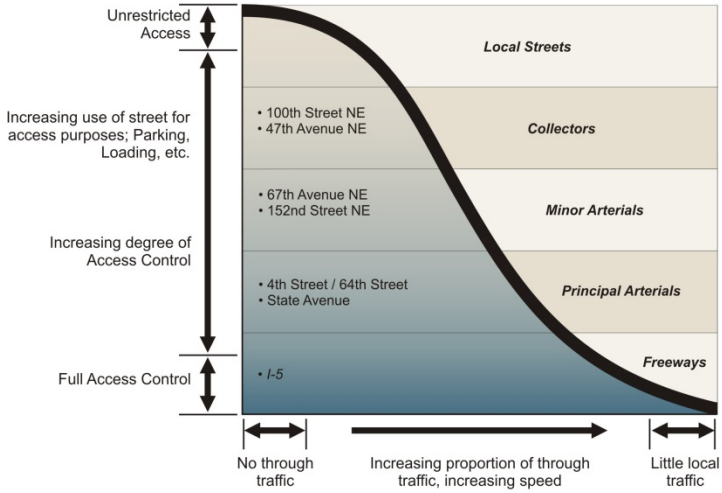


Figure 12. Classification Relationship between Mobility and Access

4.1.2 Truck Routes

The City of Marysville has a significant level of truck activity. With the increased commercial and employment growth forecast through 2035, the level of truck activity will also increase.

As mentioned in Chapter 2, WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage. The following corridors in the greater Marysville area are designated as part of a Strategic Freight Corridor: I-5; SR 9; SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); and Marine Drive (between 27th Avenue NE and I-5).

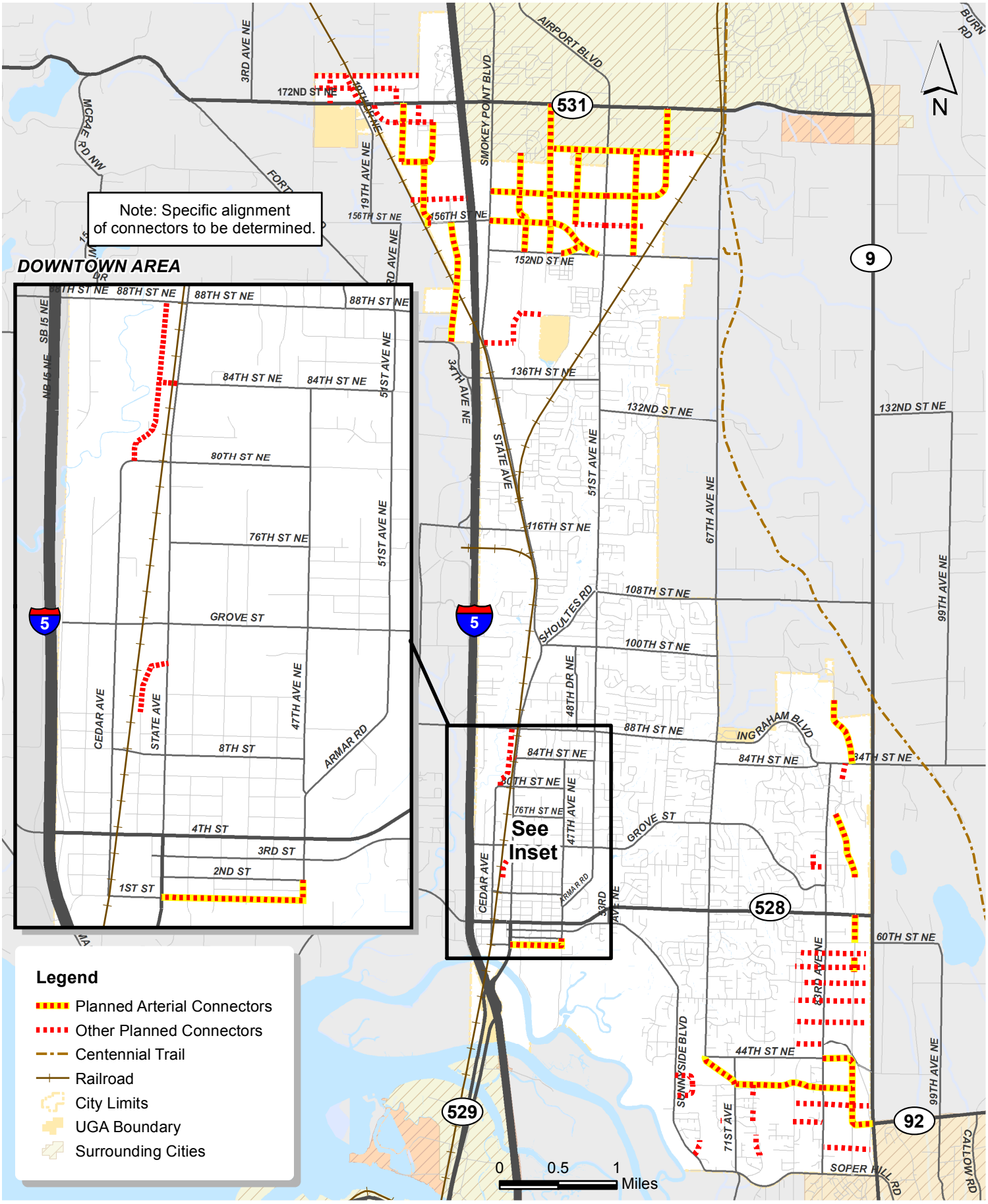
In order to systematically address the needs of future truck travel, the City has adopted a defined system of truck routes as described in the Marysville Municipal Code Chapter 11.62. The truck route system will continue to be evaluated as the City develops.

The Smokey Point and Lakewood subareas are planned for significant commercial activity. This commercial growth will require additional truck routes. As appropriate, the City can designate arterials, collectors, and connector roads to serve these developing commercial areas.

4.1.3 Connector Roads

In addition to the classified arterials, the City recognizes the need for additional connector roads. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system. Connector roads are needed to fill in gaps in the existing system, as well as serve the growth projected for the City.

Figure 13 shows the general locations of planned connector roads, including the future arterial routes as shown on Figure 11. Specific alignments have not been identified for the planned connector roads. The alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned connector roads also may be classified as arterials in the future, depending on specific design and access requirements at the time the corridor is developed.



Planned Connector Roads

FIGURE **13**

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4.1.4 Rail Crossings

The City of Marysville has the most at-grade crossings along the BNSF mainline of any city within the Puget Sound Regional Council planning area (see Economic Evaluation of Regional Impacts for the Proposed Gateway Pacific Terminal at Cherry Point, PRSC, 2014). The City has developed a strategy to increase the number of grade-separated rail crossings to improve mobility and safety within the City.

Several improvements would provide alternate routes from existing at-grade crossings. The SR 529 ramp improvements at I-5 would provide direct access to/from I-5 and Downtown Marysville, allowing traffic to avoid the at-grade crossings at 4th Street and 88th Street NE. The Grove Street undercrossing of the railroad would also provide an alternate route near the Downtown area for better local circulation. In the north end of the City, the 156th Street NE interchange improvement would provide an alternate route for areas east of I-5, where currently the 116th Street NE interchange is impacted by the railroad near State Avenue. Improvements to 156th Street NE west of I-5 would also provide another grade-separated route to/from I-5 for west Snohomish County travelers (an alternate to the SR 531 rail crossing). Grade separation improvements are costly and likely not feasible directly at the 88th Street NE and 116th Street NE crossings due to geographic and land use constraints.

4.2 Non-Motorized Transportation Systems Plans

The City of Marysville will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements. The City has adopted street standards that provide for a range of facilities including sidewalks, sidewalks with planted buffers, wide sidewalks, bike lanes, and multiuse trails. Updates to these standards will also include bike routes, buffered bike lanes and bicycle boulevards.

The Transportation Element identifies the desired priority pedestrian system plan and bicycle systems plan, which will guide the development and implementation of improvement projects throughout the City. As noted above, many roadway improvement projects include pedestrian and bicycle facilities which are key for the completion of the overall non-motorized transportation systems.

Both system plans were developed using existing planning work as the foundation with key connection and facility types added to develop a holist vision of a safe and attractive non-motorized transportation system. Projects near school, transit, mix-use centers and parks were all an area of particular focus.

4.2.1 Pedestrian Systems Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. The City generally desires to have sidewalks or other pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive.

The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Snohomish County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will continue to provide for a large portion of the ultimate pedestrian system; however, even with those improvements some significant gaps would remain in sidewalks along arterial and collector corridors.

Figure 14 illustrates the priority pedestrian system plan for the City as well as road segments which do not currently have sidewalks on either side of the roadway. The priority system plan includes corridors where future roadway widening projects will construct or complete the sidewalk network as well as all other arterial roadways in the city. It includes routes in Downtown and Lakewood which have been identified by subarea plans as key routes for pedestrians. Additional routes were identified through a review of Safe Routes to School maps and Community Transit bus routes.

Most of the additional pedestrian facilities will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Marysville or another agency. In some corridors, pedestrian facilities will be provided through development of multi-use trails separated from the travel lanes.

The priority pedestrian system plan includes several connections to regional multi-use trails. A connection between the Whiskey Ridge Trail in the Puget Sound Energy (PSE) right-of-way and the Centennial Trail is one such connection. This new trail would serve the growing area in the East Sunnyside-Whiskey Ridge Subarea. The pedestrian systems plan also provides a system of local connectors to the proposed Whiskey Ridge Trail. Another trail connection at 152nd Street NE is also identified.

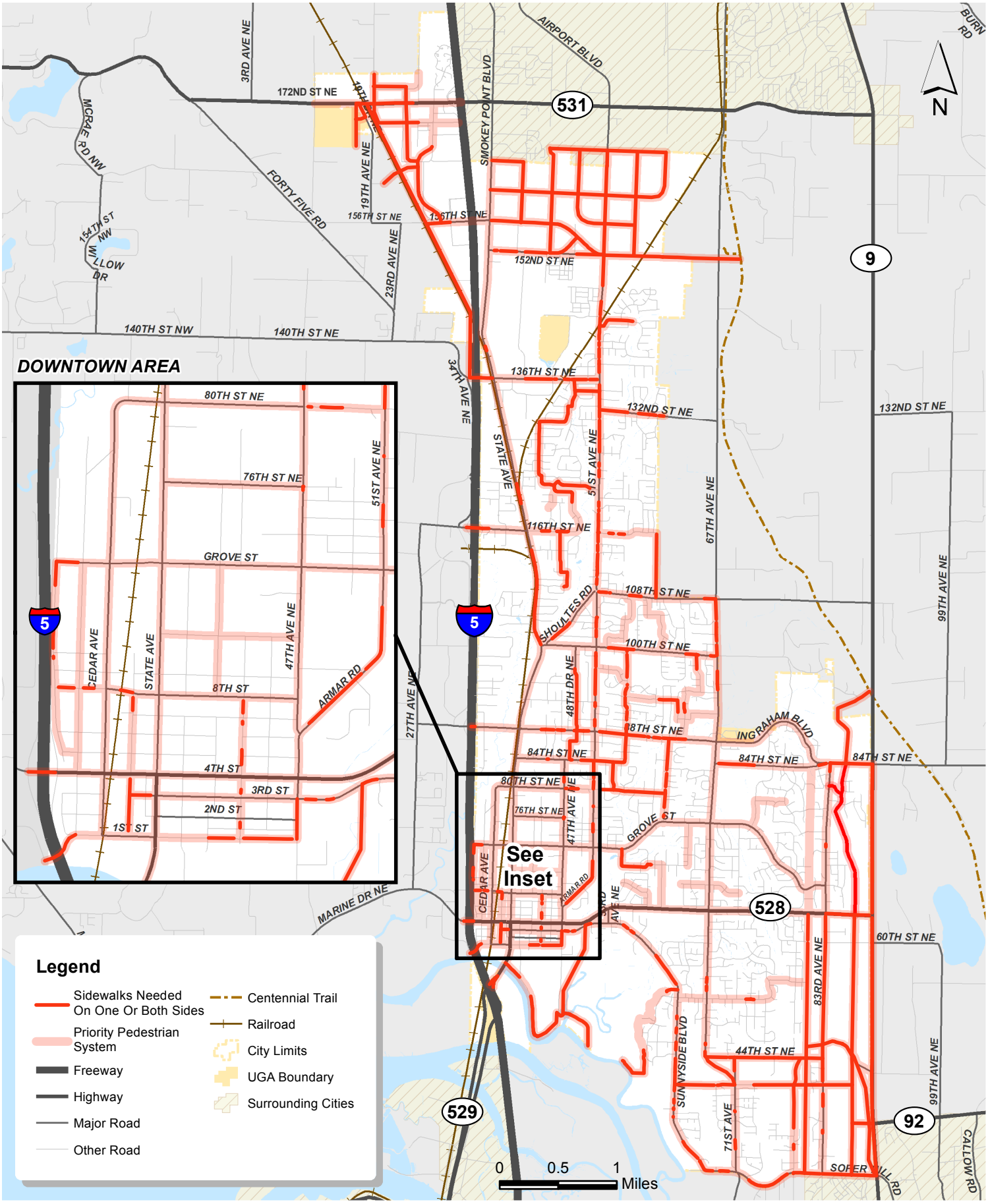
The City should identify a timeline and secure funding for completions of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan. The Federal Highway Administration (FHWA) and the Department of Justice (DOJ) have emphasized the importance of compliance with ADA Title II compliance over the last few years. There are segments of substandard sidewalks and curb ramps within the City that would not be included in planned roadway projects. A Transition Plan is required for establishing policies and priorities and identifying programs to address any deficiencies in a comprehensive manner.

4.2.2 Bicycle Systems Plan

Figure 15 shows the planned bicycle system plan for Marysville and the surrounding areas. The bicycle system plan, when completed will provide comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.

The bicycle facilities will include multiuse trails, bike lanes, buffered bike lanes, bike routes, and bicycle boulevards on lower volume roadways. Road shoulders and shared lane markings are appropriate bike facilities in the adjacent rural areas. Specific improvements for each corridor are identified, however project level planning and engineering studies are still required to determine feasibility on a project by project basis.

As shown on Figure 15, bicycle facilities would be along most key arterials, excluding State Avenue and parts of 88th Street NE due to high vehicle and truck volumes and limited right-of-way. Key investment priorities include completion of short gaps in the existing bike lane system, construction of continuous bike lanes along 51st Avenue NE and bicycle boulevards which provides alternatives to arterials, connecting neighborhoods to destinations like schools and parks.

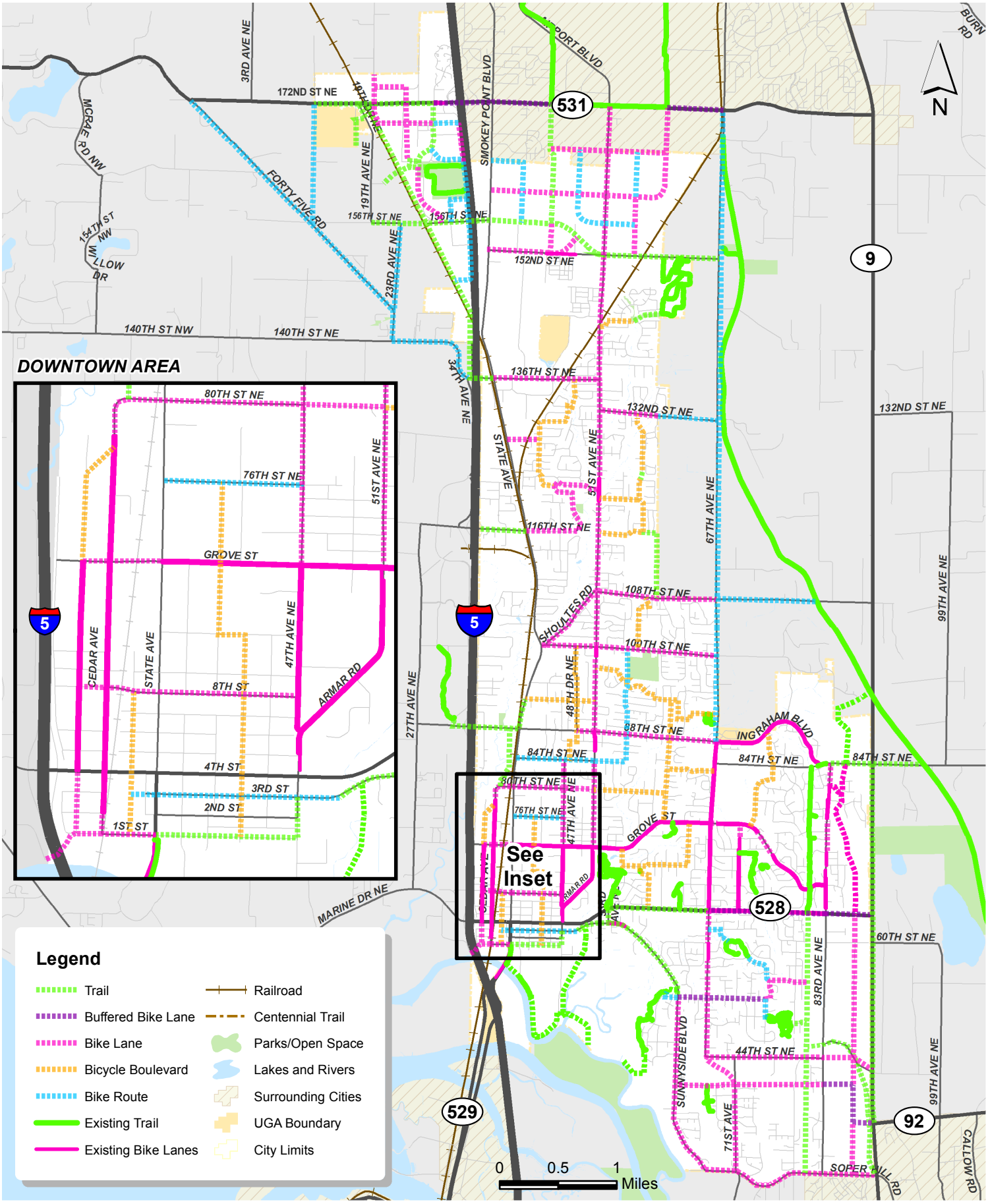


Priority Pedestrian System Plan

City of Marysville Transportation Element 2015

transpogroup

FIGURE
14



Bicycle System Plan

City of Marysville Transportation Element 2015

transpogroup

FIGURE
15

4.3 Transit and Transportation Demand Management

In order to provide a comprehensive transportation system, the City of Marysville recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

4.3.1 Transit

Transit service in the Marysville area is provided by Community Transit. Community Transit has an adopted six-year Transit Development Plan (TDP) for the period 2015 to 2020. The TDP provides a framework to guide Community Transit's service delivery through the next six years. The City should continue to work with Community Transit to improve transit services and develop a convenient, integrated and efficient transit system that supports future growth.

Future Transit Service

Due to the recession and the associated reduction of sales tax revenue, many of the service improvement previously identified have not occurred. Community Transit's 6-year TDP identifies a variety of investments targeted at bringing back service. The restoration of Sunday service on the 202, 222 and 240 is scheduled to occur in June of 2015. Additional service hour have been forecasted however how those resources will be invested has not been determined yet. Additional service along the SR 9 corridor is identified as a key priority. In addition, as the Lakewood and Whiskey Ridge areas see growth, demand for transit services associated with these areas will grow.

4.3.2 Transportation Demand Management (TDM) Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Snohomish County, Community Transit and PSRC.

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- Transit Incentives – Employers can provide free or reduced-rate transit passes to all employees.
- Ridesharing - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- Flexible Work Schedules – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.

- Telecommuting – The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some work days.
- Secured Bicycle Parking and Showers – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

4.4 Transportation Improvement Projects and Programs

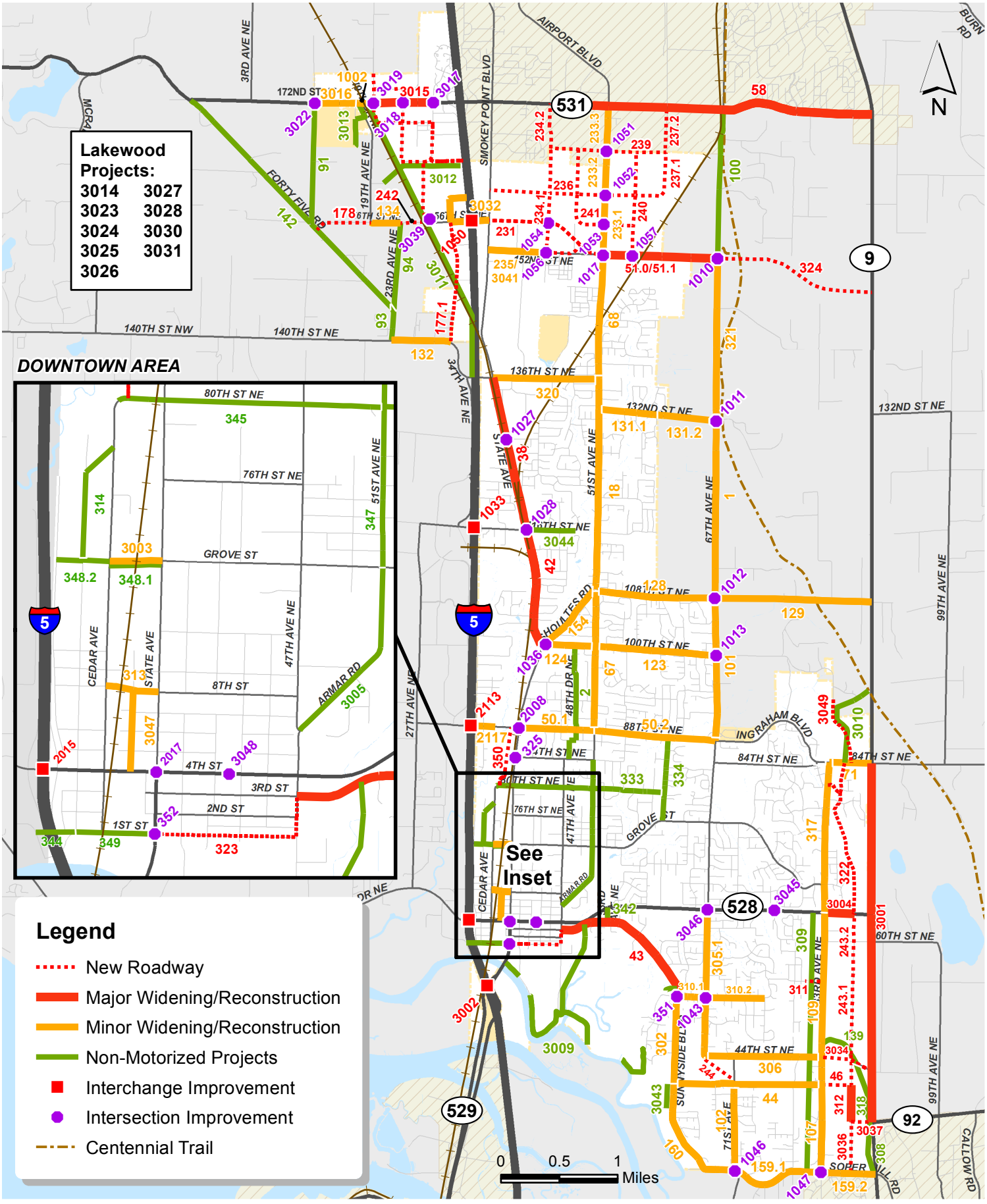
The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. Figure 16 shows a map of the projects. The projects were categorized as follows (and shown in Tables 8 to 20):

- **Programs** (Table 8) – The City has an extensive maintenance and operations (M&O) program to preserve the various components of the transportation system. The M&O program covers general administration, roadway and storm drainage maintenance, street lighting, sidewalk maintenance and constructing traffic signals and signs, street cleaning, and safety programs. Also includes a program to enhance traffic signal operations through implementation of an Intelligent Transportation System (ITS) program for the City.
- **Interchange** (Table 9) – includes construction of new or modifying existing interchanges with I-5.
- **Intersection** (Table 10) – upgrading an intersection through addition of turn lanes and/or modification of traffic controls (traffic signal, stop signs, etc.).
- **Major Widening** (Table 11) – widening an existing corridor to add through travel lanes and turn lanes to increase capacity. Appropriate non-motorized improvements would be incorporated.
- **Minor Widening and Reconstruction** (Tables 12, 13, 14, and 15) – reconstructing and upgrading roadways to serve higher traffic volumes and non-motorized travel. May include addition of turn lanes at intersections or construction of a center, two-way left-turn lane.
- **New Construction** (Tables 16, 17, and 18) – constructing a new arterial or collector road, including appropriate non-motorized facilities.
- **Non-motorized Improvements** (Tables 19 and 20) – projects that primarily focus on upgrading or completing bicycle and/or pedestrian facilities.

Each of the projects have been assigned a likely timing horizon of short-range (2015-2020), mid-range (2021-2026), and long-range (2027-2035). The timing blends the relative priority of each project with the likely timing to be able to fund, design, and construct an improvement

project. For example, while constructing a new interchange at I-5/156th Street NE is a high priority, it is not reasonable to be funded and constructed by 2021 based on current funding programs. The timing horizon also takes into consideration the availability of funding, which is presented in the next section of the Transportation Element.

Planning level cost estimates were prepared for each project under the jurisdiction of the City of Marysville. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All of the cost estimates are reported in 2015 dollars.



Transportation Improvement Projects

City of Marysville Transportation Element 2015

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FIGURE **16**

Table 8. City-Wide Programs

ID	Program Name	Program Description
330	Operations/Maintenance	Operations/Maintenance Program
332	Transit	Support implementation of Community Transit service
339	Intelligent Transportation System Program	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection.
3006	Bicycle Program	Citywide bicycle projects not including in other capital projects. - Trails (see pedestrian program) - Buffered Bike Lanes (2.9 miles) - Bike Lanes (5.9 miles) - Bicycle Boulevards (12.4 miles) - Bike Routes (4.2 miles)
3007	Pedestrian Program	Citywide pedestrian projects not included in other capital projects - Trails (3.6 miles) - SR2S Sidewalks (6.1 miles) - Other Sidewalks (3.0 miles)
3008	Safety Program	Program to improve safety at spot locations

Table 9. Interchange Projects

ID	Project Name	Project Description	Project Cost
	SHORT-RANGE		
1033	116th St NE & I-5 Ramps	Construct single-point urban interchange (SPUI).	Other Agency
3002	SR 529 & I-5 Ramps	Add new ramp from SB SR 529 to SB I-5, and new ramp from NB I-5 to NB SR 529	Other Agency
	MID-RANGE		
1050	156th St NE & I-5 Ramps	Construct single-point urban interchange (SPUI). Upgrade 156th St NE to 6-7 lane roadway near interchange. At Smokey Point Blvd/156th St NE intersection, provide two NB left-turn lanes and separate EB and SB right-turn lanes.	Other Agency
2015	SR 528 (4th St) & I-5 Ramps	City Center Access Project. Widen SR 528 under I-5 to six lanes: Three WB lanes (through lane, shared through-left lane, and left-turn lane) and three EB lanes (two through lanes and left-turn lane). Add EB right-turn lane and SB left-turn lane to the SB Ramp intersection. Add northbound left-turn lane to NB Ramp intersection.	Other Agency
	LONG-RANGE		
2113	88th St NE & I-5 Ramps	Construct single-point urban interchange (SPUI);	Other Agency

Table 10. Intersection Projects

ID	Project Name	Project Description	Project Cost
	SHORT-RANGE		
352	City Center Access Improvement Projects	Extend EB left-turn lane at SR 528/State Ave NE intersection. Add EB left-turn lane and NB right-turn lane at the State Ave/1st St intersection.	$500,000
1028	State Ave / 116th St NE	Modify traffic signal; add second WB through lane, and extend EB right-turn lane. Add SB right-turn lane and overlap phase.	$1,810,000
2017	SR 528 / State Ave	Modify turn radius	$1,110,00
3017	172nd St NE / 27th Ave NE	Modify signal operations with U-turn restrictions.	Other Agency
3018	172nd St NE / 23rd Ave NE	Construct two-lane roundabout.	$2,000,000
3045	SR 528 / 76th Ave NE	Add traffic signal when warranted.	$500,000
3046	SR 528 / 67th Ave NE	Increase northwest corner radius for truck movements.	$250,000
3048	SR 528 / Alder Ave	Add pedestrian beacon/signal between Alder Ave and Quinn Ave.	$300,000
	MID-RANGE		
325	State Ave / 84th St NE	Add west leg to intersection, including rail crossing. Install signal and close adjacent rail crossings.	Developer
1010	152nd St NE / 67th Ave NE	Add turn lane(s) and traffic signal when warranted.	Other Agency
1011	67th Ave NE / 132nd St NE	Add turn lane(s) and traffic signal when warranted.	Other Agency
1017	152nd St NE / 51st Ave NE	Add turn lane(s) and traffic signal when warranted.	$1,570,000
1047	Soper Hill Rd / 83rd Ave NE	Add turn lane(s) and traffic signal when warranted.	Other Agency
2008	State Ave / 88th St NE	Improvements still to be defined.	$950,000
3017.2	172nd St NE / 27th Ave NE (Phase 2)	Minor modifications to the traffic signal	Other Agency
3022	172nd St NE / 11th Ave NE	Construct one-lane roundabout	$1,500,000
	LONG-RANGE		
351	Sunnyside Blvd / 52nd St NE	Add turn lane(s) and traffic signal when warranted.	$1,580,000
1012	67th Ave NE / 108th St NE	Add turn lane(s) and traffic signal when warranted.	$1,180,000
1013	67th Ave NE / 100th St NE	Add turn lane(s) and traffic signal when warranted.	$400,000
1027	State Avenue / 128th St NE	Add turn lane(s) on east leg.	$650,000
1036	State Ave / 100th St NE / Shoultes Rd	Improve operations at these tightly spaced intersections. Improvements still to be defined.	$4,500,000
1043	67th Ave NE / 52nd St NE	Add turn lane(s) and traffic signal when warranted.	$590,000
1046	Sunnyside Blvd / Soper Hill Rd	Add turn lane(s) and traffic signal when warranted.	$1,690,000
1051	51st Ave NE / 164th St NE	Add turn lane(s) and traffic signal when warranted.	$1,390,000
1052	51st Ave NE / 160th St NE	Add turn lane(s) and traffic signal when warranted.	$1,390,000
1053	51st Ave NE / 157th St NE	Add turn lane(s) and traffic signal when warranted.	$1,390,000
1054	156th St NE / 43rd Ave NE	Add turn lane(s) and traffic signal when warranted.	$1,410,000
1056	152nd St NE / 43rd Ave NE	Add turn lane(s) and traffic signal when warranted.	$1,220,000
1057	152nd St NE / 54/55th Ave NE	Add turn lane(s) and traffic signal when warranted.	$1,190,000
3039	156th St NE / 27th Ave NE	Construct two-lane roundabout	$2,000,000

Table 11. Major Widening Projects

ID	Project Name (Project Extents)	Project Description	Project Cost
	SHORT-RANGE		
38	State Avenue (116th St NE to 136th St NE)	Widen to 4/5 lane arterial including sidewalks.	$3,500,000
42	State Avenue (100th St NE to 116th St NE)	Widen to 4/5 lane arterial including sidewalks (both sides, project extent) and significant utility relocation. Build new culvert over Quilceda Creek.	$10,480,000
3015	172nd St NE (27th Ave NE to 19th Ave NE)	Widen roadway to 4/5 lane arterial with 20 ft planted buffer and multiuse trails (both sides, project extent).	$8,560,000
	MID-RANGE		
312	87th Ave NE (35th St NE to 40th St NE)	Reconstruct 4/5 lane arterial including, sidewalks (both sides, full length) and buffered bike lanes (both sides, full extent).	$6,650,000
	LONG-RANGE		
43	Sunnyside Blvd (47th Ave NE to south of 52nd St NE)	Widen to 4/5 lane arterial including sidewalks and multiuse trail. Include traffic control and intersection geometry improvements where needed.	$18,350,000
51.0	152nd St NE (51st Ave to City Limits)	Widen to 4/5 lane arterial including sidewalks and multiuse trail	$7,930,000
51.1	152nd St NE (City Limits to 67th Ave NE)	Widen to 4/5 lane arterial including sidewalks and multiuse trail	Other Agency
58	SR 531 (1,300 feet west of 43rd Ave NE to SR 9)	Widen to 4/5 lane arterial including sidewalks (both sides, project extent) and buffered bike lanes (both sides, project extent)	Other Agency
3001	SR 9 (SR 92 to 84th St NE)	Widen to 4/5 lanes and provide multiuse trail (one side, project extent). SR 528 intersection to be expanded. Project not currently on WSDOT or PSRC project lists.	Other Agency
3004	SR 528 (83rd Ave NE to 87th Ave NE)	Widen to 4/5 lanes including sidewalks (both sides, project extent) and buffered bike lanes (both sides, project extent).	$4,900,000

Table 12. Reconstruction or Minor Widening Projects (North Marysville – West of I-5)

ID	Project Name (Project Extents)	Project Description	Project Cost
	SHORT-RANGE		
3032	156th St NE Route Improvements (Smokey Point Blvd and Twin Lakes Ave)	Improve 156th St NE bridge access by increasing turn radii, eliminating stop signs for primary travel pattern, signal modifications that reduce turning delays and sign as bike route.	$520,000
	LONG-RANGE		
132	140th St NE (23rd Ave NE to 31st Ave NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Other Agency
134	156th St NE (19th Ave NE to 23rd Ave NE)	Reconstruct 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	Other Agency
1002	172nd St NE (19th Ave NE to 16th Dr NE)	Construct new traffic signal at 16th Dr NE, new two-lane roundabout at 19th Ave NE, and intersection improvements at 19th Dr NE (per Lakewood Subarea Plan)	$3,240,000
3014	19th Ave NE (172nd to North City Limits)	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	$2,190,000
3016	172nd St NE (19th Ave NE to 11th Ave NE)	Reconstruct and widen to a 2/3 lane roadways including multiuse trail. At 16th Dr NE intersection, add turn lane(s) and traffic signal when warranted. At 19th Dr NE intersection, upgrade intersection to urban standards and restrict NB to WB turn movements.	$3,290,000

Table 13. Reconstruction or Minor Widening Projects (North Marysville – East of I-5)

ID	Project Name (Project Extents)	Project Description	Project Cost
	SHORT-RANGE		
235	152nd St NE (Smokey Point Blvd to 43rd Ave NE)	Reconstruct to urban arterial standards including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	Developer
3041	152nd St NE (Smokey Point Blvd to 51st Ave NE)	Shoulder widening	$125,000
	MID-RANGE		
233.2	51st Ave NE (160th St NE to City Limits)	Construct 3 lane arterial including sidewalks (both side, full length) and buffered bike lanes (both side, full length). Provide right-turn lanes at major intersections.	$3,680,000
233.3	51st Ave NE (City Limits to SR 531)	Widen to 3 lane arterial including sidewalks (both sides, project extent) and buffered bike lanes (both sides, project extent). Provide right-turn lanes at major intersections.	Other Agency
	LONG-RANGE		
1	67th Ave NE (108th St NE to 132nd St NE)	Reconstruct and widen to 2/3 lane arterial including bike route and pedestrian facilities.	Other Agency
18	51st Ave NE (108th St NE to 136th St NE)	Reconstruct and widen to 2/3 lane arterial including bike lanes and sidewalks.	$16,740,000
68	51st Ave NE (136th St NE to 152nd St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	$9,500,000
131.1	132nd St NE (51st Ave to City Limits)	Reconstruct to urban arterial standards including sidewalks and bike lanes (both sides, project extent).	$3,590,000
131.2	132nd St NE (City Limits to 67th Ave NE)	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Other Agency
233.1	51st Ave NE (152nd St NE to 160th St NE)	Construct 3 lane arterial including sidewalks (both side, full length) and buffered bike lanes (both side, full length). Provide right-turn lanes at major intersections.	$6,200,000
320	136th Street (State Ave to 51st Ave)	Reconstruct and widen to 2/3 lane arterial including sidewalk and bike lanes (both sides, project extent).	$5,410,000
321	67th Ave (152nd Street to 132nd St NE)	Reconstruct and widen to 2/3 lane arterial including bike route and pedestrian facilities.	Other Agency

Table 14. Reconstruction or Minor Widening Projects (Central Marysville)

ID	Project Name (Project Extents)	Project Description	Project Cost
	SHORT-RANGE		
50.1	88th St NE (State Ave to 51st Ave)	Widen to 2/3 lane arterial including sidewalks and parallel bike facilities along 84th St NE, 92nd St NE, and State Ave (bike route, bike boulevard, multi-use trail).	$7,950,000
313	8th Street (Cedar Ave to State Ave)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes.	$1,240,000
2117	88th St NE (36th Ave NE to NB I-5 on-ramp)	Add new WB lane (right-turn drop lane).	$1,900,000
	MID-RANGE		
71	84th St NE (83rd Ave NE to SR 9)	Widen to 3 lane arterial. Construct multi-use trail.	$2,090,000
	LONG-RANGE		
50.2	88th St NE (51st Ave NE to 67th Ave NE)	Widen to 2/3 lanes including sidewalks and bike lanes.	$12,490,000
67	51st Ave NE (88th St NE to 108th St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes.	$9,030,000
101	67th Ave NE (88th St NE to 108th St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike routes (both sides, project extent).	$6,850,000
123	100th St NE (51st Ave NE to 67th Ave NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes (both sides, project extent).	$5,530,000
124	100th St NE (Shoultes Rd to 51st Ave NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes (both sides, project extent).	$1,990,000
128	108th St NE (51st Ave NE to 67th Ave NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes (both sides, project extent).	$5,130,000
129	108th St NE (67th Ave NE to SR 9)	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Other Agency
154	Shoultes Rd (100th St NE to 108th St NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes (both sides, project extent).	$4,820,000
3003	Grove St RR Undercrossing (State St to Cedar Ave)	Add grade-separate roadway crossing under the railroad.	$19,910,000

Table 15. Reconstruction or Minor Widening Projects (Southeast Marysville)

ID	Project Name (Project Extents)	Project Description	Project Cost
	MID-RANGE		
44	40th St NE (Sunnyside Blvd to 83rd Ave NE)	Reconstruct and widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including sidewalks and bike lanes (both sides, full extent).	$13,100,000
109	83rd Ave NE (SR 528 to 40th St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks.	Developer
159.2	Soper Hill Rd (83rd Ave NE to SR 9)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes (both sides, project extent).	Other Agency
317	83rd Ave NE (SR 528 to 84th St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes.	Developer
	LONG-RANGE		
102	71st Ave NE (Sunnyside Blvd / Soper Hill Road to 40th St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes (both sides, project extent).	$4,810,000
107	83rd Ave NE (40th St NE to Soper Hill Rd)	Reconstruct and widen to 2/3 lane arterial including sidewalks.	Developer
159.1	Soper Hill Rd (71st Ave NE to 83rd Ave NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks) and bike lanes (both sides, project extent).	$7,680,000
160	Sunnyside Blvd (71st Ave NE to 40th St)	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike lanes (both sides, project extent).	$8,860,000
302	Sunnyside Blvd (South of 52nd Ave NE to 40th St)	Reconstruct and widen 2/3 lane arterial including sidewalks and bike lanes (both sides, full extent).	$5,620,000
305.1	67th Ave NE (44th St NE to SR 528)	Reconstruct and widen 2/3 lane arterial including sidewalks and bike lanes (5,700).	$7,660,000
306	44th St NE (67th Ave NE to 83rd Ave NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	$7,460,000
310.1	52nd St NE (Sunnyside Blvd to 67th St NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	$1,220,000
310.2	52nd St NE (67th Ave NE to 75th Ave NE)	Reconstruct and widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	Developer

Table 16. New Roadway Projects (North Marysville – West of I-5)

ID	Project Name (Project Extents)	Project Descriptions	Project Cost
	SHORT-RANGE		
3023	174th St NE (21st Ave NE to Railroad)	Construct 2/3 lane arterial with sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	Developer
3026	27th Ave NE (169th Pl NE to 25th Ave NE)	Construct 2/3 lane arterial with sidewalks (one side, project extent) and multiuse trail (one side, project extent)	$2,150,000
3027	23th Ave NE (172nd St NE to 23rd Ave NE)	Construct 2/3 lane arterial with sidewalks, bike lanes and multiuse trail	$13,880,000
3031	169th Pl NE (27th Ave NE to Twin Lakes Ave)	Construct 2/3 lane arterial with sidewalks (both sides, project extent) and bike routes (both sides, project extent)	Developer
	MID-RANGE		
3028	25th Ave NE (164th St NE to 156th St NE)	Construct 2/3 lane arterial with sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$9,320,000
	LONG-RANGE		
177.1	27th Ave NE Extension (140th St NE to 156th St NE)	Construct 2/3 lane arterial	$28,010,000
178	156th St NE (11th Ave NE to 19th Ave NE)	Construct 2/3 lane arterial	Other Agency
242	156th St NE Extension (27th Ave NE to 23rd Ave NE)	Construct 2/3 lane arterial including sidewalks (one side, project extent) and multiuse trail (one side, project extent). Includes new grade separated crossing of railroad tracks.	$12,330,000
3024	19th Ave NE/ 169th Pl (172nd St NE to 27th Ave NE)	Construct 2/3 lane arterial with sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$9,320,000

Table 17. New Roadway Projects (North Marysville – East of I-5)

ID	Project Name (Project Extents)	Project Descriptions	Project Cost
	MID-RANGE		
234.1	43rd Ave NE (152nd St NE to City Limits)	Construct 2/3 lane arterial for Smokey Point Master Plan. Including sidewalks, bike lanes, and multiuse trail.	Developer
234.2	43rd Ave NE (City Limits to SR 531)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Developer & Other Agency
236	160th St NE (Smokey Point Blvd to 59th Ave NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and Bike lanes (both sides, project extent).	Developer
237.1	59th Ave NE (160th St NE to City Limits)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and Bike lanes (both sides, project extent).	Developer
237.2	59th Ave NE (City Limits to SR 531)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Developer & Other Agency
239	164th Street NE (43rd Ave NE to 59th Ave NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and Bike lanes (both sides, project extent).	Developer
240	54th/55th Ave NE (152nd St NE to 164th NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent), bike route, and bike lanes. See Project #239.	Developer
241	47th Ave NE and 157th St NE (164th St NE to 54/55th Ave NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and bike routes (both sides, project extent). See Projects #238 and #240.	Developer
	LONG-RANGE		
231	156th/152nd St Connector (Smokey Point Blvd/156th St NE to 51st St NE/152nd St NE)	Construct 4/5 lane arterial including sidewalks (one side, full length) and a multiuse trail (one side, full length). Includes new connector to 152nd St NE to the west at about 47th Ave NE.	$18,440,000
324	152nd St NE (67th Ave NE to SR 9)	ROW preservation for 3 lane arterial.	Other Agency

Table 18. New Roadway Projects (Central and Southeast Marysville)

ID	Project Name (Project Extents)	Project Descriptions	Project Cost
	SHORT-RANGE		
3049	87th Ave NE (84th St NE to 98th St NE)	Construct 2/3 lane arterial.	Developer
	MID-RANGE		
46	40th St NE (83rd Ave NE to 87th Ave NE)	Construct 4/5 lane arterial including multi-use trail.	$18,000,000
243.1	87th Ave NE (40th St NE to 60th St NE)	Construct 2/3 lane arterial including parking (both sides), sidewalks (both sides, full length) and bike lanes (both sides, full extent).	Developer
243.2	87th Ave NE (60th St NE to SR 528)	Construct 2/3 lane arterial including sidewalks (both sides, full length) and bike lanes (both sides, full extent).	Developer
350	38th Dr NE (80th St NE to 88th St NE)	Developer project. Construct connector including sidewalks one side, project extent) and multiuse trail (one side, project extent).	Developer
3037	35th St NE (87th Ave NE to SR 9)	Construct 4/5 lane arterial including sidewalks (both sides, project extent) and buffered bike lanes (both sides, project extent). Requires expansion of SR 9/SR 92 intersection.	$4,550,000
	LONG-RANGE		
244	67th Ave Connector (67th Ave NE/44th St NE to 71st Ave NE/40th St NE)	Construct 2/3 lane arterial including sidewalks (both sides, full length) and bike lanes (both sides, full extent).	$6,170,000
311	54th St/55th Pl (83rd Ave to Whiskey Ridge Trail)	Connector with sidewalks (both sides, project extent), bike lanes (both sides, project extent).	Developer
318	44th St NE/East Sunnyside School Rd/42nd St NE (87th Ave NE to SR 9)	Construct 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	$4,110,000
322	87th Ave NE (SR 528 to 83rd Ave NE)	Construct 2/3 lane arterial including bike lanes (both sides, project extent) and sidewalks (both sides, project extent).	Developer
323	Downtown Bypass (State Ave/1st St to 47th Ave/Sunnyside Blvd)	Construct 3 lane arterial including pedestrian facilities. Follows 1st St straight east until 47th, then north on 47th until 3rd, then right to Sunnyside. Design of 3rd St/47th Ave NE intersection may be roundabout and/or may restrict all movements from west leg.	$14,520,000
3034	44th Street (83rd Ave NE to 87th Ave NE)	Construct 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent).	Developer
3036	87th Ave NE (Soper Hill Rd to 35th St NE)	Construct 2/3 lane arterial including sidewalks (both sides, full length) and bike lanes (both sides, full extent).	Developer

Table 19. Non-Motorized Improvement Projects (North Marysville)

ID	Project Name (Project Extents)	Project Description	Project Cost
	SHORT-RANGE		
3025	27th Ave NE (172nd St NE to 169th Pl NE)	Construct multiuse trail (one side, project extent)	Developer
	MID-RANGE		
3013	Lakewood School Trail (172nd St NE to English Crossing Elementary)	Construct multiuse trail	$480,000
	LONG-RANGE		
91	11th Ave NE (Forty Five Road to SR 531)	Construct shoulders for pedestrian and bicycle use.	Other Agency
93	23rd Ave NE (140th St NE to Forty Five Rd)	Construct shoulders for pedestrian and bicycle use.	Other Agency
94	23rd Ave NE (156th St NE to Forty Five Rd)	Construct shoulders for pedestrian and bicycle use.	Other Agency
100	67th Ave NE (152nd St NE to Arlington City Limits)	Modify to include bike route and pedestrian facilities.	Other Agency
142	Forty Five Rd (23rd Ave NE to SR 531)	Construct shoulders for pedestrian and bicycle use.	Other Agency
3011	Lakewood Railroad Trail (172nd St to 136th Ave NE)	Construct multiuse trail	$2,950,000
3012	Twins Lake Park Railroad Crossing (Twin Lake Ave to 161st Pl NE)	Construct multiuse trail crossing of railroad corridor.	$460,000
3030	Twin Lakes Ave (169th Pl NE to 164th St NE)	Restripe roadways to include bike lanes through removal of the two-way left turn lanes.	$110,000

Table 20. Non-Motorized Improvement Projects (Central and Southeast Marysville)

ID	Project Name (Project Extents)	Project Description	Project Cost
	SHORT-RANGE		
347	51st Ave NE (84th St NE to Grove St)	Construct sidewalks on both sides of road and bike lanes	$5,670,000
348.1	Grove St (State Ave to Cedar Ave)	Construct continuous sidewalk along one side of roadway. Construct bike lane.	$1,790,000
3005	Armar Rd (Grove St to 47th Ave NE)	Construct sidewalks on both sides of road	$3,260,000
3010	Bayview Trail (84th St NE to Centennial Trail)	Construct multiuse trail connection to Centennial Trail.	$500,000
3043	Sunnyside Blvd (40th St NE to 36th St NE)	Add sidewalk	$350,000
3044	116th St NE (east of State Ave to 47th DR NE)	Add sidewalk	$450,000
	MID-RANGE		
342	53rd Ave NE (SR 528 to 61st St NE)	Construct multiuse trail (one side, project extent)	$150,000
	LONG-RANGE		
2	47/48th Dr NE (84th St NE to 100th St NE)	Construct sidewalk and bicycle boulevard.	$2,470,000
139	Sunnyside School Road (83rd Ave NE to 87th Ave NE)	Convert roadway into multiuse trail	$25,000
308	Densmore Rd/Sunnyside School Rd (87th Ave NE to Soper Hill Rd)	Convert roadway into multiuse trail	$500,000
309	Bayview Trail (Soper Hill Rd to SR 528)	Construct multiuse trail along PSE Corridor (approximately 80th St NE)	$3,510,000
314	Beach Ave (Grove St to Cedar Ave)	Construct sidewalk (both sides, project extent) and bike boulevard (both sides, project extent)	$1,990,000
333	80th St NE (51st Ave NE to 60th Dr NE)	Develop into bicycle boulevard with multiuse trail connection from 59th Ave NE to 60th Dr NE. No vehicular connection included.	$4,170,000
334	60th Dr NE (Grove St to 88th St NE)	Construct bicycle boulevard	$1,320,000
344	60th Pl NE (1st/Ash to West of I-5)	Coordinate with Tulalip Tribes to construction bicycle lanes under I-5.	$160,000
345	80th St NE (Cedar Ave to 51st Ave NE)	Construct sidewalks and bike lanes	$7,840,000
348.2	Grove St (Cedar Ave to Ash Ave)	Construct continuous sidewalk along one side of roadway. Construct bike lane from Cedar Ave to Beach Ave.	$1,010,000
349	1st Street (State Ave to Ash Ave)	Construct bike lanes from State Ave to Ash Ave.	$110,000
3009	Ebey Waterfront Trail (1st St to 58th Dr NE)	Construct multiuse trail	$700,000
3047	Delta Ave Woonerf (4th St to 8th St)	Reconstruct street to Woonerf. Add pedestrian signal crossing at SR 528 (See Downtown Master Plan).	$2,610,000

Chapter 5. Financing Program

The multimodal improvement projects and programs provide the blueprint for improving the transportation system to meet existing and future travel demands in and around the City of Marysville. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues. The financing program presented in this section is intended to provide a framework for decisions on which projects and programs are funded and when they may be able to be built. A summary of the estimated costs of the transportation projects and program is presented and compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to help implement the projects and programs over the life of the plan.

5.1 Project and Program Costs

Table 21 summarizes the costs of the recommended transportation improvement projects and programs. These cover capital improvements, maintenance and operations, and bond debt services. The costs are summarized for the short-range (2015-2020), mid-range (2020-2026), and long-range (2027-2035) time periods based on the project timelines presented in Tables 8 to 20. The cost summary includes projects identified within the City of Marysville's jurisdiction. The project and program costs are presented in constant 2015 dollars.

Table 21. Transportation Project and Program Costs (2015-2035)

	Short-Range Costs[1] (2015-2020)	Mid-Range Costs[1] (2021-2026)	Long-Range Costs[1] (2027-2035)	Total Costs[1] (2015-2035)
Capital Projects	$91,001	$204,065	$368,509	$663,575
Maintenance & Ops	$35,250	$38,310	$65,730	$139,290
Bond Debt Service[2]	$10,390	$9,560	$3,570	$23,520
Total	**$136,641**	**$251,935**	**$437,809**	**$826,385**

Sources: City of Marysville, Transpo Group
1. All costs in $1,000s of 2015 Dollars
2. Includes principal and interest costs between 2015 and2035 for three previously issued transportation bonds.

Planning level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Element. Cost estimates were prepared based upon average unit costs for recent transportation projects within the City. They include estimates for engineering design, right-of-way, and construction costs. More detailed costs of individual projects will be developed as the improvements are programmed for design and implementation. The final costs will fluctuate from the planning level estimates, but they provide a reasonable basis for the financing plan of the Transportation Element.

Maintenance and operations (M & O) programs cover street overlays and other miscellaneous sidewalk and safety improvement programs on City streets. The M & O costs were projected based on recent expenditures and the 2015 City budgets. A 1.8 percent annual growth rate was applied between 2016 and 2035 to account for expected population growth.

The debt service category covers the remaining principal and interest on bonds that the City issued to help fund several transportation projects. Issuance of new bonds in the future is not

currently anticipated. Bonds do not add revenues, but simply allow the City to advance the timeline for key projects. Bond expenditures include total outstanding balance (principal and interests) as of 2015. The projects that are partially funded with bonds include:

- State Avenue
- I-5/156th Street NE Overcrossing
- SR 9/SR 92 Break-in Access
- Other street construction projects

A total of roughly $664 million (in 2015 dollars) would be needed to fully fund the capital improvements under the jurisdiction of the City of Marysville. Other projects under the jurisdiction or lead of WSDOT, Snohomish County or the City of Arlington would be needed as part of this plan but are not included in the City's financial analysis. The costs of these projects would be in addition to the City's.

In addition to capital costs, annual maintenance and operations programs result in nearly $140 million between 2015 and 2035. Paying off existing bonds adds another $23.5 million to the transportation system costs from 2015 to 2035. Combined, the 2015-2035 Transportation Element would require approximately $826 million in 2015 dollars.

5.2 Revenue Projections

Funding sources for transportation projects include various fees and tax revenues, grants, bonds, developer contributions and traffic impact fees. The estimates were based on revenues allocated to transportation funding during the last five years and discussions with City staff. Estimates of potential revenues from each source were projected for two scenarios. The TRENDS scenario generally reflects recent growth trends in the City's revenues, population and employment. This likely represents a conservative assessment of available revenues from these sources. The HIGH scenario applies a higher growth rate to existing revenues to estimate future funding compared to the TRENDS scenario. The higher growth rate is based on the revised 2035 household and employment forecasts used in preparing the travel forecasts for the Transportation Element. The HIGH scenario does not represent the maximum funding that could be generated, but provides a less conservative projection for the long-range planning horizon than the TRENDS scenario.

Table 22 summarizes projected revenues for the TRENDS and HIGH scenarios. Based on these assumptions, the City would generate almost $368 million (in 2015 dollars) over the life of the plan under the TRENDS scenario. This would increase to $479 million under the HIGH scenario. The assumptions and results for each group of funding sources are presented below.

Table 22. Transportation Funding Revenue Projections (2015-2035)

Revenue Source	TRENDS Scenario Total[1]	HIGH Scenario Total[1]
Real Estate Excise Tax (REET)	$37,870	$42,100
Sales & Use Taxes	0	0
Motor Vehicle Fuel Tax (MVFT)	32,070	35,650
Miscellaneous	38,600	38,600
Grants	24,140	43,080
Bonds	0	0
Transportation Benefit District (TBD)	53,020	58,940
Traffic Impact Fees (TIF)	19,860	97,630
Developer Construction	162,718	162,718
Total	**$368,278**	**$478,718**

Sources: City of Marysville, Transpo Group
1. All revenues in $1,000s of 2015 Dollars

5.2.1 Tax Revenues

The City currently directs revenues from two primary tax funds toward transportation improvements and programs. These are Real Estate Excise Taxes (REET) and Motor Vehicle Fuel Taxes (MVFT). The 2008 Transportation Element also assumed that sales and use taxes (SUT) would continue to be used by the City to help fund transportation projects and programs. Between 2004 and 2010 the City had directed an average of $1.3 million per year of SUT revenues toward funding transportation projects and programs. In 2011, the City discontinued directly allocating SUT to transportation. This was, in part, due to the recession in the late 2000s which reduced the total SUT collections.

During the recession, REET revenues directed by the City to transportation declined dramatically from an average of $1.7 million per year between 2004 and 2009 to an average of $850,000 between 2010 and 2012. In 2013 and 2014, the City directed $1.3 million and $1.7 million of REET revenues to transportation projects and programs, respectively. The 2015 budget is for $1.5 million in REET revenues for transportation projects.

MVFT collections in the City increased from approximately $800,000 in 2009 to $1.1 -$1.3 million per year between 2010 and 2014. The large increase is directly related to the major annexation that the City completed in 2009. The annexation added approximately 20,000 residents to the City bringing the population to about 57,000 residents.

Under the TRENDS scenario, the combined REET and MVFT funds are projected to generate approximately $70 million in revenues between 2015 and 2035 (in 2015 dollars). The TRENDS projections presented in Table 22 are based on increasing the City's 2015 budgeted revenues by the forecast annual population growth rate assumed in the travel demand forecasts (1.8 percent per year). The City may see higher or lower growth in the annual REET revenues depending on the actual real estate transactions in the City and the City's share of state fuel taxes. The HIGH revenue projection assumes that the REET and MVFT revenues will increase at a higher rate (2.8 percent per year) based on the 2015-2035 forecast growth in household and employment used in developing the 2015 Transportation Element. Under the HIGH scenario the REET and MVFT could generate up to $80 million in tax for transportation projects through 2035.

5.2.2 Miscellaneous

In addition to the above tax revenues, the City directs other funding toward transportation improvements and programs. These miscellaneous funds include items such as inspection fees, a portion of stormwater management fees related to street work, and some general fund revenues for transportation. Using the average of approximately $1.8 million per year in transportation funding from miscellaneous revenues between 2010 and 2015, these funds are estimated to generate $38.6 million over the life of the plan, in 2015 dollars. This value is assumed for both the TRENDS and HIGH scenarios.

5.2.3 Grants

The City has successfully secured grants for transportation projects. Between 2004 and 2015, the City has secured an average of $1.8 million per year in various transportation grants. This average increased to $1.9 million per year between 2010 and 2015. The TRENDS analysis assumes that the City will only receive grants at the rate of one-half the recent historical rate, or $950,000 per year. Under the HIGH scenario prior the revenue projections assume that the City will receive grants, on average, at $1.9 million per year. This would result in $20-$25 million (in 2015 dollars) in funding by 2035. Both the TRENDS and the HIGH scenario also include the City's anticipated grant revenue of $5.2 million as noted in its budget for 2015. The TRENDS forecast results in $24 million and the HIGH scenario results in approximately $43 million in grant revenues between 2015 and 2035.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Many of the projects identified in the Transportation Systems Plan support regional needs and would likely be eligible for some grant funding.

The Surface Transportation Program (STP) is one of the most flexible federal grant programs. STP funding can be used for highway and bridge projects, transit capital projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-city or intra-city bus terminals and bus facilities. STP funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. STP funds also can be used for transportation control measures.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through the Puget Sound Regional Council (PSRC). CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emission. CMAQ grants cannot be used to fund general purpose roadway projects.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through three grant programs:

- **Urban Arterial Program (UAP)** – funds projects that address safety, growth & development, physical condition and mobility.
- **Urban Sidewalk Program (SP)** - provides funding for sidewalk projects that improve safety and connectivity.

- **Arterial Preservation Program (APP)** - provides assistance for roadway paving/overlays for cities/agencies with less than $2 billion assessed valuation. Marysville exceeds the maximum assed valuation criteria and therefore, is not eligible for this program.

The TIB projects are selected on a competitive basis. Each of the three programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation, improves non-motorized user safety, reduces vehicular travel, and has community support

5.2.4 Bonds

Bonds do not result in additional revenues, but allow the City to fund and construct projects earlier than they would be able to under their current revenue options. The interest on these bonds results in increased costs, as shown in Table 21.

The City of Marysville has issued bonds for funding public transportation projects. Two transportation bond packages that are will have debt service and principal payments being paid back were issued in 2007. These bonds cover funding for improvements to State Avenue, the 156th Street NE overcrossing of I-5, the SR 9/SR 92 break-in-access to support the Sunnyside Subarea Plan, and other street projects. In 2013, the City issued bonds for funding additional improvements along State Avenue.

Although the City does not anticipate issuing new bonds in the near future, it remains an option available for accelerating funding some of the capital improvement projects included in this Transportation Element over the life of the plan. However, use of bonds would add to the total cost of the improvements due to interest.

5.2.5 Traffic Impact Fees

The Growth Management Act (GMA) allows agencies to develop and implement a traffic impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs be:

- Related to improvements to serve new developments and not existing deficiencies
- Assessed proportional to the impacts of new developments
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan.

The City of Marysville has adopted a transportation impact fee program defined in Chapter 22D.030 (Traffic Impact Fees and Mitigation) of the City's Municipal Code. As part of the 2008 Transportation Element, the City updated the TIF based on the revised transportation improvement projects and cost estimates, and the anticipated growth through 2035. The maximum TIF rate was calculated at $6,800 per net-new PM peak hour trip generated. The

City adjusted the maximum trip rate based on other tax revenues and also adopted a discount. These resulted in a residential fee of $6,300 per PM peak hour and a commercial rate of $2,220 per PM peak hour trip. In July 2012, the City adjusted the fees to $5,300 (residential) and $1,870 (commercial), a 16 percent reduction. The reduction expires in July 2015, at which time the prior rates per new PM peak hour trip of $6,300 (residential) and $2,220 (commercial) will be in place.

As part of the 2015 Transportation Element, the traffic impact fee program calculation was updated to reflect the revised growth forecasts and impact fee project costs. The updated methodology and findings are described in more detail in Appendix A (Traffic Impact Fees) of this Transportation Element. Appendix A identifies the specific improvement projects and costs included in the TIF. The new maximum rate was calculated to be $6,881 per net-new PM peak hour trip generated. This is within the maximum allowable difference from the previous rate so no changes are needed in City ordinances to account for this change.

The range of potential impact fee revenues from the impact fee program is based on both the historical data (for the TRENDS) and the forecast growth (HIGH scenario). The impact fees for the TRENDS scenario are based on the 2015 budget estimate of $800,000 per year, increased by 1.8% per year through 2035. The 2015 budget estimate reflects the average revenues from TIF funds between 2010 and 2015. This would generate approximately $20 million in funding between 2015 and 2035.

Applying the 2015 impact fee rates that will be in place in late July 2015 of $6,300 for residential and $2,220 for commercial trip ends to the forecast housing and employment growth could generate up to $97 million in TIF revenues between 2015 and 2035. This is nearly $78 million greater than the estimate based on extrapolating the City's budget projection for 2015 by forecast population growth. The actual TIF revenues will be directly tied to the level of growth that occurs. The TIF allows the City to better match funding for growth-related improvements to the pace of growth.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of a TIF project, the City will provide credits, consistent with GMA requirements.

5.2.6 Developer Commitments

The City also implements its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA), and/or to meet concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities and sidewalks.

The City evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, transit access, or other transportation issues. Many of these developer-funded improvements are also identified as specific projects in the Transportation Element or as part of the circulation roadways.

Per GMA, the City requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the facilities operate below the City's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the City, another agency, or another developer to fund and/or construct the needed improvements.

Several of the projects identified in the Transportation Element would be totally or partially funded by developer contributions exclusive of the TIF program. The plan identifies several new arterials and collectors that will be primarily constructed as part of adjacent developments. These would not be part of the TIF program. Table 22 estimates that $163 million of improvements would be funded through developer construction, exclusive of the TIF program under either the TRENDS or HIGH scenarios.

5.2.7 Transportation Benefit District

The 2008 Transportation Element identified the formation of a Transportation Benefit District (TBD) as an option for helping fund transportation projects and programs. In December 2013, the City Council voted to create a citywide TBD. The TBD Board is comprised of the City Council. The Board put forth a ballot measure in April 2014 to enact a 0.2% increase in the sales tax collected in the City to fund transportation projects for 10 years. The TBD sales tax was approved by the voters. The TBD will be dissolved when all of the indebtedness of the district, and all of the district's responsibilities have been met; however, the TBD will need to be dissolved within 20-years of the adoption date, unless the City Council takes further action to extend it. This would occur in 2034.

The TBD funding would be used to fund specific projects related to street pavement preservation projects located throughout the City. In addition, the TBD revenues will be used to fund several specific sidewalk and roadway shoulder improvement projects. The City has identified $2.1 million in TBD funding for the projects in its 2015 budget. For the TRENDS forecasts of TBD revenues, the 2015 budget was increased by 1.8 percent per year through 2035 based on projected population growth rate. The HIGH funding projection applies a 2.8 percent annual increase in TBD funding based on the combined forecasted growth rate of households and employment used in the travel demand model.

5.2.8 Other Agency Funding

The City of Marysville will need to continue to partner with WSDOT, Snohomish County, City of Arlington, City of Lake Stevens and Tulalip Tribes to fund and implement projects identified in the Transportation Element. Funding of improvements along I-5 and SR 9 are expected to come mostly from WSDOT. A major new project that the City is currently working with WSDOT is the addition of new ramps to/from the north at SR 529 and I-5. The City has prepared a Draft Interchange Justification Report (IJR) in cooperation with WSDOT for this improvement project. In addition, the City has identified construction of a full interchange with I-5 at the 156th Street NE overcrossing that the City constructed since the 2008 Transportation Element was adopted; the interchange was identified in the 2008 Transportation Element. Also consistent with the 2008 Transportation Element are improvements at three existing interchanges along I-5 (at SR 528, 88th Street, 116th Street and 156th Street). All of these interchange improvements (and the new interchanges) are being considered for funding by the state legislature during the 2015 session. The 2015 Transportation Element also identifies improvement projects along SR 9 that would be under the jurisdiction of WSDOT.

The City will need to continue to partner with Snohomish County, adjacent cities and the Tulalip Tribes to fund other transportation projects that benefit this part of the region. One strategy for partnering would be Interlocal Agreements with these agencies on impact fees or other possible funding mechanisms.

5.3 Financing Strategy

As noted in Table 21, in order to fully fund the transportation improvement projects and programs, the City would need approximately $826 million (in 2015 dollars) between 2015 and 2035. The TRENDS and HIGH funding scenarios result in approximately $368 to $479 million (in 2015 dollars) in revenues or developer funding for the same time period, respectively. This would be a shortfall of $347 to $458 million (in 2015 dollars) over the life of the plan.

5.3.1 Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. Table 23 summarizes the allocation of project and program costs for each of the three time horizons as presented in Tables 8 to 20:

- Short-range (2015-2020)
- Mid-range (2021-2026)
- Long-range (2027-2035)

Table 23 also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 21-year planning period, with one exception. The funding associated with developer construction of non-impact fee projects has been matched with the project timing. If a developer constructs the improvement in a different time horizon, both the revenues and the costs would shift to the other time period. This would not significantly affect the City's financial strategy.

Table 23. Financing Summary by Planning Time Horizon

	Short-Range[1] (2015-2020)	Mid-Range[1] (2021-2026)	Long-Range[1] (2027-2035)	Total[1] (2015-2035)
A. Projected Revenues[1,2]				
TRENDS Scenario	$69,530	$188,350	$110,398	$368,278
HIGH Scenario	101,130	219,950	157,638	478,718
B. Total Project and Program Costs[1,3]				
Total Costs	136,641	251,935	251,935	826,385
C. Difference (A minus B)[1,4]				
TRENDS Scenario	(67,111)	(63,585)	(327,411)	(458,107)
HIGH Scenario	(35,511)	(31,985)	(280,171)	(347,667)

Sources: City of Marysville, Transpo Group
1. All costs in $1,000s of 2015 Dollars
2. From Table 21
3. From Table 22
4. Subtract project and program costs from project revenues; parenthesis denotes funding deficit.

The shortfall in funding under either the TRENDS or HIGH scenarios would primarily affect the ability of the City to fund additional capital improvements during the next six years. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. In addition, the TBD will fund the preservation and sidewalk/shoulder improvements identified in the voter approved package.

The most critical part of the funding program is the short-range time period. These improvements are focused on addressing existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in Table 23, the revenues in the short-range time horizon (2015-2020) will be approximately $36 to $67 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or additional SEPA mitigation/frontage improvements for development projects. The City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could construct some of the projects in phases to help defer costs to beyond 2020. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon (2021-2026) are $32 to $64 million less than the identified project costs for that 6-year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that several key projects identified for the mid-range time horizon will be deferred to beyond 2026, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also can reduce, or delay, the needs for some of the improvements. If development occurs at a slower rate than anticipated in the 2035 travel forecast, some of these capacity and arterial upgrade improvements also will not be needed as soon. Furthermore, the City may simply defer these improvements until funding is available.

The long-range (2026-2035) funding program is projected to have a deficit of $280 to $327 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential additional revenues from state funding packages. Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

The City has decided to keep the improvement projects that would not be funded with the existing revenues in the Transportation Element so they could be included as part of development projects or future funding strategies.

5.3.2 Reassessment Strategy

Although the financing summary recognizes the potential for a $350 to $460 million (in 2015 dollars) shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short term improvement projects and funding. The plan also includes goals and policies to

periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues;
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency;
- Explore ways to obtain more developer contributions to fund the improvements;
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9.
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA;
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates;
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan;
- Lower priority projects in the Transportation Element may be slid to beyond 2035 or deleted from the program.

The City of Marysville will use the annual update of the Six-Year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's level of service (LOS) standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Chapter 6. Goal and Policies

The overall goal of the City of Marysville Transportation Element is:

> *"The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health."*

The following policies provide guidance in implementing the plan. The policies build from State requirements, the regional Vision 2040 policies, Snohomish County's Countywide Planning Policies, and City of Marysville objectives. They are organized into the following categories:

- Transportation System Efficiency and Safety
- Public Involvement and Agency Coordination
- Land Use and Economic Development
- Mobility Options
- Sustainable Transportation Systems and the Environment
- Levels of Service Standards and Concurrency Program
- Financing and Implementation

6.1 Transportation System Efficiency and Safety

Policy T-1: Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

Policy T-2: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-3: Maintain and improve the safety of the transportation system for all travel modes.

Policy T-4: Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

Policy T-5: Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility and reduce operational costs.

Policy T-6: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth

area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

Policy T-7: Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

Policy T-8: Apply access management practices to arterials to improve the safety and operational efficiency of the system.

Policy T-9: Ensure the freight system meets the needs of regional and local distribution.

Policy T-10: Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

6.2 Public Involvement and Agency Coordination

Policy T-11: Encourage and solicit public participation from transportation advocacy groups, such as Healthy Communities, in the planning, design, and implementation of a multimodal transportation system.

Policy T-12: Work with WSDOT and other stakeholders to improve multimodal access to the regional highway system.

Policy T-13: Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers.

6.3 Land Use and Economic Development

Policy T-14: Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

Policy T-15: Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

Policy T-16: Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy T-17: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

Policy T-18: Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.

Policy T-19: Implement grade-separated railroad crossings at Grove Street and to work with others to get a grade-separated railroad crossing at 156th Street NE (west of freeway) into County.

Policy T-20: Apply livable urban design principles for growth centers and transit areas.

Policy T-21: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T-22: Continue to review and update the City's truck route plan to help assure efficient truck routing to/from the freeway system and major destinations and minimizing the impacts on neighborhoods.

6.4 Mobility Options

Policy T-23: Protect the investment in the existing and future street system and associated facilities (e.g., sidewalks, transit stops, landscaping) through an ongoing street maintenance and preservation program as well as incorporating the concept of "Complete Streets" as supported by the National Complete Streets Coalition.

Policy T-24: Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

Policy T-25: Promote and incorporate bicycle and pedestrian travel as a major element to improve the health of the community through active transportation by providing facilities and reliable connections.

Policy T-26:Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

Policy T-27: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

Policy T-28:Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

Policy T-29:Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

Policy T-30: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T-31:Work with Community Transit to expand transit and paratransit service to/from and within the City.

Policy T-32:Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

Policy T-33: Work with Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

Policy T-34: Increase the proportion of trips made by transportation modes that are alternatives to driving alone through non-motorized system improvements, transportation demand management tools, and Commute Trip Reduction programs.

6.5 Sustainable Transportation Systems and the Environment

Policy T-35: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

Policy T-36: Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

Policy T-37: Support implementation of transportation modes, technologies, and other transportation demand management tools that reduce pollution, reduce vehicle-miles-traveled (VMT), reduce greenhouse gas emissions, and improve system performance.

Policy T-38: Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

Policy T-39: Identify and preserve rights-of-way for future transportation system needs.

6.6 Level of Service Standards and Concurrency

Policy T-40: Establish concurrency standards for the City based on the Level of Service of intersecting arterials and signalized intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board.

Policy T-41:Set the acceptable level of service (LOS) for signalized intersections and intersections of two (or more) arterials as follows:

- LOS E mitigated for:
    - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville
    - 4th Street/64th Street NE (SR 528) within the City
    - 88th Street NE (east of I-5 to 67th Avenue)
- LOS D for:

- All other intersections of two or more arterials within the City

Policy T-42:Set the acceptable level of service (LOS) for unsignalized intersections as follows:

> LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result.

Policy T-43: Implement a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

Policy T-44: Monitor travel speeds along key corridors to support project development, priorities, and reporting (but not for concurrency purposes).

Policy T-45: Consider establishing a multimodal level of service standard. Monitor how other similar cities within the region address multimodal level of service and concurrency, and implement when feasible.

6.7 Financing and Implementation

Policy T-46 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan.

Policy T-47: Pursue grants for funding a range of multimodal transportation improvements.

Policy T-48: Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

Policy T-49: Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

Policy T-50: Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

Policy T-51: Support use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.

Policy T-52: Maintain a transportation database to measure operations and safety, of the transportation system for use in defining improvement projects and priorities.

Policy T-53: Continue to follow the reassessment strategy identified in the Transportation Element if funding falls short.

Policy T-54: Work with Community Transit to add TDM programs to transit and paratransit to reduce the need or delay the need of capital roadway improvements.

APPENDIX A: Traffic Impact Fee (TIF) Methodology

The City of Marysville has adopted a transportation impact fee program defined in Chapter 18B (Traffic Impact Fees and Mitigation) of the City's Municipal Code. The ordinance was updated in May 2007 to revise the calculation of the City's traffic impact fees resulting from changes in the 2008 Capital Facilities Plan.

A detailed update of the traffic impact fee program was prepared based on the 2015 Transportation Element of the Comprehensive Plan. The forecast year for the Transportation Element was set at 2035. The long-range horizon year allows the City to better plan for and size transportation facilities that will be needed as the City grows.

The TIF analysis included the following steps:

1. Identify growth-related improvement projects and eligible TIF costs
2. Define TIF service area(s)
3. Calculate potential maximum TIF rates
4. Apply adjustments to the rate to reflect differences in taxes paid by commercial versus residential development and policy direction from the City Council.

Growth-Related Improvement Projects and TIF Costs

Under GMA, the impact fees can be imposed upon new development for public facilities needed to serve new growth. The impact fees' improvements must be reasonably related to the new development. The resulting fees should represent a proportionate share of the costs of the facilities and must be used on facilities that reasonably benefit the new development.

GMA allows the impact fee program to include future growth-related improvements. It also allows for inclusion of costs for previously constructed improvements to the extent the projects serve growth.

The following summarizes the projects and costs included in the City of Marysville 2015 TIF program.

2015 Transportation Element Growth-Related Projects

The list of transportation improvement projects recommended in the 2015 Transportation Element (see Tables 8 to 20) needed to support growth forecasts through 2035 was reviewed to identify the projects eligible for inclusion in the Traffic Impact Fee program. These projects were identified as being needed to support growth in the City, as well as regionally generated traffic. These projects primarily included selected new roadways, major widening projects, minor widening improvements, and intersection improvements needed to provide system capacity and maintain the City's LOS standards. The TIF projects do not include improvements that the City expects to fund through other separate developer contributions (frontage improvements, SEPA mitigation, or concurrency requirement). The TIF projects also do not include improvements that only resolve existing deficiencies, such as constructing a missing segment of a sidewalk or resolving a safety problem.

Attachment 1 presents the transportation improvement projects recommended in the 2015 Transportation Element update that are TIF eligible. The attachment also shows the share of the project costs that is TIF eligible. They include projects located within the existing City limits and the UGA.

Previously Completed Growth-Related Transportation Projects

Over the past several years, the City has constructed several growth-related transportation projects. These improvements have been included in the City's previous TIF programs and are included in the 2015 update. Tables A1 and A2 summarizes the improvements and their costs. The combined projects total approximately $82 million.

Table A1 – Previously Completed TIF Projects and Costs (Prior to 2008)

Project	Description	Project Cost[1]
State Avenue (Ebey Slough to Grove Street)	Widen lanes (12-ft. outside and 11-ft. inside). Move the traffic signal from 5th Street to 6th Street; and remove left-turn lanes at the intersections of 5th Street and 7th Street	$9,500,000
67th Avenue NE and 84th Street NE	Install traffic signal	$250,000
116th St NE (I-5 to State Avenue)	Widen to 5 lanes and add a right-turn lane for eastbound traffic	$3,018,000
State Avenue (116th Street NE to 136th Street NE)	Widen to 3 lanes with curb, gutter and sidewalk on west side, and an 8-ft. shoulder on the east side	$7,100,000
Subtotal		**$19,868,000**

Sources: City of Marysville, Transpo Group

1. Costs from 2008 Transportation Element

Table A2 – Previously Completed TIF Projects and Costs (2008 to 2015)

Project	Description	Project Cost[1]
Ingraham Blvd (68th Ave NE to 74th Ave NE)	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	$5,585,239
Ingraham Blvd (81st Ave NE to 83rd Ave NE)	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	$2,057,055
Lakewood Triangle Access (Twin Lakes to State Ave)	Construct 4/5 lane arterial including bicycle and pedestrian facilities. Project includes I-5 overcrossing at 156th St NE and connects Twin Lakes Blvd. and State Ave. Project can be built in phases.	$20,169,630
51st Ave NE (84th St NE to 88th St NE)	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$3,759,265
State Avenue (136th St NE to 152nd St NE)	Widen to 4/5 lane arterial including pedestrian facilities.	$10,781,000
SR 528 (Allen Creek to East of 67th Ave NE)	Widen to 4/5 lane arterial including pedestrian facilities.	$524,000
Ingraham Blvd (74th Ave NE to 81st Ave NE)	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$5,250,830
Jennings Park Entrance Improvements (Jennings Park Entrance and 53rd Ave NE/SR 528)	Realign Jennings Park Entrance driveway with 53rd Ave NE, and install traffic signal when warranted.	$464,750
172nd St NE & 27th Ave NE	Construct turn lane(s) and modify traffic signal.	$1,098,487
88th St NE & 67th Ave NE	Construct turn lane(s) and modify traffic signal.	$841,789
Grove St & 67th Ave NE	Construct turn lane(s).	$180,534
88th St NE & 51st Ave NE	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left turn lane and traffic signal.	$1,326,341
156th St NE & Smokey Point Blvd	Construct turn lane(s) and install traffic signal when warranted.	$1,384,841
88th St NE & 55th Ave NE	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left turn lane and traffic signal.	$990,288
Grove St & Alder Ave (43rd Ave NE)	Install traffic signal.	$200,000
SR 9 & SR 92	Construct turn lane(s) and modify traffic signal. (SEE Project 59)	$300,000
SR 528 & 47th Ave NE[3]	Intersection improvements included as part of an associated roadway widening project.	$169,000
3rd St & 47th Ave NE[3]	Construct turn lane(s) and modify traffic signal.	$521,000
SR 528 & 83rd Ave NE	Construct turn lane(s) and install traffic signal when warranted.	$1,232,221
SR 528 & 87th Ave	Construct turn lane(s) and install traffic signal when warranted.	$1,262,641
116th St NE & 38th Ave NE	Construct turn lane(s) and modify traffic signal.	$726,404
108th St NE & 51st Ave NE	Construct turn lane(s) and install traffic signal when warranted.	$1,599,956
Subtotal		**$62,488,271**

Sources: City of Marysville, Transpo Group

Debt Service Interest

The City of Marysville has issued three bonds to allow it to advance funding for several growth-related improvements. The interest on these bonds owed by the City is included in the TIF program. The City is paying off three bonds issued in 2003, 2007, and 2013. The total interest due for these two bonds is $8,785,200 as shown on Table A3, is included in the 2015 TIF program.

Table A3 – Bond Debt Service Summary

Bond Year	Total Bond Proceeds	Total Bond Interest
2003	$3,157,500	$881,900
2007	$8,045,000	$4,435,700
2013	$9,005,000	$3,497,600
Total	**$20,207,500**	**$8,785,200**

Sources: City of Marysville, Transpo Group

Summary of Impact Fee Eligible Costs

The total maximum potential impact fee funding is summarized in Table A4. The revised TIF program includes $452 million in costs through 2035.

Table A4 – Summary of Impact Fee Eligible Costs

	Traffic Impact Fee Eligible Cost
Capital Projects Completed Prior to 2008[1]	$19,868,000
Capital Projects Completed 2008 to 2015	$62,490,000
Capital Projects (2015 to 2035)	$360,710,000
Bond Debt Service	$8,790,000
Total	**$451,858,000**

Sources: City of Marysville, Transpo Group
1. Cost from 2008 Transportation Element

Service Areas

As part of the 2008 TIF program update, the City evaluated the option of using multiple service areas for its TIF program. A concept of four districts (three within the City and one for the UGA) was evaluated. The analysis showed that the differences between the maximum allowable fee rates for each district were relatively small (within 25% of the average). It was determined that this range did not justify the application of a multi-service area system. The City and its UGA are considered as a single service area for purposes of the 2015 TIF program calculation.

Maximum Impact Fee Rates

The travel forecasting model was applied to disaggregate the 2035 travel forecasts into existing traffic and growth-related traffic. The model resulted in a forecast of 35,666 new PM peak hour growth trip ends between 2007 and 2035 for the City and its UGA.

The model was used to separate the growth traffic into trips that have either an origin or destination within the City, versus growth in through traffic. Approximately $245 million of the TIF eligible cost (54.3%) was identified as being related to growth trips that have an origin or destination (or both) within the City or its UGA. Growth in regional traffic through the City and

its UGA accounted for the remaining $206 million (45.7%) of the costs. This reflects the large regional impact of traffic on the Marysville transportation system.

The 2015 Maximum Possible Impact Fee is calculated by dividing the total TIF cost allocation ($245,410,000) by the total new PM peak hour trip ends (35,666), resulting in $6,881 per new PM peak hour growth trip end. The resulting maximum possible impact fee is $6,881 per PM peak hour trip.

Impact Fee Adjustments

The City has chosen to adjust the maximum impact fee per new PM peak hour trip. Two adjustments are made. First, an adjustment to the TIF fees is made to account for the higher tax revenues generated by commercial properties compared to residential developments. The second adjustment reduces the overall TIFs based on policy direction to decrease the potential cost share for new developments.

Tax Revenue Differential

In 2005, the City evaluated the relative tax revenues generated by commercial and residential properties within the City. The results showed that commercial properties generated substantially higher taxes for the City compared to residential properties.

The City updated and refined the evaluation as part of the 2008 Traffic Impact Fee Program. The process takes into account total sales taxes, general property taxes, and real estate excise tax (REET) revenues based on the 2008 budget. The revenues of each of these services were allocated to commercial and residential properties. The total tax revenues for commercial and residential properties were then converted to rates per $1,000 in assessed valuation and tax revenues per acreage. The two factors were used because they take into account both developed and undeveloped properties.

Ratios of the commercial and residential tax revenues per $1,000 in assessed valuation and per acre were averaged. The average of the ratios helps balance the impacts of developed and undeveloped properties and the overall higher density of commercial developments.

This process results in a ratio of commercial properties generating 2.84 times the tax revenues of residential properties. To balance this difference, this factor is inverted resulting in the ratio of traffic impact fees for residential development to commercial development being 2.84. Applying this ratio to the $6,800 maximum trip rate per growth PM peak hour trip end (2008 TIF calculation) for residential development results in a commercial impact fee rate of $2,400 per new PM peak hour trip end. Because the 2015 maximum TIF rate of $6,881 is essentially unchanged from the 2008 rate of $6,800, no changes are needed in the relative residential and commercial TIF rates.

Impact Fee Discount Adjustment

The City has elected to reduce the maximum allowed impact fee of $6,800 for residential and $2,400 for commercial developments. The 2008 discount rate was set at 7 percent, maintaining the residential rate at the 2007 rate of $6,300 per new PM peak hour trip end. This results in the commercial rate being $2,220 per new PM peak hour trip end.

The final proposed impact fee rates based on the 2015 program are:

- Residential $6,300 per new PM peak hour trip end
- Commercial $2,220 per new PM peak hour trip end

Attachment 1
Completed Projects (2008 Costs)

Map ID	Project Name	Project Limits	Project Description	2008 Project Cost	2008 TIF Cost
45.1	Ingraham Blvd	68th Ave NE to 74th Ave NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	$5,585,239	$5,585,239
45.3	Ingraham Blvd	81st Ave NE to 83rd Ave NE	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	$2,057,055	$2,057,055
48	Lakewood Triangle Access	Twin Lakes to State Ave	Construct 4/5 lane arterial including bicycle and pedestrian facilities. Project includes I-5 overcrossing at 156th St NE and connects Twin Lakes Blvd. and State Ave. Project can be built in phases.	$20,169,630	$20,169,630
53	51st Ave NE	84th St NE to 88th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$3,759,265	$3,759,265
39	State Avenue[3]	136th St NE to 152nd St NE	Widen to 4/5 lane arterial including pedestrian facilities.	$10,781,000	$12,013,000
40	SR 528	Allen Creek to East of 67th Ave NE	Widen to 4/5 lane arterial including pedestrian facilities.	$524,000	$524,000
45.2	Ingraham Blvd	74th Ave NE to 81st Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$5,250,830	$5,250,830
341	Jennings Park Entrance Improvements	Jennings Park Entrance and 53rd Ave NE/SR 528	Realign Jennings Park Entrance driveway with 53rd Ave NE, and install traffic signal when warranted.	$464,750	$464,750
1003	172nd St NE & 27th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	$1,098,487	$1,098,487
1014	88th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	$841,789	$841,789
1016	Grove St & 67th Ave NE	Intersection	Construct turn lane(s).	$180,534	$180,534
1022	88th St NE & 51st Ave NE	Intersection	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left turn lane and traffic signal.	$1,326,341	$1,326,341
1024	156th St NE & Smokey Point Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,384,841	$1,384,841
1038	88th St NE & 55th Ave NE	Intersection	Construct turn lanes and install traffic signal when warranted. Short term fixes include the addition of a EB left turn lane and traffic signal.	$990,288	$990,288
1039	Grove St & Alder Ave (43rd Ave NE)	Intersection	Install traffic signal.	$200,000	$200,000
1059	SR 9 & SR 92	Intersection	Construct turn lane(s) and modify traffic signal. (SEE Project 59)	$300,000	$300,000
2018	SR 528 & 47th Ave NE[3]	Intersection	Intersection improvements included as part of an associated roadway widening project.	$169,000	$604,000
2021	3rd St & 47th Ave NE[3]	Intersection	Construct turn lane(s) and modify traffic signal.	$521,000	$917,000
2032	SR 528 & 83rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,232,221	$1,232,221
2068	SR 528 & 87th Ave	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,262,641	$1,262,641
1035	116th St NE & 38th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	$726,404	$726,404
1020	108th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,599,956	$1,599,956

Completed in 2008	State Avenue (Ebey Slough to Grove Street)	N/A	Widen lanes (12-ft. outside and 11-ft. inside). Move the traffic signal from 5th Street to 6th Street; and remove left-turn lanes at the intersections of 5th Street and 7th Street	$9,500,000	$9,500,000
Completed in 2008	67th Avenue NE and 84th Street NE	N/A	Install traffic signal	$250,000	$250,000
Completed in 2008	116th St NE (I-5 to State Avenue)	N/A	Widen to 5 lanes and add a right-turn lane for eastbound traffic	$3,018,000	$3,018,000
Completed in 2008	State Avenue (116th Street NE to 136th Street NE)	N/A	Widen to 3 lanes with curb, gutter and sidewalk on west side, and an 8-ft. shoulder on the east side	$7,100,000	$7,100,000
			Total	**$80,293,271**	**$82,356,271**

Removed Projects (2008 Projects)

Map ID	Project Name	Project Limits	Project Description	2008 Project Cost	2008 TIF Cost
319	172nd St (SR 531)	27th Ave NE to 11th Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$11,640,473	$11,640,473
140	E Sunnyside School Road	87th Ave NE to East Sunnyside School Road/Densmore Road	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$588,331	$588,331
141	E Sunnyside School Road	East Sunnyside School Road/Densmore Road to SR 9	Reconstruct and widen to 2/3 lane arterial including pedestrian facilities.	$882,497	$882,497
1044	40th St & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$893,009	$893,009
1045	40th St & 71st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$946,088	$946,088
343	53rd Ave NE at Sunnyside Blvd	Intersection	Install traffic signal when warranted.	$503,620	$503,620
1037	100th St NE & 48th Dr NE	Intersection	Install traffic signal when warranted.	$464,750	$464,750
1055	156th St NE & 152nd St Connector	Intersection	Install traffic signal when warranted per Smokey Point Master Plan.	$464,750	$464,750
2035	1st St & State Ave	Intersection	Construct turn lane(s) and modify traffic signal.	$606,119	$606,119
			Total	**$16,989,637**	**$16,989,637**

No Changes (2008 Costs)

Map ID	Project Name	Project Limits	Project Description	2008 Project Cost	2008 TIF Cost
18	51st Ave NE	108th St NE to 136th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$11,977,128	$11,977,128
177.1	27th Ave Extension	140th St NE to 156th Ave NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$20,692,415	$20,692,415
351	Sunnyside Blvd & 52nd St NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,157,059	$1,157,059
1012	108th St Ne & 67th Ave NE	Intersection	Contsrtuct turn lane(s) and install traffic signal when warranted.	$923,839	$923,839
1013	100th St NE & 67th Ave NE	Intersection	Contsrtuct turn lane(s) and install traffic signal when warranted.	$400,000	$400,000
1017	152nd St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,482,790	$1,482,790
1028	116th St NE & State Ave	Intersection	Construct turn lane(s), modify traffic signal, add second WB thru lane, and extend EB right-turn lane.	$1,517,978	$1,517,978
1033	116th St NE & I-5 SB Ramps5	Interchange	Construct single-point urban interchange (SPUI)	$40,600,000	$500,000
1043	52nd St (Evans Rd) & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$464,750	$464,750
1046	Soper Hill Rd & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,424,826	$1,424,826
1047	Soper Hill Rd & 83rd Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$943,488	$943,488
1050	156th St NE & I-5 Ramps5	Interchange	Construct single-point urban interchange (SPUI)	$40,600,000	$1,500,000
1051	164th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,149,707	$1,149,707
1052	160th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,149,707	$1,149,707
1053	157th St & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,149,707	$1,149,707
1054	156th St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,149,707	$1,149,707
1056	152nd St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$945,939	$945,939
1057	152nd St NE & 54th/55th Ave	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$923,839	$923,839
2008	88th St NE & State Ave	Intersection	Add thru lanes, turn lanes, and modify traffic signal.	$894,719	$894,719
2017	SR 528 & State Avenue	Intersection	Construct turn lane(s) and modify traffic signal.	$1,084,740	$1,084,740
			Total	**$130,632,338**	**$51,432,338**

No Changes (2015 Costs)

Map ID	Project Name	Project Limits	Project Description	2015 Project Cost	2015 TIF Cost
18	51st Ave NE	108th St NE to 136th St NE	Reconstruct and widen to 2/3 lane arterial including bike lanes (8,400 ft) and sidewalks (12,000 ft).	$16,740,000	$16,740,000
177.1	27th Ave Extension	140th St NE to 156th Ave NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$28,010,000	$28,010,000
351	Sunnyside Blvd & 52nd St NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,580,000	$1,580,000
1012	108th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,180,000	$1,180,000
1013	100th St NE & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$400,000	$400,000
1017	152nd St NE & 51st Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$1,570,000	$1,570,000
1028	116th St NE & State Ave	Intersection	Construct turn lane(s), modify traffic signal, add second WB thru lane, and extend EB right-turn lane.	$1,810,000	$1,810,000
1043	52nd St (Evans Rd) & 67th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$590,000	$590,000

1046	Soper Hill Rd & Sunnyside Blvd	Intersection	Construct turn lane(s) and install traffic signal or roundabout when warranted.	$1,690,000	$1,690,000
1051	164th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,390,000	$1,390,000
1052	160th St NE & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,390,000	$1,390,000
1053	157th St & 51st Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,390,000	$1,390,000
1054	156th St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,410,000	$1,410,000
1056	152nd St NE & 43rd Ave NE	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,220,000	$1,220,000
1057	152nd St NE & 54th/55th Ave	Intersection	Construct turn lane(s) and add traffic signal when warranted per Smokey Point Master Plan.	$1,190,000	$1,190,000
2008	88th St NE & State Ave	Intersection	Add thru lanes, turn lanes, and modify traffic signal.	$950,000	$950,000
2017	SR 528 & State Avenue	Intersection	Construct turn lane(s) and modify traffic signal.	$1,110,000	$1,110,000
1033	116th St NE & I-5 SB Ramps	Interchange	Construct single-point urban interchange (SPUI). TIP #39	$18,000,000	$500,000
1050	156th St NE & I-5 Ramps	Interschange	Construct urban interchange.	$40,000,000	$1,500,000
			Total	**$121,620,000**	**$65,620,000**

Modified Projects (2008 Costs)

Map ID	Project Name	Project Limits	Project Description	2008 Project Cost	2008 TIF Cost
38	State Avenue	116th St NE to 136th St NE	Widen to 4/5 lane arterial including pedestrian facilities.	$11,613,030	$11,613,030
42	State Avenue	100th St NE to 116th St NE	Widen to 4/5 lane arterial including pedestrian facilities.	$17,115,202	$17,115,202
43	Sunnyside Blvd	47th Ave NE to South of 52nd St NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities. Include traffic control and intersection geometry improvements where needed.	$15,540,356	$15,540,356
44	40th St NE	Sunnyside Blvd to 83rd Ave NE	Reconstruct and widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including pedestrian facilties.	$13,100,000	$13,100,000
46	40th St NE	83rd Ave NE to SR 9	Construct 4/5 lane arterial including pedestrian facilities.	$18,000,000	$18,000,000
50.1	88th St NE	State Ave to 51st Ave	Widen to 4/5 lane arterial including pedestrian facilities. Bike lanes may be included in project or along separate but parallel corridor.	$16,765,853	$16,765,853
50.2	88th St NE	51st Ave to 67th Ave	Widen to 4/5 lane arterial including pedestrian facilities. Bike lanes may be included in project or along separate but parallel corridor.	$24,158,966	$24,158,966
51	152nd St NE4	51st Ave to 67th Ave NE	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$10,803,741	$7,202,854
67	51st Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$7,461,724	$7,461,724
68	51st Ave NE	136th St NE to 152nd St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$6,979,310	$6,979,310
71	84th St NE	83rd Ave NE to SR 9	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$4,226,820	$4,226,820
101	67th Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$7,589,140	$7,589,140
102	71st Ave NE	Sunnyside Blvd/Soper Hill Road to 40th St NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$4,588,984	$4,588,984
159.1	Soper Hill Road	71st Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$6,189,983	$6,189,983
159.2	Soper Hill Road	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$3,035,906	$3,035,906
160	Sunnyside Blvd	71st Ave NE to 40th St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$6,983,226	$6,983,226
177.2	27th Ave Extension	Twin Lakes to 172nd St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$11,828,235	$11,828,235
231	156th/152nd St	Smokey Point Blvd to 51st St	Construct 4/5 lane arterial including bicycle and pedestrian facilities.	$17,821,570	$17,821,570
233.1	51st Ave NE	152nd to 160th	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$7,180,407	$7,180,407
233.2	51st Ave NE	160th to Arlington City Limits	Widen to 4/5 lane arterial including bicycle and pedestrian facilities.	$4,265,820	$4,265,820
242	156th St NE Extension[2]	31st (SEE 177) to 23rd Ave	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$11,233,505	$5,616,752
244	67th Ave Connector	67th Ave NE/44th St NE to 71st Ave NE/40th St NE	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$4,707,459	$4,707,459
302	Sunnyside Blvd	South of 52nd Ave NE to 40th St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$4,588,984	$4,588,984
305.1	67th Avenue	44th St NE to SR 528	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$7,765,973	$7,765,973
310.1	52nd Street	Sunnyside Blvd to 67th St	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	$1,529,661	$1,529,661
312	87th Ave	Soper Hill Rd to 35th St	Reconstruct and widen to 2/3 lane arterial including pedestrian facilities.	$2,580,630	$2,580,630
318	44th Street	83rd Ave to East Sunnyside School Road/Densmore Road	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	$3,137,440	$3,137,440
323	Downtown Bypass	State Ave/1st Street to 47th Ave/Sunnyside Blvd	Construct 4/5 lane arterial including pedestrian facilities.	$31,477,989	$31,477,989

325	84th Street & State Avenue/Rail Crossing	Intersection	Construct rail crossing at 84th St NE and install traffic signal. Close adjacent rail crossings.	$2,212,516	$2,212,516
339	Intelligent Transportation System Program	City-wide	Implement Intelligent Transportation Systems Program to improve signal coordination and management, roadway monitoring and response, ITS device management, and data collection. System to include communications equipment, traffic signal equipment, video surveillance and monitoring, video detection, satellite traffic management center.	$421,000	$421,000
352	City Center Access Improvement Projects	City Center	Construct intersection,arterial, or interchange improvements recommended as part of City Center Access Study.	$20,000,000	$20,000,000
1002	172nd St NE & 19th Ave NE	Intersection	Construct turn lane(s) and install traffic signal when warranted.	$742,784	$742,784
1036	100th St NE & Shoultes Rd	Intersection	Intersection/operational improvements to be coordinated with State Ave/100th St intersection.	$380,250	$380,250
2117	88th St NE & 36th Ave NE	Intersection	Construct turn lane(s) and modify traffic signal.	$839,339	$839,339
			Total	**$306,865,803**	**$297,648,163**

Modified Projects 2015 Costs)

Map ID	Project Name	Project Limits	Project Description	2015 Project Cost	2015 TIF Cost
38	State Avenue	116th St NE to 136th St NE	Widen to 4/5 lane arterial including sidewalks (8,000 ft).	$3,500,000	$3,500,000
42	State Avenue	100th St NE to 116th St NE	Widen to 4/5 lane arterial including sidewalks (one side, project extent) with a culvert. Potential overhead utility costs covered by others. Cost estimate based on city estimate. Build new culvert over Quilceda Creek.	$10,479,701	$10,479,701
43	Sunnyside Blvd	47th Ave NE to South of 52nd St NE	Widen to 4/5 lane arterial including sidewalks (3,000 ft) and multiuse trail (7,000 ft). Include traffic control and intersection geometry improvements where needed.	$18,350,000	$18,350,000
44	40th St NE	Sunnyside Blvd to 83rd Ave NE	Reconstruct and widen to 2/3 lanes, and construct missing segments for 2/3 lane arterial including sidewalks (12,000 ft) and bike lanes (both sides, full extent)	$13,100,000	$13,100,000
46	40th St NE	83rd Ave NE to 87th Ave NE	Construct 4/5 lane arterial including multi-use trail (2,000 ft).	$18,000,000	$18,000,000
50.1	88th St NE	State Ave to 51st Ave	Include sidewalks (4,200 ft) and parallel bike facilities along 84th St, 92nd St and State Ave (bike route 6,000 ft, bike boulevard 3,000 ft, multiuse trail 1,400 ft)	$7,950,000	$7,950,000
50.2	88th St NE	51st Ave to 67th Ave	Widen to 2/3 lanes including sidewalks (5,900 ft) and bike lanes (5,500 ft)	$12,490,000	$12,490,000
51	152nd St NE	51st Ave to City Limits	Widen to 4/5 lane arterial including sidewalk (one side project extent) and multiuse trail (project extent)	$7,930,000	$5,286,931
67	51st Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks (9,500 ft) and bike lanes (5,900 ft).	$9,030,000	$9,030,000
68	51st Ave NE	136th St NE to 152nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$9,500,000	$9,500,000
71	84th St NE	83rd Ave NE to SR 9	Widen to 2/3 lanes arterial including Construct multi-use trail (2,000 ft).	$2,090,000	$2,090,000
101	67th Ave NE	88th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike routes (both sides, project extent)	$6,850,000	$6,850,000
102	71st Ave NE	Sunnyside Blvd/Soper Hill Road to 40th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks (2,800 ft) and bike lanes (both sides, project extent)	$4,810,000	$4,810,000
159.1	Soper Hill Road	71st Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks (7,200 ft) and bike lanes (both sides, project extent)	$7,680,000	$7,680,000

160	Sunnyside Blvd	71st Ave NE to 40th St	Reconstruct and widen to 2/3 lane arterial including sidewalks (8,600 ft) and bike lanes (both sides, project extent)	$8,860,000	$8,860,000
231	156th/152nd St Connector	Smokey Point Blvd (156th St NE) to 51st St (152nd St NE)	Construct 4/5 lane arterial including sidewalks (one side, full length) and a multiuse trail (one side, full length)	$18,440,000	$18,440,000
233.1	51st Ave NE	152nd to 160th	Construct 2/3 lane arterial including sidewalks (both side, full length) and bike lanes (both side, full length)	$6,200,000	$6,200,000
233.2	51st Ave NE	160th to Arlington City Limits	Construct 2/3 lane arterial including sidewalks (both side, full length) and bike lanes (both side, full length)	$3,680,000	$3,680,000
242	156th St NE Extension	27th to 23rd Ave	Construct 2/3 lane arterial including sidewalks (one side, project extent) and multiuse trail (one side, project extent). Includes new grade separate crossing of railroad tracks	$12,330,000	$6,165,000
244	67th Ave Connector	67th Ave NE/44th St NE to 71st Ave NE/40th St NE	Construct 2/3 lane arterial including sidewalks (both sides, full length) and bike lanes (both sides, full extent)	$6,170,000	$6,170,000
302	Sunnyside Blvd	South of 52nd Ave NE to 40th St	Reconstruct and widen 2/3 lane arterial including sidewalks (5,600 ft) and bike lanes (both sides, full extent)	$5,620,000	$5,620,000
305.1	67th Avenue	44th St NE to SR 528	Reconstruct and widen 2/3 lane arterial including sidewalks (4,900 ft) and bike lanes (5,700)	$7,660,000	$7,660,000
306	44th Street	67th Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$7,460,000	$3,730,000
310.1	52nd Street	Sunnyside Blvd to 67th St	Reconstruct and widen to 2/3 lane arterial including sidewalks (500 ft) and buffered bike lanes (500 ft new, 2,000 restriped)	$1,220,000	$1,220,000
312	87th Ave NE	35th St to 40th St	Reconstruct 4/5 lane arterial including, sidewalks (both sides, full length) and buffered bike lanes (both sides, full extent)	$6,650,000	$6,650,000
318	44th St NE/East Sunnyside School Rd/42nd St NE	87th Ave NE to SR-9	Construct 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$4,110,000	$4,110,000
323	Downtown Bypass	State Ave/1st Street to 47th Ave/Sunnyside Blvd	Construct 3 lane arterial including pedestrian facilities. Follows 1st St straight east until 47th, then north on 47th until 3rd, then right to Sunnyside. Sunnyside/47th may be a roundabout.	$14,520,000	$14,520,000
352	City Center Access Improvement Projects	City Center	City Center Access Study (excluding I-5 Interchange)	$500,000	$500,000
1002	172nd St NE	19th Ave to 16th Dr	Construct new traffic signal at 16th Dr, new 2-lane roundabout at 19th Ave, and intersection improvements at 19th Dr (per Lakewood Subarea Plan)	$3,240,000	$3,240,000
1027	128th St NE & State Ave	Intersection	Add turn lanes to east leg	$650,000	$650,000
1036	State Ave, 100th St NE & Shoultes Rd	Intersection	Double lane roundabout	$4,500,000	$4,500,000
2117	88th St NE	36th Ave NE to NB I-5 on-ramp	Adds new westbound lane.	$1,900,000	$1,900,000
3026	27th Ave NE	169th Pl NE to 25th Ave NE	Construct 2/3 lane arterial with sidewalks (one side, project extent) and multiuse trail (one side, project extent)	$2,150,000	$2,150,000
3015	172nd St NE (SR 531)	27th Ave NE to 19th Ave NE	Widen roadway to 4/5 lane arterial with 20 ft planted buffer and multiuse trails (both sides, project extent)	$8,560,000	$8,560,000
3016	172nd St NE (SR 531)	16th Dr NE to 11th Ave NE	Upgrade roadway to a 2/3 lane roadways (1,300 ft) including multiuse trail (3200 ft)	$3,290,000	$3,290,000
3018	172nd St NE & 23rd Ave NE	Intersection	Construct 2 lane roundabout	$2,000,000	$2,000,000
3028	25th/27th Ave NE	164th St NE to 156th St NE	Construct 2/3 lane arterial with sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$9,320,000	$9,320,000

3037	35th St NE	87th Ave NE and SR 9	Construct 4/5 lane arterial including sidewalks (both sides, project extent) and buffered bike lanes (both sides, project extent)	$4,550,000	$4,550,000
3039	156th St and 27th Ave NE	Intersection	Construct new 2-lane roundabout	$2,000,000	$2,000,000
			Total	**$277,339,701**	**$264,801,632**

New Projects (2015 Costs)

Map ID	Project Name	Project Limits	Project Description	2015 Project Cost	2015 TIF Cost
3004	SR 528	83rd Ave NE to 87th Ave NE	Widen to 4/5 lanes including sidewalks (both sides, project extent) and buffered bike lanes (both sides, project extent)	$4,900,000	$4,900,000
3014	19th Ave NE	172nd to City Limits	Reconstruct and widen to 2/3 lane arterial including sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$2,190,000	$2,190,000
3024	19th Ave NE/ 169th Pl	172nd St NE to 27th Ave NE	Construct 2/3 lane arterial with sidewalks (both sides, project extent) and bike lanes (both sides, project extent)	$9,320,000	$9,320,000
3027	23rd Ave NE	172nd St NE to 25th Ave NE	Construct 2/3 lane arterial with sidewalks (6,000 ft), bike lanes (2,500 ft) and multiuse trail (500 ft)	$13,880,000	$13,880,000
			Total	**$30,290,000**	**$30,290,000**

TIF Costs

	2008	2015
Completed	$82,356,271	-
Modified	$297,648,163	$264,801,632
New	-	$30,290,000
Removed	$16,989,637	-
No Change	$51,432,338	$65,620,000
	$448,426,409	$360,711,632

Bond Year	Total Bond Proceeds	Total Bond Interest
2013	$ 3,157,500.00	$ 881,946.87
2007	$ 8,045,000.00	$ 4,435,714.50
2013	$ 9,005,000.00	$ 3,467,550.00
	$ 20,207,500.00	$ 8,785,211.37

EST. 1891

MARYSVILLE
PARKS, RECREATION AND OPEN SPACE COMPREHENSIVE PLAN
2020-2025





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SECTION 01: OVERVIEW

Chapter 1: Executive Summary

The Parks, Recreation and Open Space Comprehensive Plan is a state required document that needs to be updated every six years. The main priorities of the plan are to determine the community's parks and recreation needs, assess if those needs are currently being met, project future needs and determine a plan for any unmet needs.

The Parks, Culture and Recreation Department completed research to assess the community needs. Demographic information about Marysville, as well as national trends in parks and recreation, was examined. They also analyzed feedback received from a 19-question community survey completed by 690 individuals. A city-wide inventory of parks, trails and facilities open to the public was completed. Recreation and athletics programs available to the public was also compiled.

Service standards were established for each type of park and recreation facility. Existing inventory was then compared to these service standard needs for the Marysville population in 2020 and the projected population in 2035. For 2020, there were slight deficiencies for athletic fields and courts, as well as for pools and recreation centers. Larger deficiencies were seen in developed acreage for parks and open space. Those deficits obviously become larger by 2035.

Recommendations and strategies were then suggested for the following areas: neighborhood and community parks; open natural space; waterfront access; group picnic areas; restrooms; trails and pathways; recreational facilities; gymnasiums; swimming pools; baseball/softball fields; and soccer fields.

Chapter 2: Plan Overview

The Plan is the culmination of an extensive planning process designed to:

- Develop an understanding of the short- and long-term park and recreation needs of the City of Marysville and its service area.
- Identify and prioritize goals and policies for the effective and efficient management of park and recreation lands, facilities, and programs to meet the community's needs.
- Explore strategies for creatively blending the needs of the community with available resources to successfully accomplish the goals and policies.

Purpose

The focus of this Comprehensive Plan update is to provide direction for the Marysville Parks, Culture and Recreation Department (MPCR) for the next six years. This plan establishes a sense of direction for Marysville to follow in serving the recreational needs of its residents. It helps to provide direction of MPCR in regards to property acquisition, park development, capital improvement planning, and programs for the next six years.

The update is a Growth Management Act (GMA) requirement and fulfills grant funding eligibility criteria required by the Washington State Recreation Conservation Office (RCO). The main priority of the plan update is to ensure the need for sufficient public facilities that maintain a suitable level of parks and recreational services and meet the needs of Marysville residents. Although challenges may force MPCR to deviate in some instances, the goal of providing satisfaction with recreational opportunities to Marysville residents will remain.

The parks plan includes a discussion of sources available to fund the maintenance and expansion of the City parks system; a system that must meet the growing needs of an increasingly urbanized area. These sources include a variety of tax revenues, user fees, mitigation fees, and grants and loans from state, federal, and private sources. While the plan makes general recommendations regarding specific funding options, it assumes that most existing sources will continue to be available.

The parks plan contains an inventory of City facilities: parks, recreation, trails, and related sites. The inventory is supplemented by a description of other facilities available to City residents; specifically, sites and facilities owned or controlled by County and school districts. Inventories primarily show facilities and speak very little about the condition of the facilities although recent surveys indicate the community feels park facilities are in good condition.

It is intended to lay the groundwork for the future of the City park system. The plan inventories existing parks and identifies current and future park needs. It explores potential park development and/or improvements, and prioritizes strategies to meet a level of service which fits the needs of residents. The plan also describes existing and potential funding sources that will be needed to maintain park facilities and recreation services.

Plan Structure

The key plan components are as follows:

- Overview
- Goals
- Needs
- Action
- Data

Community Engagement

Public participation in the development of the City's Parks, Culture and Recreation Plan is critical due to the variation in local needs and values local residents have for their community. Public participation in the development of the Parks, Culture and Recreation Plan consisted of several steps, including:

- An online survey developed to help the public communicate their recreational interests;
- Review at Parks Advisory Board to hear input; and
- Study Session with City Council and the Mayor to hear input received through the various council wards and political representatives.

Online Survey

An online survey was available to residents for over 30 days. The survey was completed by 690 people and results are available in Appendix D.

Meetings

The plan was reviewed in two public meetings where the public was able to access the document and comment on it.

Public Comments

MPCR have contact with their clientele on a daily basis. This contact provides a forum for staff to receive recurring advice, criticism, comments, assessment, analysis, and/or praise from park users. Letters, electronic mail, phone calls, and other types of correspondence come in regularly. This information is often presented and discussed at MPCR staff meetings. This informal type of feedback from the public is taken in earnest and was integrated into the public comment sections.

Site Planning Processes

Park sites with significant development opportunities are typically subjected to a master plan process. This process incorporates input from a variety of park users, neighbors, and the general public in developing the future vision for a given park. As such, it is a good vehicle for the public to express their opinions on their park needs. Recommendations from the Shoreline Master Plan and Downtown Master Plan are incorporated into this plan.

Chapter 3: About Marysville

Location

In the heart of Snohomish County, Marysville is located 35 miles north of Seattle along Interstate 5. Oriented north-south along Interstate 5, Marysville borders Everett to the south, Arlington to the north, Tulalip Tribes Reservation to the west and Lake Stevens to the east.

The City's topography runs from 5 feet along the banks of Ebey Slough to 160 feet near Smokey Point and over 465 feet in the eastern highlands. Marysville sits in the watershed of Quilceda Creek and Allen Creek, as well as approximately 70 minor streams that flow into Ebey Slough and Snohomish River. The skyline includes views of Mount Pilchuck, Cascade Mountains, Olympic Mountains, Mount Rainer and Mount Baker.

History

Marysville was established in 1872 as a trading post, which was then populated by other settlers in 1883. In 1891, Marysville was incorporated and the Great Northern Railway was completed. The area was known for its lumber and agrarian products. The timber industry was the largest active industry during the 1860s and 1870s. Cleared hillside areas were then used for dairy farms.
After the timber industry peaked in 1910, agriculture became the focus. By 1920, with more than 2,000 acres of strawberry fields, Marysville was nicknamed "Strawberry City". The annual Strawberry Festival began in 1932.

The City of Marysville owns two historic buildings that are managed by the Parks, Culture and Recreation Department. The Marysville Opera House was built in 1911 by the Independent Order of Oddfellows and is listed on the National Register of Historic Places. The Gehl House at Jennings Park is another historic landmark. This pioneer-era wooden cabin was built in 1889 and restored with original furnishing with the help of the Marysville Historical Society.

Growth and Annexation

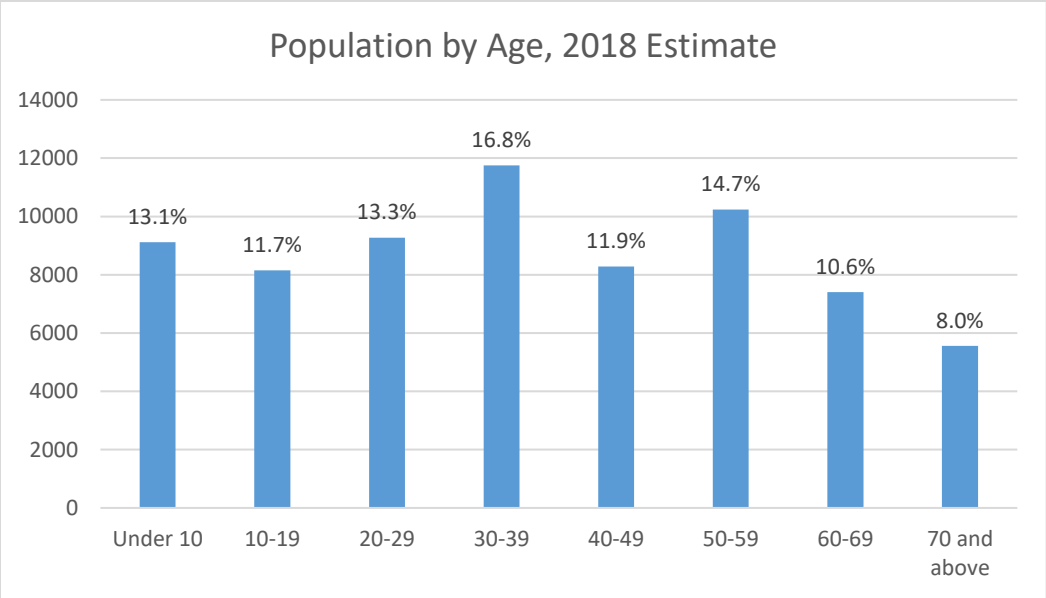
Marysville's first annexed area outside its original city limits in 1954 grew to over 2,500 residents. After the initial wave of suburbanization in 1980, population grew to 5,544 after homes were built in former strawberry fields in the north and east of Marysville. The population continued to grow in the 1980s and 1990s as more housing was built. By 2000, the population was 25,315.

From 2000 to 2006, the city annexed 23 areas totaling 1,416 acres. Then in 2009, the largest single annexation that comprised the majority of the Urban Growth Area added 20,000 residents and 2,847 acres to Marysville. The remaining urban growth boundary is 158 acres.

Population

By 2010, Marysville had grown to 60,020 according to the Census and became the second-largest city in Snohomish County. As of 2015, Marysville was the fastest-growing city in Washington State, growing at an annual rate of 2.5 percent. According to the World Population Review, the 2020 population estimate is 72,477.

According to the American Community Survey in 2018, the population is almost evenly split between males and females. The population breakdown down by age as 25 percent 19 and younger, 42 percent 20-49 years old and 33 percent 50 and older.



Race and Ethnicity

An estimated 70 percent of Marysville residents are “white alone” with 13 percent being Hispanic or Latino and 8 percent being Asian. The remaining 8 percent is divided up between black or African American, Native Hawaiian, American Indian, “some other race” and individuals who are two or more races. Eighty-four percent of the population speak English only with 6 percent reporting that they speak English less than “very well”. Within the Marysville School District, 13 percent of students are English language learners.

Household Characteristics

There are an estimated 24,483 households in Marysville in 2018 with 67 percent being owner-occupied and 33 percent being renter-occupied. The median mortgage is $1,774 and the median rent is $1,349. The average household size is 2.74 people. For the population 15 years and older, 53 percent are married with 28 percent having never been married. The divorced population is 12.5 percent, widowed is 5.5 percent and separated is 1 percent.

Of the households in Marysville, 69 percent are made up of families and 31 percent are individuals living alone or living with nonfamily members. For the households with children in

them, 54 percent are married-couples and 10 percent are have the only adult in the household being a female. For those 30 years old and older, 4 percent report living with their grandchildren and 1 percent of these are responsible for raising their grandchildren.

Income and Poverty

The median household income from 2014-2018 was $76,372. Eighty-seven percent of the population is estimated to be at or above 150 percent of the poverty level. Six percent fall at the 100-149 percent on the poverty level. Seven percent are below 100 percent of the poverty level.

2020 Federal Poverty Level (Gross Annual Income)		
People in Household	**100 percent**	**150 percent**
1	$12,760	$19,140
2	$17,240	$25,860
3	$21,720	$32,580
4	$26,200	$39,300
5	$30,680	$46,020
6	$35,160	$52,740
7	$36,640	$59,460
8	$44,120	$66,180
Add $4,480 for each person in household over 8 persons		

Within the Marysville School District, 52 percent of students qualify as low-income and are eligible for free or reduced lunches. Data from 2014-2018 reports that 94 percent of households have a computer and 88 percent have internet access at home.

Education and Employment

During the 2019-2020 school year, there were 11,001 students enrolled in the Marysville School District. Over the last six school years, the number of students enrolled averaged 11,282. On state administered tests, 49 percent of students met grade level standards in Language Arts, 35 percent in math and 38 percent in science. In 2019, 53 percent of ninth graders were on track to graduate and 77 percent were able to graduate within four years.

For the population 25 years and older, 41 percent report having some college or an associate's degree and 29.5 percent are high school graduates or have a GED. Looking at the total population, 20 percent of residents have a Bachelor's degree or higher with 9.5 percent not having a high school degree.

According to 2018 estimates, 67 percent of the population 16 and older were in the civilian labor force with 33 percent retired or not in the labor force. Of the 67 percent in the labor force, 62 percent are employed in civilian jobs, 4 percent are unemployed and 1 percent is in the armed forces.

Between 2014 and 2018, the mean travel time to work was 31 minutes which means that the majority of the work force works outside of Marysville. In 2017, it was estimated that only 10 percent of Marysville residents work in Marysville. The major employers in Marysville in 2018 include the Marysville School District, Zodiac Aerospace, City of Marysville, Walmart, Smokey Point Behavioral Hospital, The Everett Clinic and Fred Meyer.

Persons with Disabilities

Fourteen percent of Marysville residents report having a disability. Within the Marysville School District, 18 percent of students have a disability. Thirty-six percent of citizens 60 years and older report having a disability.

Chapter 4: Parks, Culture and Recreation Department

Mission, Vision, and Goals

The City of Marysville's mission statement is: "The City of Marysville partners with the community to provide quality, innovative and efficient municipal services which promote economic growth, thriving neighborhoods, healthful living and financial sustainability for our residents and business." The Parks, Culture and Recreation Department's mission statement, which follows, builds off of the City's mission statement: "Our focus is to enhance the quality of life of Marysville's citizens by providing beautiful parks, open spaces and exceptional recreational, cultural, and athletic programs."

The goals of the department are to:

- Successfully meet the needs and desires of Marysville's citizens;
- Provide programs and facilities accessible to citizens of Marysville;
- Work closely with other organizations and jurisdictions, providing quality parks and recreation services that are complementary, not duplicative;
- Enhance the public's understanding of environmentally sensitive parklands;
- Encourage health and exercise for all citizens by providing access to park facilities and recreation programs;
- Continue to provide a parks and recreation system that is efficiently administered and maintained; and
- Treat all people respectfully and in a courteous manner with dignity.

Department Structure

The Marysville Parks, Culture and Recreation Department is comprised of three divisions: the Administration Division, the Parks Division, and the Recreation Division with guidance from a Parks and Recreation Advisory Board. There are 8 full-time employees and approximately 30 part-time seasonal and program attendants. The Department is supported by 6 full-time employees and 5 summer seasonal staff in the Public Works Department that focus on parks maintenance.

Administration Division

The Administration Division is responsible for overseeing personnel, purchasing, contract administration, budget, and the management of the other divisions. This division is also involved with planning, acquisition, design, development, special projects, grant preparation, and coordination of capital projects. Each division within the Department operates relatively independently, yet the Administration Division is ultimately responsible for coordination between the divisions and with other City departments. The Administration Division and the Parks, Culture and Recreation Department are headed by the Parks and Recreation Director.

Parks Division

The Parks Division is responsible for the operation and maintenance of existing City parks and recreation facilities. The Parks Division is also responsible for the purchase and upkeep of

maintenance materials, equipment and park security. Many of the smaller "green" spaces throughout the City still fall under the responsibility of the Parks Division. The Parks Division also manages all volunteer programs within the City. Several annual projects are supported by thousands of hours from volunteers. This division is funded from the Parks, Culture and Recreation Department's budget but is managed by the Public Works Department.

Culture and Recreation Division

The Culture and Recreation Divisions bring cultural and recreational events, programs and classes to Marysville. These include classes and workshops for all ages; day camp; athletic lessons, leagues and tournaments; live music and performances; and community events. In many cases, Recreation Division staff contract with a community expert to run classes and workshops. The recreation programs, classes, and other activities that are managed by the Recreation Division are described in detail in Chapter 9: Recreation. The Culture and Recreation Divisions also manage the usage of the Jennings Park Barn, Ken Baxter Community Center, Marysville Opera House and Rotary Ranch at Jennings Park. This includes use for cultural and recreational programming, as well as City use and public rentals.

Parks and Recreation Advisory Board

The Parks and Recreation Advisory Board guides the operations of the Parks, Culture and Recreation Department. This seven-member committee is appointed by the Mayor and includes a City Council representative. The Parks and Recreation Advisory Board meets bi-monthly to provide input on programs, capital projects and master plans. Over the next six years, the Parks and Recreation Advisory Board will continue to provide a sounding board for the public to provide input about a variety of park issues.

Operating Budget

For the 2019/2020 biennial budget, the City of Marysville allocated $6.4 million for Parks, Culture and Recreation Department expenditures. This is almost six percent of the City's general fund expenditures. The average percentage of parks and recreation expenditures from the general fund by other cities in Washington with similar population sizes is over double at 13.6 percent.

Organization	2020 Population Estimate	2019-2020 General Fund Expenditures	Parks and Recreation Expenditures	Parks and Recreation Percent of General Fund
City of Marysville	72,477	$108.6 M	$6.4 M	5.9 percent
City of Sammamish	67,969	$96.5 M	$10.1 M	10.5 percent
City of Redmond	71,838	$289.1 M	$33.1 M	11.5 percent
City of Kennewick	86,101	$107.2 M	$12.7 M	11.9 percent
City of Pasco	77,540	$119.0 M	$16.2 M	13.6 percent
City of Lakewood	61,676	$77.3 M	$11.0 M	14.2 percent
City of Auburn	87,135	$158.4 M	$26.1 M	16.5 percent
City of Richland	60,475	$147.6 M	$24.9 M	16.9 percent

Chapter 5: Benefits

Benefits of Parks, Recreation, Open Space and Trails

A strong parks and recreation system is essential for a thriving community. Recreation benefits the individual as well as the society as a whole – both mentally and physically. A number of studies noted that parks, recreation, open spaces and trails have benefits to overall health, as well as to the economy and environment.

Physical Activity Benefits

Residents in communities with increased access to parks, recreation, natural areas and trails have more opportunities for physical activity, both through recreation and active transportation. By participating in physical activity, residents can reduce their risk of being or becoming overweight or obese, decrease their likelihood of suffering from chronic diseases, such as heart disease and type-2 diabetes, and improve their levels of stress and anxiety. According to the County Health Rankings, 29 percent of adults are obese in Snohomish County[1].

Nearby access to parks has been shown to increase levels of physical activity. According to studies cited in a 2010 report by the National Park and Recreation Association, the majority of people of all ages who visit parks are physically active during their visit. Also, the Centers for Disease Control and Prevention (CDC) reports that greater access to parks leads to 25 percent more people exercising three or more days per week.

The Trust for Public Land published a report in 2005 called The Benefits of Parks: Why America Needs More City Parks and Open Space. This report makes the following observations about the health, economic, environmental and social benefits of parks and open space:

- Physical activity makes people healthier.
- Physical activity increases with access to parks.
- Contact with the natural world improves physical and physiological health.
- Value is added to community and economic development sustainability.
- Benefits of tourism are enhanced.
- Trees are effective in improving air quality and assisting with stormwater control.
- Recreational opportunities for all ages are provided.

Social and Community Benefits

Park and recreation facilities provide opportunities to engage with family, friends, and neighbors, thereby increasing social capital and community cohesion, which can improve residents' mental health and overall well-being. People who feel that they are connected to their community and those who participate in recreational, community and other activities are more likely to have better mental and physical health and to live longer lives. Access to parks and recreational facilities has also been linked to reductions in crime, particularly juvenile delinquency.

Economic Benefits

Parks and recreation facilities can bring positive economic impacts through increased property values, increased attractiveness for businesses and workers (quality of life), and through direct increases in employment opportunities. In Washington, outdoor recreation generates $26.2 billion in consumer spending annually, $7.6 billion in wages and salaries and $2.3 billion in state and local tax revenue. Preserving access to outdoor recreation protects the economy, the businesses, the communities and the people who depend on the ability to play outside. According to the Outdoor Recreation Economy Report published by the Outdoor Industry Association, outdoor recreation can grow jobs and drive the economy through management and investment in parks, waters and trails as an interconnected system designed to sustain economic dividends for citizens.

SECTION 02: GOALS

Chapter 6: Goals and Policies

Goals

The goals and policies of the City of Marysville's parks and recreation system are statements of attitude, outlook, and orientation. They reflect the importance of parks and recreation facilities, services, and programs to the overall quality of life in the community.

- To acquire and develop a system of park, open space, and recreation facilities, both active and passive, that is attractive, safe, functional, and available to all segments of the population.
- To enhance the quality of life in the community by providing recreation programs that are creative, productive, and responsive to the needs of the public.
- To promote preservation of the natural environment; protect fish and wildlife habitat corridors; preserve and conserve open space; provide appropriate public access; and offer environmental education opportunities within the parks system.

Policies

The policies of the Marysville Parks and Recreation Department summarize the means by which the goals may be accomplished.

- **PK-1** Acquire, preserve, and develop land, water, and waterfront areas for public recreation (i.e. trails and parks) based on area demand, public support, and use potential.
- **PK-2** Maximize utilization of existing school district facilities, organizational, or other public facilities within each area whenever possible to supplement new and existing programming.
- **PK-3** Encourage citizen participation in the design and development of facilities and/or recreational areas.
- **PK-4** Encourage future development of school grounds to compliment the facilities planned in future park developments and maintain support of a recently revised interlocal agreement with the district to facilitate this goal.
- **PK-5** Encourage and promote cultural facilities and social services, compatible with recreational use to be developed on or contiguous to park areas and designated buffer zones.
- **PK-6** Develop an approach to project planning and increase standards of park planning and design by developing support with surrounding jurisdictions such as Tulalip Tribes, City of Everett, City of Arlington, and Snohomish County for a regional planning effort.
- **PK-7** Maintain interlocal agreements with Snohomish County to address parks and recreation deficiencies in unincorporated areas of the City's Urban Growth Area and to ensure that park impact fees collected for developments within the Urban Growth Area are used to address needs/impacts to the City's park and recreation system.
- **PK-8** Pursue the acquisition of new parklands and proceed with the planning and development of new and existing parklands and facilities. Acquire environmentally

sensitive areas to include streams, wetlands, creek, and river corridors, as well as highly sensitive natural archaeological areas. Ensure that publicly owned land suitable for recreation purposes is set aside for that purpose.

- **PK-9** Accommodate new residential, commercial, and industrial development only when required parks, recreation, and open space are available prior to or concurrent with development.
- **PK-10** Encourage development in areas where parks, recreation, and open space are already available before developing areas where new parks, recreation, and open space would be required. Provide urban level parks, recreation, and open space only in Urban Growth Area.
- **PK-11** Reduce per unit cost of public parks, recreation, and open space by encouraging urban density development within Urban Growth Area, and rural densities outside the Urban Growth Area.
- **PK-12** Provide park and recreation facilities within or adjacent to residential developments, and adjacent to or in conjunction with school district properties.
- **PK-13** Developers should have primary fiscal responsibility to satisfy park, recreation, and open space needs/impacts created by their developments either by actual provision of these improvements or by a fee in-lieu alternate at the City's option.
- **PK-14** As an integral part of neighborhoods and the larger community, establish and enhance healthy, safe, abundant and varied recreation resources (both public and private) to serve present and future population needs.
- **PK-15** Develop recreational facilities to provide accommodations for users of the area's recreational amenities.
- **PK-16** Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.
- **PK-17** New or expanded residential developments should be within walking distance, preferably but not necessarily via paved sidewalk or improved trail, of a neighborhood park, public recreation area, or in some cases a school. Existing residential areas should, as possible, also be provided with a neighborhood park, public recreation area, or in some cases a school within walking distance, via paved sidewalk or improved trail.
- **PK-18** Buy, lease, or otherwise obtain additional lands and facilities for parks, recreation, and open space throughout the City/ Urban Growth Area and specifically in those areas of the City/ Urban Growth Area facing intense population growth and/or commercial development.
- **PK-19** Equitably distribute park and recreation opportunities by type throughout the City, Urban Growth Area, and Planning Areas.
- **PK-20** Coordinate park planning acquisition and development with other City projects and programs that implement the Comprehensive Plan.
- **PK-21** Develop parks and facilities in a quality manner to assure attractiveness, full utilization, and long-term efficiency.

- **PK-22** Develop a neighborhood and community park system that provides a variety of active and passive facilities.
- **PK-23** Incorporate utility, storm drainage, and public lands into the open space and linkage system through cooperative use agreements.
- **PK-24** Permit parks to be located in any part of the City by way of the conditional use process.
- **PK-25** Provide for an open space system within and between neighborhoods.
- **PK-26** An open space network should be developed to connect parks, environmental sensitive areas, preserved areas of trees and native vegetation suitable for wildlife use and habitat.
- **PK-27** Restore or enhance the natural environment on developed and undeveloped City park sites where appropriate.
- **PK-28** Jointly develop habitat stewardship plans, acquisition/restoration projects for Endangered Species Act (ESA) benefit, and demonstration management projects with the Surface Water Division of the Public Works Department.
- **PK-29** Develop habitat management plans for specific properties where habitat and public access issued require detailed review.
- **PK-30** Assign and map stewardship and management designations for selected City-owned parklands to outlined appropriate uses and identify management limitations.
- **PK-31** Explore techniques to manage and protect forest lands in City ownership.
- **PK-32** Provide appropriate public access to natural resource areas in order to promote understanding and support of natural areas.
- **PK-33** Provide interpretive facilities that make it possible for visitors to learn about natural resources through self-guided exploration.
- **PK-34** Provide outdoor classrooms and gathering places where appropriate in City parks to facilitate environmental learning programs.
- **PK-35** Explore the possibility of providing an environmental education summer camp through the existing summer recreation program.
- **PK-36** Acquire, preserve and responsibly steward natural areas on City parklands as a key component of the City's habitat preservation strategy.
- **PK-37** Coordinate public and private efforts to identify and acquire key habitat parcels that preserve critical corridors.
- **PK-38** Partner with public and private organizations to assist in habitat improvement implementation, monitoring and research on sensitive City park lands.
- **PK-39** Partner with local environmental education providers to provide environmental programs.
- **PK-40** Provide opportunities for Park staff to conduct environmental education activities and programs.

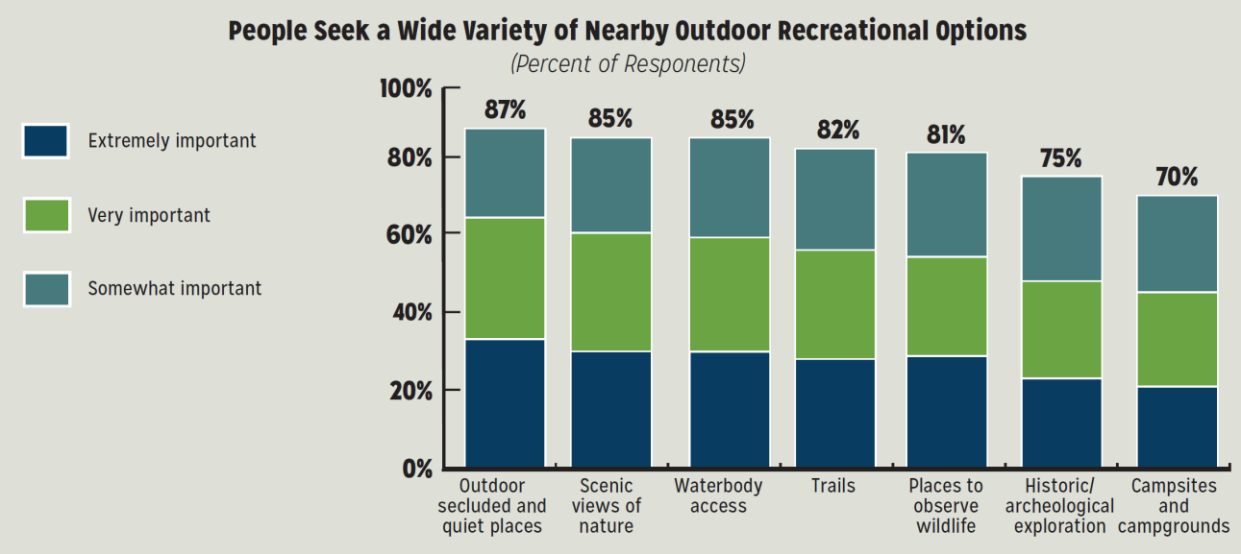
SECTION 03: NEEDS

Chapter 7: Parks

Current Trends & Perspectives

National and Regional Trends

Often local communities find it of value to take into account information about parks and recreation developments on a regional or even national level. Several sources of information outside of the local community were reviewed in the preparation of this report. Nationally, people visit their local parks and recreation facilities twice a month on average (National Recreation and Parks Association, 2019). The most cited reason people gather at their local parks is to be with family and friends. Half of regular park visitors report to do so as a way to connect with nature.

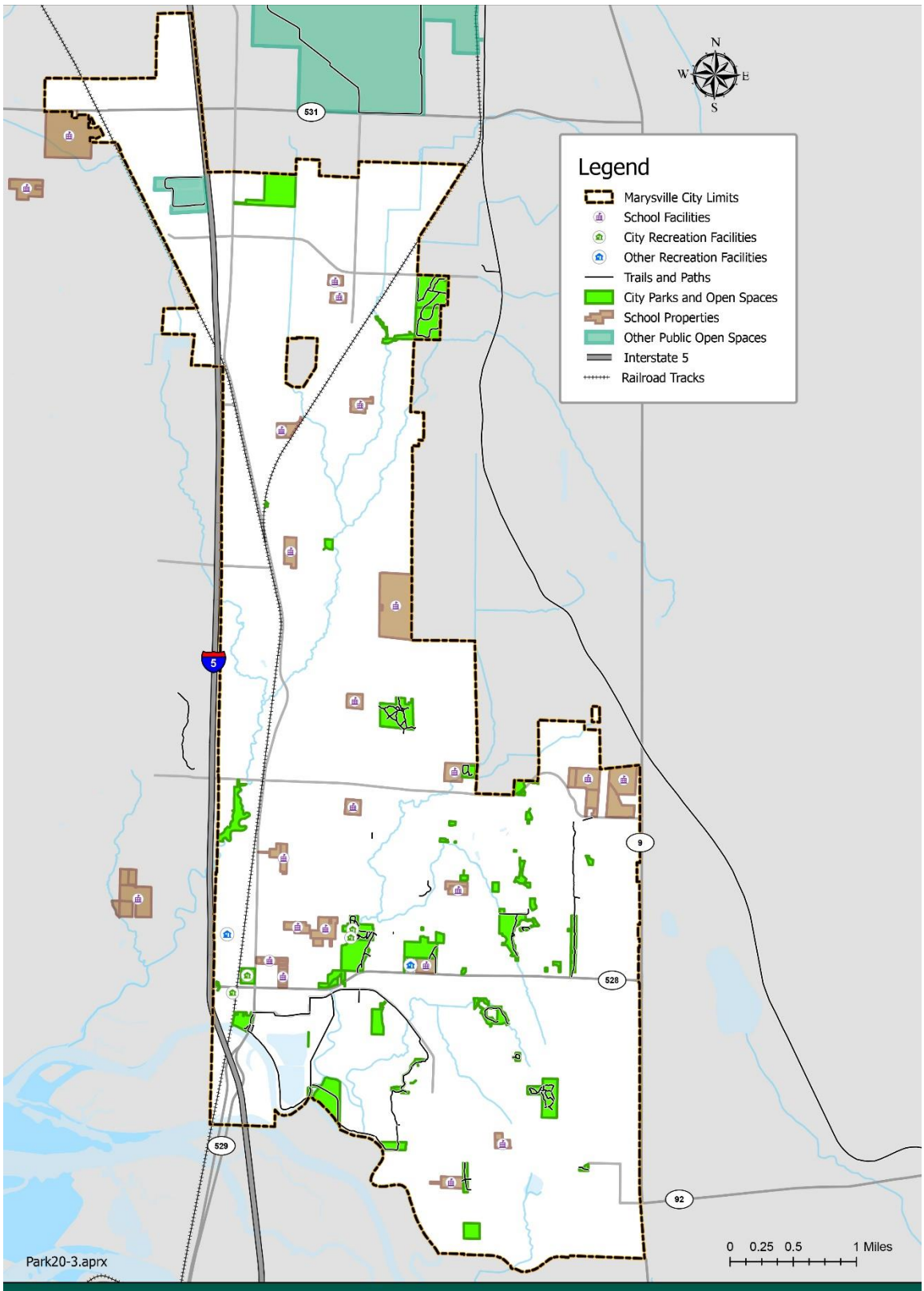


Local Trends and Community Feedback

City of Marysville parks and facilities are regularly used. During our public survey, 60 percent of responders reported visiting a Marysville park at least two times a month or more with 36 percent of those reporting visiting once a week or more (Appendix D). The top visited parks according to this survey were Jennings Memorial and Nature Parks, Ebey Waterfront Park and Comeford Park.

MPCR Parks

The City of Marysville currently owns 45 parklands totaling 522 acres, which break down to 349 acres of developed parklands, 101 acres of undeveloped parklands, and close to 72 acres of open space parklands. A full MPCR system inventory spreadsheet available in Appendix B and Appendix C includes more detailed information of each park, including address, inventory, management issues, and recommended improvements.



Existing Parks, Natural Areas & Facilities

Mini Parks

Pocket park sites are small parcels of land that the parks maintenance crew maintains. The City maintains three such sites that total a little more than half an acre.

Site	Acreage
66th Drive and 73rd Street	0.08
Community Information Site	0.26
Freeway Park	0.21

Neighborhood Parks

Neighborhood parks are usually smaller sized open spaces up to five acres. These spaces are intended more for neighborhood usage with a regular service area of 0.75 mile radius. The City of Marysville owns 15 neighborhood parks that total 82 acres.

Site	Acreage
Cedarcrest Vista Park	1.87
Doleshel Park	6.27
Foothills Park	12.02
Harborview Park	14.58
Hickok Park	0.80
Kiwanis Park	5.05
Northpointe East Park	3.15
Northpointe Park	28.97
Parkside Way Park	1.50
Serenity Park	0.31
Shasta Ridge Park	1.56
Tuscany Ridge Park	1.20
Verda Ridge Park	1.80
Whiskey Ridge Park	1.50
Youth Peace Park	1.48

Community Parks

Community parks are generally around 5 to 20 acres with a service area up to three miles. Typically, these parks will include a variety of active and passive recreational opportunities. The City of Marysville's three community parks total close to 67 acres. While Comeford Park's size might categorize it as a neighborhood park, its amenities pull from a service area much larger than three miles. Residents and visitors regularly travel to Comeford Park because it is home to the only spray park in Marysville.

Site	Acreage
Comeford Park	2.09
Deering Wildflower	30.32
Jennings Nature Park	34.25

Regional Parks

Regional parks are similar to community parks in that they offer a variety of active and passive recreational opportunities. The difference is that regional parks serve people up to an hour drive and are usually much larger. These parks typically include unique features that draw people to them from outside of the area. The City of Marysville has two such parks that total close to 25 acres.

Site	Acreage
Ebey Waterfront Park	5.72
Jennings Memorial Park	18.94

Special Use Areas

Special use areas exist for a specific recreational reason. The City of Marysville has five multiple special use areas totaling 175 acres.

Site	Acreage
Cedar Field/Rudy Wright Memorial Field	1.20
Cedarcrest Golf Course	99.40
Marysville Skate Park	0.79
Strawberry Fields Athletic Complex	71.09
Strawberry Fields for Rover	3.00

Undeveloped Park Property

The City owns six properties totaling 101 acres that are currently undeveloped. The intent in with purchasing these properties is to develop them into parks as funding becomes available.

Site	Acreage
Cedarcrest Reservoir	2.26
Frontier Fields	25.00
King property	9.74
Mother Nature's Window	34.57
Olympic View Park (under construction; projected competition December 2020)	7.64
Rainier Vista	22.03

Open Space

Another important type of parkland is open space. These parklands usually have little to no development and serve to preserve natural spaces within the city. Marysville's open spaces include six sites that total almost 72 acres.

Site	Acreage
Bayview Trail Open Area	20.00
Heather Glen-Timberbrook	6.87
Holman Nature Park	20.84
Quilane Park	20.87
Sherwood Forest	2.78
Walter's Manor	0.33

Other Public Lands

Federal

There are no federally owned forests, parks, or recreational lands in the Marysville Service Area.

State

There are also no State-owned recreational lands within the City but there are a couple that you can drive to in about an hour. Mount Pilchuck State Park is a 1,903-acre day-use park with mountainous alpine terrain. Wallace Falls State Park is a 1,380-acre camping park, shorelines on a river and three lakes, a 265-foot waterfall, old-growth coniferous forests, swimming areas, and rock-climbing wall. Both of these state parks though are best known for their trails and will be discussed more in the next chapter.

Snohomish County

Snohomish County operates one park, Gissberg Twin Lakes, within the City of Marysville. This 44-acre site featuring two naturally spring fed lakes, sandy beaches, and a walking track. The park is used for fishing, model boat racing, wading and walking.

Snohomish County also operates a number of regional and special use parks that can be driven to from Marysville in 30-minute or less:

- Bob Heirman Wildlife Park at Thomas' Eddy
    - Nature preserve with vast open spaces, two pristine lakes, fragile wetlands and extensive river environment with boat access, fishing and 3-mile hiking trails
- Cavalero Hill Park
    - Off-leash dog park on almost a fourth of an acre
- Field's Riffle
    - 62-acre property on the Snohomish River with 3,500 feet of river frontage with fishing access, interior bay and wooded wildlife habitat

- Flowing Lake Park at Leckie's Beach
    - 40-acre park with amphitheater, picnic shelter, boat launch, playground, wading area, fishing dock, nature trail and 40 campsites/cabins
- Kayak Point Golf Course Property
    - 260-acre property that used to be an operating golf course. The golf course was closed in October 2018 and since then Snohomish County has been seeking a vendor to operate recreational opportunities on the property.
- Kayak Point Regional County Park
    - 428-acre saltwater beach park with 3,300 feet of shoreline with beach access, boat launch, 30 campsites, picnic shelter, forested/bayside hiking trails, playground, vacation house, wading area, yurts, evergreen forest, 300 foot fishing pier
    - Working to open up approximately 350-acres of undeveloped park area and add a day-use space with the first phase of construction scheduled for 2021
- Lake Goodwin Community Park
    - 14.26-acre park that includes lake access, picnic shelter, and play areas
- McCollum Pioneer Park
    - 78-acre park with open space, wetland, and woodlands that offers a BMX track, picnic shelter, playground, outdoor pool, trails, ball fields and half-mile walking path
- Narbeck Wetland Sanctuary Park
    - 43-acre park with 2 walking trails with overlooks to open water habitat for waterfowl
- Portage Creek Wildlife Area
    - 157-area wildlife reserve
- River Meadows Park
    - 150-acres of large open meadows and forests along the Stillaguamish River with campsites, fishing, picnic shelters, trails and yurts
- Spencer Island
    - Part of the Snohomish River Estuary, Spencer Island is co-owned by Snohomish County and the Washington Department of Fish and Wildlife and offers passive recreational options, as well as a trail system with scenic views of wetlands, sloughs and mountains
- Twin Rivers Park
    - Disc golf, open fields, soccer fields and baseball fields
- Wenberg County Park
    - 45-acres with 1,140 feet of freshwater shoreline on Lake Goodwin with a 70-site campground, swim beach, boat ramps, picnic shelters, hiking, and boat launch

Tulalip Tribes of Washington

Within the City of Marysville, the Tulalip Tribes of Washington manage the Poortinga Property, a 347-acre parcel with extensive frontage along Ebey Slough. It was purchased in 1997 through an agency trust representing a collective of federal, state and city governments. The site is

protected by conservation easements to preserve the area for natural uses. The Tribes worked with State and Federal agencies to flood the property to restore a tidally influenced wetland and estuary system. This restoration project has been identified as the Qwuloolt Estuary Restoration Project and took place in 2015. This is the second largest man-made estuary in Washington State.

The Tulalip Tribes of Washington also operate the Battle Creek Golf Course just west of Marysville. This 175-acre golf course has a regulation-length 18-hole course, as well as a nine-hole par three course.

Marysville School District

There are four school districts that serve the Marysville Urban Growth Area: Marysville School District No. 25, Lakewood School District No. 306, Lake Stevens School District No. 4, and Arlington School District No.16. However, Arlington's School District serves only industrial lands inside the City's Urban Growth Area and Lake Stevens School District schools are presently all located outside of the Urban Growth Area. Therefore, Marysville and Lakewood School Districts are the only school districts which presently own and operate recreation facilities and lands that are used by Marysville residents.

The Marysville School District owns 16 schools sites located within in Marysville. The Lakewood School District owns five school sites and four within the Urban Growth Area. The portion of the school districts' properties that are recorded as public recreational lands consists primarily of athletic fields and playgrounds.

Chapter 8: Trails

Current Trends & Perspectives

National and Regional Trends

People who live near trails are 50 percent more likely to get enough physical activity to help keep them stay healthy. People who live in walkable neighborhoods are twice as likely to get enough physical activity as people who don't (Huston, S., Evenson, K., Bors, P., et al. 2003). If people reduce automobile use by 1 percent and instead walk to nearby appointments or errands, they could lower obesity rates and save millions of dollars in medical expenses (Samimi, A, Mohammadian, A. & Madanizadeh, S. 2009).

Local Trends and Community Feedback

Trails continue to be the most requested basic need in Marysville and the use that generates the highest level of community interest. City residents are interested in a loop and linear types of trails, as well as wide and connected sidewalks. While several trails exist throughout the City, residents like trail systems within walking distances of their homes. Even though trails are prevalent throughout many of the neighborhoods, the number and mileage is inadequately inventoried that makes an accurate comparison difficult.

The 2020 parks community survey consistently showed the importance of trails to city residents. When asked what they would like to see added with walking and driving distance from their home, walking trails was rated the highest for both questions with biking trails with open natural areas and biking trails being close behind. When asked to rate the need for facilities and spaces for passive recreation, 60 percent of respondents rated a high need for nature trails with a high need also being reported for paved walking and jogging trails (58 percent) and paved bike trails (51 percent). A majority also reported a high need for unpaved trails for walking and jogging (43 percent) and designated bike lanes along streets and roads (41 percent). The top two projects rated the most important out of the eight projects outlined were a trail connection to Centennial Trail and Ebey Waterfront Trail Phase III.

These results are higher than previous survey results. In a 2012 Marysville survey that asked respondents to rank trail needs using a "high", "moderate", or "low" system, respondents cited trails for walking, jogging, and skating as the highest priority (58 percent), followed by nature trails (38 percent), and bike lanes (32 percent). Nature trails and bikes lanes also scored highest in the "moderate" category at 51 and 49 percent, respectively, in addition to bike trails (49 percent). In a 2004 Marysville survey, walking/cycling trails in urban neighborhoods was the third most frequently cited important facilities overall. (Marysville, 2004)

MPCR Trails

MPCR maintains close to 23 miles of trails. There are 18 miles of trails located within 17 City of Marysville Parks. The remaining almost five miles are located in two dedicated trails: Bayview Trail and Ebey Waterfront Trail. A full MPCR system inventory spreadsheet available in Appendix B. More detailed information of each trail, including trailhead addresses, inventory,

management issues, and recommended improvements in Appendix C. The City of Marysville has also developed almost 25 miles of striped bicycle lanes.

Site	Miles
Cedarcrest Golf Course	3.00
Deering Wildflower Acres	1.20
Doleshel Park	0.60
Ebey Waterfront Park	0.50
Foothills Park	1.25
Heather Glen-Timberbrook	0.75
Holman Nature Park	0.25
Jennings Memorial Park	1.50
Jennings Nature Park	1.00
King property	0.50
Kiwanis Park	0.50
Mother Nature's Window	1.50
Northpointe Park	2.00
Shasta Ridge Park	0.50
Strawberry Fields Athletic Complex	2.25
Tuscany Ridge Park	0.25
Verda Ridge Park	0.50

Bayview Trail

This 1.25 mile trail is located in the Bayview-Whiskey Ridge utility corridor. An asphalt trail with soft hills and exceptional views is good for walking, cycling and skating. This trail will eventually connect to Snohomish County's Centennial Trail.

Ebey Waterfront Trail

The Ebey Waterfront Trail takes you along the shore of the Ebey Slough and Qwuloolt Estuary with beautiful vistas and abundant wildlife. The full trail system will loop almost all the way around the Qwuloolt Estuary. Three construction phases have led to the completion of two sections of the trail. From the Ebey Waterfront Park to the end of the Qwuloolt Wetland Reserve is a mile and a half long trail. The second section runs from Olympic View Park north through Harborview Park to Rainier Vista Park and is two miles long. When completed, the two current sections will connect and provide a connection from downtown and multiple neighborhoods. The trail travels around the newly restored Qwuloolt Estuary.



Other Public Trails

There are no other trails with public access in the Marysville Service Area but there are a number of trails owned and operated by Washington State Parks and Snohomish County that are located in a 30-minute or less drive from Marysville.

Centennial Trail

Owned by Snohomish County, Centennial Trail spans 30 miles from Snohomish to Skagit County Line. The trail includes a 10-foot wide, multi-purpose paved trail for walking, bicycling, and hiking that is accessible to persons of all physical abilities. An adjacent 6-foot wide natural surface equestrian trail runs parallel to the paved trail for approximately 19 miles. Picnic tables, benches, and restroom facilities as well as shelter facilities at the Machias Trailhead are other

amenities along the trail. The trail also serves as a conservation corridor protecting sensitive and important natural and cultural resources, as well as provides a safe alternative transportation route. There are currently 12 trailheads located in Arlington, Lake Stevens, and Snohomish.

Lime Kiln Trail

Located in Granite Falls and about 13-miles from Marysville, Lime Kiln Trail offers a 7-mile roundtrip hike through a heavily forested area. This trail used to connect to the Robe Canyon Trail but the bridge that connected the trails does not exist anymore. This is a Snohomish County property.

Lord Hill Regional Park

This regional park is owned by Snohomish County and offers 32 miles of trails for horseback riding, hiking and mountain biking through a 1,480-acre upland nature preserve with a vast evergreen forest.

Mount Pilchuck Trail

Located roughly 30 miles from the City of Marysville in Mount Pilchuck State Park, this 2.7-mile trail goes from forest to fields of shale before reaching a chunky white rock wall and winding around the back of the peak for a steep approach to the lookout. This is a strenuous hike that involves a 2,300 foot vertical ascent over uneven terrain. The trail is usually covered in snow until early to midsummer.

Wallace Falls Trail

Twelve miles of foot trails are located in Wallace Falls State Park, which is about 35 miles from Marysville. Walk from Wallace River to the powerful Wallace Falls with its three tiers of water rushing over rock and timber. Longer hikes are available down old logging roads and connecting to the Greg Ball Trail with junctures to Wallace and Jay Lakes.

Chapter 9: Facilities

Current Trends and Perspectives

National and Regional Trends

In their 2020 Agency Performance Review, the National Parks and Recreation found that a typical agency with a community center has one for every 28,939 residents and those with a recreation center have one for every 31,141 residents (National Recreation and Parks Association, 2020). Two out of every five agencies offer a senior center with one facility for every 60,513 residents.

The following shows the prevalence and population per facility for indoor parks and recreation facilities in the United States:

Type of Facility	Percentage of Agencies	Average Residents per Facility for Agencies Serving Populations of 50,000 to 99,999
Recreation Centers	61.0	40,899
Community Centers	59.7	42,491
Senior Centers	40.9	68,701
Performance Amphitheaters	35.0	57,304
Nature Centers	29.3	65,000
Stadiums	17.9	59,074
Ice Rinks	14.8	56,847
Teen Centers	13.8	60,268
Arenas	7.5	61,556

The benefits of public facilities has been well documented over the years. Community centers appear to improve health and well-being through building positive social relationships by an exchange of resources, information, and emotional support (Colistra 2017). Community centers may also increase community engagement and participates' sense of citizenship (CDC-Health equity guide 2013, Glover 2004). Participation in senior centers offers potential for increase well-being and supportive networks to older adults (Aday 2019, Rhynes 2013).

Local Trends and Community Feedback

In the parks community survey, 28 parks, facilities, and trails were listed for respondents to mark which ones were visited by someone in their household in 2019. All four of the City's facilities were included within the top twelve most visited properties with Jennings Park Barn and the Marysville Opera House being reported the most often.

MPCR Facilities

A full MPCR system inventory spreadsheet is available in Appendix B. More detailed information of each facility, including addresses, inventory, management issues, and recommended improvements are in Appendix C.

Jennings Park Barn

The Jennings Park Barn is used for recreational classes and as a community rental space for events 50 people and less. The total square footage of the Barn is 3,456. The main floor is 1,984 and includes a large open room, kitchen, and restrooms that are opened to the public. The attic is 1,472 square feet and is accessed by a steep staircase. This area is used for storage.

Ken Baxter Community Center

Built in 1949, this 5,671 square foot building was formerly the City Hall, as well as acting as a police station and jail. A $226,000 remodel updated the facility to accommodate recreational programs so that the facility could be opened as the Ken Baxter Senior Center in 1997. The main floor of the facility is 4,504 square feet that includes three rooms for recreational programming, a kitchen, office area, and five storage closets. The top floor is 782 square feet and serves as storage. The basement is 385 square feet and contains the hot water heater.

In 2010, the facility transitioned from a senior center to the Ken Baxter Community Center to expanded programming to all ages. In early 2015, the City pursued a structural and interior remodel of the facility. The facility is staffed by a full-time Community Center Supervisor with part-time staff and volunteer assistance. In addition to hosting recreation programs for all ages, the Ken Baxter Community Center provides meeting and event space for gatherings under 100 people.

Marysville Opera House

Originally built by the Independent Order of Oddfellows in 1911, the Marysville Opera House has been the site for many memorable events, from world class musicians to New York productions to grade-school talent shows. The Opera House was an enriching addition to the simple lives of the early 1900s. During the Great Depression and later during World War II, the theatre became a center of support for the community. Thanks to a group of local artisans, the Marysville Opera House was placed on the National Register of Historic places in 1982, citing both its architectural uniqueness and historic significance.

The City of Marysville leased the facility in 2016 and then purchased it in 2018 for $1.44 million. Prior to the purchase, the Marysville Opera House was privately owned and used as a rental facility. The city continues to make the facility available for private rentals but also hosts multiple community events throughout the year.

The Marysville Opera House has four floors and totals 16,990 square feet. The main floor is 5,000 square feet and includes a large main area, as well as a lobby, small room, ticket booth, small office area, restroom, concession stand, and stage with green rooms. The lower floor is

also 5,000 square feet which is divided up between a room that can be used during an event or rental, kitchen, and large storage area. The second floor is a balcony that overlooks the main floor and stage. This floor is 1,990 square feet and includes a seating area, women's restroom, and men's restroom. The top floor is 5,000 square feet with multiple rooms and spaces but is unused at this time due to limited accessibility.

Rotary Ranch in Jennings Park

The Rotary Ranch in Jennings Park was built in 1987 and then rebuilt after a fire in 1993. The facility housed a petting zoo until 2006 and then sat fairly unused until a remodel in 2015. Community Development Block Grant funding, in addition to Marysville Rotary help with both labor and funding, converted the facility into a community use building. Rotary Ranch is primarily used for recreational classes and the occasional special event or City meeting. The Ranch is 1,800 square feet and is primarily a large open room. There is a restroom and small storage closet.

Other Public Facilities

School District Facilities

As discussed in Chapter 6, there are 20 schools located within the City of Marysville. These are owned and operated by the Marysville and Lakewood School Districts. The districts offer classrooms, meeting facilities, and gymnasium access to the public during non-school times. The Marysville-Pilchuck High School also offers a swimming pool with lessons and open swim times available for residents.

MPCR has a strong relationship with both districts and interlocal agreements are in place with both districts to assist with cooperative efforts. This allows MPCR to access school facilities for recreational programming during non-school times at a reduced rate to what the general public would pay to use school facilities.

Other Private Facilities

Non-Profit

The Marysville/North County Family YMCA includes a full-size gym with surrounding indoor running track, fitness studio, weight room, racquetball/handball/sports courts, meeting rooms, a six lane instructional / lap pool, a child care center, teen recreation and technology center, dry sauna, whirlpool, and meeting rooms. The Marysville Boys and Girls Club was established in 2009 and is located at 1010 Beach Avenue. There are several churches in the Marysville Service Area that allow for facility and space rentals.

For-Profit

Privately-owned recreational facilities in Marysville include:

- Altitude Trampoline Park
- Marysville Performing Arts Centre
- Marysville Skate Inn
- Northwest Dance and Acro

- Regal Marysville 14 Cinemas
- Rising Star Gymnastics
- Several Martial Arts and Self-Defense Academies
- Strawberry Lanes

Chapter 10: Recreation

Current Trends and Perspectives

National and Regional Trends

The State of Washington 2017 Assessment of Outdoor Recreation Demand Report outlined the following ten outdoor recreation activities for the highest participation rate in the North Cascades Region which includes Snohomish County (Dr. Jostad, Dr. Schultz, & Dr. Chase, 2017):

1. Walking in a park or trail setting
2. Visiting rivers or streams
3. Visiting beaches or tide pools
4. Attend an outdoor concert or event
5. Day hiking
6. Swimming or wading at a freshwater beach
7. Gathering or collecting things in a natural setting
8. Sightseeing in a scenic or wildness area
9. Playing at a park
10. Viewing wildlife or nature

The Report also reported the following top ten activities as those completed the most amount of times.

1. Walking with a pet
2. Technology-based games (e.g., geocaching, Pokémon Go)
3. Bicycling for transportation purposes
4. Running on roads or streets without sidewalks
5. Bicycling on roads or streets
6. Stock or horseback riding in open air stables or grounds
7. Outdoor photography, painting or drawing
8. Wildlife or nature viewing
9. Visiting a dog park
10. Mountain biking on paved or gravel trails

Local Feedback and Trends

The 2020 Parks and Recreation Community Survey shows 52 percent of those polled rated parks, culture and recreational opportunities in Marysville as “excellent” and “good” across all age groups. Ages 5-12 were seen to have the most opportunities with 70 percent “excellent” and “good” ratings while ages 13-17 had the least opportunities with only 38 percent “excellent” and “good” ratings.

When asked to rate the need for facilities or spaces to accommodate active recreational opportunities, the top ten activities that rate as the most high and moderate needs included walking/hiking, swimming, playgrounds, musical performances, biking, spray parks, cultural performances, aerobics/fitness, art classes and music lessons. Almost half of respondents reported that they are very likely or likely to attend a community event offered by the City of Marysville in 2021 with outdoor entertainment being rated the highest with 63 percent.

MPCR Programs

In March 1989, the City made a commitment toward recreational services by hiring its first recreation coordinator. The City now employs four full-time Recreation Supervisors to manage a diversified menu of exceptional recreational programs. Administrative costs are paid through the general fund while operating costs are recovered through fees. Any net revenues are directed back to recreational programs. Many classes are taught by contract instructors.

Youth

Youth recreational opportunities include, but are not limited to:

- Arts and Crafts
    - Instructional classes, camps, and workshops focusing on a variety of mediums: painting, clay, ceramics, fused class, drawing, pastels, colored pencils and textiles
- Dance and Music
    - Ballet classes, camps and showcases
    - Creative dance classes and showcases
    - Kindermusik
    - Singing
    - Tap classes, camps and showcases
    - Tumbling
- Special Interests
    - Babysitting class and certification
    - Day camps
    - Geocaching
    - Science, technology, engineering and math (STEM) classes and camps

Adult

Adult recreational opportunities include, but are not limited to:

- Arts and Crafts
    - Instructional classes and workshops focusing on a variety of mediums: painting, clay, ceramics, fused class, drawing, pastels, colored pencils, driftwood, watercolor, wire wrapping, paper, photography, and textiles
    - Open art studios for gourd carving and woodcarving
- Dance and Music
    - Ballet classes and showcases
    - Belly dancing classes and showcases
    - Guitar
    - Singing
    - Tap classes and showcases
- Fitness and Wellness
    - Yoga
    - Pound Fit
    - Running
    - Circuit Training

    - Kettlebell Workouts
    - Hula-Hooping
- Special Interests
    - Card and tile games like bridge, canasta and mahjong
    - Cooking, dessert decorating and canning
    - Genealogy
    - Geocaching
    - Herbal remedies
    - Mindfulness and meditation
    - Organizational classes
    - Safety classes for boating, CPR, first aid, AED and self-defense
    - Support and social groups like caring for the caregiver and book club
    - Toddler playgroups

City of Marysville Special Events

The following community events were offered between 2015 and 2019:

Outdoor Entertainment

- Children's Concerts
- Outdoor Concerts
- Outdoor Movies

Specialty Events for Kids

- Engineering with LEGO materials
- Fishing Derby
- Live Children's Entertainers
- Princess & Pixie Dust
- Touch a Truck

Family-Focused Event

- Easter Egg Hunt
- Father-Daughter Valentine Dance
- Fishing Derby
- Healthy Communities Challenge Day
- Interactive Movies
- Marysville 4th of July
- Merrysville for the Holidays
- Mother-Son Superhero Dance
- Popcorn in the Parks Outdoor Movies
- Tour of Lights
- Touch A Truck

Specialty Events for Adults

- Dueling Pianos
- Ladies LOL Comedy Show
- Monster Mash Halloween Ball

Cultural Events

- Outdoor Speaker Series
- Live Music
- Cultural Speakers
- Showcases for music and dance from other cultures
- Movies

Vendor Events

- Marysville Wedding Show
- Treat Your Self Women's Expo
- Mother Lovin' Market
- Healthy Communities Challenge Day
- Junk in the Truck
- Early Bird Holiday Gift Show

Other Programs and Events

School District Facilities

The Marysville-Pilchuck High School offers a swimming pool with lessons and open swim times.

Non-Profit

Programs at the YMCA include family activities, fitness classes, swimming lessons and youth and teen programs. The YMCA also provides licensed before and after school child care and summer camps.

The Marysville Boys and Girls Club provides before and after school programs to assist youth ranging in age from first to twelfth grade. Their programs focus on character and leadership, education and career development, health and life skills, the arts, sports, fitness, and recreation.

Chapter 11: Athletics

Current Trends and Perspectives

National and Regional Trends

The U.S. Department of Health and Human Services outlined the following guidelines for physical activity (U.S. Department of Health and Human Services, 2018):

- Preschoolers (3 to 5 year olds)
    - Physically active throughout the day
    - Access to a variety of activities
- Children and Adolescents (6 to 17 year olds)
    - 60 minutes or more of moderate-to-vigorous physical activity daily
    - At least 3 days a week of moderate-to-vigorous intensity aerobic activity
    - At least 3 days a week of muscle-strengthening physical activity
    - At least 3 days a week of bone-strengthening physical activity
- Adults
    - Some physical activity is better than none so move more and sit less throughout the day
    - 150 to 300 minutes a week of vigorous-intensity aerobic activity for substantial health benefits
    - Additional health benefits gained in physical activity beyond 300 minutes of moderate-intensity physical activity a week
    - 2 or more days a week of muscle-strengthening activities
- Older Adults
    - In addition to the key guidelines for adult, older adults also benefit from multicomponent physical activities that includes balance training, as well as aerobic and muscle-strengthening activities
    - Level of effort should be relative to current level of fitness
    - When older adults cannot do 150 minutes of moderate-intensity aerobic activity a week due to chronic conditions, focus on physical activity that fits with ability level and condition

Those participating in team sports are more likely to get their recommended levels of aerobic exercise than those participating in individual sports (Pharr 2019). Team sport participants report playing for enjoyment, social interactions with teammates, and to reach fitness and weight loss goals (RWJF-Sports and health 2015).

Local Feedback and Trends

In our 2020 parks community survey, the need for gymnasiums, athletic fields, and sports courts within a 15 minute walk or drive from respondent's homes was rated low. When asked about the need for facilities or spaces to accommodate active recreational opportunities, the twelve activities with the least amount of high to moderate ratings were ice skating, golf, football, weight room, archery/rifle range, pickleball, skateboarding, climbing, soccer, volleyball, baseball/softball, and basketball.

While the survey results are showing that the general public does not see the need for more fields, courts, or gym space, our local athletic groups continue to report a shortage of space to run their programs. What the MPCR observes is that the physical number of fields, courts, and gymnasiums in Marysville may be adequate, however there is a large deficiency in spaces that can accommodate youth premiere sports and adult athletics. The quality of a number of the fields, courts, and gymnasiums is also questionable with many needing updates and improvements.

MPCR Athletics

MPCR's athletic focus is on fitness programs, recreational leagues and instructional classes. Youth classes and camps focus on the fundamentals, skills, sportsmanship, and fun that prepare young athletes to participate in youth leagues. With a wide array of youth leagues offered throughout the county, the City focuses on the youngest users with recreational leagues for soccer and basketball. Youth baseball, football, fall soccer and select basketball leagues are provided by private groups or associations.

Aerobics

- MPCR offers adult aerobic classes
- Marysville YMCA

Baseball/Softball

- MPCR offers an adult softball league for men's and co-ed teams in the spring and summer
- Marysville Little League
- Middle and high school teams at Marysville and Lakewood School Districts

Basketball

- MPCR offers a recreation league, instructional classes and camps for youth
- Marysville YMCA runs a youth league
- Marysville Boys and Girls Club runs a youth league
- Middle and high school teams at Marysville and Lakewood School Districts
- Various select teams

Bowling

- MPCR offers bowling classes
- Strawberry Lanes offers bowling leagues for families, adults, seniors, and youth

Cheerleading

- Marysville Youth Cheer
- All Stars Cheer
- High school teams at Marysville and Lakewood School Districts

Football

- Marysville Youth Football
- Middle and high school teams at Marysville and Lakewood School Districts

Golf

- MPCR offers lessons through the Cedarcrest Golf Course
- High school teams at Marysville and Lakewood School Districts

Gymnastics

- Multiple private organizations

Lacrosse

- Snohomish Boys Lacrosse Club

Martial Arts

- MPCR offers Kung Fu/Tae Kwon Do classes and camps
- Marysville YMCA
- Kung Fu for Kids

Pickleball

- MPCR offers lessons, leagues and tournaments
- Marysville YCMA offers gym space for pickleball

Soccer

- MPCR offers a spring league for 7 to 14 year olds, instructional classes and camps
- Pilchuck Soccer Alliance offers 3 leagues: Micros for 4-6 year olds, Recreational for 7-19 year olds in the fall, and Force (Select)
- Middle and high school teams at Marysville and Lakewood School Districts

Swim and Dive

- High school teams at Marysville School Districts

Tennis

- MPCR offers classes, camps and competitions for youth, as well as classes for adults
- High school teams at Marysville and Lakewood School Districts

Track, Field, and Cross County

- MPRC offers track and field camps for youth, as well as track meets for youth and adults
- Middle and high school teams at Marysville and Lakewood School Districts

Volleyball

- MPCR offers volleyball camps for youth
- Marysville Boys and Girls Club runs a youth league
- Middle and high school teams at Marysville and Lakewood School Districts

Wrestling

- Middle and high school teams at Marysville and Lakewood School Districts

Yoga

- MPCR offers youth and adult yoga classes
- Marysville YMCA

SECTION 04: ACTIONS

Chapter 12: Service Guidelines

Application of Standards

For years, the nationally accepted standard called for 10 acres of parkland for every 1,000 residents. But by the 1990s, the National Recreation and Parks Association suggested each city establish its own standard based on its growth patterns. The table below outlines Marysville standards per 1,000 people, the existing inventory, and the needs and deficiencies in 2020 and 2035. The 2020 needs is using an estimated population of 72,477 and for 2035 the estimated population is 87,589.

Type	Standards *(per 1,000 people)*	Existing Inventory			2020		2035	
		City	Non-City	Total	Need	Deficiency	Need	Deficiency
Parks (acres) – Developed								
Neighborhood & Community[1]	3.00	149	30	179	217	38	263	84
Regional & Special Use	3.00	200	44	244	217	0	263	19
Open Space[2]	3.00	72	87	159	217	58	263	104
Trails (miles)								
Bicycle Lanes	0.50	25	0	25	36	11	44	19
Park Trails	0.50	23	0	23	36	13	44	21
Athletic Fields & Courts (count)								
Baseball/ Softball	0.35	2	20	22	25	3	31	9
Football	0.10	0	5	5	7	2	9	4
Gymnasiums	0.30	0	17	17	22	5	26	9
Pickleball	0.10	0	4	4	7	3	9	5
Soccer	0.35	4	20	24	25	1	31	7
Sports	0.30	8	13	21	22	1	26	5
Tennis	0.10	0	8	8	7	0	9	1
Facilities (count)								
Pool	0.05	0	2	2	4	2	4	2
Recreation Center	0.05	1	2	3	4	1	4	1

[1] Non-city neighborhood and community park inventory total is an estimate to capture Marysville School District public play areas and HOA parks.

[2] The Tulalip Tribes of Washington manage a 347-acre of protected wetland that is tidally influenced. This land is used an as estuary and the majority of it is not accessible to humans. Therefore, only one-fourth of these acres are listed in the non-city inventory as open land.

Use Patterns

Use patterns can be analyzed in a variety of ways. Lack of facility space, a shortage of ball fields, or an overrun trail system may lead MPCR or City Council to easily conclude needs are not being met. In other cases, the analysis may be more ambiguous or complex. For example, the fact that a facility is being used under capacity may lead some to believe that needs are not being sufficiently met. Whereas, the real reason the facility is being underutilized may be due to maintenance needs at the facility, expansion needs, needed upgrades, or some other inadequacy.

Due to the many variables, it becomes necessary to look at each facility and/or program "site specifically" to determine if the needs of the community are in fact being met. MPCR staff oversees facility use, have a current knowledge of the inadequacies and/or deficiencies of these facilities, and are positioned well for making this determination. In addition, there are users in the community that are extremely knowledgeable and focused on various types of recreation. This process invited these users to participate the types of recreation that they are knowledgeable on and interested in.

Attendance

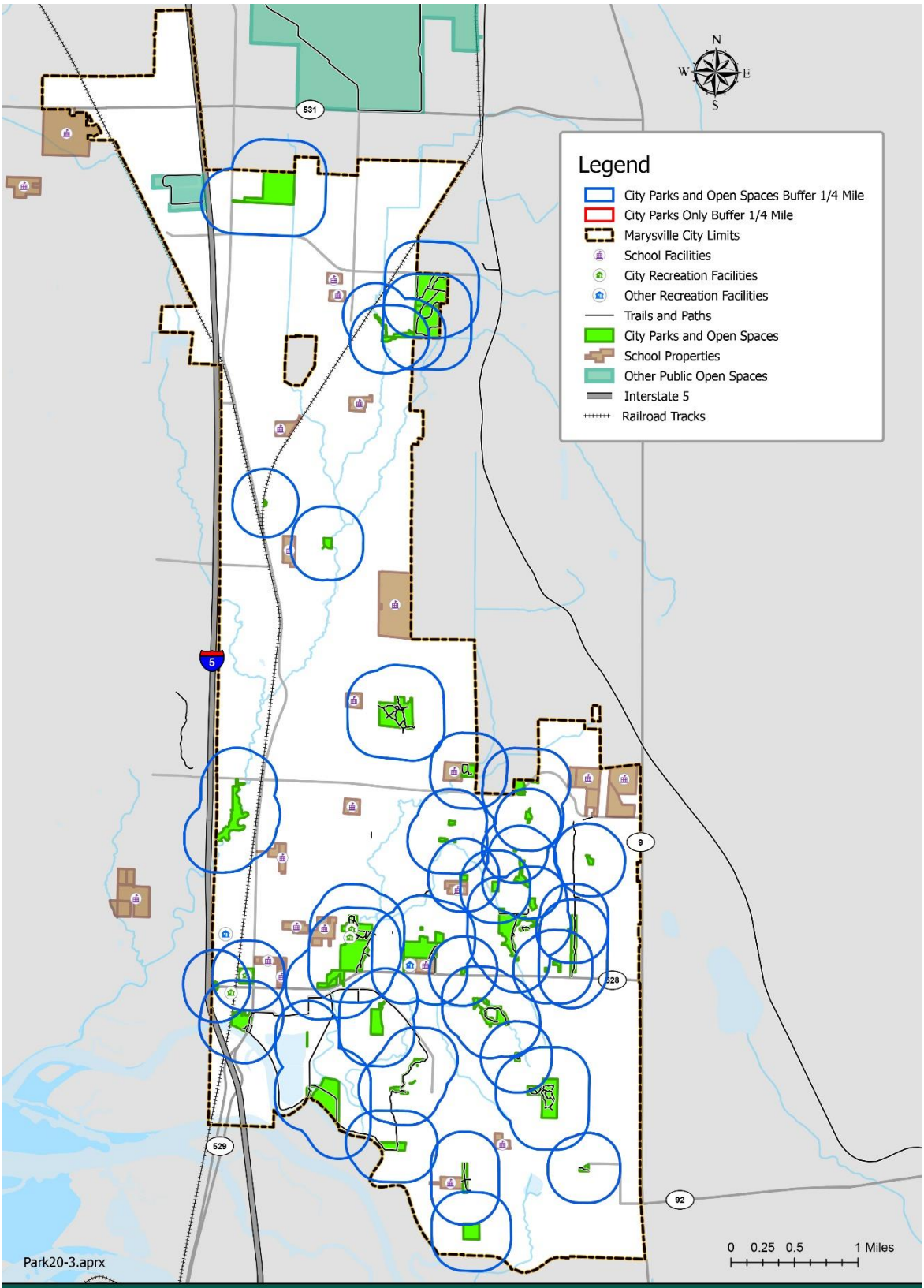
Attendance is used as an indicator if the program or event being offered is meeting the needs of the community. Low attendance can indicate a lack of interest but it can also be an indicator that the program or event is offered at the wrong time.

Feedback

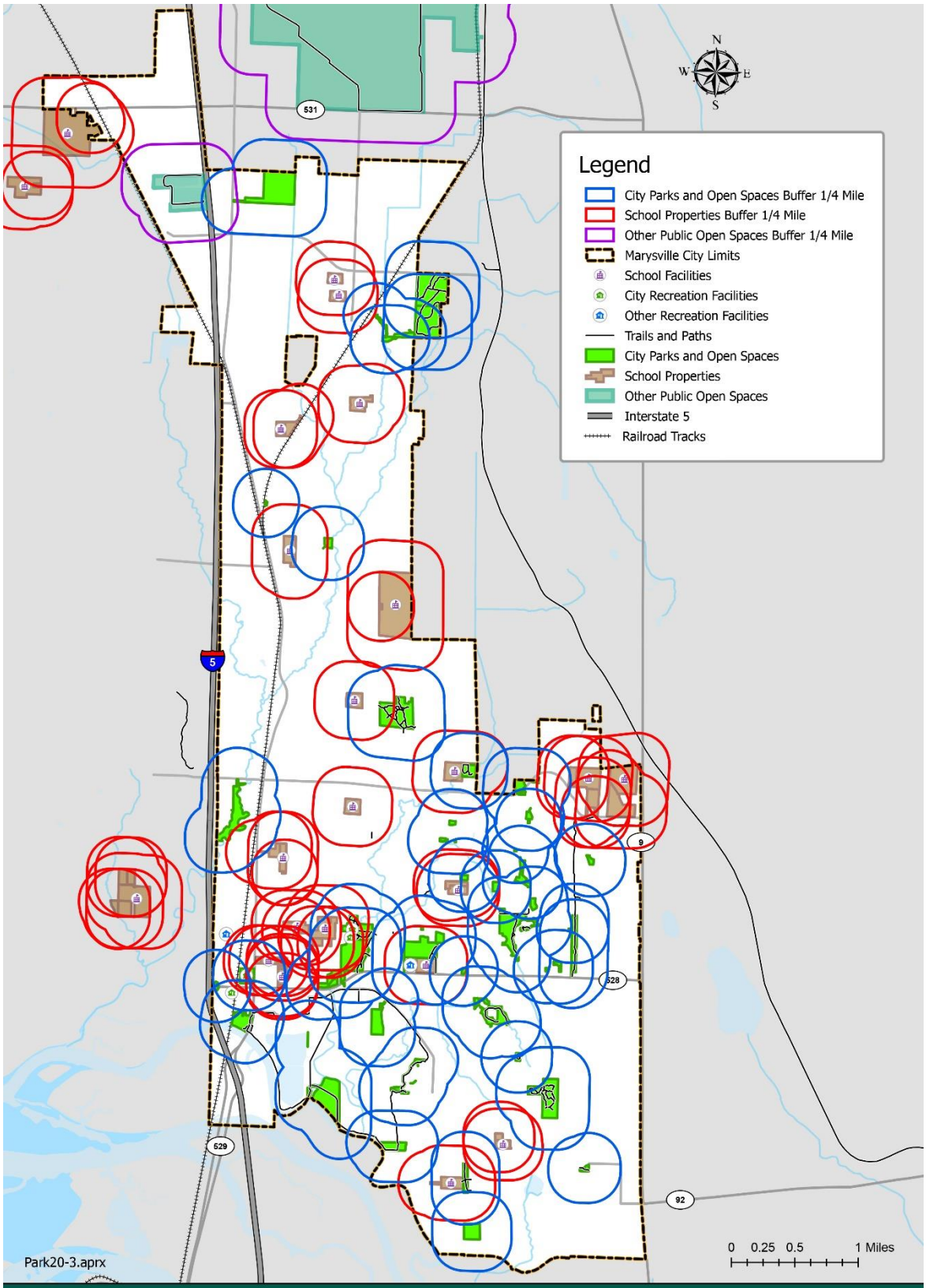
Listening to residents is an important way to find out if MPCR is meeting the public's needs. It was through feedback that MPCR realized there was a need for swings that better accommodated individuals with disabilities. Feedback also prompted MPCR to offer preschool dance classes in the evenings so working parents would be able to sign their child up and to add dance classes for elementary school aged children.

Location

In addition to standards, it is also important to be aware of parkland locations and where there might be parkland gaps. The following maps help show parkland gaps. The first map creates buffers a quarter of a mile around all City of Marysville owed parks and open spaces where clearly shows that the majority of parkland is located in the southern half of Marysville. The second map shows all the public parks and open space in Marysville with the same quarter mile buffer around each. It is clear that there are still less parkland in northern Marysville.



Parkland Gap Areas 1/4 Mile Buffer



Parkland Gap Areas 1/4 Mile Buffer

Chapter 13: Recommendations

Major Needs

Several major areas of need were identified through feedback from the public and review of parks standards. These needs include:

- Neighborhood & community parks
- Open natural space
- Waterfront access
- Group picnic areas
- Restrooms
- Trails and pathways
- Recreational facilities
- Gymnasiums
- Swimming pools
- Baseball/softball fields
- Soccer fields

Neighborhood and Community Parks

In Marysville, there are 149 acres of developed neighborhood and community parklands owned by the City of Marysville and approximately 30 acres owned by the Marysville School District and homeowners associations. With a standard of 3 acres per 1,000 people, there is currently a 38 acre deficiency that increases to 84 acres in 2035. The City owns multiple undeveloped parklands that, if developed, would correct this deficiency.

Public Input

In a 2004 Marysville survey, neighborhood parks were the fifth most frequently cited important facilities (Marysville, 2004). There is interest in providing playgrounds that are close to where people live. Time walking in a park was one of the most consistently requested and appreciated activities. Although Marysville has a good quantity of parks and open space, this focus group was most cognizant of the importance of continuing to acquire more park space as the population continues to expand and sites continue toward greater density. Larger tracts should be prioritized over smaller tracts. Tracts that connect to existing parks should be priorities as well.

Open Natural Spaces

The City of Marysville owns six open natural spaces totaling 71.69 acres. Some of these are accessible to the public but a number have not been developed with clear parking, access points or restrooms.

Public Input

Over 45 percent of respondents to the 2020 parks' community survey rates there to be a high need for wildlife viewing areas. In a 2012 Marysville survey, the community rated the need for protection of natural/open space areas, two thirds of respondents believe streams need the

highest protection among natural areas within the City, followed by wildlife habitat (59 percent) and wooded areas (58 percent). Natural areas/greenways ranked highest in the moderate category at 47 percent.

Waterfront Access

Public shoreline in Marysville is located on the shores of the Ebey Slough, which is part of the Snohomish River Estuary system that feeds into Port Gardner Bay. This resource and waterway system characterize Snohomish County as a unique and beautiful place. The enjoyment of the Snohomish River and Ebey Slough is highly valued to our residents. Public Access is available at Ebey Waterfront Park and boat launch facility. However, this access is limited to 900 feet of the shoreline. The opening of the Ebey Waterfront Trail from Ebey Waterfront Park to the east side of the Qwuloolt Wetland Reserve allowed an additional mile and a half of viewing access to the Ebey Slough.

As Marysville continues along its redevelopment plan for the area around the waterfront, the pressure on these facilities is expected to increase. With the addition of the Geddes Marina to the inventory of public lands, the City may have an opportunity to increase both shoreline access and car-top boating access to the Slough.

Public Input

In a 2012 Marysville survey, evaluating possible future water access and property uses along the downtown Ebey Slough waterfront, 62 percent of respondents rated walking trails/paths as the highest need with shoreline access (52 percent) and picnic areas (50 percent) earning high rankings.

Group Picnic Areas

Group picnic areas are needed throughout our community. Marysville has added covered picnic shelters at Jennings Park, Strawberry Fields Athletic Complex, and Comeford Park. One unimproved shelter exists at Harborview Park and would be a suitable facility if supported. Overall condition of local group picnic areas is fair.

Public Input

The public has stressed a need for covered facilities with cooking capabilities. Most parks would be improved with a simple shelter.

Restrooms

Additional restrooms should be considered for the following projects:

- Jennings Memorial Park near BBQ shelter
- Harborview Park
- Mother Nature's Window
- Rainier Vista

Public Input

The 2020 park's community survey had restrooms rates as the second most important parks factor. In a 2004 Marysville survey, restrooms were the most frequently cited important facilities. Additional public restrooms remain a high priority within the City of Marysville.

Trails and Pathways

According to the State of Washington Assessment of Outdoor Recreation, walking and cycling are the highest participation recreation activities (October, 2002). Currently, Marysville has 22.80 miles of walking trails, most of which are located within existing parks. Dedicated trails, however, are limited to Ebey Waterfront and Bayview Trails.

City sidewalks and bicycle lanes located along several city arterials have provided a variety of uses for citizens. Many sidewalk systems in Marysville have missing links and some right-of-way acquisition will be necessary to complete connections. Recent development projects in Marysville are creating a large and growing residential population with a need to connect to these large linear trails and the rest of the City.

Within the City and throughout most of the service area, there are limited designated bike lanes along streets and roads. The County has developed bike lanes along a few roads in the north portion of the service area. The City of Marysville has developed almost 25 miles of striped bicycle lanes.

Public Input

Trails for walking rated as the top type of infrastructure 2020 survey responders wanted to see added within a 15-minute walk and 15-minute drive from their house. Trails for biking was rated third. This continues to be a large priority for residents. In a 2012 Marysville survey, when asked to rate the need for different types of future water access and property uses along the downtown Ebey Slough Waterfront, 62 percent of respondents rated walking trails/paths as the highest need. This reaffirms the findings of a 2004 Marysville survey in which walking/cycling trails along the shoreline of the Ebey Slough Waterfront were the second most frequently cited important recreational facilities within the City (Marysville, 2004).

Connections of existing trails and sidewalks are the single most requested improvement to trails in Marysville. Citizens continue to ask for trails that connect to other trails, the waterfront, other parks, and areas of importance like shopping, downtown, and schools. Connections and access to Ebey Slough was requested on numerous occasions. The interest in expanding access to the Snohomish County Centennial trail system, connecting to the community in a non-motorized fashion came up repeatedly. Loop trails that serve as amenities to neighborhoods were seen as highly desirable. The neighborhood of Jennings Park was highlighted as a positive example.

Recreational Facilities

MPCR facilitates the delivery of recreational services using the Marysville Opera House, Ken Baxter Community Center, Rotary Ranch and Jennings Park Barn. Additional programs are coordinated at school district facilities, as well as private businesses. There is a shortage of facilities which limits the number recreational programs the MPCR can offer to the public.

Public Input

In a 2012 Marysville survey rating community needs for a variety of types of recreation facilities, children's play areas were cited as the highest need (52 percent), while opportunities to exercise drew a 43 percent rating.

Gymnasiums

MPCR lacks an indoor gymnasium facility. Currently, all gym use is coordinated through the school districts. While there is a great relationship between the City and both school districts, gym usage is contingent on availability. As schools are evaluating safety procedures after the coronavirus pandemic, it is unclear if schools will be able to continue to be available for public use during non-school times.

Public Input

In general, it is seen that Marysville has enough sports facilities, but they are not as available as needed; primarily due to school district use policies, field condition, and weather related impacts. Open and unstructured gym time is seen as a need. The need for more basketball courts ranked highest in the "moderate" category at 57 percent.

Swimming Pools

Marysville is deficient in pools for its residents. There are currently two pools in Marysville. The Marysville Pilchuck High School pool is for students with limited public access and is restricted to evenings and weekends during most of the year. The second pool is at the Marysville YMCA and requires a Y membership to access.

Public Input

There is a need for a pool to accommodate the people of Marysville. A warm water aquatic facility or recreational pool is also seen as a need.

Baseball/Softball Fields

In Marysville, there are four baseball fields for senior play with 90 foot base paths. These are located at the Marysville-Pilchuck High School and owned by the Marysville School District. MPCR facilities tournaments at these fields, as well as adult softball leagues. The City has invested in the school district facilities providing an irrigation system, facility dugout improvements, and annually re-conditions the infields to provide for safe play. In general, the fields are considered sub-standard and contribute to a loss of participation.

The City of Marysville owns only one regulation youth field at Rudy Wright Memorial Field and leases that site to the Marysville Little League organization. The facility is not generally available for pickup games due to the relationship with MLL and need to keep the park in excellent condition for league play.

Public Input

The 2020 community survey had baseball/softball fields with 25 percent high need and 45 percent moderate need. This is up from the 2012 survey where baseball/softball fields were evaluated as a high need by 25 percent of respondents and a moderate need by 37 percent of respondents. Marysville has no dedicated softball facilities that would cater to both senior, adult, or girls fast pitch softball programs. Both staff and community input point to the need to address the development of one tournament quality softball facility. Survey respondents are in support of additional softball fields for tournament play.

Soccer Fields

Currently, there are sufficient infrastructure /facilities to meet the demand in Marysville. The majority of soccer fields are owned by the Marysville School District. MPCR owns the Strawberry Fields Athletic Complex. The challenge to Marysville leagues and tournament are a lack of all-weather turf facilities and related costs associated with managing grass fields during extremely wet seasons.

MPCR has explored replacing the grass fields at Strawberry Fields with field turf. While there is an initial turf installation cost, the returns from field rental, tournament activities, and related economic benefits, as well as the significant reduction of maintenance, would result in a positive project.

Public Input

In general, it is seen that Marysville has enough sports facilities, but they are not as available as needed. This is primarily due to school district use policies, field condition, and weather related impacts.

Chapter 14: Capital Facilities Plan

Site	Project	Approximate Cost
Bayview Trail	Connection to Centennial Trail	$2,000,000
Cedar Field	Install replacement playground	$80,000
Cedarcrest Golf Course	Cart storage facility and cart path renovations	$200,000
Cedarcrest Vista Park	Replacement playground, picnic tables and benches, as well as signage, landscaping and basketball court improvements	$30,000
Comeford Park	Remodel in conjunction with Civic Center construction	$150,000
Deering Wildflower Acres	Upgrades to onsite facilities and additional fencing	$25,000
Ebey Waterfront Park	Tidally influenced pond evaluation; Construction on 3 acres of new parkland	$20,000,000
Ebey Waterfront Park	Boat launch replacement	$1,200,000
Ebey Waterfront Trail	Complete trail system	$1,500,000
Harborview Park	Replacement playground, site furnishings and irrigation to soccer field	$80,000
Hickok Park	Renovate landscaping, fencing and retaining wall	$12,000
Jennings Memorial Park	Restrooms in east ball field, pave east parking lot, pave main trail, add pickleball courts	$200,000
Jennings Nature Park	Replacement playground and irrigation system	$30,000
Jennings Park Barn	Attic improvements	$10,000
Kiwanis Park	New site furnishings and pave parking lot	$10,000
Marysville Opera House	Add sprinkler system, elevator and additional parking	$1,400,000
Mother Nature's Window	Fencing and parking design	$200,000
Mother Nature’s Window	Develop for passive recreational usage	$1,500,000
Northpointe East Park	Replacement playground	$16,000
Northpointe Park	Pave trail system	$65,000
Property acquisition	Future trail system	$200,000

Property acquisition	Future park in northern section of Marysville	$500,000
Rainier Vista	Restroom, parking, and trail connections	$95,000
Strawberry Fields Athletic Complex	Convert to synthetic turf	$2,700,000
Strawberry Fields for Rover	Replace fencing and culvert	$15,000
Verda Ridge Park	Add site furnishings and new surfacing to basketball court	$18,000
Youth Peace Park	Irrigation upgrades	$5,000

Chapter 15: Implementation

The following are implementation strategies for each recommended major need area.

Neighborhood Parks

- Initiate equipment replacement program for existing parks that have non-standard or aged equipment.
- Evaluate existing park sites for potential enhancements development.
- Identify and prioritize future neighborhood park needs within each planning area.
- Continue to place emphasis on maintaining existing facilities at a higher level through funding support.
- Continue to work with the development community in acquiring suitable land dedications and park construction through mitigation programs and policies.

Community Parks

- Dredge youth fishing pond and install new drainage weir for improved water quality issues.

Open Natural Spaces

- Designate wetlands as Habitat Conservation Area.
- Continue to study impacts of surface water management through Allen Creek corridor and pursue independent funding assistance for reed canary grass management.
- Create public access to Mother Nature's Window Park to provide the community with 35 acres of exceptional open natural space.
- Add additional parking opportunities at Deering Wildflower Acres to encourage exploration of this open natural space.
- Enhancements to the Jennings Memorial and Nature Park systems will support opportunities for enhanced access to wetlands, streams and wildlife viewing for residents.

Waterfront Access

- Continue to upgrade boating access to Ebey Slough through dock/launch upgrades for both motorized and non-motorized watercrafts.
- Develop pedestrian access to shoreline and increase shoreline access through development of trails and community park trail connections and outlooks. Recommendations are noted within the Downtown Master Plans providing a twelve foot wide trail corridor for community uses.
- Pursue grant funding to support capital improvement plans and master plan elements dedicated to waterfront access.
- Consider utilization of Geddes Marina property for additional shoreline access and focus on retail opportunities for kayak, paddle board rentals in combination with retail and residential development. The current lagoon could be restored or filled in providing

additional recreational and gathering space.

- Pursue funding opportunities to identify the Ebey Slough system through interpretative signage and way finding to enhance statewide interest in the area as a tourism opportunity.
- The access to boat launch at Ebey Waterfront Park is currently free. Introducing a basic competitive fee would help support improvements to the facility.

Group Picnic Areas

- Continue to upgrade existing facilities to keep up with growing demand.
- Develop additional group picnic areas at Ebey Waterfront Park.
- Future group picnic areas should be planned for Mother Nature's Window and Rainier Vista.

Restrooms

- Dedicate additional funds for maintenance and operations of additional restroom facilities.
- Identify locations of potential public restrooms facilities that could be developed by and for the community.
- Explore partnerships with local business to establish restroom facilities in highly traveled business centers or recreational corridors.
- Explore restroom facilities in and along any future trails systems.
- Expand uses of portable restroom facilities and sani-can type fixtures when possible.
- Explore installation of restroom facilities on school district facilities utilized for recreational and athletic programming.

Trails and Pathways

- Develop a Master plan recognizing all existing transportation corridors, collectors, arterials for dedicated installation of bicycle trail markings, and designating bike lanes on streets and roads throughout the community.
- Renovate the existing nature trail through Jennings Memorial and Nature parks.
- Consider trails as an integral part of future building construction by recommending a policy which requires that all new development include appropriate bike lanes, on through streets, to complement existing bike/walk corridors.
- Explore the potential to use utility right-of-way corridors for trail development with potential connection to Centennial Trail.
- Coordinate a trails bond issue.
- Work with Snohomish County to establish a water trail along Ebey Slough and Snohomish River Estuary system.
- Complete construction of planned trail system identified for Strawberry Fields Athletic Complex.
- Publish a trail guide for community information.
- Maintain paths and trails fund within City of Marysville budget by supporting dedicated

proceeds from gasoline excise funds.

- Many of Marysville's existing streets limit potential for dedicated or joint use as a bicycle trail corridor. New construction, however, may be an opportune time to require appropriate widths and conditions for new trail and pathway opportunities.
- Designate all future trails corridors as joint-use for both walking and bicycling whenever possible and utilize design standards appropriate for each application.
- Develop an extension of the Ebey Slough trail to Sunnyside Blvd and Centennial Trail.

Recreational Facilities

- Develop a Master Plan identifying potential deficiencies for indoor athletics, recreational programming, and special events within the next decade.
- The city relies heavily on school district facilities which are only available in the evenings, weekends, and summer. This means that there is no access for general public use/access during the school day. City should continue to seek alternative spaces that could be accessed during weekdays for families with young children or are homeschooling, as well as adults who do not work during the day like shift workers or individuals who are retired or disabled. These spaces could include vacant commercial properties.
- Coordinate materials and data for publication of a direct market survey associated with acquisition and development of a new community center facility.
- Investigate the potential of formation of a Capital Facilities Improvement District to finance the development of a community recreation center.
- Explore appropriate sites for a community center.
- Potentially acquire land.

Gymnasium

- Explore development of covered outdoor facilities in public spaces to provide a gymnasium-like environment for year-round uses. Lighting these areas should be considered, as well as partnering with Marysville School District in the renovation or new construction of recreational facilities.
- Explore a shared indoor gymnasium center that could provide MPCR and its partners with the ability to better provide basketball leagues, volleyball leagues, pickleball courts, tournament facilities, and a variety of other recreational opportunities.

Swimming Pools

- Although local and State surveys have indicated a strong need for a multi-purpose swimming facility, the cost of maintaining such a facility would require strong partnerships and dedicated funds. Future aquatic facility needs should be approached as a regional benefit and requires partnerships.
- A new facility will be needed within the next 10 years and should be designed to accommodate recreational, competitive, and therapeutic recreation.
- A community wide bond issue would be recommended for such a facility if supported.

Baseball/Softball Fields

- Identify locations of potential ball fields that would support a tournament configuration that would be supported regionally by both youth and adults.
- Explore partnerships with both the Marysville School District and Tulalip Tribes to develop a full service site to include a minimum of four youth baseball/softball fields that would be capable of hosting large tournaments.

Soccer Fields

- Develop and finance plan to replace grass fields at Strawberry Fields to increase utilization and revenue and reduce significant labor costs.
- Continue development of Strawberry Fields Athletic Complex Phase IV plans for additional soccer, baseball and softball fields within the remainder of the site. Add a parking area to support additional uses.
- Partner with Marysville School District in efforts to improved school facilities for practice and tournament opportunities.

SECTION 05: DATA

Appendix A: References

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Appendix B: Park System Inventory

Name	Type	Park Acres	Trail Miles	Square Feet
66th Drive and 73rd Street	Pocket	0.08		
Bayview Trail	Trail		1.25	
Bayview Trail Open Area	Open Space	20.00		
Cedar Field (Rudy Wright Memorial)	Special Use	1.20		
Cedarcrest Golf Course	Special Use	99.40	3.00	
Cedarcrest Reservoir	Undeveloped	2.26		
Cedarcrest Vista Park	Neighborhood	1.87		
Comeford Park	Community	2.09		
Community Information Site (Caboose)	Pocket	0.26		
Deering Wildflower Acres	Community	30.32	1.20	
Doleshel Park	Neighborhood	6.27	0.60	
Ebey Waterfront Park	Regional	5.72	0.50	
Ebey Waterfront Trail	Trail		3.50	
Foothills Park	Neighborhood	12.02	1.25	
Freeway Park	Pocket	0.21		
Frontier Fields	Undeveloped	25.00		
Harborview Park	Neighborhood	14.58		
Heather Glen-Timberbrook	Open Space	6.87	0.75	
Hickok Park	Neighborhood	0.80		
Holman Nature Park	Open Space	20.84	0.25	
Jennings Memorial Park	Regional	18.94	1.50	
Jennings Nature Park	Community	34.25	1.00	
Jennings Park Barn	Facility			3,456
Ken Baxter Community Center	Facility			5,671
King property	Undeveloped	9.74	0.50	
Kiwanis Park	Neighborhood	5.05	0.50	
Marysville Opera House	Facility			16,990
Marysville Skate Park	Special Use	0.79		
Mother Nature's Window	Undeveloped	34.57	1.50	
Northpointe East Park	Neighborhood	3.15		
Northpointe Park	Neighborhood	28.97	2.00	
Olympic View Park	Undeveloped	7.64		
Parkside Way Park	Neighborhood	1.50		
Quilane Park	Open Space	20.87		
Rainier Vista (Crane and Rose)	Undeveloped	22.03		

Rotary Ranch in Jennings Park	Facility			1,800
Serenity Park	Neighborhood	0.31		
Shasta Ridge Park	Neighborhood	1.56	0.50	
Sherwood Forest	Open Space	2.78		
Strawberry Fields Athletic Complex	Special Use	71.09	2.25	
Strawberry Fields for Rover	Special Use	3.00		
Tuscany Ridge Park	Neighborhood	1.20	0.25	
Verda Ridge Park	Neighborhood	1.80	0.50	
Walter's Manor	Open Space	0.33		
Whiskey Ridge Park	Neighborhood	1.50		
Youth Peace Park	Neighborhood	1.48		
	Total	**522.34**	**22.78**	**27,917**

Appendix C: Park System Descriptions

Below is detailed information about each park, trail, and facility owned by the City of Marysville, including an inventory, management issues, and improvement recommendations.

66th Drive and 73rd Street

Northwest corner of 66th Drive and 73rd Street

This small area that is just 0.08 acres of maintained lawn and evergreen shrubs.

Inventory

- Lawn and evergreen shrubs

Management Issues

- Maintenance to inventory items listed above

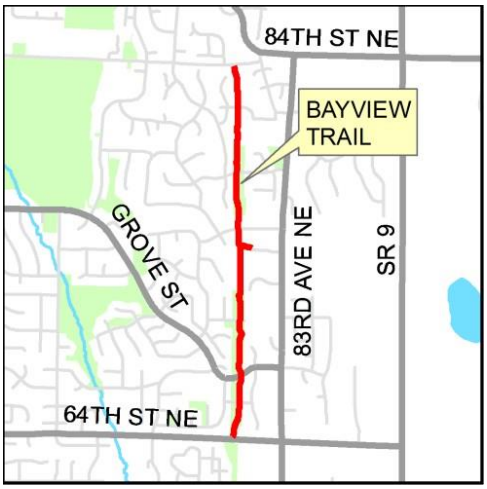
Recommended Improvements

- Consider selling property to homeowner next door

Bayview Trail & Open Area

Running west of 83rd Avenue NE between 62th Street NE and 84th Street NE west of Getchel High School

This 1.25 mile long trail located in the Whiskey Ridge utility corridor, spanning from Getchell Hill (84th Street NE) to SR 528 (64th Street) is designed to accommodate pedestrian, cycling, and skating activities. The City has acquired several properties and easements throughout the Whiskey Ridge Utility Corridor. Construction of the initial portion of the trail occurred in 2011 followed by Phase II in 2014. A third phase of construction was completed in 2018. There are 20-acres of natural area surrounding the trail with exceptional views of Marysville basin and Port Gardner Day.









Inventory

- Trail with asphalt surfacing
- Furnishings
- Bridge

Management Issues

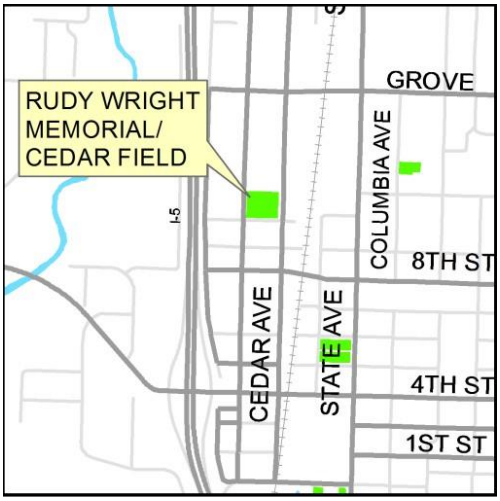
- Maintenance to inventory items listed above

Recommended Improvements

- Construction of future phases of the trail that would connect the trail to Snohomish County's Centennial Trail in planning/permit stage during 2020.

Cedar Field
(Rudy Wright Memorial Field)

1010 Cedar Avenue



Cedar Field/Rudy Wright Memorial is part of the City's purchase of the 2.48-acre 10th Street School property from the Marysville School District in 2009. The building adjacent to the field became the Marysville Boys and Girls Club and the field property reduced to 1.20-acres. The baseball field is used by Marysville Little League and is named after a Marysville firefighter and supporter of youth recreation who was killed in the line of duty in 1970. The field was converted from natural turf to artificial turf in 2020 thanks to a grant from Washington Recreation and Conservation Office and additional funding from Snohomish County and Marysville Little League.



Inventory

- Baseball field
- Boys and Girls Club building



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- Install replacement playground. The foundation was installed during the turf conversation project in 2020. Funding for the playground is from Community Development Block Grant.
- Marysville Little League potentially adding batting cages.



Cedarcrest Golf Course

6810 84th Street NE



Established in 1927, this 18-hole, 99.4-acre golf course was purchased by the City from a private property owner in 1972 and includes three miles of trails. This acquisition was made possible with assistance from the State of Washington Interagency Committee for Outdoor Recreation. The golf course was renovated in 1995 to include a new pro-shop, restaurant upgrades, and several green replacements and fairway enhancements. The golf course operates as an enterprise fund and is intended to be self-supporting through green fees and pro-shop rental income.



Inventory

- Golf course grounds
- Pro-shop
- Restaurant
- Maintenance building
- Restrooms

Management Issues

- Maintenance to inventory items listed above



Recommended Improvements

- Cart storage facility for golf cart fleet
- Renovation of cart path



Cedarcrest Reservoir

Grove Street and 71st Avenue NE



A 2.26-acre undeveloped tract of land located at the southwest corner of Grove Street and 71st Avenue NE that includes an abandoned water reservoir on-site.

Inventory

- Reservoir

Management Issues

- Maintenance to inventory items listed above



Recommended Improvements

- Multi-use sports courts with possible lines for tennis, pickleball, and basketball
- Parking area
- Restroom

Cedarcrest Vista Park

6401 82nd Street NE

This 1.87 acres property was dedicated to the City for use as a neighborhood park. It is located immediately south of Cedarcrest Middle School



Inventory

- Basketball court, full-size
- Climbing apparatus
- Picnic area
- Paved walkways



Management Issues

- Maintenance to inventory items listed above
- Existing play structure is failing due to aging wood construction
- Signage needed to assist in defining appropriate uses and characteristics of the park for the public

Recommended Improvements

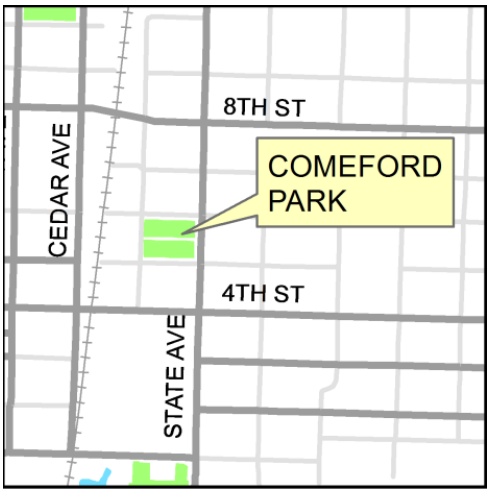
- New metal play structure
- Provision of new signage and landscape improvements
- New picnic tables and benches
- Re-striping basketball courts





Comeford Park

514 Delta Avenue



The City's oldest park is 2.09-acres and is named after City founders James and Mary Comeford. This park has historically functioned mainly as a formal setting for passive activities and community festivals, concerts, and special events such as the Marysville Strawberry Festival and Merrysville for the Holidays. In 2014, the City installed its first water spray park for children in Comeford Park, which has become a popular family draw during the summer months.

Inventory



- Ken Baxter Community center
- Spray park
- Rotary Pavilion
- Picnic shelter
- Picnic area
- Picnic tables
- Playground
- Restrooms

Management Issues



- Maintenance to inventory items listed above
- Ensure water tower continues to be safe

Recommended Improvements

- Park remodel scheduled to happen in conjunction with Civic Campus construction



Community Information site (old caboose site)

Corner of 4th Street and Cedar Avenue

This small 0.26 acre site has a reader board on it that is updated with messages about upcoming community events and activities.

Inventory

- Reader board
- Landscaping

Management Issues

- Maintenance to inventory items listed above

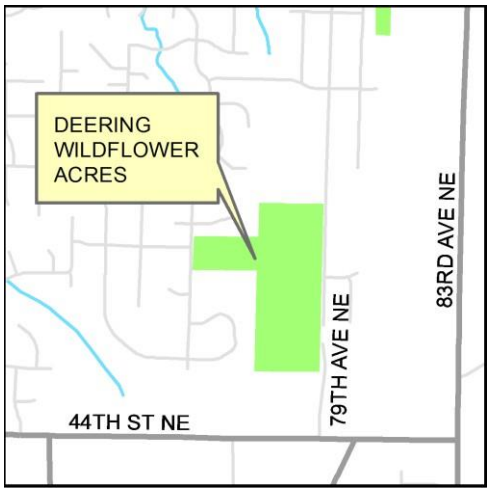
Recommended Improvements

- Future parking consideration for Marysville Opera House

Deering Wildflower Acres

4708 79th Avenue NE

This 30.32-acre forested, passive park is characterized by sensitive areas protected within it, and includes an extensive trail system that winds amid ponds and wetlands, and canopies of evergreen trees.



Inventory

- Sensitive areas
- Second growth forest
- Trail with dirt and mulch surface
- Caretaker's residence
- Student laboratory facility
- Parking



Management Issues

- Maintenance to inventory items listed above
- Protection of the sensitive areas
- Unauthorized access to park when closed



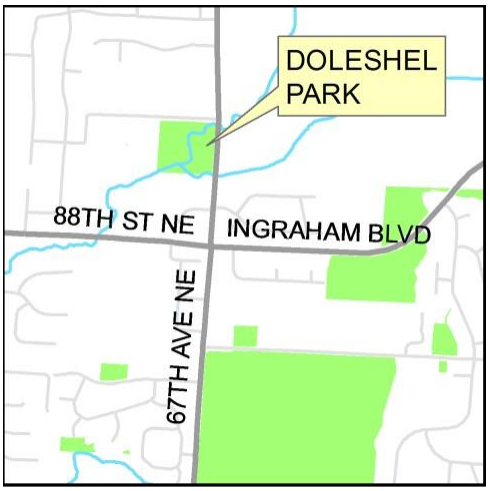
Recommended Improvements

- Facility upgrades to the caretaker's residence, carport, on-site laboratory, access gate, and parking areas
- Additional fencing to support management of unauthorized access to park when closed
- Need roofs for all structures



Doleshel Park

9028 67th Avenue NE



Once a popular Christmas tree farm, this 6.27-acre park was acquired in 2007 through Snohomish County's Neighborhood Improvement Program and Conservation Futures Account. The park is adjacent to Kellogg Marsh Elementary School and Wilcox Farm Community Garden, and features 40- foot tall evergreen trees that remain from the former Christmas tree farm. Volunteers from the Church of Jesus Christ of Latter-day Saints contributed their time to help convert the former tree farm into a park. Amenities include a solid bridge spanning the meandering Allen Creek, built as an Eagle Scout project. Wildflower meadows on site provide added color.



Inventory

- Trails with mulch and gravel surfaces
- Bridge
- Parking
- Picnic areas
- Restroom facilities



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- No improvements are presently recommended



Ebey Waterfront Park

1404 First Street

This 5.72 acre, four million dollar intertidal marine park was opened in August 2005. Construction of the park was a 10-year effort from the drawing board to its grand opening, but had been in the imagination of City leaders since the 1940s. This park provides access to the Snohomish River Delta and Port Gardner Bay for pleasure boaters, anglers, and hunters. It also serves as an invaluable resource for economic development, downtown revitalization, and tourism along the City's southern gateway.



Inventory

- Restroom facilities
- Four-lane public boat launch
- Fishing pier/plaza
- Picnic pavilion facilities
- Transient moorage float
- Walking trails and landscaping
- Wetland restoration
- Wash down stations
- 46 car trailer combos
- 32 regular parking spaces





Management Issues

- Maintenance to inventory items listed above
- Repair of extensive settling in areas for safety

Recommended Improvements

- Evaluation of filling the current tidally influenced pond into a water-oriented recreational site or filling of the pond and removing historic tide gates which are in disrepair and failing
- Potential for three acres of new parkland opportunities that can be created with lawn areas, amphitheater, trails, landscaping, site furnishings, and other public amenities



Ebey Waterfront Trail

Current trailheads at Ebey Waterfront Park, 1404 1st Street and Harborview Park, 4700 60th Ave NE



The Ebey Waterfront Trail takes you along the shores of the Ebey Slough and Qwuloolt Estuary with beautiful vistas and abundant wildlife. The full trail system will loop almost all the way around the Qwuloolt Estuary which is the second largest man-made estuary at 347 acres. Currently, three sections of the trail are complete.



The west side of the trail is a mile and a half long. The trailhead is at Ebey Waterfront Park and includes access to picnic areas, drinking fountains, public restrooms, parking, and a playground. This trail continues to the east side the Qwuloolt Wetland Reserve.

The east side of the trail starts at the future Olympic View Park and travels north to Harborview Park then continues west to Rainier Vista Park. Trailheads are located in each park. This section is two miles long.



Inventory

- Trails with asphalt surface
- Benches
- Trash cans

Management Issues

- Maintenance to inventory items listed above

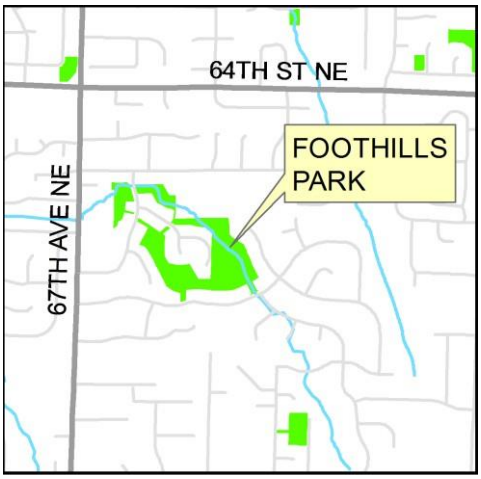
Recommended Improvements

- Completion of the trail system to connect the current sections of the Ebey Waterfront Trail
- Future trailhead at Olympic View Park

Foothills Park

7201 59th Street NE

A 12.02-acre park that features rolling topography, natural trails, a tiered and landscaped detention pond, playground equipment and picnic tables. This park was donated to the City in 1994. In 2014, the playground equipment was replaced.



Inventory

- Trail with a mix of surfaces: mulch, asphalt and gravel
- Playground
- Picnic tables



Management Issues

- Maintenance to inventory items listed above



Recommended Improvements

- Utility road to retention pond needs root pruning and overlay



Freeway Park

Corner of 4th St and I-5 north onramp

This small 0.21 acre parcel contains a "Welcome to Marysville" sign.

Inventory

- Marysville sign
- Irrigation system
- Landscaping

Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- No improvements are presently recommended

Frontier Fields

East of Smokey Point Boulevard and 162nd Street NE



Open, undeveloped property in northern Marysville that is landlocked. There is no current easement to this property. A good portion of the property is wetland area.

Harborview Park

4700 60th Avenue NE

Adjacent to intertidal lands within the Qwuloolt Estuary, this 14.58-acre park has gained in popularity with the new Ebey Trail connecting it to Olympic View Park and Rainier Vista.



Inventory

- Playground
- Sports court
- Trail with asphalt and concrete surfaces
- Picnic tables
- Open field



Management Issues

- Maintenance to inventory items listed above
- Repair of facilities due to vandalism



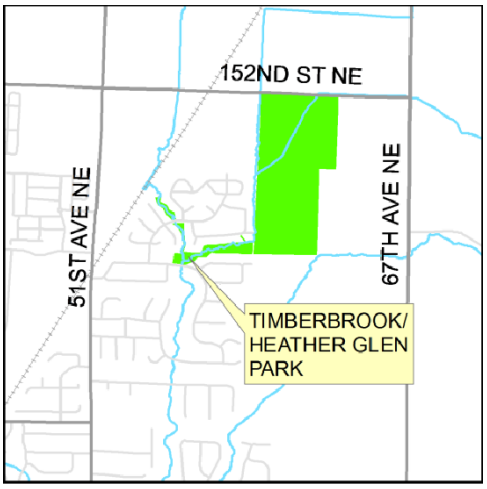
Recommended Improvements

- Add site furnishings to complement community gatherings or potential shelter rental
- Add irrigation to soccer field
- New playground to replace aging equipment



Heather Glen-Timberbrook

Along Quil Ceda Creek between 143rd Place NE and 145th Place NE generally east of 54th Drive NE, and along Edgecomb Creek between 54th Drive NE and 55th Avenue NE adjacent to Timberbrook Drive.



Presently undeveloped, this 6.87-acre site consists of public park tracts which were dedicated to Snohomish County with the platting of the Heather Glen (May 6, 1968) and Timberbrook (September 29, 1969) subdivisions. The tracts were assumed by the City of Marysville after the Central Marysville Annexation was finalized on December 30, 2009. The site is located along the convergence of Edgecomb and Quil Ceda Creeks in the Heather Glen and Timberbrook neighborhoods. Accessible by foot traffic only. The park serves as wildlife habitat.



Inventory

- Environmentally sensitive areas and wildlife habitat

Management Issues

- Protection of inventory items listed above

Recommended Improvements

- No improvements are presently recommended

Hickok Park

SR 528 and 67th Avenue NE

A 0.8-acre park that was originally retained for a satellite fire station. This park was developed through the financial assistance of two private developers, a Snohomish County Parks grant and City of Marysville growth management funding. The park features a children's play area, picnic table, and grassy areas. Renovations in 2011 included a new climbing feature and other site improvements.



Inventory

- Picnic table
- Play areas
- Lawn
- Climbing feature
- Fencing
- Retaining wall



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- Complete renovation of landscaping, fencing, and retaining wall





Holman Nature Park with Allen Creek Trail

East side of 60th Drive NE behind Allen Creek Elementary School and near Marysville YMCA

Acquired by the City in 1993, this 20.84 acre natural area includes a pedestrian trail system that connects the Allen Creek Elementary School with adjoining neighborhoods.



Inventory

- Environmentally sensitive natural areas
- Trail with asphalt surface
- Wetlands



Management Issues

- Maintenance to inventory items listed above
- Protection of sensitive areas



Recommended Improvements

- No improvements are presently recommended



Jennings Memorial Park

6915 Armar Road

This 18.94-acre park is the centerpiece of the Marysville Parks System. Numerous events are held at the park including the Sounds of Summer Concert Series, Movies in the Park Series, Fishing Derby, and an Easter Egg Hunt.



Inventory

- Picnic facilities and barbecue shelter
- Multi-purpose play field with baseball backstop
- Children's play areas
- WSU Extension Master Garden
- Dinosaur Playground
- Playground between Barn and Ranch
- Compost demonstration site
- Forested and environmentally sensitive areas
- Fishing pond
- Multi-purpose barn and plaza
- Lions Centennial Pavilion
- Rotary Ranch facility
- Basketball half-court
- Restrooms
- Nature walking trail
- Parks & Recreation Administrative Offices
- Gehl Home Museum





Management Issues

- Maintenance to inventory items listed above
- Coordination and management of rental facilities and special events
- Portable restroom facilities are leased on an annual basis and have been subject to vandalism and high replacement costs
- Unpaved areas result in annual maintenance problems that make certain areas inaccessible during the rainy season



Recommended Improvements

- New public restroom in the east ball field, paving of the main trail, and connecting trail system from east to west
- Add pickleball courts
- Pave parking lot by play field (scheduled for 2020)



Jennings Nature Park

SR 528 and 53rd Avenue NE



Added to the Marysville Parks system in 1993, this 34.25-acre park is an extension of Jennings Memorial Park and was donated to the City by Centex, Inc. In order to provide adequate land for parking and access, the City acquired a quarter acre of privately owned land. A $201,255 State of Washington Interagency Committee for Outdoor Recreation (IAC) grant was used to construct restrooms, a playground, picnic tables, trails, a wetland overlook, parking facilities, a large open space area, and a bridge to connect the park to Jennings Memorial Park.



Inventory

- Restrooms
- Playground
- Picnic tables
- Trail which includes a bridge
- Wetland overlook
- Parking facilities
- Open space area



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- New playground
- Irrigation system replacement



Jennings Park Barn

6915 Armar Road



The Jennings Park Barn is used for recreational classes and as a community rental space for events 50 people and less. The total square footage of the Barn is 3,456. The main floor is 1,984 and includes a large open room, kitchen, and restrooms that are opened to the public. The attic is 1,472 square feet used for storage with accessed by a steep staircase.



Inventory

- Tables
- Chairs
- Kitchen
- Restrooms
- Hardwood floor
- Attic



Management Issues

- Maintenance to inventory items listed above

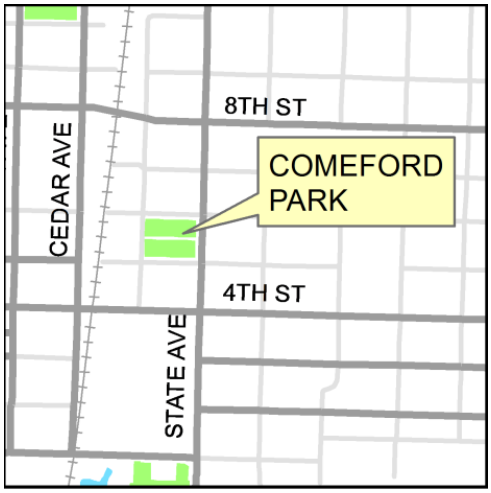
Recommended Improvements

- Attic improvements/usage plan



Ken Baxter Community Center

514 Delta Avenue



Built in 1949, this 5,671 square foot building was formerly the City Hall, as well as a police station and jail. A $226,000 remodeled updated the facility to accommodate recreational programs so that the facility could be opened as the Ken Baxter Senior Center in 1997. In 2010, the facility transitioned to the Ken Baxter Community Center to expanded programming to all ages. In early 2015, the City pursued a structural and interior remodel of the facility.

Inventory



- Main floor (4,504 square feet)
  - Fireside, Garden and Comeford rooms
  - Kitchen
  - Office
  - Storage closets (5)
- Attic (782 square feet)
- Basement (385 square feet)
- Tables and chairs
- Couch and armchairs
- Televisions



Management Issues

- Maintenance to inventory items listed above
- Window repair and replacement
- LED lighting
- ADA rea entrance access
- New tear off roof
- HVAC – replace wall heaters in half of building
- Update upstairs and make room B usable
- New sump pump
- New flooring
- Corroded plumbing



Recommended Improvements

- With the construction of the Marysville Civic Campus, Ken Baxter Community Center will need to be replaced.

King property

Located due east of 3113 Sunnyside Boulevard

This 9.74-acre parcel was acquired by Snohomish County with Conservation Futures Funding. The property was transferred to the City of Marysville in 2007. Property has an easement from 66th Ave NE.

The property is considered open space and may be utilized as a passive recreational opportunity with future development. The eastern two-thirds of the property is fairly wet and contains wooded wetlands with various types of wetland undergrowth and vegetation.





Inventory

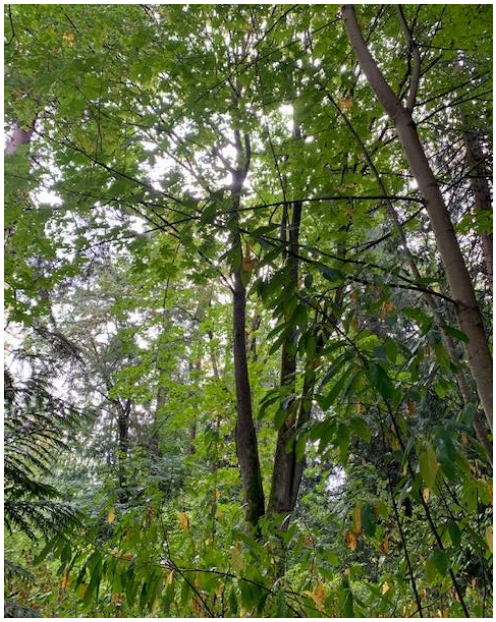
- Sensitive areas

Management Issues

- Protection to inventory items listed above

Recommended Improvements

- Add easement/trail access from Kiwanis Park
- Add trail system



Kiwanis Park

6714 40th Street NE



A 5.05-acre nature park located adjacent to Sunnyside Elementary. This nature park consists of a narrow grassy swath with a walking trail. This property was donated to the City by the Marysville Kiwanis Club. The Kiwanis Club planted memorial trees near the park entrance. The parking area and primary entrance have been improved through an Eagle Scout project.

Inventory

- Walking trails
- Picnic facilities



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- New furnishings
    - Donation of furnishing through an Eagle Scout project scheduled in 2020
- Paving of graveled parking area





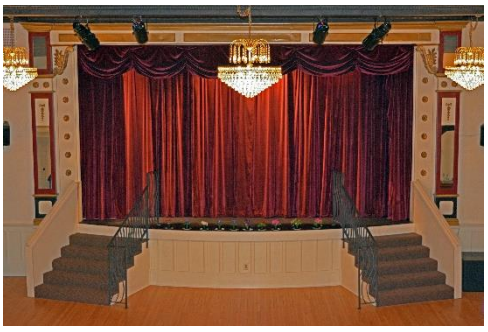
Marysville Opera House

1225 3rd Street









Built in 1911, the Marysville Opera House has been the home to many organizations and businesses, as well as the site for many memorable events. Thanks to a group of local artisans, the Marysville Opera House was placed on the National Register of Historic places in 1982, citing both its architectural uniqueness and historic significance. The City of Marysville leased the facility in 2016 and then purchased it in 2018 for $1.44 million. The Marysville Opera House has four floors and totals 16,990 square feet.

Inventory

- Main floor (5,000 square feet)
    - Large main area
    - Lobby
    - Small room
    - Ticket booth
    - Small office area
    - Restroom
    - Concession stand
    - Stage
    - Rooms off of stage (2)
- Lower floor (5,000 square feet)
    - Main area
    - Kitchen
    - Large storage area
- Balcony on 2nd floor (1,990 square feet)
    - Seating area that overlooks the main floor
    - Restroom (Men's)
    - Restroom (Women's)
- Top floor (5,000 square feet)
    - Multiple rooms and spaces but is unused at this time due to limited accessibility
- Cottage
- Garden

Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- Sprinkler System
- Historic Downtown Green Retrofit
- Elevator
- Crosswalk on Cedar
- Purchase property nearby for additional parking









Marysville Skate Park

1050 Columbia Avenue



Opened in August 2002, the 0.79-acre skate park offers 10,000 square feet of concrete, a "street-style course" design that includes bowls, ramps, pyramids, numerous handrails, ledges, and steps. A spectator area provides excellent viewing and places to take a break.

Inventory

- Concrete skateboarding area
- Skateboarding course



Management Issues

- Maintenance to inventory items listed above
- Significant maintenance required due to vandalism and graffiti activity which are part of the skate culture

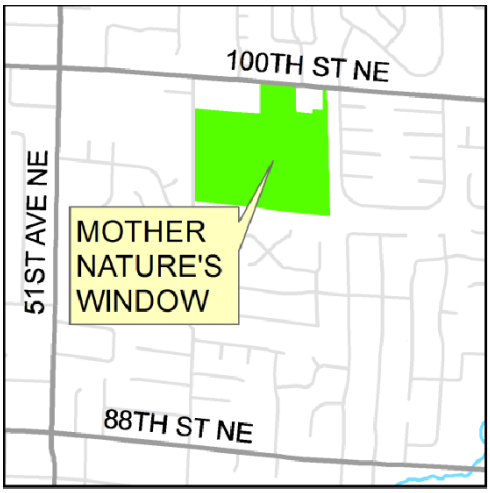
Recommended Improvements

- No improvements are presently recommended



Mother Nature's Window

55th Avenue and 100th Street NE



This 34.57-acre passive park is characterized by a thickly wooded environment with meandering hiking trails.

Inventory

- Trails
- Forest



Management Issues

- Maintenance to inventory items listed above
- Securing the park until developed for public use
- Preventing vandalism and illegal activities

Recommended Improvements

- Development of unimproved property for passive recreational uses with amenities that include public access, interpretive areas, programming areas that may be utilized as rental facilities, public restroom facilities, parking, site furnishings, trails, utilities, lighting, and irrigation and drainage systems. Funding is needed for these improvements.
- An off-leash dog park is another potential use for the site
- Neighbors of the property recommend a playground be included in any improvement

Northpointe East Park

Along 70th Street NE, east of 79th Drive NE



Located up the hill from Northpointe Park, this 3.15-acre neighborhood park was added to the Marysville Parks system in 1994 and features a basketball court, a ball field, a playground and picnic tables. Bayview Trail bypasses the east side of the park.

Inventory

- Basketball court
- Play field with soccer backstop
- Playground equipment
- Picnic tables



Management Issues

- Maintenance to inventory items listed above
- Existing play equipment was designed for children ages 2 to 5 and is being damaged by older children since the equipment is undersized

Recommended Improvements

- Purchase new swing set and play equipment for children ages 5 to 12



Northpointe Park

70th Street NE and 75th Drive NE



A 28.97-acre park which was added to the Marysville parks system in 1994. This park is comprised of 24-½ acres of environmentally sensitive areas and 4-½ acres featuring recreational amenities that include a 2-mile walking trail and forested bike path, playground and picnic areas shaded by towering evergreens. In 2010, the park was refurbished with new play equipment and a series of fitness stations. The Northpointe Park walking trail nearby offers additional exercise opportunities. This trail connects three subdivisions to the park.



Inventory

- Environmentally sensitive areas
- Walking trail
- Bike path
- Playground equipment
- Fitness stations
- Picnic facilities



Management Issues

- Maintenance to inventory items listed above
- Protection of the environmentally sensitive areas
- Removal of hazardous trees, as necessary

Recommended Improvements

- Paving of the park's significant trail system to enhance use of the park and reduce ongoing maintenance costs



Olympic View Park

Sunnyside area south of 44th Place NE and accessible from 59th Drive NE

Located at the southeasterly corner of the proposed Harborview Trail extension, this 7.64 acres property will add an additional trailhead for Ebey Waterfront Trail. The site is currently under construction with anticipated completion December 2020.



Inventory (when 2020 construction completes)

- 7.64 acres
- Parking
- Restroom facilities
- ADA access
- Car-top boating capabilities



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- No improvements are presently recommended



Parkside Way Park

7729 64th Place NE

This 1.5-acre park includes an open space play area, basketball court, skate park fixtures, picnic tables and parking facilities.



Inventory

- Open space play area
- Basketball court
- Skate park fixtures
- Picnic tables
- Parking facilities
- Swing set



Management Issues

- Maintenance to inventory items listed above

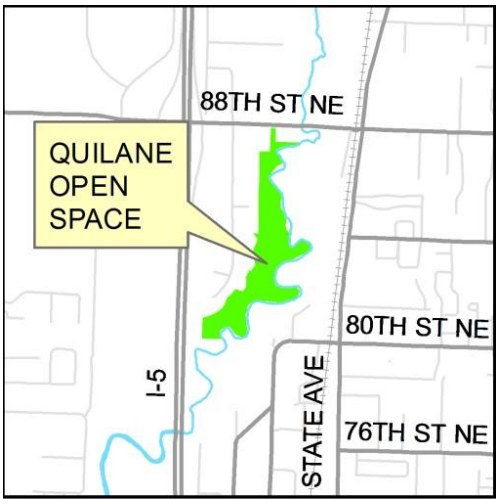
Recommended Improvements

- No improvements are presently recommended



Quilane Park

80th Street NE & Beach Avenue



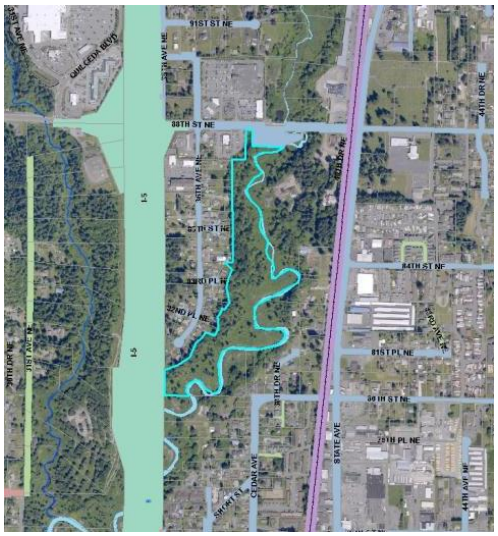
Presently undeveloped, this 20.87-acre site, which was donated to the City in 1989, is accessible by foot traffic only and does not offer any amenities. The park serves as wildlife habitat for deer, heron, river otter, salmon, and muskrat.

Inventory

- Environmentally sensitive areas and wildlife habitat

Management Issues

- Protection to inventory items listed above



Recommended Improvements

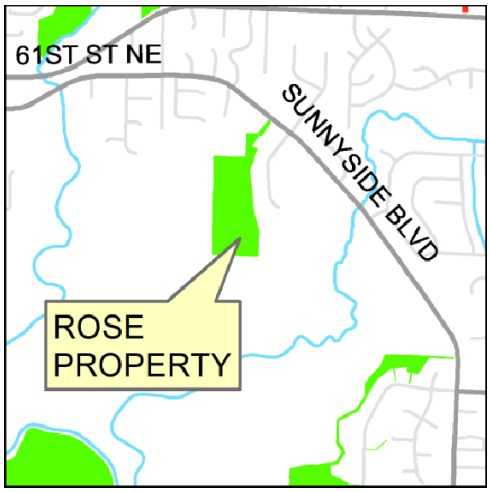
- No improvements are presently recommended

Rainier Vista
(formerly Crane and Rose properties)

5222 60th Place NE and 5626 61st Street NE

This 22.03-acre undeveloped park space is comprised through the purchase of two properties. The Crane property was acquired with Conservation Futures Funding in 2015 in partnership with Snohomish County Park. The Rose property was acquired through Sound Transit for project mitigation associated with the Qwuloolt Trail project. The plan is for these properties to become a future park that contains a continuation of the Ebey Waterfront Trail and a connection to the trail system in Jennings Park.





Inventory

- Parking area

Management Issues

- Maintenance to inventory items listed above
- Current residence on the Rose property is a rental under an annual lease. Utilities on site are sound but access road is minimal width.
- Barn is in need of significant repair or removal

Recommended Improvements

- Demolition of all structures deemed necessary
- Convert a house into a public restroom
- Parking area can be developed to accommodate up to 20 vehicles
- Trail opportunities to connect with Ebey Waterfront and Jennings Park trails
- Recommendations awaiting status of property and traffic/street improvements



Rotary Ranch in Jennings Park

6915 Armar Road



The Rotary Ranch in Jennings Park was built in 1987 and then rebuilt after a fire in 1993. The facility housed a petting zoo until 2006 and then sat fairly unused until a remodel in 2015. Community Development Block Grant funding, in addition to Marysville Rotary help with both labor and funding, converted the facility into a community use building. Rotary Ranch is primarily used for recreational classes and the occasional special event or City meeting. The Ranch is 1,800 square feet.

Inventory



- Large open room
- Restroom
- Storage closet
- Tables
- Chairs
- Piano
- Televisions

Management Issues



- Maintenance to inventory items listed above

Recommended Improvements

- No improvements are presently recommended

Serenity Park

7900 block of 72nd Drive NE



This 0.31-acre park was accepted by the City as a dual use recreational facility and storm water retention facility. Recreational amenities consist of a basketball court and swing set.

Inventory

- Basketball court
- Swing set
- Benches



Management Issues

- Maintenance to inventory items listed above

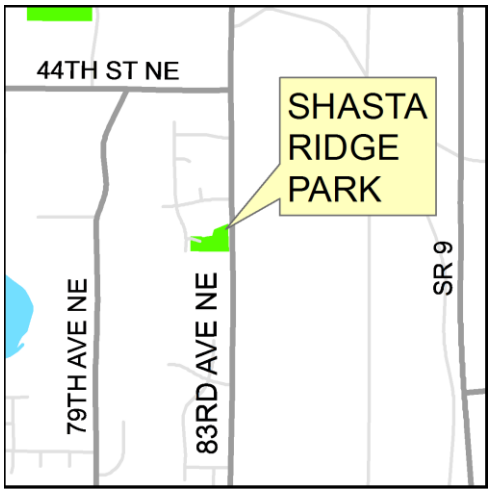
Recommended Improvements

- No improvements are presently recommended

Shasta Ridge Park

3907 82nd Avenue NE

This 1.56-acre park features a playground, fitness station, full-sized outdoor basketball court, picnic tables, benches and open space with panoramic views overlooking Puget Sound.



Inventory

- Full-sized basketball court
- Outdoor fitness stations
- Picnic areas
- Playground
- Open space



Management Issues

- Maintenance to inventory items listed above



Recommended Improvements

- No improvements are presently recommended



Sherwood Forest

East side of 47th Avenue NE, north of 118th Street in the Sherwood Forest neighborhood

This 2.78-acre park is a natural area along Quil Ceda Creek and provides habitat for wildlife and protection to the creek.



Inventory

- Environmentally sensitive areas and wildlife habitat

Management Issues

- Protection to inventory items listed above

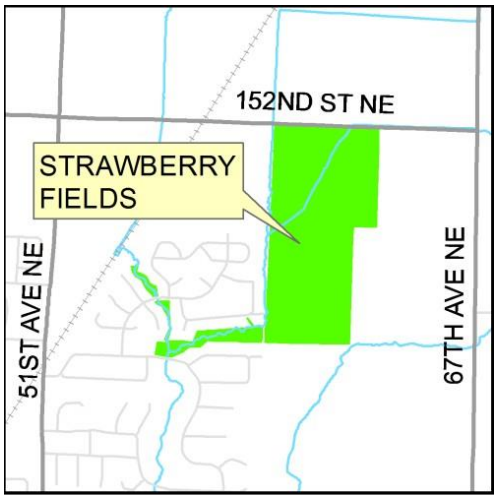


Recommended Improvements

- No improvements are presently recommended

Strawberry Fields Athletic Complex

6100 152nd Street NE



This premier 71.09-acre regional sports field facility provides a natural setting among open space, trails, and the Quil Ceda Creek system. Total cost for acquisition and development of the park was $1.9 million. The Strawberry Fields project was made possible by funds from the City's Growth Management Fund; State Interagency Committee for Outdoor Recreation (IAC); National Land, Water, and Conservation Fund; Pilchuck Soccer Alliance (named Marysville Youth Soccer Club at the time of construction); and Homestreet Bank.



Inventory

- Open space/environmentally sensitive areas
- Trails
- Three full-size lighted soccer fields
- Restrooms
- Parking
- Picnic areas
- Ball field
- Barbecue shelter



Management Issues

- Maintenance to inventory items listed above
- Soccer fields require extensive maintenance including mowing and fertilizing

Recommended Improvements

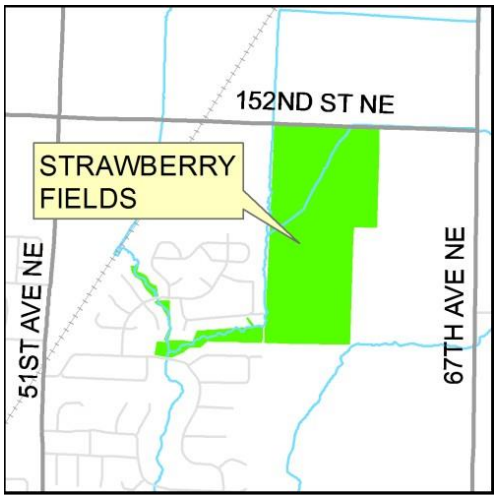
- Replace grass fields with synthetic Field Turf product on the three full-size soccer fields



Strawberry Fields for Rover

6100 152nd Street NE

Opened in the winter of 2009, this three-acre features an off-leash dog park. In April 2010, Puget Sound Energy donated 13 shade trees to spruce up the park assisted by the Marysville Dog Owners Group and Camp Fire USA.



Inventory

- Off-leash area
- Dog waste bag dispensers
- A fenced, gated concrete area
- Internal fenced small-dog area
- Drinking fountain for dogs and people
- Trees
- Benches



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

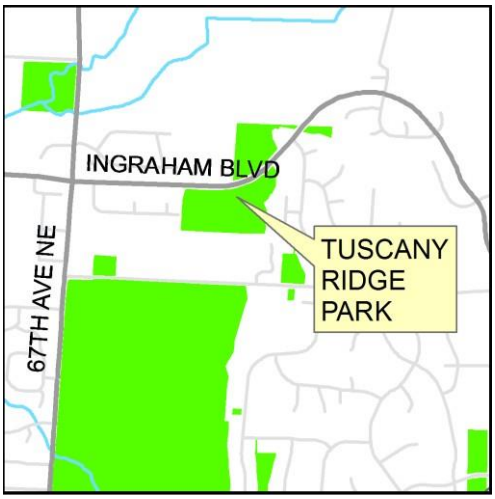
- Replace fencing
- Culvert replacement along Quil-Ceda Creek for improvement access
    - Funding secured from FEMA and project is scheduled for 2020





Tuscany Ridge Park

8512 Getchell Hill Road



This hillside 1.2-acre park located near Cedarcrest Golf Course and Marysville Getchell High School was added to the Marysville parks system in 1996. This park provides several recreational opportunities with an open space play area, playground equipment and a half-court basketball court.

Inventory

- Open space play area
- Half-court basketball court
- Playground equipment



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

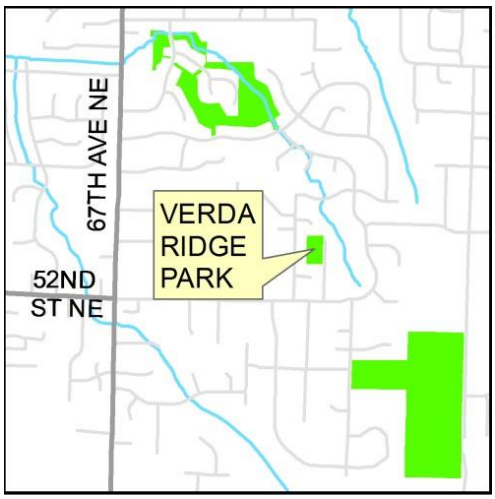
- No improvements are presently recommended





Verda Ridge Park

5321 73rd Avenue NE



Added to the Marysville parks system in 1995 as a 1.8-acre park.

Inventory

- Basketball court
- Swing set (replaced in 2016)
- Trails

Management Issues

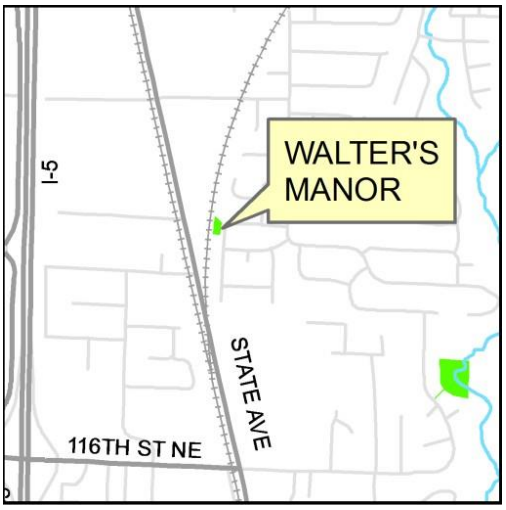
- Maintenance to inventory items listed above

Recommended Improvements

- Basketball courts need new surfacing
- Add new picnic tables and benches
- Barbeque on pad

Walter's Manor

East of 41st Avenue generally south of 124th Place NE



This 0.33-acre park was dedicated to Snohomish County on June 7, 1978 with the platting of the Walter's Manor subdivision and was inherited by the City of Marysville with the Central Marysville Annexation which was finalized on December 30, 2009. The park features an open space area.

Inventory

- Open space area

Management Issues

- Maintenance to inventory items listed above



Recommended Improvements

- No improvements are presently recommended

Whiskey Ridge Park

Adjacent property next to 8103 81st Drive NE

A 1.5 acre neighborhood park.



Inventory

- Trail
- Basketball, half-court
- Benches



Management Issues

- Maintenance to inventory items listed above

Recommended Improvements

- No improvements are presently recommended



Youth Peace Park

Grove Street and 67th Avenue NE



This 1.48-acre park was dedicated to the City by residents in the adjacent Cedarcrest Manor neighborhood. It was built in 2003 in a single day by more than 100 volunteers and based on a park plan developed by students from the Marysville Middle School Leadership/Life Skills class. The park features a swing set and the City's first outdoor wall climbing system and picnic tables. A key attraction is a crescent-shaped memorial wall with inlaid decorative tiles and a garden that remembers loved ones, celebrates youth and serves as a reminder of the dangers of substance abuse and violence.



Inventory

- Swing set
- Wall climbing system
- Decorative memorial wall
- Picnic tables



Management Issues

- Maintenance to inventory items listed above

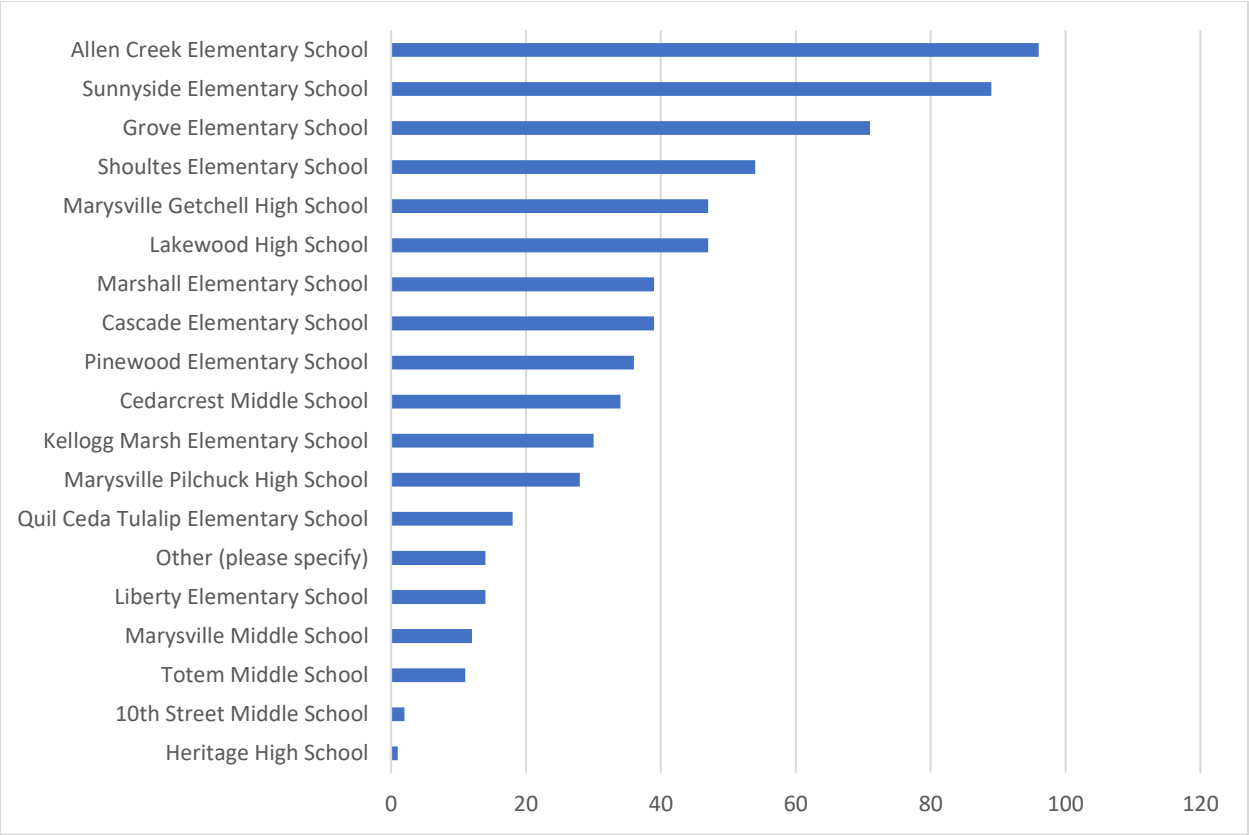
Recommended Improvements

- Irrigation upgrades needed

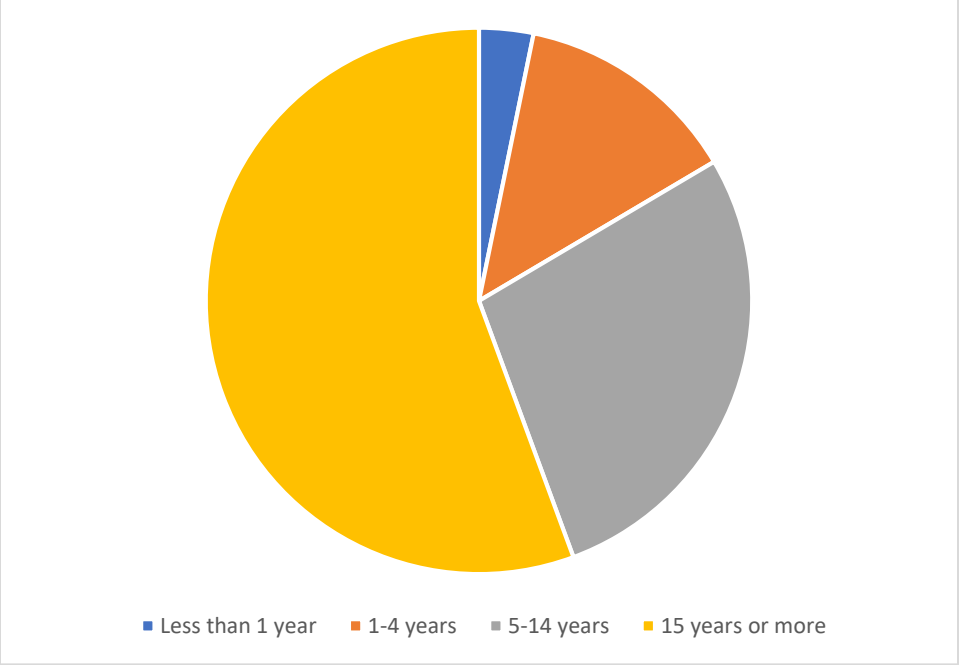


Appendix D: Community Survey Results

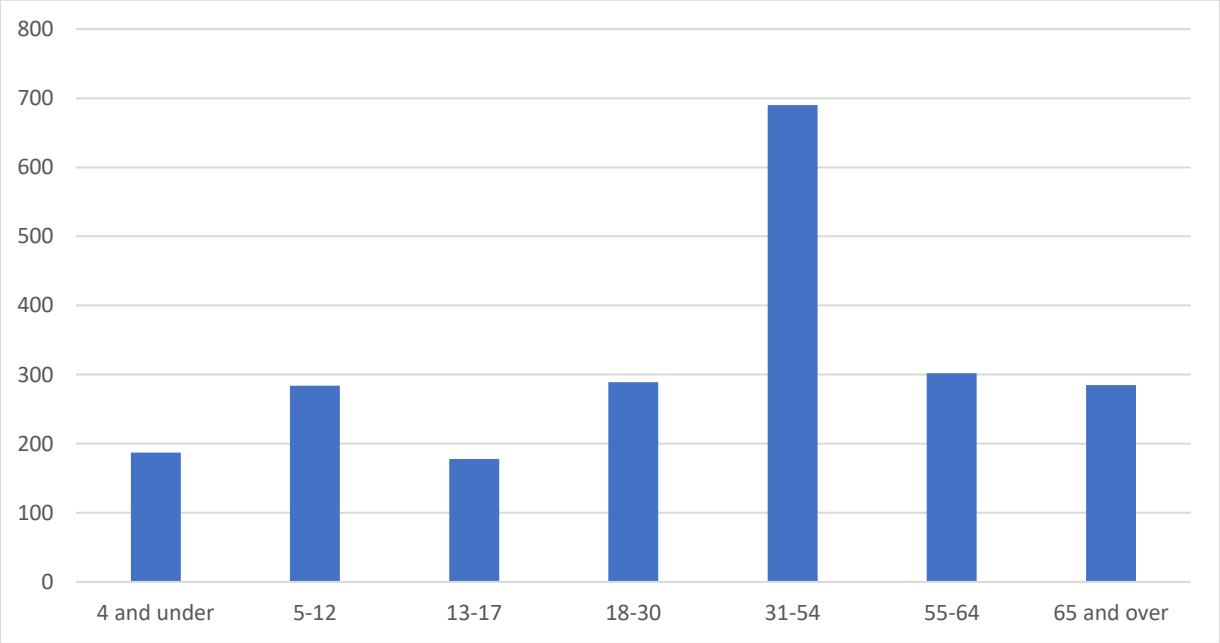
1. Which of the following schools is closest to your home?



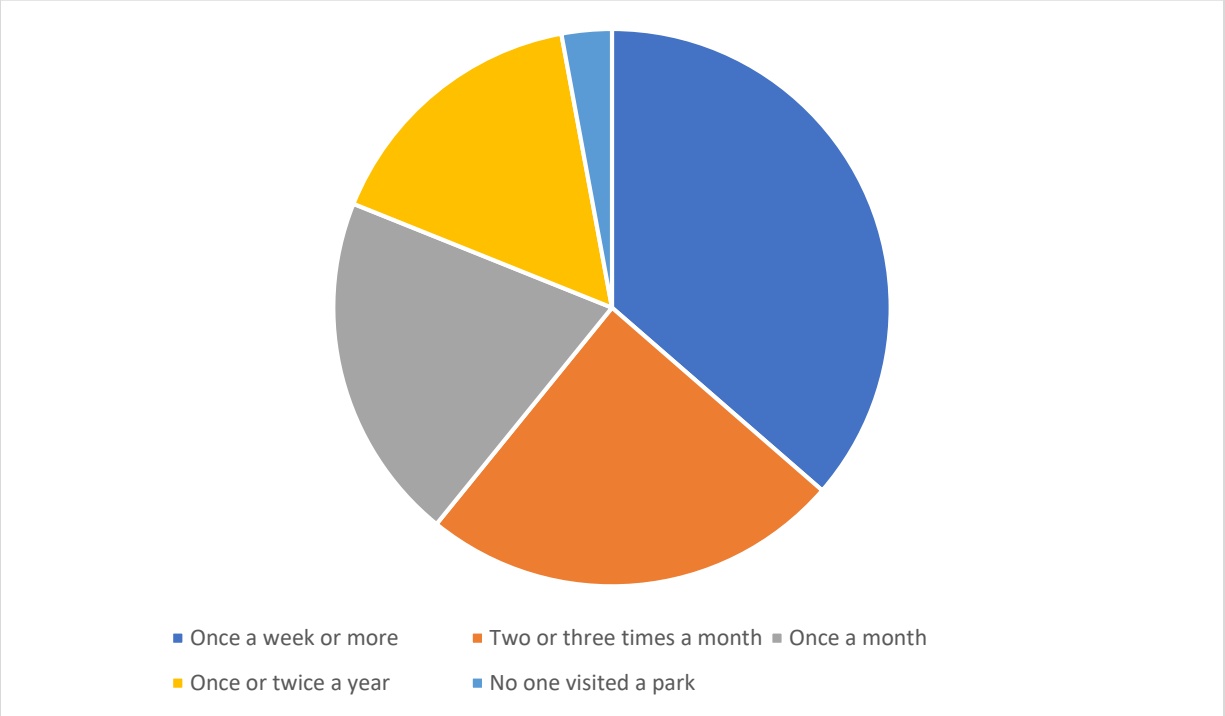
2. How long have you lived in Marysville?



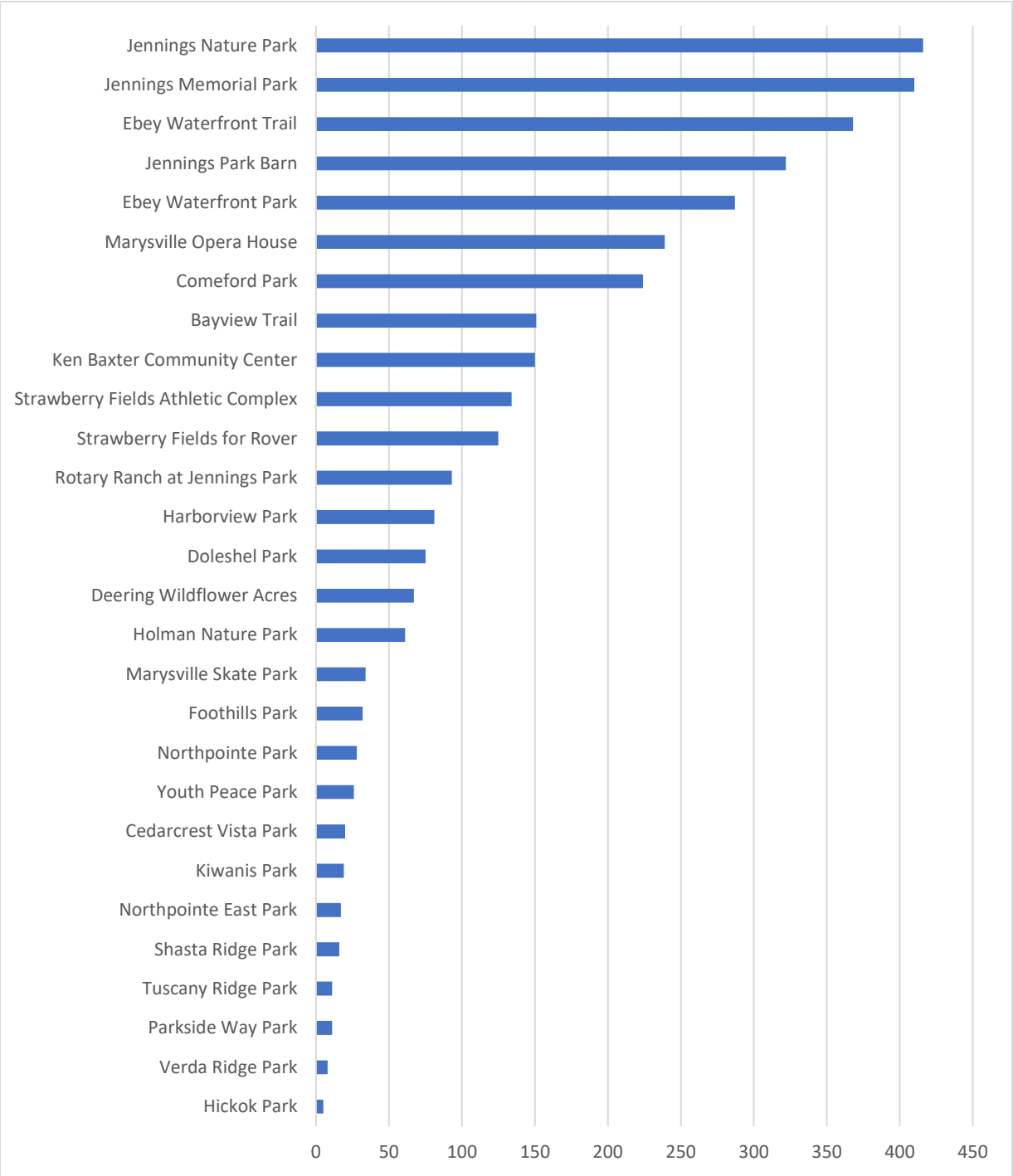
3. Please indicate the number of household members in each of the following age groups.



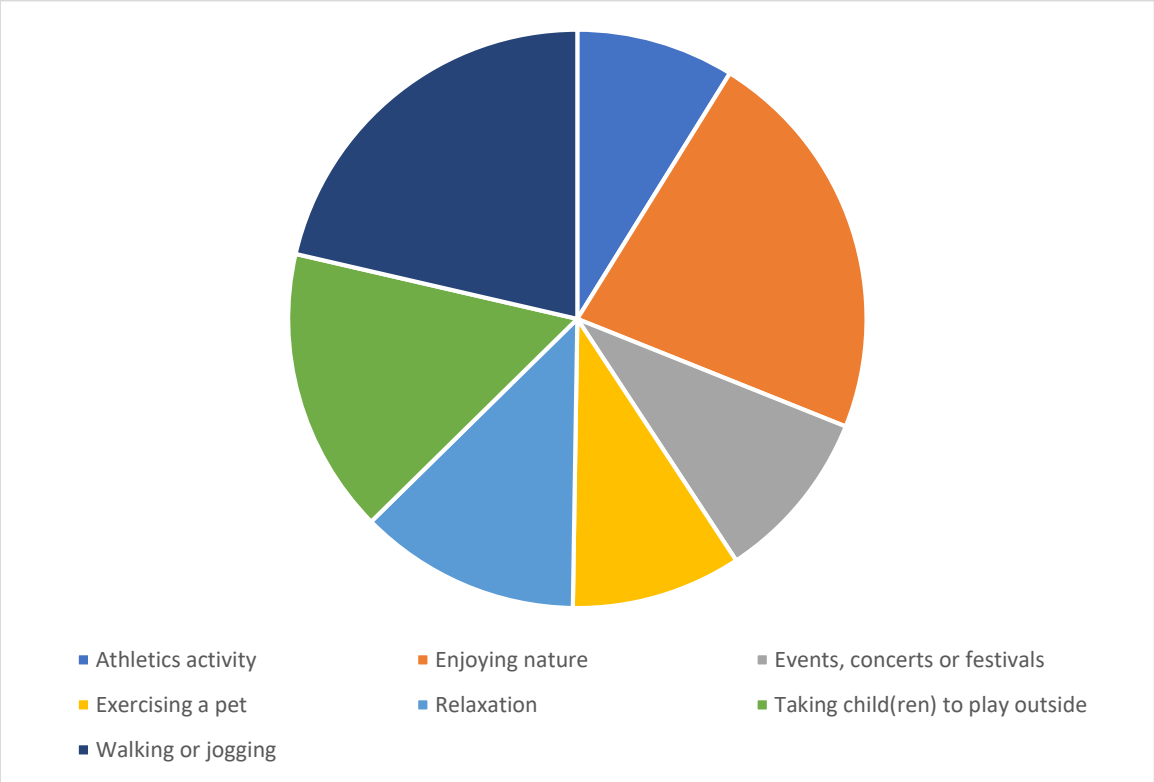
4. On average in 2019, how often did someone from your household visit a Marysville city park?



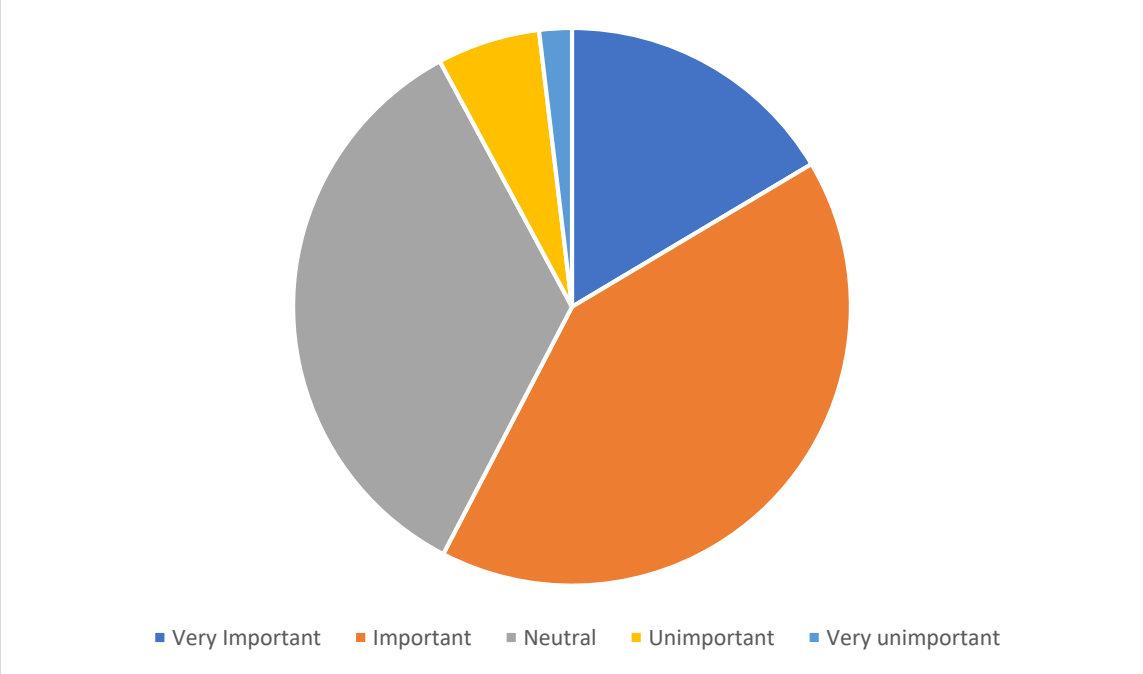
5. Which City of Marysville parks, facilities and trails were visited by someone from your household in 2019?



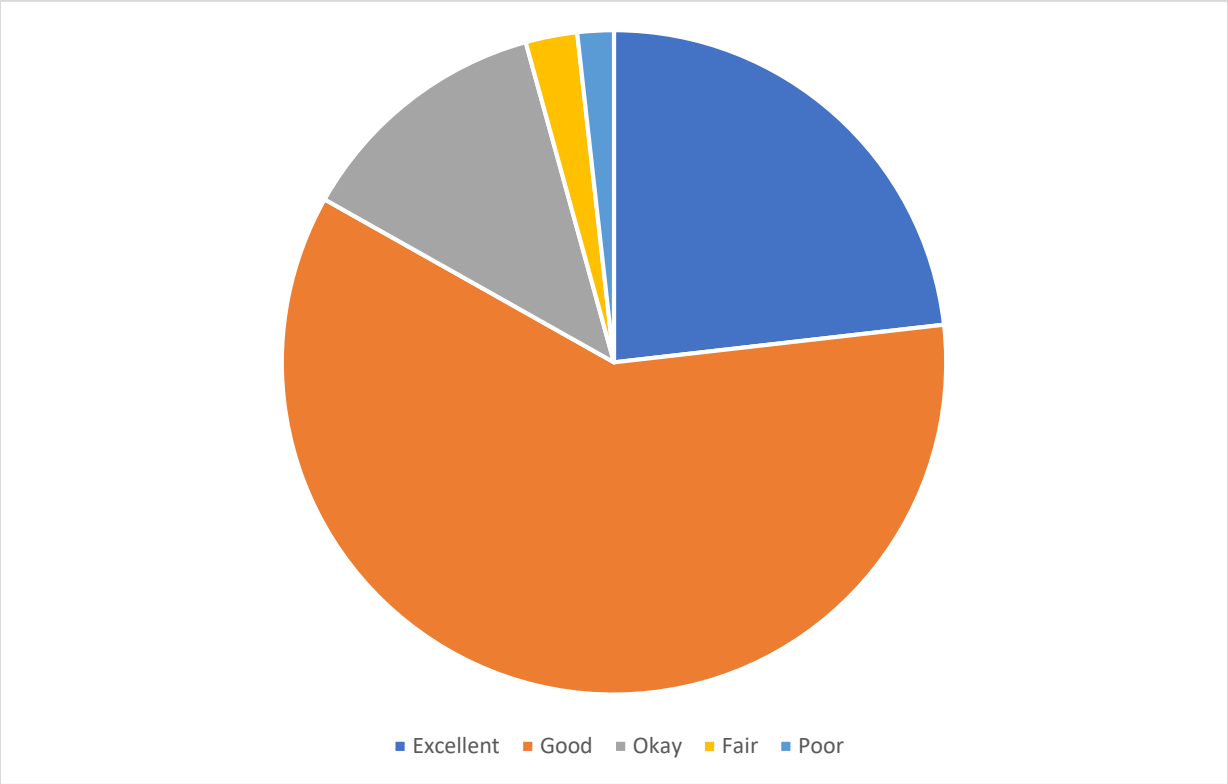
6. When you go to a park, what is usually the main reason?



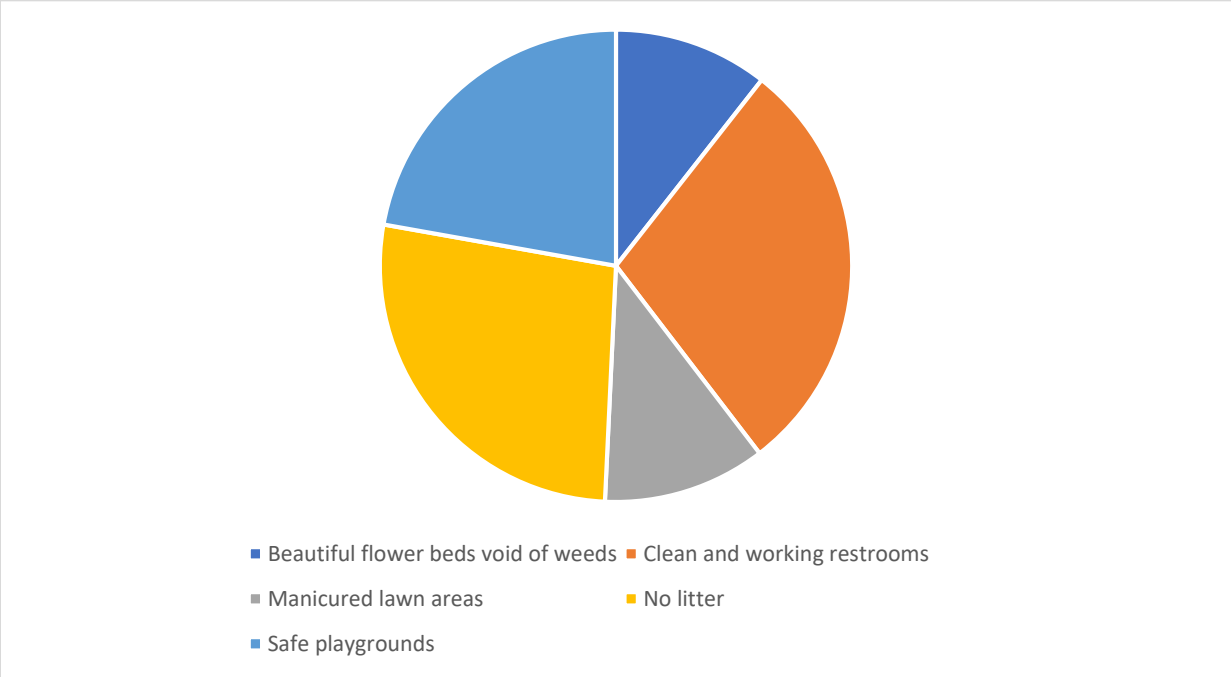
7. When you go to a park, how important is educational signage providing information about topics is geography, geologic, history, plants or animals?



8. How would you rate the general upkeep and maintenance of City of Marysville parks?



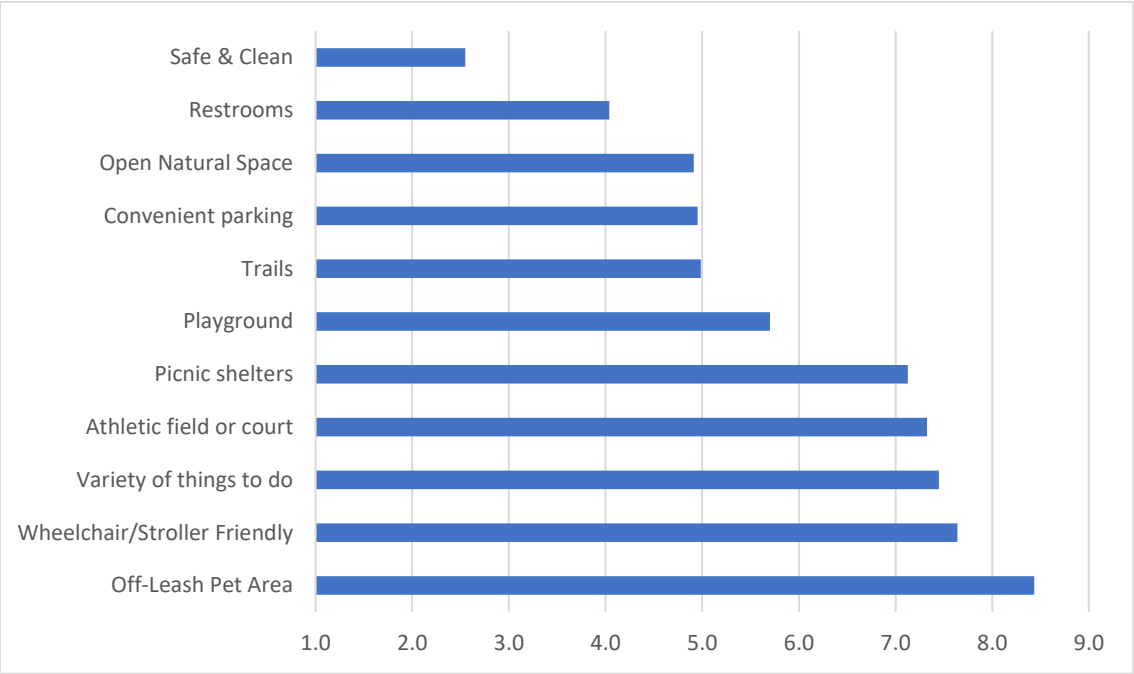
9. In terms of park upkeep and maintenance, what are top priorities?



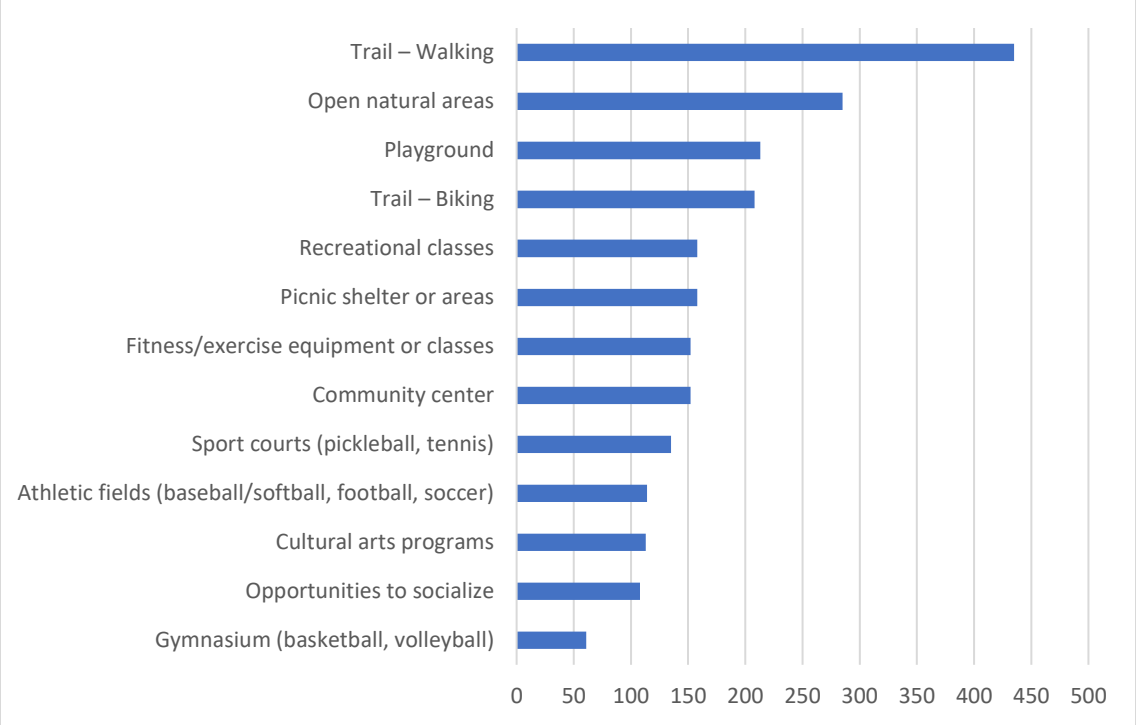
Other answers:

Frequency of Answer	Answer
20	No homeless/drug use/drug paraphernalia
16	Walking paths/trails (well maintained/not overgrown, possibly paved/smooth/no tripping hazards)
9	Beautiful vegetation/Native plants (no invasive)
9	Safety
6	Graffiti free
6	Sports courts/facilities (pickleball, well maintained)
3	Drinking fountains/water stations
3	Picnic tables/benches (clean, attractive)
3	No dogs/Fines for off-leash dogs/Reminders for pet owners to scoop the poop
2	Natural wooded areas
1	Cedarcrest Golf course repairs
1	Directly behind the barn in Jennings Park is an area by a wooden fence that should be cleared and made into an ADA accessible Viewpoint of the park.
1	Excellent spaces for children to grow and explore
1	Fences fixed
1	Healthy safe environment(s) that support our families and community to advance and grow in a sustainable earth friendly environment.
1	More off-leash areas
1	Outdoor areas for exercise
1	Put the swings back!! People can go to casinos-- who is looking out for kids?! Nervous people can choose to abstain.
1	Take down the idiotic barriers around the playground equipment. Put the swings back up. How about some signage advising Karen to leave me and my family alone. Enough of this lunacy!
1	Welcoming atmosphere
1	When waiting for the Opera House to open, I read all the little signs while I am waiting including future attractions. It is best to have these planned well in advance.

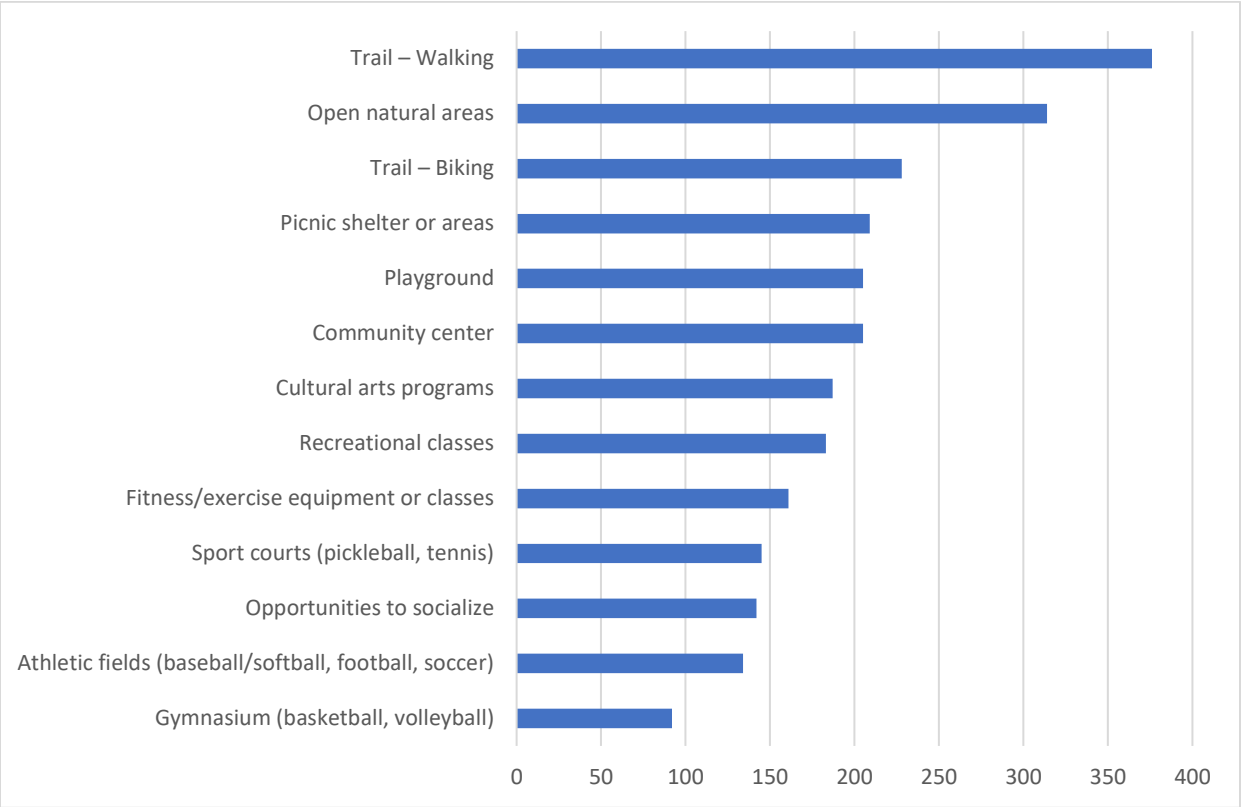
10. Please rank the following park factors in order of importance to you with 1 being most important and 11 being least important.



11. What would you most like to see added within a 15-minute walking distance of your home. (Select all that apply.)



12. What would you most like to see added within a 15-minute drive of your home. (Select all that apply.)



13. Using the scale below, rate the current level of parks, culture and recreation opportunities in Marysville available in for each of the following groups.

	Excellent		Good		Okay		Fair		Poor	
4 and under	61	14.0%	211	48.3%	101	23.1%	42	9.6%	22	5.0%
Ages 5-12	83	17.6%	247	52.4%	97	20.6%	33	7.0%	11	2.3%
Ages 13-17	21	5.1%	136	32.8%	128	30.8%	74	17.8%	56	13.5%
Ages 18-30	24	5.5%	165	37.9%	140	32.2%	70	16.1%	36	8.3%
Ages 31-54	38	7.7%	198	40.0%	176	35.6%	53	10.7%	30	6.1%
Ages 55-64	38	9.0%	179	42.5%	125	29.7%	53	12.6%	26	6.2%
Ages 65+	40	10.0%	157	39.3%	107	26.8%	57	14.3%	38	9.5%
TOTAL	305	9.9%	1293	42.1%	874	28.4%	382	12.4%	219	7.1%

14. Using the scale below, rate the likelihood of someone from your household attending the following events in 2021.

	Very Likely		Likely		Unsure		Unlikely		Very Unlikely	
Family Dances	68	10.1%	58	8.6%	69	10.2%	108	16.0%	372	55.1%
Outdoor Entertainment	164	24.0%	267	39.0%	118	17.3%	65	9.5%	70	10.2%
Specialty Events for Kids	145	21.4%	129	19.1%	69	10.2%	107	15.8%	226	33.4%
Specialty Events for Adults	110	16.2%	173	25.4%	197	29.0%	114	16.8%	86	12.6%
Specialty Events for Families	174	25.6%	222	32.7%	117	17.2%	85	12.5%	81	11.9%
Opera House Events	171	24.9%	242	35.3%	152	22.2%	73	10.6%	48	7.0%
Vendor Events	151	22.2%	238	34.9%	153	22.5%	86	12.6%	53	7.8%

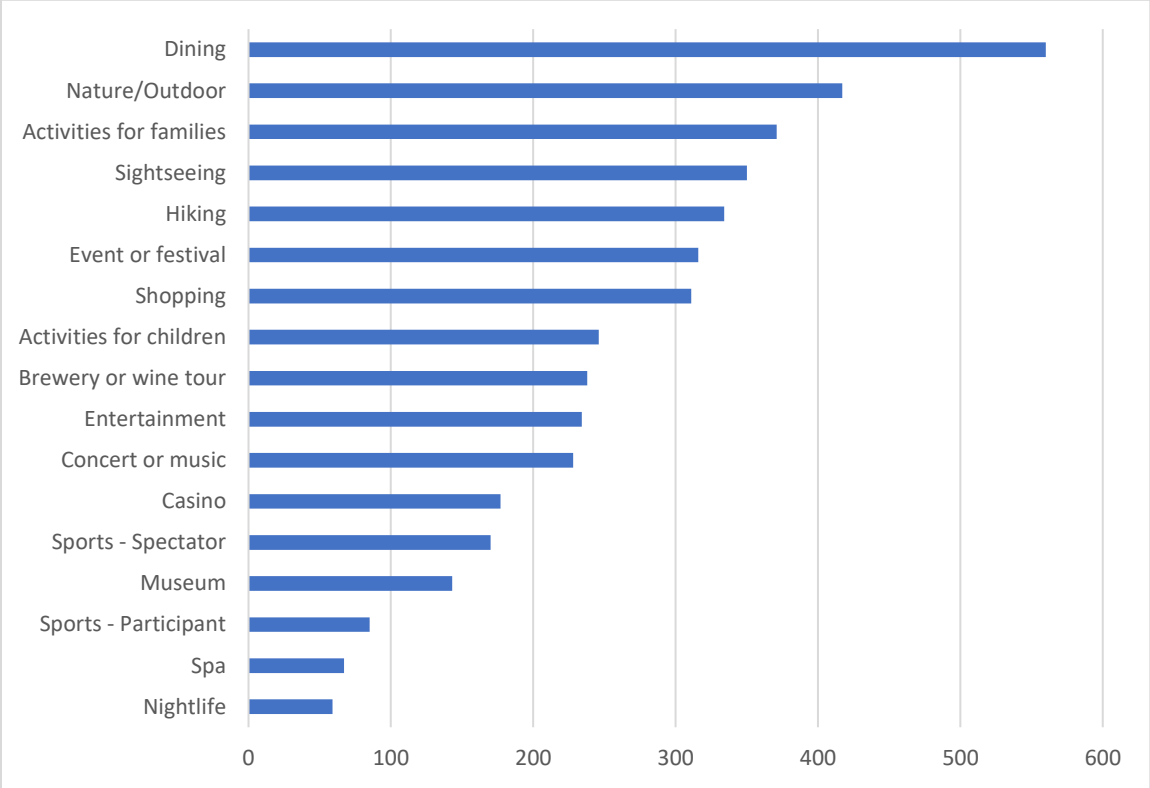
15. How would you rate Marysville's need for facilities or spaces to accommodate the following types of active recreational uses?

	High Need		Moderate Need		Low Need	
Walking/Hiking	422	66.0%	175	27.4%	42	6.6%
Swimming	321	51.7%	222	35.7%	78	12.6%
Play Areas – Playgrounds	288	47.2%	243	39.8%	79	13.0%
Musical performances	233	37.6%	296	47.7%	91	14.7%
Biking	240	39.0%	285	46.3%	91	14.8%
Play Areas – Spray Parks	271	42.3%	270	42.2%	99	15.5%
Cultural performances	204	33.1%	306	49.6%	107	17.3%
Aerobics/Fitness	183	29.4%	314	50.4%	126	20.2%
Art Classes	164	26.5%	317	51.2%	138	22.3%
Music Lessons	150	25.0%	293	48.9%	156	26.0%
Tennis	135	22.4%	299	49.6%	169	28.0%
Dance	111	18.3%	320	52.7%	176	29.0%
Basketball	140	23.9%	273	46.6%	173	29.5%
Baseball/Softball	148	24.9%	269	45.3%	177	29.8%
Volleyball	100	16.9%	305	51.7%	185	31.4%
Soccer	143	23.8%	244	40.7%	213	35.5%
Climbing	118	19.7%	261	43.6%	219	36.6%
Skateboarding	89	15.0%	282	47.4%	224	37.6%
Pickleball	120	19.8%	249	41.1%	237	39.1%
Ranges (archery, rifle)	145	23.8%	211	34.6%	253	41.5%
Weight room	89	14.9%	258	43.3%	249	41.8%
Football	78	13.2%	260	44.0%	253	42.8%
Golf	96	15.8%	224	37.0%	286	47.2%
Ice skating	105	17.5%	201	33.4%	295	49.1%

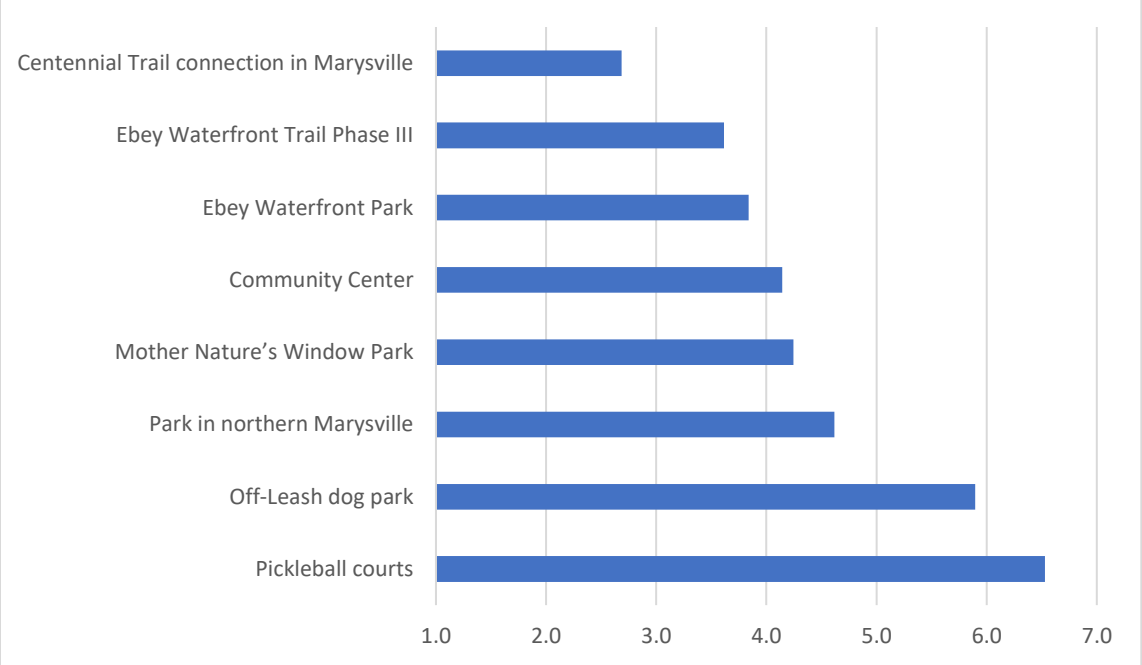
16. How would you rate Marysville's need for facilities or spaces to accommodate the following types of passive recreational uses?

	High Need		Moderate Need		Low Need	
Bike lanes along streets	259	40.7%	227	35.7%	150	23.6%
Bike trails – Paved	325	50.6%	241	37.5%	76	11.8%
Bike trails – Unpaved	152	24.4%	280	44.9%	192	30.8%
Boating – Hand launch	137	22.5%	275	45.2%	197	32.3%
Boating – Docks	142	23.4%	278	45.7%	188	30.9%
Community gardens	214	34.0%	285	45.3%	130	20.7%
Cultural/historic sites	201	32.5%	269	43.5%	149	24.1%
Nature trails	388	60.2%	221	34.3%	35	5.4%
Off-leash dog areas	170	27.1%	275	43.8%	183	29.1%
Picnic areas (shelters, tables)	215	34.4%	325	52.0%	85	13.6%
Walking and jogging trails – Paved	370	57.5%	219	34.0%	55	8.5%
Walking and jogging trails – Unpaved	271	42.7%	254	40.1%	109	17.2%
Wildlife viewing	299	46.7%	244	38.1%	97	15.2%

17. When you have guests visiting you in town, what are things you go do with them?



18. Prioritize the following future projects in order from 1 being most important to 7 being least important?



19. Is there anything else you would like to share about parks, culture and recreation in Marysville?

- A dedicated sports facility is needed. Is the community center going to be replaced with more sports activities with active classes instead of meeting rooms?
- A huge need for Pickleball courts
- Add several horseshoe pits at Jennings Park.
- Adding parks and recreation space will only be utilized if people feel safe. Many existing parks and trails go unused because of safety concerns. I also find it ironic that you ask my opinion on “nature and natural resources” when the City just torn down 5 acres of forest that could easily had been made into a park but put in 30 homes instead. I understand that is out of your control as the Parks Dept. but it’s frustrating to me as a 30 year resident of Marysville.
- After seeing the community pull together for an all-city graduation parade has it been mention that having more community involvement for graduation parties and other forms of celebration for the four schools would be appreciated.
- An expanded, more active community center would go a long way to removing the bedroom commuter feel of the town. Also, more trails for purposeful travel as well as recreation would be valuable.
- An Ice Rink and/or street hockey rink similar to the one at Forest Park an Everett would be amazing. The rinks all across Snohomish/King county are usually pretty busy
- Any group activities for the next year will be a probable no/unknown for the next year
- Appreciate all the hard work, effort, planning and thoughtfulness put in to your work each day to make this community a safe and fun place to grow up. Your commitment to bringing important cultural events to broaden the perspectives of our diverse community do not go unnoticed. Thank you for all of your hard work to meet the needs of our community.
- Appreciate being asked for feedback
- As I said, I do live in Arlington however I go to Marysville at least several days a week and I do most all of my shopping in Marysville. I wish you could bring back Senior Dances at the Opera House! Wish our present health concerns - when our state is in safer level - I wish we could have line dancing (no physical touch) and I'd wear a mask - wish for that at the Opera House. Thank you! I am a low-income senior, however I am very active.
- At Doleshel Park, it seems there could be a fenced in area for dogs. It's fenced on 2 sides already.
- Because schools are the used like parks it would be nice if these areas were coordinated with the parks Dept. to upgrade, beautify and maintain them.
- Been waiting for Mother Nature's Window to be (lightly) developed for some years now. It is a rare resource and one that will be cherished by families of all ages. Please move it forward.
- Being able to walk near nature and away from traffic has improved our health. Thank you for growing the trail system! Also, your parks and rec programs have been excellent.

We've enjoyed them for over 20 years.

- Better availability of fitness classes such as yoga and exercise for older adults. Session schedules typically don't accommodate those of us who still work.
- Better selection of music in the park. Hold it near the barn, so it can be easier to get to for our elders.
- Bring back Music in the Park with Social Distancing
- build some Pickleball courts, please
- Check out BlueZones.com
- City of Marysville does a great job with parks. Thank you for all that you do.
- Clean restrooms needed in the dinosaur park side at Jennings... Too far to walk with toddlers from dinosaur park to restroom near barn. Also, dirty bathrooms at Jennings in general. Great park besides that!!! Maybe a park ranger presence at Ebey and Jennings... Uncomfortable sometimes with people lurking around children's areas...
- Community center with a maker space
- Concert venues, disc golf, miniature golf, indoor public pool,
- Connecting Ebey waterfront trail to centennial trail #1
- Connect existing events with other organization for comprehensive community planned events
- Covered tennis courts?
- doing a very good job at present
- Don’t like bums at Ebey, don't feel very safe there, so I wouldn’t use any further improvements. Too many dogs in general, I would be more open to dog parks if dogs were restricted in other parks, its gotten ridiculous, I love pets in general, but there is just no place to go where there's not dog feces or someone who has a dog they can’t control or?
- Due to safety, “No off leash dog park” at Parkside Way Park due to the private residents directly adjacent
- Ebey trail has been a lifesaver during the Covid epidemic. My family is so grateful for that beautiful trail that we have been walking almost every day.
- Ebey waterfront Trail is one of the best features of its type in Puget Sound. I'd sure like to see it completed. The City of Marysville must work to protect the world class views from that area. I would like to see a north south bike – pedestrian path through the area known as the MIC connecting to the Centennial Trail. A park celebrating the astounding views from that area would be a nice addition before it fills up with industrial facilities.
- Ensure each playground has swings.
- Ensure Kindermusik continues!
- Especially enjoy opera house programs. Fees for individual classes are sometimes too high.
- Events that start at 5 pm on a weeknight exclude many working adults.
- Excellent classes
- Existing parks need to be maintained better! And keep the homeless druggies out!!
- Fun playground equipment like zip-lines and climbing structures would be great along with traditional slide and swings etc.

- Good job so far
- good list of things
- Help promote historical museum signs in town
- historical museums
- Hope you keep the adult dance classes! They are great.
- However much I would like to see the completion of the Ebey trails and parks, I think making sure that what the city currently has can be properly maintained. This concern arises from my awareness that budgets may have to be reduced due to the financial impact of the pandemic and I think at this juncture maintaining and/or expanding social services has a higher priority than new or expanded parks.
- I am a wheelchair using. There needs to be more truly accessories trails and parks
- I appreciate all of the walking trails! Also the things like the Easter egg hunt.
- I appreciate how much hard work, time and thought is put into our community by parks and rec, thank you!
- I appreciate music programs at the Opera House. And enjoy nature walking hiking and biking.
- I appreciate the different ways they get the word out about their events. Social media, Signs and Banners, Flyers, print advertising, using the Chamber to help promote events. Awesome job!
- I appreciate the survey and a chance to respond
- I appreciate the work Marysville puts into the upkeep of the parks and program they offer.
- I appreciate your website with all the activities posted.
- I believe Marysville has a great opportunity to continue growing and being a friendly and safe city to live in. The parks are many and they require a heavy work crew to maintain. Consider adding more staff to fill this need.
- I believe there is a huge need for are pre teen, teen and young adults
- I enjoy Marysville's classes, parks and trails. Thank you for wanting to continue to improve the program.
- I enjoy most of the parks that Marysville offers. Homeless is a problem for the enjoyment of the parks though.
- I have really enjoyed the friendliness of all the staff.
- I like our parks dept. You are all doing a great job! :)
- I like what you do. Good job.
- I live in the Shasta Ridge development in South Marysville. The playground we currently have at Shasta Ridge Park is not very accommodating for children under the age of seven. Considering how many kids we have in this neighborhood that are young, several families would like a play structure better suited for a younger age group.
- I love Marysville, I love the parks. What a dreamy place to raise our family. Please continue to make the parks safe for moms with littles by having police patrol on bikes. I would love police on the Bayview trail, that trail can feel unsafe at times. Love how well maintained the parks are, thank you Marysville!
- I love the Opera House & have attended dozens of events there. The staff is amazing!

- I love the variety of activities offered and the ease of signing up/registering for activities. The office staff are very friendly and knowledgeable.
- I miss kickball. Mr. Dave Hall and his staff have done a fantastic job through the entirety of the time I coached youth soccer. A beneficial class/program might be a coach the coach program. Moreover, insuring that we invest in our park(s) staff in training and resources to promote and protect our environment and all of its inhabitants in order to secure an earth first habit for future generations. We are but borrowing these communal assets. We must be the best of stewards.
- I really enjoy when there is a historical place or information about the area to read and learn more posted.
- I think having more bike friendly areas would be great!!
- I think it would be a good idea to have a drive-in theater in Marysville
- I think it would be of benefit to the community to include art pieces from native and local artists to beautify and diversify our parks.
- I think the Parks department has done a good job adjusting to the growing community. Please continue to grow opportunities to recreate in Marysville with events at the Opera house, more classes for adults and connecting trails. We could really use both additional gym space and a community pool (whether in partnership with SD or on our own) that is reflective of the size of our community.
- I would like a nice park, trees, park benches, and a walking trail.
- I would like better paved areas where we can bike without having such deep steeps to connect to the new walking trail off of 4th
- I would like to add a Little Free Library at Comeford Park.
- I would like to attend the Opera House speaker series every month. However I have a 4-H commitment also on the 2nd Tues of the month. Could you please consider changing the Opera House series to another day of the month? I usually leave Lynnwood by 2PM to avoid traffic, and have a nice meal in Marysville, before arriving at the Opera House. Your Opera House is bringing new revenue to your businesses.
- I would like to see nonprofit Marysville area performing arts groups given free or low cost access to performance venues
- I would like to see Morse parks North of Marysville city limits.
- I would like to see safe bike/walk trail access to Everett
- I would love an aquatics center! Maybe as part of a community center?
- I would love to get a paved pump track for bikes. Some cities have done this and it's brining in lots of people and if done right can host actual races and events year round.
- I would love to see an outdoor pool or some type of water park. The spray parks are great for kids, but I'm an adult that loves swimming outdoors in the sun
- I would love to see some teen-friendly options other than skate parks.
- I would love to see someplace to play cornhole
- I would love to see the east and west sides of the Ebey Waterfront Trail connected via a pedestrian bridge on the south end!
- I would love to see the playgrounds cleaned and maintained more often, especially with covid 19. It would be great to be able to take our kids out and know they are safe

- I would really love to have community gardens.
- I've always appreciated how well kept our parks are. Thank you!
- Ice rink or swimming pool would be an amazing addition! Or just more walking trails. I see people on the Bayview trail everyday year round
- I'd love to see the opera house used more for presentations and the sharing of outdoor activities the community is involved in. Everybody to be engaged and somewhat active.
- I'm looking forward to the upcoming projects in Marysville! I'd love to have more running trails and bike lanes throughout town, as well as some community gardens :) Thank you!
- Invest in youth arts. Theatre, art, music
- It is great to see the demand for pickleball lessons and leagues. I tried to get into both but they were already filled. COVID is limiting but there are also a lot of players not trying to sign up since they are concerned about becoming infected. So demand is likely much higher in better times.
- It is very frustrating how bike lanes abruptly end along streets and roads. Make the city more bike friendly and safer for bike users. I'd do much more shopping on my bike.
- It's a very important part of the community for all ages.
- It's a beautiful place and so much that would make it more inviting for the future
- I've heard that Marysville is getting 2 Pickleball courts...where will they be located and when will they be ready...huge sincere thx
- Just keep the parks clean form graffiti homeless people drug use drug paraphernalia alcohol abuse smoking and maintained properly policed by the police regularly.
- Just to add that the park at Shasta ridge needs to be updated for all the families who live here. It has absolutely no function. Please, please update our park!
- Keep Mother Nature's Window as is... allow a place for the wildlife to live in Marysville without being outrun by people and actives.
- Keep the small traditional festivals, walking, and playing areas for all ages
- keep them free to users
- Keep up the good work
- Keep up the good work and thanks for thinking of future generations to have access to nature/parks
- Linking the Bayview Trail to Centennial Trail would give the city many miles of safe recreation.
- Looking forward to the community center reopening and continuing my dance classes
- Love all the great parks especially Deering Wildflower Trail.
- Love the events at the Opera House
- Love the flowers on state street
- Love the kids fishing at Jennings pond!
- Love the parks and trails and use them often. Looking forward to improvements and more open areas in the future. Our city is doing an awesome job!!!!
- Love the programs. Lots for young seniors to do
- Love them. Want more!! Especially North!
- maintain lawn at Shasta ridge

- Many cities have walking trails in their golf courses. Is the feasible for Marysville?
- Marysville has a great Parks and Recreation Department which gives Marysville a great image and sense of community. When we moved to Marysville we jumped right in on all of the program offerings we could. Please focus on another community center and waterfront development like other growing cities.
- Marysville has lots of parks for families. Thank you.
- Marysville has some nice trails but they are disconnected from each other. Connecting them would be really nice. Also, it is really difficult to bike around town because none of the east/west routes are safe especially with young children.
- Marysville has the best parks and recreation department. Kudos to you!!!
- Marysville Library a parks maintenance responsibility? It is our primary community resource. Last year the grounds were unkempt, littered and uninviting. The golf course has repair needs, especially a drainage problem near the 9th green creating a lake across the cart path!
- Marysville parks and rec softball league is played on embarrassingly bad field surfaces. I understand that they are owned by the school district, but they are going to cause a serious injury.
- Maybe an indoor water park or some sort of amusement park
- Maybe focus money on homelessness resources so they won't try to live in parks. People definitely use drugs in the park so I don't know. How often do you sanitize play equipment? Kids have so many germs. More trash cans on trails so people don't ditch dog bags and trash on the side.
- Maybe more for teens
- Miss the petting zoo
- More access to waterways in Marysville
- More adult sports and fitness classes including dance lessons. I only look at parks and rec because I don't want to join a gym. More outdoor choices please!
- More basketball and volleyball courts
- More classes like Qi Gong and Tai Chi and Mindfulness for seniors would be lovely
- More concerts in the park
- More large off leash dog parks
- more meditation, essential oils and cooking classes
- More music events.
- More opportunities for community involvement, particularly for all ages.
- More park benches on trails would be nice.
- More safe bike options, Please!
- More seating and tables in the sun and shade in parks and trails
- More things for adults, the kids have plenty!
- More trails for walking/biking safely even for elderly and disabled.
- More trees, less people
- Mother Nature's window should be preserved as the old growth forests that it is
- multi-cultural night

- My family is into gardening and crafts, I wish you had kept the farmers market for next year. I wish you had a plant/seed sale this year, or the next coming years.
- My family lives close to Shasta Ridge Park. There is a lot of kids in this area of 83rd Ave, especially with all the new housing. The "playground" at Shasta ridge is just horrible. I see my kids and other kids trying their best to have fun there but there's no slide, no swings. I have never seen someone working out on the work out playground.
- My family loves walking trails, nature, and going to the park. I have two boys that are 6 and 7 that love going to the park. We would like a park that had more than just a kiddie swing and slide. Something to boost their imagination or to climb on. A park with taller slides, climbing structures, and more playground structures to choose from. Please keep the family activities coming! We enjoy outdoor movies, the Christmas activities, egg hunts, kids' day at Asbery Park, etc.
- Need a good disc (Frisbee) golf course
- Need a pool. We swim at Marysville Pilchuck pool but there are no family changing rooms and no locking lockers so it doesn't feel very safe.
- Need better parking and safety - too many break ins at Centennial Trail parking areas
- Need center just for seniors. I now use Lake Stevens. Need better public pool than YMCA and not in HS.
- Need for Pickleball courts and play for all ages
- Need more clogging opportunities.
- Need more disabled children activities!
- Need more garbage cans on trails
- Need more, keep up the good work and give the community more to do.
- Need safe play structures for children and those that are adaptive to children with special needs. Need a community center and a teen center.
- Need Sidewalk
- need to develop picnic (with covered areas) along Ebey trail
- Neighbor/citizen meeting/input to update before finalizing plans for Mother Nature's Window
- Nice work! Thanks for all you do :)
- Now I will make it a project to visit every one! You've got me curious!
- Obviously more off leash parks and places to walk your dogs. So many people have dogs that eves fenced in yard is not enough. It also is good for dogs and owners to socialize. If there was a way to create an off leas park for when it rains. (dreaming I know) The parks could use more equipment for younger children and places to sit for older folks.
- Offer online classes- exercise, some of the art classes
- Open Lakewood High School to pickleball. Develop a decent size archery range in the north end.
- Open the playgrounds. Little kid's need to have a place to play!
- Outdoor volleyball court would be nice.
- Overall I think that the Park Dept. does a great job maintaining the facilities. We were involved in Scouting for many years and the staff was very accommodating and provided a great place to support that program.

- Overall we have great parks. The walking trails are great. We need a better offering of community gyms for basketball and volleyball
- Overall, we think you do a pretty good job. We love Marysville!
- Parking close to trails are very limited to parking in private developments in front of private houses. True it's a public space but homeowners frown when you park there & if you're a minority it makes you uneasy.
- Parks are important for being outside and our well-being.
- Partner with Red Curtain Foundation to support the performing arts in the community.
- Perhaps thinking about Zoom or online fitness or cultural programs or even classes. It might be awhile before we are able to participate in large groups due to Civid19.
- Playground behind Blvd. market on Sunnyside
- Please build permanent pickleball courts. Thanks
- Please consider having baby/toddler classes on weekends or evening times during the week.
- Please give the skate park some attention. The kids love it but it is not kept up well at all, encouraging certain unsavory types to hang out there and scare the kids away.
- Please keep as many trees as possible, and plant more when some are cut! It would be WONDERFUL to have more bike lanes connecting parks.
- PLEASE open playgrounds!!! If people are worried they can choose to stay away. Children are being horribly punished by you. We are forced FORCED to pay incredibly huge salaries to teachers and librarians who are doing nothing and yet the children cannot play on playgrounds!!!! Horrible!!!!!!!!!!!!
- Please open the playgrounds and put the swings back up. If we can all share a filthy porta-potty we can share playground equipment
- Please provide table tennis facilities. Such great exercise and fun for kids, adults and especially seniors! It's indoors, can maintain social distance easily, fun and a good workout, easy to maintain. Ping pong please!!
- Please reopen playgrounds! Covid 19 outdoor transmission rates are incredibly low!
- Please work harder to preserve native vegetation and open space, and reduce invasive plants in parks. Do NOT cut any trees in Mother Nature's Window! Allow citizens to help with invasive plant removal such as ivy pulls in Deering and Jennings Parks & MNW. As much as possible, leave natural areas intact to provide wildlife habitat, protect water quality, and enhance wildlife viewing opportunities.
- Please. Please. Please keep the homeless out of the parks! Please patrol the parks for illegal drug use and keep those people out. Nothing's worse than a child finding used needles
- Pride Parade
- Protecting the natural ecosystems is very important.
- Public restrooms at Comeford Park are awful. Drug use, homeless, loitering.
- Really good job overall! Would love to see continued good maintenance, safety.
- Really need better spaces for exercise classes and we need a POOL!!
- Really need large, ac facilities for Zumba/dance/yoga classes
- Really wish there were tennis courts open and kayak launch spots

- reopening Mother Nature's Window soon and a park in north Marysville
- Restore Pilchuck tennis courts. Partner with Arlington to make the ultimate park (disc golf, mountain bike trails, picnic, walking trails) behind SAC at Arlington airport.
- Revamp downtown into a town center
- Safety is a number one priority for any parks projects.
- Sand volleyball courts
- Senior center
- Shasta Ridge Park needs to be updated with a much bigger and more accessible playground for all ages.
- Skate Park needs security. Sadly I won't take my kids there due to drug use. So scary
- Spray parks not on concrete!!!!!
- State of the art pump track that would attract sponsored events. Tourist money!
- STEM outdoor and indoor activities to each kids to be innovative with nature and technology
- Stop rampant construction, stop cutting trees!
- summer music in parks, walking areas
- Take over the Boys and Girls Club
- Tell the city that a side walk the full length of 60th drive between Grove ST and 88th ST NE is important for walking and for wheelchairs.
- Tennis is a sport that people of all ages can play. The only courts in Marysville are on school property, and are not as accessible as city parks are.
- Thank you for all that we do have.
- Thank you for all the hard work you do for our community!
- Thank you for all you do for our community!
- Thank you for everything you do! We have recently moved to Lake Stevens but still prefer your parks and rec dept. we will continue utilizing your parks and activities. THANK YOU!
- Thank you for having them!
- Thank you for soliciting our opinions!
- Thank you for the work you all do. Please focus on walkable solutions (open space, maintained small parks, places to unwind)
- Thank you!
- Thank you!
- Thank you!
- Thank you!
- Thank you!!
- Thank you.
- Thanks for all you do
- Thanks for asking
- Thanks for keeping parks open during Covid!
- Thanks for the survey, Marysville has definitely grown and the things available to the people who live here also needs to grow!

- Thanks for trying your best and asking the public for their view.
- Thanks you for increased biking trails & lanes connections on roads for safe connections to trails) walking and biking trails REALLY need more that are in nature but NOT ISOLATED. As a woman that enjoys outdoors activities I have to go to Burke-Gilman trails for biking and Green Lake to exercise safely. Thank you for the opportunity to have input
- The city is doing an amazing job. Marysville looks great and has grown into an active community. Thank you
- The Department's policy over the last 3 months, with regard to playgrounds, is one of the single most demented things I've witnessed in this town. I'm disgusted.
- The need for pickle ball courts is growing every year.
- The overall maintenance of the parks as far as detail needs to be upped as far as I am concerned. If you go to the parks in Bellevue, Redmond, and Kirkland, they have a much higher standard landscaping than in this town. Things like weed eating around fences, e t c...
- The people of Marysville want more wooded and natural places to go. With woods being taken down everywhere, it seems like there is nowhere to go to feel away from the city.
- The streams that run through parks in Marysville need more help to maintain the salmon spawning habitat. Invasive plant removal, planting native riparian plants, Beaver control and stream blockage being the main issues.
- The survey could have been structured so I could have rated more items in the scale. It would only let me do a couple
- There are no good restaurants. There needs to be a maintained Disc golf course. Strawberry field is a joke and always was. Disc golf is a rapidly growing sport, it can be done by families. It's relatively inexpensive to get into buy a disc or two. It provides a walk in the park and exercise and competitive sport.
- There are too many homeless people out on the streets
- There is a good variety of athletic classes, but need more art related activities
- There should be an off leash dog park in or near Jennings Park
- They're an important quality of life.
- To bring back its natural habitat and a place for people to walk, bike, do water sports and gather.
- Too many unleashed dogs in Jennings Park currently.
- Trails and Opera House are wonderful new additions
- Want another splash park like Arlington please. Please open the community center without precautions. This is getting ridiculous and we all know it.
- Way more public art around Marysville, more interconnected network of paved bike lanes (and shoulders) to better and more safely intertie key spaces around Marysville, development of Mother Nature's Window, and opening up Ebey Waterfront Park for large public events when it won't conflict with boating/dock access. Having said that, Marysville has an outstanding parks department and staff that are keeping pace with the ever-changing recreational and cultural needs of residents and visitors. Bravo!

- We are in need of senior outdoor activities, especially Pickleball
- We have lived in a lot of places. Marysville has the best community feel and activity/events by far! Thank you for all the hard work!
- We haven't visited much because we didn't feel safe at Jennings Nature or Ebey Waterfront. People on drugs, needles and trash there. We didn't feel safe for ourselves or grandkids.
- We live in Granite, are 65+, moving to Sequim. No kids, no sports. Luv festivals, markets, we have 2 dogs. Wish luck on improvements, additions.
- We live in north Marysville. The closest park we know of is Jennings Park. It would be nice if there was a park closer for us to take our 5 year old.
- We need an all-family park in N. Marysville, not another sports park!
- We need disc golf
- We need more are that celebrated Black History and how Black People have made positive contributions to American Society.
- We need more pickleball courts as it is such a growing sport and is a great opportunity for senior participation
- We need quality tennis courts please!!! I currently drive to Lakewood or Arlington high schools. For covered courts I have to drive to Skagit College. There is a huge lack of courts. Thanks for asking
- We NEED some QUALITY tennis courts in Marysville BIG TIME!!
- WE NEED TO HAVE KEN BAXSTER ACTIVIES SET UP IN PARKS. SENIORS NEED TO SOCIALIZE.
- We take a lot of classes
- We think Marysville Parks have done a great job and look forward to more growth in the future!
- We used to go to popcorn in the park, but after 2nd time having equipment problems we stopped going, hopefully they got that fixed, we enjoyed going
- We want beach volleyball courts! Marysville schools have some of the worst volleyball teams. PNW is booming in the sport for men and women and we are dismally trailing. We have to drive 40 minutes North or South to get to a Beach Court in other communities. If we have 4 or more courts, it could generate income via Volleyball tournaments and rentals. Arlington Lake Stevens and Northern Everett would use our courts.
- We would like to be able to have a community table top tennis league & open play
- We would love to see rock climbing walls for the youth or a place they could go to develop these skills and learn. also a place to practice and learn gymnastics would be fabulous thank you for all you do for the community
- We'd love to see a disc golf course in Marysville! The ones around us are always busy so people are using!
- When meeting moms for mom park play dates I often suggest going to other towns parks. Parks that are more up to date as well as safer in terms of who hangs out at them. I would love to see Marysville update their playgrounds and parks!
- Would like turf Fields for soccer and Baseball at Strawberry.

- Would love a local Pump Track
- Would love the Ebey trails connected ASAP👆
- Would love to have more parks and space In north Marysville the high school is not safe for young children to walk and track is often closed
- Would love to have some designated pickleball courts, as it is a popular sport for all ages.
- Would love to have some mountain bike trails
- Would love to see a pump track in Marysville
- Would love to see Powerline Trail completed faster (Marysville to Lake Stevens and Arlington) to Centennial Trail connector
- Would really like to see Jennings south part of there park safer and better maintained
- Would really like to see more walking trails. There are barely any and mostly along busy roads
- Yes there is zero environments in North Marysville
- Yes we need flag football, dance, soccer, basketball, baseball, swimming lesson, Spray Park open, city of Marysville classes for kids open. Healthy minds and body's kids learn from other children best. Please re think the mask for children and adults when wearing mask you breathe carbon monoxide from breathing your own air over and over not good for healthy lungs.
- Yes, I have been trying to rent the Baxter Center for a Family Party on December 19th and have no idea how to find out what your plans are for renting it out Teresa 206-406-9026
- Yes, the city put in those garden pits at the roundabout on 3rd St. There are weeds in them that the city is not maintaining. So when they go to seed the city is allowing them to spread weed seeds in the neighbor's yards. Besides being unattractive, they are a nuisance. If I lived in that area & my yard was manicured nicely, I be upset that the city has ignored those pits! If the city intended for those to be beautiful, they missed the mark! Gone by the wayside. I'm surprised no one has fallen or been injured in them.
- You are WASTING our tax $ on those STUPID bike lanes! And all those ridiculous roundabouts and landscaping n 2nd and 3rd??? I've lived here 64 years and have never witnessed such IDIOTIC mismanagement!
- You do a great job maintaining the parks. Thanks for the great work you do!
- You do a great job of creating opportunities for community engagement! We are on Bayview Ridge Trail at least twice a week. We use our neighborhood Tuscany Park as much. Wish you would let the kids play at the park now and get rid of the orange plastic around the structures.
- You guys are doing a great job. Please keep pushing for more, Marysville needs it! (Overall, especially adults.)
- You've done a good job expanding the trails, bicycle lanes, and small neighborhood parks as the city has grown. Also, a growing & varied selection of activities, events and class offerings. Kudos!
- You're doing a great job!

X. UTILITIES ELEMENT

INTRODUCTION

The Growth Management Act defines electricity, gas, telecommunications, and cable television as "utilities." It defines water and sewer systems separately as "public facilities." As used in this Comprehensive Plan "utility" and "public facility" are not interchangeable terms. Plans for water supply and sewer are found in the Public Facilities and Services as well as Capital Facilities Plan Elements. Coordinated community planning and utility delivery benefits to residents. By increasing development density, utility delivery efficiency is maximized and public costs are minimized. In turn, both siting and sizing of public utilities have a significant impact on land use patterns and future growth. Planned delivery of utilities increases long-range economic stability by assuring industries the future utilities they need. By investing in these utilities and scheduling their provision, Marysville residents will have a key role in implementing the policies set forth in the Comprehensive Plan. As Marysville grows, the demand for utilities will increase substantially. The utilities discussed in this section are:

- Electricity
- Natural Gas
- Telecommunication
- Olympic Pipeline

A. ELECTRICITY

Snohomish County Public Utilities District No. 1

The Snohomish County Public Utilities District No. 1 (PUD) provides electrical service to the City of Marysville's planning area. The PUD, which serves all of Snohomish County plus Camano Island, is the largest public utility district in the State of Washington, and is the 12th largest in the nation in terms of customers served. The PUD relies on a diversified power portfolio consisting of a long-term power supply contract with the Bonneville Power Administration (BPA), a broad range of conservation and energy-efficiency programs, three PUD-owned hydroelectric projects, some customer-owned generation and several long-term power supply contracts. In 2013, the PUD received 84 percent of its power supply from BPA, 6 percent from its long-term wind and other renewable resources contracts, 6 percent from its own hydroelectric projects, and 4 percent from wholesale market purchases. The PUD makes short-term purchases and sales in the wholesale power market to balance daily and seasonal fluctuations in its load and resources. The utility maintains over 6,300 miles of distribution and transmission lines to serve its more than 330,000 customers.

The Bonneville Power Administration, part of the U.S. Department of Energy, owns and operates three-fourths of the high-voltage power transmission grid inits service territory (Washington, Idaho, Oregon, western Montana and small parts of eastern Montana, California, Nevada, Utah and Wyoming. BPA's high voltage lines transmit power from federally owned and managed hydroelectric dams, one nonfederal nuclear plant, and other sources, including power generated by other utilities.

The PUD's Mission Statement is to make a difference in its customers' lives by safely providing quality products and services in a cost-effective and environmentally sound manner. There are many ways in which the PUD strives to meet this mission.
One of PUD's primary goals is to be sensitive to the natural environment in its planning, construction and operations. PUD also values and promotes a safe workplace and a healthy and safe environment for its employees and customers. Valuing clean air, clean water, and responsible resource use helps ensure a healthy and safe environment for all.

The PUD:

- Encourages waste reduction, conservation and recycling.
- Introduces new energy-efficient products and services, like LED lighting for homes and street lights.
- Applies current science and technology to managing its own generation facilities.
- Directly invests in new, local, environmentally sound energy technologies, including geothermal, solar, small hydro and energy storage.

The PUD is committed to continuous improvement throughout the organization and strives to be a leader among utilities in environmental responsibility. In acting on the PUD's mission, the Snohomish County PUD's Board of Commissioners has committed the utility to meeting load growth, to the extent possible, through cost effective energy efficiency and renewable generation sources.

The PUD's Board of Commissioners has provided clear policy direction to meet the utility's load growth first by pursuing all cost-effective energy efficiency measures. For load growth not met by conservation, the utility will pursue a diverse portfolio of clean, renewable resource technologies. This is reflected in the PUD's Integrated Resource Plan (IRP), which positions the utility to serve the electricity needs of its customers well into the future through the following actions:

- Implement all cost-effective energy conservation measures.
- Conduct a thorough situational scan of demand response technologies and applications.
- Evaluate energy storage technologies and execute the Modular Energy Storage Architecture project.
- Continue to evaluate geothermal development potential within Washington State.
- Continue to identify and evaluate new small hydroelectric resources.
- Participate in Initiative 937 rulemaking (the State of Washington's "Energy Independence Act").
- Continue to monitor new demand-side and supply-side technologies and pursue where applicable.
- Actively participate in capacity planning efforts underway in the region.

From a planning perspective, capacity assessments for the PUD focus on analysis of "System Peak Demand" – the largest amount of power the utility is called upon to deliver at any one time. The Normal Winter System Peak Demand is expected to rise from the 2014 level of 1,383 megawatts to 1,604 megawatts in 2032, an increase of 16 percent. To meet this growing peak, the PUD has identified a Preferred Plan developed in 2013 as part of its IRP process. Covering the 15-year period from 2014 through 2028, the Plan realizes the Commission's two guiding principles.

Consistent with the first guiding principle to first meet load growth by pursuing all cost-effective energy efficiency measures, the Preferred Plan forecasts 109 average

megawatts (aMW) of new cost-effective energy efficiency across the planning horizon. This, given the PUD's long-term contract with the BPA, which is set to meet the majority of the PUD's load with power produced from the Federal Columbia River Power System, leaves a small amount of new resource needed to meet the wide range of possible futures. With regard to this small amount of resource needed, the PUD is equally committed to fulfilling the second guiding principle to pursue a diverse portfolio of clean, renewable resource technologies. Specifically, the PUD is continuing to design and develop the Hancock and Calligan Creek hydroelectric projects, expected online in late 2017. Staff has been evaluating small hydro resources in or near the PUD service territory to meet future needs, including a site near Sunset Falls. The PUD commissioned the Youngs Creek Hydroelectric project in November 2011; it was the first new small hydroelectric project constructed in the Northwest in over 17 years. Beyond these commitments, the Preferred Plan adds an as yet to be identified small hydro resource by 2024 and a 10 MW geothermal resource in 2026.

The Preferred Plan is compliant with Washington State's Energy Independence Act (EIA) and Revised Code of Washington (RCW) 19.285 (Initiative 937) for both conservation and renewable resources. The PUD conducted a conservation utility-specific analysis for the Base Case and the scenarios, and elected to meet its renewable EIA resource requirement for 2013 through an alternate compliance method. Additionally, the Preferred Plan considers in its design cost, reliability, risk, environmental concerns and operational constraints.

Working with the City of Marysville, the PUD, through its planning process, can ensure that future load within the City is met in a sustainable manner. This includes the addition of energy efficiency in both the existing and future building and housing stock, as described in more detail below, and ensuring that additional energy and capacity needs are met through sustainable, renewable resources. Not only does this give the City a tool by which to ensure that the community's goal to protect the environment is maintained, but it will continue to secure access to a low-cost source of electricity for both residents and businesses which, in turn, will support economic development in the City while playing a role in keeping the City an affordable place to live.

As noted above, the PUD plans to use conservation and energy efficiency programs to serve population growth within the City. This will be done in conjunction with improvements in system operation and infrastructure. Future service plans to meet growth throughout Snohomish County are guided by PUD's short-term (seven years) and long-term (20 to 60 years) capital plans which are both updated periodically. Capital construction projects in the Marysville area identified in PUD's latest Seven Year Plan are listed in Table 10-1; the complete Seven Year Plan is available upon request from PUD.

Table 10-1 Capital Construction Projects in the Marysville Area Identified in the PUD's Seven Year Capital Plan (2015-2021)

Project Name	Project Description	Problem Summary
Stimson to Sills Corner New 115kV Transmission Line (359)	Construct 3.3 miles of 115kV transmission line from Stimson Crossing Switching Station to Sills Corner. Perform necessary vegetation clearing and line terminations.	Completion of this work will improve area transmission reliability and provide adequate normal and emergency capacities to better serve the area loads.
Stimson Crossing Substation-Double Bank (280)	Install a 2nd standard 115/12kV, 28MVA transformer and four new 12kV feeders to reinforce the distribution system	Completion of this work will improve area distribution reliability and provide sufficient normal and emergency capacities to accommodate load growth
Central Marysville Substation-Relocate and Double Bank (380)	Relocate existing transformer bank to a new substation site. Install a 2nd standard 115/12kV, 28MVA transformer, eight new 12kV feeders, and new 115kV lines to loop in and out of the new substation	Completion of this work will improve area distribution reliability and provide sufficient normal and emergency capacities to accommodate load growth
North County 230kV Bank Addition (376)	Install a 230/115kV, 300MVA transformer at either Stimson Crossing or BPA Murray switching station	Install a 230/115kV, 300MVA transformer at either Stimson Crossing or BPA Murray switching station

The objectives of the PUD's 60-year planning horizon for the electric system are to:

- Decrease electric system capital and operating costs;
- Increase system utilization;
- Improve financial integrity;
- Reduce undesirable service quality impacts;
- Ensure environmental compatibility; and
- Comply with the latest applicable local, state and federal regulations.

The approach in development of the ultimate system needs for the PUD electrical system includes three major steps:

- Ultimate Electric Load Saturation Forecasting;
- Transmission and Distribution Facility Sizing Optimization Analysis; and
- Load Center, Facility Siting, and Capital Addition Optimization.

The PUD's capital plans rely on comprehensive land use plans as their basis, and it is expected that the land use plans will continue to change in future years. In addition, as sustainability and energy efficiency measures are more heavily implemented, load

forecasting models will likely be revised. Therefore, it is expected that data models will be updated, and the PUD's capital plans will be updated as necessary, or on a periodic basis.

In order to most reliably and cost-effectively serve electrical demand, load-serving facilities are sited as close as practicable to the load center. Transmission facilities are located so as to optimize electrical system reliability and performance, and these plans are developed and implemented in close collaboration with neighboring utilities. Siting, construction and equipment requirements for Snohomish PUD's distribution system are established to comply with PUD policies, electrical industry standards and applicable national, State and local construction and electrical codes. The PUD's 'Electrical Service Requirements Manual' is intended to provide electrical contractors, architects, building contractors, engineers, and other customers with the information needed for determining acceptable methods of receiving electrical service from the PUD. These requirements are based on PUD policies and standards as well as national, State, and local electrical codes. Their use is intended to promote a safe, efficient manner for receiving electrical service. It is the responsibility of the customer to conform with the PUD's requirements, as well as pertinent national, State and local electrical codes. When new facilities are required to serve capacity-constrained areas, to improve reliability of electric service to PUD customers, or to support customer requests for dedicated electrical facilities, the PUD makes every attempt to work with local jurisdictions to ensure that facilities blend with the character of the area as well as meeting the operational needs of the utility.

Energy efficiency programs help to ensure that homes and businesses use energy in ways that reduce costs for customers and support customer interests such as business productivity, sustainability, and residential housing affordability. The PUD develops and implements energy efficiency programs because energy efficiency is a "least cost resource" (i.e., it costs less to save energy than to produce it) that mitigates the cost of the energy system thereby saving customers money. Improving the energy efficiency of homes and businesses is consistent with the sustainable development goals of Vision 2040 that pertain to support for economic growth, the environment, mitigation of climate change and development of healthy, sustainable and affordable housing.

As part of its commitment to sustainability and energy conservation, the PUD offers a wide range of energy efficiency solutions for its commercial, industrial and residential customers. Many of these solutions include technical assistance, financial incentives or rebates for existing building retrofits, HVAC system optimization, solar panels, efficient lighting upgrades, commercial kitchen appliances, new construction and residential weatherization and heating. Rebates and incentives available to Snohomish County PUD customers as of June 1, 2014 are provided in Tables 10-2, 10-3, and 10-4 below.

TABLE 10-2 COMMERCIAL & INDUSTRIAL ENERGY EFFICIENCY INCENTIVES, AS OF JUNE 1, 2014

Measure	Proposed Incentive Rates
Lighting Retrofit Program	
Lighting Retrofit	$/fixture (based on 15¢ - 28¢)
Lighting Controls	$/fixture controlled (based 15¢ - 25¢)
Rebates Program	

Small AC's and Heat Pumps in Existing Facilities	$/ton (based on 20¢ - 25¢)
Small AC's and Heat Pumps in New Construction	$/ton (based on 20¢ - 25¢)
Retrofit Program	
Other HVAC Units and Equipment	20¢ - 25¢
HVAC Systems	25¢
HVAC Controls	15¢
Advanced Rooftop Controllers (Catalyst, etc.)	20¢
Compressed Air Equipment and Systems	25¢
Variable Flow Systems (VSDs for fans and pumps)	20¢
Building Envelope, Refrigeration, Motors and Other Custom Measures	25¢
New Construction Program	
Lighting	18¢ (5% better than Code) 23¢ (20% better than Code)
Lighting Controls	15¢
Small AC and Heat Pumps *(Part of Rebates Program)*	$/ton (based on 20¢ - 25¢)
Other HVAC Units and Equipment	20¢ - 25¢
HVAC Systems	20¢
HVAC Controls Upgrades	10¢
Advanced Rooftop Controllers (Catalyst, etc.)	20¢
Compressed Air Equipment and Systems	20¢
Variable Flow Systems (VSDs for fans and pumps)	20¢
Building Envelope, Refrigeration, Motors & Other Custom Measures	20¢
Whole Building Performance *(for office, school and retail facility ≥ 50,000 ft²)*	20¢

TABLE 10-3 RESIDENTIAL/MULTI-FAMILY ENERGY EFFICIENTCY INCENTIVES, AS OF JUNE 1, 2014

Measure	**Proposed Incentive Rates**
Residential	
Attic Insulation	50¢ per square foot
Floor/Wall Insulation	70¢ per square foot
Duct sealing and insulation	$5 per l.f. up to $800
Manufactured Homes	*$200 single – wide* *$400 - double/triple-wide*

Glass double metal frame to double-pane (U<=.30)	$6.00 / sq. ft.
Glass single-pane to double-pane (U<=.30)	$8.00 / sq. ft.
Heat pumps, ducted - air source conversion	8.5 HSPF - $2000 9.0 HSPF - $2500
Heat pumps, ducted - air source upgrade	$600
Heat pumps - geothermal	$2,000
Multi-Family	
Attic Insulation	65¢ per square foot
Wall Insulation	50¢ per square foot
Floor Insulation	75¢ per square foot
Duct sealing & insulation	Contact PUD
Windows (U<=.30)	
SP – DP	$8 / sq ft.
Metal DP - Vinyl DP	$6 / sq. ft.
Digital electronic thermostats	$30 each
ENERGY STAR CFL lighting fixtures	$15 each
Heat pumps	Contact PUD

Table 10-4 SOLAR ELECTRIC/PHOTOVOLTAIC ENERGY EFFICIENCY INCENTIVES, AS OF JUNE 1, 2014

Measure	Proposed Incentive Rates
Commercial/Industrial	
Solar Hot Water System	$500 per system
Photovoltaic system	$500 per KW up to $10,000
Residential	
Solar Hot Water System	$500 per system
Photovoltaic system	$500 per KW up to $2,500

Where multi-use and higher density housing is to play a role for the City, PUD desires to work with the City in overcoming the unique challenges to improving the energy efficiency performance of these housing units. A persistent impediment arises due to the split owner/occupant nature of a large number of multi-family developments: the owner pays for efficiency improvements but the occupant pays the electricity bill. This "split incentive" issue has been a perennial challenge to nationally improving energy efficiency in multi-family housing.

Snohomish County PUD continues to pursue approaches to address these multi-family issues and challenges and is very interested in pursuing partnerships with the City to help ensure that, as multi-use and higher density housing is developed, it is done so in an energy-efficient manner. To that end, PUD encourages the City to explore potential incentives, processes and other opportunities to support investment by developers in pursuing energy efficient designs and technologies as they design, construct and maintain these types of developments. Snohomish County PUD looks forward to the opportunity to continue to work with the City in this regard.

Investing now in sustainable building practices, energy efficiency measures and conservation programs is a practical way to reduce operating expenses, add money directly to our customer's bottom line, support our community's economic vitality and reduce environmental impact.

The following is information on, and links to, helpful electrical energy resources.

Electrical Service Requirements Manual
The information contained in this manual is intended to provide electrical contractors, architects, building contractors, engineers, and other customers with the specific technical information needed for determining acceptable methods of receiving electrical service from the PUD.
http://www.snopud.com/Construction/esrman.ashx?p=1174

Energy Efficiency Incentives
Detailed information on conservation and corresponding measures and incentives are provided on the Snohomish County PUD website at the following link http://www.snopud.com/conservation.ashx?p=1100 .

Select measures and incentives include:

- Weatherization and Heating: http://www.snopud.com/conservation.ashx?p=1100
- Ductless Heat Pumps: http://www.snopud.com/weatherization/dhp.ashx?p=1604
- Efficiency Lighting: http://www.snopud.com/conservation/homeliting.ashx?p=1140
- Multi-Family: http://www.snopud.com/conservation/multifamily.ashx?p=1290
- Rebates and Custom Incentives for Businesses: http://www.snopud.com/business/rebatesincentives.ashx?p=2051

Integrated Resource Plan
The PUD's Integrated Resource Plan (IRP) provides a long-term strategy regarding future energy resources. It establishes an action plan that ensures enough resources are available, at a reasonable cost, to meet future energy loads. The PUD's 2013 IRP covers the planning horizon spanning from 2014 through 2028 and reaffirms the PUD's commitment to acquire new, cost-effective conservation and energy efficiency as its resource of choice. The Preferred Plan identifies cumulative new, cost-effective conservation and additional energy efficiency of 109 average megawatts over the planning horizon – enough energy to serve nearly 90,000 homes. With the PUD's owned hydro, contracts for wind, customer-owned generation and Bonneville Power Administration supply contracts, future power supplies are not needed until 2024. Future power resources consist of a mix of small hydro, landfill gas, geothermal, wind and biomass. http://www.snopud.com/PowerSupply/irp.ashx?p=1161

Puget Sound Energy

Puget Sound Energy (PSE) is a private utility providing electric service to homes and businesses in Puget Sound region, covering eight counties. PSE's regional and local electric planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides electrical power to more than 1.2 million electric customers.

Regulatory Environment
PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The region relies on the coordinated effort between PSE and cities for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally-sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management is required to maintain compliance with FERC, NERC, and WECC regulations.

System Overview
Currently PSE does not provide the City of Marysville with electricity. However, portions of PSE's transmission line system are within the city limits of Marysville. PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, subsystems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

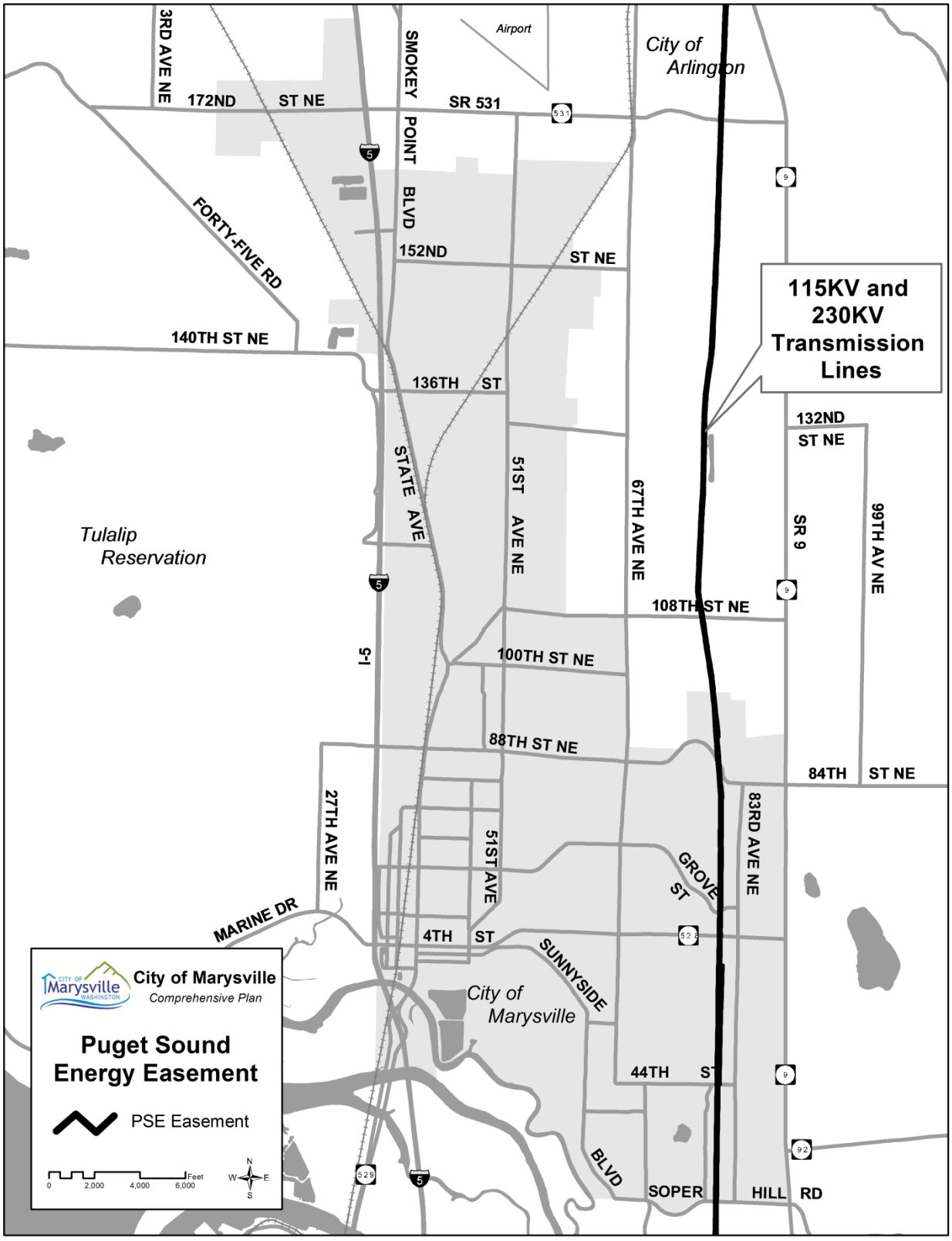
Electricity provided by PSE is often produced elsewhere and is interconnected to the Northwest's regional transmission grid through an extensive network of transmission facilities providing bulk transmission service to meet the demands of electricity customers within the region's eight states. The PSE electric transmission facilities within the City of Marysville are important components of the electric energy delivery grid serving the Puget Sound region. As electricity nears its destination, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, and maller transformers to individual meters.

PSE will be prudently and systematically deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of the smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

Within Snohomish County, PSE operates and maintains approximately 160 miles of 230Kv high-voltage transmission lines of which approximately 8.5 miles are within the City limits of Marysville.

Future Projects
To meet regional electric demand, new transmission lines and substations may need to be constructed. In addition, existing facilities will need to be maintained and possibly rebuilt to serve current and future demand. At this time, there is no new major transmission and substation construction anticipated within the City of Marysville in the next 10 years.

Figure 10-1 Existing Puget Sound Energy Electrical Transmission System



B. NATURAL GAS

Puget Sound Energy (PSE) is a private utility providing natural gas and electric service to homes and businesses in the Puget Sound region of Western Washington and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE's regional and local natural gas and electric planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides natural gas to more than 770,000 customers, throughout six counties, covering an approximately 2,900 square mile area.

Regulatory Environment
PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE natural gas utility operations and standards are further regulated by the U.S. Department of Transportation (DOT), including the Pipeline and Hazardous Materials Administration (PHMSA). PHMSA's Pipeline Safety Enforcement Program is designed to monitor and enforce compliance with pipeline safety regulations. This includes confirmation that operators are meeting expectations for safe, reliable, and environmentally sound operation of PSE's pipeline infrastructure. PHMSA and the WUTC update pipeline standards and regulations on an ongoing basis to assure the utmost compliance with standards to ensure public safety. The residents within the City of Marysville rely on the coordinated effort between PSE and the County/City for the adoption and enforcement of ordinances and/or codes to support the safe, reliable, and environmentally sound construction, operation and maintenance of PSE's natural gas facilities.

Integrated Resource Plan
In order for PSE to meet its regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP identifies methods to provide dependable and cost effective natural gas service that address the needs of retail natural gas customers. Natural gas sales resource need is driven by design peak day demand. The current design standard ensures that supply is planned to meet firm loads on a 13 degree design peak day, which corresponds to a 52 Heating Degree Day (HDD). Currently, PSE's supply/capacity is approximately 970 MDth/Day at peak. This figure will be updated in the fall of 2015. The IRP suggests the use of liquefied natural gas (LNG) for peak day supply and supports the needs of emerging local maritime traffic and truck transport transportation markets.

Natural Gas Supply
PSE controls its gas supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. PSE purchases 100 percent of its natural gas supplies needed to serve its customers. About half of the natural gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain States. All the gas PSE acquires is transported into PSE's service area through large interstate pipelines owned and operated by Williams Northwest Pipeline. PSE buys significant amounts of natural gas during the summer months, when wholesale gas prices and customer demand are low, and stores it in large underground facilities withdrawing it in winter when customer usage is highest, thus ensuring a reliable supply of gas.

System Overview
To provide the City of Marysville and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution

natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through more than 21,000 miles of PSE-owned natural gas mains and service lines.

PSE receives natural gas transported by Williams Northwest Pipeline's 36-inch and 30-inch high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. PSE currently has 39 such locations throughout its service territory. This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of "pressure regulators". Due to State requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE's high pressure supply system in steel mains ranging in diameter of 2-inches to 20-inches until it reaches various other pressure reducing locations. PSE currently has 755 pressure regulating stations throughout its service territory. These locations consist of Limiting Stations, Heaters, District Regulators, and/or high pressure Meter Set Assemblies.

The most common of these is the intermediate pressure District Regulator. It is at these locations that pressures are reduced to the most common levels ranging from 25 PSIG to 60 PSIG. This reduced pressure gas continues throughout PSE's intermediate pressure distribution system in mains of various materials consisting of polyethylene and wrapped steel that range in diameters from 1-1/4-inches to 8-inches (and in a few cases, larger pipe). The gas flows through the intermediate pressure system until it reaches either a low pressure District Regulator or a customer's Meter Set Assembly.

To safeguard against excessive pressures throughout the supply and distribution systems due to regulator failure, over-pressure protection is installed. This over-pressure protection will release gas to the atmosphere, enact secondary regulation, or completely shut off the supply of gas. To safeguard steel main against corrosion, PSE builds, operates, and maintains corrosion control mitigation systems to prevent damaged pipe as a result of corrosion.

Currently within the City, PSE operates and maintains: approximately five miles of high pressure main, five District Regulators, approximately 200 miles main, and 150 miles of service lines serving 12,860 metered customers.

Future Projects

To meet the regional and City of Marysville natural gas demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet gas volume and pressures demands. With that said, the major construction that is anticipated in the City of Marysville in the next 10 to 20 years includes the following:

- 8-inch intermediate pressure main reinforcement along 51st from 145th Pl NE to 152nd Pl NE;
- 4-inch intermediate pressure reinforcement main in Sunnyside Blvd NE from 60th Dr NE to 52 St NE;
- The replacement of DuPont manufactured polyethylene main and service piping and certain/qualified steel wrapped intermediate pressure main and service piping. There will be ongoing pipe investigations throughout the city to

determine the exact location of any DuPont pipe and qualified steel wrapped pipe to be replaced.
• There will be ongoing investigations throughout the city to determine the location of where gas lines have been cross bored through sewer lines and make subsequent repairs.

C. TELECOMMUNICATIONS

Telecommunications is the transmission of sound, images and/or data by wire, radio, optical cable, electromagnetic, or other similar means. Telecommunications include, but are not limited to, telephone, cable television, personal wireless services, and internet services.

Telephone Services

Frontier is the telephone service provider in the Study Area. Fiber optic cable connects all Frontier switching offices and is used for transport of data and voice traffic.

Cable Services

Comcast and Wave Broadband, provide digital cable service, which is an alternative to digital subscriber lines (DSL), and cable television to the majority of the Study Area.

Wireless Communication

Wireless communication is a combination of a portion of the radio frequency spectrum with switching technology, making it possible to provide mobile or portable telephone service to virtually any number of subscribers within a given service area. Transmission quality is comparable to that provided by conventional landline telephones, and the same dialing capabilities and features available to landline users are available to cellular users. This involves the location of towers and antennas throughout the community.

Internet Service Providers

Numerous Internet Service Providers (ISP) serve the City including Frontier, Xfinity (Comcast), CenturyLink, NetZero, EarthLink, and Dishnet. High-speed internet services are available through DSL, satellite, fiber, and cable. Dial-up internet services are available for those who have access to telephone service.

D. OLYMPIC PIPELINE

Portions of the BP Olympic Pipeline traverse the City of Marysville. This pipeline consists of a 400-mile interstate pipeline system that runs in a 299-mile corridor the entire length of Western Washington (from Blaine, Washington to Portland, Oregon). It is used to transport over 4.9 billion gallons of gasoline, diesel, and jet fuel from four refineries located in Whatcom and Skagit Counties. Olympic serves a variety of distributors including those at Seattle's Harbor Island, Seattle-Tacoma International Airport, Renton, Tacoma, Vancouver, Washington, and Portland. It is the sole supplier of jet fuel to Seattle-Tacoma International Airport. The diesel fuel and gasoline supply fuel stations across Washington and other states. There are two lines (16" and 20") located in the pipeline corridor. These are located at an average depth of 3-4 feet below ground surface.

Between 2004 and 2009, over $50 million dollars have been invested to improve the integrity and safety of the pipeline. In January 2006 BP sold majority ownership in the Olympic Pipeline to Enbridge, Inc., and now retains only 35 percent ownership.

Coordination of development activity between the City and the Olympic Pipeline is necessary in order to ensure the pipeline remains undisturbed.

E. FUTURE NEEDS AND ASSUMPTIONS

Growth and development will place increased demands on these services. The rate of growth will affect timing of the need for planned system improvements.

F. GOALS AND POLICIES

Goals:

1. Facilitate the development of all utilities at the appropriate levels of service to accommodate the growth that is anticipated to occur in the City of Marysville.

2. Facilitate the provision of utilities to ensure environmentally sensitive, safe, and reliable service that is aesthetically compatible with the surrounding land uses and results in reasonable economic costs.

3. Process permits and approvals for utility facilities in a fair and timely manner and in accord with development regulations which encourage predictability.

Policies:

UT-1 Accommodate new residential, commercial, and industrial development only when required utilities are available prior to, or concurrent with, development. Concurrency indicates that utilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

UT-2 Coordinate the City's land use planning with the utility providers' planning. Adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

UT-3 Encourage development in areas where utilities are already available before developing areas where new utilities would be required.

UT-4 Provide urban level utilities only in Urban Growth Areas

UT-5 Provide urban level utilities in Urban Growth Areas to enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

UT-6 Give priority to utility line extensions where on-site systems have created known pollution or health hazards.

UT-7 Seek to coordinate, where appropriate, investment in utilities with business, employment, and economic development opportunities.

UT-8 Reduce the per unit cost of public utilities by encouraging urban density development, allowing the distribution of public and private services more efficiently.

UT-9 Coordinate and consolidate utilities districts, where feasible, to distribute public and private services more efficiently.

UT-10 Facilitate and encourage conservation of resources to delay the need for additional facilities.

UT-11 Encourage the development of telecommunications infrastructure city-wide and region-wide.

UT-12 Allow location of utility distribution sites within residential areas, provided they are suitably landscaped and buffered, designed, and improved to prevent hazards to life and adverse effects on the surrounding neighborhood.

UT-13 Use incentives to encourage undergrounding of utility distribution lines.

UT-14 Public easements and rights-of-way should be considered multiple-purpose utility/public facility corridors. New utility systems, including gas, power, communications and transmission and distribution lines, should be located in existing public rights-of-way and easements where possible.

UT-15 Recognize the inter-jurisdictional characteristics of providing utilities and work with Snohomish County, other jurisdictions, and area wide residents.

UT-16 Extension of utilities should be carefully staged to achieve orderly, regular, and compact development.

UT-17 The City/Utility Providers, and school districts should maintain open communications to keep each other abreast of plans and recommendations regarding closures, changes, and expansions of schools, streets, utilities, and other facilities that might impact each other.

UT-18 Process permits and approvals for utilities in a fair and timely manner, and in accordance with development regulations that ensure predictability.

UT-19 Provide utilities with annual updates of population, employment, and development projections. The City and utilities will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to demand forecasts.

UT-20 Coordinate the formulation and periodic update of the utility element with adjacent jurisdictions.

UT-21 Coordinate and seek to cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility additions and improvements.

UT-22 Promote, when feasible, sharing trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery.

UT-23 To facilitate coordination of public and private utility trenching activities, to promote cost efficiencies, and to reduce disruption in the street right-of-way, the Public Works Department shall provide timely and effective notification to interested utilities of road construction and of maintenance and upgrades of existing roads.

UT-24 To ensure that growth is accommodated and adequate utilities are provided in a timely and cost-effective manner, facility location should be determined by the needs of facility users and clients, and the requirements of utility providers. The siting of facilities should address negative impacts on surrounding neighborhoods. Dispersal among neighborhoods should be an important consideration, but not a sole determinant of final siting decisions. The City's goal is to foster positive relationships between facilities and their neighbors, so that facilities will be regarded as assets to communities.

UT-25 In order that utilities make a positive contribution to the built environment, the City will consider opportunities to incorporate accessible open space as an element of major public projects, including public utilities' facilities. Innovative approaches to planning, design, and development of these facilities to address existing and growth-related open space needs will be encouraged.

UT-26 Require collocation of telecommunication facilities whenever possible to minimize the aesthetic impacts of multiple towers in the community.

UT-27 Work with telecommunication providers to construct antennas on existing structures, and new towers that use materials and structures that minimize visual impacts to the community.

XI. PUBLIC FACILITIES AND SERVICES ELEMENT

INTRODUCTION

As Marysville grows, the demand for facilities and services will increase substantially. The City of Marysville provides a wide range of public services within the City limits and occasionally to other portions of the Study Area. Other providers also serve the Urban Growth Area or the Study Area. (Please see the Glossary for definitions.) The services discussed in this section are:

- Public Services:
  - Police protection
  - Fire protection and ambulance service
  - Library services
  - City Facility Goals, Policies, and Locational Criteria
- Schools
- Public Facilities
  - Water
  - Sewer
  - Storm Drainage
  - Solid Waste
  - Goals, Policies, and Locational Criteria

The Growth Management Act defines electricity, natural gas, telecommunications, and cable TV as "utilities." It defines water, storm and sanitary sewer systems, streets and associated improvements such as sidewalks, traffic signals, and street lighting systems, parks and recreation facilities, and schools separately as "public facilities." Finally police and fire protection and other governmental services are classified as "public services." As used in this Comprehensive Plan "utility" and "public facility" are not interchangeable terms. Plans for utilities are found in the Utility Element.

Streets and Parks are discussed separately in the Transportation and Parks Elements. Some of the services listed above are only provided within the City limits; others are provided to a larger area that usually does not correspond to the Urban Growth Area (UGA). In each section the area served is noted. In addition, few of the services have specific plans for serving the entire Study Area at this time.

Scattered development in unincorporated areas near Marysville can create problems in delivering services efficiently. Coordinated, planned delivery of services and facilities will be more efficient and cost effective; it will also increase long-range economic stability by assuring industries the future services they need.

Both the siting and size of public facilities and services has a significant impact on land use patterns and future growth. Careful, coordinated management is essential to provide these services in an orderly fashion and to minimize public costs. With respect to water and stomwater, reclamation can provide a valuable tool in the management of these resources. By investing in these services/facilities and scheduling their provision, Marysville residents will have a key role in implementing the policies.

The purpose of this section of the Comprehensive Plan is to:

- Provide a future vision of Public Facilities and Services in Marysville and its Urban Growth Area that is concurrent with anticipated growth;
- Identify strategic plans and actions to maintain or improve services consistent with the vision;
- Provide a framework for guiding the necessary budgetary and operational plans; and

· Provide the basis for integrating Public Facilities and Services with other elements of the Comprehensive Plan, such as Land Use, Transportation, and Capital Facilities.

A. FIRE PROTECTION

The Marysville Fire DistrictNo.12 provides fire suppression, life support, fire prevention, and disaster preparedness/emergency management services for approximately 55 square miles. The District encompasses the UGA as well as areas outside the UGA that include the Seven Lakes area, Quil Ceda Village, the east side of the Tulalip Indian Reservation, and some adjacent areas in unincorporated Snohomish County.

The Marysville Fire District is the result of a merger between the City Fire Department and Snohomish County Fire District No.12 that became effective in 1992. In 1998, the Marysville Fire District expanded to include the consolidation of Snohomish County Fire District 20 into Fire District 12. In 2002, Snohomish County Fire District 20 formally merged into Fire District 12.

I. Existing

The Marysville Fire District operates five fire stations and an administration building; four of these fire stations and the administration building are within the city limits of Marysville.

Administration Building. The administration building is located at 1094 Cedar Avenue and is the operational headquarters for the Marysville Fire District, and houses key personnel including the Fire Chief, Assistant Fire Chief, Division Chiefs, Fire Marshall, and administrative and clerical staff.

Station No. 61 – Public Safety is located at 1635 Grove Street at the Marysville Public Safety Building (PSB) which also houses the Marysville Police Department and jail. Station 61 includes fully staffed aid and paramedic units, a fully staffed fire engine, and the Snohomish County Communication Vehicle.

Station No. 62 – Shoultes is located at 10701 Shoultes Road near the Marysville-Pilchuck High School. Station 62 houses an on-duty Battalion Chief, a fully staffed aid car and ladder truck, and the squad with rescue trailer.

Station No. 63 – Midway is located at 14716 Smokey Point Boulevard and is staffed with an engine company crew, medic unit, and training equipment.

Station No. 65 – Lake Goodwin is located at 17500 East Lake Goodwin Road and is the oldest station in the Marysville Fire District. Station 65 houses many specialized fire apparatus including the tender which carries 3,500 gallons of water for fire suppression in non-hydranted areas, an off-road firefighting vehicle, and a boat and squad for still-water rescue incidents.

Station 66 – Sunnyside is located at 7217 40th Street NE provides initial coverage to the southern portion of the City, and secondary coverage to the downtown core. An additional station in the southeastern part of the City was identified in the 2005 Comprehensive Plan as a need for the Marysville Fire District due to rapid growth within the City and the need to lower response times for the area; this need was met with the construction of Station 66. Utilizing a "cross-staffed" system, the firefighters at this station respond in either an engine or aid unit depending on the need.

The District is overseen by a six member board of directors, three of which are Fire District 12 Commissioners and three are appointed by the Mayor of the City of Marysville to serve on the board.

The District currently (2014) staffs 105 firefighters. There are 60 plus full-time personnel and 45 part-time firefighters.

In2014, the District responded to 10,000 calls. Of these calls 70 percent were EMS based incidents, 25 percent were non-fire/non EMS based incidents, and five percent were responses to fires. The average response time was 6 minutes and 30 seconds for 911 calls from alert time to the first unit on the scene.

The Marysville Fire District has a class 3 rating in the City and in unincorporated portions of the District on a scale of one (highest) to ten (lowest) from the Washington Survey and Rating Bureau. The evaluative criteria are based on the fire-fighting capabilities of the fire district, the City water system, the enforcement of the building code, and the structural conditions of the buildings in the district. The class rating is used to determine fire insurance premiums for homeowners and businesses within the District.

The remainder of the Study Area is served by four fire districts, shown on Figure 11-1. Fire District No. 22, the Getchell Fire District, serves the eastern portion of the Study Area. Its fire station is centrally located at Getchell Road and 99th Avenue NE (8424 99th Avenue NE, Arlington). Lake Stevens Fire District No. 8 covers the southeast corner of the Study Area. The nearest fire stations are located at 9811 Chapel Hill Road in Lake Stevens.
Lake Stevens Fire District No. 8 has three fire stations which are all manned 24 hours a day 7 days a week. The District currently has 31 full-time and 27 part-time first responders (firefighters and paramedics), of which an average of 12 are on per day as of 2015. In addition, the District has a fire chief, deputy fire chief, three battalion chiefs, and six captains.

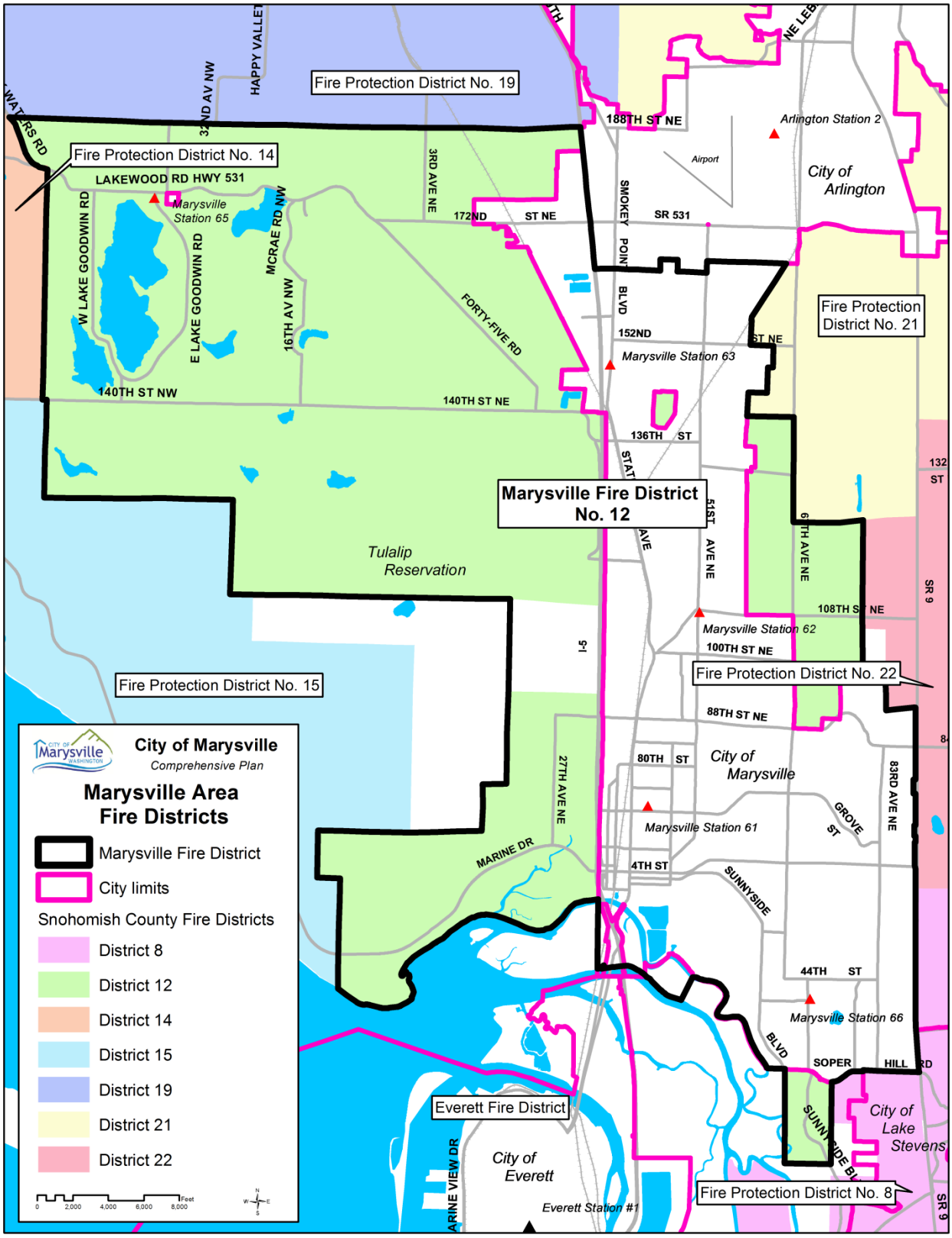
Fire District No. 21 serves the northeastern corner of the study area, and has one station at 12131 228th Street NE in Arlington Heights.

Fire Districts 21, 22, 8 and the City of Everett have signed an interlocal county-wide mutual aid agreement to provide a coordinated emergency response to the area.

II. Future Needs and Assumptions

Continued growth in the Marysville Fire District will place additional demand on the ability to provide an acceptable response time, manpower, and water flow. The Marysville Fire District anticipates needing additional personnel; upgrading of existing fire stations; continued improvement of the water system as defined within the city plans; and continued support of fire prevention programs to decrease fire loss. As the call volume increases, it is imperative that the Marysville Fire District's strategic plan continue to look at the growth and needs of the City. The strategic plan will be updated in 2015, and will provide additional direction on these needs.

Figure 11-1 Fire District Boundaries



Low and high density developments place different demands on the fire fighting capabilities of a fire department. Low density development increases average response time to a fire because of greater travel distances and the possibility of increased traffic congestion. High density development increases the fire flow and manpower needed to extinguish a fire. For example, although a fire in a downtown Marysville multiple-story building requires minimal response time, greater manpower and fire flow are needed to extinguish the fire due to the multiple stories and the surrounding high density development. Multi-family housing and businesses also generate a greater number of false alarms than single-family housing.

B. POLICE PROTECTION

I. Existing

The City of Marysville Police Department provides public safety and crime prevention services 24 hours a day, 7 days a week. In 2014, the Department received approximately 73,000 calls for service.

The Police Department is organized into three divisions: Operations, Administrative Services, and Support Services. The Police Department also operates a 90 day, 53 bed detention center. Staffing for 2015 consists of 89.5 FTE positions (88 full time positions and 3 part time positions): 61 commissioned officers, 15 custody officers, and 13.5 support staff. At least thirty staff are on duty at all times.

The Marysville Police Department services the incorporated City. Backup services and services to areas outside the city limits are provided by the Snohomish County Sheriff's Office. The Washington State Patrol and the Arlington, Lake Stevens, and Everett Police Departments are also available if required.

The Marysville Police Department provides the following services: training and recruitment of new personnel, traffic and parking enforcement, animal control services, detective services, record keeping, jail services, and crime prevention through a variety of community-based programs including the Community Service Unit, Marysville Volunteers Program, Neighborhood Watch, Business Watch, and other programs.

The City of Marysville provides 24-hourpolice service. The Police Records Department also operates 24 hours a day, seven days a week. Property crimes are the crimes most often handled by the Department. Many of these crimes are associated with commercial and retail business issues include vandalism and shoplifting. In 2014, over 10,400 case reports were generated, and, of those, one third were Part One crimes – 82 percent of which were related to theft and burglary. In nearly 40 percent of all felony arrests, controlled substances such as heroin or methamphetamine was located or associated with the suspect(s).

The Police Department is located in the Public Safety Building at 1635 Grove Street. The Marysville Municipal Court is located at 1015 State Avenue.

II. Future Needs and Assumptions

The Department will continue to provide services to the City with the County Sheriff's Office serving the remaining unincorporated UGA. Since the Central Marysville Annexation (CMA)(effective December 30, 2009), which brought approximately 20,048 new residents into the City, the demand for police services has increased. Since the

CMA, an additional 2,580 residents have been added to the City of Marysville. Continued population growth will increase the demand for police services.

Over the last five years, calls for service have increased 11 percent and case reports by 25 percent. As a result of these increases, it is necessary to add additional police staff to meet the increased demands placed on the Department. The additional volume of records related materials has a direct impact on the office operations support staff as well. In order to accommodate for the lack of sufficient staffing, the business office closes during a one hour lunch period.

The Marysville Police Department has just recently begun participating in the online reporting of cold cases which do not require police response through mycrimereport.us. The Police Department's goal is that this service may reduce some calls for service which will contribute towards the Department's efforts in reducing overtime costs. The overtime hours and funds spent in 2014 are approximately 60 percent below the 2010 costs.

Since 2010, Part One Crimes have increased by 38 percent, directly impacting the number of major cases being investigated by the Detective Division. This increase impacts the number of search warrants being served, leading to large amounts of evidence requiring storage. Due to this, the Department had to remodel and expand the evidence storage areas on the Public Safety property. This included all forms of security measures, including surveillance cameras, security alarms, and fencing.

The Marysville Police Department has recently coordinated on a multi-jurisdiction task force to address all property crimes in north Snohomish County; this partnership includes the Lake Stevens Police Department, Snohomish County Sheriff's Office, and the Stillaguamish Tribal Police. Beginning January 6, 2015, there will be five sworn detectives serving on this task force which will be located in the Marysville Police Department's Public Safety Building.

One of the greatest challenges facing the Marysville Police Department is the overpopulation in the jail/detention center. Due to the recent restrictions put in place the Snohomish County Jail, the Marysville Police Department cannot book and house all arrestees. The Marysville Police Department now has to contract out housing services with other agencies such as Whatcom County, Yakima, and South Correctional Entity which increases the Department's costs as much as $50,000 per month. In November 2014, a request for proposals to expand our current jail/detention center took place. It is anticipated that it could take up to three years to begin remodeling or constructing needed facility improvements.

Cost associated with the additional police staff may be offset by the additional tax revenue generated from new proposals for business parks and retail areas.

III. Standards

The Marysville Police Department follows the standards for all accredited law enforcement agencies for determining adequate levels of service. In 2009, the Marysville Police Department had 53 sworn officers and a total of 80.5 employees to serve a population of 37,560. This resulted in a service ratio of 1.41 commissioned officer per 1,000 population. However, as of 2014, the Marysville Police Department has 60 sworn officers and 87.5 employees to serve a population of 62,600 resulting in a service ratio of approximately 0.96 commissioned officers per 1,000 population.

C. LIBRARY SERVICES

The City of Marysville has provided library services to its citizens in many different buildings since 1907.

I. Existing

From 1907 to 1925, the library consisted of two or three shelves in a drug store. In 1924, a group of local civic-minded women started a library committee to found and support a more extensive local library. As a result of their efforts, the library was moved to larger quarters in the City's Old Fire Hall on Third Street on July 25, 1925. From the Old Fire Hall, the library moved in 1949 to the "new and spacious" City Hall at Fifth and Delta. There it occupied 1,000 square feet in a room which is now the Ken Baxter Senior Community Center.

A growing collection and increased use by citizens soon mandated another move. From 1977 to 78, the City constructed a new 7,436 square foot building at 4822 Grove Street which was occupied in April 1978.

In 1991, city residents voted to annex to the library district. The current 24,300 square foot building was opened in 1995. The facility houses 112,000 library books, DVDs, audio books, and other materials representing 11.5 percent of the Sno-Isle Libraries total collection of 1,061,873 items. The new building is located on a 5.8 acre site at 6120 Grove Street.

In 2015, ownership of the Marysville Library was transferred to Sno-Isle Libraries which now both owns and operates the library. The Sno-Isle Libraries is a suburban/rural library system serving residents of the unincorporated areas, annexed areas and contracting cities in Snohomish and Island counties.

The library serves residents of the Snohomish-Island Inter-County Rural Library District and their dependents, and residents of jurisdictions within Washington State that provide equitable tax support for public library service. Therefore, the entire UGA and Study Area are served by the library.

Sno-Isle Libraries receive 98 percent of their funding from a general library levy or tax on all property within the Library District; therefore, it affects all properties in the unincorporated areas of Snohomish and Island County, as well as properties within cities which have annexed into the Library District. The levy is collected by the respective county treasurer and transferred to Sno-Isle Libraries. Cities and towns contracting with the Library pay a contract fee for materials, staff and services. The remaining funding comes from timber excise tax, leasehold excise tax, donations, grants, investment interest, and capital project bonds.

The Marysville Library is staffed by 40 employees. Circulation for 2013 was over 721,315 for 50,811 registered borrowers coming into the library at a rate of 82 per hour. In 2013, the Marysville Library saw strong growth in circulation of digital download materials including e-books and videos.

A full range of library services is offered from the Marysville Library. The facility is open 63 hours each week, including Sundays, year around.

II. Future Needs and Assumptions

The building currently provides additional space for collection growth to meet the needs of a growing community.

D. GOALS AND POLICIES: POLICE, FIRE, LIBRARY

Goals:

1. Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.
2. Equitable distribution and maximum utilization of City resources in the delivery of City services and protection.
3. Protect life and property from the hazards of fire and crime.

Policies:

PS-1 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.

PS-2 Assist growth and desired land use types and patterns through the planning, design, and installation of public services.

PS-3 Encourage development in areas where services are already available before developing areas where new services would be required.

PS-4 Provide urban level facilities and services only in the Urban Growth Area.

PS-5 Reduce the per unit cost of public facilities and services by encouraging urban density development within the Urban Growth Area, and rural densities outside the Urban Growth Area.

PS-6 Siting of proposed public buildings and other facilities should conform with land use policies and regulations. Local government agencies are not exempt from their own requirements.

PS-7 Locate recreational and community facilities as focal points for the City.

PS-8 The location, design, and construction of public facilities and services should be compatible with existing and planned land uses and with natural systems such as drainage ways and shorelines.

PS-9 Development, residents, businesses, and industries should contribute their fair share toward mitigating identified impacts on public facilities.

PS-10 Implement the International Building Code and related codes, especially built-in fire protection for each structure in order to reduce the fire protection burden on the City. The implementation would also include older buildings, remodeled buildings, and buildings to be expanded that need updated fire protection facilities.

PS-11 Implement National Fire Protection Association (NFPA) codes in order to govern the maintenance of buildings and premises; safeguard life, health, property, and public welfare by regulating the storage, use and handling of dangerous and hazardous materials, substances, processes; regulate the maintenance of adequate egress facilities; and investigate all life and fire losses.

PS-12 Permit public services and facilities to be located in any part of the City through a conditional use permit process.

E. LOCATION AND CRITERIA: POLICE, FIRE, LIBRARY

In planning coordinated delivery of public facilities and services, Marysville will consider the level of key services needed to support existing development; which agency will provide each of the services; when services need to be in place to accommodate proposed land uses; the level of service appropriate and suitable for each use; time

required for installation; and the range of fiscal impacts on the general public and on individual property owners.

F. SCHOOLS[2]

The Study Area is served by four school districts: Marysville, Arlington, Lake Stevens, and Lakewood. However, the Arlington School District is predominantly outside the City, and serves only industrial lands inside the City. Particular coordination is necessary between Marysville, Lakewood, and Lake Stevens School Districts, since they service the City and Urban Growth Area.

I. Existing

School District boundaries within the Study Area are shown in Figure 11-2. Marysville School District No. 25 serves the majority of the City as well as areas outside the City. Lakewood School District No. 306 serves the northwest corner of the City. Lake Stevens School District No. 4 serves the southeast corner of the City.

Figure 11-2 School District Boundaries – BETTER MAP TO BE PROVIDED AT HEARING

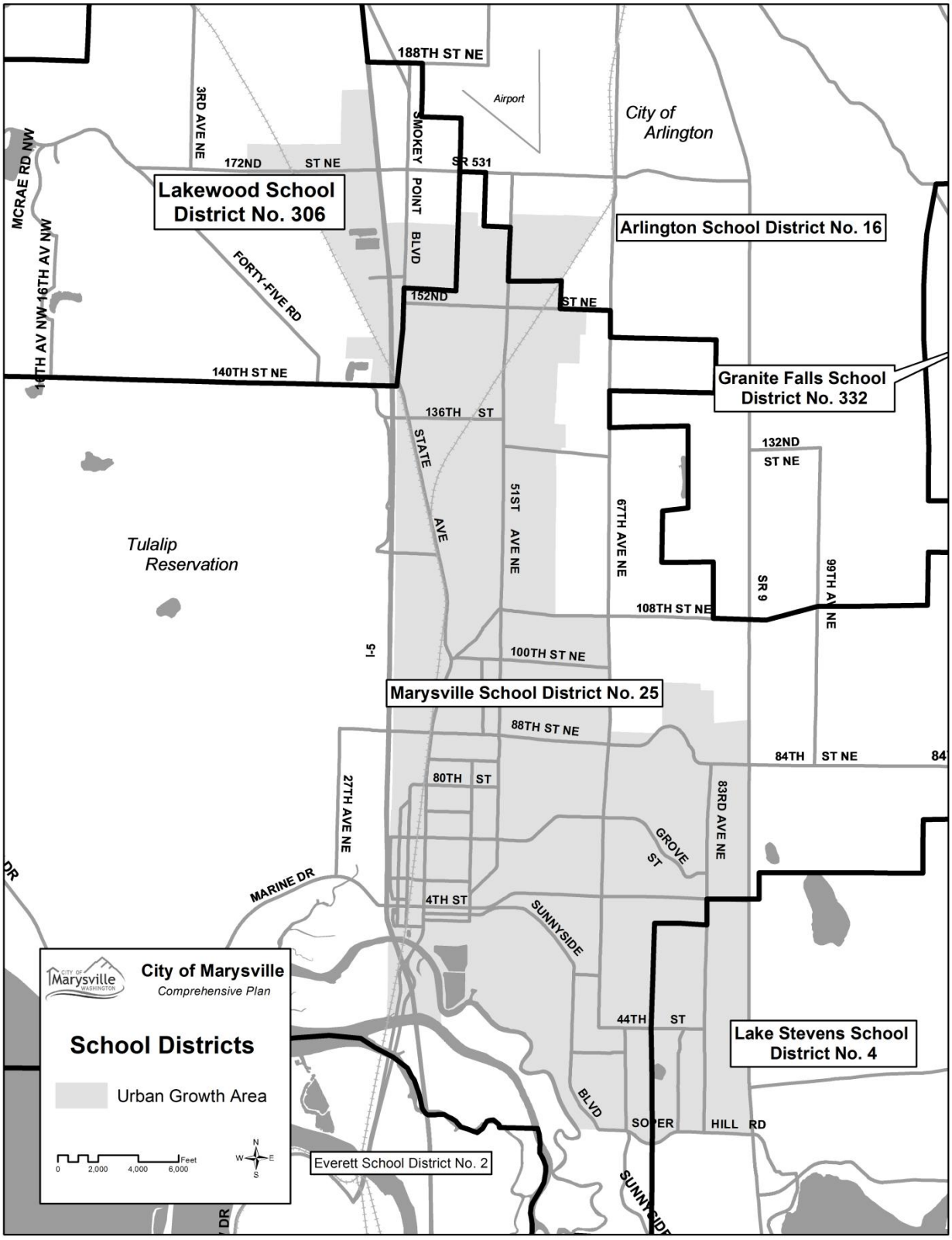
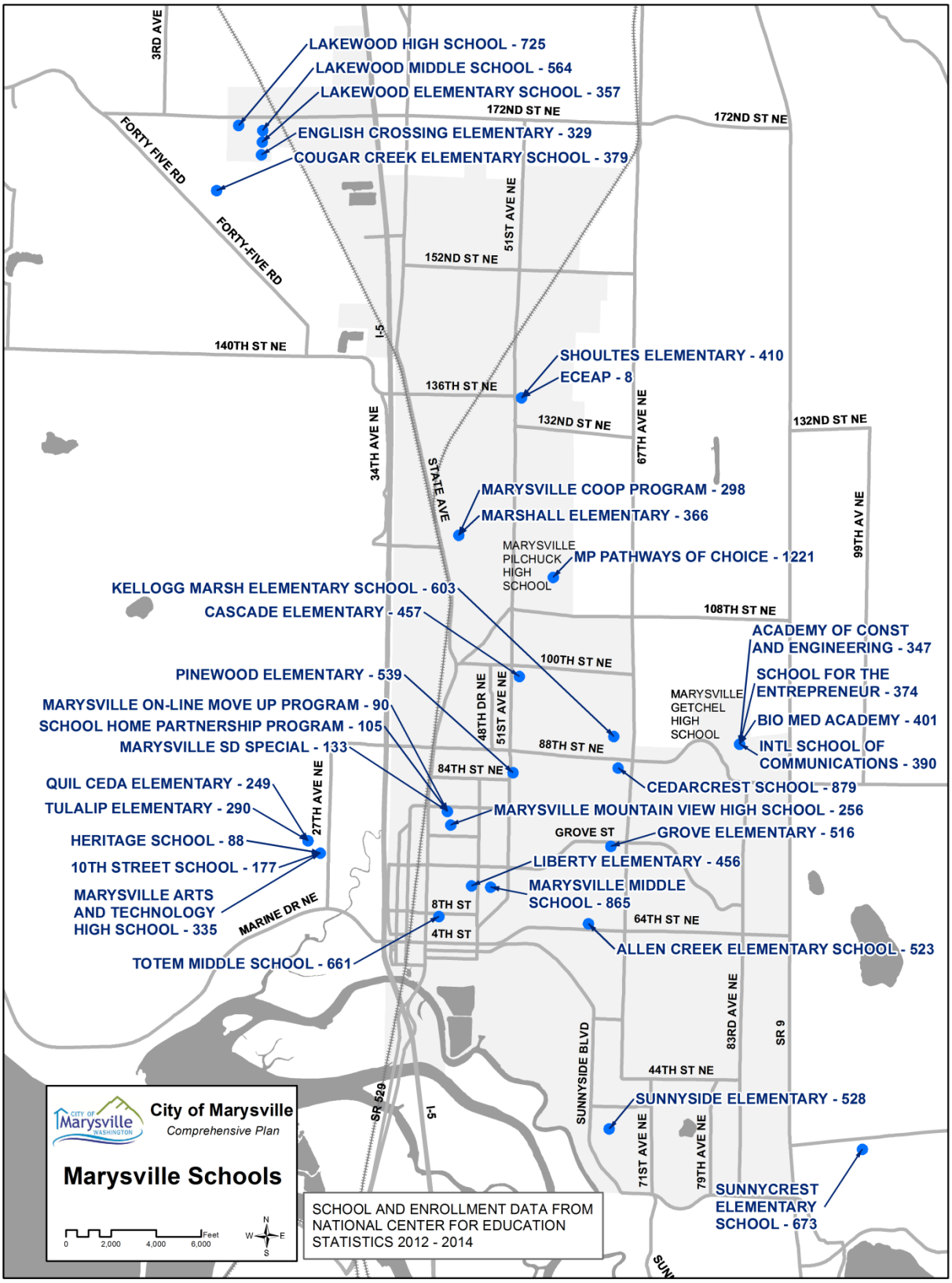


Figure 11-3 Marysville Area Schools



Marysville School District No. 25

In 2013, Marysville School District No. 25 served approximately 10,804 students with eleven elementary schools, four middle level schools, and two comprehensive high school as shown in Figure 11-3 and listed in Table 11-1. In addition, the District operates Marysville Mountainview High School.

Table 11-1 Marysville School District, Existing Schools

SCHOOL	ENROLLMENT ESTIMATE FOR 2013	ESTIMATED STUDENT PERMANENT CAPACITY	ESTIMATED RELOCATABLE (PORTABLE) INTERIM CAPACITY	ESTIMATED ADDITIONAL PERMANENT SCHOOL CAPACITY
Allen Creek Elementary	430	496	165	66
Cascade Elementary	425	496	71	71
Grove Elementary	457	566	-	109
Kellogg Marsh Elementary	507	496	118	-11
Liberty Elementary	505	472	142	-33
Marshall Elementary	586	330	71	-256
Pinewood Elementary	503	401	71	-102
Quil Ceda Elementary	549	637	71	88
Shoultes Elementary	468	378	118	-90
Sunnyside Elementary	451	519	94	68
Marysville Middle School	957	800	175	-157
Cedarcrest Middle School	873	725	300	-148
Marysville Tulalip Campus (6-8) *	171	175	0	4
Marysville Tulalip Campus (9-12) *	390	475	0	85
Totem Middle School	610	750	0	140
Mountain View**	211	200	52	-11
Marysville Getchell	1,413	1,525	0	112
Marysville-Pilchuck High School	1,173	1,400	150	227
TOTAL	10,679	10,841	1,598	162

* The Marysville Tulalip Campus includes the following schools co-located on one campus: Arts & Technology, Tulalip Heritage, and the 10th Street School. Grades 6-12 are served at the Marysville Tulalip Campus. The figures noted for the Marysville Tulalip Campus are separated into grades 6-8 and grades 9-12 as noted above.

**Formerly the Marysville Alternative High School.

Source: Marysville School District Capital Facilities Plan, 2014-2019.

In recent years, district enrollment has declined likely due to a combination of economic circumstances, slower in-migration, and students opting for alternative education plans. One exception is elementary school enrollment which is forecast to grow over the next six years. By 2019, total enrollment is anticipated to decline by 1.04 percent which would result in 10,692 students within the District. Modest growth in elementary school enrollment is anticipated during this period. If all day kindergarten is implemented, further growth in elementary school enrollment is anticipated. Change in enrollment in the Marysville School District is shown in Table 11-2.

Table 11-2 Change in Enrollment in Schools within the Marysville School District

SCHOOL	GRADES	10 YEAR % CHANGE (2002 – 2012)	5 YEAR % CHANGE (2007 – 2012)	3 YEAR % CHANGE (2009 – 2012
Elementary School Level	(K-5)	-6.1 %	-4.7 %	-3.7 %
Middle School Level	(6-8)	-8.1%	-2.6 %	+6.9 %
High School Level	(9-12)	-2 %	-8.4 %	-3.7%

Negative growth.

Source: Marysville School District Capital Facilities Plan, September 2014 .

Lakewood School District No.306

Lakewood School District No.306 currently serves a student population of approximately 2,253 with three elementary schools, one middle school, and one high school as shown in Figure 11-3 and listed in Table 11-3.

Table 11-3 Lakewood School District, Existing Schools

SCHOOL	FTE ENROLLMENT FOR OCTOBER 2013	ESTIMATED STUDENT PERMANENT CAPACITY	RELOCATABLE (PORTABLE) INTERIM CAPACITY	TOTAL CAPACITY
English Crossing Elementary	970 *	520	135	655
Cougar Creek Elementary		572	0	572
Lakewood Elementary		416	130	546
Lakewood Middle	539	756	28	784
Lakewood High	744	598	174	772
TOTAL	2,253	2,862	467	3,329

* Totals are combined for all elementary schools.

Source: Lakewood School District No. 306 Capital Facilities Plan, September 2014

Since 2007, Lakewood School District enrollment has decreased overall about an average of 1.2 percent a year. The largest decreases have been at the elementary school level. The decrease in enrollment in the Lakewood School District is shown in Table 11-4.

Table 11-4 Change in Enrollment in Schools within the Lakewood School District, 2007 to 2013

SCHOOL	GRADES	CHANGE IN NUMBER OF STUDENTS (2007 TO 2013)	PERCENT CHANGE
Elementary School	(K-5)	-93 FTE	-9 %
Middle School	(6-9)	-87 131 FTE	-8.4 18.3%
High School	(10-12)	-23 FTE	-4.1 %

Source: Lakewood School District No. 306 Capital Facilities Plan, September 2014.

Lake Stevens School District No.4

In 2013, Lake Stevens School District No. 4 served a student population of approximately 7,805 with six elementary schools, two middle schools, one mid-high school, and one high school as shown in Figure 11-3 and listed in Table 11-5.

Table 11-5 Lake Stevens School District, Existing Schools

SCHOOL	FTE ENROLLMENT FOR OCTOBER 2013	ESTIMATED STUDENT PERMANENT CAPACITY	RELOCATABLE (PORTABLE) INTERIM CAPACITY	TOTAL CAPACITY
Glenwood Elementary	3,612	513	108	621
Hillcrest Elementary		549	162	711
Highland Elementary		512	108	620
Mt. Pilchuck Elementary		501	81	582
Skyline Elementary		513	108	621
Sunnycrest Elementary		549	189	738
Lake Stevens Middle	1,268	684	240	924
North Lake Middle		751	240	991
Cavelero Mid-High	1,225	1,418	0	1,418
Lake Stevens High	1,654	1,526	510	2,036
TOTAL	7,759	7,516	1,746	9,262

Source: Lake Stevens School District No. 4 Capital Facilities Plan, September 2014.

Between 1973 and 1985, student enrollment in the Lake Stevens School District remained relatively constant (15 percent growth) and then between 1985 and 2005 grew significantly (120 percent). The October 2013 enrollment was 7,805 FTE students. Between 2008 and 2013, student enrollment increased approximately seven percent while countywide there was an overall two percent decline in student enrollment. The Lake Stevens School District has been, and is anticipated to continue to be, one of the fastest growing school districts in Snohomish County based on current OFM population forecasts.

II. Future Needs and Assumptions

Marysville School District No. 25

By 2019, the Marysville School District projects student enrollment to decrease by 1.1 percent, from 10,806 students (October 2013) to 10,692 students. Enrollment projections are shown in Table 11-6.

Table 11-6 Future Enrollment in Marysville Schools

	ENROLLMENT PROJECTION (FTE)		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2014	4,934	2,469	3,468
2015	4,924	2,427	3,466
2016	4,911	2,417	3,404
2017	4,971	2,404	3,316
2018	4,974	2,428	3,281
2019	4,944	2,491	3,257

Source: Marysville School District Capital Facilities Plan, September 2014.

In February of 2006, the District's voters approved a school construction bond for approximately $118 million. The bond helped to pay for the construction of Marysville Getchell High School and Grove Elementary School. Construction of these facilities increased the total student capacity for the District. Table 11-7 shows total student capacity without portables. It is not the District's policy to include portable classroom units when determining future capital facility needs.

Table 11-7 Future Capacity in Marysville Schools

	STUDENT CAPACITY		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2014	4,791	2,450	3,600
2015	4,791	2,450	3,600
2016	4,791	2,450	3,600
2017	4,791	2,450	3,600
2018	4,791	2,450	3,600
2019	4,955*	2,450	3,600

*The additional capacity in 2019 represents additions at Cascade and Liberty.

Source: Marysville School District Capital Facilities Plan, September 2014.

School facility (capacity) needs are derived by subtracting projected student enrollment from existing student capacity.

Table 11-8 Future Surplus / Deficiency in Marysville Schools

	CAPACITY SURPLUS / (CAPACITY DEFICIENCY)*		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-9)	HIGH SCHOOL (10-12)
2014	(143)	(19)	132
2015	(133)	23	134
2016	(120)	33	196
2017	(180)	46	284
2018	(183)	22	319
2019	11	(41)	343

* Capacity deficiency is expressed in terms of "un-housed students".

Source: Marysville School District Capital Facilities Plan, September 2014.

The District plans to present for voter approval the replacement of, and addition of capacity at, Cascade and Liberty Elementary Schools to address capacity needs at the elementary level. The District is not currently planning to add permanent capacity at the middle or high school levels. New schools planned between 2014 and 2019 to meet the projected increase in student population are listed in Table 11-9.

Table 11-9 Marysville School District Proposed Schools

BUILDING NAME	GRADE SPAN	ACTUAL CAPACITY	YEAR
(New) Cascade Elementary	K-5	525	2016
(New) Liberty Elementary	K-5	525	2016

Source: Marysville School District Capital Facilities Plan, September 2014.

Enrollment at the middle and high school levels is expected to decline over the next six years. Existing relocatables should provide sufficient interim capacity for elementary, middle, and high school levels.

The following school age children per housing unit factors, listed in Table 11-10 were developed by Doyle Consulting for the Marysville School District to estimate the number of school-aged children generated by new development. These factors may be used to determine future school impact fees.

Table 11-10 Marysville District, School Age Children per Housing Unit

SCHOOL TYPE	SINGLE-FAMILY UNIT	MULTI-FAMILY UNIT 2+ BEDROOM
Elementary	0.235	0.136
Middle	0.106	0.051
High	0.147	0.062
Total	0.487	0.249

Source: Marysville School District Capital Facilities Plan, September 2014.

Lakewood School District No. 306

The Lakewood School District projects student enrollment to increase by 10.5 percent from 2014 to 2019 as shown in Table 11-11.

Table 11-11 Future Enrollment in Lakewood Schools

	ENROLLMENT PROJECTION		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2014	1,038	553	715
2015	1,062	566	731
2016	1,085	579	748
2017	1,109	592	764
2018	1,133	604	781
2019	1,159	618	799

Source: Lakewood School District No. 306 Capital Facilities Plan, September 2014.

Table 11-12 shows total student capacity without portables. It is not the District's policy to include portable classroom units when determining future capital facility needs.

Table 11-12 Future Capacity in Lakewood Schools

	STUDENT CAPACITY		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2014	1,508	756	598
2015	1,508	756	598
2016	1,508	756	598
2017	1,508	756	598
2018	1,508	756	598
2019	1,508	756	921

Source: Lakewood School District No. 306 Capital Facilities Plan, September 2014.

School facility (capacity) needs are derived by subtracting projected student enrollment from existing student capacity. Future capacities for Lakewood Schools are shown in Table 11-13.

Table 11-13 Future Surplus / Deficiency in Lakewood Schools

	CAPACITY SURPLUS / (CAPACITY DEFICIENCY)*		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-8)	HIGH SCHOOL (9-12)
2014	470	203	(117)
2015	446	190	(133)
2016	423	177	(150)
2017	399	164	(166)
2018	375	152	140
2019	349	138	122

* Capacity Deficiency is expressed in terms of "unhoused students".

Source: Lakewood School District No. 306 Capital Facilities Plan, September 2014.

Projects being planned within the next six years to meet the projected increase in the student population are listed in Table 11-14.

Table 11-14 Lakewood School District Proposed Projects Adding Capacity

PROJECT	GRADE SPAN	ACTUAL ADDED CAPACITY
Lakewood Middle School expansion	6-8	-*
Lakewood High School	9-12	323

*Potential expansion subject to future planning analysis and funding. The added capacity is not identified in the 2014-2019 Lakewood School District No. 306 Capital Facilities Plan.

Source: Lakewood School District No. 306 Capital Facilities Plan,September 2014.

Capacity deficits during the time these projects are being constructed will be addressed by use of portable classrooms. The District currently has 18 portables that add an interim capacity of 467.

The following factors, as listed in Table 11-15, were developed by Doyle Consulting for the Lakewood School District to estimate of the number of school-aged children generated by new development. These factors may be used to determine future school impact fees.

Table 11-15 Lakewood School District, School Age Children per Housing Unit

SCHOOL TYPE	SINGLE-FAMILY UNIT	MULTI-FAMILY UNIT 2+ BEDROOM
ELEMENTARY	0.180	0.198
MIDDLE	0.090	0.099
HIGH	0.140	0.139
TOTAL	0.410	0.436

Source: Lakewood School District No. 306 Capital Facilities Plan, September 2014.

Lake Stevens School District No. 4

By 2019, the Lake Stevens School District projects student enrollment to increase by six percent, from 7,860 students (2014) to 8,331 students as shown in Table 11-16.

Table 11-16 Future Enrollment in Lake Stevens Schools, 2014 to 2019

	ENROLLMENT PROJECTION (FTE)			
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-7)	MID-HIGH (8-9)	HIGH SCHOOL(10-12)
2014	3,710	1,216	1,310	1,623
2015	3,825	1,228	1,321	1,585
2016	3,886	1,282	1,260	1,627
2017	3,992	1,276	1,262	1,620
2018	4,070	1,250	1,307	1,616
2019	4,122	1,336	1,308	1,565

Source: Lake Stevens School District No. 4 Capital Facilities Plan, September 2014.

School facility (capacity) needs, derived by subtracting projected FTE student enrollment from existing permanent student capacity, are listed in Table 11-17.

Table 11-17 Additional Capacity Needs 2014 to 2019

		(CAPACITY DEFICIENCY)		
YEAR	ELEMENTARY (K-5)	MIDDLE SCHOOL (6-7)	MID-HIGH (8-9)	HIGH SCHOOL (10-12)
2014	573	219	108	97
2015	688	207	97	59
2016	749	153	158	101
2017	855	159	156	94
2018	933	185	111	90
2019	985	99	110	39

Source: Lake Stevens School District No. 4 Capital Facilities Plan, September 2014.

Planned improvements to accommodate unhoused students for years 2013 through 2019 includes the anticipated construction of a new elementary school which is projected to be needed by 2019, and will require passage of a bond. If an elementary school is constructed, it is anticipated that there would be 485 unhoused students which meets the District's standard of 500-student capacity for elementary schools. In 2007, Cavelero Mid-High was opened to serve students in grades 8 and 9. Since the eighth grade was transferred to Cavelero, presently both middle and mid-high schools have sufficient capacity. The high school has an estimated 39 unhoused students; the additional classroom space will be provided with portables. Capacity deficits during the interim will be addressed by adding additional portable classrooms to the inventory.

School age children per housing unit factors are listed in Table 11-18. These factors may be used to determine future school impact fees.

Table 11-18 Lake Stevens District, School Age Children per Housing Unit

SCHOOL TYPE	SINGLE-FAMILY UNIT	MULTI-FAMILY UNIT 2+ BEDROOM
Elementary	0.332	0.169
Middle	0.111	0.038
Mid-High	0.092	0.063
High	0.118	0.055
Total	0.653	0.325

Source: Lake Stevens School District No. 4 Capital Facilities Plan, September 2014.

III. Standards

Marysville School District No. 25

Elementary School

- Average class size for Kindergarten and grades 1-3 should not exceed 23 students. Average class size for grades 4-5 should not exceed 25 students.
- Special Education for students may be provided in regular classes when inclusion is possible and in self-contained classroom when this is the most appropriate option available.

Middle, Junior, and High Schools

- Average class size for grades 6-8 should not exceed 25 students. Average class size for grades 9-12 should not exceed 25 students.
- It is not possible to achieve 100 percent utilization of all regular teaching stations throughout the day. Therefore, classroom capacity should be adjusted using utilization factor of available teaching stations depending on the physical characteristics of the facility and program needs.
- Special education for students may be provided in regular classes when inclusion is possible and in self-contained classrooms when this is the most appropriate option available.
- Identified students will also be provided other programs in "resource rooms" (i.e. computer labs, study rooms), and program specific classrooms (i.e. music, drama, art, home and family education).

Lakewood School District No. 306

Elementary School

- Class size for grades K – 4 will not exceed 26 students. Class size for grades 5 – 8 will not exceed 28 students.
- All students will be provided library/media services in a school library.
- Special Education for students may be provided in self-contained or specialized classrooms.
- All students will be provided music instruction in a separate classroom.
- All students will have scheduled time in a computer lab.Each classroom will have access to computers and related educational technology.
- Optimum design capacity for new elementary schools is 475 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- All students will be provided physical education instruction in a gym or in a multipurpose room.

Middle, Junior, and High Schools

- Class size for middle school grades will not exceed 28 students. Class size for high school grades will not exceed 30 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during planning periods, it is not possible to achieve 100 percent utilization of all regular teaching stations throughout the day. Therefore, classroom capacity should be adjusted using a utilization factor of 86 percent at the middle school and 83 percent at the high school to reflect the use of classrooms for teacher planning. Special Education for students will be provided in self-contained or specialized classrooms.

All students will have access to computer labs. Each classroom is equipped with access to computers and related educational technology. Identified students will also be provided other nontraditional educational opportunities in classrooms designated as follows: counseling offices; resource rooms (i.e. computer labs, study rooms); special education classrooms; and program specific classrooms (i.e. music, drama, art, physical education, industrial arts and agricultural sciences).

Optimum design capacity for new middle schools is 600 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

Optimum design capacity for new high schools is 800 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

Lake Stevens School District No. 4

Elementary School

- Average class size for grades K-5 should not exceed 27 students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 15 students.
- All students will be provided music instruction in a separate classroom.
- Students may have a scheduled time in a computer lab.
- Optimum design capacity for new elementary schools is 500 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

Middle, Mid-High, and High Schools

- Class size for secondary grade (6-12) regular classrooms should not exceed 30 students. The District assumes a practical capacity for middle, mid-high, and high school classrooms of 30 students.
- Special Education for students may be provided in a self-contained classroom. The practical capacity for these classrooms is 15 students.
- As a result of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during planning periods, it is not possible to achieve 100 percent utilization of all regular teaching stations throughout the day. Therefore, classroom capacity is adjusted using a utilization factor of 83 percent at the middle, mid-high, and high school levels.
- Some Special Education services for students will be provided in a self-contained classroom.
- Identified students will also be provided other nontraditional educational opportunities in classrooms designated as Resource Rooms (i.e. computer labs, study rooms) or Special Education Classrooms.
- Program Specific Classrooms: music, drama, art, physical education, family and consumer sciences, and career and technical education).
- Optimum design capacity for new middle schools is 750 students. However, actual capacity of individual schools may vary depending on the educational programs offered.
- Optimum design capacity for new high schools is 1,500 students. However, actual capacity of individual schools may vary depending on the educational programs offered.

IV. Goals and Policies

Goals:

1. Include school districts in land use planning to ensure adequate facilities to handle growth.
2. Provide equitable distribution and maximum utilization of school district resources in the delivery of educational services.

Policies:

SC-1 The City and school districts should maintain open communications to keep each other abreast of plans and recommendations regarding: closures, changes, and expansions of schools, streets, other facilities, etc. that might impact the other; and the location of schools and school-related facilities.

SC-2 Encourage construction and location of schools and their facilities within the Urban Growth Area.

SC-3 Encourage elementary schools, junior high, and high schools to locate close to existing or proposed residential areas.
SC-4 The location, design, and construction of school facilities should be compatible with existing land use, drainage, and natural systems.
SC-5 Locate schools as focal points for neighborhoods.
SC-6 Accommodate new development only when required school space is available prior to or concurrent with development. Concurrency indicates that facilities are available within six years of construction of the new development. Payment of mitigation fees is considered concurrency.
SC-7 Promote cooperation between the City and the school districts to provide adequate opportunities for community utilization of school facilities.
SC-8 Maximize utilization of existing school district facilities whenever possible to supplement new and existing parks and their programming. Encourage future development of school grounds to complement the facilities planned in future park developments and maintain an interlocal agreement with district to facilitate this goal.
SC-9 Development and design proposals for school facilities should address street and trail improvements to provide safe site access by pedestrians, bicyclists and vehicles.
SC-10 Encourage the location and design of new schools, and improve existing ones to facilitate access and circulation by transit, car/van pools, pedestrians, bicyclists, and other alternative transportation modes whenever possible.
SC-11 Permit schools, through a conditional use process, to be located in any part of the City.

V. Criteria

The following criteria should be considered whenever possible when locating and designing schools:

- Each Planning Area should have an elementary school, placed within a 1/2 mile radius walking distance of residences. (State law requires that children be transported if they live outside of one mile diameter distance from the school, unless walking conditions are hazardous.)
- Located on an arterial or possibly a collector street.

Whenever possible, the optimum capacity range and site size for school buildings should be maintained as specified in Table 11-19.

Table 11-19 Optimum School Capacity

SCHOOL	STUDENTS	ACRES
Elementary	500	10
Middle	800	20
High	1,550	40

VI. Identification

Please see Figure 11-3 for the locations of schools. The locations are generalized. School locations may be adjusted, up to a half mile if land is not available in the location identified.

G. WATER[1]

I. Existing

The Marysville Water System, operated and maintained by the Department of Public Works, provides water to a Water Retail Service Area (WRSA) formerly known as a Coordinated Service Area (CSA) as illustrated in Figure 11-4. Marysville's Water Retail Service Area is based on the 1991 North Snohomish County Coordinated Water System Plan (CWSP) plus subsequent modifications adopted by the City Council.

Water supplied via the Everett-Marysville pipeline is a result of a Joint Operating Agreement (JOA) between Marysville, Snohomish County Public Utility District No. 1, and the Tulalip Tribes.

a. Demand

The City of Marysville supplied water to approximately 17,000 accounts in 2009. The population served in 2009 was 56,000. Annual sales for 2014 were 1,585 million gallons resulting in a retail usage of approximately 4.34 million gallons per day (MGD) as shown in Table 11-22.

Table 11-20 Marysville Retail Water Usage Breakdown

USE	PERCENTAGE OF AVERAGE DAILY RETAIL DEMAND
Single Family	63
Multi family	16
Industrial/Commercial	16
Schools	2
Irrigation	3
TOTAL	100

Source: Table 5-2, City of Marysville 2009 Water Comprehensive Plan.

Over the last decade, water demand has been greatest among the single family residential category followed by commercial/industrial and multi-family residential (which have equal shares of water usage), and schools as shown in Table 11-21.

Table 11-21 Marysville WRSA Retail Water Sold

RETAIL WATER SOLD, 2006 – 2014 (MGD)*

YEAR	SINGLE FAMILY	MULTI-FAMILY	COMMERCIAL/ INDUSTRIAL	SCHOOLS	TOTAL
2006	2.93	0.72	0.80	0.07	4.52
2007	2.78	0.68	0.84	0.07	4.38
2008	2.72	0.69	0.80	0.08	4.29
2009	2.91	0.73	0.86	0.07	4.57
2010	2.69	0.68	0.77	0.06	4.20

[1] This section primarily relies on the City of Marysville, 2002 Water System Plan Update.

2011	2.59	0.64	0.74	0.06	4.03
2012	2.62	0.62	0.70	0.05	3.99
2013	2.68	0.64	0.76	0.06	4.13
2014	2.86	0.69	0.73	0.07	4.34
Total	24.79	6.08	6.99	0.59	38.45

*MGD Millions of Gallons per Day

Source: City of Marysville 2009 Water Comprehensive Plan Update with supplemental information provided by Finance Department.

b. Supply

The City of Marysville draws water from four primary sources: Edward Springs, the Stillaguamish Ranney Well Collector, the Lake Goodwin Well, and an intertie to the City of Everett water system through the Everett-Marysville pipeline. Primary sources are those that provide water during normal operating conditions. Secondary sources are intended for use in the event of emergencies, high demand, or when primary sources are off-line. Combined these sources provide approximately 21.85 MGD as shown in Tables 11-22 and 11-23.

Table 11-22 Contributing Sources of Water Supply

		CAPACITY	WATER RIGHTS
PRIMARY SUPPLY SOURCES			
Stillaguamish River Ranney Well Collector		3.2 MGD	3.2 MGD
Edward Springs		2.5 MGD	2.1 MGD[1]
Lake Goodwin Well		0.5 MGD	0.8 MGD
Everett-Marysville (JOA) Pipeline		13.15 MGD[2]	13.15 MGD[3]
	Total	**19.35 MGD***	**19.25 MGD**
SECONDARY SUPPLY SOURCES[4]			
Highway 9 Well		1.4 MGD	1.4 MGD
Sunnyside Well No. 2		1.1 MGD	1.1 MGD
	Total	**2.5 MGD**	**2.5 MGD**

*MGD Millions of Gallons per Day

1. In addition to the primary water rights listed for Edwards Springs, the City also holds additional, supplemental water rights for this source.

2. Marysville's current entitlement based on the 1991 Joint Operating Agreement (JOA) with the Snohomish County PUD No.1 which transferred capacity for the Marysville/PUD Overlap area to Marysville. The full capacity of the JOA pipeline is 20 MGD. The remaining capacity is allocated to the Tulalip Tribes and Snohomish County PUD No.1, and Marysville wheels water to each of them.

3. Water rights related to JOA supply are held by City of Everett. Value shown is Marysville's allocation under JOA.

4. The City hold water rights for two additional wells that are not currently in use: the Cedarcrest La Joy Well (only used for Cedarcrest Golf Course) and Sunnyside Well No. 1.

Source: City of Marysville 2009 Water Comprehensive Plan.

Table 11-23 Water Production

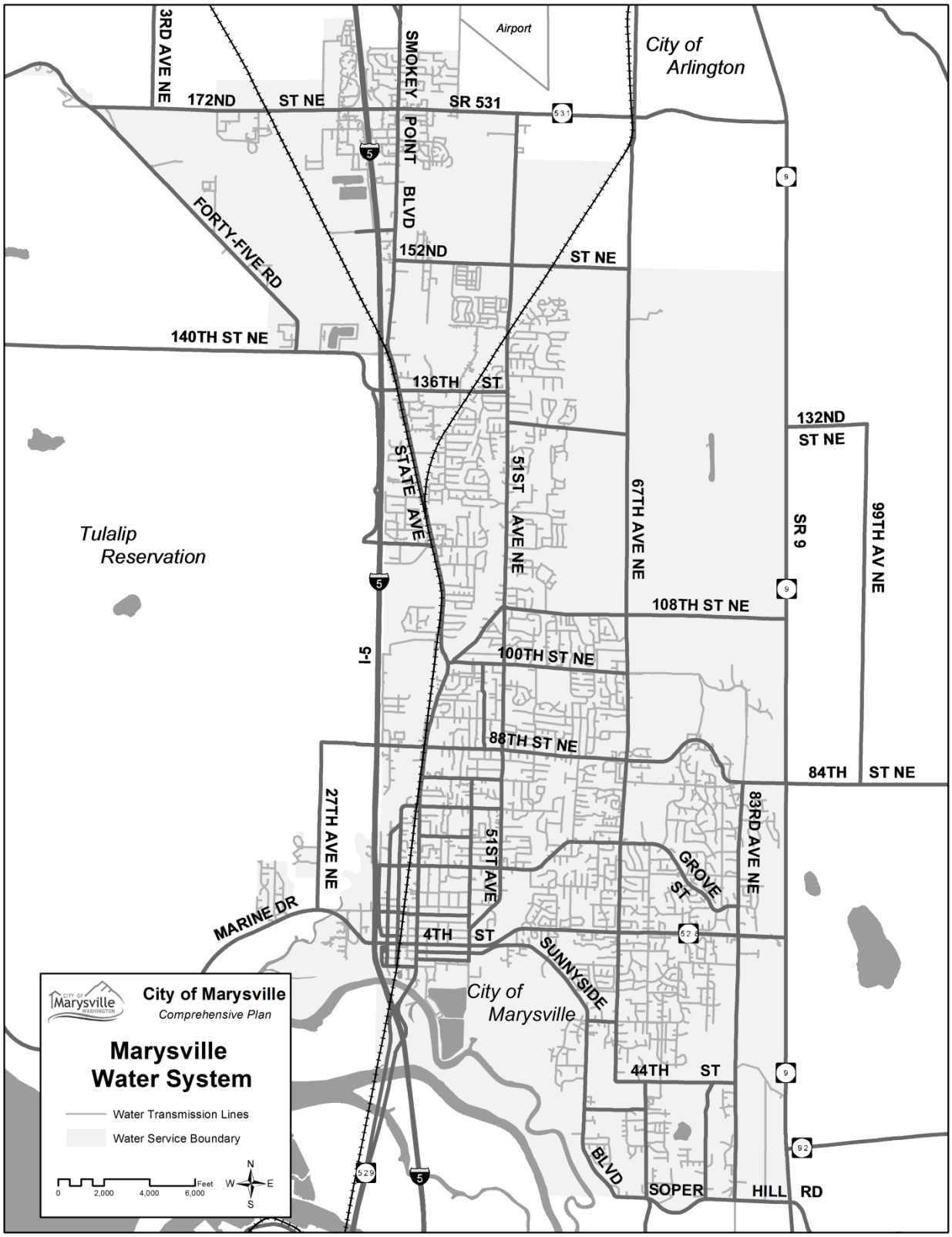
AVERAGE DAILY WATER PRODUCTION, 2005 - 2014 (MGD)*

Year	STILLAGUAMISH RIVER RANNEY COLLECTOR	EDWARD SPRINGS	SUNNYSIDE WELL	LAKE GOODWIN WELL	PURCHASED FROM EVERETT	TOTAL PRODUCTION
2005	0.21	1.15	0	0.01	3.73	5.11
2006	0.29	1.05	0	0.02	4.09	5.45
2007	0.32	1.05	0	0.02	4.02	5.41
2008	0.36	1.09	0	0.02	3.87	5.34
2009	0.55	1.19	0	0.04	3.98	5.77
2010	0.40	1.16	0	0.03	3.73	5.31
2011	0.47	1.23	0	0.02	3.58	5.31
2012	0.71	1.26	0	0.03	3.42	5.42
2013	0.83	1.15	0	0.03	3.55	5.56
2014	1.00	1.14	0	0.03	4.14	6.31

*MGD Millions of Gallons per Day

Source: City of Marysville 2009 Water System Plan Update and supplemental information provided by Public Works.

Figure 11-4 Water Service Area



II. Distribution

Marysville has three principal supply mains: two serving the South Service Area and one serving the North Service Area . Supply mains convey the water from the sources to the distribution system and storage. Marysville categorizes supply mains generally as any main 18-inches or greater in diameter.

The largest supply main is the 30-inch steel JOA Supply Pipeline constructed in 1992. The supply main begins at Everett's No. 2 and No. 3 transmission lines near the intersection of the Bonneville Power Administration right-of-way and Hewitt Avenue East in Everett. Connection to the Marysville system is located at the intersection of 83rd Avenue NE and 44th Street NE, just northeast of the Sunnyside Well and Reservoir.

In 1993, the JOA Supply Pipeline was extended from 44th Street NE to SR528. This portion of the pipeline, known as the Everett-Marysville pipeline, was reduced from 30-inches to 24-inches. In 1994 to 1995, the 24-inch Everett-Marysville Pipeline was extended north from SR528 to 84th Street along 83rd Street/Olympic Pipeline right-of-way. At 84th Street, the main is reduced to 20-inches, and extends north along 83rd Street right-of-way to 100th Street terminating at the Getchell Reservoir. A 24-inch transmission main is located along 100th Street NE leading to the former site of the Kellogg-Marsh Reservoir just west of 67th Avenue NE on 100th Street NE. in 1996, an 18-inch water main was extended along 100th Street NE west to State Avenue. Water is conveyed to the distribution system through an 18-inch/24-inch transmission main within 100th Street NE.

The Stillaguamish Collector Supply Main is an 18-inch ductile iron pipe extending from the Ranney Well Collector, in the Stillaguamish River, south to the Stillguamish River Water Treatment Plant and then continues carrying treated water from the clearwell into the distribution system. Some modifications were made to break the line into two lines, one carrying raw water from the river to the Stillaguamish River Water Treatment Plant and the other carrying water from the clearwell into the north 240 pressure zone.

Transmission mains are generally 12- to 16- inch diameter mains that connect with the distribution mains. Many of the system transmission mains are regulated by control valves at the pressure zone boundaries. There are approximately 49 miles of transmission mains within the City's system.

Distribution mains are typically 10-inch and smaller and supply water to service connections and fire hydrants. The current city standard minimum distribution main size is 8 inches. The City has approximately 219 miles of distribution mains.

The Marysville supply, transmission, and distribution consist of 291 miles of pipe.

d. Pressure Zones

The City's WRSA is physically divided into north and south service areas by valves. The south service area is served with water purchased from the City of Everett. The north service area is served from Marysville-owned sources. There are eight pressure zones with the City's WRSA as shown in Figure 11-5. The zones are labeled according to the elevation, relative to mean sea level, of the static pressure head in each zone. The zone boundaries are located to provide a service pressure range of 30 to 90 psi under maximum and average day demand conditions.

The North Service Area contains three pressure zones: the 460 Zone, North 240 Zone, and 327 Zone. The South Service Area contains six pressure zones: the 170 Zone, 203

Zone, South 240 Zone, 260 Zone, 360 Zone, and 510 Zone. The North and South 240 Zones are physically separated with separate supply and storage.

e. Storage Facilities

Water storage facilities or reservoirs provide for user's daily storage needs, fire storage, and emergency reserves. (Fire flow storageis calculated as either 1,000 gpm x 1 hour or 2,500 gpm x 2 hours depending on the reservoir.)

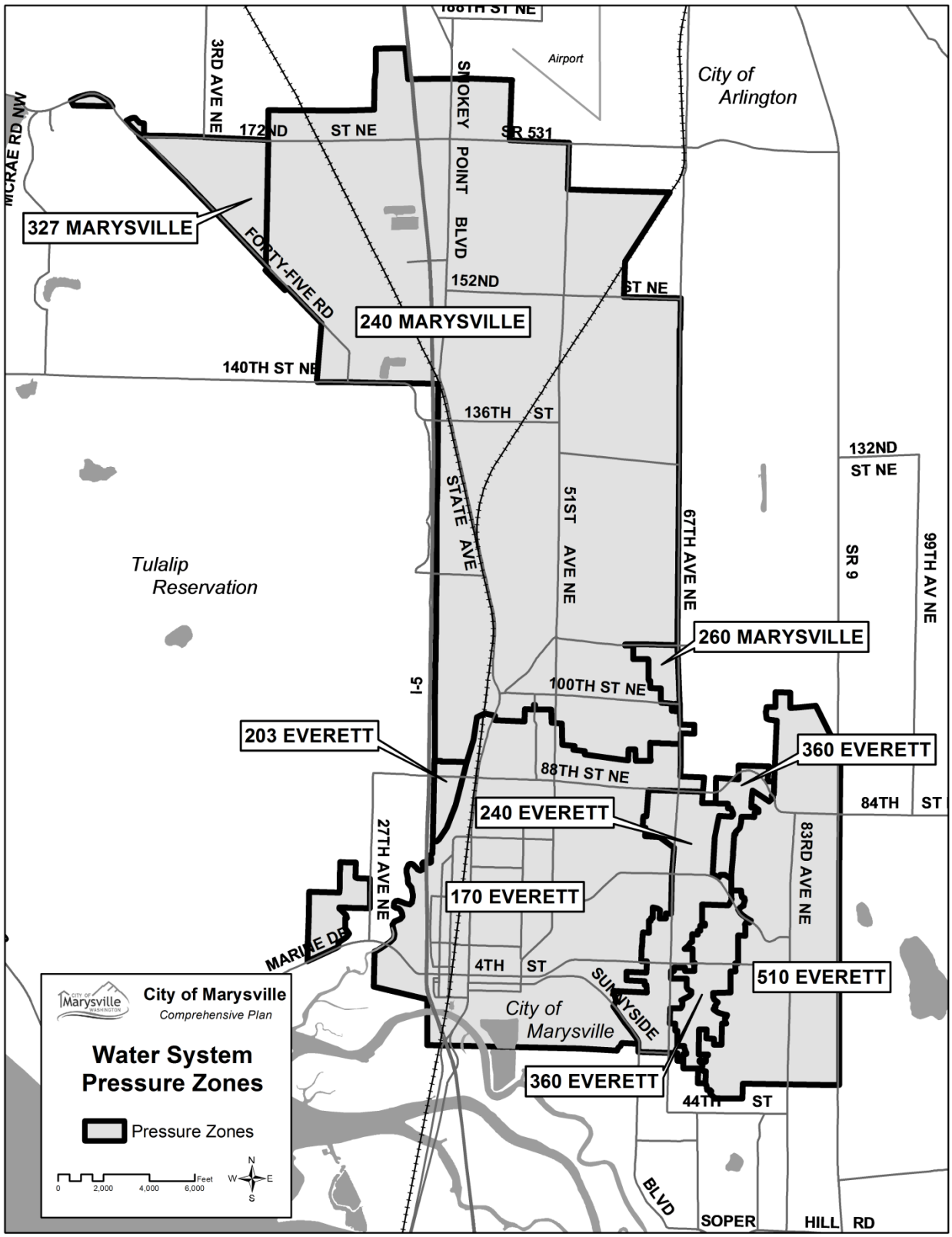
The Marysville water system currently operates 24.34 million gallons (MG) of storage as shown in Table 11-24. The Edward Springs, Wade Road, and 327 Zone Reservoirs and the Stillaguamish Water Treatment Plant Clearwell store for the North Service Area while the Getchell, Cedarcrest, Highway 9 and Sunnyside Reservoirs store for the South Service Area.

Table 11-24 Water Storage Facilities

FACILITY	YEAR CONSTRUCTED	CAPACITY (GALLONS)
Edward Springs Reservoir	1975[1]	6,000,000
Stillaguamish Water Treatment Plant Clearwell	2006	460,000
Wade Road Reservoir	2007	3,000,000
327 Zone Reservoir	2008	680,000
Getchell Reservoir	1995	6,000,000
Cedarcrest Reservoir	1987	3,500,000
Highway 9 Reservoir	1998	1,700,000
Sunnyside Reservoir	2007	3,000,000
Total Storage Capacity		24,340,000

[1] A new Hypalon® cover and PVC liner with an improved anchoring system were installed in 1999.
Source: City of Marysville 2009 Water Comprehensive Plan

Figure 11-5 Existing System, Pressures, and Reservoir Lines



III. Future Needs and Assumptions

The City has projected demand through 2028 as shown in Table 11-25.

Table 11-25 Summary Forecast of Total System Demand (MGD)[1]

	2007	2014	2028
Average Day Demand (ADD)			
Retail System	5.1	6.6	9.1
Wholesale/Wheeled Water	1.1	5.7	7.5
Total ADD	6.2	12.3	16.6
Maximum Day Demand (MDD)			
Total MDD	9.7	17.0	22.9

[1]MGD Millions of Gallons per Day

Source: City of Marysville 2009 Water Comprehensive Plan

Based on supply capacity and projected demand, maximum day demand will not exceed available supply until sometime after 2028. Available supply is adequate to serve average day demand beyond 2028. The only improvement required to address source capacity needs through 2028 is the addition of a future pump station to provide supply to the North 510 Zone.

Demand projections combine demographic data with water use factors to develop the demand for retail sales. Demand components for non-revenue water, as well as for the Tulalip Tribes and Snohomish County PUD, are then added in to create the total average day demand. To generate the total maximum day demand, a peaking factor is applied to all demands except the Tulalip and PUD demands. Demographic data and forecasts used in demand projections are shown in Table 11-26.

Table 11-26 Demographic Forecast for Marysville Water System[1]

YEAR	POPULATION	SINGLE-FAMILY HOUSEHOLDS	MULTI-FAMILY HOUSEHOLDS	EMPLOYMENT
2011	54,265	19,427	5,583	12,814
2012	55,389	19,917	5,700	13,074
2013	56,513	20,407	5,816	13,334
2014	57,637	20,897	5,933	13,594
2028	77,244	29,212	8,140	17,364
% Growth 2011- 2028	29.8 %	33.5 %	31.5 %	26 %

1. At the time the demand forecast was developed, the most recent year for which a complete year of data was available was 2006. Therefore, the water use characteristics were analyzed through 2006. 2007 data was provided with Marysville's hydraulic model at a later date. Since the modeling work in the 2009 Water Comprehensive Plan uses 2007 as the current year, the Water Comprehensive Plan uses 2007 as the current year for consistency.

Source: Table 3-1, City of Marysville 2009 Water Comprehensive Plan

a. Systems Analysis and Proposed Capital Improvements

Hydraulic analysis evaluation of the Marysville source, storage, distribution, transmission, and water quality identified a number of necessary improvements. Many of these improvements require upgrading water mains.

There are 36 recommended capital improvement projects for years 2009 to 2014 and nine for years 2009 to 2028. Brief descriptions of these projects are listed in Table 11-27.

Table 11-27 Recommended Water System Capital Improvements

Project Number	Project Title	Description
Water Supply and Treatment		
WS-1	Additional Spring Collector Improvements	Spring collector improvements.
WS-2	Lake Goodwin Well Development	Well improvements.
WS-3	Sunnyside Well No. 1 Relocated and No. 2 Rehabilitation	Well relocation and rehabilitation.
WS-4	Ultraviolet Treatment	Ultraviolet treatment.
Water Storage		
ST-1	Edward Springs Baffles	Baffles for water quality.
ST-2	Highway 9 Reservoir Demolition	Demolition of substandard reservoir.
ST-3	Highway 9 Reservoir	Construction of new reservoir for additional storage.
ST-4	Soper Hill (Whiskey Ridge) Property & Reservoir	Property acquisition and construction of one million gallon reservoir.
ST-5	North 510 Zone Reservoir	Pump station for new pressure zone.
Water Booster Pump Stations		
PS-1	Edward Springs Pump Modification	Pump modification to improve fire flow.
PS-2	Edward Springs Booster Pump Building	Building to protect new equipment.
PS-3	Cedarcrest Pump Station Rehabilitation	Motor control and valve replacement to improve operations.
PS-4	Soper Hill (Whiskey Ridge) Pump Station	Acquisition of pump station for future service area.
PS-5	North 510 Zone Pump Station	Pump station for new pressure zone.
Water Transmission and Distribution System		
WD-1	State Avenue (102nd Street to 116th Street)	Replace and upsize 4,578 feet of 12-inch AC with 18-inch DI.
WD-2	67th Avenue (100th Street to 132nd Street)	Install 10,469 feet of 18-inch and PRV.
WD-3	83rd Avenue NE (60th Street to 64th Street)	Replace and upsize 1,301 feet of 10-inch to 16-inch.
WD-4	67th Avenue NE (52nd Street to 64th Street)	Replace and upsize 3,943 feet of 10-inch to 16-inch.

WD-5	51st Avenue (119th Place NE to 122nd Place NE)	Replace 820 feet of 12-inch CI with 12-inch DI.
WD-6	Ebey Slough Bridge	Install 717 feet of new 12-inch.
WD-7	Cedar Avenue 1st to 5th	1,407 feet of new 8-inch to improve fire flow.
WD-8	Quinn Avenue 6th to 8th	972 feet of new 8-inch to improve fire flow.
WD-9	67th Avenue NE (44th to 52nd Streets); 44th Street NE (67th to 71st Avenues); and 71st Avenue NE (to Sunnyside Reservoir).	4,697 feet of new 18-inch.
WD-10	140th Place NE (23rd Avenue to I-5; north on 23rd Avenue NE, then northwest on 45 Road (144th to 156th Streets).	10,053 feet replace 12-inch AC with 18-inch DI
WD-11	71st Avenue NE (52nd to 72nd Street)	6,559 feet of 12-inch.
WD-12	52nd Street NE (67th to 73rd Avenue)	2,023 feet. Replace 10-inch with 12-inch.
WD-13	Soper Hill (Whiskey Ridge) Reservoir waterline	4,378 feet of new 12-inch.
WD-14	Soper Hill (Whiskey Ridge)	Three PRVs.
WD-15	Connection of Soper Hill to 360 Zone on 49th Street NE	200 feet of new 8-inch.
WD-16	83rd Avenue NE (Soper Hill Reservoir to 60th Street)	6,859 feet of new 16-inch for future transmission.
WD-17	North 510 Zone Reservoir waterline	22,838 feet of new 12-inch for acquisition of a future service area.
WD-18	52nd Drive NE (north from 81st Place NE to existing 6-inch CI).	340 feet of new 8-inch to improve fire flow.
WD-19	77th Place NE and 76th Street NE	600 feet replacement of 6-inch with 8-inch on 77th Place NE and 410 feet replacement of 6-inch with 8-inch on 76th Street NE.
WD-20	60th Drive NE	3,842 feet upsize from 6-inch to 8-inch.
WD-21	61st Drive NE and 84th Place NE; 87th Street NE; and 86th Street NE	758 feet replacement of 6-inch with 8-inch on 61st Drive NE and 84th Place NE; 621 feet replacement of 6-inch with 8-inch on 87th Street NE; and 855 feet replacement of 6-inch with 8-inch on 86th Street NE in order to improve fire flow.
WD-22	50th Avenue NE	250 feet upsize from 6-inch to 8-inch to improve fire flow.

WD-23	92nd Street NE	561 feet upsize from 6-inch to 8-inch to improve fire flow.
WD-24	134th Place NE and 54th Drive NE	1,502 feet upsize from 6-inch to 8-inch and install some new 8-inch.
WD-25	140th Place NE	305 feet upsize from 4-inch to 8-inch to improve fire flow.
WD-26	North-South Boundary Adjustment	Install pipes and valves to adjust the North-South Boundary (five segments; 25 feet each and 8-inch.
Water Maintenance and Operations		
WM-1	Watermain R&R	Replacement
WM-2	Watermain Oversizing	Operations improvement.
WM-3	PRV Rate of Flow	Operations improvement.
WM-4	Stillaguamish Fiber Optics	Operations improvement.
WM-5	Water Meter AMR	Operations improvement.

Source: City of Marysville 2009 Water Comprehensive Plan.

IV. Standards

For planning purposes the current water system plan uses a standard consumption amount of 188 gallons per day per Equivalent Residential Unit (ERU) for estimating future water demand.

H. SEWER[2]

The City of Marysville operates and maintains the sanitary sewer system and wastewater treatment facility that serves the City and entire Urban Growth Area (UGA). There are also three areas within the Rural Utility Service Area (RUSA) that are currently served by the sewer collection system but are located outside of the UGA: a part of Arlington to the north, part of the Tulalip Tribes to the west, and Mountain View Shores, a small subdivision, also to the west.

I. Existing

The City of Marysville sewer system service area is bounded by the Utility Service Area (USA) which coincides, for sewer, with the Urban Growth Area (UGA). As of 2011, the sewer system has approximately 18,421 connections. Of these, 16,817 are single family residential customers, 726 are multifamily residential customers, and 878 are school, commercial, and industrial customers.

a. Wastewater Treatment Plant

The existing lagoon wastewater treatment plant (WWTP) is in the southwest corner of the City on Ebey Slough. The WWTP was originally constructed at the current site in

[2] This section primarily relies upon the City of Marysville 2011 Sewer Comprehensive Plan prepared by Gray & Osborne, Inc.

1959. After a plant expansion in 1980-1981, the biological treatment train consisted of two lagoons, each divided with curtains into two treatment cells. The first three cells in the train were partially mixed and aerated with aspirating-type aerators, while the fourth cell served as a stabilizing pond. In addition to the lagoons, the WWTP included influent and effluent flow monitoring flumes, manuallycleaned bar screens, a grit chamber, and a chlorine contact chamber using gaseous chlorine.

Another plant expansion occurred in 1994. A portion of the north lagoon system was converted to two complete mix aerated lagoon cells. Influent screw pumps and mechanically cleaned bar screens were added to the headworks. A third channel was constructed in the headworks to accommodate a future screw pump (later installed in Phase 1 of the 2002-2004 upgrade). Effluent sand filters (manufactured by Dynasand) were added to remove solids from the lagoon effluent, and a new chlorine contact tank was constructed.

In 2004 another upgrade of the wastewater treatment plant was completed in two phases. Phase 1 of the upgrade included the addition of two new complete mix aerated lagoon cells, one new influent screw pump and one new influent bar screen, and four effluent pumps. Phase 2 added two complete mix aerated lagoon cells, 1,600 square feet of effluent sand filters, UV disinfection, and an effluent pipeline to Everett. The WWTP biological treatment components include six complete mix aerated lagoons, a partially mixed aerated lagoon, three partially mixed facultative lagoons, and a facultative only stabilization lagoon. The plant discharges to Steamboat Slough in the Snohomish River Estuary, which is designated as a Class A Marine receiving water in the vicinity of the outfall, during high river flow months (November through June). Following 2004 completion of construction of a new effluent conveyance pipeline to Everett (outfall into Port Gardner), the City now has a second discharge location necessary to meet dry-season permit requirements.

The wastewater treatment plant design flows and loading are shown in Table 11-28.

Table 11-28 Wastewater Treatment Plant Design Flows and Loading[1]

Parameter	Phase 1	Phase 2
Design Year	2004	2010
Flows (mgd)		
Average Annual	8.52	10.1
Maximum Month	10.7	12.7
Maximum Day	13.1	15.6
Peak Hour	17.2	20.3
Mass Loading (lb/day)		
Annual Average		
BOD_5	14,943	17,070
TSS	14,943	17,815
Average Day, Max. Month		
BOD_5	17,632	20,143
TSS	20,322	24,229
Maximum Day		
BOD_5	21,816	24,922
TSS	31,977	38,125

(1) This information is from the design drawings prepared by Tetratech/KCM, Phase 2 (2003).

The City's most recent NPDES permit was issued by the Washington State Department of Ecology on August 1, 2013 and will expire on July 31, 2018. Due to Total Maximum Daily Loads (TMDL) (total maximum daily load) constraints on the Snohomish River Estuary, Marysville has a discharge permit with differing seasonal discharge limits based on dry period (July through October) versus the wet period (November through June). The following Table 11-29 and 11-30 summarize the permit limits.

Table 11-29 Wastewater Treatment Plant NPDES Permit Limits – Low Flow Season (July-October)

NPDES Effluent Limitations	**Average Monthly**	**Average Weekly**
$CBOD_5$	25 mg/L[1]	40 mg/L
TSS	30 mg/L[1] (3,180 lb/d)	45 mg/L (4,770 lb/d)
pH		6.0 – 9.0 (daily)
Fecal Coliform	200 cfu / 100mL	400 cfu / 100mL
NPDES Effluent Limitations	**Average Monthly**	**Maximum Daily**
Ammonia (as N)	178 lb/d	403 lb/d
$CBOD_5$	419 lb/d	672 lb/d

1. Or 15 percent of the respective monthly average influent concentrations, whichever is more stringent.

Source: City of Marysville Sewer Comprehensive Plan, 2011, Gray &Osborne, Inc.

Table 11-30 Wastewater Treatment Plant NPDES Permit Limits –High Flow Season (November-June)

NPDES Effluent Limitations	**Average Monthly**	**Average Weekly**
$CBOD_5$	25 mg/L[1] (2,650 lb/d)	40 mg/L (4,240 lb/d)
TSS	30 mg/L[1] (3,180 lb/d)	45 mg/L (4,770 lb/d)
pH		6.0 – 9.0 (daily)
Fecal Coliform	200 cfu / 100mL	400 cfu / 100mL

1. Or 15 percent of the respective monthly average influent concentrations, whichever is more stringent.

Source: City of Marysville Sewer Comprehensive Plan, 2011, Gray &Osborne, Inc.

b. Collection System

The sanitary sewers in the downtown core area of "older" Marysville, were constructed as a combined sewer system prior to 1940. Portions of the secondary collection system downtown system consist of clay pipes with asphalt or mortar joints. These pipes are showing signs of deterioration, and the joint material has deteriorated in some sections of pipe.

Since 1989, nearly 100 percent of this older remaining combined sewer system has been replaced with a separate storm drainage system. Replacement of old sewer and storm drain separation are important so that groundwater and storm runoff are not using capacity of the system that should otherwise be available for wastewater flows.

An extensive expansion of the original sewer system has occurred over the past approximately forty years. In 1968, Trunk Sewer C, Trunk D (the Eastside Trunk), and Trunk G (the Westside Trunk) extended the system to the north, east and west, respectively. In 1970, Trunk Sewer A (eight miles long) was constructed to serve the area northeast of Marysville. Map 11-6 shows the existing trunk sewer system.

Current sewer system components include waterwater collection mains, pump stations and force mains, and the wasterwater treatment and disposal facility. The existing collection system is organized around eight (8) trunk sewer systems: A, B, C, D, F, F-A, G, and Lakewood. The general direction of flow in the City's collection systems is from north to south, starting near Arlington and discharging to the wasterwater treatment facility at the south end of the service area.

The trunk sewer systems serving the largest portion of the sewer service area population is Trunk A. By acreage served, Trunk D is the largest at 4,054 acres, Trunk A is the second largest at 3,341 acres, and Trunk C is the third largest at 3,267 acres. Only Trunk G and Trunk C are not directly tributary to Trunk A. All components of the collection system discharge to the wastewater treatment facility either through Trunk A or Trunk C.

The trunk sewers and other recent additions have been constructed under the supervision of the City, and are made of concrete or PVC pipe with rubber gasketed joints. The existing trunk sewer system contains approximately 226 miles of mainline sewer pipes ranging from 6 to 48 inches in diameter.

Most of the service area is served by gravity sewers. The City's collection system includes 210 miles of gravity sewer ranging from 6- to 48-inch diameter pipe, force main ranging from 2- to 12-inch diameter pipe, and 15 pump stations.

c. Tributary Area

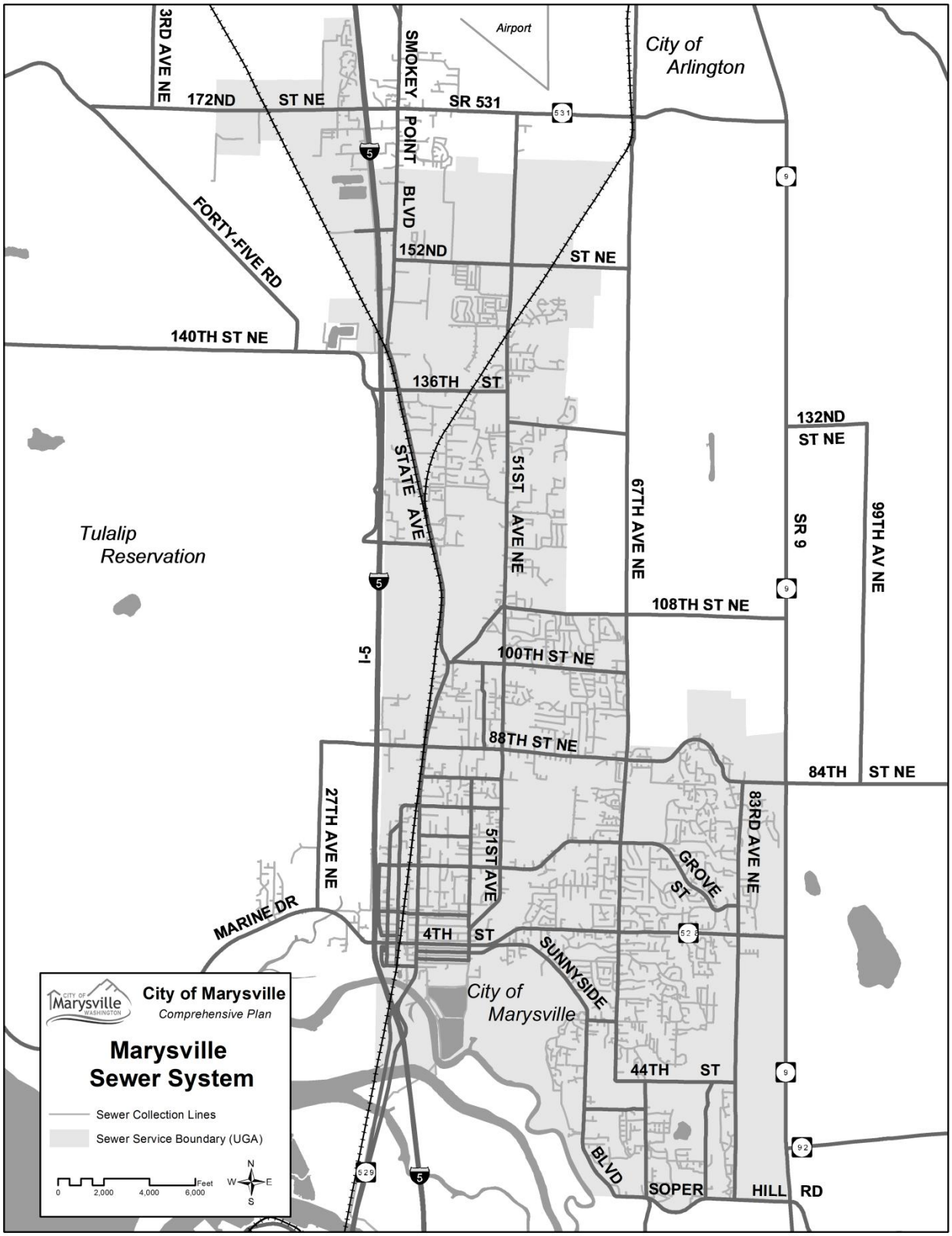
Two major drainage basins exist within the service area with small portions of other drainage basins located north of 180th Place NE in the Lakewood Neighborhood, and the southeast corner of the East Sunnyside-Whiskey Ridge Neighborhood. Most of the existing sewer service area is within the Quilceda Creek and Allen Creek Basins which flow south from 172nd Street NE towards Ebey Slough. The area north of the northern city limits and a small portion of land within the city that is generally north of 180th Place NE is in the Stillaguamish Sub-basin and creeks within this area flow towards the Stillaguamish River.

d. Pumping Stations

The City operates and maintains 15 pump stations. Five of these are primary pump stations for the City (Soper Hill, 51st Avenue, 88th Street, Marysville West, and West Trunk) that serve significant portions of the sewer service area while the remaining nine pump stations are "developer-type" stations serving a more limited service area..

Within these two basins, 15 lift stations exist to keep buried sewer pipe depth reasonable and maintain a logical flow pattern to the low points of the basins. All of the pump stations are in good condition and meet the present needs of the system; however, some pumps will need to be replaced with larger pumps in the future. Each station is equipped with at least two pumps (the West Trunk Pump Station has three pumps) and emergency standby power generators. In addition to the 15 pump stations owned and operated by the City, there are several private pump stations within the sewer service area.

Figure 11-6 Existing Sewer System



II. Future Needs and Assumptions

The Wasterwater Treatment Plant Upgrade and Expansion were completed in late 2004. These improvements enable the plant to now operate at design capacity which is adequate to serve Marysville and projected growth to the year 2031; however, when sewage reaches approximately 12 million gallons per day, additional aeration will need to be provided.

The projected future sewer service population is shown in Table 11-31.

Table 11-31 Projected Future Sewer Service Population

Year	2011	2017	2031
UGA Population	61,491	69,338	84,989
Service Area Population including Non-UGA	64,669	72,616	87,757
Service Area Population Connected to Sewer	50,543	62,250	87,757
Percent Increase	-	23.16%	73.63%
Percent Connected	78%	86%	100%

Source: City of Marysville Sewer Comprehensive Plan, 2011, Gray &Osborne, Inc.

Future improvements included in the City's Capital Improvement Plan for the wastewater treatment plan include biosolids removal, which is anticipated to be completed in 2018 or thereafter. Other scheduled improvements include replacement or reconstruction of the headworks parshall flume, extension of the filter reject line to complete mix cell 1 at the headworks of the plant, upsizing the filter reject pump station wet well and pumps, construction of a pre-settling basin, and replacement of the mechanical barscreens at the headworks.

Additional sewerage system improvements for the 2011 to 2031 planning period are included in Marysville's Sewer Comprehensive Plan. The plan includes a capital facilities improvement plan and financing plan.

The City of Marysville will provide sewer to the City's Urban Growth Area. Sewer service will also be consistent with City ordinances. Any variance request for providing sewer outside of the City's Urban Growth Area will necessitate that the property meet the criteria outlined in the City Code.

I. STORMWATER[3]

I. Existing

Within Marysville, stormwater runoff from buildings, driveways, parking lots and other impervious surfaces is collected, then conveyed through public and private drainage facilities.

[3] This section primarily relies upon the City of Marysville Stormwater Management Plan, 2012.

Most of the tributary drainages lines are within existing road rights-of-way. The City's drainage system consists of approximately 6.5 miles of publicly owned detention pipes, 114 miles of storm lines, ditches and culverts, 6,500 catch basins, a number of outfalls to the river, 8-10 miles of open streams, 1.5 miles of stream culverts, 40 swales, 100 retention/detention ponds, 40 swales, and numerous wetlands and riparian areas. Run-off is collected on individual properties and either conveyed to area-wide detention/water quality facilities prior to release or detained and treated on-site with metered release into the public system. Marysville currently regulates storm drainage utilizing Title 14 of the Marysville Municipal Code.

The City of Marysville has had an ongoing surface water management (SWM) program for over twenty years. A Surface Water Utility (SWM Utility), including lands within the City of Marysville, was originally formed by Snohomish County in 1991 and funds were remitted to the City of Marysville on a quarterly basis under an interlocal agreement. The County continued billing and collecting utility fees until January 2007 when the City took over the billing and administrative functions. The City's SWM Utility is now administered by the City of Marysville's Public Works Department. The purpose of the Utility is to finance, acquire, construct, develop, improve, maintain, and operate public stormwater facilities to help prevent flooding, reduce local drainage problems, improve water quality and habitat, and meet regulatory requirements.

In 1999, the City of Marysville adopted Ordinance 2245 which allowed for the establishment of regional stormwater detention facilities. In 2003, the City constructed a seven acre regional stormwater detention facility known as Regional Stormwater Pond I to serve the commercial areas generally north of 152nd Street NE; this facility is at capacity. In 2014, a second adjacent regional stormwater facilty, Regional Stormwater Pond II, was constructed to continue serving this area. City-owned surface water facilities are complemented by the numerous on-site detention and water quality enhancement facilities constructed by private landowners and businesses.

a. Surface Water Management

Drainage standards for new developments are guided by the 2005 Washington State Department of Ecology Stormwater Management Manual for Western Washington. Specific drainage standards are tailored as a result of local basin planning studies to unique, local drainage needs of the City.

The City requires water quality treatment for storm water runoff. Approved methods include the construction of stormwater detention ponds, grass lined swales, or raingardens to trap and filter solids and pollutants. Similar to other detention facilities mentioned above, these are located on both private and public property.

b. Flood Plain Management and Filling/Grading Guidelines

The City has adopted a floodplain management ordinance that prohibits the construction of any new structures within the federally designated floodway.

c. Problem Areas

Rainfall onto undeveloped properties is mostly absorbed by vegetation and soils. Disturbance or removal of these natural features can cause flooding, erosion, siltation of streams, and mudslides. Further, stormwater runoff from developed land includes many pollutants such as chemicals, oils, fertilizers, and sediments that have deleterious effects on receiving waters and regional water quality.

Deficient construction practices have, in the past, resulted in erosion and sedimentation problems. Water quality in both Quilceda and Allen Creeks has diminished as a result of these deficient construction practices.

Problems with flooding from one developed site to another result from lack of drainage to capacity of the storm drain system. Positive drainage, which is the collection of all lot development runoff, is presently a standard practice in new developments. The long term effectiveness and performance of stormwater detention facilities, whether municipally owned or privately owned, is dependent upon the ability and resources of the responsible party to maintain them as designed.

Annual localized drainage problems commonly occur throughout the City but cause little property damage or inconvenience. However, storm events such as those in 2007, 1996, and 1990 caused significant public and private property damage. Most of the drainage problems in the City and UGA are conveyance related. Restrictions in the collection and conveyance system within the Downtown portion of the Ebey Slough Watershed have been noted at numerous locations. Additionally, conveyance, drainage, and retention problems have been noted at the Quilceda Creek and Allen Creek Watersheds. Problem areas are listed in Table 11-32.

Table 11-32 Problem Areas

PROBLEM AREA LOCATION	PROBLEM DESCRIPTION
Quil Ceda Creek Watershed Location	
Edgecomb Creek	Creek has poor aquatic resource function.
Channel Realignment and Floodplain Restoration (Hayho Creek)	Headwater base flow attenuation of creek needs to be improved.
North Marysville Master Drainage Plan (Hayho Creek)	Creek has poor aquatic resource function.
Hayho at Railroad Culvert	Hayho Creek is not connected to the 48-inch steel culvert installed in 2005.
Hayho Creek - railroad culverts to 47th Drive NE	Hayho Creek is incising and banks are eroding through this portion of the creek.
Edgecomb Creek at 152nd Street NE	Culvert undersized and overtops road for existing 25 year and future 10 year events.
Hayho Creek (from 152nd Street NE to the southwest corner of the Navy Complex both upstream and downstream)	Channel is undersized and subject to overtopping, and also constricts flows and proper drainage within the subbasin during winter months. Beaver dams cause adjacent flooding.
Olaf Strad Creek at 152nd Street NE	Undersized culvert, potential fish barrier, and property flooding.
West Quil Ceda Tributary and 104th Street NE	Culvert has insufficient capacity and overtops road. Culvert is silted in. Water boils up to surface blocking fish passage.
West Quil Ceda Tributary at 103rd Street	Culvert has insufficient capacity and overtops road. Culvert has a beaver dam immediately upstream of inlet blocking fish passage.
Edgecomb Creek, north of 152nd Street	Culvert undersized and overtops road for existing 10 year and both existing and future two year events.
Hayho Creek at 43rd Avenue and Emerald Hills Estates	Beaver dams in Hayho Creek cause periodic flooding of 43rd Avenue NE culvert overtopping road and retirement community of Emerald Hills Estates.
Hayho Creek at 160th Avenue NE	Fish swim or are drawn into a diversion in the Hayho Creek channel.
Quilceda Creek, south of 152nd Street	Culvert is a partial barrier to fish passage. Lack of adequate large woody debris and riparian vegetation in this portion of stream.
Quil Ceda Creek at State Avenue	Culvert is undersized and partial barrier to fish based upon velocity criteria.
Quil Ceda Creek and railroad	Culvert is a partial barrier to fish based upon velocity criteria.

Allen Creek Capital Improvement Projects	
Jones Creek– Sunnyside Neighborhood	Sinkholes have formed next to Jones Creek as a result of water seeping into a detention creek parallel to Jones Creek. Water may also be traveling through the detention tank backfill.
Brashler's Industrial Park	Industrial park floods/ponds because Allen Creek backwaters the conveyance system. Existing conveyance has undersized/adverse grade pipes. Street settling contributes to ponding.
60th Place NE – Sunnyside Neighborhood	Insufficient conveyance capacity for existing 10-year event. Localized flooding also occurs for the 6-month event on 60th Place NE west of 63rd Avenue NE.
Allen Creek west of 60th Drive NE	Location has poor fish habitat, lacking woody debris and riparian vegetation.
Culvert Replacement and Erosion Control Measures at 88th Street NE	Culvert is velocity barrier to fish passage as predicted by hydraulic analysis. Flooding over roadway predicted if culvert is not maintained. Downstream 50 lineal feet of existing riprap bank armoring has failed.
Storm Drain Replacement at 95th Street NE and 67th Avenue NE	Insufficient conveyance capacity for 10-year existing and future events.
Culvert Replacement at 55th Avenue NE (Allen Creek	Culvert is a velocity barrier to fish passage as predicted by hydraulic analysis.
Culvert Replacement at 80th Street NE (Allen Creek)	Culvert is a velocity barrier to fish passage as predicted by hydraulic analysis.
Storm Drain Replacement at 61st Street Cul-de-Sac Sunnyside Neighborhood	Insufficient conveyance capacity for 10-year existing events.
Sunnyside Creek Capital Improvement Projects	
Sunnyside Wetland Acquisition	Development has impacted a high percentage of local wetlands in the Sunnyside area.
Ebey Slough Basin Capital Improvement Projects	
No deficiencies in the Ebey Slough basin ranked high enough to become a capital improvement project.	

Source: City of Marysville Surface Water Comprehensive Plan, November 2009, Otak, Inc.

II. Future Needs and Assumptions

Stormwater facilities can and should be coordinated so that as much as possible several projects combine their storm water facility needs. The stormwater pipes and detention facilities would be constructed on-site during each construction project and the off-site release rates would be limited to pre-development levels.

The City of Marysville and Snohomish County have existing stormwater conveyance systems which are planned and administered by the City and County, in their respective areas of jurisdiction.

Continued growth throughout the City and the region will further exacerbate the existing problem areas. Many of the major conveyance and regional storage facilities must be enhanced while future new development will be required to provide water quality treatment and on-site surface water retention.

Proposed surface water capital improvements are listed in Table 11-33.

Table 11-33 Proposed Surface Water Capital Improvements

Quil Ceda Creek Capital Improvement Projects			
PROJECT	**PROJECT DESCRIPTION**	**RANK**	**COST**
North Marysville Master Drainage Plan (Edgecomb Creek)	Realign approximately two miles of Edgecomb Creek providing flood storage and forested wetland buffers. Develop a detention and stormwater conveyance system for future development.	5	$23,526,000
Channel Realignment and Floodplain Restoration (Hayho Creek)	Realign Hayho Creek through 15 acre restoration site connecting Hayho Creek to existing and constructed wetlands.	5	$913,000
North Marysville Master Drainage Plan (Hayho Creek)	Develop a conveyance and stormwater detention system for future development.	5	$10,379,000
Breach Hayho Bank at Railroad Culvert	Breach the bank of Hayho Creek to allow low flows access to the 48-inch steel culvert. Leave currently connected 36-inch culvert in place for high flows. Plant riparian corridor around newly relocated stream channel.	5	$74,000
Erosion Control Measures – Railroad culverts to 47th Drive NE (Hayho Creek)	Stablize 850 linear feet of stream by re-grading and installing large wood debris with riparian vegetation along the banks.	5	$1,545,000
Culvert Replacement at 152nd Street NE (Edgecomb Creek)	Replace existing three foot diameter CMP culvert with one 18-foot span x 5 foot rise, 41 foot long reinforced concrete box culvert.	4	$261,000
Upper Channel Conveyance Enhancement/Hayho Restoration Plan	Dig a deeper and wider channel to accommodate greater flows and provide hydraulic support for habitat enhancement. Meanders will be added to the channel and the riparian area may be replanted.	4	$3,146,000
Marysville Drainage Inventory	Full drainage inventory needed for NPDES permit compliance. Update existing GIS drainage inventory. As-built or survey grade data needed for 30 structures and 40 pipe/culvert inlet/outlet locations.	4	$10,000
Culvert Replacement at 152nd Street NE (Olaf Strad Creek)	Replace existing 3-foot diameter culvert with 18-foot span x 5-foot rise, 50-foot long reinforced concrete box	4	$277,000

	culvert.		
Culvert Modifications at 104th Street (West Quil Ceda Tributary)	Project will include two phases. Phase I: remove beaver dam located along previously breached dike. Phase II: cleanout 104th Street culvert, and replace existing 4-foot span box culvert if conditions require.	4	$75,000
Culvert Modifications at 103rd Street (West Quil Ceda Tributary)	Project will include two phases. Phase I: remove beaver dam upstream of the 103rd Street culvert and clean out the 103rd Street culvert. Phase II: replace the existing 2-foot diameter CMP culvert with a 5-foot span reinforced concrete box culvert that meets WDFW criteria for fish passage.	4	$355,000
Field Access Culvert Removal and Bridge Installation at Edgecomb Creek	Replace existing 2 ½ foot diameter CMP culvert with a railspan bridge.	3	$167,000
Field Access Culvert Removal and Bridge Installation at Edgecomb Creek	Replace existing 2 ½ foot diameter concrete pipe with a railspan bridge.	3	$172,000
Field Access Culvert Removal and Bridge Installation at Edgecomb Creek	Replace existing 2 ½ foot diameter CMP culvert with a railspan bridge.	3	$189,000
Field Access Culvert Removal and Bridge Installation at Edgecomb Creek	Replace existing 1 ½ foot diameter concrete pipe with a railspan bridge.	3	$190,000
	Install berm on downstream side of 43rd Avenue culvert. Excavate ditch on northwest side of the berm to allow collection of street runoff and backwatering from Hayho Creek	3	$43,000
Install Fish Screen at 160th Avenue NE	Install fish screen to prevent fish from swimming or being drawn into a diversion within the channel.	3	$209,000
Field Access Culvert Removal/Bridge Installation and Stream Restoration (Quilceda Creek)	Replace existing 3-foot diameter CMP culvert with a railspan bridge. Restore approximately 1,750 lineal feet of stream channel by installing large wood debris, root wads, and supplemental woody riparian vegetation along a 300 foot wide riparian corridor.	3	$293,000
Culvert Replacement at	Replace existing 6-foot span x 6-foot	3	$3,964,000

State Avenue (Quil Ceda Creek)	rise concrete box culvert with a 175 foot single span bridge. Restore recently day-lighted stream.		
Culvert Replacement at Railroad (Quil Ceda Creek)	Replace existing 8-foot span x 6-foot rise CMP arch culvert with a 140-foot long 12-foot diameter culvert. Project will require installation of an access road for pipe jacking construction.	3	$982,000
Allen Creek Capital Improvement Projects			
Jones Creek Flood Damage Repairs – Sunnyside Neighborhood	Fill the existing 4-foot diameter detention pipe with controlled density fill (CDF). Regrade the stream channel for improved flood storage. Approximately 825 feet of riparian plantings will be planted along the stream.	5	$619,000
Brashler's Industrial Park Flooding	Replace 1,725 feet of existing 12-inch diameter CMP with 15-inch diameter, Schedule A pipe. Remove 18 existing catch basins and replace with 14 new 48-inch diameter catch basins. Install tide gates at outfalls. Replace pavement on 56th Place NE and 47th Avenue NE south of 56th Place NE.	4	$1,756,000
Storm Drain Replacement at 60th Place NE – Sunnyside Neighborhood	Replace approximately 1,230 lineal feet of existing storm drain pipe with 450 lineal feet of 18-inch diameter and 780 lineal feet of 15-inch diameter Schedule A pipe. Replace 13 catch basins with 48-inch catch basins.	3	$457,000
Stream Restoration and Land Acquisition west of 60th Drive NE (Allen Creek)	Acquire 400-foot long by 100-foot wide riparian corridor for restoration. Install large woody debris and plant native woody riparian vegetation along the stream corridor to create pools and complex habitat.	3	$230,000
Culvert Replacement and Erosion Control Measures at 88th Street NE	Replace existing 7 ½ foot span x 5 foot rise concrete box culvert with 11 foot span x 5 ½ foot rise, 100 foot long CMP arch culvert with headwall. Remove loose riprap from channel. Stabilize eroded south bank with 50 lineal feet of bio-engineered bank stabilization measures.	3	$324,000
Storm Drain Replacement at 95th Street NE and 67th Avenue NE	Replace 227 feet of existing 12-inch diameter storm drain pipe with 18-inch diameter HDPE pipe.	3	$176,000

Culvert Replacement at 55th Avenue NE (Allen Creek	Replace existing 6-foot diameter CMP culvert with a 13-foot span x 5 ½ foot rise, 80-foot long CMP arch culvert with headwall.	3	$337,000
Culvert Replacement at 80th Street NE (Allen Creek)	Replace existing 6.4-foot span x 4.2-foot rise CMP arch culvert with dual 6-foot span x 5 ½ foot rise, 50-foot long CMP arch culverts with headwall.	3	$230,000
Storm Drain Replacement at 61st Street Cul-de-Sac Sunnyside Neighborhood	Replace approximately 680 lineal feet of existing storm drain pipe with 520 lineal feet of 15-inch diameter and 160 lineal feet of 12-inch diameter Schedule A pipe. Replace five catch basins with 48-inch catch basins.	3	$221,000
Sunnyside Creek Capital Improvement Projects			
Sunnyside Wetland Acquisition	Acquire 28 acres of forested emergent wetlands for preservation near the headwaters of Sunnyside Creek.	3	$2,440,000
Ebey Slough Basin Capital Improvement Projects			
No deficiencies in the Ebey Slough basin ranked high enough to become a capital improvement project.			

Source: City of Marysville Surface Water Comprehensive Plan, November 2009, Otak, Inc.

J. SOLID WASTE

Solid waste removal services are provided by the City of Marysville Public Works Department within the city limits. Unincorporated areas within the Study Area are serviced by Waste Management-Northwest, Inc. Both the City of Marysville and Snohomish County have active recycling programs which operate as a component of area solid waste removal services. Waste Management-Northwest, Inc. provides recycling services through a contractual agreement with the City.

I. Existing

The City's solid waste service consists of eight full-time refuse collectors, one lead, and one supervisor who also oversees the Streets Division. The City provides service to 12,851 accounts: 12,195 residential and 656 commercial. Accounts, type, and size are listed in Table 11-34. (Note: An account may have more than one container).

Table 11-34 Solid Waste Accounts

Type/Size of Container	Number
20 Gallon	702
36 Gallon (one time per Month)	987
36 Gallon	8,959
64 Gallon	1,387
96 Gallon	160
1 Yard	146
1.5 Yard	70
2 Yard	89
3 Yard	72
4 Yard	111
6 Yard	88
8 Yard	80
Total	12,851

The department has five garbage trucks, one commercial capacity rear end load truck, and four front end loaders. The new front loading automated trucks can serve any size container. A truck can serve between 500 and 700 accounts per day.

Recycling services are contracted out to Waste Management Northwest, Inc. They provide weekly recycling services to residential and commercial customers. They pick up yard waste, mixed paper, corrugated cardboard, newspaper, glass, tin, aluminum, and some types of plastic (types 1 and 2).

II. Future Needs and Assumptions

The September 2004, conversion from rear-loaders to automated front-end loaders has enabled solid waste removal services to exceed capacity requirements for the current population; however, when the accounts from the Central Marysville Annexation (CMA) are transferred to the City in 2017, there will be need for two additional garbage trucks and refuse collectors.

Land use considerations that impact solid waste services include development density and road networks. Areas of higher density development permit more efficient collection of solid waste, whereas areas that are more spread out are less efficient. The road network is a factor in providing efficient service; a street system that isolates neighborhoods and has many cul-de-sacs and dead-ends may impact the speed of collection.

Dumping fees have risen quickly in the last few years. Rates will probably continue to rise to cover these increases, since rates cover all garbage costs. No significant changes in recycling service are anticipated. However, the level of change that recycling has experienced in the previous 20 years, makes future changes difficult to predict. In some other counties, scrap metal and motor oil are recycled, so these are potential services.

K. GOALS AND POLICIES: WATER, SEWER, STORM DRAINAGE, SOLID WASTE

Goals:

1. Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.
2. Equitable distribution and maximum utilization of City resources in the delivery of City services.

Policies:

PF-1 Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency indicates that facilities are available within 6 years of construction of the new development. Payment of mitigation fees is considered concurrency.

PF-2 Encourage development in areas where facilities and services are already available before developing areas where new facilities and services would be required.

PF-3 Provide urban level facilities and services only in Urban Growth Areas.

PF-4 Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

PF-5 Give priority to water and sewer line extensions where on-site disposal systems have created known pollution or health hazards.

PF-6 Seek to coordinate, where appropriate, City investment in public facilities with business, employment, and economic development opportunities.

PF-7 Reduce the per unit cost of public facilities and services by encouraging urban density development, allowing the distribution of public and private facilities and services more efficiently.

PF-8 Coordinate and consolidate special districts providing facilities and services, where feasible, to distribute public and private services more efficiently.

PF-9 Respect the capability of land and natural systems when determining how to provide such facilities and services as storm water drainage and flood prevention, water, sewage and garbage disposal.

PF-10 Maintain or restore, wherever feasible, natural drainage systems in order to minimize the need for public expenditures and to recognize the amenity as well as the utilitarian functions as part of the natural drainage system.

PF-11 Allow location of public facility distribution sites within residential areas, provided they are suitably landscaped and buffered, designed, and improved to prevent hazards to life and adverse effects on the surrounding neighborhood.

PF-12 Encourage new techniques or innovative systems for sewage and sludge disposal, while also considering health and environmental concerns.

PF-13 Design and locate solid waste disposal systems and sites with proper consideration for present and future health and environmental impacts.

PF-14 Encourage reduction of solid waste, recycling, and pretreatment of industrial wastes. Educate the public on how to reduce their garbage output and how to participate in waste reduction and recycling programs. Encourage expansion of current recycling programs, especially plastics.

PF-15 Water reuse and reclamation should be encouraged, especially for large commercial and industrial developments, and for high water users such as parks, schools, and golf courses.

PF-16 Water conservation should be aggressively pursued as a means of ensuring efficient water use and protection of water resources, and as a water supply source that can make a substantial contribution toward meeting future regional water needs.

PF-17 Use incentives to encourage undergrounding of distribution lines.

PF-18 Encourage development that minimizes water and other liquids from being discharged into any natural water courses, storm drainage system, or sanitary sewer in accordance with provisions of county, state, and federal water quality programs, guidelines, and regulations.

PF-19 Encourage the design of future developments to utilize natural drainage patterns and incorporate means to entrap storm water and water pollutants before they are carried down slope or before they enter watercourses.

PF-20 Limit the quantity and velocity of runoff during and after site development to levels that are not substantially greater than pre-development conditions. Means for implementing this policy should be approved prior to the initiation of land surface modifications.

PF-21 Where feasible, regional detention should be used as opposed to site or project specific detention ponds.

PF-22 As appropriate, storm detention facilities should be combined with park projects to meet multiple goals.

PF-23 Encourage the design of residential, commercial, and industrial developments that reduce the amount of impervious surfaces, grading, and the removal of vegetation to minimize problems associated with increased volume and velocity of storm water runoff.

PF-24 Limit the removal of vegetation and require reasonable replacement of vegetation in order to maximize rainfall interception and minimize erosion and siltation within the drainage system.

PF-25 Recognize the inter-jurisdictional characteristics of storm drainage management problems and work with Snohomish County Diking District No. 3, Snohomish County, other jurisdictions, and area wide residents to improve storm drainage and to mitigate the impacts of increased storm water runoff caused by new construction.

PF-26 Developers shall provide storm water drainage plans and facilities so that storm water runoff during and after construction prevents destruction of private property, disruption of natural drainage, and degradation of water resources and quality.

PF-27 The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

PF-28 Public easements and rights-of-way should be considered multiple-purpose utility/public facility corridors. New systems, including water and sewer transmission and distribution lines, should be located in existing public rights-of-way and easements where possible.

L. CRITERIA AND STANDARDS: WATER, SEWER, STORM DRAINAGE, SOLID WASTE

Criteria and Standards are established by the applicable Marysville Municipal Code, Snohomish County Code, Puget Sound Water Quality Authority, North Snohomish County Coordinated Water System Plan; Washington State Department of Health, Washington State Department of Natural Resources, Washington Department of Fish & Wildlife, and Washington State Department of Ecology, US Environmental Protection Agency, and U.S. Army Corp of Engineers.

M. SITING ESSENTIAL PUBLIC FACILITIES

An essential public facility can be any facility owned or operated by a unit of local or State government, by a public utility or transportation company, or by any other entity providing a public service as its primary mission.

Under the provisions of the Growth Management Act, a process or criteria for siting essential public facilities that are typically difficult to site such as State education facilities, regional transportation facilities (e.g. airports), solid waste-handling facilities, regional transit authority facilities, state or local correctional facilities and in-patient facilities including substance abuse, mental health and group homes must be included in the comprehensive plan. Other facilities may qualify by completing the designation procedure described below.

I. Eligibility for Common Site Review

Essential public facilities which are not already in a local comprehensive plan are eligible for review under the common siting process described below. Either the project sponsor or a local jurisdiction wishing to be the site of the project (i.e. host community) may submit the project for review.

A facility may be appropriate for review by this process under the following conditions:

1. The Snohomish County Tomorrow Steering Committee or the governing board of the host community determines that the proposed facility meets the definition of an essential public facility; or, the facility appears on the State, County, or the host community's list of essential public facilities.
2. Either the sponsoring agency or the host community determines that the facility will be difficult to site.

II. Common Site Review

In Snohomish County, sponsors of essential public facilities that are eligible for review under the Common Site Review Process may choose to follow the process described below. Alternatively, sponsors of such facilities that have identified a preferred site may choose to seek siting approval directly from the host community.

The Common Site Review process is:

1. *Determination of Eligibility*
   Either the host community or the Snohomish County Tomorrow Steering Committee must determine if the project is eligible for review. This determination of eligibility ascertains if the proposed facility constitutes an essential public facility as defined above. This initial step also considers if the facility in question presents siting difficulties. If the facility does not present siting difficulties, it should be follow the normal siting process, as recommended in WAC 365-195-340 (2)(a)(iii).

2. *Site Search Consultation*
   Project sponsors have the option of requesting that either the Planning Advisory Committee (PAC) and/or the Infrastructure Coordinating Committee (ICC) offer a forum for project sponsors prior to the initiation of the formal siting review process. The sponsor of a project can initiate this process by contacting Snohomish County Tomorrow and requesting aid in the siting of its proposed facility.

In this forum sponsors will have the opportunity to present proposed essential public facilities projects. The committee can then provide the sponsors with information on potential sites within Snohomish County and about potential concerns related to siting. Sponsors may also propose possible incentives for host communities. The PAC/ICC may ask local jurisdictions to provide information to sponsors regarding potential sites within their communities.

3. L*ocal Land Use Review*
   Following the Determination of Eligibility, and the optional site consultation by the PAC and/or the ICC if requested by the sponsor, the sponsor can then apply for site approval with the local land use or permit authority. The common siting process, local codes and ordinances are the basis for the local jurisdiction's review. This includes public hearings that are required for any land use action which may be needed by the proposal, such as comprehensive plan amendment, rezoning, conditional use permit, or similar approval.
   In making its land use decision on the project proposal, the local authority shall evaluate the proposal against the common siting criteria described below, as well as against any local criteria generally applicable to the type of action. Where no local land use action is required the sponsor may proceed directly to the permit application stage.

4. *Appeal Process*
   In addition to any existing appeal processes already provided by local ordinance, the local land use authority's decision is subject to appeal under one of the alternatives described below.
   Within 30 days following a local land use authority's formal action that is required to approve the proposal, an appeal may be made by the sponsor. Appeals may be made to the Puget Sound Regional Growth Hearing Board, where questions of interpretation of the GMA are involved, or to a three-member appeal board appointed by the Snohomish County Tomorrow Executive Board. The appeal board does not have the authority to overturn a local decision. However, where the board finds that the local decision does not accurately reflect the evidence provided by the sponsor, or that adequate consideration was not give to the evaluation criteria, it may remand a decision back to the local agency for reconsideration.
   A recommended alternative for host communities and sponsors would be to use arbitration as the final recourse for resolution of differences. In cases where this option is agreed to in advance, a pre-selected arbitrator would serve as the appeal agent for these parties.

5. P*ermit Application*
   After receiving the required land use approvals by the local land use authority, the sponsor may then apply for the required permits to construct the proposed facility. The permitting authority shall not issue a final building permit during the time when appeals may be filed, nor while an active appeal is in process. When a permit is denied, the permitting authority will submit in writing the reasons for permit denial to the sponsor.

III. Site Evaluation Criteria

The following criteria will be used by all county and city review authorities to evaluate the siting proposals made by sponsoring agencies seeking to site an essential public facility (EPF) in Snohomish County. The sponsor shall provide the information needed for the reviewing body to evaluate a site(s), and make a recommendation or decision on

a specific proposal. These criteria cover both an evaluation of regional need and local site suitability for the proposed and designated essential public facility. Findings concerning the proposal's conformance with each criterion shall be included in the documentation of the local authority's decision.

1. *Documentation of Need*
   Project sponsors must demonstrate the need for their proposed EPFs. Included in the analysis of need should be the projected service population, an inventory of existing and planned comparable facilities, and projected demand for this type of essential public facility.

2. *Consistency with Sponsor's Plans*
   The proposed project should be consistent with the sponsor's own long-range plans for facilities and operations.

3. *Consistency with Other Plans*
   The proposal must demonstrate the relationship of the project to local, regional, and state plans. The proposal should be consistent with the comprehensive plan and other adopted plans of the prospective host community. In evaluating this consistency, consideration shall be give to urban growth area designations and critical area designations, population and employment holding capacities and targets, and the land use, capital facilities, and utilities elements of these adopted plans.

4. *Relationship of Service Area to Population*
   The facility's service area population should include a significant share of the host community's population, and the proposed site should be able to reasonably serve its over-all service area population. (Linear transmission facilities are exempt from this criterion.)

5. *Minimum Site Requirements*
   Sponsors shall submit documentation showing the minimum siting requirements for the proposed facility. Site requirements may be determined by the following factors: minimum size of the facility, access, support facilities, topography, geology, and mitigation needs. The sponsor shall also identify future expansion needs of the facility.

6. *Alternative Site Selection*
   In general, the project sponsor should search for and investigate alternative sites before submitting a proposal for siting review. Additionally, the proposal should indicate whether any alternative sites that meet the minimum site requirements of the facility have been identified. The sponsor's site selection methodology will also be reviewed. Where a proposal involves expansion of an existing facility, the documentation should indicate why relocation of the facility to another site would not be feasible.

7. *Consistency with County-wide Policies*
   The proposal must be consistent with the adopted County-wide Planning Policies for Snohomish County.

8. *Distribution of Essential Public Facilities*
   In considering a proposal, the local review agency will examine the overall distribution of essential public facilities within Snohomish County to avoid placing an undue burden on any one community.

9. *Public Participation*
   Sponsors should encourage local public participation, particularly by any affected parties outside of the host community's corporate limits, in the development of the proposal, including mitigation measures. Sponsors should conduct local outreach efforts to inform prospective neighbors about the project and to engage local residents in site planning and mitigation design prior to the initiation of formal hearings. The sponsor's efforts in this regard should be evaluated.

10. *Consistency with Existing Land Use Regulations*
    The proposed facility must conform to existing land use and zoning regulations. Compliance with other applicable local regulations shall also be required.

11. *Compatibility with Surrounding Land Uses*
    The sponsor's documentation should demonstrate that the site, as developed for the proposed project, will be compatible with surrounding land uses.

12. *Proposed Impact Mitigation*
    The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies). Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures should be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

IV. Amendments

This siting process may be amended, upon recommendation by the Snohomish County Tomorrow Steering Committee, through established procedures for amending the comprehensive plan in accordance with local code and the State Growth Management Act.

XII. CAPITAL FACILITIES PLAN

INTRODUCTION

The City of Marysville Capital Facility Plan is updated annually and is available in hard-copy from the City's Community Development Department.

SUMMARY

The Capital Facilities Plan (CFP) is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act. Capital projects included in the 6-year CFP are grouped by the following departments: **Public Works** (transportation and roadway, water, sewer, storm drainage), **Police**, **City Facilities** and **Parks & Open Space**. Additionally, the City of Marysville adopted the Capital Facilities Plans for the Marysville, Lake Stevens and Lakewood School Districts as referenced herein.

The CFP details information on the following:

- Introduction
  - What are capital facilities and why do we need to plan for them?
  - Concurrency and levels-of-service requirements.
  - Determining where, when and how capital facilities will be built.
  - Capital facilities not provided by the city.
- Description of Revenue Sources
  - Methods of funding appropriated by the city council.
- Funds Available for Capital Projects
  - Six-year financial planning period, 2015-2020.
- Summary of Anticipated City Expenditures
  - Grouped by department, covering the six-year financial planning period.
- Project Status Report and Location
  - Ongoing and proposed projects grouped by department and vicinity maps.
- Funding Schedule by Project
  - Summarizes the total amount of money by project appropriated each year and funding required.
- Project Descriptions
  - Descriptions include project location, prioritization, justification, summary of the total project cost from each funding source, and the total amount of funding required.
- Long Range CFP List
  - Report that represents a partial list of projects, grouped by department, that are anticipated in the future, but for which no funding has been identified within the six-year scope of the CFP.

- Schools
    - Outlines a schedule and financing program for capital improvements over a six-year period for Marysville School District No. 25, Lake Stevens School District No. 4, and Lakewood School District No. 306.

City of Marysville

2015 Capital Facilities Plan

9/29/2015

Washington's Growth Management Act of 1990 (GMA) established a framework of guidelines that municipalities must adhere to as they plan for future growth. In accordance with the GMA, the City of Marysville maintains several planning documents that outline the improvements necessary to support anticipated growth. These planning elements compose the City's Comprehensive Plan, which offers a broad, long-term vision for the City's future. Supporting documents include the six-year Transportation, Water, Sewer and Surface Water Improvement Plans, and this document—the Capital Facilities Plan.

As a whole, the planning documents define and provide the basis for necessary infrastructure improvements within the City. In addition, they outline the maintenance and rehabilitation programs necessary to sustain these systems.

The Capital Facilities Plan places specific focus on the projects that will be under way in 2015. It offers insight on the nature of and impetus for each of the projects, anticipated schedules for completion and project-specific budgets. A well -developed Capital Facilities Plan is essential in the budgeting process. As such, this document is a tool for City staff as we move forward with project planning, development, and administration, on both a global and project-specific basis. The City looks forward with optimism to delivery of our planned program.

Facilities

Project Name: WWTP Office Building Retrofit *Manager:* Adam Benton

Project Number: S1404 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $7,753,712

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project is being undertaken to alleviate overcrowding at the Public Works facility, to accommodate for future growth of Public Works and to move Sanitation operations from the Mill Site in preparation for future development of that site.

The current phase of this project, which is presently underway, has consisted of a review of the existing facilities and infrastructure, stakeholders meetings, planning, programming and conceptual design services to determine the City's overall needs and to propose a viable design alternative.

Future phases of this project will include Permitting, Construction Plan approval, and ultimately, construction of the approved alternative.

Location: 80 Columbia Avenue

Environment: Possible wetland buffer fill

Challenges:

Justification: The existing Public Works facilities are currently experience operational complications due to overcrowding. This new facility will allow for the re-allocation of selected divisions, which will in turn allow the existing facilities to better serve the remaining divisions. This reallocation of staff will also provide room for future expansion in the existing facilities. Furthermore, this facility will provide a new home for the Sanitation division, which is currenlty housed on the neighboring Mill property. Moving Sanitation will allow the City to sell or redevelop the Mill property.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$53,712	$0	$0	$0	$0	$0	$0	$0	$53,712
402 - Utility Construction	$0	$700,000	$0	$0	$0	$0	$0	$0	$700,000
402 - Utility Construction	$0	$0	$2,000,000	$5,000,000	$0	$0	$0	$0	$7,000,000
Total:	*$53,712*	*$700,000*	*$2,000,000*	*$5,000,000*	*$0*	*$0*	*$0*	*$0*	*$7,753,712*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$53,712	$0	$0	$0	$0	$0	$0	$53,712
Plans & Specifications	$0	$0	$700,000	$0	$0	$0	$0	$0	$700,000
Construction	$0	$0	$0	$2,000,000	$5,000,000	$0	$0	$0	$7,000,000
Total:	$0	$53,712	$700,000	$2,000,000	$5,000,000	$0	$0	$0	$7,753,712

Policy Decisions:

Maintains or Improves Level of Service standards.

Score: 1



One of many preliminary alternative designs

Facilities

Project Name: Jail & Public Safety Expansion and Retrofit *Manager:* Adam Benton

Project Number: 1437 *Budget Code:* 00105830.548000 *Total Estimated Cost:* $22,050,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project is being undertaken to alleviate the potential for overcrowding of the current jail facility, to accommodate for future growth in the Police Department and to provide for an expected increase in the number of jail beds required to maintain an acceptable level of service.

The current phase of this project, which is presently underway, has consisted of a review of the existing facility, stakeholders meetings, planning, programming and conceptual design services to determine the City's overall needs and to propose a viable design alternatives to City Council.

Future phases of this project may include Permitting, Construction Plan approval, and ultimately, construction of the approved alternative.

Location: 1635 Grove Street

Environment: None at this time.

Challenges: Existing site constraints, complex operations associated with the affected work groups, construction phasing and the overall project cost.

Justification: This project will improve upon or replace the existing jail facility, which is 25 years old, and has reached the end of it's useful life. The jail is currently not large enough to allow for an appropriate level of daily bookings. This is due to a population growth of approximatley 50,000 residents since it's construction in 1989. The police department has grown significantly in in this time as well and simply cannot house the number of staff and functions it is currently being used for.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
001 - General	$0	$1,000,000	$0	$0	$0	$0	$0	$0	$1,000,000
001 - General	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
001 - General	$0	$0	$0	$20,000,000	$0	$0	$0	$0	$20,000,000
Total:	*$50,000*	*$1,000,000*	*$1,000,000*	*$20,000,000*	*$0*	*$0*	*$0*	*$0*	*$22,050,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
Design/Study	$0	$55,000	$0	$0	$0	$0	$0	$0	$55,000
Preliminary Engineering	$0	$945,000	$0	$0	$0	$0	$0	$0	$945,000
Preliminary Engineering	$0	$0	$1,000,000	$0	$0	$0	$0	$0	$1,000,000
Construction	$0	$0	$0	$20,000,000	$0	$0	$0	$0	$20,000,000
Total:	$50,000	$1,000,000	$1,000,000	$20,000,000	$0	$0	$0	$0	$22,050,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Score: 1



Existing Public Safety Building

Facilities

Project Name: Civic Campus *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $10,000,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Construction of a new City Center which would consolidate City services in a visible site and add vitality to Downtown Planning Area 1.

Location: To be determined

Environment:

Challenges:

Justification: Expand public facilities and services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability and resources to provide basic community services such as but not limited to the street system, water and sewer utilities, stormwater system, park and recreation, schools, police, fire and other general administrative functions.
Encourage major governmental agencies to locate in Planning Area 1.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$2,500,000	$0	$0	$0	$0	$2,500,000
Secured Debt	$0	$0	$0	$7,500,000	$0	$0	$0	$0	$7,500,000
Total:	*$0*	*$0*	*$0*	*$10,000,000*	*$0*	*$0*	*$0*	*$0*	*$10,000,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
	$0	$0	$0	$10,000,000	$0	$0	$0	$0	$10,000,000
Total:	$0	$0	$0	$10,000,000	$0	$0	$0	$0	$10,000,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Affects all customers within the City by changing the way the City delivers services or does business.

Score: 3

Parks

Project Name: Kiwanis Park Paving *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $4,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: Paving of graveled parking area.

Location: 44th Street NE - Sunnyside

Environment: Drainage Plan

Challenges: Funding

Justification: Will enhance the parks accessibility.
Will increase visitation and maintenance efficiencies.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$4,000	$0	$0	$0	$0	$0	$0	$4,000
Total:	*$0*	*$4,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$4,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$4,000	$0	$0	$0	$0	$0	$0	$4,000
Total:	$0	$4,000	$0	$0	$0	$0	$0	$0	$4,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Eliminates a risk or hazard to public health or safety.

Score: 3



Parks

Project Name: Mother Natures Window *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $358,000

Begin Year: 2015 *Target Completion Year:* 2019 *Right of Way:* *Changes from previous:*

Description: Unimproved 35 acre park dedicated to the city from Snohomish County Parks. Project includes Master Planning and improvements for passive uses by a regional community. The park is a beautiful forested oasis centered in corporate Marysville limits. Improvements include access, parking, public restroom facilities, trail enhancements, fencing, signage, interpretative areas and programming areas that may also be utilized as rental facilities. An off leash dog park will also be considered on site.

Location: 100th at 55th Street NE

Environment: Sensitivity to existing forestry and passive uses.

Challenges: Current level of vandalism and illegal activities promote funding considerations.

Justification: Project will provide new regional and community park uses. Passive recreation and new trails will highlight the facility uses. New infrastructure will be developed to provide both public access and emergency response access to the site which is very difficult to service. This site was very popular when privately owned as a recreational opportunity.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$15,000	$0	$0	$33,000	$0	$0	$0	$48,000
310 - GMA Parks	$0	$0	$0	$0	$155,000	$0	$0	$0	$155,000
Grant Award	$0	$0	$0	$0	$155,000	$0	$0	$0	$155,000
Total:	*$0*	*$15,000*	*$0*	*$0*	*$343,000*	*$0*	*$0*	*$0*	*$358,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$15,000	$0	$0	$0	$0	$0	$0	$15,000
Construction	$0	$0	$0	$0	$343,000	$0	$0	$0	$343,000
Total:	$0	$15,000	$0	$0	$343,000	$0	$0	$0	$358,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Funded by a grant with identified local match.

Funding expected 4 - 6 years after the project approved in the CFP.

Uses sustainable practices in construction.

Meets all environmental compliance requirements.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to meet future growth needs.

Score: 8

Parks

Project Name: Cedarcrest Vista Park *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $16,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: Remove existing wooden play structure and replace with metal system. Provide new signage and landscape improvements to park including removal of trees on north fence line for visual acuity.

Location: 82nd Street NE

Environment: NA

Challenges: Funding

Justification: Current system is in failure due to aging wood construction. New improvements will enhance the use of the park in a well established neighborhood adjacent to the Cedarcrest Middle School. New signage will assist in defining appropriate uses and characteristics of the park for public uses.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$16,000	$0	$0	$0	$0	$0	$16,000
Total:	*$0*	*$0*	*$16,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$16,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$16,000	$0	$0	$0	$0	$0	$16,000
Total:	$0	$0	$16,000	$0	$0	$0	$0	$0	$16,000

Policy Decisions:

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Increases infrastructure capacity to eleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Score: 5



Parks

Project Name: Tuscany Ridge Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $30,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: Remove and install new play system at Tuscany Park. Addition includes swing set, landscape improvements, concrete enclosures and park drainage improvements.

Location: 84th Street NE

Environment: Drainage will improve environmental conditions. Current equipment needs to be removed as it is a wooden structure in failure.

Challenges:

Justification: Tuscany Ridge Park is utilized by a growing residential area with the new Copper Creek plat adjacent to it as well as HUD housing. The site can support additional equipment without the need to acquire additional lands. Improvements will cater to a wider age group and enhance community gathering opportunities

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$30,000	$0	$0	$0	$0	$0	$0	$30,000
Total:	*$0*	*$30,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$30,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$30,000	$0	$0	$0	$0	$0	$0	$30,000
Total:	$0	$30,000	$0	$0	$0	$0	$0	$0	$30,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Affects all customers within a recognized neighborhood or area.

Score: 6



Parks

Project Name: Northpointe East Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $8,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Provide improvements that include new trail paving to connect to Bayview Trail corridor. Purchase new play equipment for older age groups 5-12 and install swing set.

Location:

Environment: N/A

Challenges:

Justification: With the addition of the Bayview Trail the current equipment was designed for 1-5 age groups and older age groups are damaging the equipment as it is undersized. Additionally the site visitation has increased due to the trail and new residential growth requiring additional facilities and access.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
310 - GMA Parks	$0	$0	$0	$8,000	$0	$0	$0	$0	$8,000
Total:	*$0*	*$0*	*$0*	*$8,000*	*$0*	*$0*	*$0*	*$0*	*$8,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$8,000	$0	$0	$0	$0	$8,000
Total:	$0	$0	$0	$8,000	$0	$0	$0	$0	$8,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Increases infrastructure capacity to eleviate existing service deficiencies.

Preserves or extends the life of an existing asset.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Score: 5



Parks

Project Name: Hickok Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $12,000

Begin Year: 2015 *Target Completion Year:* 2019 *Right of Way:* *Changes from previous:*

Description: Renovation of park access points including complete renovation of landscaping, fencing, retaining wall and extruded curbing of recently installed play system

Location:

Environment:

Challenges:

Justification: This is the city's oldest neighborhood park and needs to be renovated with updated materials. Once complete the park will be more accessible due to the removal of stairs which are the only interior access point. The site furnishings can no longer be maintained after next season.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$4,000	$4,000	$4,000	$0	$0	$0	$12,000
Total:	*$0*	*$0*	*$4,000*	*$4,000*	*$4,000*	*$0*	*$0*	*$0*	*$12,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$4,000	$4,000	$4,000	$0	$0	$0	$12,000
Total:	$0	$0	$4,000	$4,000	$4,000	$0	$0	$0	$12,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Increases infrastructure capacity to eleviate existing service deficiencies.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Score: 5



Parks

Project Name: Jennings Nature Park *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $29,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Park improvements include new restroom roof, fencing replacement, refurbishing of aluminum play structure with powder coating and new equipment. Replacement of all site furnishings to above ground fixtures and concrete pad surroundings and trail paving repairs.

Location: SR 528 and 53rd. Street NE

Environment: Project will improve environmental conditions.

Challenges: Funding

Justification: Ongoing improvements to one of city's largest park facilities are required to maintain the integrity of the facilities utilized by the public. Improvements will enhance the outdoor recreation experience. With new signalization at the park entrance staff expects higher utilization of park and increased demands of additional facilities and maintenance.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
109 - CDBG Program	$0	$4,000	$10,000	$15,000	$0	$0	$0	$0	$29,000
Total:	*$0*	*$4,000*	*$10,000*	*$15,000*	*$0*	*$0*	*$0*	*$0*	*$29,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$4,000	$10,000	$15,000	$0	$0	$0	$0	$29,000
Total:	$0	$4,000	$10,000	$15,000	$0	$0	$0	$0	$29,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Score: 5



Parks

Project Name: Parkside Way Park *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $10,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Provide improvements to established neighborhood park including fencing, addition of swing set and basketball standard to existing court. Provide additional play equipment for younger ager group 0-5 years. Add entryway lighting of park and new landscape features.

Location: 7720 64 Th ST NE

Environment: N/A

Challenges: Funding

Justification: Supports ongoing maintenance of neighborhood park facility that has fallen in disrepair due to aged equipment. Improvements will enhance outdoor recreation opportunities and quality of life.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$10,000	$0	$0	$0	$0	$10,000
Total:	*$0*	*$0*	*$0*	*$10,000*	*$0*	*$0*	*$0*	*$0*	*$10,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
	$0	$0	$0	$10,000	$0	$0	$0	$0	$10,000
Total:	$0	$0	$0	$10,000	$0	$0	$0	$0	$10,000

Policy Decisions:

Decreases demand on Operations & Maintenance resources.

Maintains or Improves Level of Service standards.

Uses sustainable practices in construction.

Preserves or extends the life of an existing asset.

Score: 4



Parks

Project Name: Comeford Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $98,500

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Complete Phase II and III of improvements to Comeford Park with new BBQ plaza and Playground equipment.
Replace current NW corner of play equipment with BBQ plaza including covered area, site furnishings and recycling center.
Phase III includes replacement of play system and surfacing to compliment increased activity adjacent to Spray Park

Location: 5th and Delta

Environment: NA

Challenges:

Justification: Increase opportunities for outdoor public uses for passive and active recreation. Project provides public gathering space and will assist in revenue generation as facility rentals will support ongoing maintenance costs.
Increases public facility inventory.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$30,000	$0	$0	$0	$0	$30,000
109 - CDBG Program	$0	$38,500	$0	$30,000	$0	$0	$0	$0	$68,500
Total:	*$0*	*$38,500*	*$0*	*$60,000*	*$0*	*$0*	*$0*	*$0*	*$98,500*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$38,500	$0	$60,000	$0	$0	$0	$0	$98,500
Total:	$0	$38,500	$0	$60,000	$0	$0	$0	$0	$98,500

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Funded by a grant with identified local match.

Uses sustainable practices in construction.

Increases infrastructure capacity to eleviate existing service deficiencies.

Preserves or extends the life of an existing asset.

Score: 6



Parks

Project Name: Deering Wildflower Acres Park Upgrades *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $25,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Deering Wildflower Acres Park is in need of facility upgrades to the Caretaker residence, carport and on-site laboratory, access gate and parking areas. Project also includes additional fencing to support management of unauthorized access to the park when closed.

Location: 79th Ave NE Sunnyside area

Environment: None

Challenges:

Justification: Meets ongoing obligations of maintaining parks and facilities for public uses. Reduces risk to community. Enhances user experiences for current recreation programs and opportunities.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$20,000	$5,000	$0	$0	$0	$25,000
Total:	*$0*	*$0*	*$0*	*$20,000*	*$5,000*	*$0*	*$0*	*$0*	*$25,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$20,000	$5,000	$0	$0	$0	$25,000
Total:	$0	$0	$0	$20,000	$5,000	$0	$0	$0	$25,000

Policy Decisions:

Decreases demand on Operations & Maintenance resources.

Increases infrastructure capacity to eleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Score: 4



Parks

Project Name: Harborview Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $60,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* None *Changes from previous:*

Description: Park Improvements include: Expand current access to park for maintenance equipment access- utilizing installation of retaining wall. Replace exisitng fencing with new fabric coverings. Reduce pavilion size by 50% and add site furnishings to compliment community gatherings. Add irrigation system to soccer field and improve trail access.

Location: 52nd NE- Sunnyside Area

Environment: Improvements will enhance degrading environmental conditions.

Challenges: Vandalism culture and funding

Justification: Harborview has not been fully developed to its potential. Improvements will enhance recreational opportunities through the entire park. This park will also become a gateway facility for the Qwuloolt trail. The parks services a larger population and is considered a community park. With improvements and removal of vegetation the park will be more environmentally visible which will encourage use and reduce vandalism events.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$20,000	$0	$0	$0	$0	$20,000
310 - GMA Parks	$0	$0	$0	$40,000	$0	$0	$0	$0	$40,000
Total:	*$0*	*$0*	*$0*	*$60,000*	*$0*	*$0*	*$0*	*$0*	*$60,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$60,000	$0	$0	$0	$0	$60,000
Total:	$0	$0	$0	$60,000	$0	$0	$0	$0	$60,000

Policy Decisions:

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to meet future growth needs.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Score: 6



Parks

Project Name: Crane Property Acqusition/Development *Manager:* Jim Ballew

Project Number: *Budget Code:* *Total Estimated Cost:* $340,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Acquistion of 10.3 acres for park trailhed for Qwuloolt /Jennings Park connection.

Location: Sunnyside Blvd and 53rd Street NE

Environment: Site cleanup required. Project will require demolition of on site structures that were utilized for farming practices.

Challenges: Flood Zone

Justification: This property will provide a connection of the Jennings Park trail systen to the Qwuloolt Trail system. The property can also serve as a trailhead for the Qwullot Trail area providing parking opportunities and space for restrooms and interpretive areas. Suitable for bus parking for classroom access.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$50,000	$0	$0	$0	$0	$50,000
Grant Award	$0	$240,000	$0	$50,000	$0	$0	$0	$0	$290,000
	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total:	*$0*	*$240,000*	*$0*	*$100,000*	*$0*	*$0*	*$0*	*$0*	*$340,000*

Grant request will be made in the amount of $250,000 to cover acquistion costs. Grant source is Snohomish Coounty Conservation Futures Fund

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Acquisition	$0	$240,000	$0	$0	$0	$0	$0	$0	$240,000
Construction	$0	$0	$0	$100,000	$0	$0	$0	$0	$100,000
Total:	$0	$240,000	$0	$100,000	$0	$0	$0	$0	$340,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Funded by a grant with identified local match.

Uses sustainable practices in construction.

Increases infrastructure capacity to eleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Score: 6

Parks

Project Name: Mother Natures Window *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $1,500,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Development of unimproved property for passive recreational uses. Public access, parking, utilities, trails, lighting, irrigation and drainage systems, site furnishings within 30 acre facility.

Location: 55th Ave NE and 100th St NE

Environment:

Challenges:

Justification: City acquired land through annexation for future development.
Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.
Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$0	$750,000	$0	$0	$750,000
Grant Award	$0	$0	$0	$0	$0	$750,000	$0	$0	$750,000
Total:	*$0*	*$0*	*$0*	*$0*	*$0*	*$1,500,000*	*$0*	*$0*	*$1,500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$0	$1,500,000	$0	$0	$1,500,000
Total:	$0	$0	$0	$0	$0	$1,500,000	$0	$0	$1,500,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Meets all environmental compliance requirements.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 3

Parks

Project Name: Bayview/Whiskey Ridge Trail South *Manager:*

Project Number: 2016A1 *Budget Code:* *Total Estimated Cost:* $450,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: This project will provide funding to continue regional trail development of the Bayview and Whiskey Ridge trail system.

Environmental Considerations: Wetland Study and Mitigation Requirements.

Location: Power line Corridor

Environment:

Challenges:

Justification: Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.
Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
310 - GMA Parks	$0	$0	$0	$0	$200,000	$0	$0	$0	$200,000
Grant Award	$0	$0	$0	$0	$250,000	$0	$0	$0	$250,000
Total:	*$0*	*$0*	*$0*	*$0*	*$450,000*	*$0*	*$0*	*$0*	*$450,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Preliminary Engineering	$0	$0	$0	$0	$10,000	$0	$0	$0	$10,000
Design	$0	$0	$0	$0	$20,000	$0	$0	$0	$20,000
Acquisition	$0	$0	$0	$0	$15,000	$0	$0	$0	$15,000
Construction	$0	$0	$0	$0	$405,000	$0	$0	$0	$405,000
Total:	$0	$0	$0	$0	$450,000	$0	$0	$0	$450,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Parks

Project Name: Qwuloolt Trail Access *Manager:*

Project Number: P1301 *Budget Code:* *Total Estimated Cost:* $1,684,740

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: This project will provide shoreline access and new trails throughout the Qwuloolt Estuary. The project includes trail development on city property in concert with the restoration of the estuary by the Tulalip Tribes. Trails are anticipated to connect Ebey Waterfront Park and Harborview Park area(s) to downtown access.

Environmental Considerations: The project is managed by the Army Corps of Engineers and Tulalip Tribe Trustees which include several federal agencies.

Challenges: Easement acquisition, meeting construction schedule prior to actual breach of the existing dike which my prohibit over water construction.

Location: Ebey Waterfront Park

Environment: East Trail alignment and conditions

Challenges:

Justification: Develop a pedestrian and bike system throughout the greater Marysville area. As possible, use creek corridors and the slough dike for a portion of these trails. These trails should connect all the Planning Areas, activity centers, park facilities, and open space system.
Develop recreational facilities to provide accommodations for users of the area's recreational amenities.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
310 - GMA Parks	$0	$338,740	$150,000	$0	$0	$0	$0	$0	$488,740
Grant Award	$0	$346,000	$500,000	$0	$0	$0	$0	$0	$846,000
Funding Needed	$0	$0	$350,000	$0	$0	$0	$0	$0	$350,000
Total:	*$0*	*$684,740*	*$1,000,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$1,684,740*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
Construction	$0	$484,740	$1,000,000	$0	$0	$0	$0	$0	$1,484,740
Total:	$0	$684,740	$1,000,000	$0	$0	$0	$0	$0	$1,684,740

Policy Decisions:

Increases infrastructure capacity to eleviate existing service deficiencies.

Funded by a grant with identified local match.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Score: 3

Parks

Project Name: Verda Ridge Neighborhood Park *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $18,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Remove aged wood play structure and replace with new system. Add site furnishings to create neighborhood gathering opportunities. Add new swing set. Add water access for drinking and BBQ support.

Location: 52 nd Street NE

Environment: N/A

Challenges: Funding

Justification: Supports ongoing maintenance of neighborhood park facility that has fallen in disrepair due to aged equipment. Improvements will enhance outdoor recreation opportunities and quality of life.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$15,000	$3,000	$0	$0	$0	$0	$18,000
Total:	*$0*	*$0*	*$15,000*	*$3,000*	*$0*	*$0*	*$0*	*$0*	*$18,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$15,000	$3,000	$0	$0	$0	$0	$18,000
Total:	$0	$0	$15,000	$3,000	$0	$0	$0	$0	$18,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Funding expected 2 - 3 years after the project approved in the CFP.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 4



Parks

Project Name: Northpointe Park *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $65,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Northpointe Park is a 20 acre park located adjacent to the 73rd Street Reservoir. Improvements have been made recently including new play equipment features and fitness equipment. The park has a significant trail system that should be paved to enhance uses and reduce ongoing maintenance.

Location: 71st Ave NE

Environment: Associated drainage

Challenges:

Justification: The extensive trail system would be enhanced by paving the entire system surface of approximately 1.3 miles. The trail connect three subdivisions to the park and would be welcomed by the community as an outdoor recreational improvement. Use of existing infrastructure will reduce costs as the rock bed is in sound condition to pave over.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$0	$65,000	$0	$0	$0	$65,000
Total:	*$0*	*$0*	*$0*	*$0*	*$65,000*	*$0*	*$0*	*$0*	*$65,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$65,000	$0	$0	$0	$65,000
Total:	$0	$0	$0	$0	$65,000	$0	$0	$0	$65,000

Policy Decisions:

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Eliminates a risk or hazard to public health or safety.

Total capital cost of the project within the normal range for CFP projects (additional staff not needed).

Increases infrastructure capacity to meet future growth needs.

Score: 5



Parks

Project Name: Strawberry Fields Athletic Park *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $2,310,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Replace grass fields with synthetic Field Turf product on three full size soccer fields. Drainage has been installed to accommodate the project which includes removal of existing organics, importation of sand, installation of turf carpet and edging. Costs associated are estimated at $770,000 per field for a total project of $2,310,000

Location: 152nd Street NE

Environment: Enhances drainage, eliminates use of gasoline mowers, fertility practices and is permittable.

Challenges: Cost

Justification: installation of field turf fields will provide a significant improvement to the community in providing all weather fields year round, Maintenance costs will be reduced 70% and the cost per use will drop 60% . The community will offset replacement costs due to rentals as the field is currently lighted. Additional revenue will be generated due to additional league play and tournament opportunities.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Grant Award	$0	$0	$0	$0	$0	$750,000	$0	$0	$750,000
105 - Hotel Tax Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
901 - General Long Term Debt	$0	$0	$0	$0	$0	$1,560,000	$0	$0	$1,560,000
Total:	*$0*	*$0*	*$0*	*$0*	*$0*	*$2,310,000*	*$0*	*$0*	*$2,310,000*

Hotel Motel Funds would be acquired through Snohomish County Tourism Promotion Area (TPA) Hotel Grant program.

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$0	$2,310,000	$0	$0	$2,310,000
Total:	$0	$0	$0	$0	$0	$2,310,000	$0	$0	$2,310,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Funded by a grant with identified local match.

Uses sustainable practices in construction.

Meets all environmental compliance requirements.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to meet future growth needs.

Uses innovative solutions, approaches, or use technology in creative ways.

Score: 9



Parks

Project Name: Ebey Waterfront Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $6,150,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Utilizing the recently acquired Geddes Marina removal of existing structures and cleanup of the site, evaluation of filling the current tidally influenced pond into a water oriented recreational site or filling of the pond and removing historic tide gates which are in disrepair and failing. Through the development of a Master Plan the project will address approximately 3 acres of new parkland opportunities that can be created with turfed areas, amphitheater, trails, landscape improvements, public amenities and site furnishings.

Location: First Street

Environment: Shoreline access and cleanup

Challenges: Funding and Developer collaborations

Justification: Improve the Ebey Slough Shoreline to include public access to the city's shoreline for recreational purposes. Increase access for non motorized boating, fishing, special events, wildlife viewing, education and interpretive opportunities to tie into the Qwuloolt trail corridor. Converts private use into public uses. Provides open space and public gathering space for a variety of special events, possible leaseholds improvements dedicated to recreation and quality of life programming including kayak rentals, restaurants, shopping and festival venues.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
310 - GMA Parks	$0	$0	$0	$0	$0	$0	$0	$0	$0
001 - General	$0	$0	$0	$0	$150,000	$0	$0	$0	$150,000
Grant Award	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$1,000,000
901 - General Long Term Debt	$0	$0	$0	$0	$4,000,000	$0	$0	$0	$4,000,000
Private Funding (developer driven)	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$1,000,000
Total:	*$0*	*$0*	*$0*	*$0*	*$6,150,000*	*$0*	*$0*	*$0*	*$6,150,000*

Permitting $150K Construction

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$0	$0	$0	$0	$0	$0
Permit Fees	$0	$0	$0	$150,000	$0	$0	$0	$0	$150,000
Construction	$0	$0	$0	$6,000,000	$0	$0	$0	$0	$6,000,000
Total:	$0	$0	$0	$6,150,000	$0	$0	$0	$0	$6,150,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Funding expected 4 - 6 years after the project approved in the CFP.

Uses sustainable practices in construction.

Meets all environmental compliance requirements.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Score: 8



Parks

Project Name: Cedarcrest Golf Course *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $170,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Irrigation System Replacement and Drainage Improvements. Replacement of golf course controllers that manage all irrigation activities. Drainage system renovation and installation of new drain lines to manage surface and ground water influences from adjacent developments.

Location: 84th Street NE

Environment:

Challenges: Funding

Justification: Golf Course infrastructure is essential to the success of the course. The irrigations system is an essential component of the course and reached over 75% of the 99 acre facility. The golf course provides a scenic recreational opportunity that is supported by the general fund and course revenues collected from users.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
420 - Golf Course Operating	$0	$0	$0	$170,000	$0	$0	$0	$0	$170,000
Total:	*$0*	*$0*	*$0*	*$170,000*	*$0*	*$0*	*$0*	*$0*	*$170,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$170,000	$0	$0	$0	$0	$170,000
Total:	$0	$0	$0	$170,000	$0	$0	$0	$0	$170,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Funded with increased rates or no identified source.

Uses sustainable practices in construction.

Increases infrastructure capacity to meet future growth needs.

Preserves or extends the life of an existing asset.

Score: 6



Parks

Project Name: Jennings Memorial Park Improvements *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $121,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Park improvements are needed to support the city's most active and utilized park. Project elements include the following:
East play area renovation- Dinosaur Park Replacement- $20,000
New Public Restroom- East Ball field- $52,000
East parking lot paving-$14,000
Main trail paving- $12,000
Jennings Barn Renovation- Restrooms $23,000

Location: 6915 Armar Road

Environment: Paving improvements will greatly assist in managing drainage throughout the topography of the park. Improvements will assist in reduction in property damage during high rain events and flooding.

Challenges:

Justification: Improvements are needed to sustain increased uses of the city's largest outdoor and indoor facilities provided to the general public. Additional restroom facilities are highlighted within Parks and recreation community surveys. Portable facilities are leased annually and have been subject to vandalism and high replacement costs. Paving projects will eliminate annual maintenance challenges and provide a safe and passable surface for the majority of park visitors

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$0	$0	$0	$22,000	$0	$0	$0	$0	$22,000
109 - CDBG Program	$0	$0	$23,000	$52,000	$0	$0	$0	$0	$75,000
310 - GMA Parks	$0	$0	$0	$24,000	$0	$0	$0	$0	$24,000
Total:	*$0*	*$0*	*$23,000*	*$98,000*	*$0*	*$0*	*$0*	*$0*	*$121,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$23,000	$98,000	$0	$0	$0	$0	$121,000
Total:	$0	$0	$23,000	$98,000	$0	$0	$0	$0	$121,000

Policy Decisions:

Funded by a grant with identified local match.

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Uses sustainable practices in construction.

Increases infrastructure capacity to eleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Score: 7



Sewer

Project Name: Carroll's Creek Pump Station Emergency Generator Installation *Manager:*

Project Number: S1505 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $175,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: This project will include installation of an emergency generator, wiring, and automated transfer switch at the pump station.

Location: Carroll's Creek Pump Station

Environment:

Challenges:

Justification: To provide emergency power to the station during prolonged power outages.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$175,000	$0	$0	$0	$0	$0	$175,000
Total:	*$0*	*$0*	*$175,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$175,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$175,000	$0	$0	$0	$0	$0	$175,000
Total:	$0	$0	$175,000	$0	$0	$0	$0	$0	$175,000

Policy Decisions:

Affects all customers within a recognized neighborhood or area.

Maintains or Improves Level of Service standards.

Score: 2

Sewer

Project Name: Biosolids Removal *Manager:*

Project Number: S18XX *Budget Code:* 40230594.563000 *Total Estimated Cost:* $3,400,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: This project will involve removal and disposal costs for biosolids removed from the city's wastewater treatment plant lagoons. $300,000 is budgeted annually beginning in 2015 to help cover the overall costs of the removal.

Location: Wastewater Treatment Plant

Environment:

Challenges:

Justification: Maintain future capacity of the treatment lagoons.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$300,000	$300,000	$300,000	$2,500,000	$0	$0	$0	$3,400,000
Total:	*$0*	*$300,000*	*$300,000*	*$300,000*	*$2,500,000*	*$0*	*$0*	*$0*	*$3,400,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Other	$0	$300,000	$300,000	$300,000	$2,500,000	$0	$0	$0	$3,400,000
Total:	$0	$300,000	$300,000	$300,000	$2,500,000	$0	$0	$0	$3,400,000

Policy Decisions:

Preserves or extends the life of an existing asset.

Eliminates a risk or hazard to public health or safety.

Maintains or Improves Level of Service standards.

Score: 3

Sewer

Project Name: Sewer Main Oversizing *Manager:*

Project Number: S0000 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $180,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: In some cases, Marysville requires developers to install lines larger than necessary to serve solely their developments, in order to account for future growth in system capacity.

Location: Various locations throughout the city as needed.

Environment:

Challenges:

Justification: Improvement of collection system capacities.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$0	$180,000
Total:	*$0*	*$30,000*	*$30,000*	*$30,000*	*$30,000*	*$30,000*	*$30,000*	*$0*	*$180,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$0	$180,000
Total:	$0	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$0	$180,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Sewer

Project Name: Renewals and Replacements *Manager:*

Project Number: Sewer R&R *Budget Code:* 40230594.563000 *Total Estimated Cost:* $1,500,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: The city has budgeted 300,000 annually beginning in 2014 to cover renewals and replacements of 8 inch or smaller pipes within the sewer collection system.

Location: Various locations throughout the collection system.

Environment:

Challenges:

Justification: Ongoing renewal/replacement of the collection system.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$300,000	$300,000	$300,000	$300,000	$300,000	$0	$1,500,000
Total:	*$0*	*$0*	*$300,000*	*$300,000*	*$300,000*	*$300,000*	*$300,000*	*$0*	*$1,500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$5,000	$5,000	$5,000	$5,000	$5,000	$0	$25,000
Plans & Specifications	$0	$0	$10,000	$10,000	$10,000	$10,000	$10,000	$0	$50,000
Construction	$0	$0	$285,000	$285,000	$285,000	$285,000	$285,000	$0	$1,425,000
Total:	$0	$0	$300,000	$300,000	$300,000	$300,000	$300,000	$0	$1,500,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

Sewer

Project Name: Whiskey Ridge Sewer Extension *Manager:*

Project Number: S0903 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $1,200,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project extends gravity sewer east on Soper Hill Road from 200 feet west of 83rd Ave. NE to Densmore Rd. and north on Densmore Rd. to the approximate intersection of State Route 92. It includes construction of 4,300 feet of 12 inch gravity sewer line.

Location: Within existing right-of-way on Soper Hill and on Densmore Rd.

Environment:

Challenges:

Justification: Extension of sewer service area.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
Total:	*$0*	*$0*	*$0*	*$1,200,000*	*$0*	*$0*	*$0*	*$0*	*$1,200,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$1,200,000	$0	$0	$0	$0	$1,200,000
Total:	$0	$0	$0	$1,200,000	$0	$0	$0	$0	$1,200,000

Policy Decisions:

Increases infrastructure capacity to meet future growth needs.

Affects all customers within a recognized neighborhood or area.

Attracts new businesses or helps retain existing businesses.

Score: 3

Sewer

Project Name: Lakewood Sewer Extension Project – Phase 2 *Manager:*

Project Number: S18XX *Budget Code:* 40230594.563000 *Total Estimated Cost:* $6,570,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Construction of a new 36" pipeline along 136th Street NE from Smokey Point Blvd. to 51st Ave. to connect to Trunk A. This project includes installation of 6,010 feet of 36" gravity sewer pipe along 136th and also includes replacement of 1,350 feet of existing 30" (Trunk A) with 36" pipe from 136th St. NE to 132nd St. NE.

Location: Within existing right-of-way on 136th Street NE from Smokey Point Blvd. to 51st Ave., and within existing right-of-way on 51st Avenue from 136th Street NE to 132nd Street NE.

Environment:

Challenges:

Justification: Provide relief for the capacity problems with Trunk "F".
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$6,570,000	$0	$0	$0	$6,570,000
Total:	*$0*	*$0*	*$0*	*$0*	*$6,570,000*	*$0*	*$0*	*$0*	*$6,570,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$6,570,000	$0	$0	$0	$6,570,000
Total:	$0	$0	$0	$0	$6,570,000	$0	$0	$0	$6,570,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to meet future growth needs.

Score: 3

Sewer

Project Name: 71st Street NE Sewer Upsizing – 64th Ave. NE to 66th Ave. NE *Manager:*

Project Number: S17XX *Budget Code:* 40230594.563000 *Total Estimated Cost:* $410,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: At 64th Avenue and approximately 71st Street, an existing 18 inch sewer line is connected to a 12 inch sewer line, causing surcharging at this connection point. This project will involve replacement of 510 feet of 18 inch sewer line to replace the existing 12 inch line.

Location: Same as above.

Environment:

Challenges:

Justification: Increase future capacity of this line.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$410,000	$0	$0	$0	$0	$410,000
Total:	*$0*	*$0*	*$0*	*$410,000*	*$0*	*$0*	*$0*	*$0*	*$410,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$410,000	$0	$0	$0	$0	$410,000
Total:	$0	$0	$0	$410,000	$0	$0	$0	$0	$410,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 3

Sewer

Project Name: Sand Filter Sand Replacement *Manager:*

Project Number: S1507 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $100,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: This project will be used to top off the sand in the existing sand filters used at the wastewater treatment plant to maintain levels appropriate for maximum filtration capability.

Location: WWTP

Environment:

Challenges:

Justification: Maintaining appropriate levels of sand in the filters is necessary for proper filtration to occur. Proper filtration is crucial in meeting NPDES requirements.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000
Total:	*$0*	*$0*	*$100,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$100,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Other	$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000
Total:	$0	$0	$100,000	$0	$0	$0	$0	$0	$100,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Meets all environmental compliance requirements.

Score: 2

Sewer

Project Name: Whiskey Ridge Sewer Pump Station and Forcemain *Manager:* Jeff Laycock

Project Number: S1401 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $1,025,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* Need to Acquire *Changes from previous:* Year,

Description: This project will design and construct a sewer pump station to serve future development within the Whiskey Ridge subarea.

Location: Approximate location for the pump station is near the intersection of Densmore Rd. and the Sunnyside School Road. Force main will be installed in existing right of way along Densmore Rd.

Environment: SEPA environmental review is required.

Challenges: Finding a site location to construct the pump station may be challenging.

Justification: To accommodate growth in the Sunnyside/Whiskey Ridge area.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$25,000	$1,000,000	$0	$0	$0	$0	$0	$0	$1,025,000
Total:	*$25,000*	*$1,000,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$1,025,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
Plans & Specifications	$0	$125,000	$0	$0	$0	$0	$0	$0	$125,000
Land & ROW	$0	$125,000	$0	$0	$0	$0	$0	$0	$125,000
Construction	$0	$750,000	$0	$0	$0	$0	$0	$0	$750,000
Total:	$25,000	$1,000,000	$0	$0	$0	$0	$0	$0	$1,025,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to eleviate existing service deficiencies.

Attracts new businesses or helps retain existing businesses.

Score: 3

Sewer

Project Name: WWTP Membrane Bioreactor Treatment *Manager:*

Project Number: S1506 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $200,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: This project will be for engineering work to design a Membrane Bioreator Treatment System as tertiary treatment at the effluent end of the wastewater treatment plant, following a pilot study of the system in 2014.

Location: WWTP

Environment:

Challenges:

Justification: This design, with possible future construction of a Membrane Bioreator, will give the city many options, including possible year round discharge to Steamboat Slough and the ability to provide reclaimed water for city uses and for possible public uses well into the future.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$200,000	$0	$0	$0	$0	$0	$200,000
Total:	*$0*	*$0*	*$200,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$200,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Preliminary Engineering	$0	$0	$200,000	$0	$0	$0	$0	$0	$200,000
Total:	$0	$0	$200,000	$0	$0	$0	$0	$0	$200,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Exceeds all environmental compliance requirements.

Uses innovative solutions, approaches, or use technology in creative ways.

Score: 3

Sewer

Project Name: Cedarcrest Vista Pump Station Emergency Generator Installation *Manager:*

Project Number: S17XX *Budget Code:* 40230594.563000 *Total Estimated Cost:* $175,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project will include installation of an emergency generator, wiring, and automated transfer switch at the pump station.

Location: Cedarcrest Vista Pump Station

Environment:

Challenges:

Justification: To provide emergency power to the station during prolonged power outages.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$175,000	$0	$0	$0	$0	$175,000
Total:	*$0*	*$0*	*$0*	*$175,000*	*$0*	*$0*	*$0*	*$0*	*$175,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$175,000	$0	$0	$0	$0	$175,000
Total:	$0	$0	$0	$175,000	$0	$0	$0	$0	$175,000

Policy Decisions:

Affects all customers within a recognized neighborhood or area.

Maintains or Improves Level of Service standards.

Score: 2

Sewer

Project Name: Screen Replacement for Mechanical Screens *Manager:*

Project Number: S17XX *Budget Code:* 40230594.563000 *Total Estimated Cost:* $500,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would replace the existing mechanical bar screens with a spacing of 1 ½" with new bar screens with a spacing of 3/8" allowing us to screen out more debris as it enters the wastewater treatment plant through the headworks.

Location: Headworks at the Wastewater Treatment Plant

Environment:

Challenges:

Justification: Removal of more debris from the influent flows, which will reduce damage to aerators, effluent filters, and effluent pumps.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$500,000	$0	$0	$0	$0	$500,000
Total:	*$0*	*$0*	*$0*	*$500,000*	*$0*	*$0*	*$0*	*$0*	*$500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$500,000	$0	$0	$0	$0	$500,000
Total:	$0	$0	$0	$500,000	$0	$0	$0	$0	$500,000

Policy Decisions:

Decreases demand on Operations & Maintenance resources.

Preserves or extends the life of an existing asset.

Score: 2

Sewer

Project Name: Pre-Settling Basin Prior to Effluent Filtration *Manager:*

Project Number: S17XX *Budget Code:* *Total Estimated Cost:* $1,000,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would construct a pre-settling basin ahead of the existing effluent sand filters to allow flocculation and settling prior to the filtration process.

Location: Wastewater Treatment Plant

Environment:

Challenges:

Justification: Reduction in chemical costs and ability to treat higher flows in the future.
Encourage new techniques or innovative systems for sewage and sludge disposal, while also considering health and environmental concerns.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total:	*$0*	*$0*	*$0*	*$1,000,000*	*$0*	*$0*	*$0*	*$0*	*$1,000,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total:	$0	$0	$0	$1,000,000	$0	$0	$0	$0	$1,000,000

Policy Decisions:

Uses innovative solutions, approaches, or use technology in creative ways.

Preserves or extends the life of an existing asset.

Affects all customers within the City by changing the way the City delivers services or does business.

Score: 3

Sewer

Project Name: Upsizing of the Filter Reject Wet Well and Pump System *Manager:*

Project Number: S1501 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $600,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project would construct a larger wet well, upsize to larger pumps, and make improvements to wiring, controls, and telemetry systems at the station.

Location: Filter Reject Station at the Wastewater Treatment Plant

Environment:

Challenges:

Justification: Provide the necessary pumping requirements for the extension of the filter reject line to complete mix cell 1A and maintain adequate capacity for filter reject flows into the future.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$600,000	$0	$0	$0	$0	$0	$0	$600,000
Total:	*$0*	*$600,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$600,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$600,000	$0	$0	$0	$0	$0	$0	$600,000
Total:	$0	$600,000	$0	$0	$0	$0	$0	$0	$600,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

Sewer

Project Name: Trunk "G" Rehabilitation – Cedar to Columbia *Manager:*

Project Number: S17XX *Budget Code:* 40230594.563000 *Total Estimated Cost:* $1,340,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project includes replacement of approximately 415 feet of 15 inch gravity sewer line and 1,000 feet of 21 inch sewer line, including piping that is located just east of the Burlington Northern crossing. The piping will be replaced with 1,415 feet of 24 inch PVC. In addition, the slope of 580 feet of the 24 inch pipe downstream of the existing 21 inch pipe will be revised to a more consistent slope to remove a known sag in the existing piping.

Location: Within the existing right of way on 1st Street between Cedar Avenue and Columbia Avenue.

Environment:

Challenges:

Justification: Rehabilitation, upsizing for capacity, and removal of a known sag in the existing line.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$1,340,000	$0	$0	$0	$0	$1,340,000
Total:	*$0*	*$0*	*$0*	*$1,340,000*	*$0*	*$0*	*$0*	*$0*	*$1,340,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$1,340,000	$0	$0	$0	$0	$1,340,000
Total:	$0	$0	$0	$1,340,000	$0	$0	$0	$0	$1,340,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 3

Sewer

Project Name: Reject Line Extension *Manager:*

Project Number: S1403 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $100,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* None *Changes from previous:*

Description: This project will intercept the WWTP sand filter backwash reject line before the west trunk pump station and extend it to the first treatment cell after the headworks.

Location: WWTP

Environment:

Challenges:

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Total:	*$0*	*$100,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$100,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$10,000	$0	$0	$0	$0	$0	$0	$10,000
Construction	$0	$90,000	$0	$0	$0	$0	$0	$0	$90,000
Total:	$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000

Policy Decisions:

Preserves or extends the life of an existing asset.

Score: 1

Sewer

Project Name: WWTP Headworks Rehab *Manager:*

Project Number: S1503 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $100,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will include assessment of the current headworks structure at the wastewater treatment facility and provide guidance on future improvements, including screening, flow measurement, and possible installation of a headworks structure cover.

Location: WWTP

Environment:

Challenges:

Justification: The headworks structure is in need of assessment as the existing bar screens do not do an adequate job of removing floatables and rags prior to treatment. Installation of a cover over the headworks structure would provide better life cycle protection of equipment exposed to the weather.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Total:	*$0*	*$100,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$100,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000
Total:	$0	$100,000	$0	$0	$0	$0	$0	$0	$100,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

Sewer

Project Name: WWTP Biosolids Survey *Manager:*

Project Number: S1504 *Budget Code:* 40230594.563000 *Total Estimated Cost:* $50,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will include depth measurements of Biosolids (sludge) within the wastewater treatment plant lagoons, and sampling measurements of contaminants within the sludge for future Biosolids removal.

Location:

Environment:

Challenges:

Justification: This survey is necessary to determine the depth and contaminant levels with the Biosolids bed to determine proper timing for removal and proper disposal options given the contaminant results.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$50,000	$0	$0	$0	$0	$0	$0	$50,000
Total:	*$0*	*$50,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$50,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$50,000	$0	$0	$0	$0	$0	$0	$50,000
Total:	$0	$50,000	$0	$0	$0	$0	$0	$0	$50,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Score: 1

Surface Water

Project Name: State Avenue Improvement Project (116th St NE – 136th St NE) *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $4,400,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: Widen State Avenue from the current 3-lane configuration to a 5-lane section. Notable project objectives include the construction of a cohesive pedestrian network along the corridor, with sidewalks, added illumination and dedicated pedestrian crossings and signals.

Location: State Avenue from 116th Street NE to 136th Street NE.

Environment:

Challenges:

Justification: Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Develop a transportation system that recognizes regional traffic needs while allowing Marysville to meet economic development goals.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
305 - GMA Streets	$128,000	$1,272,000	$0	$0	$0	$0	$0	$0	$1,400,000
Transportation Improvements Board	$272,000	$2,728,000	$0	$0	$0	$0	$0	$0	$3,000,000
Total:	*$400,000*	*$4,000,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$4,400,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Land & ROW	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
Construction	$0	$4,000,000	$0	$0	$0	$0	$0	$0	$4,000,000
Total:	$400,000	$4,000,000	$0	$0	$0	$0	$0	$0	$4,400,000

Policy Decisions:

Fulfills Federal, State, County, or City mandates.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 2

Surface Water

Project Name: Geddes Marina Brownfield Cleanup *Manager:* Shawn Smith

Project Number: *Budget Code:* *Total Estimated Cost:* $400,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: Clean up of identified brownfields site at the Marina.

Location: 1326 1st St NE

Environment:

Challenges:

Justification: Cleanup an identified contaminated site.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Grant Award	$0	$200,000	$200,000	$0	$0	$0	$0	$0	$400,000
Total:	*$0*	*$200,000*	*$200,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$400,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
Other	$0	$0	$200,000	$0	$0	$0	$0	$0	$200,000
Total:	$0	$200,000	$200,000	$0	$0	$0	$0	$0	$400,000

Policy Decisions:

Meets all environmental compliance requirements.

Eliminates a risk or hazard to public health or safety.

Fulfills Federal, State, County, or City mandates.

Score: 3

Surface Water

Project Name: Drainage Renewal and Replacement *Manager:* Kari Chennault

Project Number: D R&R *Budget Code:* 40250594.563000 *Total Estimated Cost:* $30,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* None *Changes from previous:*

Description: This project will provide renewal and replacements of existing stormwater infra-structure throughout the city. The specific locations of the projects are yet to be determined.

Location: City-wide

Environment: To be determined.

Challenges: To be determined.

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$15,000	$15,000	$0	$0	$0	$0	$0	$30,000
Total:	*$0*	*$15,000*	*$15,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$30,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Plans & Specifications	$0	$1,000	$1,000	$0	$0	$0	$0	$0	$2,000
Construction	$0	$14,000	$14,000	$0	$0	$0	$0	$0	$28,000
Total:	$0	$15,000	$15,000	$0	$0	$0	$0	$0	$30,000

Surface Water

Project Name: Third/First Street Retrofit *Manager:* Jeff Laycock

Project Number: D1301 *Budget Code:* 40250594.563000 *Total Estimated Cost:* $2,234,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: This project is for the retrofit design and construction of 3rd Street from Columbia Ave to Union Ave and First Street from the RR tracks to State Ave using Low Impact Development (LID) to treat and retain stormwater runoff. The project design is fully funded by a Department of Ecology grant and the City intends to apply for grant funding for 75% of the project's construction costs.

Location: Third Street and First Street

Environment: SEPA environmental review is required

Challenges:

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Grant Award	$120,000	$1,585,500	$0	$0	$0	$0	$0	$0	$1,705,500
402 - Utility Construction	$0	$0	$528,500	$0	$0	$0	$0	$0	$528,500
Total:	*$120,000*	*$1,585,500*	*$528,500*	*$0*	*$0*	*$0*	*$0*	*$0*	*$2,234,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$120,000	$0	$0	$0	$0	$0	$0	$0	$120,000
Construction	$0	$10,000	$2,104,000	$0	$0	$0	$0	$0	$2,114,000
Total:	$120,000	$10,000	$2,104,000	$0	$0	$0	$0	$0	$2,234,000

Policy Decisions:

Funded by a grant with identified local match.

Score: 1

Surface Water

Project Name: North Marysville Regional Pond No. 2 *Manager:* Kari Chennault

Project Number: D0401 *Budget Code:* 40250594.563000 *Total Estimated Cost:* $3,920,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* Acquired *Changes from previous:* Yes

Description: The Pond is being constructed in 2014, with the plantings planned for spring 2015.
The goals for the completed Pond #2 project are to:
1) Provide regional detention and enhanced treatment for over 100 acres of commercial property in order to optimize the amount of buildable land within the drainage basin.
2) Construct a regional facility that provides an efficient and cost-effective design that can stimulate area development by being sold to developers.
3) Invest and support regional economic development that will increase local job opportunities and enhance the creation of tax based revenues for the community.

Location: North of 14400 Block, east of 40th Avenue NE, south of 152nd Street NE and west of 43rd Avenue NE, identified as APN 31053300300100

Environment: The presence of streams, wetlands and regulated ditches.

Challenges: Critical areas, high groundwater, etc.

Justification: Facilitate economic development in North Marysville
Where feasible regional detention facilities should be used a s opposed to site or project specific detention ponds.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$3,650,000	$270,000	$0	$0	$0	$0	$0	$0	$3,920,000
Total:	*$3,650,000*	*$270,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$3,920,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Plans & Specifications	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
Construction	$3,550,000	$270,000	$0	$0	$0	$0	$0	$0	$3,820,000
Total:	$3,650,000	$270,000	$0	$0	$0	$0	$0	$0	$3,920,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Score: 3

Surface Water

Project Name: Downtown Marysville Conveyance Improvement *Manager:* TBD

Project Number: *Budget Code:* *Total Estimated Cost:* $1,600,000

Begin Year: 2015 *Target Completion Year:* 2019 *Right of Way:* *Changes from previous:*

Description: Increase the capacity of selected portions of the downtown Marysville conveyance system to reduce flooding frequency and increase safety for pedestrians, vehicles and structures within service area.

Location: State Ave from 76th St NE to Ebey Slough

Environment:

Challenges:

Justification: The existing drainage conveyance system capacity in downtown Marysville is insufficient. Tidal influence creates tailwater conditions that further reduce conveyance capacity during high tides. The condition of infrastructure should be assesses at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$0	$600,000	$1,000,000	$0	$0	$1,600,000
	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total:	*$0*	*$0*	*$0*	*$0*	*$600,000*	*$1,000,000*	*$0*	*$0*	*$1,600,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
	$0	$0	$0	$0	$600,000	$1,000,000	$0	$0	$1,600,000
Total:	$0	$0	$0	$0	$600,000	$1,000,000	$0	$0	$1,600,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Decreases demand on Operations & Maintenance resources.

Increases infrastructure capacity to eleviate existing service deficiencies.

Increases infrastructure capacity to meet future growth needs.

Score: 4

Transportation

Project Name: SR 528/I-5 Interchange Additional Lanes *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $19,800,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Phase I of the this proposal includes completion of Interchange Justification Report. Phase II includes construction of the preferred interchange improvements. Total estimated cost is for Phase I and II

Location: I-5/4th Street interchange and necessary channelization

Environment:

Challenges:

Justification: Existing interchanges operates at a LOS F during the AM & PM peak hours. The proposed project would improve safety and level of service.
Continue to take a lead role in the planning design and implementation of state highway improvements within Marysville. Encourage multi-agency cooperation (such as WSDOT and Sound Transit) and ensure that improvements in Marysville are coordinated with adjacent communities.
Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system that contribute to the relief of traffic congestion.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$0	$0	$0	$19,800,000	$19,800,000
Total:	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$19,800,000*	*$19,800,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$0	$0	$0	$0	$1,800,000	$1,800,000
Construction	$0	$0	$0	$0	$0	$0	$0	$18,000,000	$18,000,000
Total:	$0	$0	$0	$0	$0	$0	$0	$19,800,000	$19,800,000

Policy Decisions:

Increases infrastructure capacity to eleviate existing service deficiencies.

Maintains or Improves Level of Service standards.

Eliminates a risk or hazard to public health or safety.

Increases infrastructure capacity to meet future growth needs.

Score: 4

Transportation

Project Name: State Avenue Improvement (100th St NE – 116th St NE) *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $12,000,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Widen State Avenue from a 2-lane to a 5-lane section with curb, gutter and sidewalk. The proposal also includes construction of a bridge, bank stabilization or culvert improvements over Quilceda Creek.

Location: State Avenue from 100th Street NE to 116th Street NE

Environment:

Challenges:

Justification: Improve safety and reduce traffic congestion.
Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$1,500,000	$5,250,000	$5,250,000	$0	$0	$12,000,000
Total:	*$0*	*$0*	*$0*	*$1,500,000*	*$5,250,000*	*$5,250,000*	*$0*	*$0*	*$12,000,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Construction	$0	$0	$0	$0	$5,250,000	$5,250,000	$0	$0	$10,500,000
Total:	$0	$0	$0	$1,500,000	$5,250,000	$5,250,000	$0	$0	$12,000,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to eleviate existing service deficiencies.

Preserves or extends the life of an existing asset.

Score: 3

Transportation

Project Name: Sunnyside Boulevard (47th Ave NE – 52nd St NE) *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $13,250,000

Begin Year: 2015 *Target Completion Year:* 2019 *Right of Way:* *Changes from previous:*

Description: Provide one general purpose lane in each direction with a middle dual left turn lane, bike lanes, curb, gutter and sidewalk and planter strips.

Location: Sunnyside Boulevard from 47th Avenue NE to 52nd Street NE

Environment:

Challenges:

Justification: Improve safety and reduce traffic congestion.
Improve street safety and functions.
Provide a safe and convenient neighborhood access system that respects community needs and values.
Establish a non-motorized circulation system linking key community destinations.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$250,000	$6,000,000	$7,000,000	$0	$13,250,000
001 - General	$0	$0	$0	$0	$0	$0	$0	$0	$0
001 - General	$0	$0	$0	$0	$0	$0	$0	$0	$0
001 - General	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total:	*$0*	*$0*	*$0*	*$0*	*$250,000*	*$6,000,000*	*$7,000,000*	*$0*	*$13,250,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$0	$250,000	$1,000,000	$0	$0	$1,250,000
Design/Study	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$0	$5,000,000	$7,000,000	$0	$12,000,000
Total:	$0	$0	$0	$0	$250,000	$6,000,000	$7,000,000	$0	$13,250,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Transportation

Project Name: 40th Street NE /87th Ave NE / 35th St. NE (Sunnyside Blvd – SR 9) *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $29,000,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* Need to Acquire *Changes from previous:* Previ

Description: Widen 40th Street NE to a minor and major arterial street classification consisting of 60' of right-of-way in order to provide east-west connectivity from 83rd Avenue NE to SR 9. The minor arterial includes a 3-lane roadway section with curb, gutter, sidewalk and streetscape. The major arterial included a 5-lane roadway section with curb, gutter, sidewalk and streetscape

Location: 40th Street NE from Sunnyside Boulevard to SR 9

Environment:

Challenges:

Justification: Provide an alternate east-west connection to improve mobility of motor vehicles and pedestrians.
Improve safety and reduce traffic congestion.
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Private Funding (developer driven)	$0	$0	$0	$5,000,000	$12,000,000	$12,000,000	$0	$0	$29,000,000
Total:	*$0*	*$0*	*$0*	*$5,000,000*	*$12,000,000*	*$12,000,000*	*$0*	*$0*	*$29,000,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$2,500,000	$0	$0	$0	$0	$2,500,000
Land & ROW	$0	$0	$0	$2,500,000	$0	$0	$0	$0	$2,500,000
Construction	$0	$0	$0	$0	$12,000,000	$12,000,000	$0	$0	$24,000,000
Total:	$0	$0	$0	$5,000,000	$12,000,000	$12,000,000	$0	$0	$29,000,000

Policy Decisions:

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Increases infrastructure capacity to meet future growth needs.

Score: 3

Transportation

Project Name: 156th St NE Interchange - All *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $41,500,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Convert the new 156th St NE overcrossing to a full single point urban interchange. Phase l completes the interchange justification report. Phase Ii constructs the project. Total Estimated Cost is for both phases.

Location: In the Lakewood Area in the vicinity of 156th Street NE & Twin Lakes Avenue.

Environment:

Challenges:

Justification: Improve safety, mobility and level-of-service.
Identify improvements and strategies needed to carry out the land use vision and meet the LOS requirements for transportation.
Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system that contribute to the relief of traffic congestion.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$750,000	$750,000	$0	$0	$0	$1,500,000
Funding Needed	$0	$0	$0	$0	$0	$10,000,000	$10,000,000	$0	$20,000,000
Grant Award	$0	$0	$0	$0	$0	$10,000,000	$10,000,000	$0	$20,000,000
Total:	*$0*	*$0*	*$0*	*$750,000*	*$750,000*	*$20,000,000*	*$20,000,000*	*$0*	*$41,500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$750,000	$750,000	$2,000,000	$0	$0	$3,500,000
Construction	$0	$0	$0	$0	$0	$18,000,000	$20,000,000	$0	$38,000,000
Total:	$0	$0	$0	$750,000	$750,000	$20,000,000	$20,000,000	$0	$41,500,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Increases infrastructure capacity to eleviate existing service deficiencies.

Failure to do the project or delaying the project will have major impacts on other projects or programs.

Attracts new businesses or helps retain existing businesses.

Score: 5

Transportation

Project Name: First Street Bypass *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $10,550,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Construct a new roadway alignment between SR 529 at 1st St and Sunnyside Blvd to better accommodate commute traffic around the downtown core.

Location: Alignment to be determined, between SR 529 and Sunnyside Blvd

Environment:

Challenges:

Justification: Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$50,000	$50,000	$0	$0	$0	$0	$0	$100,000
Funding Needed	$0	$0	$0	$450,000	$5,000,000	$5,000,000	$0	$0	$10,450,000
Total:	*$0*	*$50,000*	*$50,000*	*$450,000*	*$5,000,000*	*$5,000,000*	*$0*	*$0*	*$10,550,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$50,000	$50,000	$450,000	$0	$0	$0	$0	$550,000
Land & ROW	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$1,000,000
Construction	$0	$0	$0	$0	$4,000,000	$5,000,000	$0	$0	$9,000,000
Total:	$0	$50,000	$50,000	$450,000	$5,000,000	$5,000,000	$0	$0	$10,550,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 4

Transportation

Project Name: 152nd Street NE (Smokey Point Blvd – 43rd Ave NE) *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $4,250,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Construct a 3-lane minor arterial consisting of 70' or right-of-way improvement including one EB lane, one WB lane and a two-way left turn lane with curb, gutter, sidewalk, bicycle lanes and streetscape.

Location: 152nd Street NE from Smokey Point Boulevard to 43rd Ave NE

Environment:

Challenges:

Justification: Improve safety, mobility and level-of-service.
Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.
Establish a non-motorized circulation system linking key community destinations.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$0	$0	$0	$4,250,000	$4,250,000
Total:	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$4,250,000*	*$4,250,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Other	$0	$0	$0	$0	$0	$0	$0	$4,250,000	$4,250,000
Total:	$0	$0	$0	$0	$0	$0	$0	$4,250,000	$4,250,000

Design/ROW/Construction

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Transportation

Project Name: 27th Ave NE Extension from 156th St NE to 166th St NE *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $11,800,000

Begin Year: 2015 *Target Completion Year:* 2019 *Right of Way:* *Changes from previous:*

Description: Construct a new 3 lane roadway between 156th St NE and 166th St NE along the west side of Twins Lakes park to better accommodate traffic flow within the Lakewood Triangle.

Location: Alignment to be finalized, between 156th St NE and 166th St NE

Environment:

Challenges:

Justification: Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Private Funding (developer driven)	$0	$0	$0	$0	$5,000,000	$6,800,000	$0	$0	$11,800,000
Total:	*$0*	*$0*	*$0*	*$0*	*$5,000,000*	*$6,800,000*	*$0*	*$0*	*$11,800,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Other	$0	$0	$0	$0	$5,000,000	$6,800,000	$0	$0	$11,800,000
Total:	$0	$0	$0	$0	$5,000,000	$6,800,000	$0	$0	$11,800,000

Developer funded design, row and construction

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Affects all customers within a recognized neighborhood or area.

Score: 4

Transportation

Project Name: 88th Street Improvements 60th Ave - 67th Ave *Manager:* John Cowling / Jeff Laycock

Project Number: R1101 *Budget Code:* 30500030.563000 *Total Estimated Cost:* $773,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* Need to Acquire *Changes from previous:* This p

Description: Design, right-of-way acquisition and construction to widen 88th St NE to five lanes from 60th Ave NE to 67th Ave NE.

Location: 88th St NE between 60th Ave NE and 67th Ave NE

Environment: The additional impervious surface will require drainage facilities. The alignment also crosses a section of Allen Creek and may require culvert replacement, stream realignment, retaining walls and wetland mitigation.

Challenges: Widening the roadway to its ultimate buildout will require significant impacts to existing property.

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
305 - GMA Streets	$0	$0	$0	$0	$0	$0	$0	$773,000	$773,000
Total:	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$773,000*	*$773,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$0	$0	$0	$0	$73,000	$73,000
Land & ROW	$0	$0	$0	$0	$0	$0	$0	$700,000	$700,000
Total:	$0	$0	$0	$0	$0	$0	$0	$773,000	$773,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 3

Transportation

Project Name: 88th & 55th Intersection Improvements *Manager:* Jeff Laycock

Project Number: R1303 *Budget Code:* 30500030.563000 *Total Estimated Cost:* $600,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* Need to Acquire *Changes from previous:*

Description: This project will construct a traffic signal at the intersection of 88th St NE and 55th Ave Ne. The project includes widening 88th St NE to include a left-turn pocket. The project is partially funded by the Transportation Improvement Board and county matching funds.

Location: 88th & 55th Intersection

Environment: SEPA, cultural resources assessment.

Challenges: Utility relocation by private entities and right-of-way acquisition present potential challenges.

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
305 - GMA Streets	$75,000	$0	$0	$0	$0	$0	$0	$0	$75,000
Transportation Improvements Board	$250,000	$200,000	$0	$0	$0	$0	$0	$0	$450,000
Other (see notes)	$75,000	$0	$0	$0	$0	$0	$0	$0	$75,000
Total:	*$400,000*	*$200,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$600,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Plans & Specifications	$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
Land & ROW	$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
Construction	$350,000	$200,000	$0	$0	$0	$0	$0	$0	$550,000
Total:	$400,000	$200,000	$0	$0	$0	$0	$0	$0	$600,000

Transportation

Project Name: State Ave 1st to 88th Safety Grant *Manager:* Pat Gruenhagen

Project Number: R1302 *Budget Code:* 30500030.563000 *Total Estimated Cost:* $2,118,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* Need to Acquire *Changes from previous:*

Description: Improve traffic signal timing and phasing, improve visibility of traffic signal heads, improve conditions for pedestrians in crosswalks, add illumination and a right turn lane and install signs. Improvements occur at the intersections of State Ave. NE and 4th St. NE, 80th St. NE and 88th St. NE; providing a westbound to northbound right drop lane, at 88th St. NE, and a new traffic signal at 80th St. NE. These projects have come about due to grant funding through WSDOT and SAFETEA-LU.

Location: State Ave 1st to 88th

Environment:

Challenges:

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Surface Transportation Funding	$352,000	$1,766,000	$0	$0	$0	$0	$0	$0	$2,118,000
Total:	*$352,000*	*$1,766,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$2,118,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Plans & Specifications	$102,000	$200,000	$0	$0	$0	$0	$0	$0	$302,000
Land & ROW	$0	$50,000	$0	$0	$0	$0	$0	$0	$50,000
Construction	$250,000	$1,516,000	$0	$0	$0	$0	$0	$0	$1,766,000
Total:	$352,000	$1,766,000	$0	$0	$0	$0	$0	$0	$2,118,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Score: 1

Transportation

Project Name: SR 529/Interstate 5 Interchange Expansion - All *Manager:* Pat Gruenhagen

Project Number: *Budget Code:* *Total Estimated Cost:* $50,490,450

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Complete an Interchange Justification Report as well as construct a new northbound off ramp from I-5 to SR 529 and a new southbound onramp from SR 529 to I-5. Initial phase completes the interchange justification report.

Location: SR 529 at Interstate 5

Environment:

Challenges:

Justification: Improve safety, reduce traffic congestion and provide for current and future economic and commercial/light industrial development.
Identify improvements and strategies needed to carry out the land use vision and meet the LOS requirements for transportation.
Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system that contribute to the relief of traffic congestion.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
001 - General	$528,450	$1,962,000	$0	$0	$0	$0	$0	$0	$2,490,450
Other (see notes)	$0	$500,000	$0	$0	$0	$0	$0	$0	$500,000
Grant Award	$0	$0	$2,500,000	$2,500,000	$0	$0	$0	$0	$5,000,000
Funding Needed	$0	$0	$21,250,000	$21,250,000	$0	$0	$0	$0	$42,500,000
Total:	*$528,450*	*$2,462,000*	*$23,750,000*	*$23,750,000*	*$0*	*$0*	*$0*	*$0*	*$50,490,450*

Snohomish County

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$528,450	$2,462,000	$0	$0	$0	$0	$0	$0	$2,990,450
Construction	$0	$0	$23,750,000	$23,750,000	$0	$0	$0	$0	$47,500,000
Total:	$528,450	$2,462,000	$23,750,000	$23,750,000	$0	$0	$0	$0	$50,490,450

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Attracts new businesses or helps retain existing businesses.

Increases infrastructure capacity to eleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Failure to do the project or delaying the project will have major impacts on other projects or programs.

Score: 6

Transportation

Project Name: 80th St. NE Sidewalk: 47th to 51st *Manager:* Jeff Laycock

Project Number: *Budget Code:* *Total Estimated Cost:* $500,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* Need to Acquire *Changes from previous:*

Description: Design and construct curb/gutter/sidewalk and drainage along the south side of 80th St. NE

Location: 80th St. NE between 47th Ave. and 51st Ave

Environment: None

Challenges:

Justification: Needed improvement due to existing pedestrian volumes

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$200,000	$300,000	$0	$0	$500,000
Total:	*$0*	*$0*	*$0*	*$0*	*$200,000*	*$300,000*	*$0*	*$0*	*$500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$0	$20,000	$0	$0	$0	$20,000
Land & ROW	$0	$0	$0	$0	$80,000	$0	$0	$0	$80,000
Construction	$0	$0	$0	$0	$100,000	$300,000	$0	$0	$400,000
Total:	$0	$0	$0	$0	$200,000	$300,000	$0	$0	$500,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Score: 1

Transportation

Project Name: 88th Street NE (State Ave – 67th Ave) *Manager:*

Project Number: *Budget Code:* *Total Estimated Cost:* $32,237,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Construct a 5-lane principal arterial with curb, gutter, sidewalk, bicycle lanes and streetscape. Initial phase includes intersection improvements and ROW acquisition.

Location: 88th Street NE from State Avenue to 67th Avenue NE

Environment:

Challenges:

Justification: Improve safety, mobility and level-of-service.
Identify improvements and strategies needed to carry out the land use vision and meet the Level-of-Service requirements for transportation.
Improve street safety and functions.
Establish a non-motorized circulation system linking key community destinations.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$200,000	$200,000	$200,000	$1,487,000	$28,063,000	$0	$0	$30,150,000
Other (see notes)	$0	$200,000	$200,000	$200,000	$1,487,000	$0	$0	$0	$2,087,000
001 - General	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total:	*$0*	*$400,000*	*$400,000*	*$400,000*	*$2,974,000*	*$28,063,000*	*$0*	*$0*	*$32,237,000*

County Match

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Land & ROW	$0	$200,000	$200,000	$200,000	$1,487,000	$0	$0	$0	$2,087,000
Design/Study	$0	$200,000	$200,000	$200,000	$1,487,000	$0	$0	$0	$2,087,000
Construction	$0	$0	$0	$0	$0	$28,063,000	$0	$0	$28,063,000
Total:	$0	$400,000	$400,000	$400,000	$2,974,000	$28,063,000	$0	$0	$32,237,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Increases infrastructure capacity to eleviate existing service deficiencies.

Eliminates a risk or hazard to public health or safety.

Score: 4

Water

Project Name: Soper Hill (Whiskey Ridge) Reservoir Waterline *Manager:*

Project Number: W17XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $2,010,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would include installation of 4,378 feet of 12 inch ductile iron pipe. This pipeline will carry water from the proposed Soper Hill (Whiskey Ridge) Reservoir and Soper Hill (Whiskey Ridge) Pump Station into the existing Soper Hill area distribution system.

Location: Exact location unknown at this time.

Environment:

Challenges:

Justification: Provide adequate water supply to the Soper Hill area distribution system.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$2,010,000	$0	$0	$0	$0	$2,010,000
Total:	*$0*	*$0*	*$0*	*$2,010,000*	*$0*	*$0*	*$0*	*$0*	*$2,010,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
	$0	$0	$0	$2,010,000	$0	$0	$0	$0	$2,010,000
Total:	$0	$0	$0	$2,010,000	$0	$0	$0	$0	$2,010,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Affects all customers within a recognized neighborhood or area.

Score: 3

Water

Project Name: Water Main Oversizing *Manager:*

Project Number: W0000 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $210,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: In order to account for future growth in system demands, Marysville requires some developers to install pipes larger than necessary to serve solely their developments. This CIP item reflects an annual budget amount that covers the additional costs incurred on such projects.

Location: Various locations throughout the city.

Environment:

Challenges:

Justification: To provide adequate water supply for future system demands.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$0	$210,000
Total:	*$0*	*$35,000*	*$35,000*	*$35,000*	*$35,000*	*$35,000*	*$35,000*	*$0*	*$210,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$0	$210,000
Total:	$0	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000	$0	$210,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Water

Project Name: Fire Hydrant Replacement Program *Manager:* Karen Latimer

Project Number: W1403 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $750,000

Begin Year: 2015 *Target Completion Year:* 2023 *Right of Way:* *Changes from previous:*

Description: This project will replace approximately 300 two port fire hydrants over a 10 year period within the water system with three port hydrants that meet current standards for adaptability to Storz fittings for quick access by the Fire Department.

The three port fire hydrants also provide increased fire flows.

Location: Within the City's Distribution System

Environment:

Challenges:

Justification: Replacement of these hydrants will provide increased fire flow and quicker accessibility for the fire department.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	$300,000	$750,000
Total:	*$0*	*$75,000*	*$75,000*	*$75,000*	*$75,000*	*$75,000*	*$75,000*	*$300,000*	*$750,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	$300,000	$750,000
Total:	$0	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	$300,000	$750,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Eliminates a risk or hazard to public health or safety.

Score: 2

Water

Project Name: Highway 9 Well Treatment System *Manager:* Patrick Gruenhagen

Project Number: W18XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $3,750,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: This project will be to design and build a treatment system for the current Highway 9 well source, allowing us to use more of the city's existing water sources to provide water to our customers.

Location: At the Existing Higway 9 Well and Reservoir Site.

Environment:

Challenges:

Justification: This project will provide long term sustainability for our water needs moving into the future.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$0	$750,000	$3,000,000	$0	$0	$3,750,000
Total:	*$0*	*$0*	*$0*	*$0*	*$750,000*	*$3,000,000*	*$0*	*$0*	*$3,750,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$0	$0	$0	$750,000	$0	$0	$0	$750,000
Construction	$0	$0	$0	$0	$0	$3,000,000	$0	$0	$3,000,000
Total:	$0	$0	$0	$0	$750,000	$3,000,000	$0	$0	$3,750,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to eleviate existing service deficiencies.

Affects all customers within the City by changing the way the City delivers services or does business.

Score: 3

Water

Project Name: Water System Automation *Manager:* Karen Latimer

Project Number: W1406 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $135,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will include water system automation improvements following the removal of the north/south pressure zone boundary. It will include Installation of 12 Inch pipe to connect the two separate 360 pressure zones, studying of the Getchell Reservoir to determine future capacity needs, and concepts for altering the reservoir configuration.

Location: City Property

Environment:

Challenges:

Justification: These water system automation improvements will enable the city to utilize more water from it's own sources.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$50,000	$85,000	$0	$0	$0	$0	$0	$0	$135,000
Total:	*$50,000*	*$85,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$135,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$50,000	$85,000	$0	$0	$0	$0	$0	$0	$135,000
Total:	$50,000	$85,000	$0	$0	$0	$0	$0	$0	$135,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Affects all customers within a recognized neighborhood or area.

Score: 2

Water

Project Name: Edward Springs Improvements *Manager:*

Project Number: W1501 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $200,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will be looking at possible improvements to the existing screen house, pumps, and related equipment in an effort to use as much collector water as possible from the Watershed.

Location: Edward Springs Watershed - Lakewood Road

Environment:

Challenges:

Justification: The Edward Springs Watershed is the city's least expensive water source, so utilizing as much water as possible by making improvements to existing facilities there makes good sense.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
Total:	*$0*	*$200,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$200,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000
Total:	$0	$200,000	$0	$0	$0	$0	$0	$0	$200,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

Water

Project Name: Edward Springs Water Right Utilization *Manager:*

Project Number: W1504 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $500,000

Begin Year: 2015 *Target Completion Year:* 2016 *Right of Way:* *Changes from previous:*

Description: This project will be to perfect and utilize all water rights within the Edward Springs Watershed, as this source provides the least expensive water to our city customers.

Location:

Environment:

Challenges:

Justification: Utilizing the most water possible from this source makes good financial sense.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$500,000	$0	$0	$0	$0	$0	$500,000
Total:	*$0*	*$0*	*$500,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$500,000	$0	$0	$0	$0	$0	$500,000
Total:	$0	$0	$500,000	$0	$0	$0	$0	$0	$500,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Eliminates a risk or hazard to public health or safety.

Score: 3

Water

Project Name: SCADA System Improvements *Manager:* Karen Latimer

Project Number: W1407 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $250,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will make improvements to the Soperwood control panel, install fiber optic line between Sunnyside and Hewitt Avenue control valve sites, rebuild existing Hewitt Avenue flow control valve, install new Hewitt Avenue (Whiskey Ridge) flow control valve, and install new PLC and communication equipment at the Soperwood intertie.

Location:

Environment:

Challenges:

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$160,000	$90,000	$0	$0	$0	$0	$0	$0	$250,000
Total:	*$160,000*	*$90,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$250,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$160,000	$90,000	$0	$0	$0	$0	$0	$0	$250,000
Total:	$160,000	$90,000	$0	$0	$0	$0	$0	$0	$250,000

Water

Project Name: Marysville West Water Meter *Manager:* Karen Latimer

Project Number: W1303 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $170,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will include installation of a water meter west of I-5 that serves the Tulalip Tribes in conjunction with the sale of Marysville West to the Tulalip Tribes at some point in the future.

Location: Marysville West

Environment:

Challenges:

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$170,000	$0	$0	$0	$0	$0	$0	$170,000
Total:	*$0*	*$170,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$170,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$170,000	$0	$0	$0	$0	$0	$0	$170,000
Total:	$0	$170,000	$0	$0	$0	$0	$0	$0	$170,000

Water

Project Name: 67th Avenue NE (44th to 52nd), 44th Street NE (67th to 71st), and 71st Avenue NE (to Sunnyside Reservoir) *Manager:*

Project Number: W17XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $2,570,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would include installation of 4,697 feet of 18 inch ductile iron pipe. This pipe is located in the right of way and will replace existing 10 inch pipe that carries water from the Sunnyside Reservoir into the distribution system. The pipeline starts at the reservoir heads west to 71st Avenue, heads north on 71st Avenue, heads west along 44th Street NE, then turns north on 67th Avenue and continues north on 67th Avenue to 52nd Street NE.

Location: Within existing right of ways on 71st Avenue NE, 44th Street NE, and 67th Avenue NE.

Environment:

Challenges:

Justification: Water supply needed for anticipated growth in the area.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$2,570,000	$0	$0	$0	$0	$2,570,000
Total:	*$0*	*$0*	*$0*	*$2,570,000*	*$0*	*$0*	*$0*	*$0*	*$2,570,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$2,570,000	$0	$0	$0	$0	$2,570,000
Total:	$0	$0	$0	$2,570,000	$0	$0	$0	$0	$2,570,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Water

Project Name: Replace Cedarcrest Reservoir Roof *Manager:*

Project Number: W1502 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $120,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: This project will be to replace the Cedarcrest Reservoir Roof as it has reached the end of its useful life and is failing.

Location: Cedarcrest Reservoir

Environment:

Challenges:

Justification: If the roof is not replaced leaks could continue to develop or worsen, providing a pathway for potential contamination to enter the reservoir.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$120,000	$0	$0	$0	$0	$0	$0	$120,000
Total:	*$0*	*$120,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$120,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$120,000	$0	$0	$0	$0	$0	$0	$120,000
Total:	$0	$120,000	$0	$0	$0	$0	$0	$0	$120,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Meets all environmental compliance requirements.

Eliminates a risk or hazard to public health or safety.

Preserves or extends the life of an existing asset.

Score: 4

Water

Project Name: Highway 9 Reservoir *Manager:*

Project Number: W0903 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $2,350,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would include construction of a second Highway 9 Reservoir (1.8 MG) to meet increasing storage volume requirements and provide redundancy in the South 510 zone.

Location: Highway 9 Reservoir Site.

Environment:

Challenges:

Justification: Increase volume and provide redundancy in the South 510 zone.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
Funding Needed	$0	$0	$0	$2,250,000	$0	$0	$0	$0	$2,250,000
Total:	*$100,000*	*$0*	*$0*	*$2,250,000*	*$0*	*$0*	*$0*	*$0*	*$2,350,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
Construction	$0	$0	$0	$2,250,000	$0	$0	$0	$0	$2,250,000
Total:	$100,000	$0	$0	$2,250,000	$0	$0	$0	$0	$2,350,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Affects all customers within a recognized neighborhood or area.

Score: 3

Water

Project Name: Water Main Renewal & Replacements *Manager:*

Project Number: WR&R *Budget Code:* 40220594.563000 *Total Estimated Cost:* $825,000

Begin Year: 2015 *Target Completion Year:* 2020 *Right of Way:* *Changes from previous:*

Description: Routine annual replacement of undersized or aging pipelines, primarily aimed at the replacement of AC and CI pipe within the system. This is an on-going annual effort to identify and replace or upgrade aging and/or inadequate water system components.

Location: Various locations throughout the city.

Environment:

Challenges:

Justification: Replacement of undersized or aging pipelines with ductile iron.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$165,000	$165,000	$165,000	$165,000	$165,000	$0	$825,000
Total:	*$0*	*$0*	*$165,000*	*$165,000*	*$165,000*	*$165,000*	*$165,000*	*$0*	*$825,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Plans & Specifications	$0	$0	$15,000	$15,000	$15,000	$15,000	$15,000	$0	$75,000
Construction	$0	$0	$150,000	$150,000	$150,000	$150,000	$150,000	$0	$750,000
Total:	$0	$0	$165,000	$165,000	$165,000	$165,000	$165,000	$0	$825,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

Water

Project Name: North 510 Zone Reservoir Waterline *Manager:*

Project Number: W19XX *Budget Code:* *Total Estimated Cost:* $16,000,000

Begin Year: 2015 *Target Completion Year:* 2019 *Right of Way:* *Changes from previous:*

Description: This project would include installation of 22,838 feet of 12 inch ductile iron pipe. This project comprises of proposed transmission lines for the area to be developed east of the existing North 240 zone. The north/south line is located within the 81st Avenue NE right of way from just south of where the right of way crosses the middle fork of Quilceda Creek to just north of where the right of way crosses 108th Street NE. The east/west line runs from the North 510 zone pump station located at the Wade Road Reservoir site, continues east along Wade Road, and ends just west of the intersection of Wade Road and State Route 9.

Location: Existing right of way on 81st Avenue NE, and 108th Street, with future property easements unknown at this time.

Environment:

Challenges:

Justification: Provide adequate water supply to the North 510 zone.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$0	$5,000,000	$0	$11,000,000	$16,000,000
Total:	*$0*	*$0*	*$0*	*$0*	*$0*	*$5,000,000*	*$0*	*$11,000,000*	*$16,000,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$0	$5,000,000	$0	$11,000,000	$16,000,000
Total:	$0	$0	$0	$0	$0	$5,000,000	$0	$11,000,000	$16,000,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Affects all customers within a recognized neighborhood or area.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 3

Water

Project Name: 45 Road Water main - 140th Place NE (23rd to I-5), North on 23rd Avenue NE, Northwest on the 45 Road *Manager:*

Project Number: W18XX *Budget Code:* *Total Estimated Cost:* $4,500,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: Replacement of a 12 inch AC distribution pipe with 10,053 feet of 18 inch ductile iron pipe. The pipe starts on 140th Place NE (beginning 300 feet west of I-5) and goes west to where it turns north on 23rd Avenue NE, then turns northwest and follows the 45 Road to the intersection of 45 Road and 11th Avenue.

Location: Within existing right of ways on 140th Place NE, 23rd Avenue NE, and the 45 Road.

Environment:

Challenges:

Justification: Completion of Asbestos Cement (AC) pipe replacement between Edward Springs and State Avenue.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$4,500,000	$0	$0	$0	$4,500,000
Total:	*$0*	*$0*	*$0*	*$0*	*$4,500,000*	*$0*	*$0*	*$0*	*$4,500,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$4,500,000	$0	$0	$0	$4,500,000
Total:	$0	$0	$0	$0	$4,500,000	$0	$0	$0	$4,500,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Water

Project Name: State Avenue (102nd to 116th) *Manager:*

Project Number: W17XX *Budget Code:* *Total Estimated Cost:* $2,970,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: Replacement of existing 12 inch Asbestos Cement (AC) distribution pipe with 4,578 feet of 18 inch Ductile Iron Pipe along State Avenue from 102nd Street NE to 116th Street NE.

Location: In the existing right of way on State Avenue between 102nd Street NE and 116th Street NE.

Environment:

Challenges:

Justification: Increase capacity and update to Ductile Iron pipe.
The condition of infrastructure should be assessed at appropriate intervals, and be rehabilitated, repaired, or maintained as necessary.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$2,970,000	$0	$0	$0	$0	$2,970,000
Total:	*$0*	*$0*	*$0*	*$2,970,000*	*$0*	*$0*	*$0*	*$0*	*$2,970,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$2,970,000	$0	$0	$0	$0	$2,970,000
Total:	$0	$0	$0	$2,970,000	$0	$0	$0	$0	$2,970,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Preserves or extends the life of an existing asset.

Score: 2

Water

Project Name: North 510 Zone Pump Station *Manager:*

Project Number: W18XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $1,360,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: This project would include construction of a new pump station to provide source capacity to the future North 510 zone.

Location: Exact location is unknown at this time.

Environment:

Challenges:

Justification: To provide adequate source capacity to the future North 510 zone.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$0	$0	$0	$1,360,000	$0	$0	$0	$1,360,000
Total:	*$0*	*$0*	*$0*	*$0*	*$1,360,000*	*$0*	*$0*	*$0*	*$1,360,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$1,360,000	$0	$0	$0	$1,360,000
Total:	$0	$0	$0	$0	$1,360,000	$0	$0	$0	$1,360,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Affects all customers within a recognized neighborhood or area.

Score: 3

Water

Project Name: Soper Hill (Whiskey Ridge) Pump Station *Manager:*

Project Number: W17XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $1,060,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would include installation of a new pump station to provide source capacity to the area to be served by the new Soper Hill (Whiskey Ridge) Reservoir.

Location: Exact location unknown at this time.

Environment:

Challenges:

Justification: This pump station would replace the existing Cedarcrest Pump Station, which is currently used to fill the Highway 9 Reservoir and serve customers in the South 510 zone. Installation of this pump station will allow the city to pump from the JOA transmission line to the South 510 zone, which will save the city money in pumping costs.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$1,060,000	$0	$0	$0	$0	$1,060,000
Total:	*$0*	*$0*	*$0*	*$1,060,000*	*$0*	*$0*	*$0*	*$0*	*$1,060,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$1,060,000	$0	$0	$0	$0	$1,060,000
Total:	$0	$0	$0	$1,060,000	$0	$0	$0	$0	$1,060,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Affects all customers within a recognized neighborhood or area.

Increases infrastructure capacity to meet future growth needs.

Score: 3

Water

Project Name: North 510 Reservoir *Manager:*

Project Number: W18XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $5,180,000

Begin Year: 2015 *Target Completion Year:* 2018 *Right of Way:* *Changes from previous:*

Description: This project would include construction of a new 1 MG Reservoir to provide storage to the future North 510 zone.

Location: Exact location is unknown at this time.

Environment:

Challenges:

Justification: To provide adequate storage for the new North 510 zone.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Funding Needed	$0	$0	$0	$0	$5,180,000	$0	$0	$0	$5,180,000
Total:	*$0*	*$0*	*$0*	*$0*	*$5,180,000*	*$0*	*$0*	*$0*	*$5,180,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Construction	$0	$0	$0	$0	$5,180,000	$0	$0	$0	$5,180,000
Total:	$0	$0	$0	$0	$5,180,000	$0	$0	$0	$5,180,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Score: 2

Water

Project Name: Soper Hill (Whiskey Ridge) Reservoir *Manager:*

Project Number: W17XX *Budget Code:* 40220594.563000 *Total Estimated Cost:* $4,360,000

Begin Year: 2015 *Target Completion Year:* 2017 *Right of Way:* *Changes from previous:*

Description: This project would include property acquisition costs prior to construction, and construction of a new 1 MG reservoir east of 83rd Avenue NE. This reservoir will provide storage to an area previously served by Snohomish County PUD.

Location: Exact location is unknown at this time.

Environment:

Challenges:

Justification: To provide storage to the newly purchase area previously served by Snohomish County PUD.
Provide urban level facilities and services only in Urban Growth Areas.
Provide urban level facilities and services in Urban Growth Areas to avoid health hazards, enhance the quality of life, and maintain viable, efficient, and cost-effective delivery.
Provide efficient construction of public services and facilities that are consistent with the comprehensive land use plan and available to serve the community concurrent with increased demand generated by new construction.

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$0	$1,300,000	$0	$3,060,000	$0	$0	$0	$0	$4,360,000
Total:	*$0*	*$1,300,000*	*$0*	*$3,060,000*	*$0*	*$0*	*$0*	*$0*	*$4,360,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Land & ROW	$0	$1,300,000	$0	$0	$0	$0	$0	$0	$1,300,000
Construction	$0	$0	$0	$3,060,000	$0	$0	$0	$0	$3,060,000
Total:	$0	$1,300,000	$0	$3,060,000	$0	$0	$0	$0	$4,360,000

Policy Decisions:

Maintains or Improves Level of Service standards.

Increases infrastructure capacity to meet future growth needs.

Increases infrastructure capacity to eleviate existing service deficiencies.

Score: 3

Water

Project Name: Sunnyside Well Treatment Project *Manager:* Pat Gruenhagen

Project Number: W1302 *Budget Code:* 40220594.563000 *Total Estimated Cost:* $6,340,000

Begin Year: 2015 *Target Completion Year:* 2015 *Right of Way:* *Changes from previous:*

Description: The City of Marysville has been granted water rights to pump as much as 1,000 gallons per minute from each of two municipal water wells on its Sunnyside Reservoir property. This project will construct a Water Treatment Plant which will treat and filter water from these wells, thereby improving its quality to the point where it will be suitable for use by Marysville's customers. The project will also reduce the City's reliance on costlier water which it currently purchases from the City of Everett.

Location: Sunnyside Well

Environment: The City intends to coordinate closely with the Department of Health in order to ensure that the project ultimately meets with its approval.

Challenges:

Justification:

Funds:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
402 - Utility Construction	$740,000	$0	$5,600,000	$0	$0	$0	$0	$0	$6,340,000
Total:	*$740,000*	*$0*	*$5,600,000*	*$0*	*$0*	*$0*	*$0*	*$0*	*$6,340,000*

Costs:	*Prior*	*2015*	*2016*	*2017*	*2018*	*2019*	*2020*	*Beyond*	*Totals*
Design/Study	$740,000	$0	$0	$0	$0	$0	$0	$0	$740,000
Construction	$0	$0	$5,600,000	$0	$0	$0	$0	$0	$5,600,000
Total:	$740,000	$0	$5,600,000	$0	$0	$0	$0	$0	$6,340,000

XIII. GLOSSARY

Accessory dwelling unit:
An additional living unit, including separate kitchen, sleeping and bathroom facilities, attached or detached from the primary residential unit, on a single-family lot.

Active recreational uses:
Leisure time activities, usually of a more formal nature and performed with others, often requiring equipment (e.g. ball, disc, racquet, etc.) and taking place at prescribed places, courts, sites or fields.

Adequate public facilities:
Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums. (WAC 365-195-210)

Affordable housing:
Residential housing that is rented or owned by a person or household whose monthly gross housing costs, including utilities other than telephone, do not exceed thirty (30%) percent of the household's gross monthly income. (WAC 365-195-210)

Agricultural Land:
Land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf and seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock, and has long-term commercial significance for agricultural production (RCW 36.70A.030).

Annexation:
The act of incorporating an area into the domain of a city.

AMI:
Area Median Income. The measure of median income used in this report is that of the Seattle-Bellevue HMFA. This measure is used in administering the Section 8 voucher program in Snohomish County.

Arterial roadways:
A class of roadway serving major movements of traffic not served by freeways. Arterial roadways are functionally classed depending on the degree to which they serve through traffic.

- Principal arterials are primarily for traffic movement and secondarily for access to abutting properties. Intersections are ordinarily at-grade with traffic control and geometric design features that expedite safe through traffic movement. This class of roadway tends to carry heavier traffic loads and therefore has four to seven lanes and extends for long distances.
- Minor arterials offer a balance between through traffic movement and direct access to abutting properties. Intersections are at-grade with traffic control and geometric design features that emphasize movement of traffic over access to land. This class of roadway tends to carry substantial traffic loads on two to five lanes and extends for significant distances.
- Collector arterials serve to collect and distribute traffic from and to neighborhoods and commercial areas and connect it to minor and major arterials. This class of road provides direct access to land and features more driveways and lower speeds. Traffic loads are ordinarily lower than on principal and minor arterials, therefore these roadways tend to have two lanes.

Assisted housing:
Owner-occupied or rental housing which is subject to restrictions on rents or sales prices as a result of one or more project based government subsidies. Assisted housing does not include holders of non-project based Section 8 Certificates.

Available public facilities:
Means that facilities or services that are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation the specified time is six years from the time of development. (WAC 365-195-210)

Best management practices:
Physical, structural, or managerial practices which have gained general acceptance for their ability to prevent or reduce environmental impacts.

B.O.D.
Biochemical oxygen demand. A term used with regard to wastewater that indicates its strength or degree of pollution..

Buffer:
An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of the critical area.

Buildout
The theoretical point at which all available sites have been built on or redeveloped to the full extent possible under this Comprehensive Plan.

Candidate species:
See Species classification.

Capital facilities:
Public structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services.

Capital improvement:
Land, improvements to land, structures (including design, permitting and construction), initial furnishings and selected equipment.

Capital Facilities Program (CFP):
A plan which matches the costs of capital improvements to anticipated revenues and a timeline. CFPs are usually prepared for six or more years, updated annually and coordinated with the comprehensive planning process. Also sometimes referred to as a Capital Improvement Program or Plan, CIP.

Cluster development:
A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, individual or jointly owned open space, and preservation of environmentally sensitive areas.

Complete Mix (Aerated) Cells:
Relating to wastewater treatment, the portion of the wastewater lagoons that contain numerous mechanical mixers and aerators that serve to accomplish initial treatment of the wastewater flow.

Comprehensive plan:
A generalized coordinated land use policy statement of the governing body of a county or city adopted pursuant to the Growth Management Act (RCW 36.70A.030).

Concurrency:
Means that adequate public improvements or strategies are in place at the time of development. For transportation improvements, concurrency means that a financial commitment is in place to complete the improvements or strategies within six years. (WAC 365-195-210)

Conditional use:
A land use permitted by the city zoning code in a particular zone after review by the city hearing examiner and the granting of a conditional use permit which imposes specific performance standards needed to ensure that the use will be compatible with other permitted uses in the vicinity.

Conservation:
The planned management of natural resources.

Consistency:
Means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. (WAC 365-195-210)

Cohousing:
Developments in which households live in separate homes, but share such things as cooking and dining facilities, play areas, gardens, and workshops.

Cost-Burdened: Households that spend more than 30 percent of their income on housing.

Cottage housing:
Planned development incorporating common open space and small homes on lots that are usually smaller than the underlying zoning or land use designation would indicate.

Countywide:
All of incorporated and unincorporated Snohomish County.

Countywide planning policies:
Written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted. (RCW 36.70A.210)

Cultural resources:
Includes sites, structures, objects, or remains, which convey historical, architectural or archaeological information of local, state or national significance. On occasion, communities give recognition to respected elders and artists as "cultural resources" for their role in passing on the collective culture of the community.

Commute Trip Reduction (CTR):
The use of measures which reduce vehicle miles traveled (VMT) and the proportion of single-occupancy vehicles (SOVs) for commuter travel, while promoting and marketing travel by alternative method. See also Transportation Demand Management (TDM).

Critical areas:
See Sensitive Areas.

CWSP:
Coordinated Water System Plan. It may replace the RUSA for water. The water service can extend past the Urban Growth Area for health and safety reasons.

Density:
The number of families, persons, or housing units per acre or square mile. Gross density uses total land without deductions for roads, sensitive areas, or public uses; that is: Gross Density = (families, persons, or dwelling units) ÷ (acres or square miles). See Net Density and Density Calculations.

Density Calculations:
Calculation of density within County projects for the purpose of providing utility connection shall be in accordance with the City's comprehensive plan designations and density definitions.

Development regulations:
Any controls placed on development or land use activities by the city including, but not limited to zoning ordinances, subdivision ordinances, and binding site plan ordinances. (RCW 36.70A.030)

Downtown portion of planning area 1:
The downtown portion of Planning Area 1 is bounded by Grove St. on the north, Columbia Ave. on the east, Ebey Slough to the south, and I-5 to the west.

Dwelling Unit:
An occupied or vacant house, apartment, condominium, etc… that is intended as separate living quarters. See Household.

Ecosystem:
The complex of an ecological community and its environment functioning as a unit in nature.

Effluent
Relating to wastewater treatment, the liquid that is discharged after treatment to remove pollutants.

Endangered species:
See Species classification.

Environmental impact statement (EIS):
A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or programmatic action. The purpose of the EIS document is to provide the government decision makers with information to be considered prior to determining a project's acceptability. (197-11 WAC)

Erosion:
The removal and loss of soil by the action of water, ice, or wind.

Erosion hazard areas:
Areas containing soils which, according to the US Department of Agriculture Soil Conservation Service's Soil Classification System, may experience severe to very severe erosion. See the Sensitive Areas Ordinance.

Essential public facilities:
Facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, transportation facilities of statewide significance as defined in RCW 47.06.140, regional transit authority facilities as defined under RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, in-patient facilities including substance abuse facilities, mental health facilities group homes, secure community transition facilities, and any facility on the ten-year capital plan maintained by the office of financial management. (RCW 36.70A.200 & WAC 365-196-550)

Extremely low-income:
A household whose income does not exceed thirty percent of the AMI.

Facilities:
The physical structure or structures in which a service is provided.

Factory-Built housing:
Factory-assembled parts that are transported to and assembled at the building site. The completed structure is not mobile and should not be considered a mobile/manufactured home.

Fair housing:
Access to housing unhindered by discrimination based on race or color, national origin, religion, sex, familial status, sexual orientation or handicap.

Fair Market Rent:
HUD determines what a reasonable rent level should be for a geographic area, and sets this as the area's fair market rent. Section 8 voucher holders are limited to selecting units that do not rent for more than fair market rent.

Fair share housing:
The concept that affordable and special needs housing should be proportionately distributed within the county, rather than concentrated in a few locations. An allocation methodology and guidelines were accepted by Snohomish County Tomorrow in January, 1994.

Family:
Householder and one or more other persons living in the same household who are related by birth, marriage, or adoption. See Household.

FAZ:
Forecast Analysis Zone. Terminology used by the Puget Sound Regional Council.

Fire flow:
The amount of water volume delivery rate, and delivery duration needed to provide fire suppression. Adequate fire flows are based on industry and insurance standards.

Fiscal impact:
The fiscal costs and constraints of implementing policies or regulations.

Fish and wildlife habitat conservation areas:
Areas identified as being of critical importance to the maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; commercial and recreational shellfish area; kelp and eelgrass beds, herring and smelt spawning areas; naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity, or private organization; state natural area preserves and natural re source conservation areas. (WAC 365-190-080) See the Sensitive Areas Ordinance.

Floodplain:
Land adjoining a river, stream, water course, ocean, bay or lake having a one percent chance of being inundated in any given year with flood waters resulting from the overflow of inland or tidal waters and/or the unusual and rapid accumulation of surface runoff from any source.

Forest Land:
Land primarily devoted to growing trees for long term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees, subject to the excise tax imposed under RCW 84 33 100 through 84.33 140, and that has long term commercial significance for growing trees commercially.(RCW 36.70A.030)

Frequently flooded areas:
See Floodplain.

Geologically hazardous areas:
Areas that because of their susceptibility to erosion, sliding, earth quake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health and safety concerns. (RCW 36.70A.030) See the Sensitive Areas Ordinance.

Goal:
A general condition, ideal situation or achievement that reflects societal values or broad public purposes.

Greenbelt:
A predominantly open area that may be cultivated or maintained in a natural state surrounding development or used to separate land uses.

Gross housing costs:
Rent and utility costs for renters and principal, interest, taxes, insurance, and homeowner's association fees (if applicable) for homeowners.

Groundwater:
All water that is located below the surface of the land, including aquifer and permeable strata influenced by surface water or storm water.

Groundwater recharge:
The process of natural or man-made addition of water to an aquifer or permeable soil strata.

Group housing:
Group living arrangements for people with special needs such as developmental disabilities or mental illness.

Growth Management Act (gma):
Legislation passed in 1990, requiring all cities and counties in the state to plan; it calls for the fastest growing counties, and the cities within them, to plan extensively. See Chapter I: Introduction for more information.

Hazardous waste:
All dangerous and extremely hazardous waste, including substances composed of both radioactive and hazardous components.

High capacity transit:
Any transit technology that operates on separate right-of-way and functions to move large numbers of passengers at high speeds, such as busways, light rail, and commuter rail.

High occupancy vehicle (HOV):
A vehicle containing more than a single occupant such as an automobile with several passengers (carpool), a bus, vanpool, or a train. An HOV lane is a road lane dedicated for use of HOVs and transit vehicles only.

HMFA:
HUD Metro FMR Area

Home occupation:
Any activity carried out for gain by a resident, conducted as an accessory use in the resident's dwelling unit.

Household:
A household is a dwelling unit occupied by one or more persons. The occupants may be an individual, a family, or any group of related or unrelated persons who share living arrangements. See Dwelling Unit and Family.

Housing need:
Exists when a household whose income is less than 95 percent of county median household income and pays more than 30 percent of its gross income for gross housing costs.

Housing Stock:
A phrase referring to the supply of all types of housing in an area.

HOV:
High Occupancy Vehicle, such as bus, train, light rail, vans, and carpools.

Hydroponic farming:
Growing plants in nutrient solutions.

Impact Fee:
Charges levied by the city against new developments for a pro-rata share of the capital costs of facilities necessitated by the development. The Growth Management Act authorizes imposition of impact fees on new development and sets the conditions under which they may be imposed. They may only be applied to public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities in jurisdictions that are not part of a fire district.

Implementation measure:
Regulatory and non regulatory measures used to carry out the plan.

Infill:
Development of housing or other buildings on vacant sites in otherwise developed areas.

Infrastructure:
Facilities and services needed to sustain the functioning of an urban area, such as streets, transportation improvements, water, sewer, parks, schools, emergency services, and government.

Joint use:
Two or more parcels/developments share entrances from the street as well as parking areas. Entrances and parking areas are coordinated and combined, so that every parcel or business does not have a separate entrance or parking lot. This reduces the number of curb cuts, eases traffic flow along busy streets, and may reduce the area needed for parking.

Land assembly:
The combining of two or more adjoining lots into one large tract, usually done to allow construction of larger buildings than could otherwise have been built on the individual smaller lots.

Land Capacity Analysis:
A study of how land is currently being used within the community, and the capacity for accommodating future uses. The analysis determines how much vacant land, underutilized land, and sensitive areas there are as well as cataloging the types, extent, distribution, and intensity of the uses or activities found on parcels of land or in spaces within a building.

Landslide hazard areas:
Areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. See the Sensitive Areas Ordinance.

Leap frog development:
New urban development sited away from the existing urban area, bypassing vacant parcels that are suitable for development, and that are located in or closer to the urban area.

Level of service (LOS):
A measure of public service or capital facility supply that frequently relates to a unit of public demand and is used to establish needs or targets for facility planning purposes (example: 1 courtroom per 25,000 population). Level of Service can vary between urban and rural areas

Liquefaction:
The act or process of liquefying, particularly soils taking on the characteristics of liquids due to seismic shaking.

Local improvement district:
A quasi-governmental organization formed by landowners to finance and construct a variety of physical infrastructure improvements beneficial to the landowners.

Local road:
A class of roadway with the primary function of providing access to abutting properties. Traffic control is usually limited with slow speeds and numerous driveways. This roadway class typically carries low traffic loads and usually has one or two paved or gravel lanes.

Long-term commercial significance:
Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land. (RCW 36.70A.030)

Lot size averaging:
A design technique which allows one or more lots in a residential subdivision to be undersized by a specified percentage or to a minimum lot size, provided that the overall density permitted by the minimum zoning is not exceeded.

Low-income:

A household whose income is between 50 percent and 80 percent of the AMI.

Median income:

The income level that divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. In other words, the median income for a community is the annual income at which half the households earn less and half earn more. For households and families, the median income is based on the distribution of the total number of units including those with no income.

Middle income:
A household whose income is between 96% and 120% of the AMI.

Mobile/Manufactured Home:
A residential unit on one or more chassis for towing to the point of use and designed to be used with a permanent foundation as a dwelling unit on a year round basis. A recreational vehicle or motor home is not a mobile manufactured home.

Moderate income:
A household whose income is between 81 percent and 95 percent of the AMI.

Multi-modal:
Two or more modes or methods of transportation. Examples of transportation modes include bicycling, driving an automobile, walking, bus transit or rail.

Native growth protection areas:
Areas to be left in a substantially natural state, where clearing, grading, filling, building construction or placement, or road construction may not occur. Some fencing, construction and vegetation removal may be permitted.

Natural resource:
Naturally occurring components of the earth's surface, such as timber, soils, water, or a mineral deposit, which have potential for human use and enjoyment.

Natural Resource Lands:
Lands useful for agriculture, forestry, or mineral extraction or lands which have long-term commercial significance for these land uses.

Net density:
The net project area divided by the number of dwelling units.

Net Project Area:
Refers to the gross project area minus floodplains, utility easements cumulatively 30 feet wide or greater, publicly owned community facility land and right-of-way, stormwater detention facility tracts or easements, private roads or access easements, panhandles, and critical areas and buffers that are not eligible for density transfer in accordance with the Marysville Municipal Code.

No Burn Zone:
Areas officially designated by the Puget Sound Air Pollution Control Agency where outdoor burning is prohibited.

Non-point source pollution:
Pollution that cannot be traced to specific discharge points, including road runoff, agricultural runoff and disposal of household chemicals.

Objective:
A desired result of public action that is specific, measurable, and leads to the achievement of a goal.

OFM:
Office of Financial Management. Responsible for population projections.

Open space corridor:
A linear land use plan overlay or that may contain various types of uses that are characterized in the aggregate by the pre-eminence of natural or man-altered landscape features and a minimal amount of man-made building and other above-grade structures.

Overlay:
There are three types of overlay in the City of Marysville: Small Farms, Waterfront, and Mixed Use over General Commercial.

- *Small Farms*
  This overlay is for existing small farm lands. Because it is an existing use, it is applied through an administrative review process with public notification, and is applied for by the property owner. Its purpose is to provide official recognition of the agricultural use and to require additional setbacks in adjacent development. It is available to any property that is undeveloped, except for a single family home and supporting accessory structures, in a residential zone. At the time that the Small Farm use is no longer desired and the property developed, the overlay shall be removed through notification of the City, and the property will revert to the underlying zoning. (See Small Farm, under Residential Land Uses, Chapter V.)

- *Waterfront*
  This overlay district is located along Ebey Slough adjacent to downtown, in Planning Area 1. It is identified on the land use maps by a dashed line. The waterfront overlay permits a wider range of uses than is currently permitted in that area. It is applied for by the property owner; it is reviewed through the hearing examiner process, based on criteria established in the zoning code.
- *Mixed Use over General Commercial*
  The mixed use overlay district is located in Planning Area 1, along Interstate 5 between 5th and 72nd Streets, Ash and Beach Avenues. It is identified on the land use maps by a dashed line. The mixed use overlay permits a wider range of uses than is currently permitted in that area. It is applied for by the property owner; it is reviewed through the hearing examiner process, based on criteria established in the zoning code.

Parcel:
A continuous quantity of land, in single ownership or under single control, and usually considered a unit for the purposes of development.

Park-and-ride:
A system in which commuters individually drive to a common location, park their vehicles, and continue travel to their final destination via public transit or carpool.

Passive Recreation:
Passive recreational activities involve activities that although may be exertive, typically require less energy than active recreation activities, and do not require a special location such as a field or court and typically do not require the use of special equipment such as a ball or racquet. Examples include as walking, picnicking, boating, and wildlife viewing.

Peak period traffic:
The higher than average portion of daily vehicular traffic that occurs during distinct times of day. Peaks in daily traffic volumes usually occur during the morning (6:30-9:30 a.m.) and evening (3:30-6:30 p.m.) commuter periods. The one hour peaks during these three hour periods are referred to as a.m. or p.m. peak hour traffic.

Pedestrian friendly development:
Development designs that encourage walking by providing site amenities for pedestrians. Pedestrian friendly environments reduce auto dependence and may encourage the use of public transportation.

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

PHA: Public Housing Agency

Planned residential development (PRD):
A design technique which allows a land area to be planned and developed as a single entity containing one or more residential clusters or complexes which can include a wide range of compatible housing types. Appropriate small scale commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development and the surrounding community. A residential density bonus is allowed in exchange for dedication of a minimum amount of passive and active open space for the use and enjoyment of the development's residents.

Policy:
Action-oriented procedure, activity or decision-making that defines the process by which an objective is achieved.

Point source pollution:
Pollution that can be traced to a specific discharge source.

Portable Classrooms:
Manufactured modular structures that are self-contained (though without rest rooms) and relocatable. They are used within a school site as interim classrooms to house students until funding can be secured to construct permanent classroom facilities or to accommodate fluctuations in the student population.

Potable water:
Water suitable for drinking.

Primary corridor:
Principal arterial roadways that serve designated centers and have design features to accommodate several modes of travel (i.e., transit, auto, bicycle and pedestrian). These design features may include high-occupancy vehicle (HOV) lanes, bus pullouts, walkways, bikeways, and signal priority for HOVs, carpools, vanpools and buses.

Priority species:
Wildlife species of concern to the state Department of Wildlife due to their population status and their sensitivity to habitat alteration. Priority species include those which are listed, or are candidates for listing, by the state as endangered, threatened or sensitive. Uncommon species, including monitored species and some game and non game species, that are considered to be vulnerable to habitat loss or change or to urbanizing influences are also identified as priority. Priority species lists and maps are maintained by the state Department of Wildlife. See the Sensitive Areas Ordinance.

PSRC:
Puget Sound Regional Council, formerly the Puget Sound Council of Governments.

Public facilities:
Includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (RCW 36.70A.030) See Utilities.

Public services:
Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services. (RCW 36.70A.030)

Public water system:
Any system of water supply intended or used for human consumption or other domestic uses, including source, treatment, storage, transmission, and distribution facilities where water is being furnished to any community, collection, or number of individuals, but excluding a water system serving one single family residence.

Purchase of development rights (PDR):
The one time purchase of the right to develop resource lands for non-resource purposes. PDR is implemented through a deed restriction.

Ranney collection well:
A groundwater collection structure that consists of a series of horizontal perforated pipes extending radially from a central pumping structure.

Regional service:
A governmental service established by agreement among local governments that delineates the government entity or entities responsible for the service provision and allows for that delivery to extend over jurisdictional boundaries.

Regional significance:
This term describes growth planning issues and impacts which extend beyond the boundaries of an individual municipal government and require coordinated multi-jurisdictional supported planning solutions

Resource lands:
Forest, agricultural, or mineral lands that have long-term commercial significance.

Ridesharing:
Any type of travel where more than one rider occupies or "shares" the same vehicle, such as a carpool, vanpool, or transit vehicle.

Right-of-way:
Land owned by a government or an easement over the land of another, used for roads, ditches, electrical transmission lines, pipelines, or public facilities.

Riparian:
Means of, or pertaining to, the banks of rivers, streams, or lakes.

Rural cluster subdivision:
A form of development for single-family residential subdivisions in the rural portions of the county that permits a substantial reduction in lot area and bulk requirements, provided that the remaining undeveloped areas are devoted to open space for the purpose of preserving resource lands and environmentally sensitive features. A residential density bonus is allowed in exchange for dedication of additional open space area.

Rural infrastructure:
Facilities and services needed to sustain permanent settlement of rural land

Rural land:
All land located outside of UGAs and not designated as agricultural or forest lands of long-term commercial significance with existing or planned rural services and facilities such a domestic water systems (generally systems without fire flow), rural fire and police protection services and transit services along major arterial routes. New rural residential developments have a maximum net density of 1 dwelling unit per 2.3 acres. Maximum densities are lower in specific plan designations.

RUSA:
Rural Utility Service Area. Established in 1982, it is the boundary within which the City would provide water and sewer services. It may, for water, be replaced by the CWSP, Coordinated Water System Plan. See CWSP. Sewer service will be provided within the City of Marysville's Urban Growth Area.

Sanitary sewer:
Those sewers which carry water-borne wastes from household, industrial and commercial users from the point of origin to the treatment plants for treatment and disposal.

Scenic resources:
Features of the natural and man-made environment, and their associated viewpoints and sightlines that are or could be especially prominent and visually accessible to the general public. Such features may include selected forested areas, water bodies and shorelines, mountains and hill-side, wetlands or other wildlife habitat areas, pastoral settings, man-

made structures, geological features, or other elements of the visual environment that enjoy prominence by virtue of special characteristics and/or location.

Section 8:
HUD's Section 8 Housing Choice voucher program. Qualifying households can take their voucher to any housing unit which meets HUD safety and market rent standards. HUD funds are administered by PHAs.

Seismic hazard areas:
Areas subject to severe risk of damage as a result of earthquake failure, settlement, or soil liquefaction. See the Sensitive Areas Ordinance.

Sensitive areas:
Includes the following areas and ecosystems: wetlands; areas with critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. Also known as critical areas. (RCW 36.70A.030) See Sensitive Areas Ordinance.

Sensitive Areas Ordinance:
A separate ordinance governing the uses and protection of sensitive areas.

Sensitive species:
See Species classification.

Severely Cost-Burdened:
Households that spend more than 50 percent of their income on housing.

Shadow Platting:
In Snohomish County when lands outside of, but adjacent or close to, the Urban Growth Area are developed as rural land, a shadow plat is required. The shadow plat shows how its proposed development will permit urban density redevelopment, when and if the property is brought inside the Urban Growth Area in the future.

Shoreline management master program:
A comprehensive management program prepared by the county consisting, of goals, policies and regulations and used for review of permit applications for development along shorelines.

Significant Vegetation:
Significant vegetation occurs in three types of situations:

- Near or within environmentally sensitive areas where the vegetation is necessary to protect the sensitive area. For example, at the top or along the slope of a steep hill, or in a wetland.
- Vegetation containing significant plants, usually trees, based on size, species, etc…. A significant tree means any evergreen tree of eight inches in diameter or greater and any deciduous tree, other than red alder, willow, poplar, and cottonwood trees, ten inches in diameter or greater, measured one foot above the root crown.
- A significant cluster of plants (trees or shrubs) important to the visual character of an area. These might be at the top of a ridge or hill, along a roadway, along a creek, in a valley viewed from above, ….

Slope
The angle of a hillside. It is measured by percentage with a 100% slope representing a 45° angle (rise equals run) and 0% equals flat land.

Small Farms:
An overlay for small farm lands within the Urban Growth Area. See Overlay; see Chapter V, Residential.

Snohomish County Tomorrow (sct):
A joint planning process of the county, its cities and towns, and the Tulalip Tribes to guide effective growth management and to meet the requirements of the GMA for coordination and consistency among local comprehensive plans.

Solid waste:
A general term for discarded materials destined for disposal, but not discharged to a sewer or to the atmosphere.

SOV:
Single Occupancy Vehicle. A passenger car with only one occupant.

Special needs housing:
Affordable housing for persons that require special assistance or supportive care to subsist or achieve independent living, including but not limited to persons that are frail elderly, developmentally disabled, chronically mentally ill, physically handicapped, homeless, persons participating in substance abuse programs, persons with AIDS, and youth at risk.

Specialty agriculture:
Include uses such as specialty animal, vegetable and fruit farms, nursery and turf operations, greenhouse and hydroponic farming and related farm product processing, retail, and equipment repair in Upland Commercial Farmlands.

Species classification:
State listed species defined below are all native to the state of Washington. See the Sensitive Areas Ordinance.

- *Endangered:* A species that is seriously threatened with extermination throughout all or a significant portion of its range within the state. Legally designated in WAC 232-12-014.
- *Threatened:* A species that is likely to become endangered in the foreseeable future throughout a significant portion of its range within the state without cooperative management or the removal of threats. Legally designated in WAC 232-12-001.
- *Sensitive:* A species that is vulnerable or declining and is likely to become endangered or threatened in a significant portion of its range within the state without cooperative management or the removal of threats. Legally designated in WAC 232-14-011.
- *Candidate:* These species are under review by the state department of wildlife for possible listing as endangered, threatened or sensitive. A species will be considered for state candidate designation if sufficient scientific evidence suggests that its status may meet the criteria for endangered, threatened or sensitive in WAC 232-12-297. They are listed in WDW Policy 4802.
- *Monitor:* State monitor species will be managed by the department of wildlife, as needed to prevent them from becoming endangered, threatened or sensitive.

sprawl
Scattered, poorly planned development that occurs particularly in urban fringe and rural areas. Urban sprawl typically manifests itself in one or more of the following patterns: leap frog development, strip development, and large expanses of low-density, single-family dwelling development. Low density development is defined as two units per acre to one unit per ten acres. (See Leap frog development, Strip development.)

Sq. Ft.:
Square Feet. It is a measurement of area. An acre contains 43,560 square feet.

Stormwater:
Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.

Strip commercial:
An automobile oriented linear commercial development pattern on a major arterial with high volume traffic generating uses, vehicular entrances for each use, a visually cluttered appearance, and no internal pedestrian circulation system

Study area:
It is the area that was analyzed for this Comprehensive Plan. It is larger than the Urban Growth Area, and so encompasses rural and resource lands. Studying a larger area is necessary to appropriately determine the Urban Growth Area (UGA), include the City's sphere of influence and RUSA, and consider uses for lands that are outside the UGA. Studying lands outside the UGA provides the basis for interlocal agreements with the County and for preserving lands for future inclusion in the UGA.

Subsidized Rental Unit:
A unit which benefits from a direct, monthly rent subsidy. This subsidy will vary to ensure that a household does not spend more than 30% of their income on housing. Section 8 Housing Choice Vouchers are an example of a direct rent subsidy.

Surface waters:
Streams, rivers, ponds, lakes or other waters designated as "waters of the state" by the Washington Department of Natural Resources in WAC 222-16-030.

Sweat Equity Housing:
A future owner's labor on improvements that increase the value of his future property. This is in lieu of a down payment or other financial commitment as determined by the sponsoring organization.

Taking:
The appropriation by government of private land for which compensation must be paid.

TAZ:
Transportation Analysis Zone. Used in the prediction of growth for traffic, as well as possibly dwelling units, population, and jobs.

Threatened species:
See Species classification.

Transfer of development rights (TDR):
Transfer of the potential right to develop, expressed in dwelling units per acre, from land in resource or environmentally sensitive area designations to land in an urban area where such density or development is permitted.

Transit centers:
Focal points for transit services which may allow connections with other routes.

Transportation centers:
Facilities providing connections between various modes of travel, particularly transit, serving different origins/destinations or routes. Examples of transportation centers are the current ferry terminals, Everett's proposed down town transit center or high-capacity transit stations along I-5.

Transportation demand management strategies (TDM):
Strategies aimed at changing travel behavior rather than expanding the transportation net work to meet travel demand. Such strategies can include the promotion of work hour changes, ridesharing options, parking policies, and telecommuting.

Upper income:
A household whose income is greater than 120% of the AMI.

Urban governmental services:
Those governmental services historically and typically delivered by cities include the storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

Urban growth:
Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth. (RCW 36.70A.030)

Urban Growth Areas (UGAs):
Areas designated by the county after consultation with cities, where urban growth will be encouraged and supported by public facilities and services. The urban growth areas include areas and densities sufficient to permit the urban growth that is projected to occur in the county for a 20 year period. Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the protection of food, other agricultural products or fiber, or the extraction of mineral resources.

Urban growth boundaries:
The boundary or line marking the limit between the UGAs and rural or resource land areas.

Urban land:
All land located within UGAs such as residential and employment land; land for public facilities and utilities; and critical areas, open space and greenbelts with existing or planned urban services and facilities such as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, and public transit services.

Urban reserve area:
An area outside of and adjacent to an urban growth area that may have potential for future as an urban growth area.

Utilities:
Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. The Growth Management Act limits utilities to electricity, gas, telecommunications, and cable TV. See Public Facilities.

Very low-income:
A household whose income does not exceed 50% of the AMI.

Watershed:
The region drained by or contributing water to a stream, lake or other body of water.

Wetland:
Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, bogs, marshes, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wet lands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the city. (WAC 365-195-200) See the Sensitive Areas Ordinance.

Wildlife habitat:
Predominantly undisturbed areas of natural vegetation and/or aquatic system used by, and necessary for the survival of wildlife. See the Sensitive Areas Ordinance.

Workforce Rental Housing:
Workforce rental units have rents which are set in order to be affordable to households at certain income levels. While a household may need to have income below a certain level to apply for a workforce rental unit, the rent level does not adjust to their actual income. A property may feature units with rents affordable to households with 50% AMI, but a household earning 30% AMI would still have to pay the same rent.

Zero lot line:
Subdivision technique that allows for the placement of a structure on the side yard property line.

Zipper Lot
In this lotting approach, the rear lot line jogs back and forth to vary the depth of the rear yard and to concentrate usable open space on the side of the lot. The other side of the lot is shallow and is located against the blank wall of an adjacent house.

Zoning:
The process by which the city legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction. Zoning is an exercise of the police power and must be enacted for the protection of public health, safety, and welfare.