

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.