

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

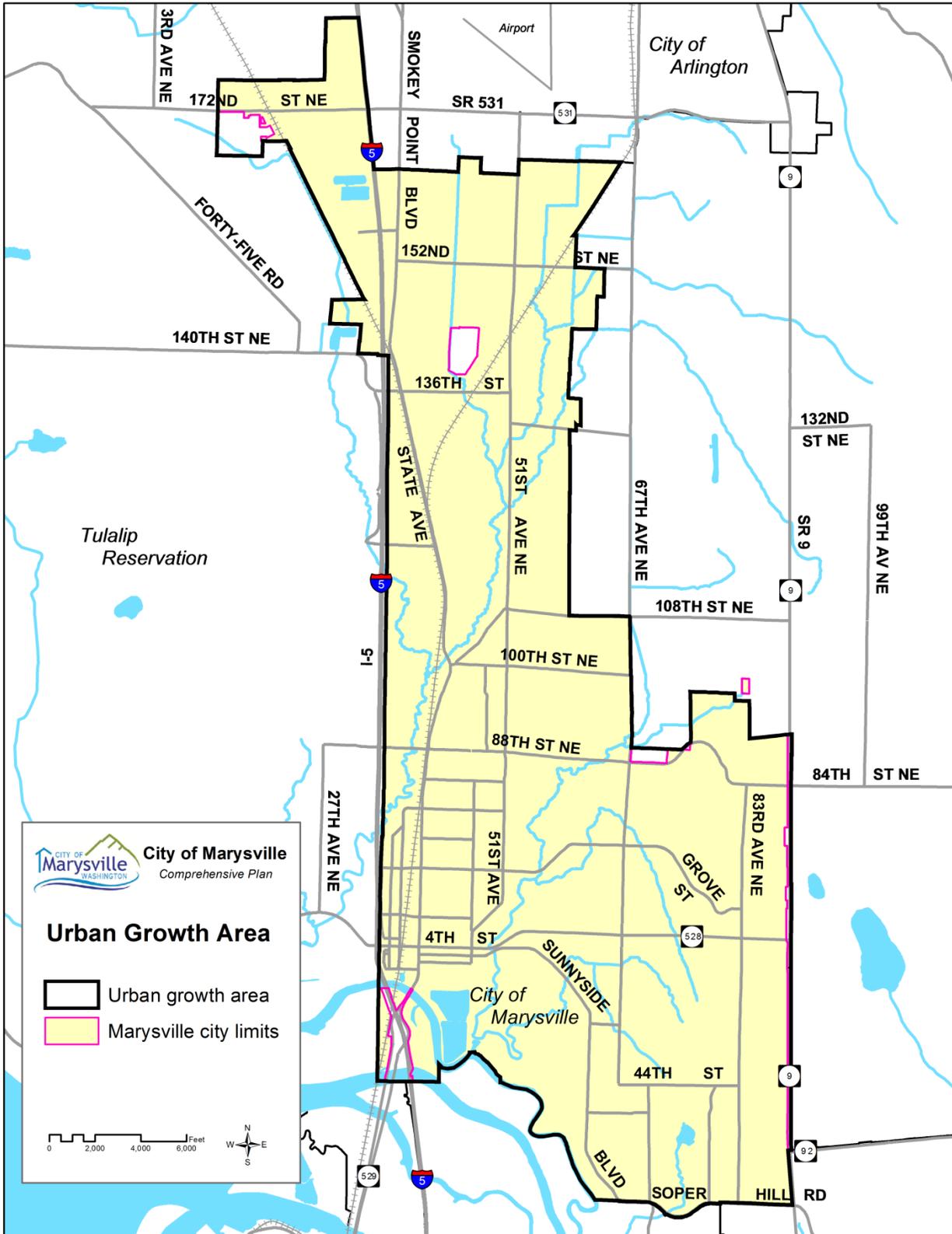
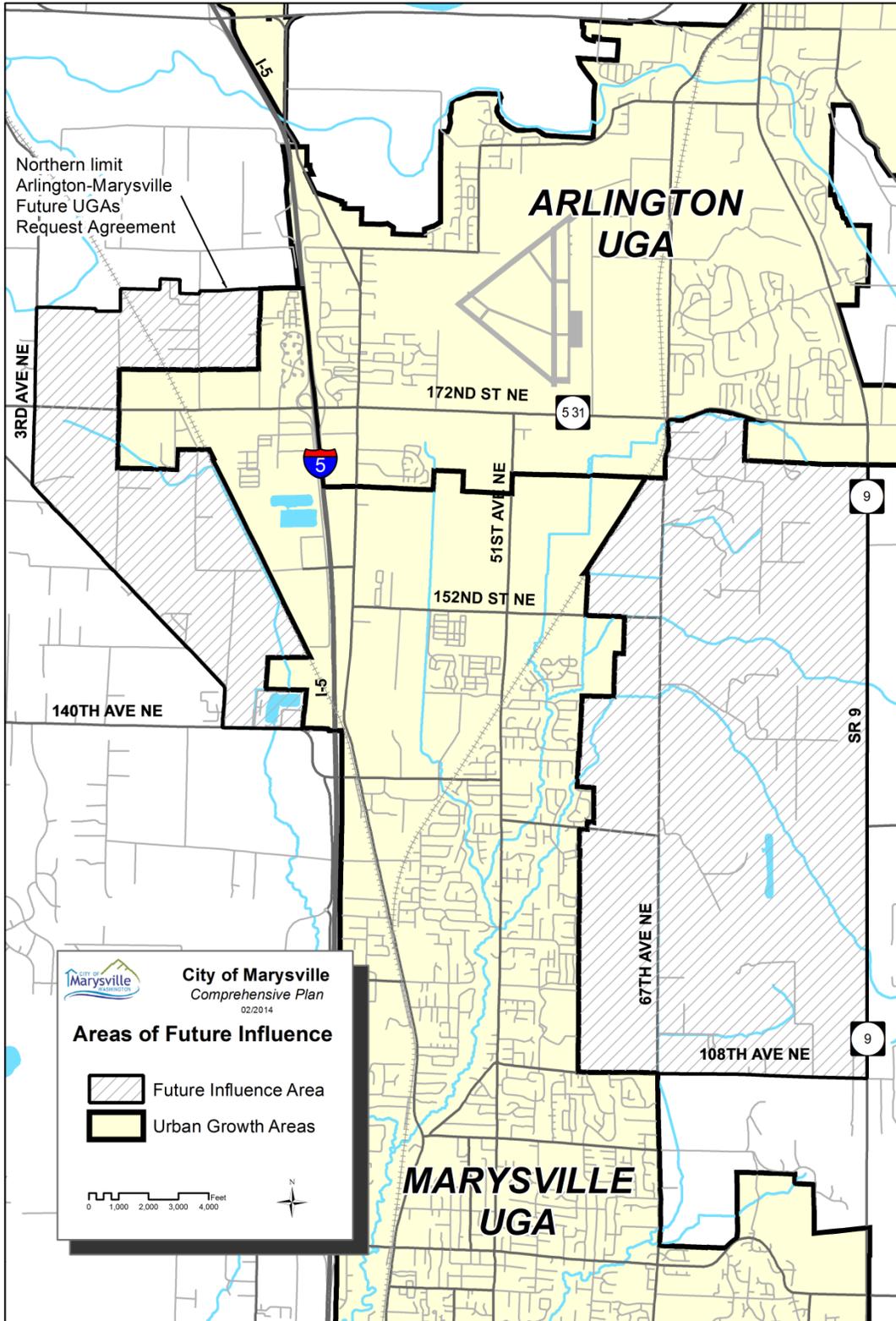


Figure 4-1b Areas of Future Influence



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.

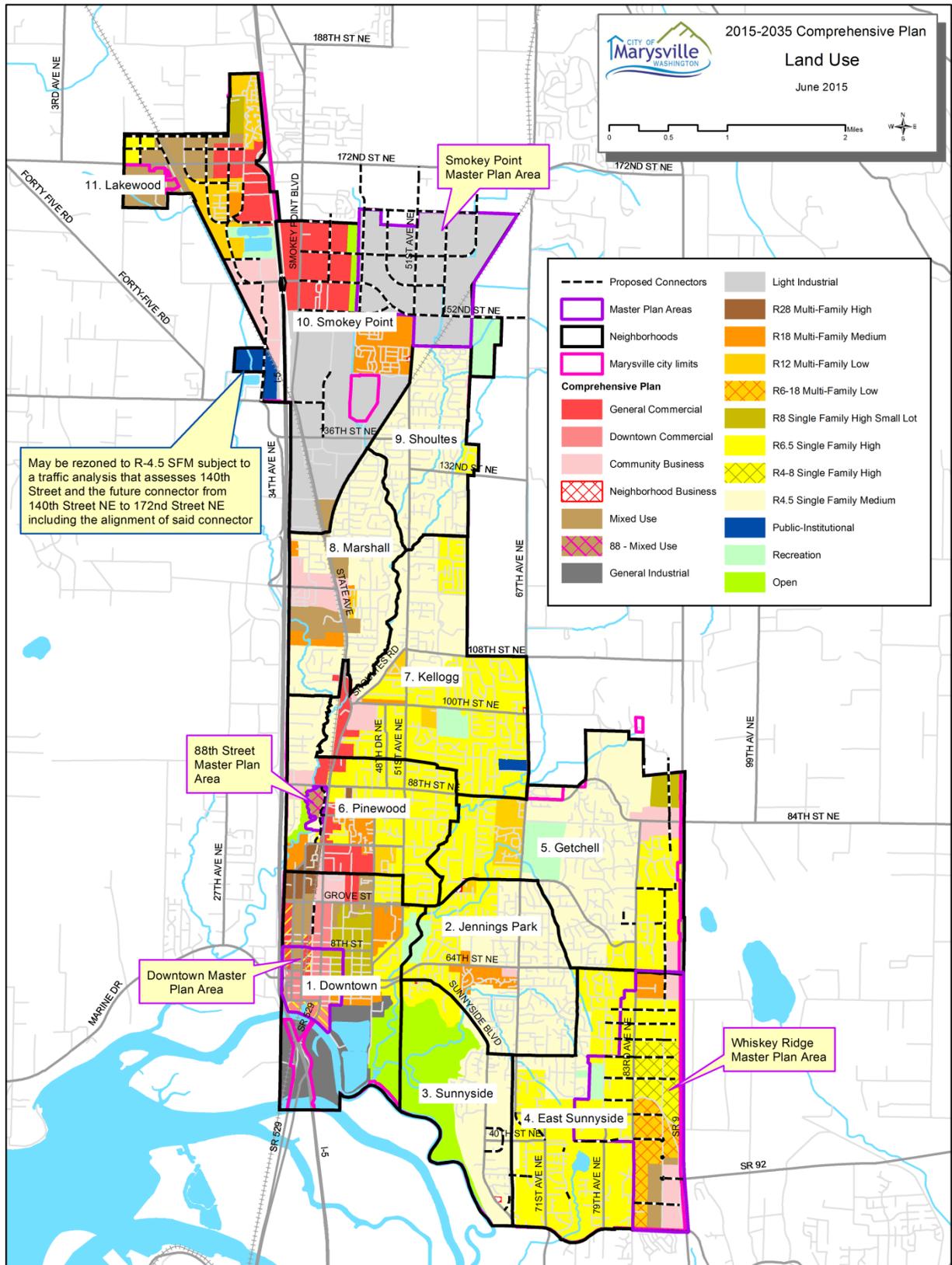
V. Land Use Development

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



Land Use Element
4-9

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 – 2014¹

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.

²The 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

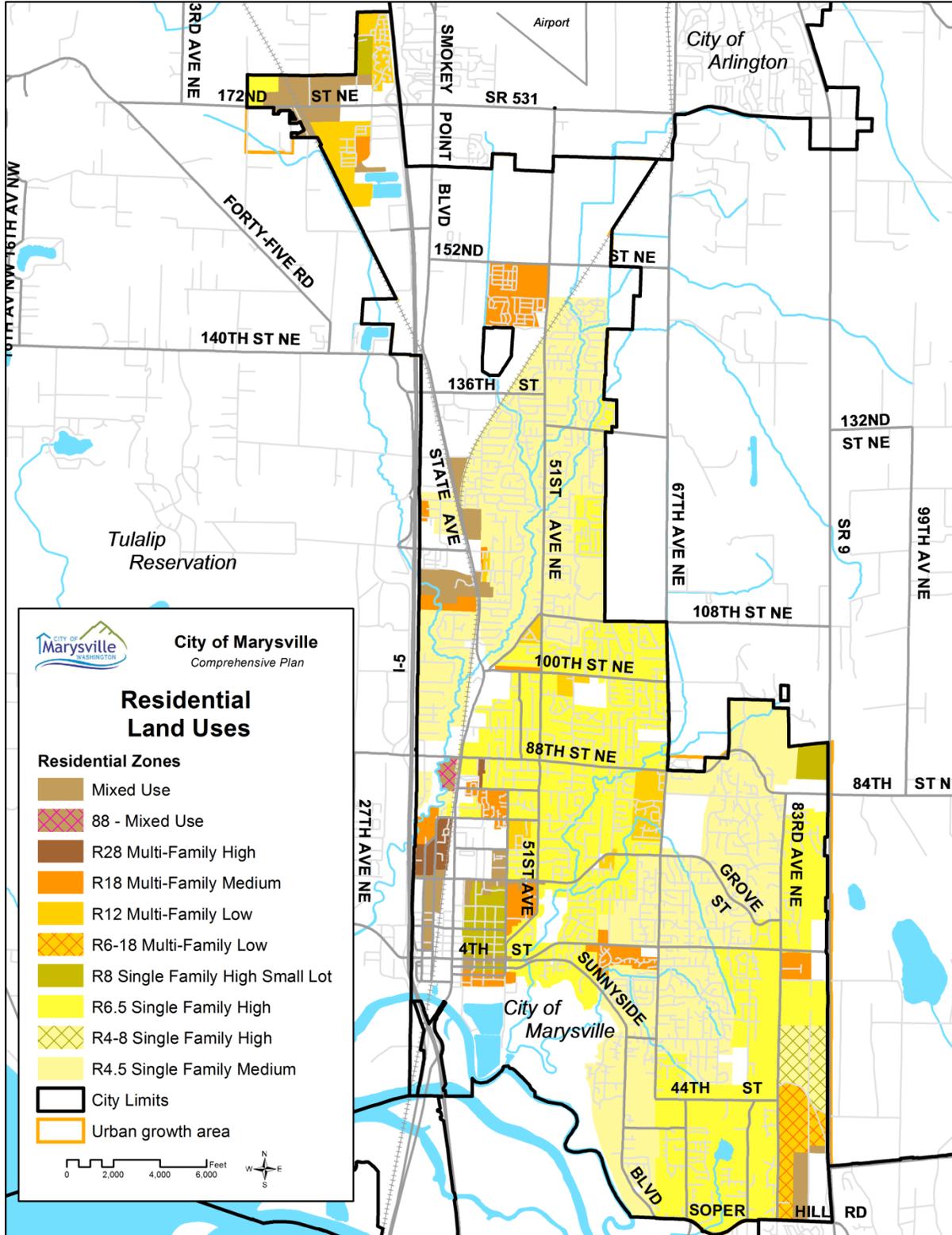
Single family residences at 6 dwelling units per acre. Multi-family residences ranging from a base density of 10 dwelling units per acre up to a maximum of 18 dwelling units per acre.

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.

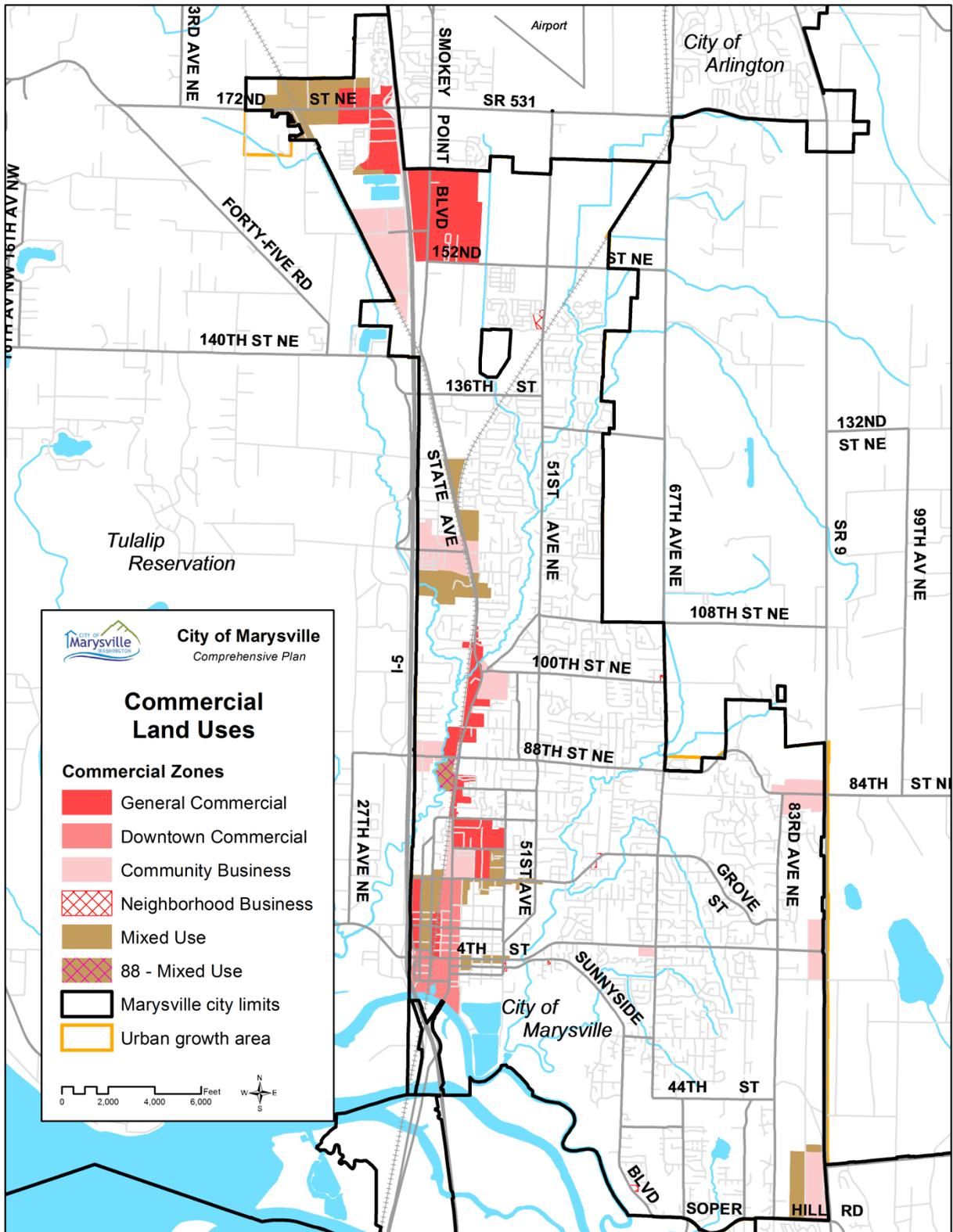
Waterfront Mixed Use

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 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 care 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 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 is 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; pensione²/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 care 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.

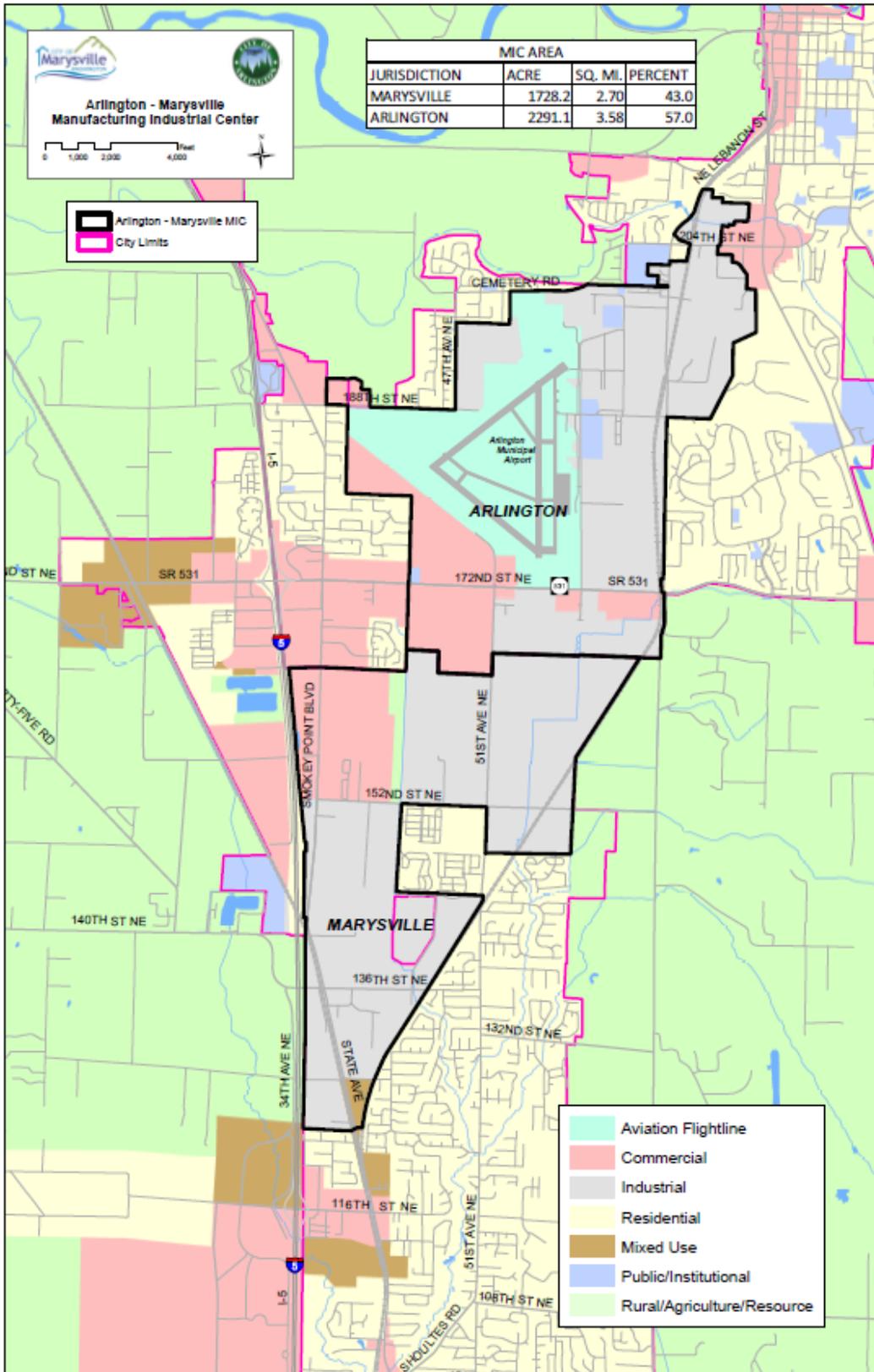
Manufacturing/Industrial Center (MIC)

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 4-5a 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 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 include, 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.

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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.

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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

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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, 51 st Avenue connector, 156 th 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	

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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 88 th Street Master Plan, a form based zone was created: the 88-MU zone. While redevelopment has not occurred yet within the 88 th 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.

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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.

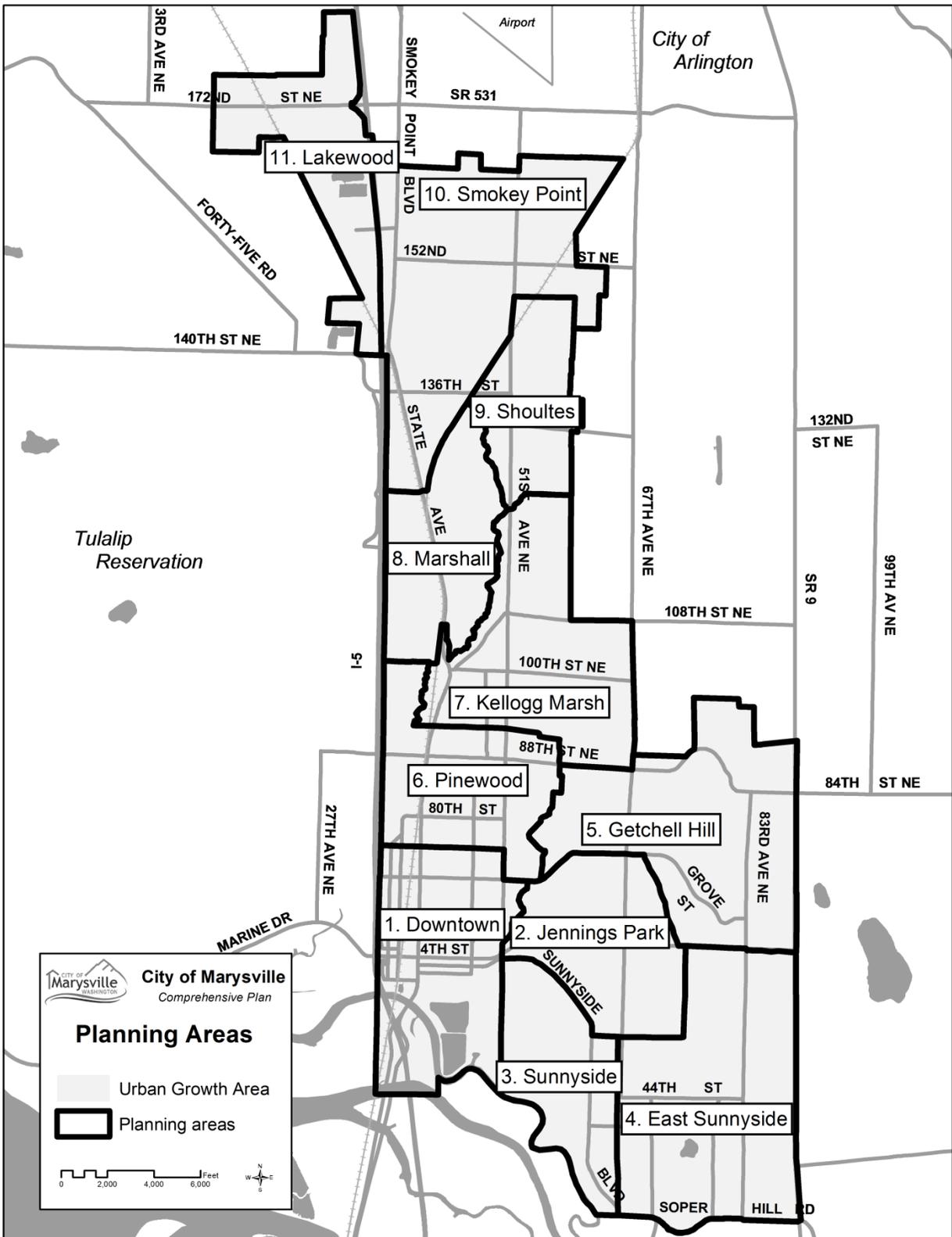
F. NEIGHBORHOOD PLANNING AREAS

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

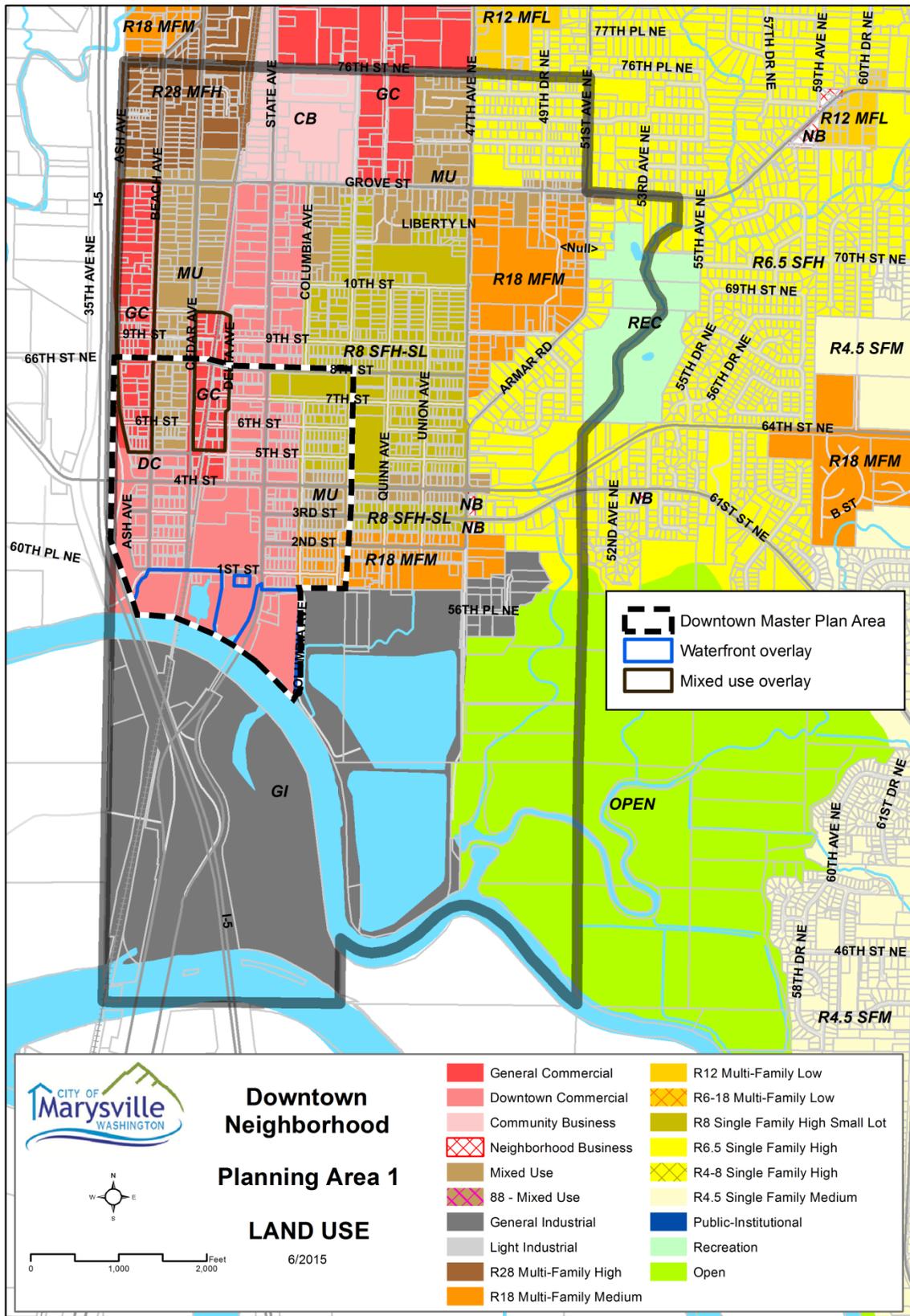


Dwelling units, population, and employment summaries are shown in Table 4-8.

Table 4-8 Dwelling Units, Population, and Employment

Planning Area	Buildable Acres	Moderate Growth					
		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

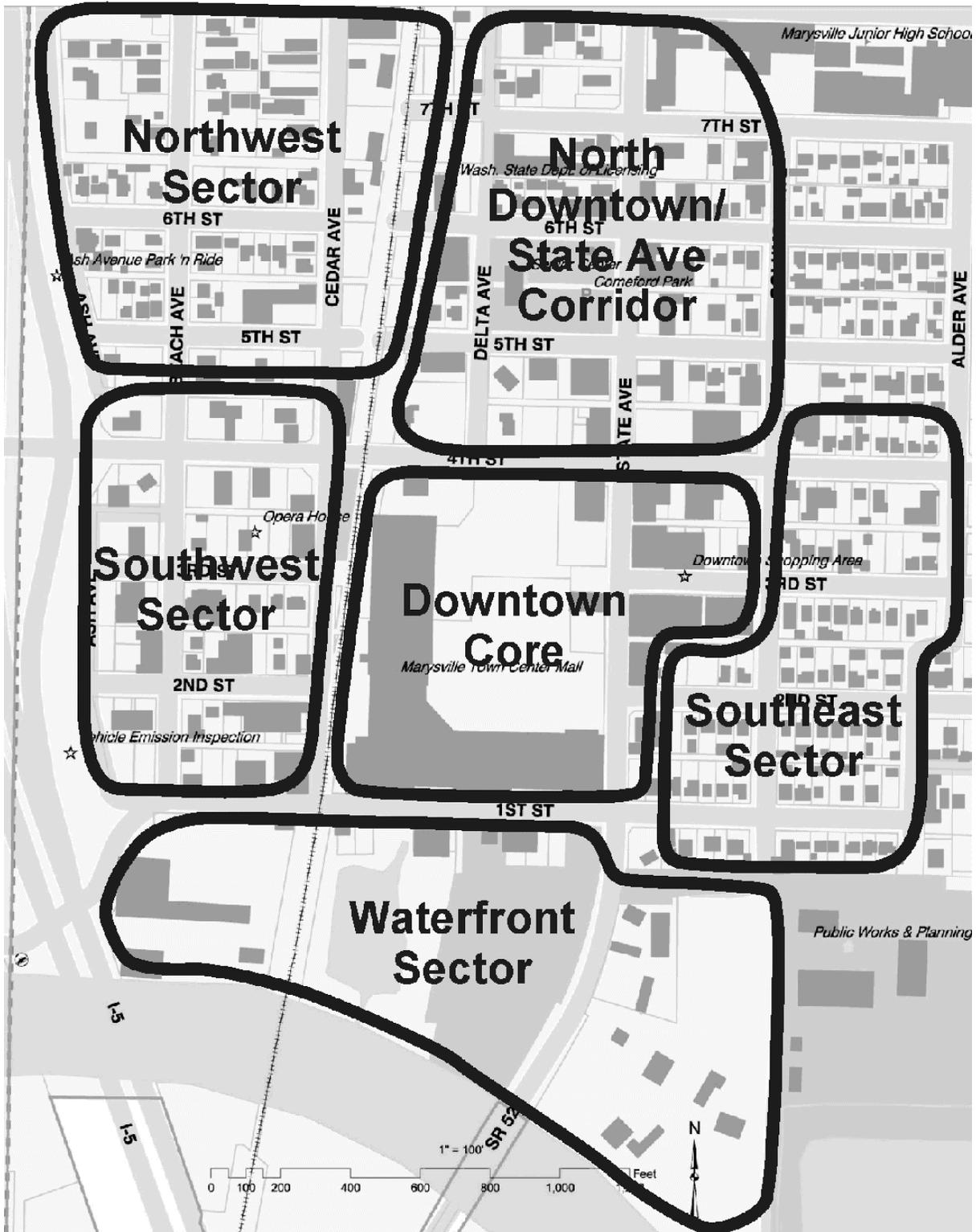


Figure 4-12 Downtown Visioning Study Area and Identified Sectors

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



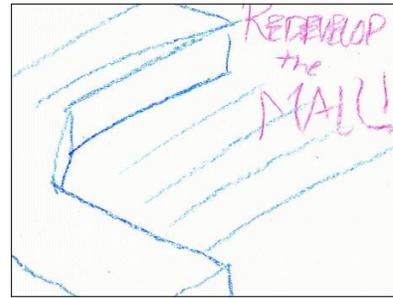
Figure 4-15 Presenting the Results

III. Goals

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

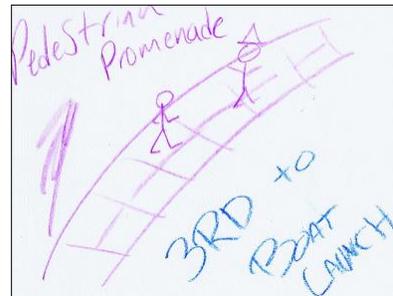
Land Use, Development, and Community Design

- 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.

MARYSVILLE DOWNTOWN VISIONING Key Downtown Vision Concepts

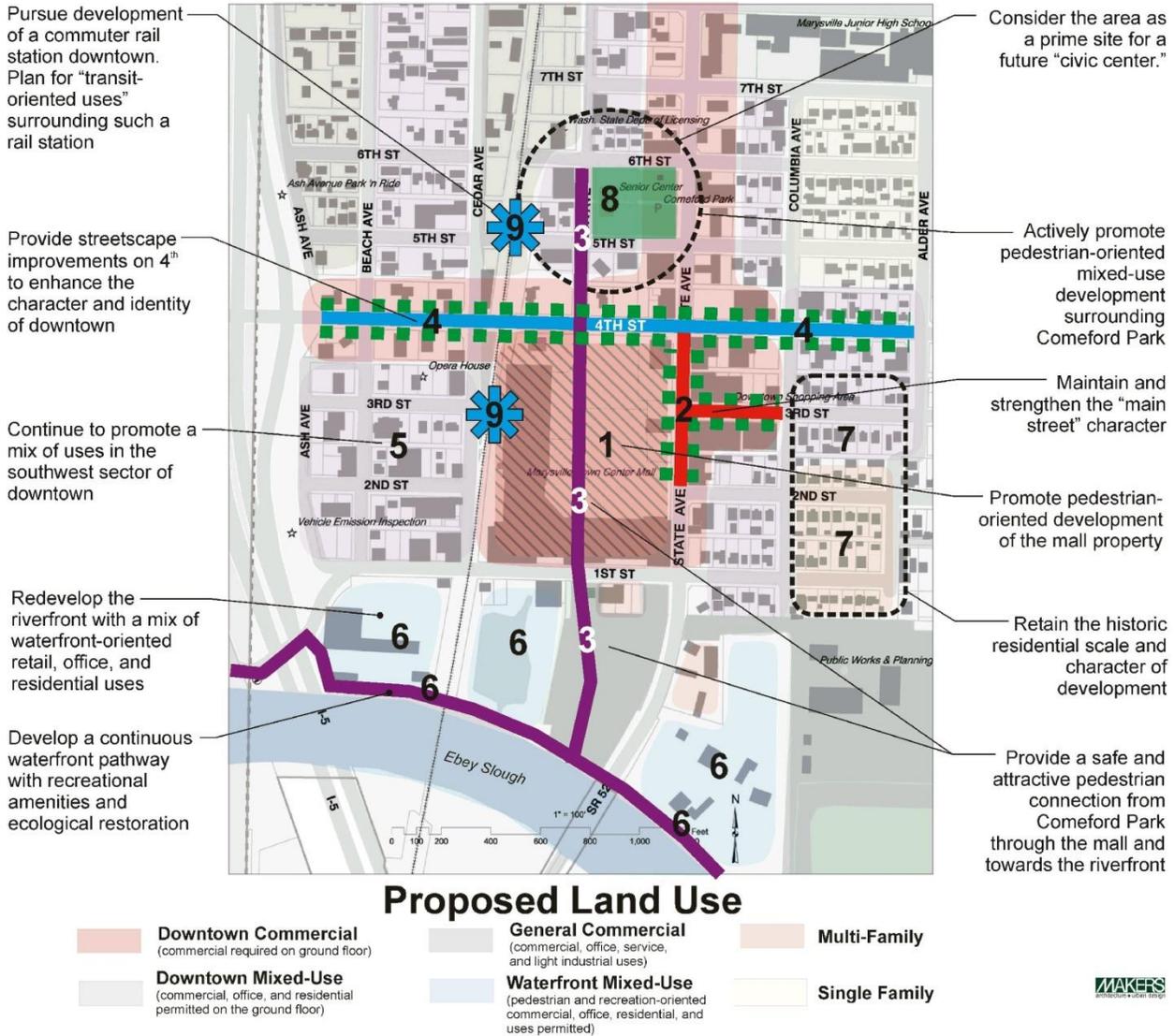


Figure 4-20 Downtown Vision Concepts

V. Downtown Actions

A. Downtown Core Area



Figure 4-21 Pedestrian-Oriented Commercial Uses

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.



Figure 4-22 “Main Street”

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.



Figure 4-23 Centralized Plaza Space

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.

Downtown Core Goals/Actions



Figure 4-24 Downtown Actions

B. Southeast Sector



Figure 4-25 Residential Uses Allowed on the Ground Floor



Figure 4-26 Historic Character of Area

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).

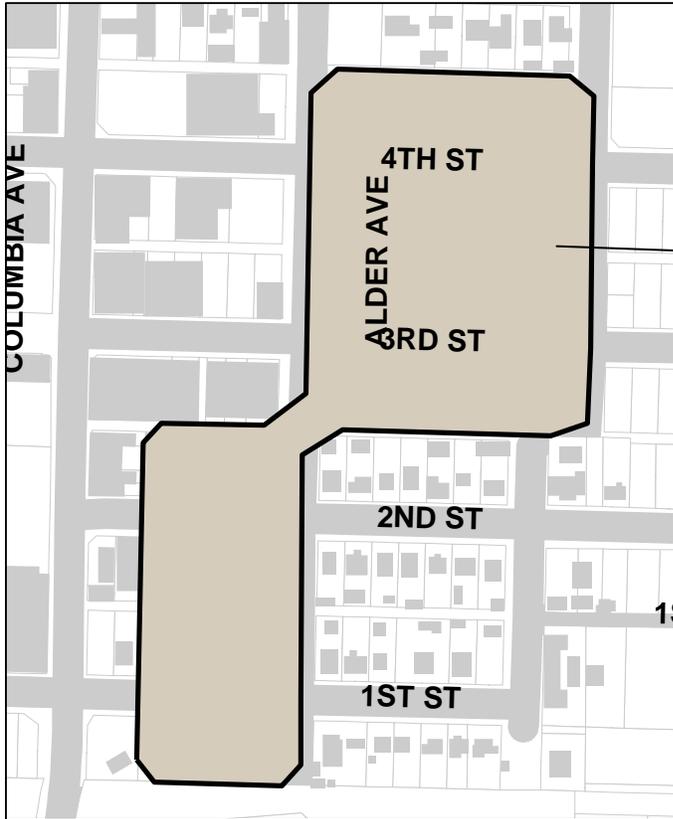


Figure 4-27 Expanded Mixed-Use Zone

Expand the Mixed Use zoned area and allow ground floor residential uses

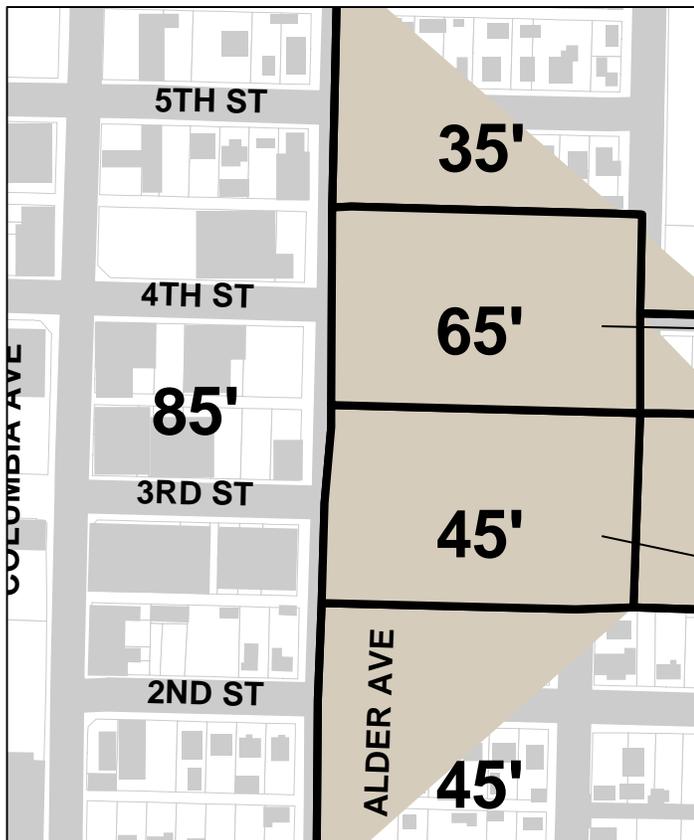


Figure 4-28 Height Limit Recommendation

Lower the height limit from 85' to 65'.

Lower the height limit from 85' to 45'.



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.

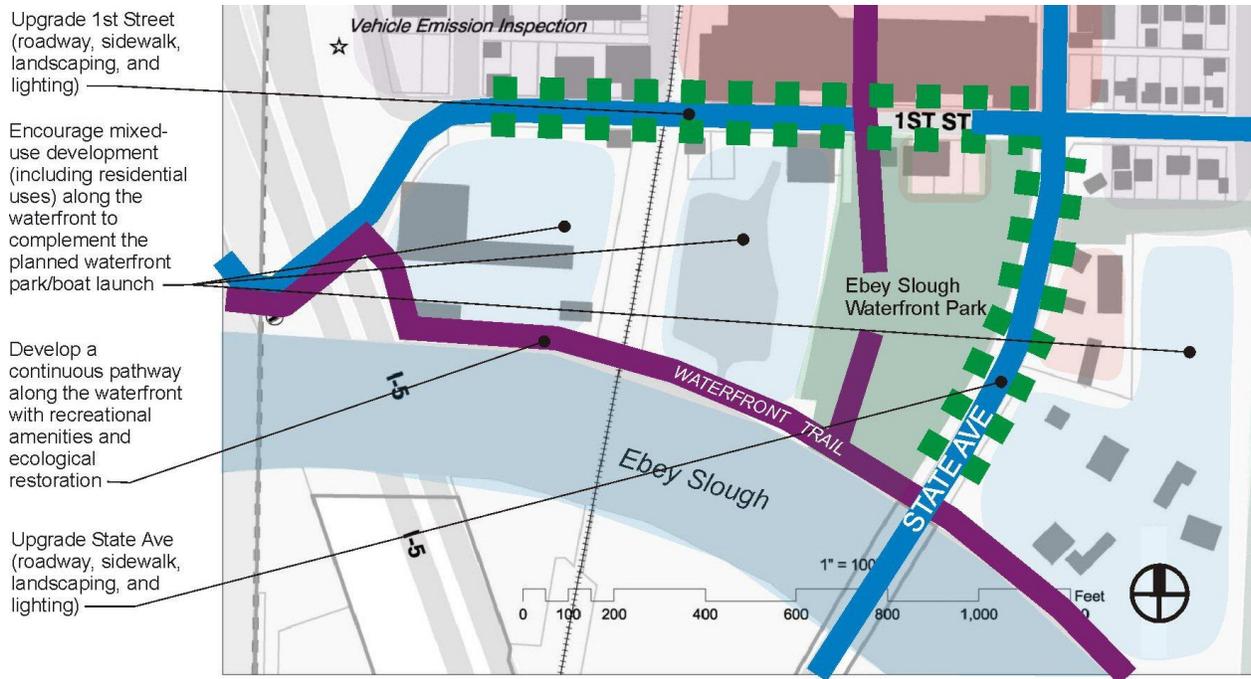


Figure 4-30 Waterfront Sector Actions



Figure 4-31 More Residential Uses are Encouraged

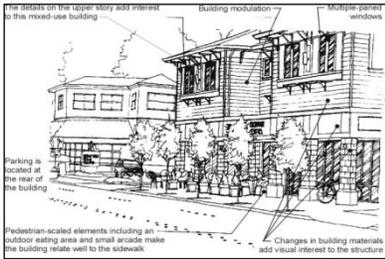


Figure 4-32 Example Design Guidelines to Improve the Quality of Development

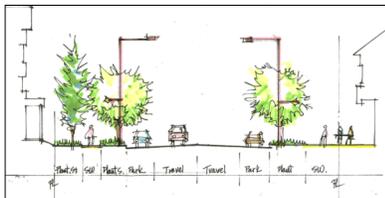


Figure 4-33 Street Improvements to Beach Avenue

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.

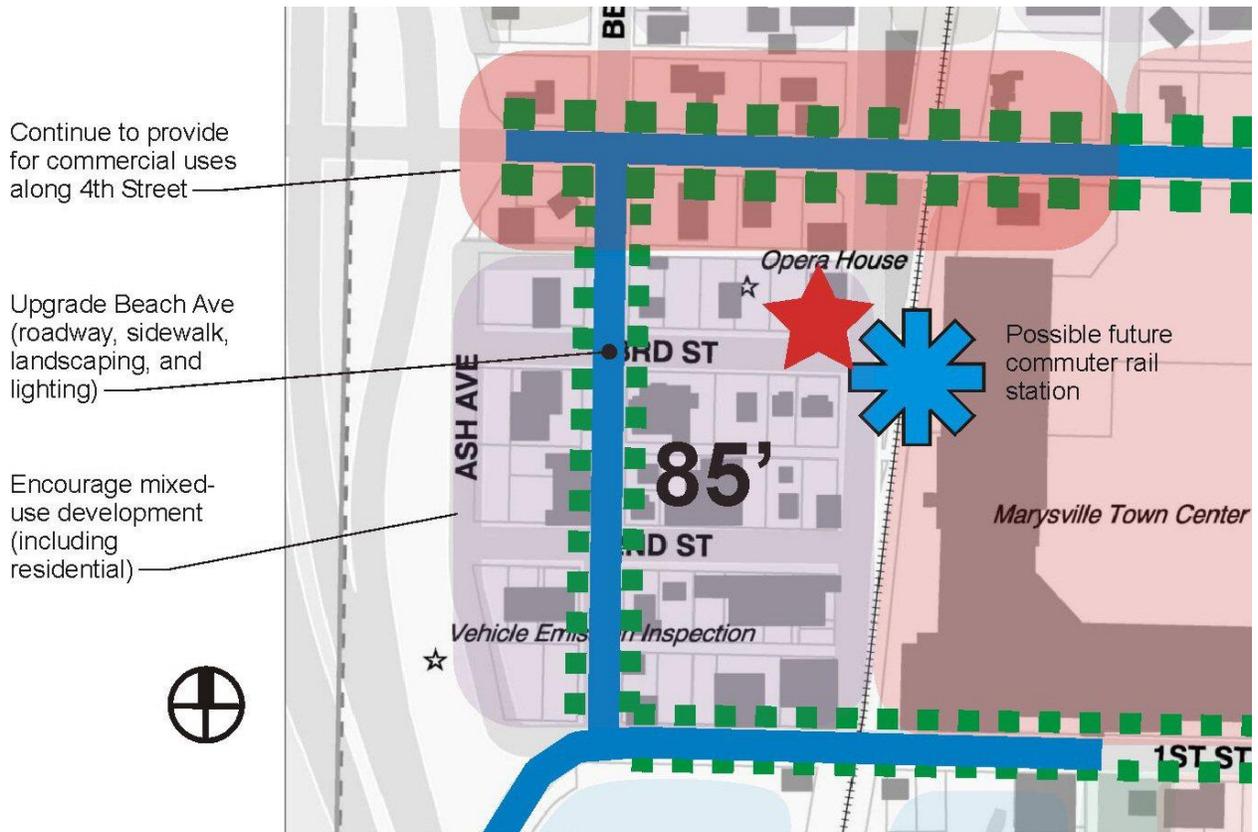


Figure 4-34 Southwest Sector Actions



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.

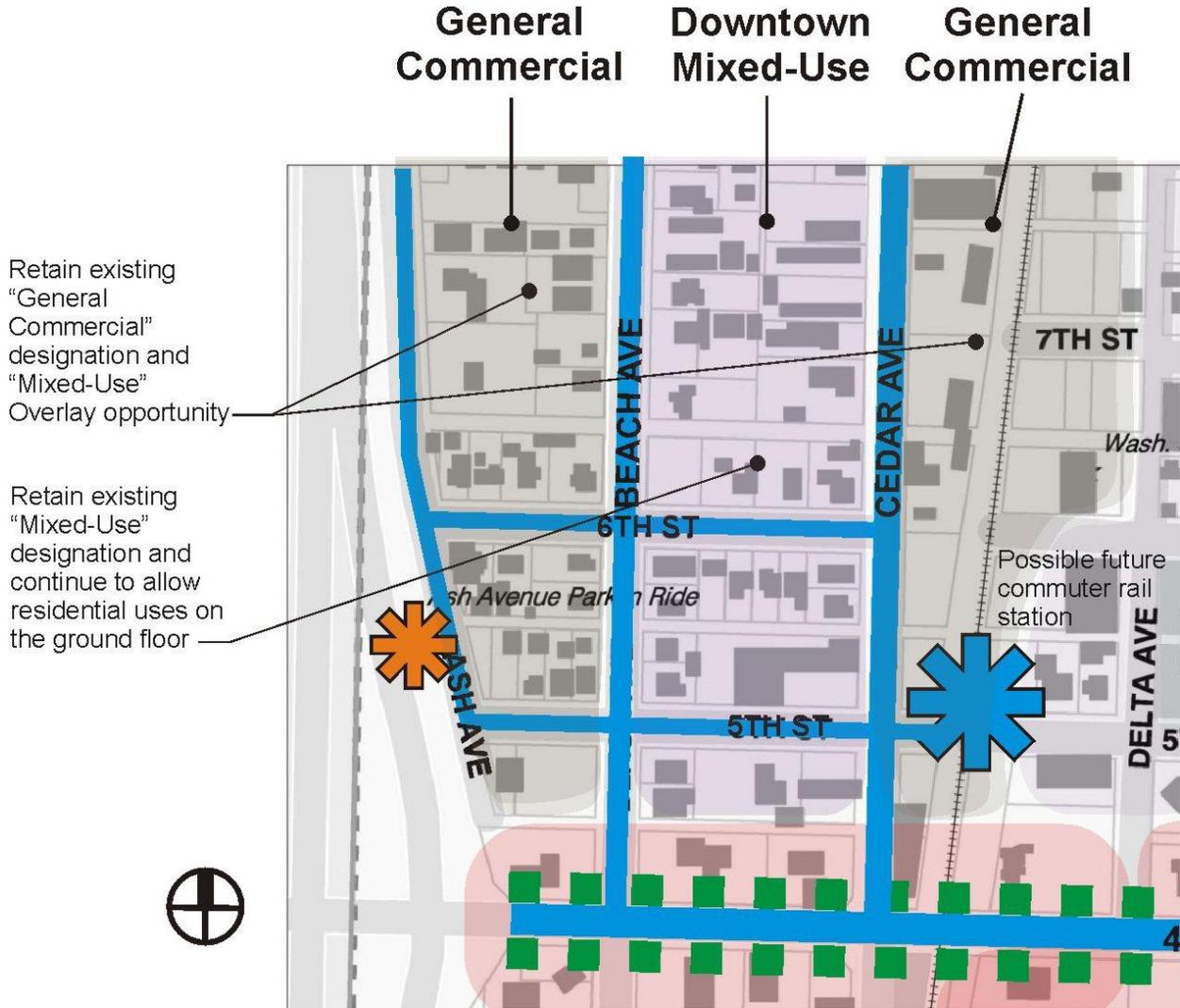


Figure 4-37 Northwest Sector Actions

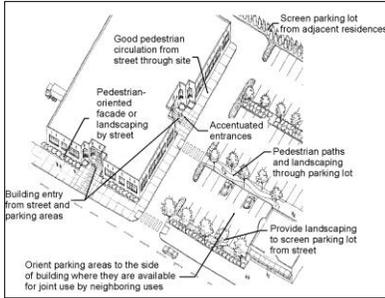


Figure 4-38 Design Guidelines to Improve the Quality of Development and Enhance the Character of the Area



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.

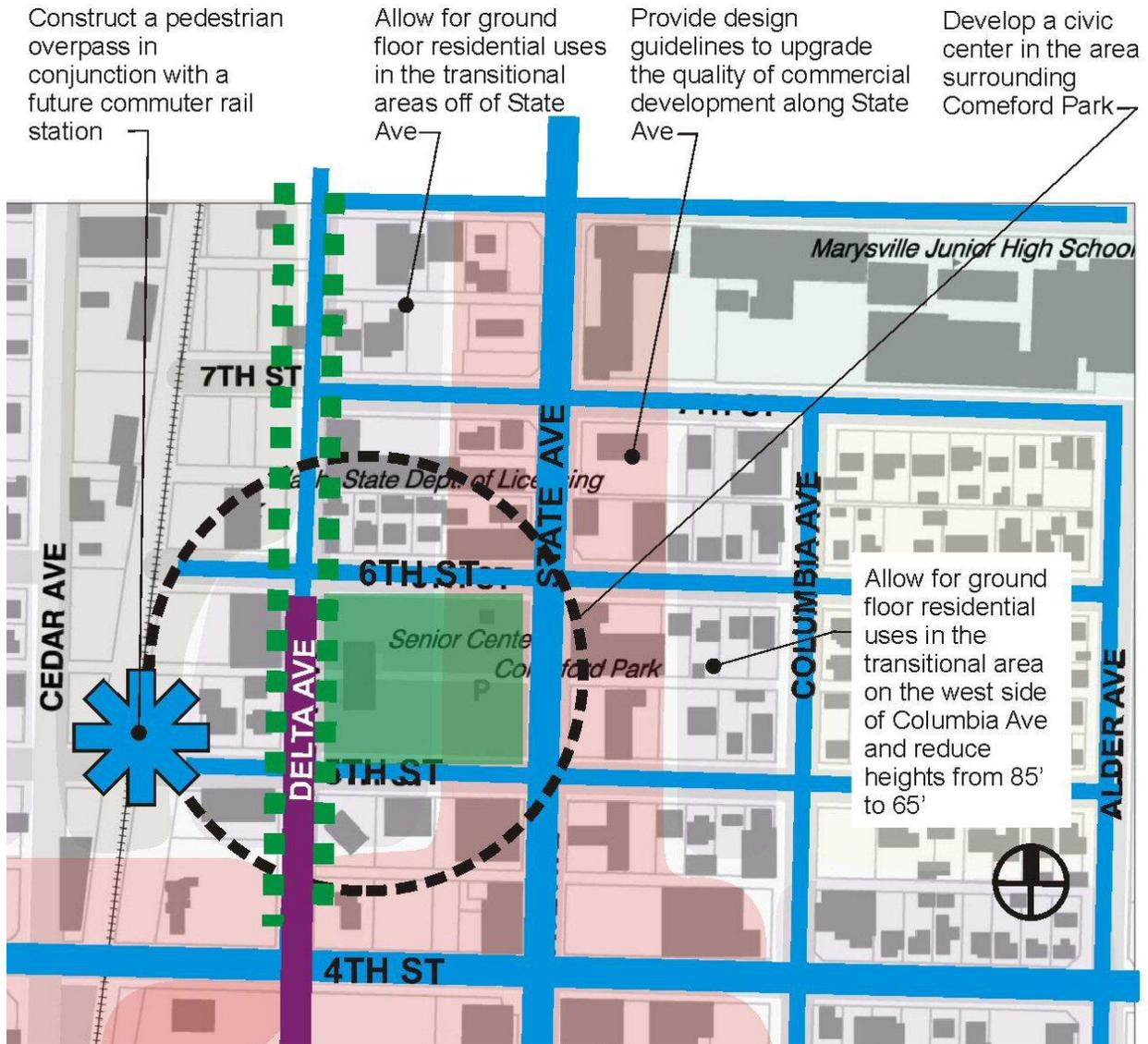


Figure 4-40 North Downtown/State Avenue Corridor Actions

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.

Downtown Neighborhood Land Use

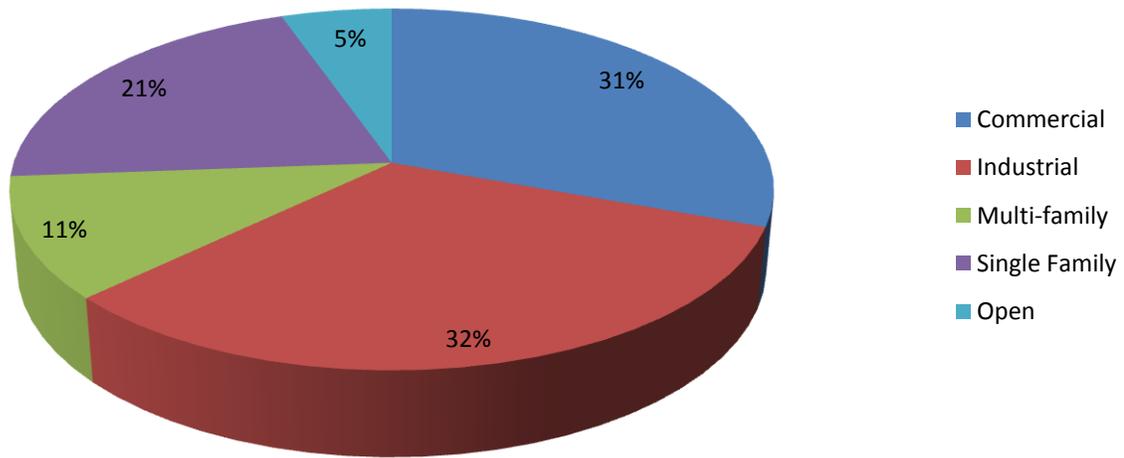


Figure 4-41 Downtown Neighborhood Land Use

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 4 th Street [connecting to Arlington]	Principal Arterial	Arterial streetscape and rebuild of roadway completed in 2004.
51 st Avenue NE*, north of Grove Street [connecting downtown with 172 nd Street NE]	Minor Arterial	Arterial streetscape. 51 st Avenue connector between 84 th and 88 th Streets constructed in 2012.
Armar/51 st Avenue NE*, south of Grove Street	Minor Arterial	Arterial streetscape. Bicycle lanes.
Grove Street*, east of State Avenue [connecting State Avenue to 67 th 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.
47 th Avenue NE [connecting 3 rd and 84 th 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 & Need¹	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 State Avenue to 47 th Avenue NE. The improvements will include construction of curb extension bulb outs at intersections; traffic circles at the intersections of Alder Avenue Quinn Avenue, and Union Avenue, and a median from Alder Avenue to 47 th Avenue NE.	Short-Range; High Priority to spur redevelopment in the <i>Downtown Master Plan Area</i> .	\$1,313,000
8 th 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.

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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/1 st Street Intersection.	High Priority	\$100,000
SR 528/State Avenue	Modify turn radius.	High Priority	\$1,110,000
Downtown Bypass (State Avenue/1 st Street to 47 th Avenue/Sunnyside Boulevard)	Construct three lane arterial including pedestrian facilities. Follows 1 st Street straight east until 47 th Avenue, then north on 47 th until 3 rd Street, then right on Sunnyside. Design of 3 rd Street/47 th 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 <i>Downtown Master Plan</i>)	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 <i>Downtown Master Plan</i>).	Cost unknown. Funding options could include developer/property owner improvements, RID, or other financing.
Cedar Avenue between 1 st and 4 th 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 restrooms. 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 park 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 identity 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

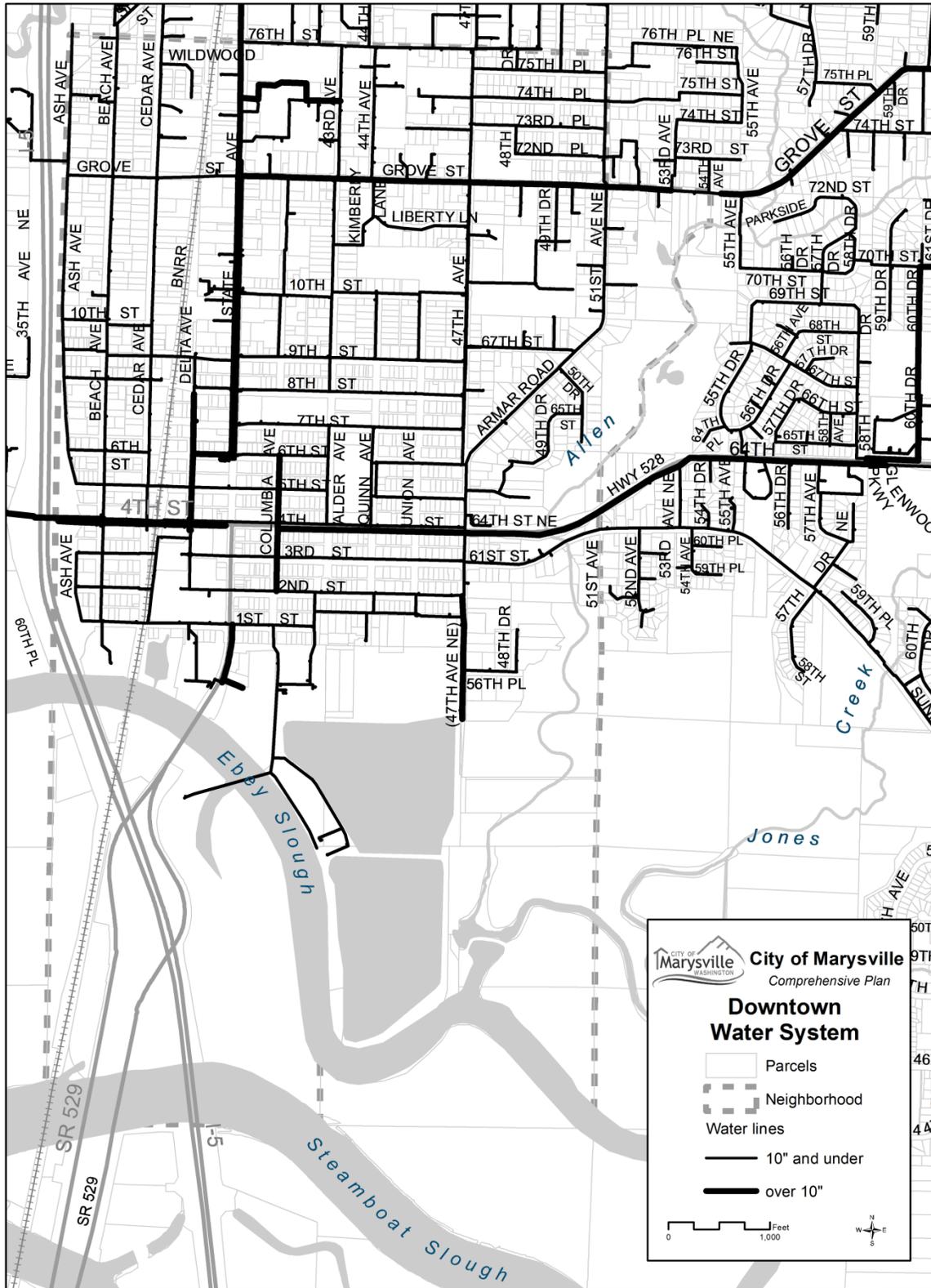
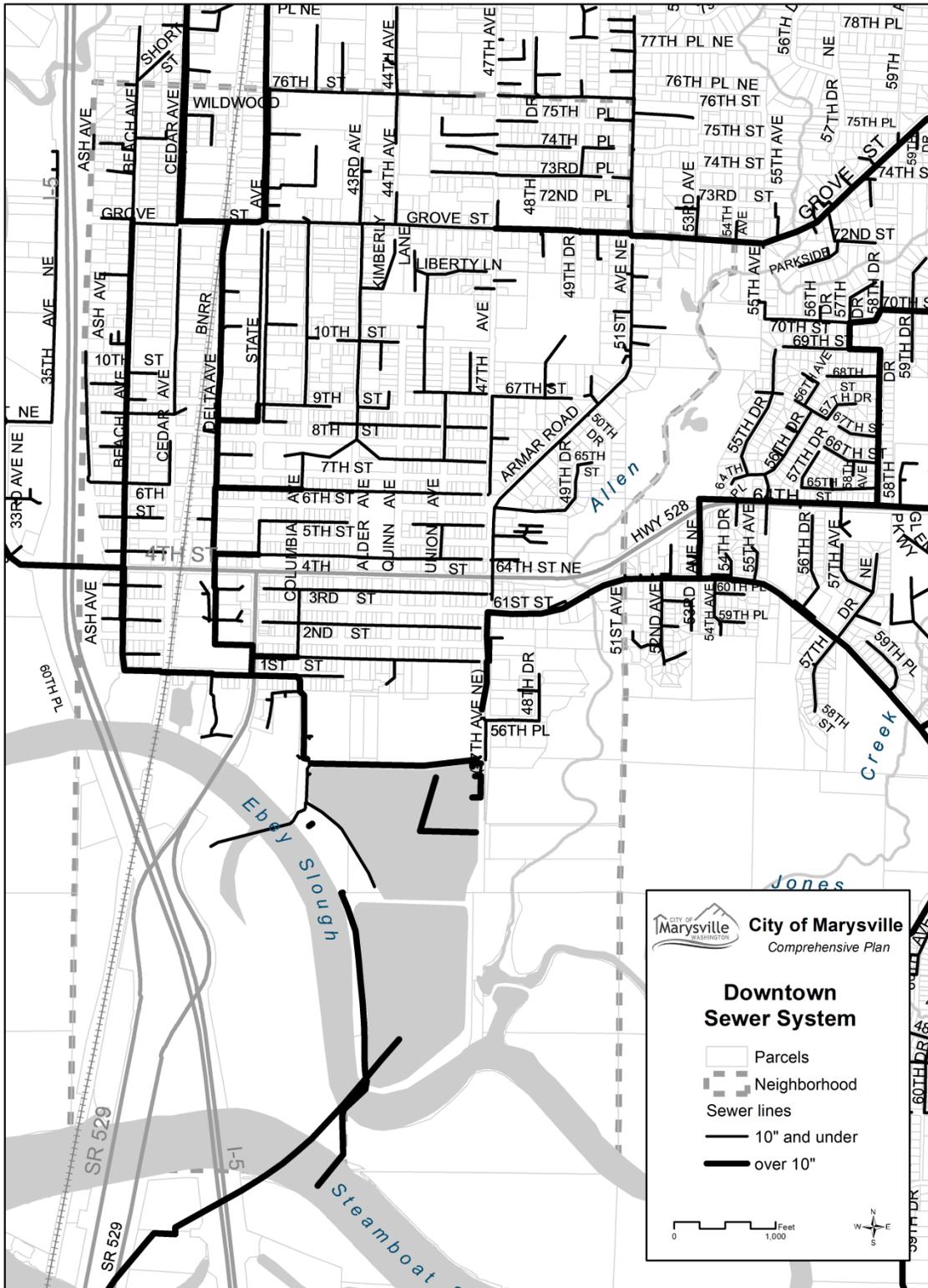


Figure 4-44 Downtown Neighborhood Sewer System



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 Uses

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.

Jennings Park Neighborhood Land Use

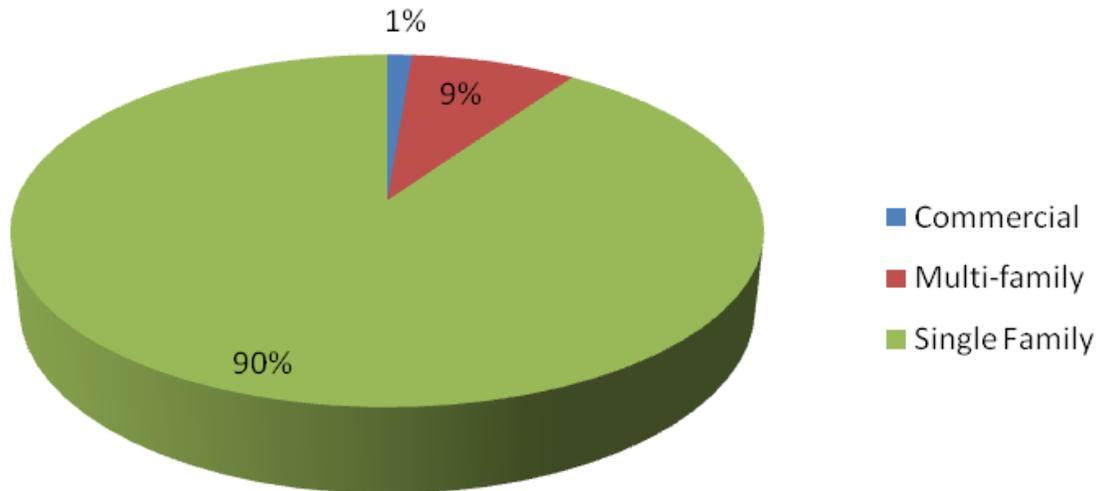


Figure 4-46 Jennings Park Neighborhood Land Use

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/76 th Street NE (connecting State and 67 th Avenues)	Minor Arterial	Arterial streetscape and bicycle lanes.
Sunnyside Boulevard (connecting downtown to Soper Hill Road)	Minor Arterial	Arterial streetscape and bicycle lanes.
67 th Avenue NE*, south of SR 528 (connecting 44 th and 172 nd Streets NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
52 nd Street NE, Sunnyside Boulevard to 75 th 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 52 nd Street NE	Install a new traffic signal and turn lanes.	Long-Range	\$1,580,000
Sunnyside Boulevard (47 th Avenue NE to south of 52 nd 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 52 nd Avenue NE to 40 th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$5,620,000
67 th Avenue NE (44 th 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
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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 60 th Drive NE	20.84	This park includes trails and natural wetland areas.
Foothills Park	7201 59 th 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 & 67 th 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 & 53 rd 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 73 rd 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

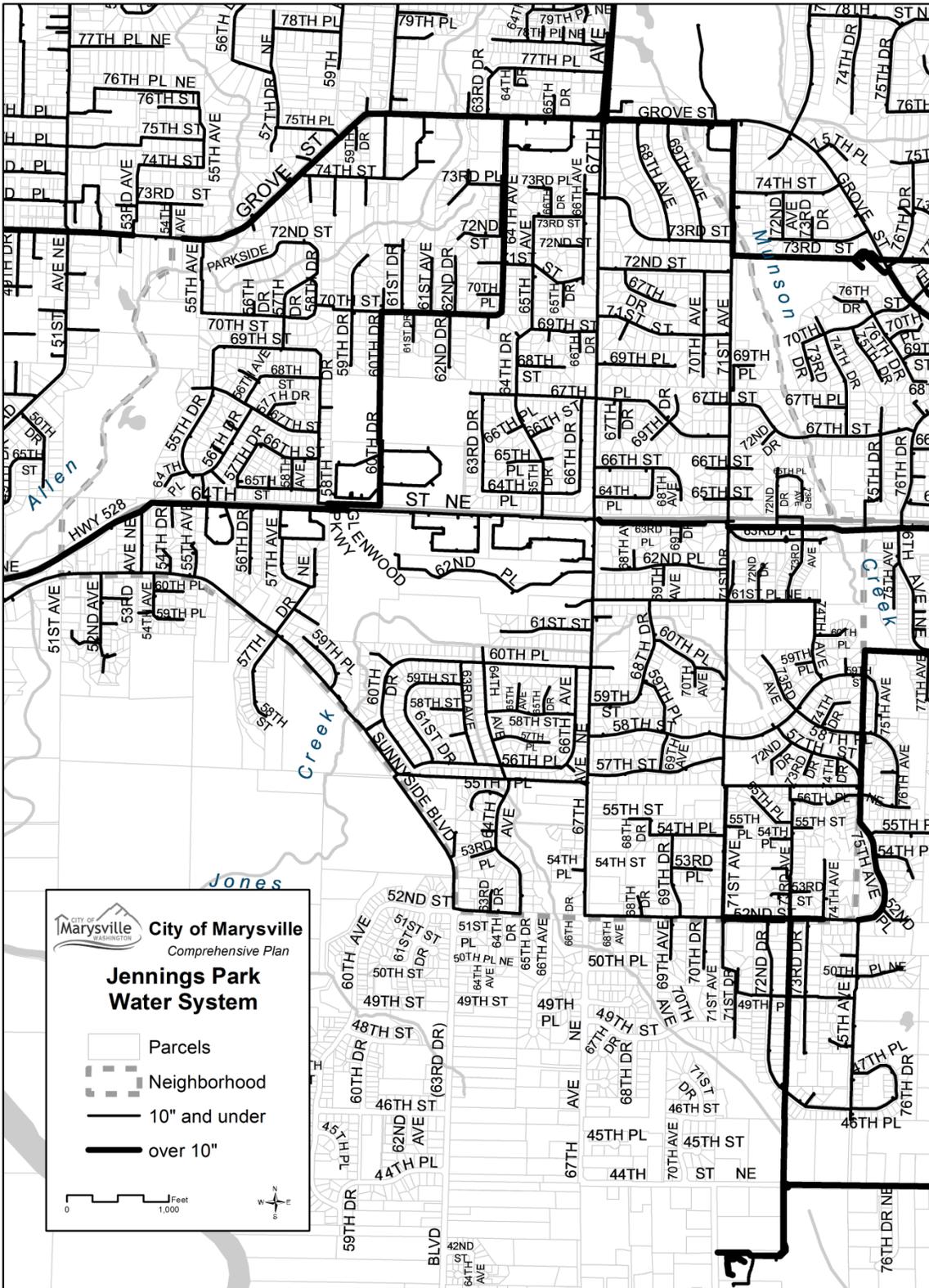


Figure 4-48 Jennings Park Neighborhood Sewer System

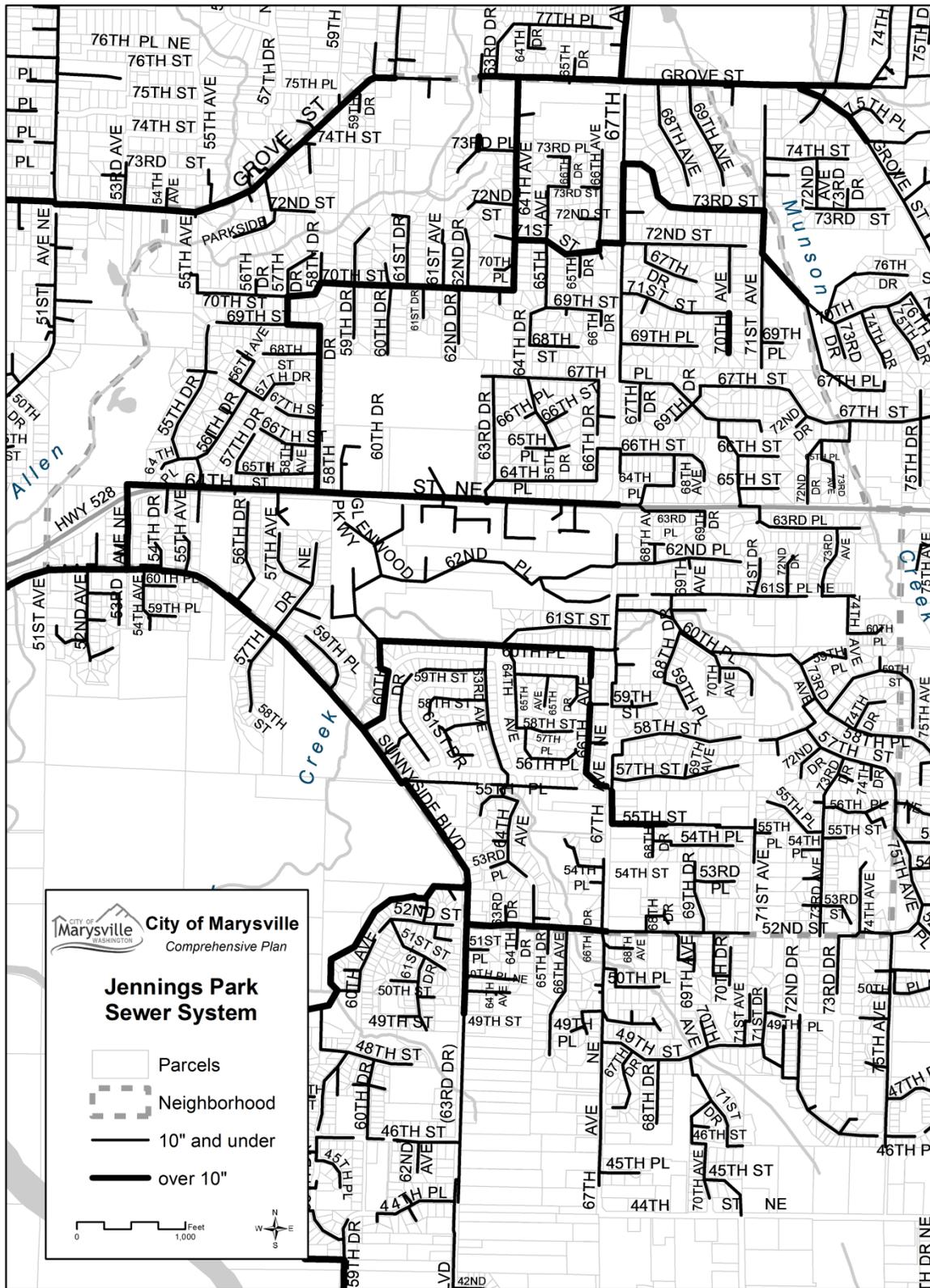
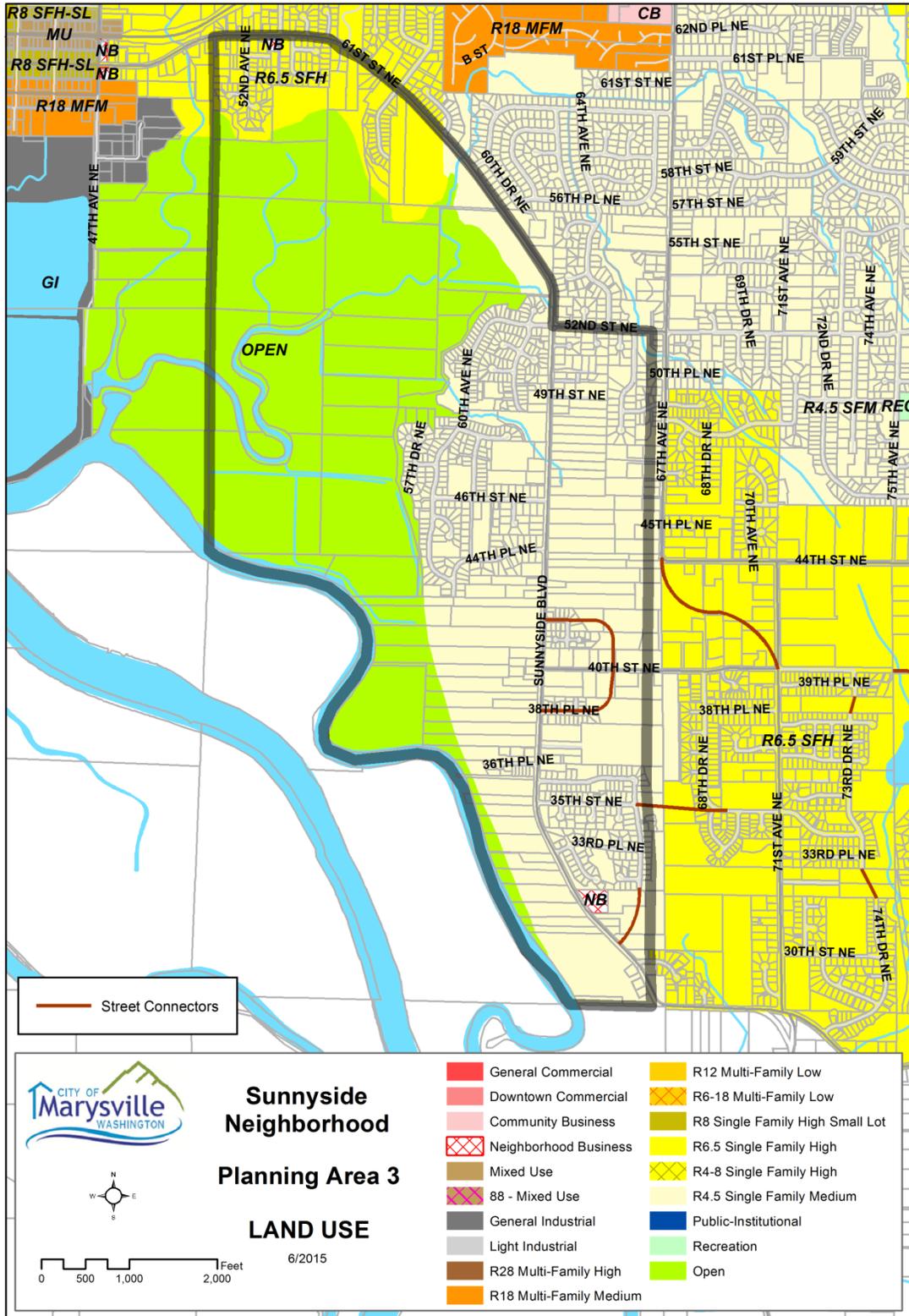


Figure 4-49 Planning Area 3 – Sunnyside Neighborhood, Land Use Designations



Land Use Element
 4- 96

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 Uses

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 be 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.

Sunnyside Neighborhood Land Use

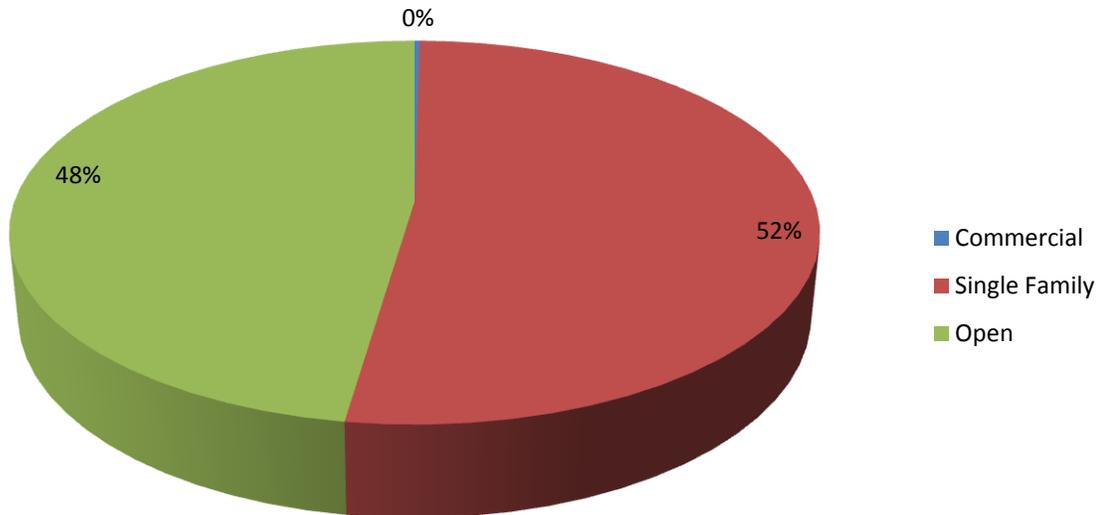


Figure 4-50 Sunnyside Neighborhood Land Use

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.
67 th Avenue NE*, south of SR 528 (connecting 44 th and 172 nd Streets NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
52 nd Street NE, west of 67 th Avenue NE	Minor Arterial	Bicycle lanes.
44 th Street, west of 71 st Avenue NE (connecting 67 th 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 & Need¹	Estimated Cost
52 nd Street NE (67 th Avenue NE to 75 th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	Mid-Range	Developer
40 th Street NE (Sunnyside Boulevard to 83 rd 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 52 nd Street NE	Install a new traffic signal and turn lanes.	Long-Range	\$1,580,000
67 th Avenue NE (44 th Street to SR 528)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$7,660,000
67 th Avenue (South City limits to 88 th Street NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk. Walkable shoulders constructed from 52 nd Street to SR528.	Long-Range	
67 th Avenue Connector (67 th Avenue NE/44 th Street NE to 71 st Avenue NE/40 th Street NE)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	\$6,170,000
52 nd Street NE (Sunnyside Boulevard to 67 th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and buffered bike lanes.	Long-Range	\$1,220,000
Sunnyside Boulevard (47 th Avenue to south of 52 nd 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 52 nd Avenue NE to 40 th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$5,620,000
Sunnyside Boulevard (71 st Avenue NE to 40 th 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 60 th 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 60 th 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 40 th 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 44 th Place NE and accessible via 59 th 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 61 st 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

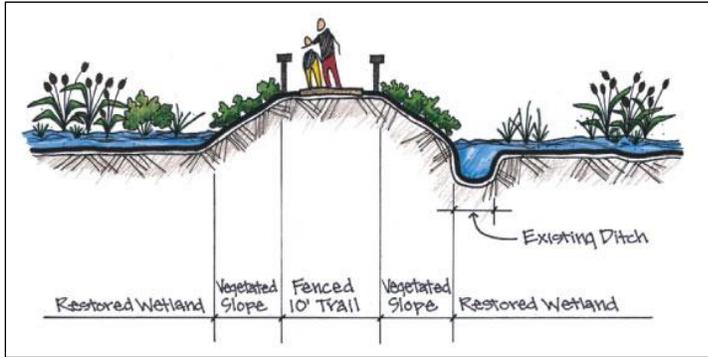


Figure 4-53 Cross-section of trail through proposed wetland restoration area

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

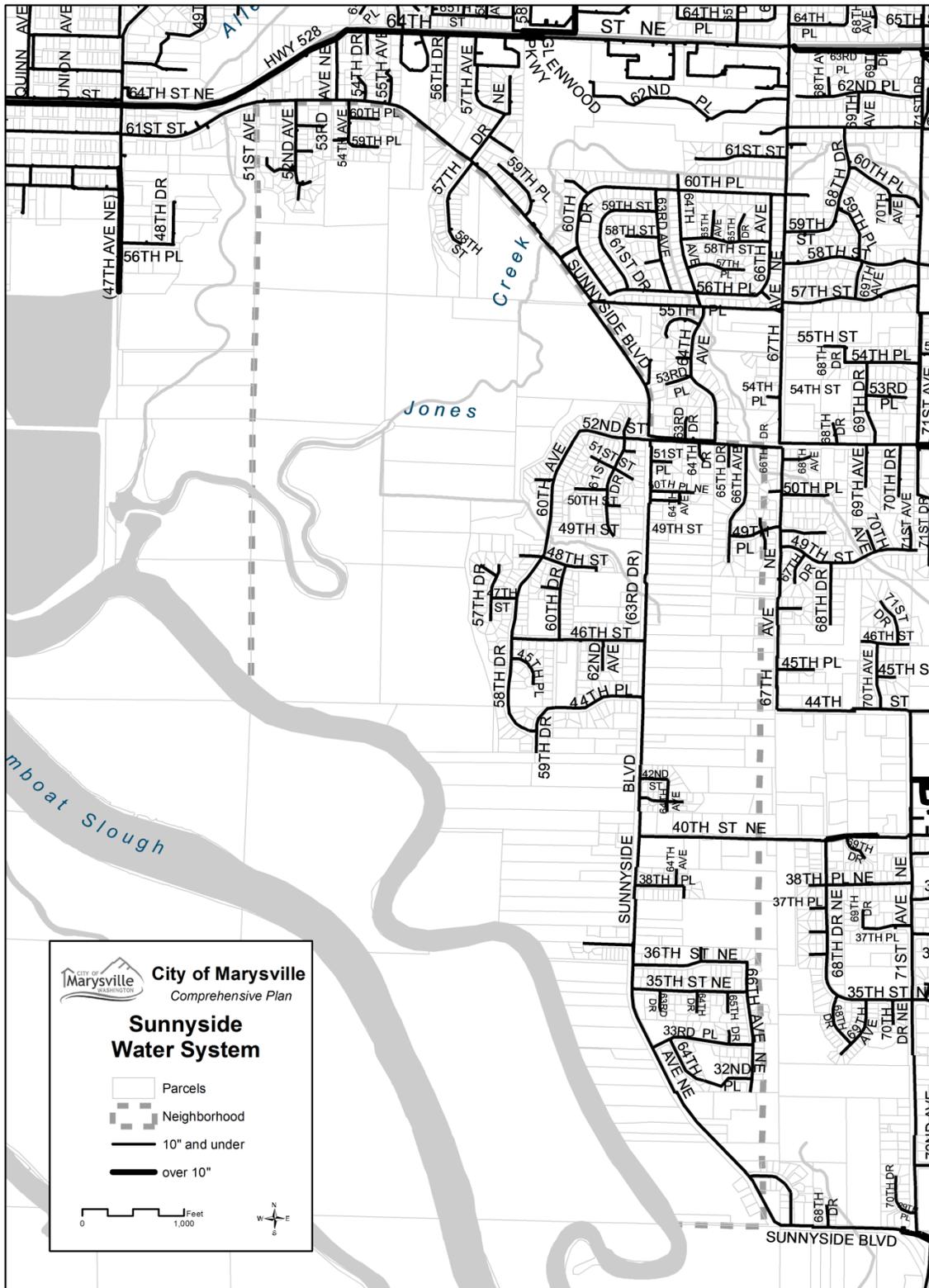


Figure 4-55 Sunnyside Neighborhood Sewer System

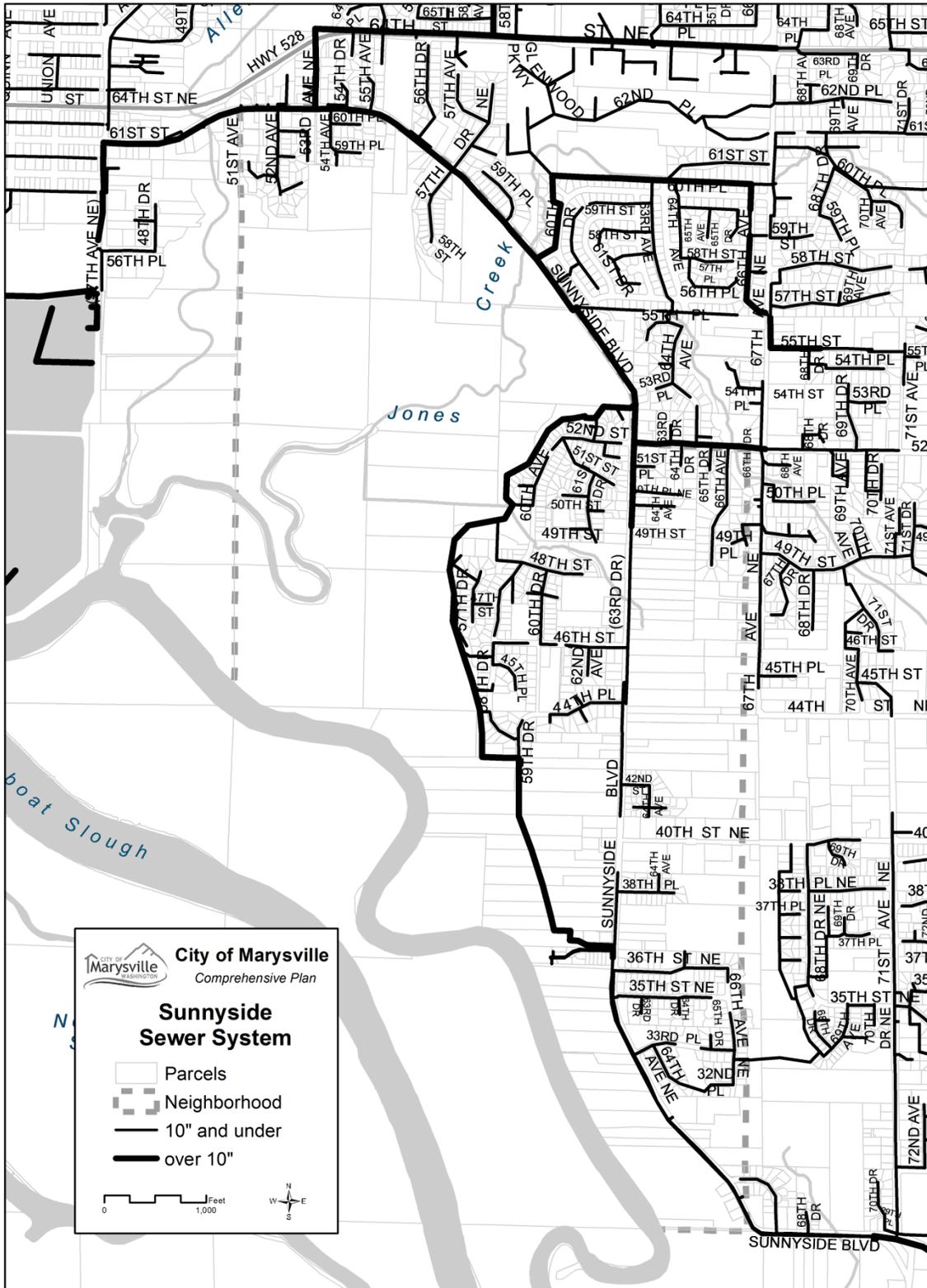
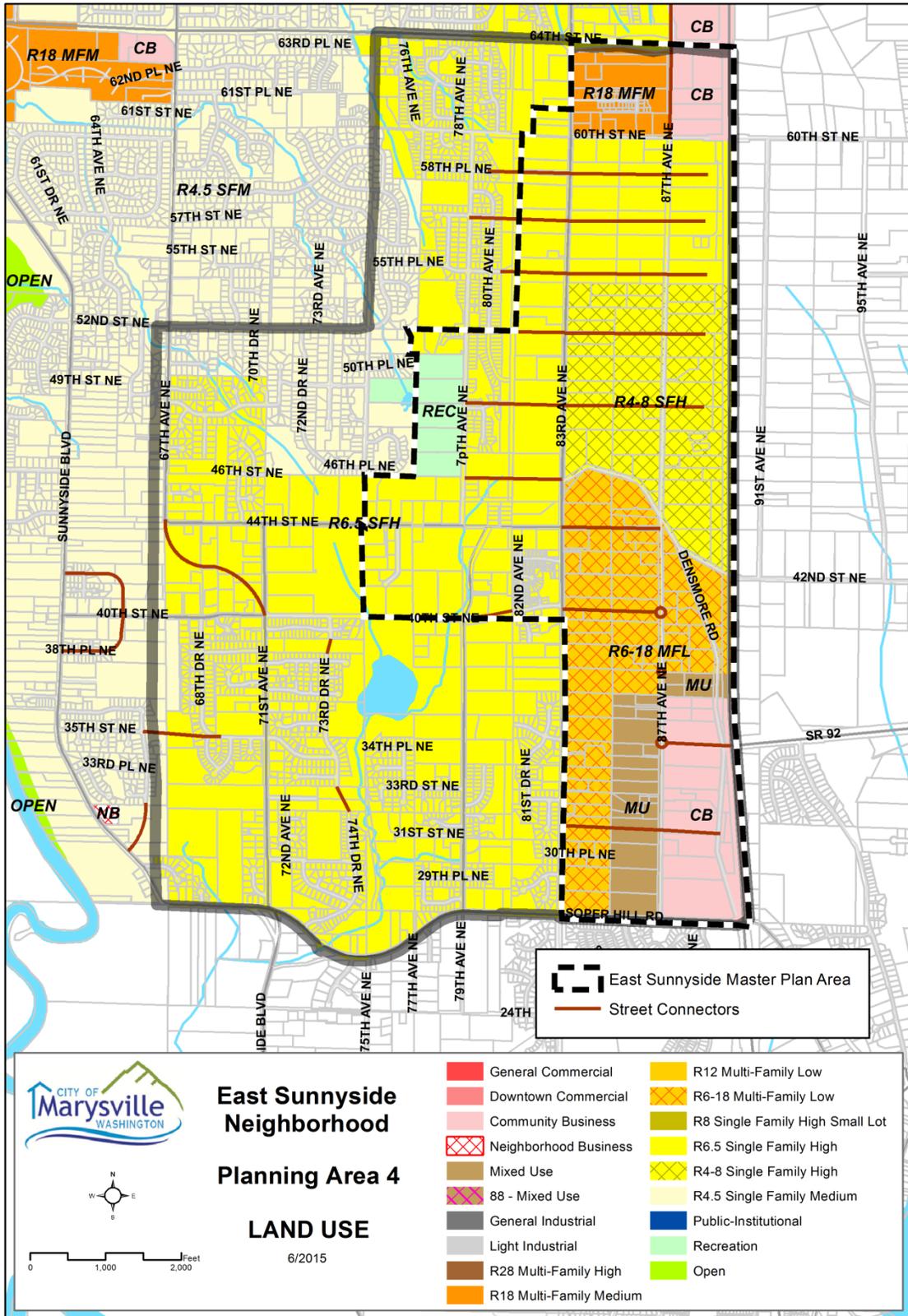


Figure 4-56 Planning Area 4 – East Sunnyside Neighborhood, Land Use Designations



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 Uses

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 approximately 1,217 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 71st Avenue 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

East Sunnyside/Whiskey Ridge Neighborhood Land Use

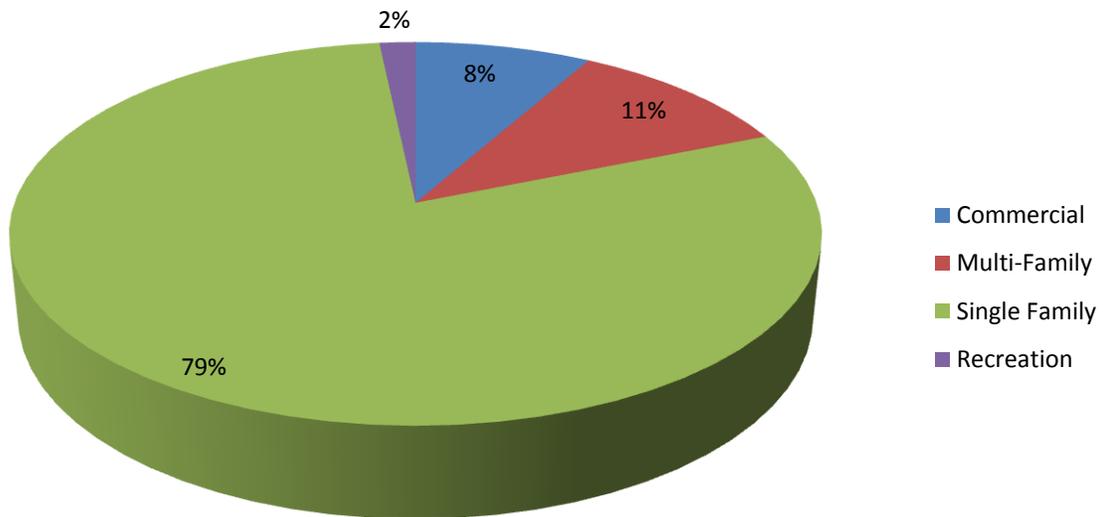


Figure 4-57 East Sunnyside/Whiskey Ridge Neighborhood Land Use

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
64 th 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.
40 th Street (connecting Sunnyside Boulevard to 83 rd Avenue NE)	Minor Arterial	Arterial streetscape
71 st Avenue NE (connecting 44 th Street NE and Soper Hill Road)	Minor Arterial	Arterial streetscape and bicycle lanes.
83 rd Avenue NE (connecting Soper Hill Road to potentially 108 th Street NE)	Minor Arterial	Arterial streetscape on portions and bicycle lanes.
44 th Street, west of 71 st Avenue (connecting 67 th Avenue NE and 83 rd Avenue NE)	Collector Arterial	
87 th 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 76 th Avenue NE	Add traffic signal when warranted.	Short-Range	\$500,000
SR 528 (83 rd Avenue NE to 87 th Avenue NE)	Widen to 4/5 lanes including sidewalks and buffered bike lanes.	Long-Range	\$4,900,000
87 th Avenue (60 th Street to SR528)	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	Mid-Range	Developer
87 th Avenue (40 th Street NE to 60 th Street NE)	Construct 2/3 lane arterial including bicycle and pedestrian facilities.	Mid-Range	Developer
87 th Avenue (35 th Street NE to 40 th Street NE)	Reconstruct 4/5 lane arterial including sidewalks (both sides,	Mid-Range	\$6,650,000

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

	lanes.		
83 rd Avenue NE (40 th Street NE to Soper Hill Road)	Widen to 2/3 lane arterial including sidewalks.	Long-Range	Developer
Sunnyside Boulevard (47 th Avenue to south of 52 nd 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 (71 st Avenue NE to 40 th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$8,860,000
Soper Hill Road (71 st Avenue NE to 83 rd Avenue NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$7,680,000
44 th Street NE/East Sunnyside School Road/42 nd Street NE (87 th Avenue NE to SR 9)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	\$4,110,000
44 th Street NE (67 th Avenue NE to 83 rd Avenue NE)	Widen to 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	\$7,460,000
44 th Street (83 rd Avenue NE to 87 th 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	64 th Street NE to 84 th 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 79 th 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 82 nd 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	40 th Street NE and 71 st 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.

VI. 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.

VII. 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

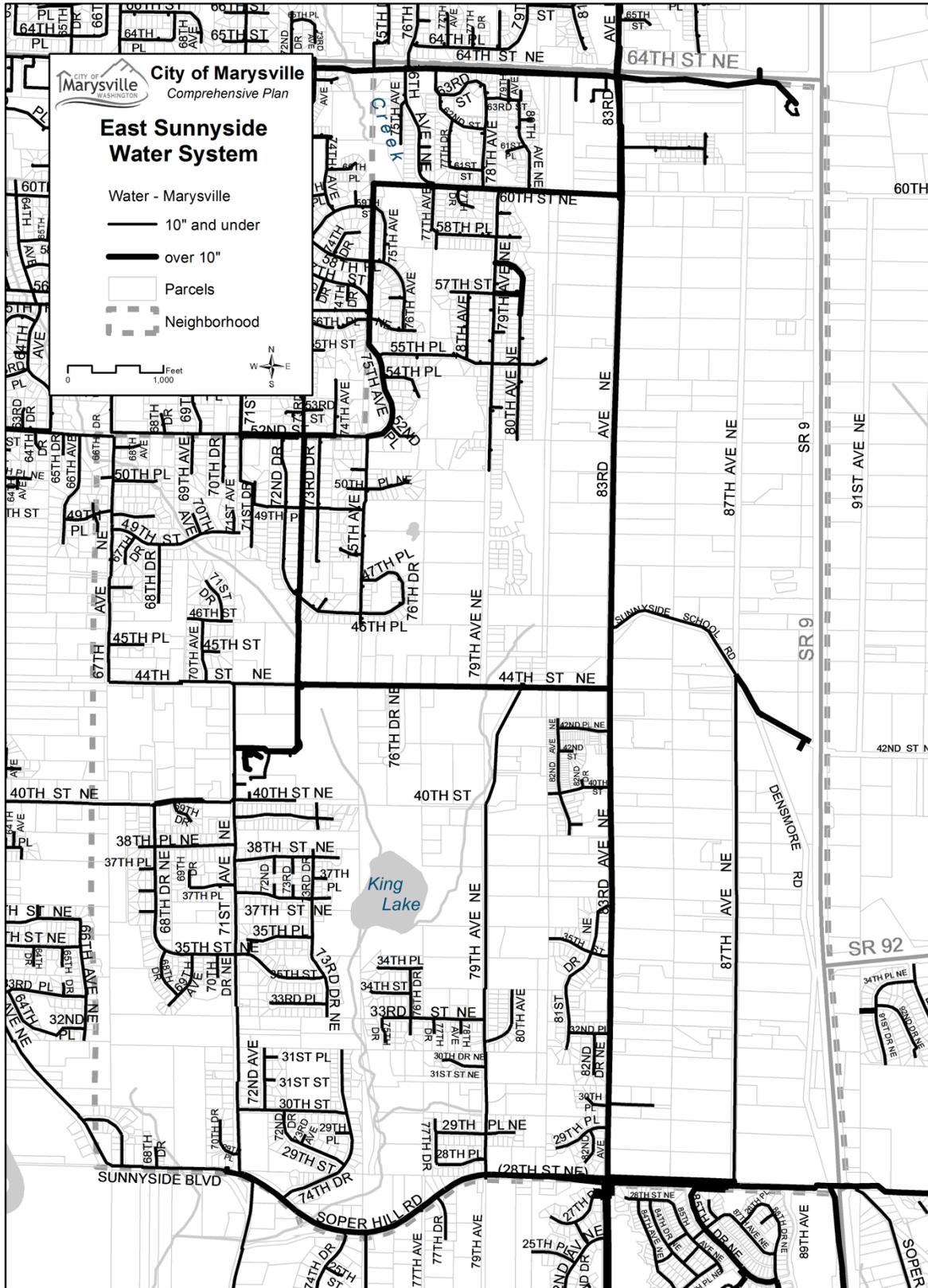


Figure 4-59 East Sunnyside/Whiskey Ridge Neighborhood Sewer System

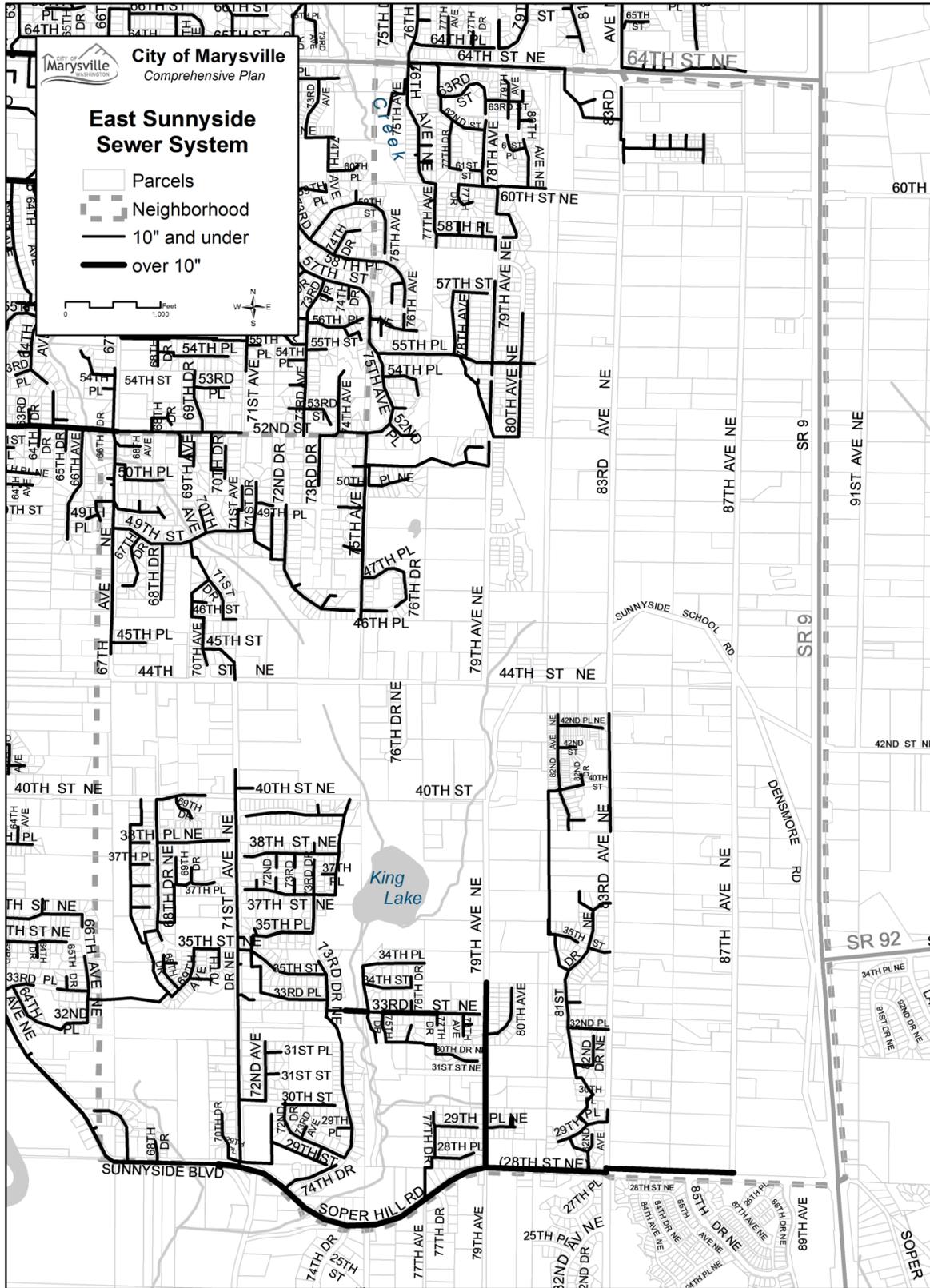
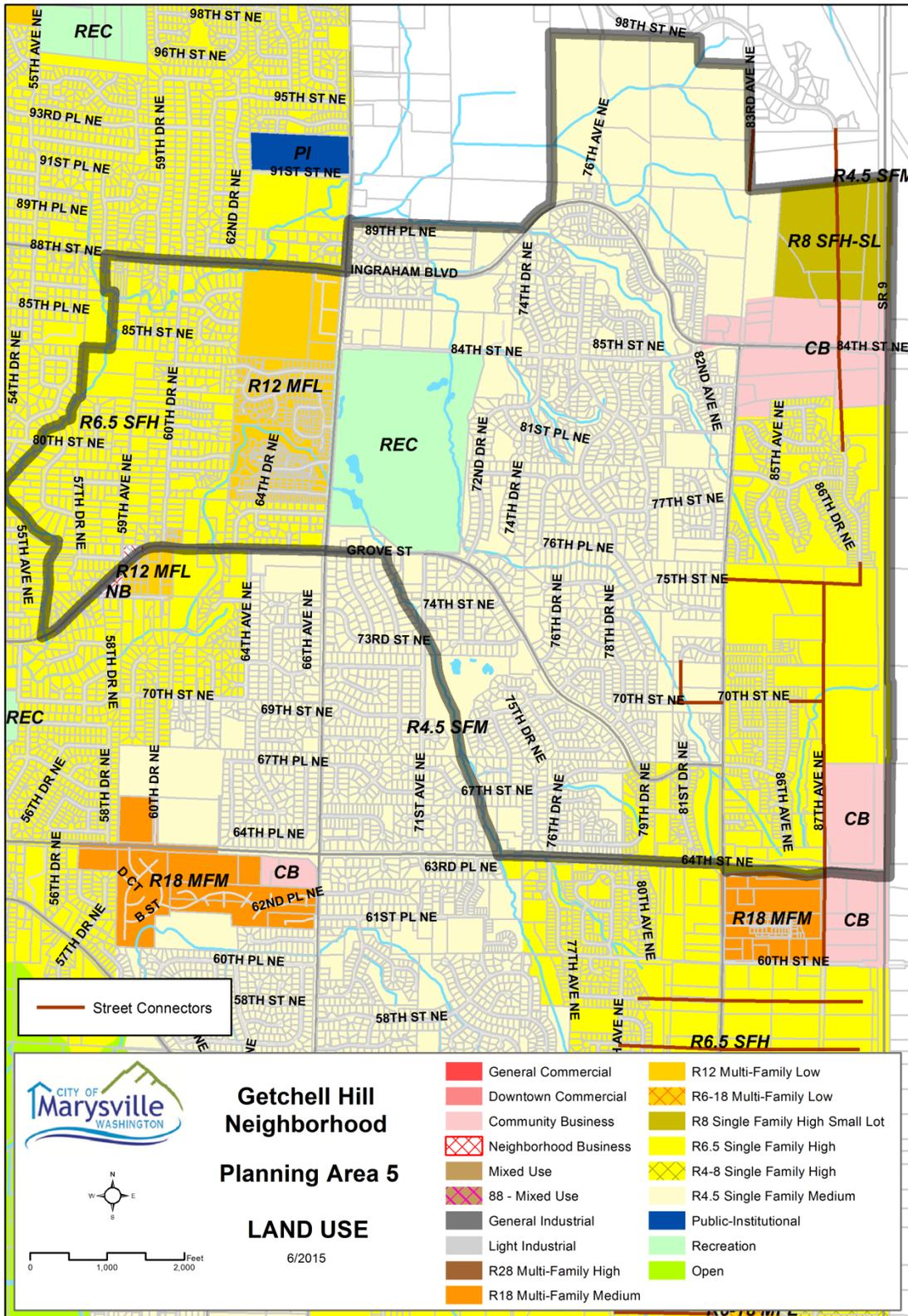


Figure 4-60 Planning Area 5 – Getchell Hill Neighborhood, Land Use Designations



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 Uses

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
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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

Getchell Hill Neighborhood Land Use

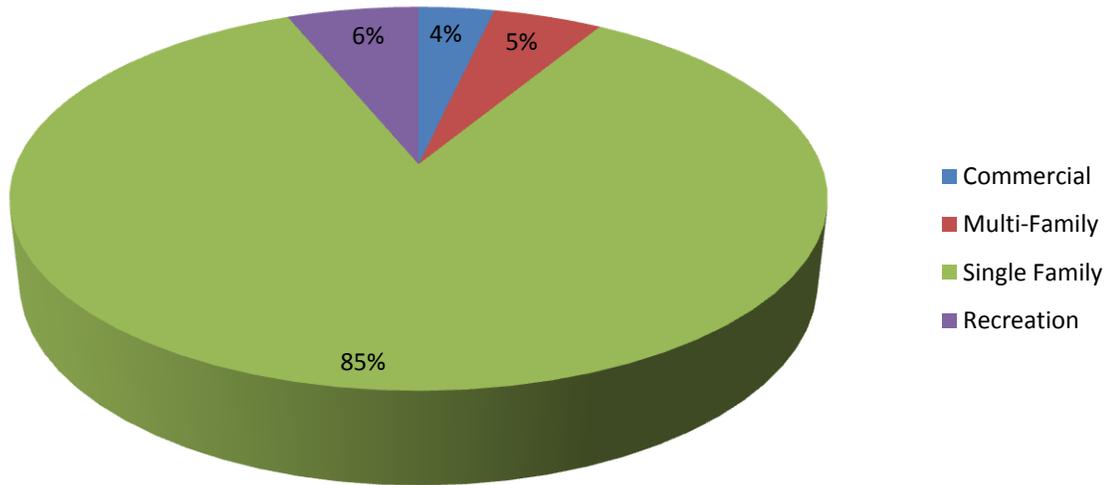


Figure 4-61 Getchell Hill Neighborhood Land Use

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
64 th Street/SR 528 (connecting Interstate 5 and Highway 9)	Principal Arterial	Arterial Streetscape
Ingraham Boulevard/88 th Street NE (connecting Interstate 5 to Highway 9 – 88 th Street ties into 84 th Street at approximately 83 rd Avenue NE)	Principal Arterial	Arterial streetscape
67 th Avenue NE (connecting 44 th to 172 nd Streets NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
83 rd Avenue NE (connecting Soper Hill Road to potentially 108 th Street NE)	Minor Arterial	Arterial streetscape on portions and bicycle lanes.
76 th Street NE, west of 67 th Avenue NE (connecting State Avenue to SR 528)	Collector Arterial	Arterial streetscape
84 th Street NE (connecting 67 th Avenue and Highway 9)	Collector Arterial	
76 th Street NE, east of 67 th Avenue (connecting State Avenue to 83 rd 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 76 th Avenue NE	Add traffic signal when warranted.	Short-Range	\$500,000
83 rd Avenue NE (SR 528 to 84 th Street NE)	Widen to 2/3 lane arterial with bicycle lanes and sidewalks.	Mid-Range	Developer
88 th Street NE (51 st Avenue NE to 67 th Avenue NE)	Widen to 2/3 lanes including sidewalks and bicycle lanes.	Long-Range	\$12,490,000
SR 528 (83 rd Avenue NE to 87 th Avenue NE)	Widen to 4/5 lanes including sidewalks and buffered bike lanes.	Long-Range	\$4,900,000
SR 528 (83 rd Avenue to 87 th 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.
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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 64 th Street NE to 84 th Street NE along the Puget Sound Power & Light transmission line running north-south west of 83 rd 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 84 th 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 & 71 st 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 83 rd 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	70 th Street NE & 75 th 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	70 th Street NE , east of 79 th 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 64 th 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 72 nd 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

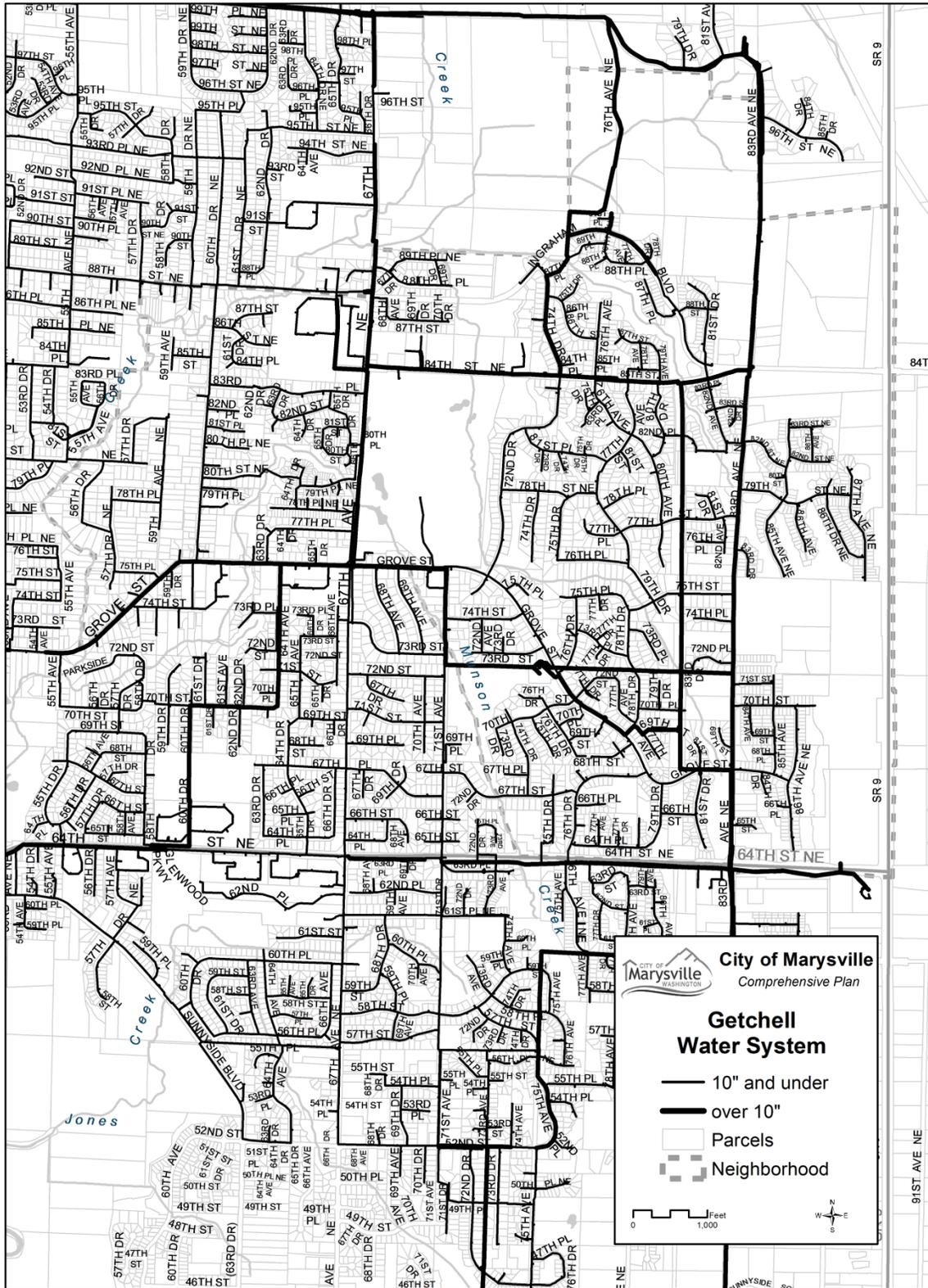
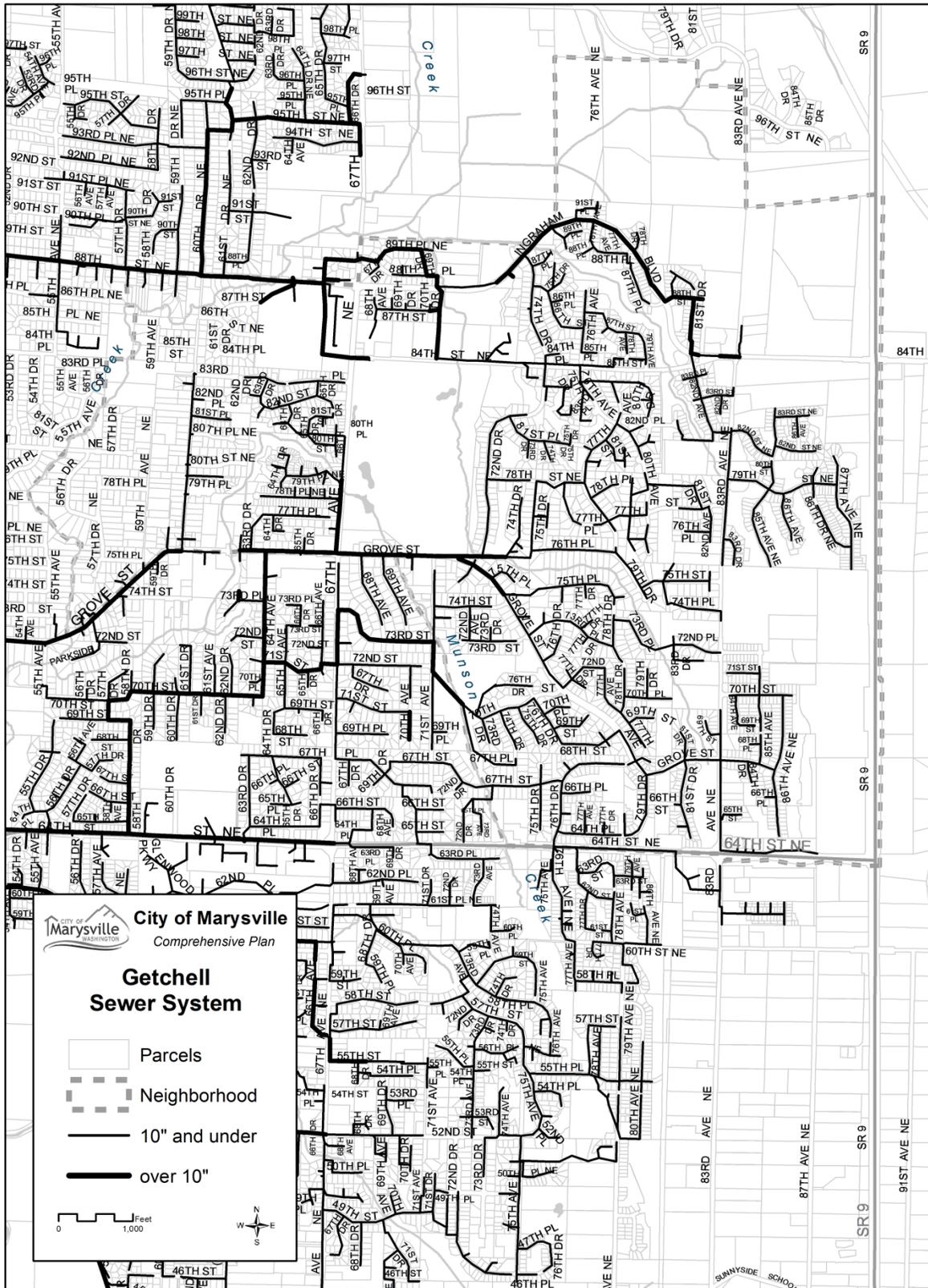


Figure 4-63 Cedarcrest/Getchell Hill Neighborhood Sewer System



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 Uses

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 84th Street 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.

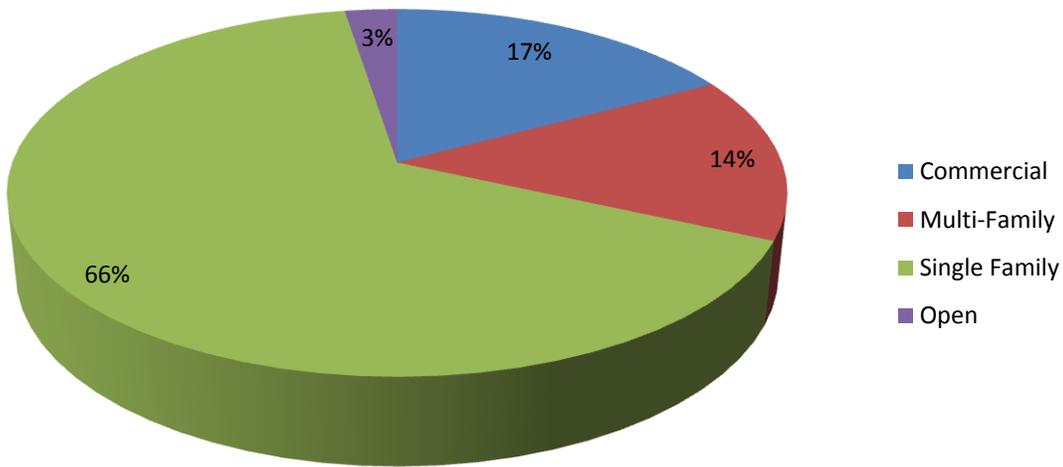
Table 4-36 Housing and Employment, 2011 and 2035

	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

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.

80 th Street NE	Collector Arterial	Bicycle lanes.
84 th Street NE	Collector Arterial	
51 st 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
88 th Street NE (Quil Ceda Creek Bridge to northbound I-5 on-ramp)	Add new westbound lane.	Short-Range	\$1,900,000
State Avenue and 84 th Street NE	Add west leg to intersection, including rail crossing. Install signal and close	Short-Range	Developer
88 th Street NE (State Avenue to 51 st Avenue NE) ^{1,2}	Widen to 2/3 lane arterial including sidewalks and parallel bike facilities along 84 th Street NE, 92 nd Street NE, and State Avenue (bike route, bike boulevard, multi-use trail).	Short-Range	\$7,950,000
88 th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI).	Mid-Range	Other agency
State Avenue and 88 th Street NE	Intersection improvements.	Mid-Range	\$950,000
38 th Drive NE (80 th Street NE to 88 th Street NE)	Construct connector including sidewalks on one side and multi-use trail.	Mid-Range	Developer
88 th Street NE (51 st Avenue NE to 67 th Avenue NE)	Widen to 2/3 lanes including sidewalks and bicycle lanes.	Long-Range	\$12,490,000
51 st Avenue NE (88 th Street to 108 th 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

¹Project is required to address deficiency in six-year forecast for concurrency.

²Project 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	80 th 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

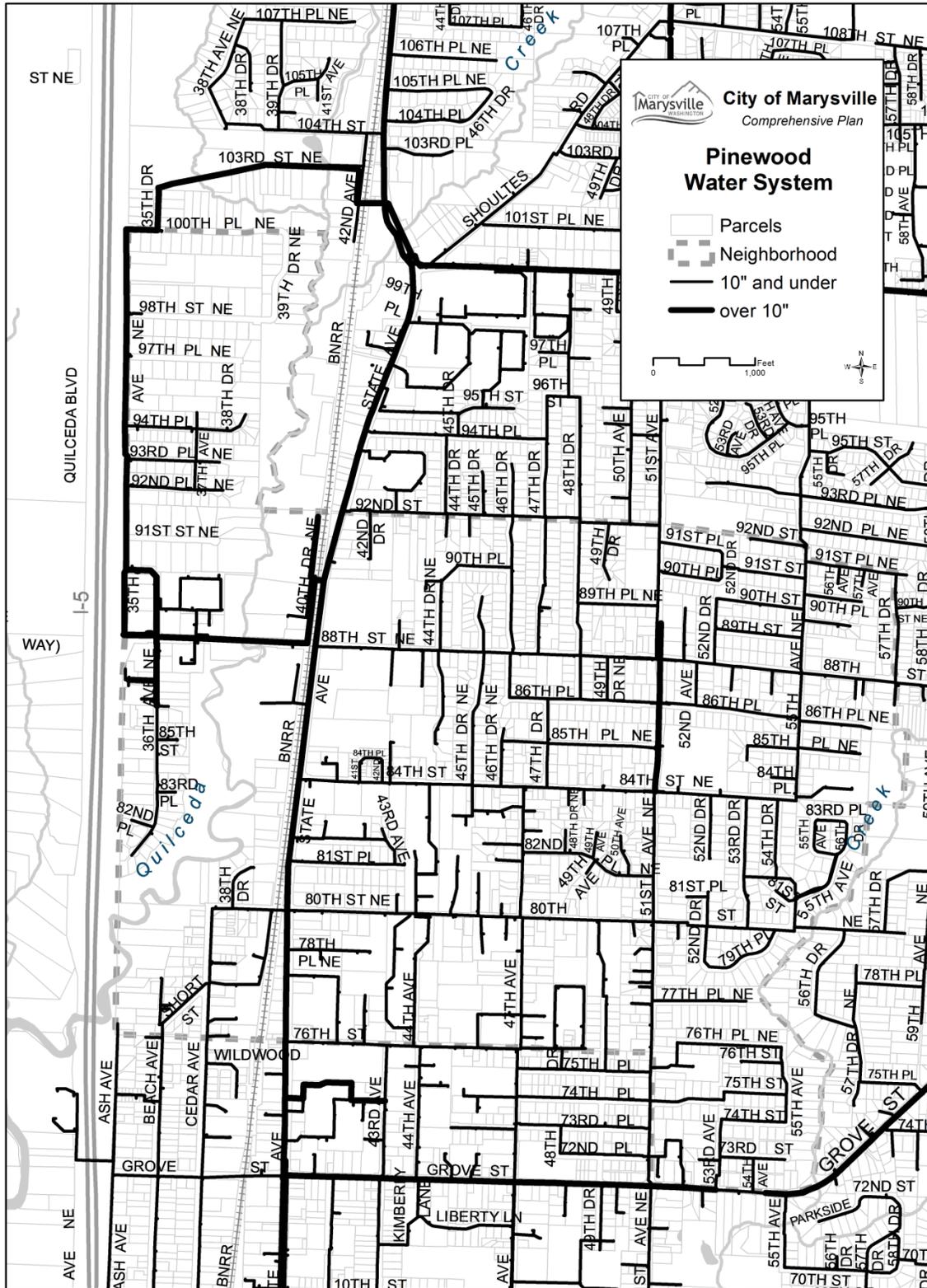


Figure 4-67 Downtown Marysville North/Pinewood Neighborhood Sewer System

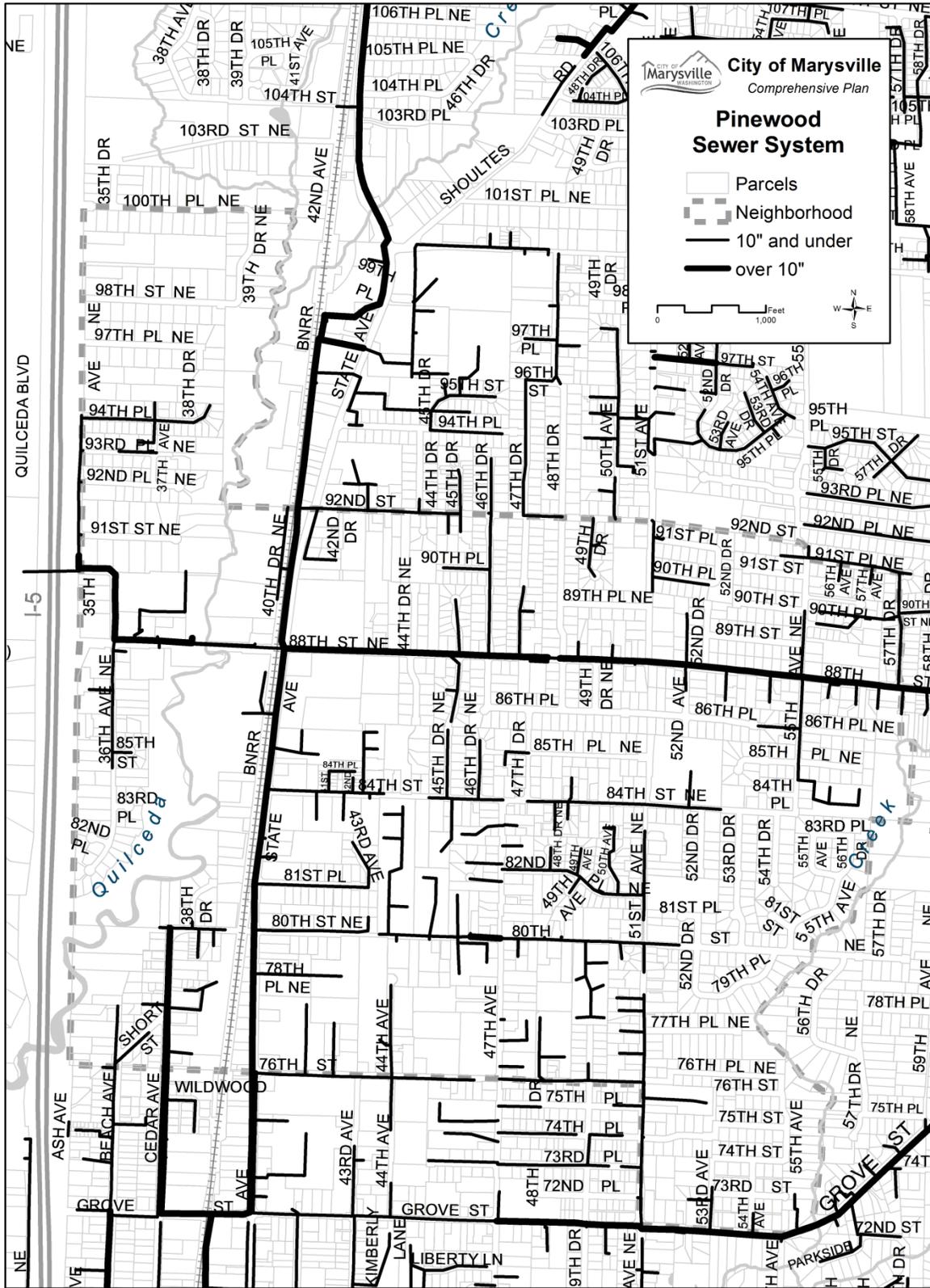
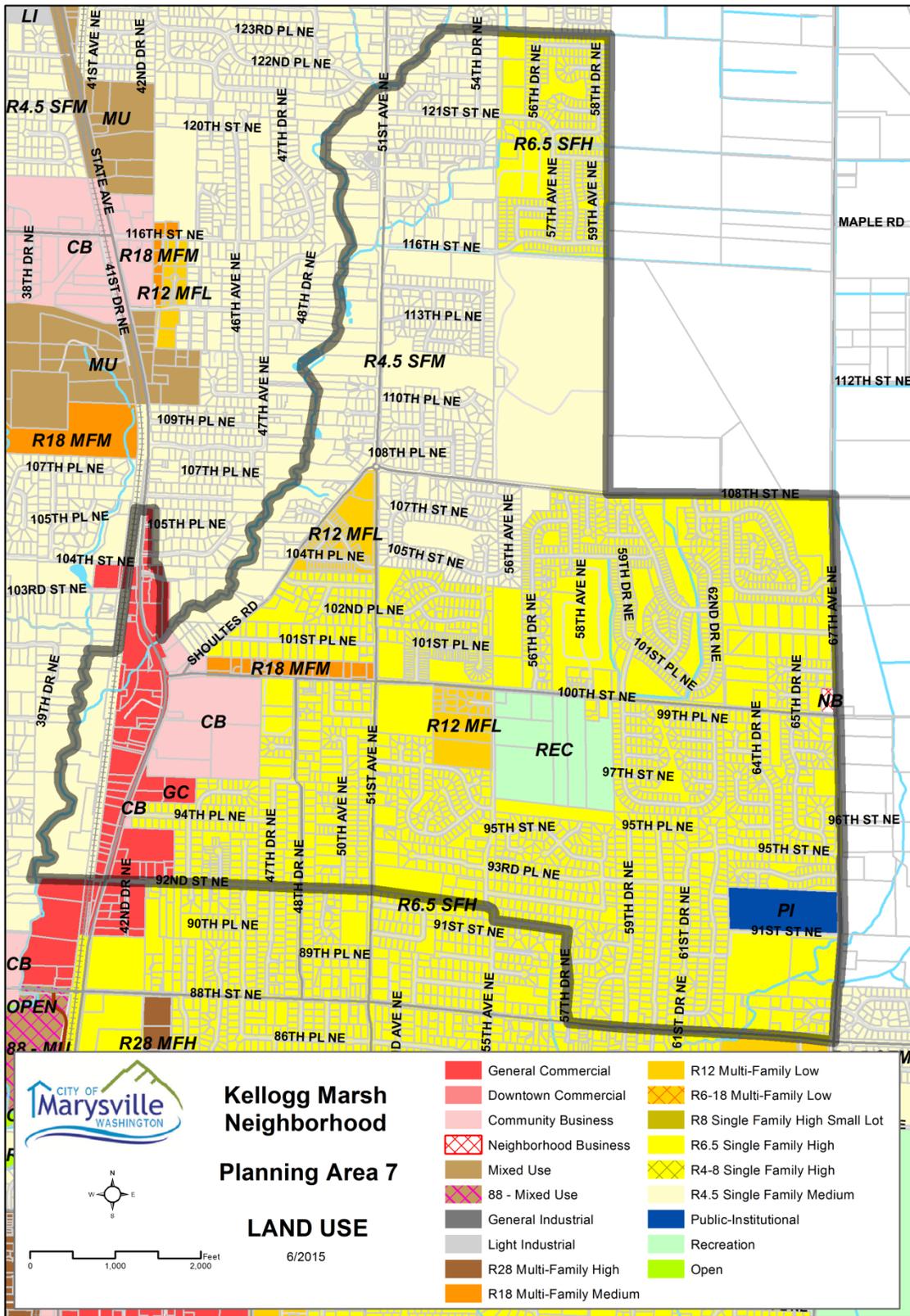


Figure 4-68 Planning Area 7 – Kellogg Marsh Neighborhood, Land Use Designations



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 Uses

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

Kellogg Marsh Neighborhood Land Use

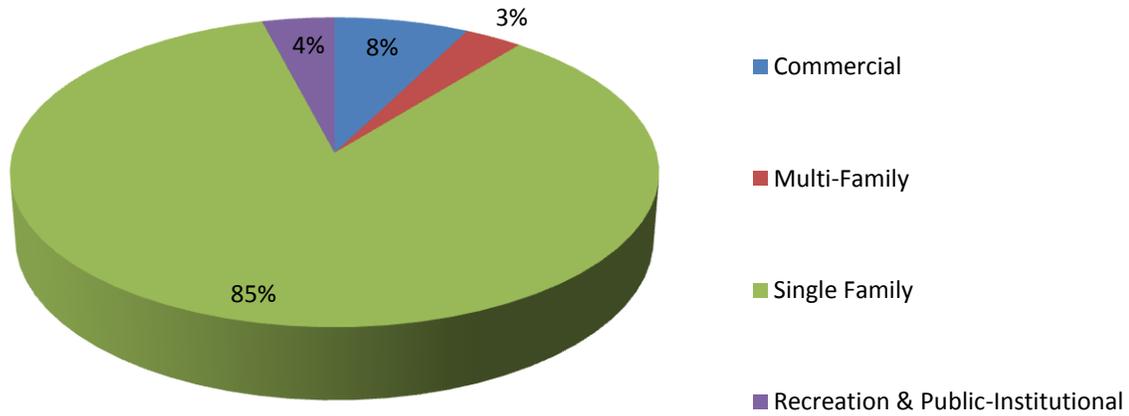


Figure 4-69 Kellogg Marsh Neighborhood Land Use

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
67 th Avenue NE (connecting 44 th Street to 172 nd Street NE)	Minor Arterial	Arterial streetscape and bicycle lanes.
100 th Street NE* (connecting State and 67 th Avenues)	Collector Arterial	Arterial Streetscape. Bicycle lanes.
Shoultzes Road (connecting State and 51 st Avenues)	Collector Arterial	Arterial Streetscape
51 st Avenue NE (connecting downtown with 172 nd 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 & Need¹	Estimated Cost
67 th Avenue NE (88 th Street NE to 108 th Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range.	\$6,850,000
State Avenue – Phase 2 (100 th Street NE to 116 th Street NE)	Widen to 4/5 lane arterial including sidewalks and significant utility relocation.	Long-Range	\$10,480,000
51 st Avenue NE (88 th Street to 108 th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$9,030,000
67 th Avenue NE (South City limits to 88 th street NE)	Construct 8 foot shoulders lacking curb, gutter and sidewalk	Long Range	
88 th Street (51 st Avenue NE to 67 th Avenue NE)	Widen to 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	\$12,490,000
51 st Avenue NE (108 th Street NE to 136 th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$16,740,000
100 th Street NE (51 st Avenue NE to 67 th Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	\$5,530,000
100 th Street NE (Shoultes Road to 51 st Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	\$1,990,000
108 th Street NE (51 st Avenue NE to 67 th Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	\$5,130,000
108 th Street NE (67 th Avenue NE to SR9)	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Long-Range	Other agency
67 th Avenue NE/100 th Street NE	Add turn lanes and traffic signal when warranted.	Long-Range	\$400,000

67 th Avenue NE/108 th Street NE	Add turn lanes and traffic signal when warranted.	Long-Range	\$1,180,000
Shoultes Road (100 th Street NE to 108 th Street NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	\$4,820,000
State Avenue/100 th 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	55 th Avenue NE & 100 th 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 67 th 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

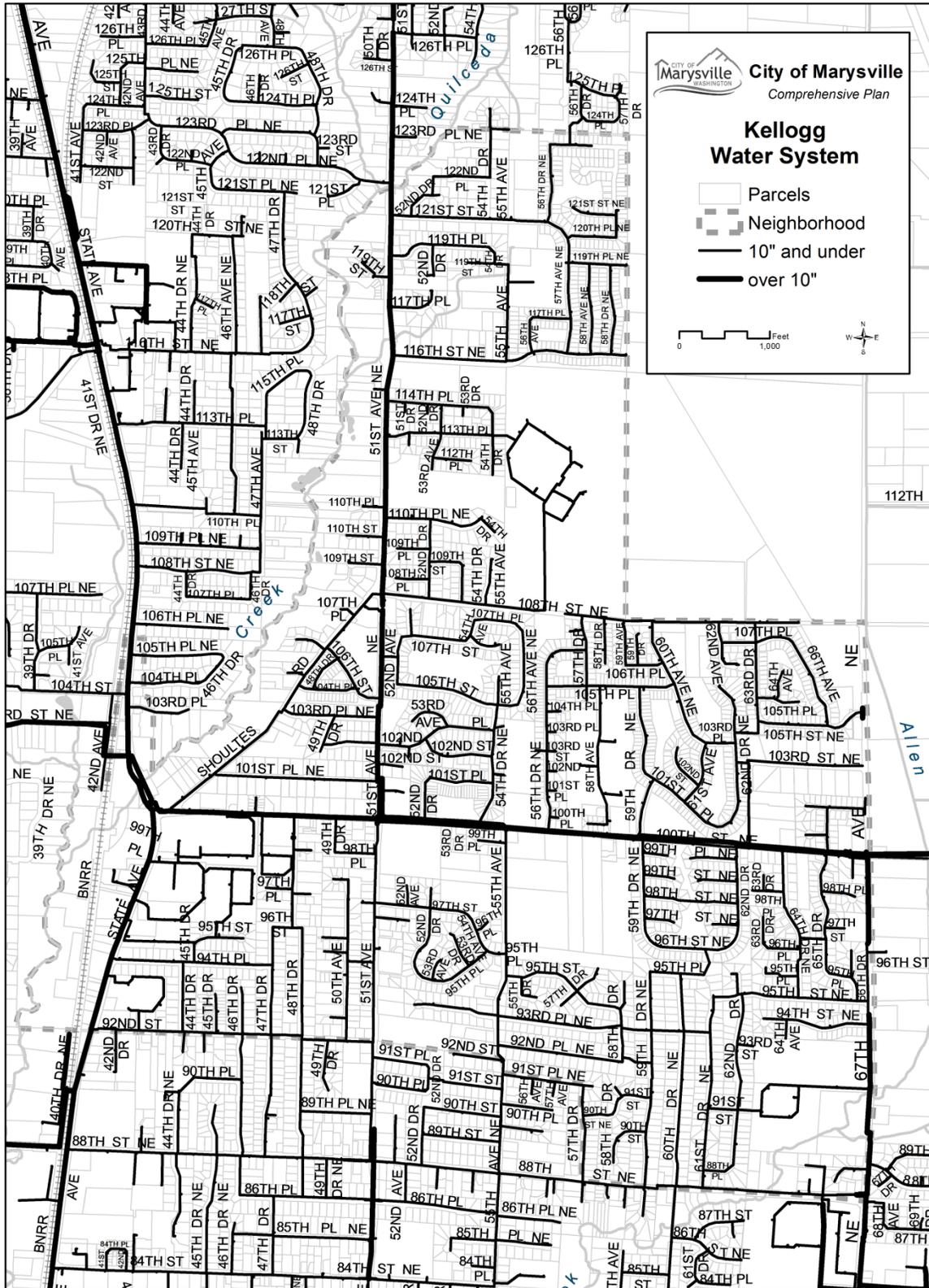


Figure 4-71 Kellogg Marsh Neighborhood Sewer System

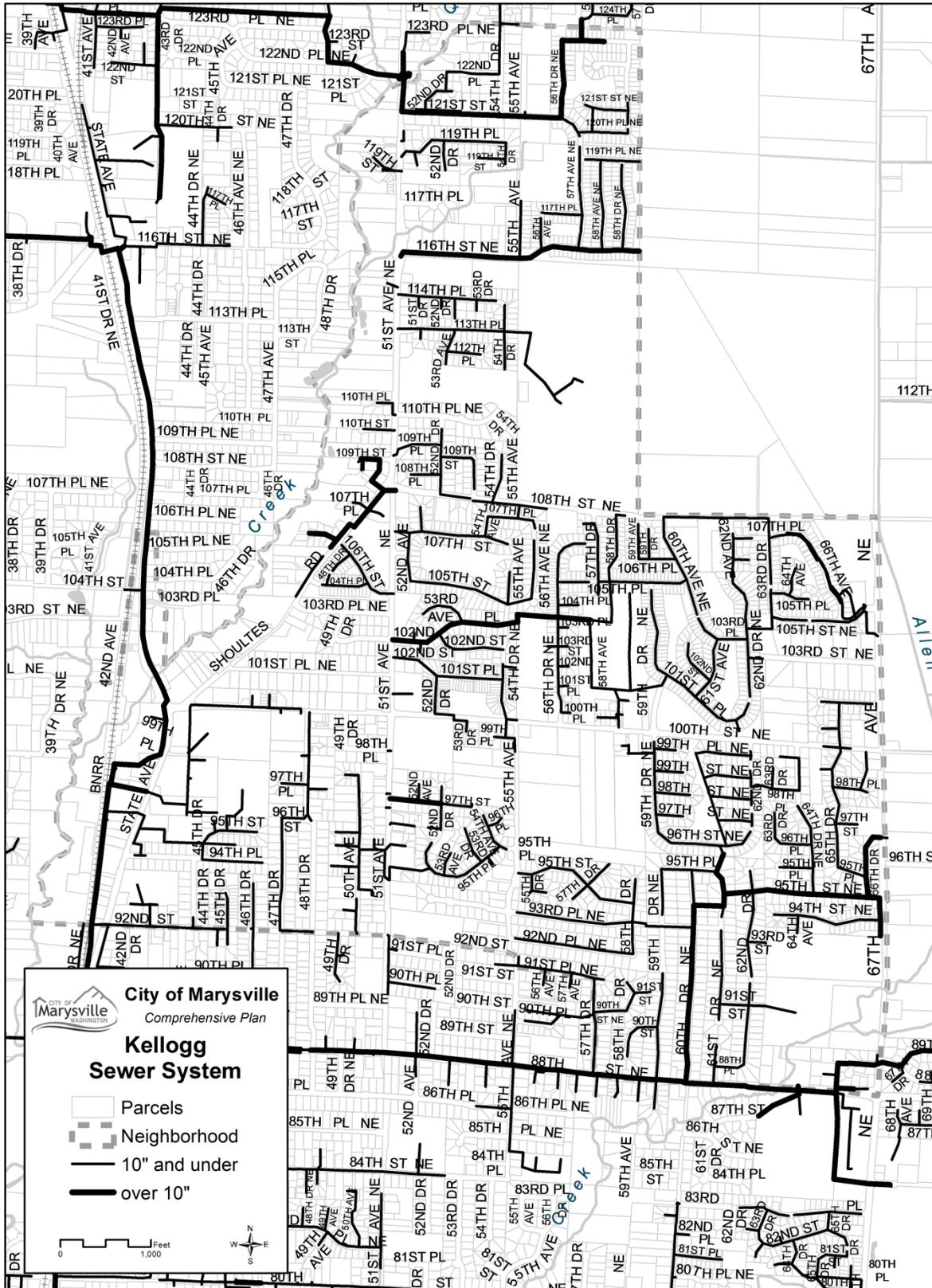
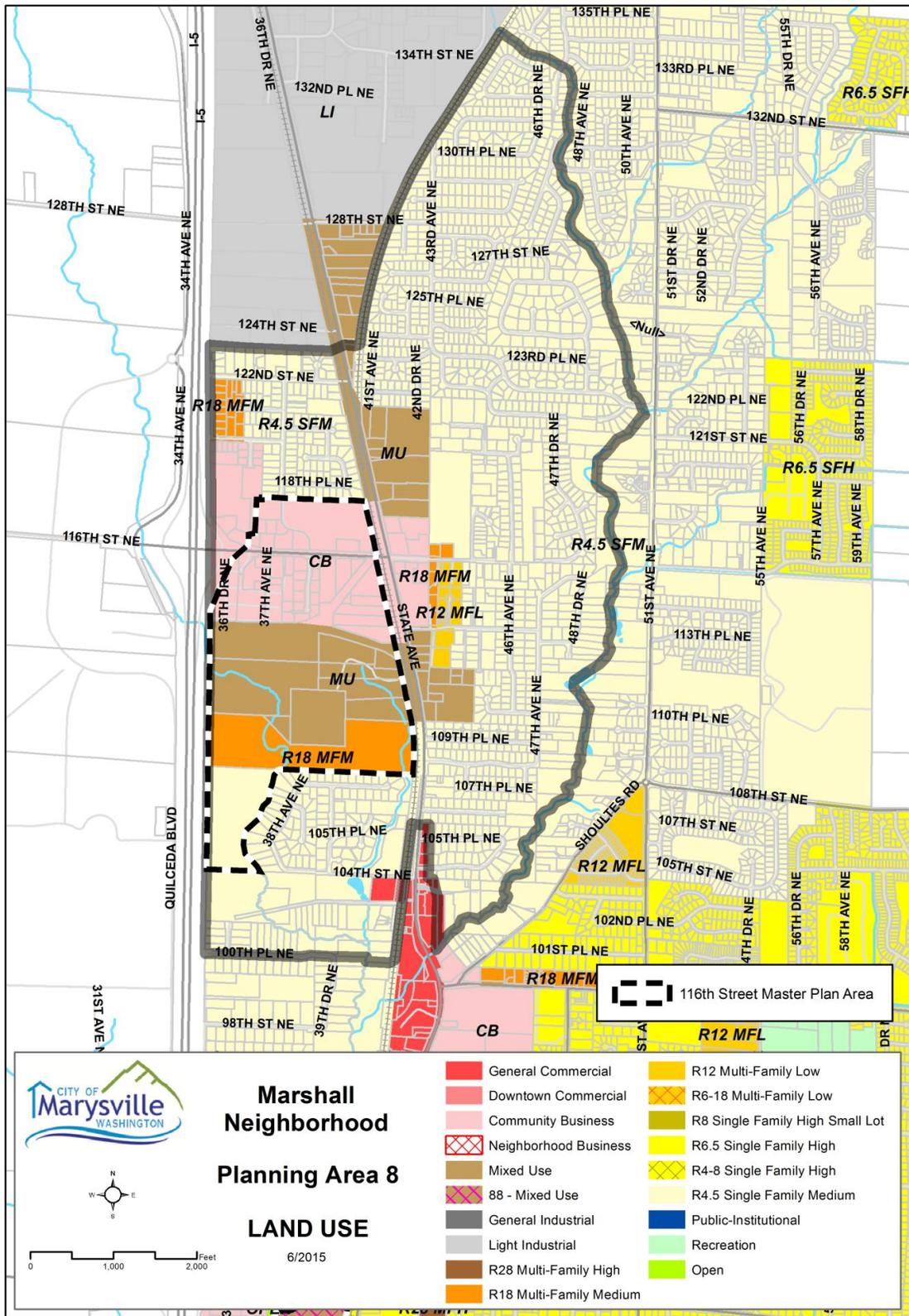


Figure 4-72 Planning Area 8 – Marshall/Kruse Neighborhood, Land Use Designations



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 Uses

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

Marshall-Kruse Neighborhood Land Use

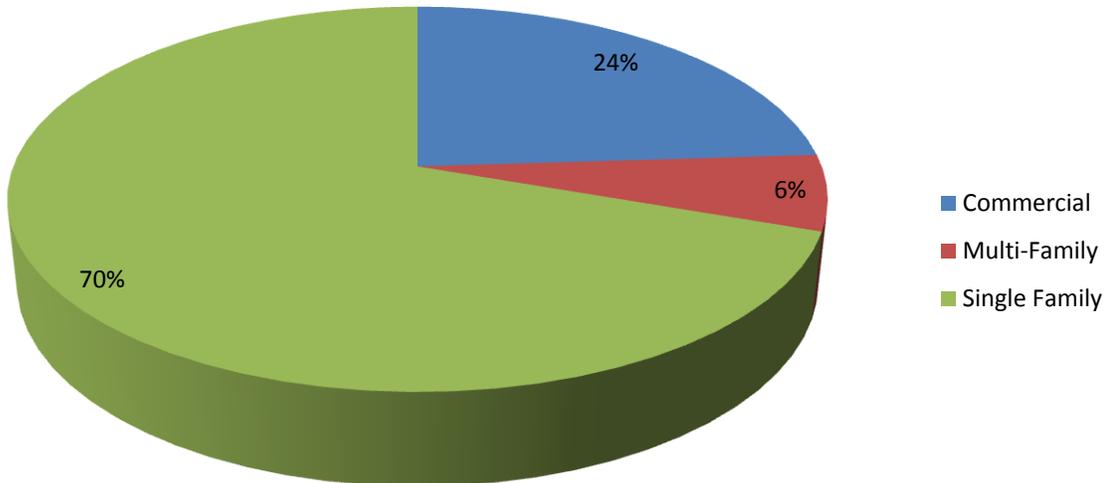


Figure 4-73 Marshall/Kruse Neighborhood Land Use

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
116 th 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
116 th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI).	Short-Range	Other agency.
State Avenue (116 th Street NE to 136 th Street NE)	Widen to 4/5 lane arterial including pedestrian facilities.	Short-Range	\$3,500,000
State Avenue – Phase 2 (100 th Street NE to 116 th 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 47 th Avenue NE, north of 118 th 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 41 st Avenue generally south of 124 th 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.

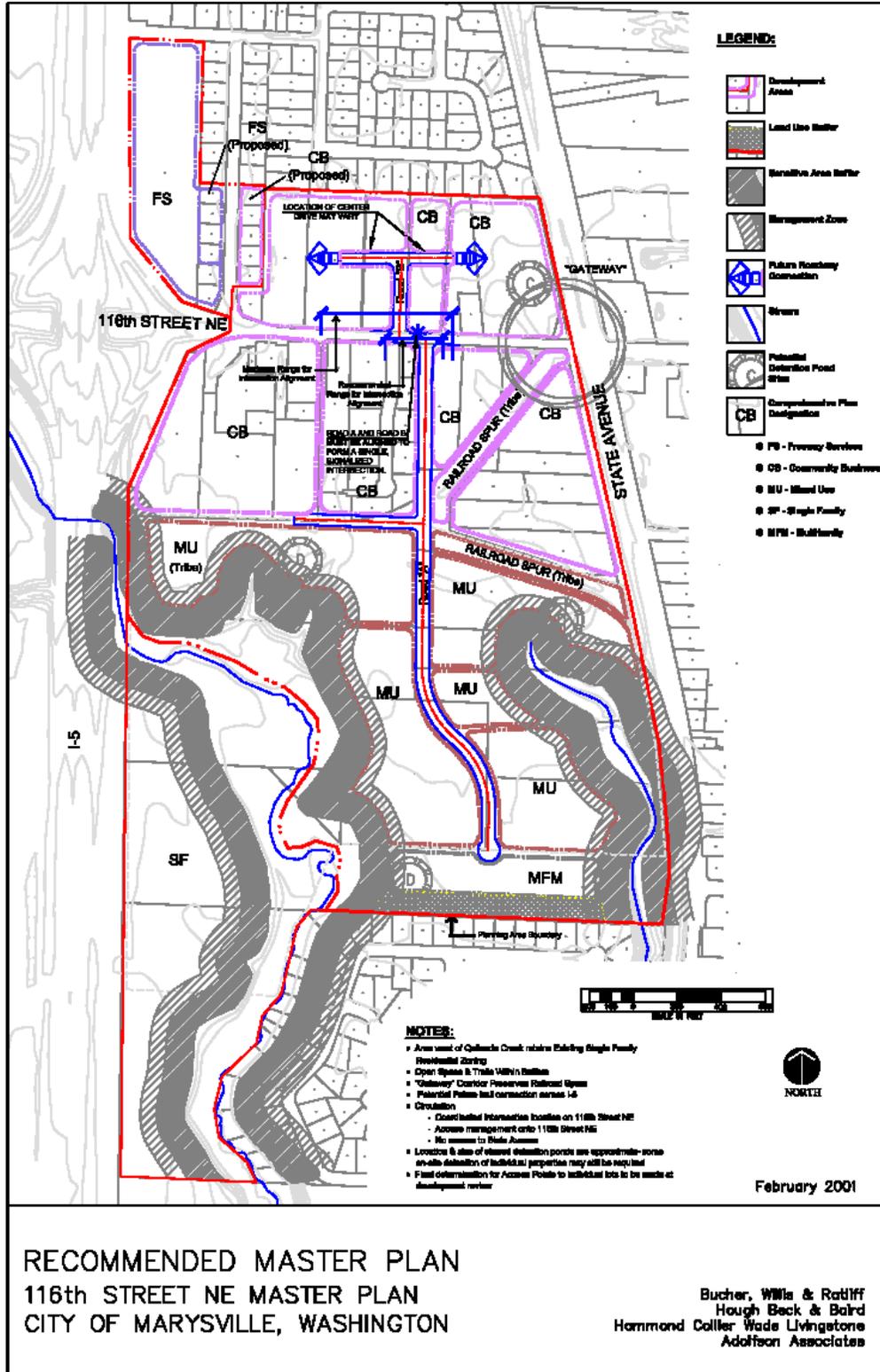


Figure 4-74 116th Street NE Master Plan

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.

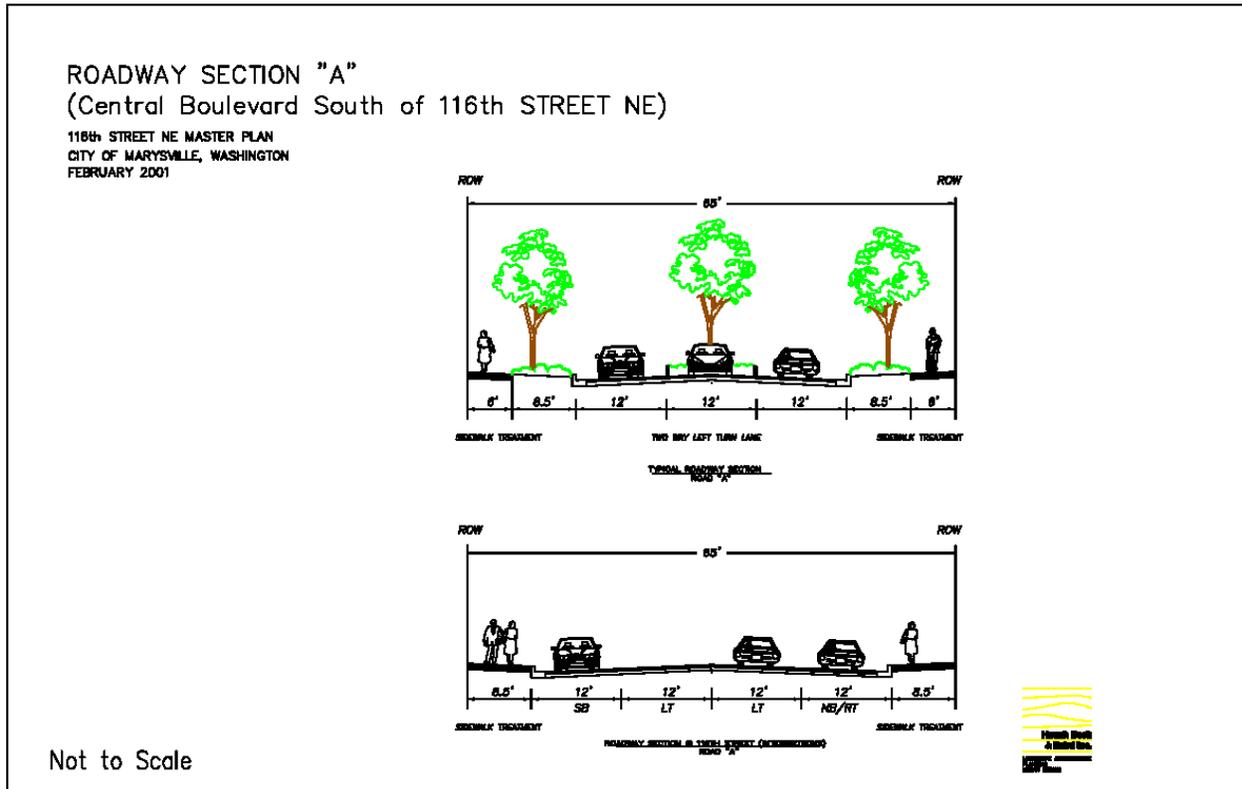


Figure 4-75 Central Boulevard Sections

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.

- 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.

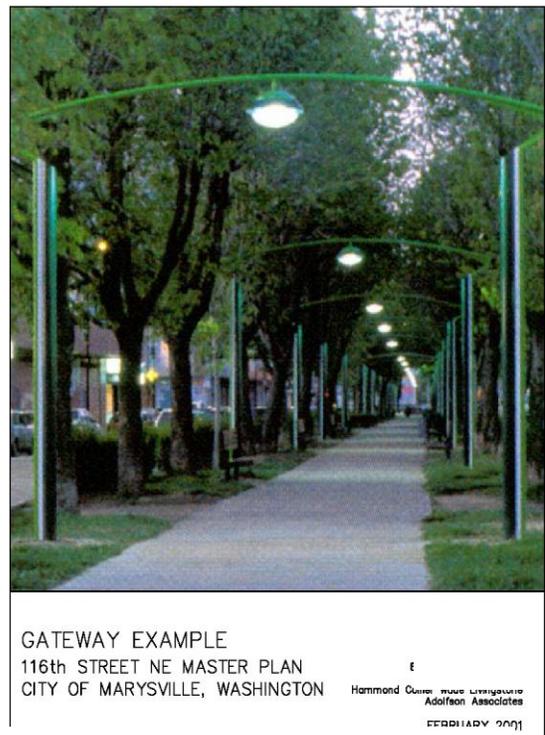


Figure 4-76 Gateway Design

- 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.

Roadway Alignment

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 Master 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.

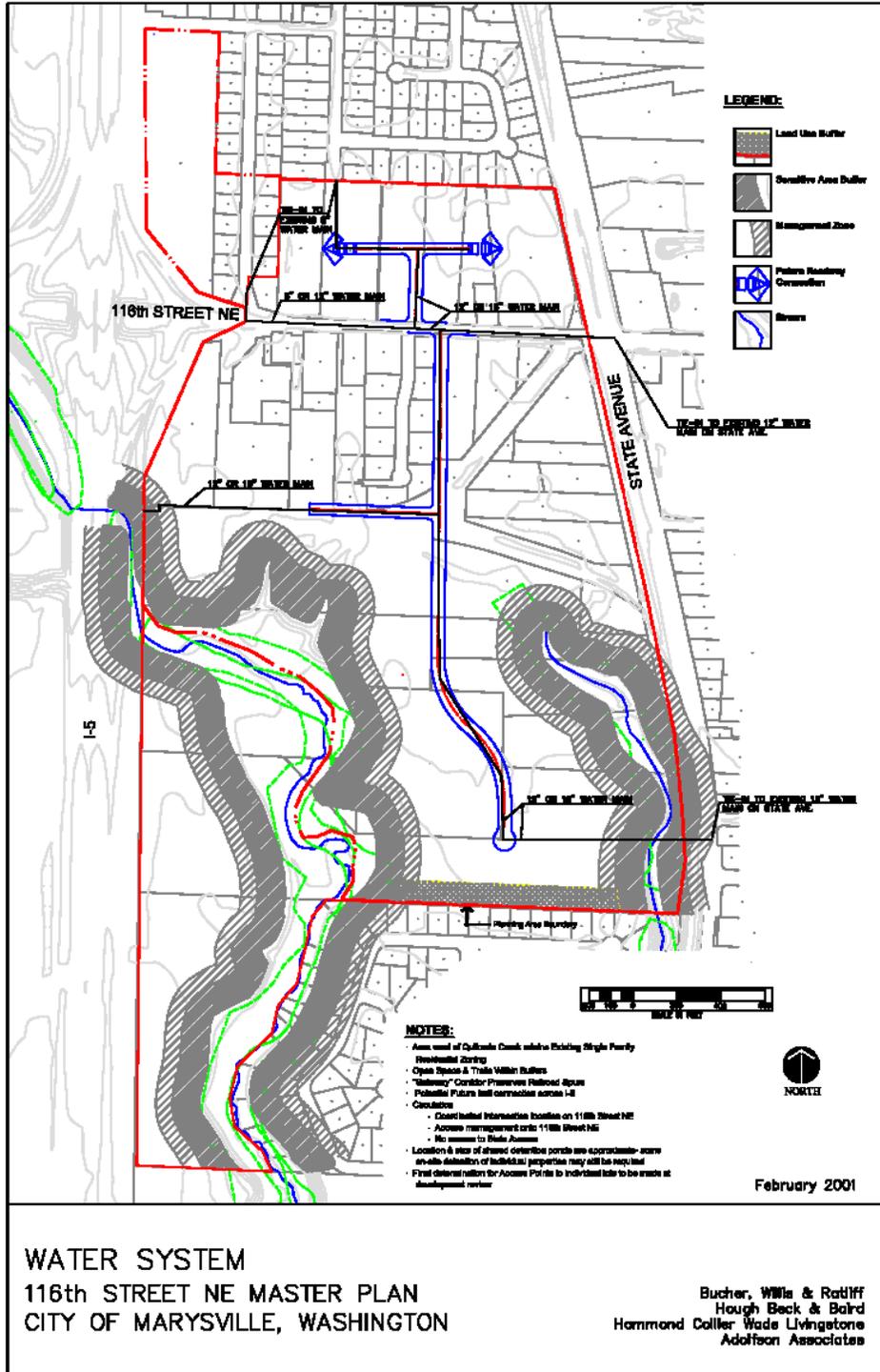


Figure 4-77 Proposed Master Plan Water System

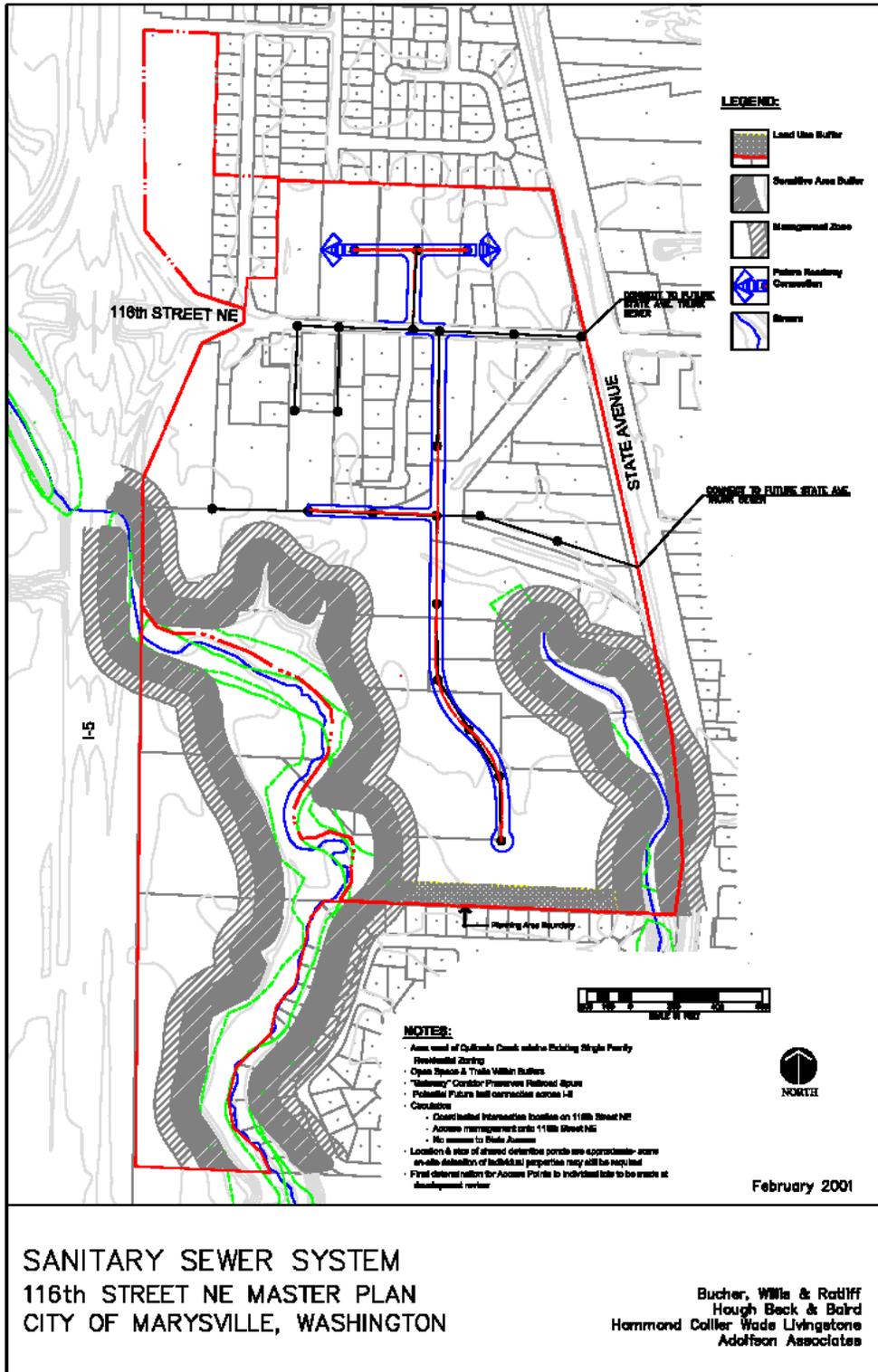


Figure 4-78 Proposed Sewer System

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.

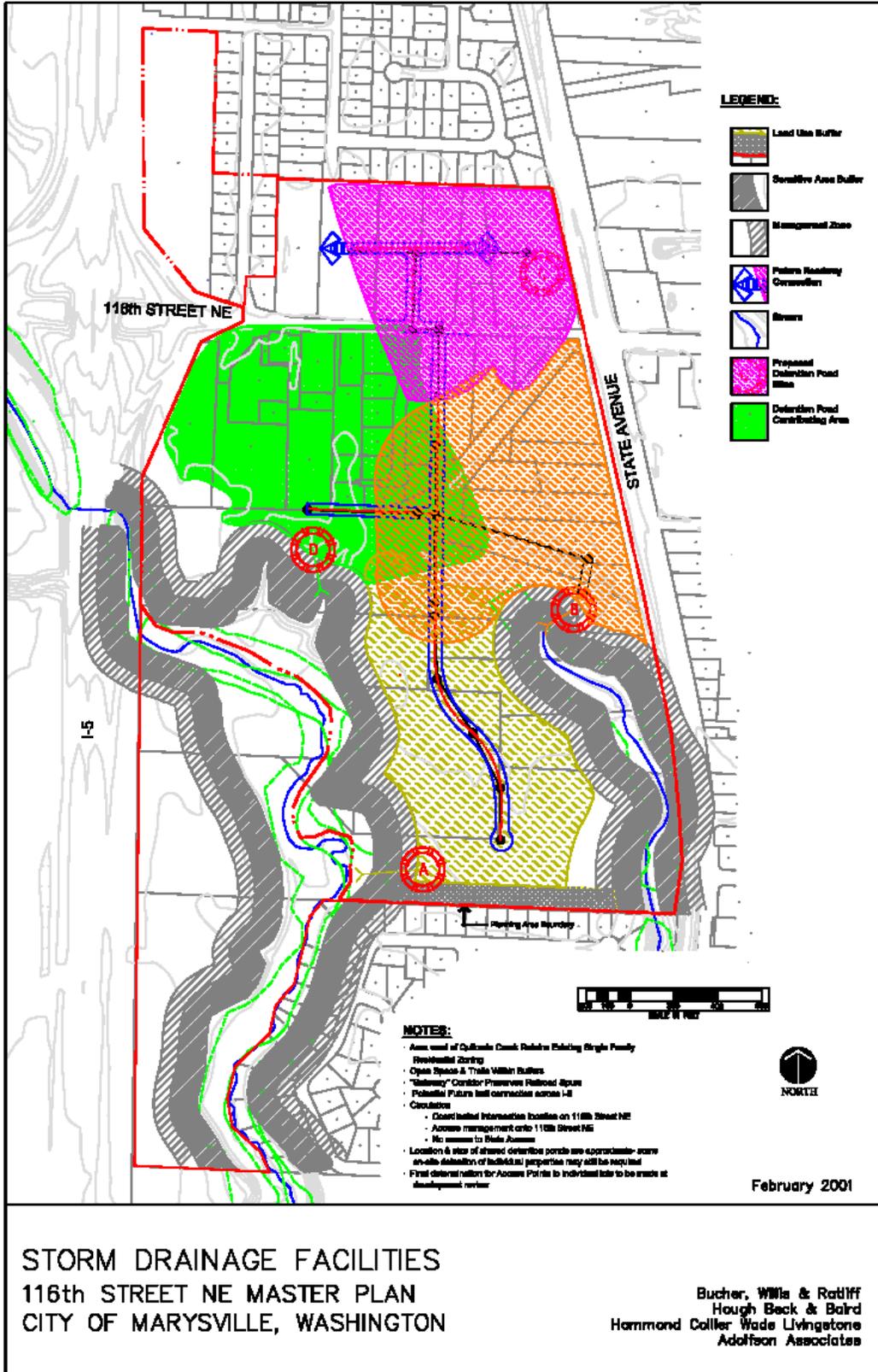


Figure 4-79 Proposed Storm Drainage Facilities

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.

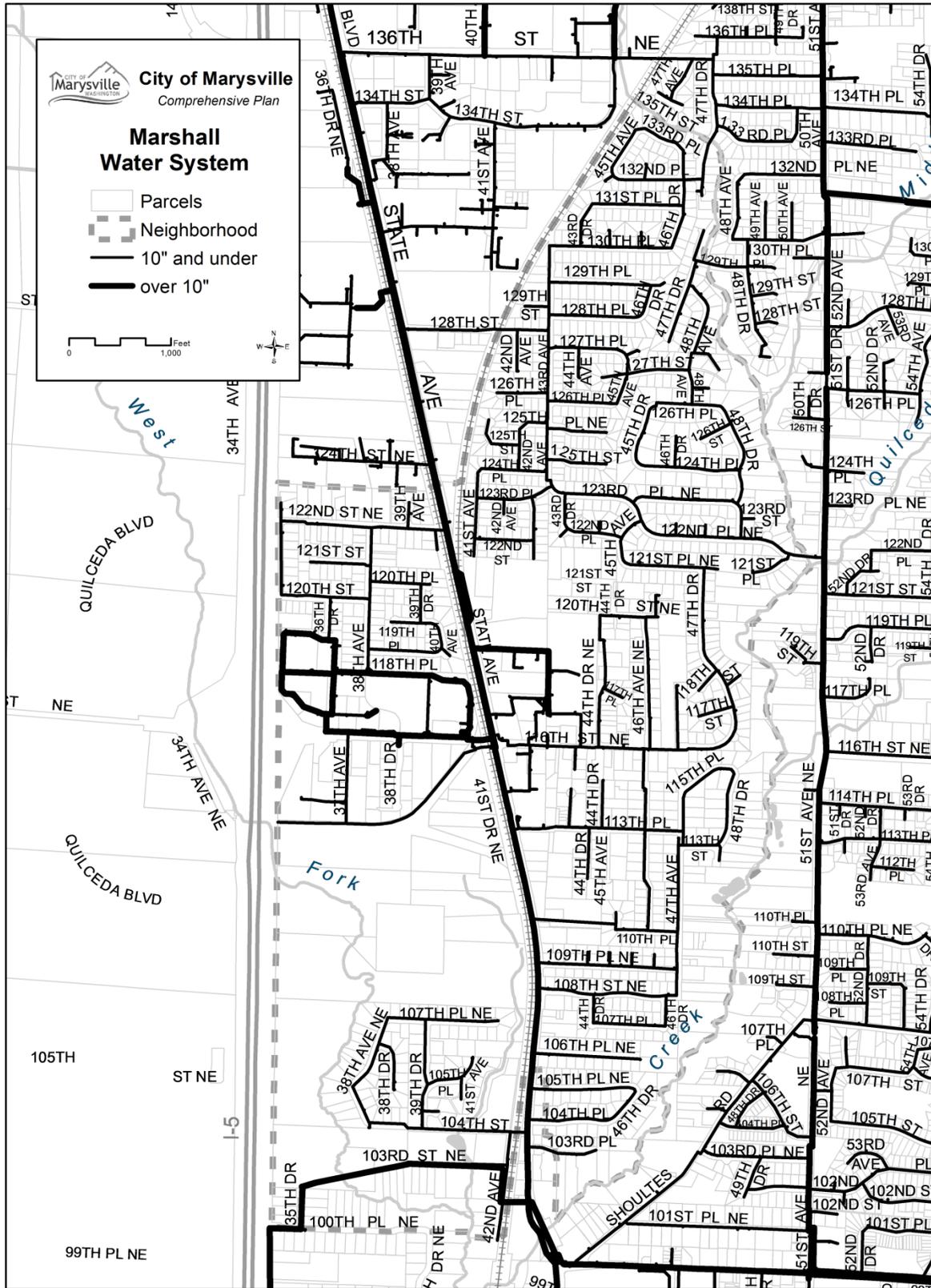
b. Water.

Figure 4-80 identifies water lines within the Marshall/Kruse neighborhood.

c. Sewer

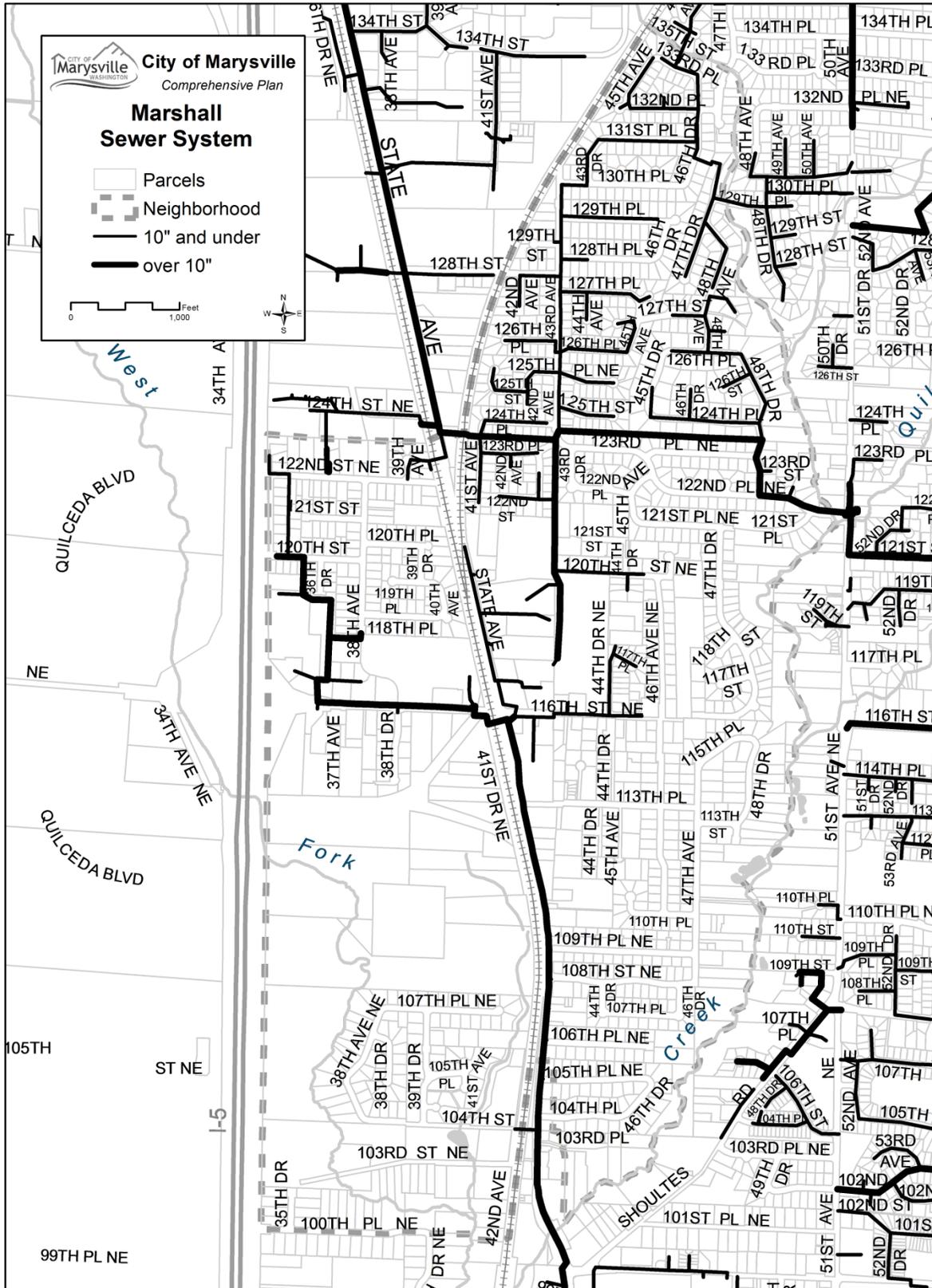
Figure 4-81 identifies sewer lines within the Marshall/Kruse neighborhood.

Figure 4-80 Marshall/Kruse Neighborhood Water System



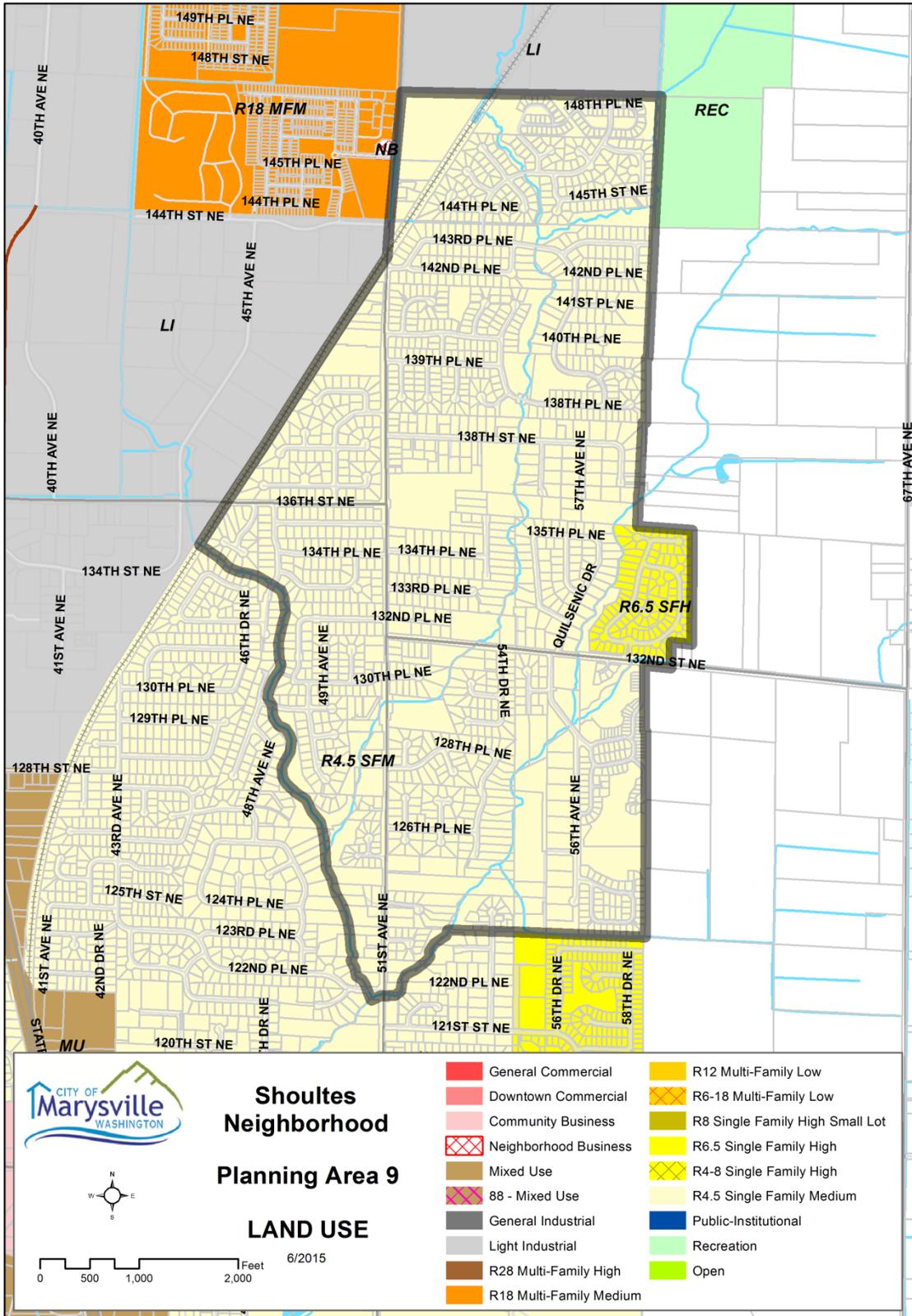
Land Use Element
4-163

Figure 4-81 Marshall/Kruse Neighborhood Sewer System



Land Use Element
4-164

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 Uses

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
51 st Avenue NE (connecting downtown and 172 nd Street NE)	Minor Arterial	Bicycle lanes.
136 th Street NE (connecting 51 st Avenue and State Avenue)	Minor Arterial	Bicycle lanes.
152 nd Street NE (connecting Smokey Point Blvd. and 67 th Avenue NE)	Minor Arterial	Arterial Streetscape. Bicycle lanes.
132 nd Street NE (connecting 51 st and 67 th 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
51 st Avenue NE (108 th Street NE to 136 th Street NE)	Reconstruct and widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$16,740,000

67 th Avenue NE (108 th Street NE to 132 nd Street NE)	Widen to 2/3 lane arterial including bike routes and pedestrian facilities.	Long-Range	Other agency.
51 st Avenue NE (136 th Street NE to 152 nd Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$9,500,000
132 nd Street NE (51 st Avenue NE to city limits)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Long-Range	\$3,590,000
132 nd Street NE (city limits to 67 th Avenue NE)	Reconstruct to rural arterial standards including bicycle and pedestrian facilities.	Long-Range	Other agency
136 th Street NE (State Avenue to 51 st 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 143 rd Place NE and 145 th Place NE generally east of 54 th Drive NE and 55 th 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 4-84 Shoultés Neighborhood Sewer System

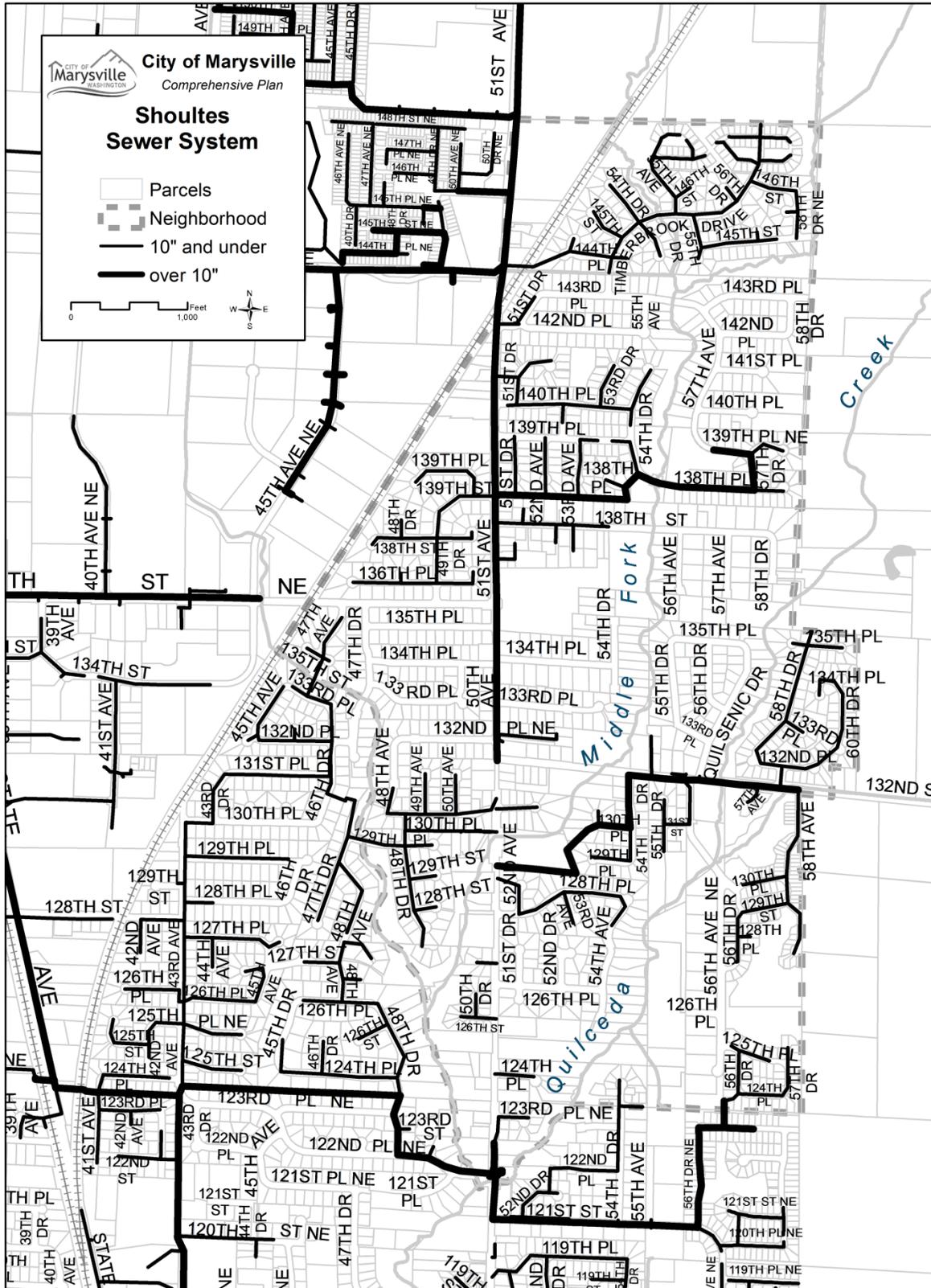
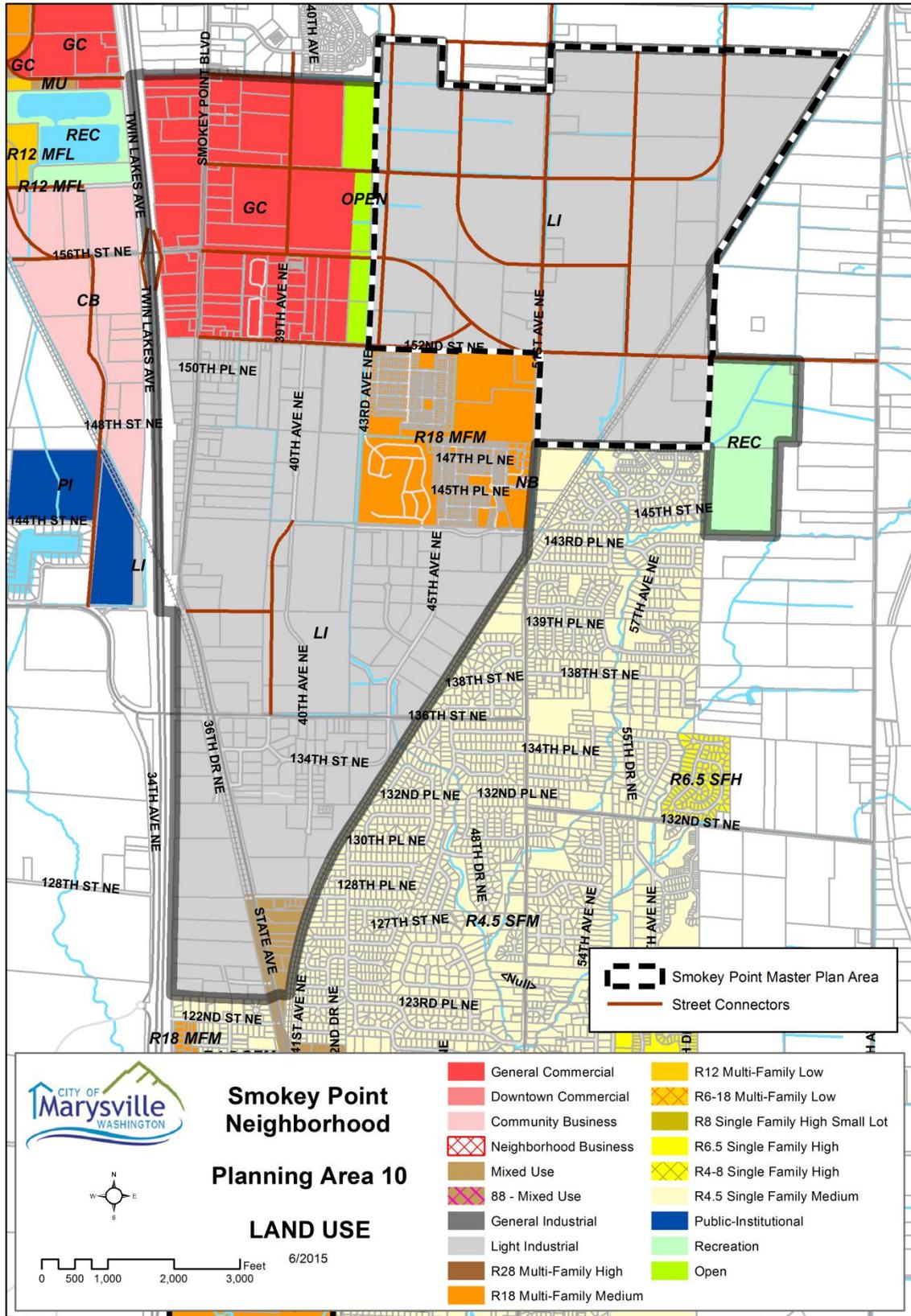


Figure 4-85 Planning Area 10 – Smokey Point Neighborhood, Land Use Designations



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 152 nd 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 67 th Avenue at 152 nd 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.

<p>growth in the area. 8) Current Marysville-Smokey Point local MIC designation; Potential candidate for a joint Marysville/Arlington – Smokey regional manufacturing/industrial center.</p>	
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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 surfaces⁴, do not penetrate the 100:1 airspace restrictions⁵, 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 trapezoidal 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.

- o **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

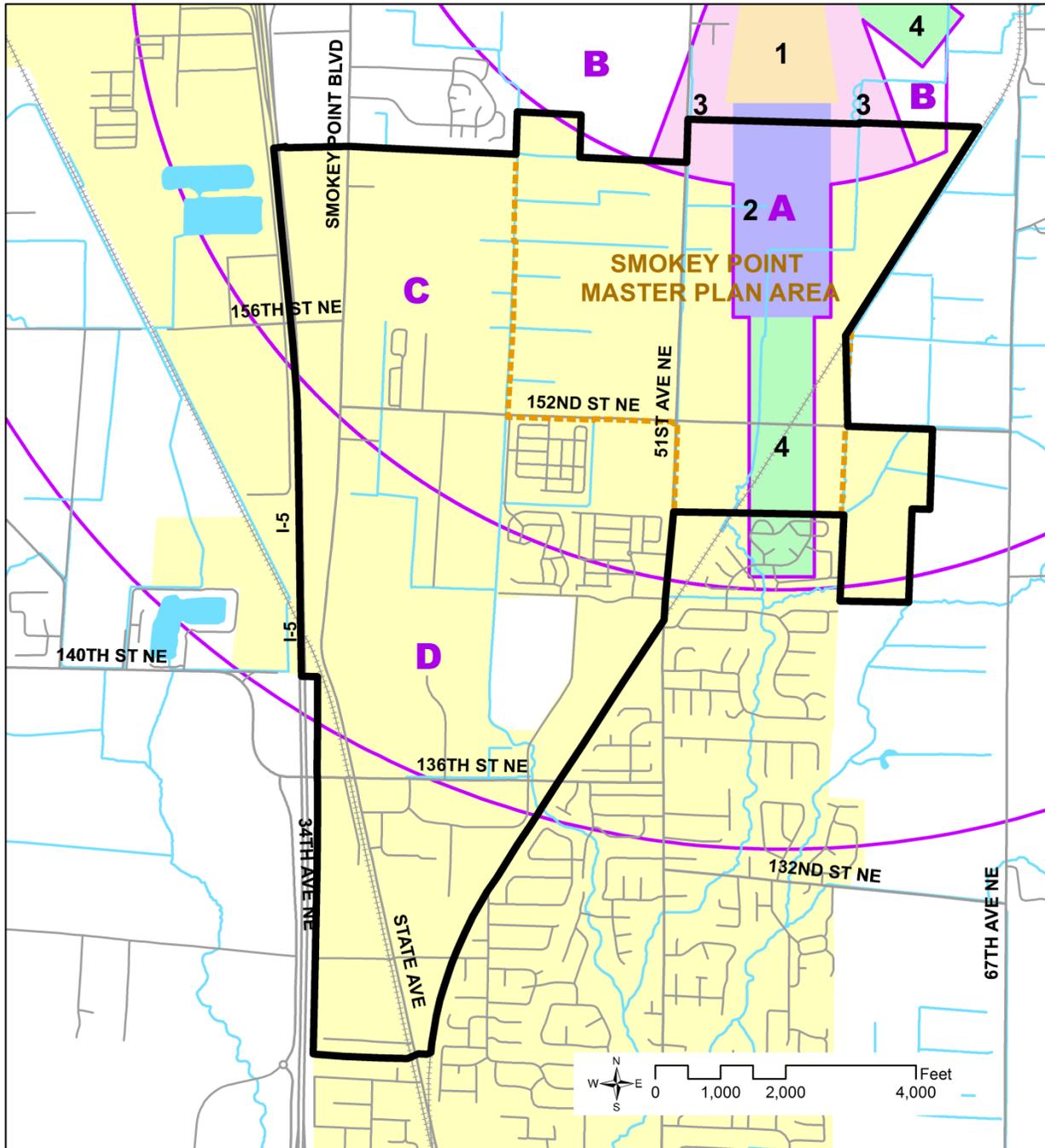
Noise levels around airports are generally broken down into three categories:

- 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

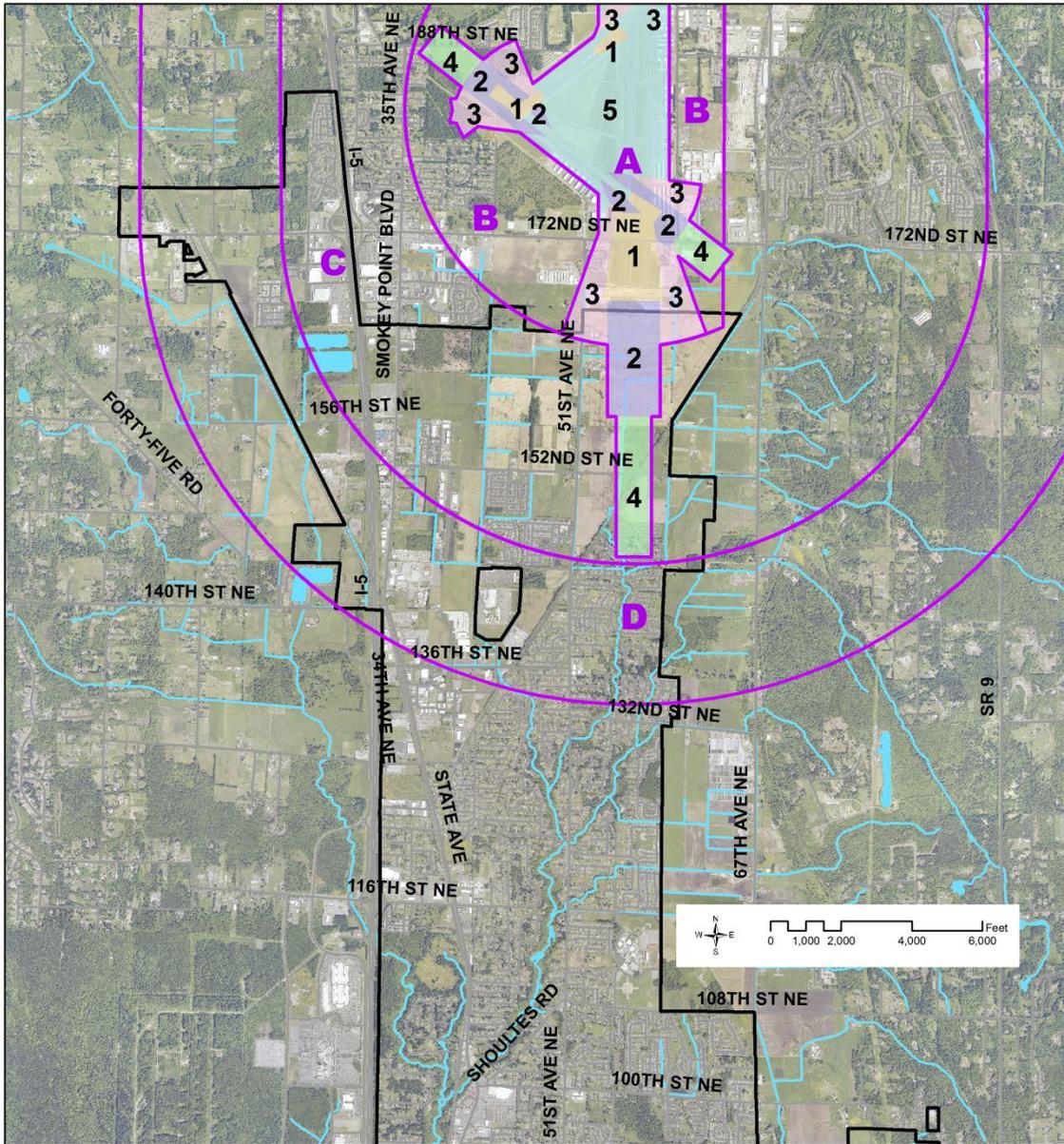


Arlington Airport Districts & Zones - Smokey Point Neighborhood

- Marysville city limits
- Smokey Point Neighborhood
- Smokey Point Master Plan Area

FAR Part 77 Surfaces			
 APD Sub District	 2	 4	
	 1	 3	 5

Figure 4-87 Arlington Airport Districts and Zones – Orthophoto Perspective



Arlington Airport Districts

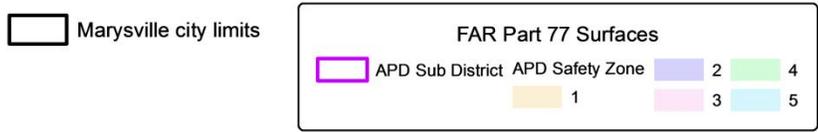
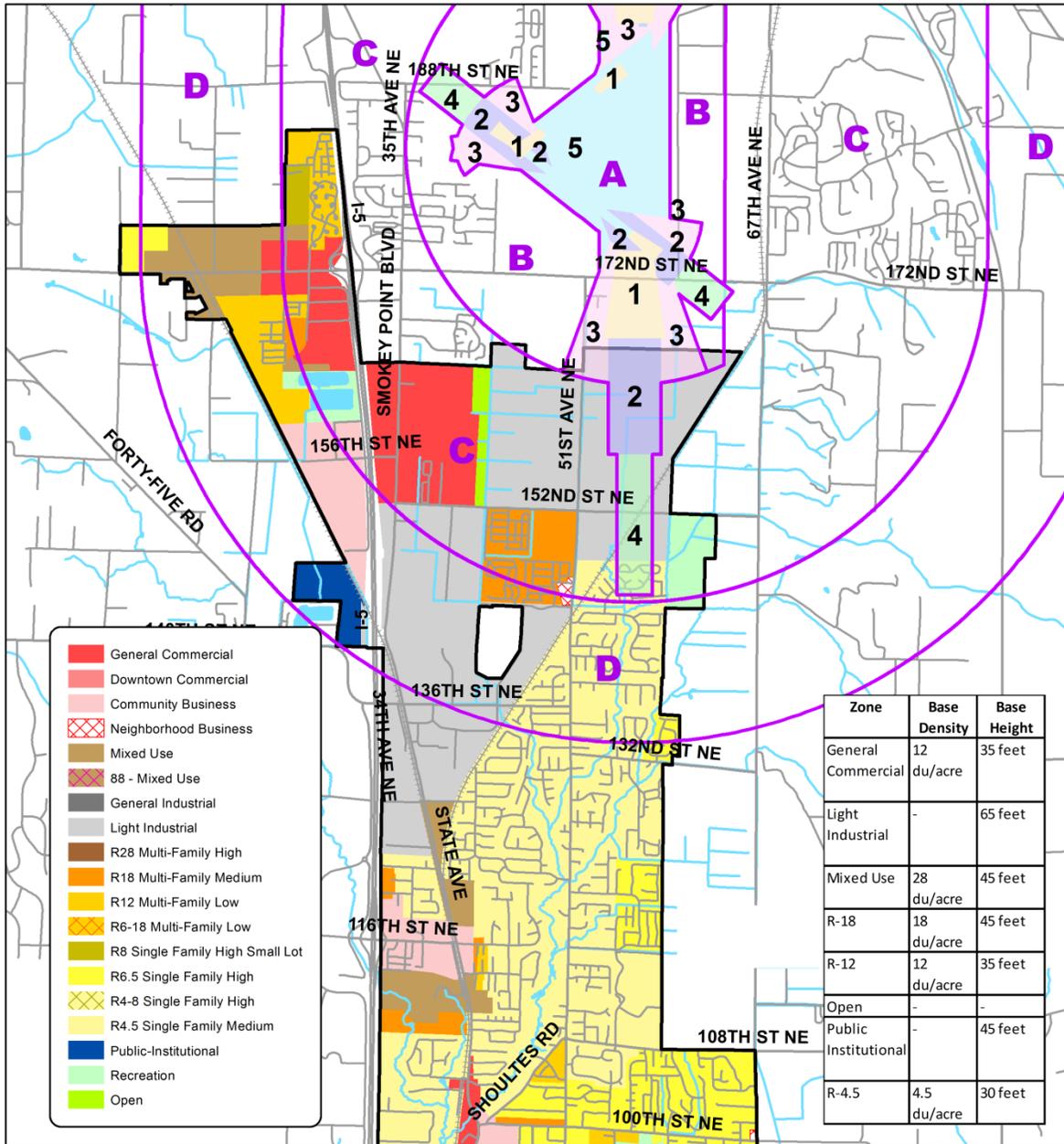


Figure 4-88 Zoning Relative to Arlington Airport Districts and Zones



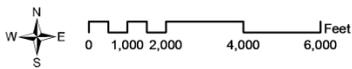
Arlington Airport Districts

Marysville city limits

FAR Part 77 Surfaces

APD Sub District APD Safety Zone

1 2 3 4 5



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).

II. 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 2025

	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.

Smokey Point Neighborhood Land Use

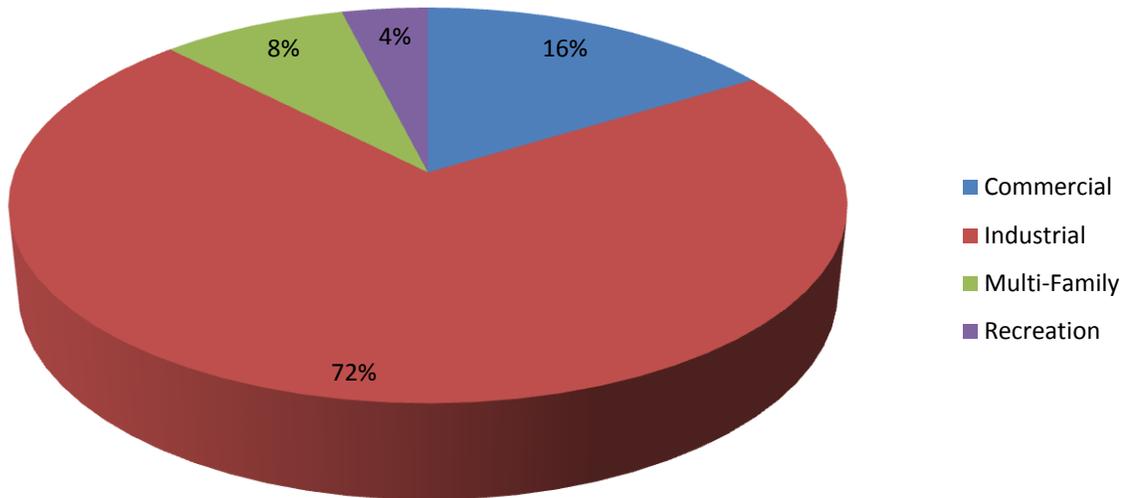


Figure 4-89 Smokey Point Neighborhood Land Use

III. 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.

IV. 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.

V. 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.
172 nd Street NE (connecting Interstate 5 and Highway 9)	Principal Arterial (State highway)	In city limits from west of I-5 to 11 th Avenue NE. Arterial streetscape and bicycle lanes.
136 th /140 th Street NE, west of Smokey Point Boulevard (connecting east and west sides of I-5)	Minor Arterial	Bicycles lanes for 136 th Street.
136 th Street NE, east of Smokey Point Boulevard (connecting Smokey Point Boulevard and 51 st Avenue NE)	Minor Arterial	Bicycle lanes.
51 st Avenue NE (connecting 172 nd Street NE to 136 th Street NE – this road also extends to Downtown)	Minor Arterial	Bicycle lanes.
132 nd Street NE (connecting 51 st and 67 th Avenues NE)	Collector Arterial	Bicycle lanes.
152 nd Street NE (connecting Smokey Point Boulevard and 67 th 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 & Need¹	Estimated Cost
152 nd Street NE (Smokey Point Boulevard to 43 rd Avenue NE)	Reconstruct to urban arterial standards including sidewalks and bike lanes.	Short-Range	Developer
152 nd Street NE (Smokey Point Boulevard to 51 st Avenue NE)	Shoulder widening.	Short-Range	\$125,000
51 st Avenue NE and 152 nd Street NE	Install a new traffic signal and turn lanes	Mid-Range	\$1,570,000
51 st 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.
51 st Avenue NE (160 th 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
47 th Avenue NE and 157 th Street NE (164 th Street NE to 54/55 th 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
43 rd 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
43 rd Avenue NE (152 nd 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

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54 th /55 th Avenue NE (152 nd Street NE to 164 th 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
164 th Street NE (43 rd Avenue NE to 59 th 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
160 th Street NE (Smokey Point Boulevard to 59 th 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
59 th Avenue NE (160 th 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
59 th 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 43 rd Avenue NE to SR 9)	Widen to 4/5 lane arterial including sidewalks and buffered bike lanes.	Long-Range	Other agency.
51 st Avenue NE (152 nd Street NE to 160 th Street NE)	Construct 3 lane arterial including sidewalks and buffered bike lanes. Provide right turn lanes at major intersections.	Long-Range	\$6,200,000
51 st Avenue NE (136 th Street to 152 nd Street NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	\$9,500,000
152 nd Street NE (51 st Avenue to city limits)	Widen to 4/5 lane arterial including sidewalks and multi-use trail.	Long-Range	\$7,930,000
152 nd Street NE (city limits to 67 th Avenue NE)	Widen to 4/5 lane arterial including sidewalks and multi-use trail.	Long-Range	Other agency.
136 th Street NE (State Avenue to 51 st Avenue NE)	Widen to 2/3 lane arterial including sidewalk and bike lanes.	Long-Range	\$7,010,000
156 th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI). Upgrade 156 th Street NE to 6/7 lane roadway near interchange. At Smokey Point Boulevard/156 th Street NE intersection,	Long-Range	Other agency

provide two northbound left-turn lanes and separate eastbound and southbound right-turn lanes.

156 th /152 nd Street Connector (Smokey Point Boulevard/156 th Street NE to 51 st Avenue NE/152 nd Street NE)	Construct 4/5 lane arterial including sidewalks and a multi-use trail. Includes new connector to 152 nd Street NE to the west at about 47 th Avenue NE.	Long-Range	\$18,440,000
67 th Avenue NE (108 th Street NE to 132 nd Street NE)	Reconstruct and widen to 2/3 lane arterial including bike routes and pedestrian facilities.	Long-Range	Other agency
67 th Avenue NE (152 nd Street NE to 132 nd 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, 51st Avenue and 152nd Street NE.

VI. 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 152 nd 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	152 nd Street NE		Temporary Use by Marysville School District
Centennial Trail connection	152 nd 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 67 th Avenue along 152 nd Street NE to tie into Marysville neighborhoods.

VII. Public Facilities and Services

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 Facilities, 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.

VIII. 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

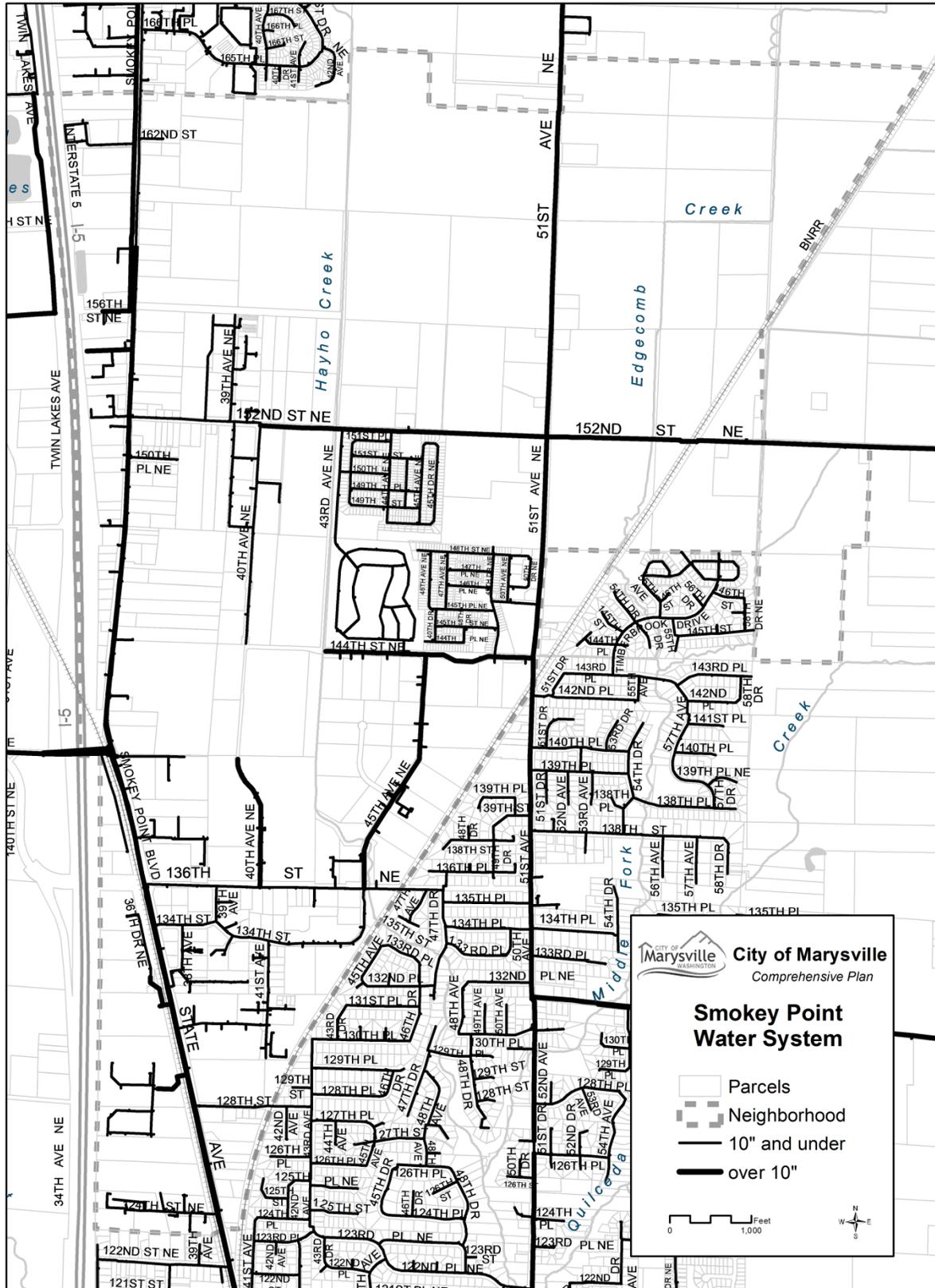


Figure 4-91 Smokey Point Neighborhood Sewer System

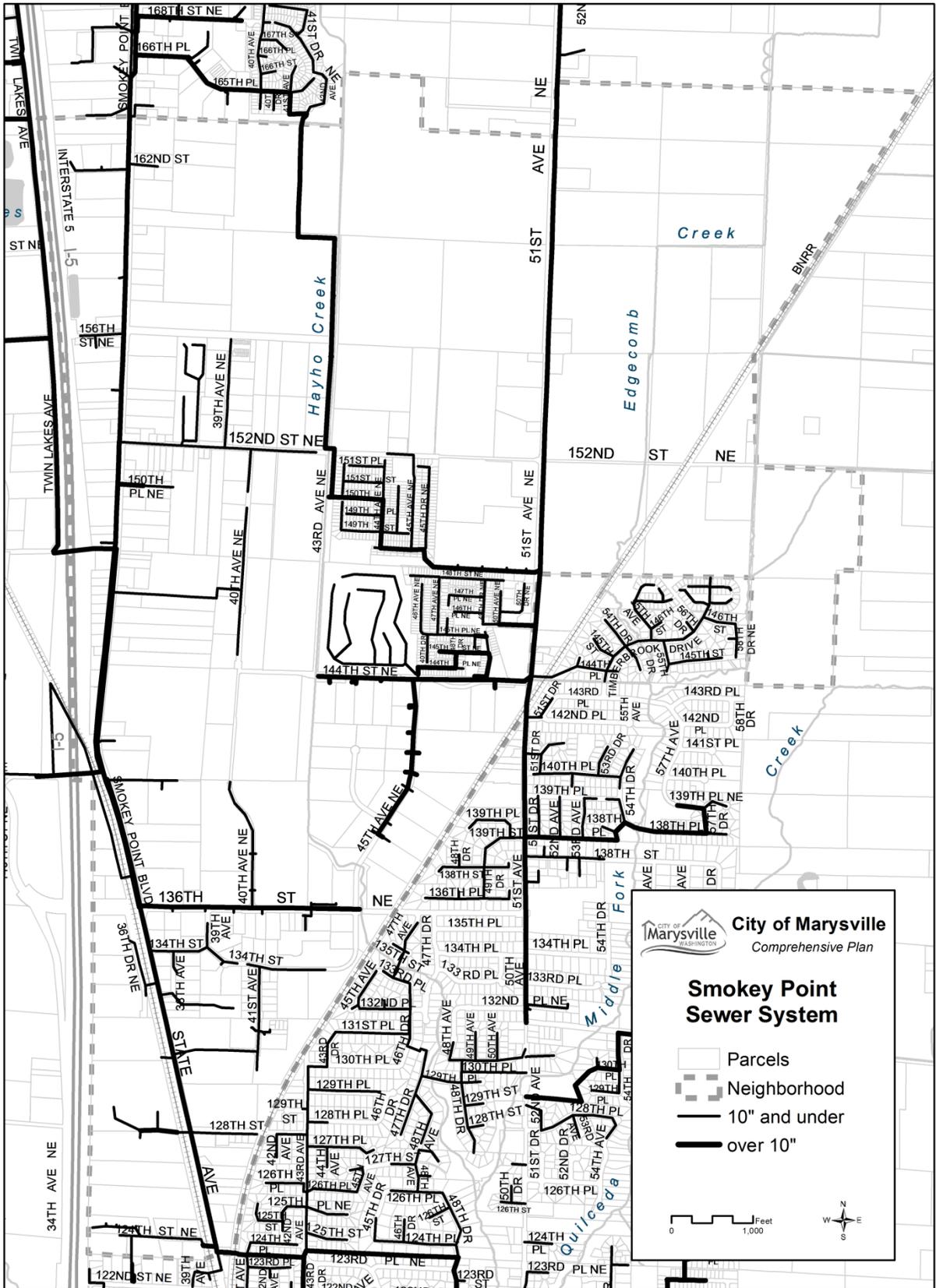
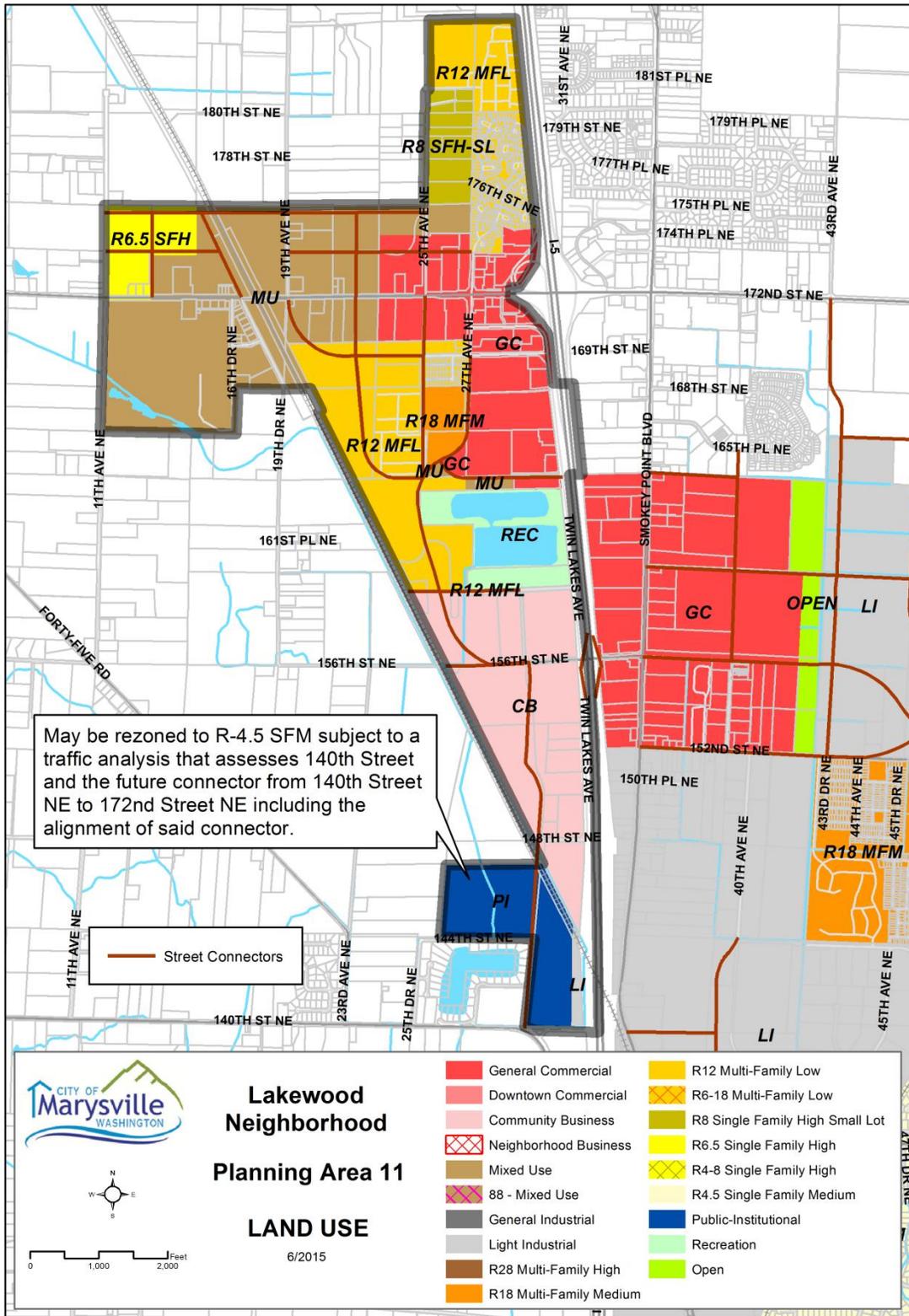


Figure 4-92 Planning Area 11 – Lakewood Neighborhood, Land Use Designations



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.

Lakewood Neighborhood Land Use

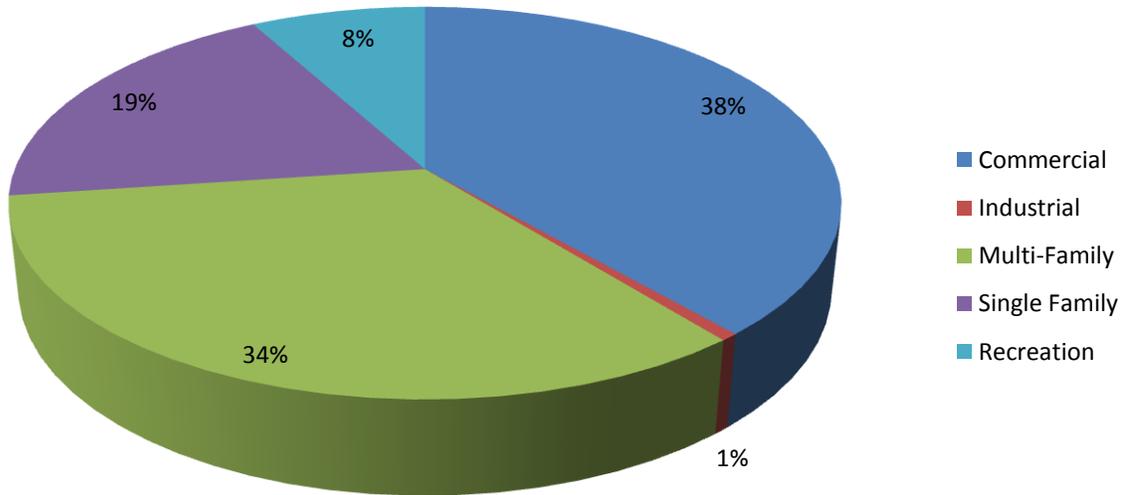


Figure 4-93 Lakewood Neighborhood Land Use

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
172 nd Street NE (connecting Interstate 5 and Hwy 9)	Principal Arterial	WSDOT
156 th 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
172 nd Street NE (27 th Avenue NE to 19 th Avenue NE)	Widen to 4/5 lane arterial with 20 planted buffer and multi-use trails.	Short-Range	\$8,560,000
174 th Street NE (21 st Avenue	Widen to 2/3 lane arterial with sidewalks	Short-	Developer

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NE to Railroad)	and bike lanes.	Range	
169 th Place NE (27 th Avenue NE to Twin Lakes Avenue)	Widen to 2/3 lane arterial with sidewalks and bike lanes.	Short-Range	Developer
19 th Avenue NE and 172 nd Street NE	Construct two-lane roundabout	Short-Range	\$1,020,000
23 rd Avenue NE and 172 nd Street NE	Construct two-lane roundabout	Short-Range	\$1,020,000
27 th Avenue NE and 172 nd Street NE	Modify signal operations with U-turn restrictions.	Short-Range	\$40,000
27 th Avenue NE (169 th Place NE to 25 th Avenue NE)	Construct 2/3 lane arterial with sidewalks and multi-use trail.	Short-Range	\$2,150,000
25 th Avenue NE (164 th Street NE to 156 th Street NE)	Construct 2/3 lane arterial with sidewalks and bike lanes.	Mid-Range	\$9,320,000
27 th Avenue NE and 172 nd Street NE (Phase 2)	Minor modifications to traffic signal.	Mid-Range	\$200,000
156 th Street NE & I-5 Ramps	Construct single-point urban interchange (SPUI). Upgrade 156 th Street NE to 6/7 lane roadway near interchange. At Smokey Point Boulevard/156 th 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 43 rd Avenue NE to SR 9)	Widen to 4/5 lane arterial including sidewalks and buffered bike lanes.	Long-Range	Other agency.
172 nd Street NE (19 th to 16 th Drive NE)	Construct new traffic signal at 16 th Drive NE, new two-lane roundabout at 19 th Avenue NE, and intersection improvements at 19 th Drive NE.	Long-Range	\$3,240,000
172 nd Street NE (19 th Avenue NE to 11 th Avenue NE)	Widen to 2/3 lane arterial including multi-use trail. At 16 th Drive NE intersection, add turn lane(2) and traffic signal when warranted. At 19 th Drive NE intersection, upgrade intersection to urban standards, and restrict northbound to westbound turn movements.	Long-Range	\$3,290,000
172 nd Street NE (connecting Interstate 5 and Hwy 9), from 27 th Avenue NE to SR 9	Widen to 5 lanes. (5 lanes to 11 th Avenue NE)		Other agency
156 th Street NE (11 th Avenue NE to 19 th Avenue NE)	Construct 2/3 lane arterial.	Long-Range	Developer
156 th Street NE Extension (27 th Avenue NE to 23 rd 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
156 th Street NE (19 th Avenue to 23 rd Avenue NE)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	Other agency
11 th Avenue NE and 172 nd Street NE	Construct one-lane roundabout.	Long-Range	\$840,000
19 th Avenue NE (172 nd to north city limits)	Construct 2/3 lane arterial including sidewalks and bike lanes.	Long-Range	\$2,190,000
19 th Avenue NE/169 th Place NE (172 nd Street NE to 27 th Avenue NE)	Construct 2/3 lane arterial with sidewalks and bike lanes.	Long-Range	\$9,320,000
23 rd Avenue NE (172 nd Street NE to 23 rd Avenue NE)	Construct 2/3 lane arterial with sidewalks, bike lanes, and multi-use trail.	Long-Range	\$13,880,000
140 th Street NE (23 rd Avenue NE to 31 st Avenue NE)	Widen to 2/3 lane arterial including bicycle and pedestrian facilities.	Long-Range	Other agency

27 th Avenue NE and 156 th 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 140 th Street NE (complete connection from 172 nd Street NE to 140 th 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

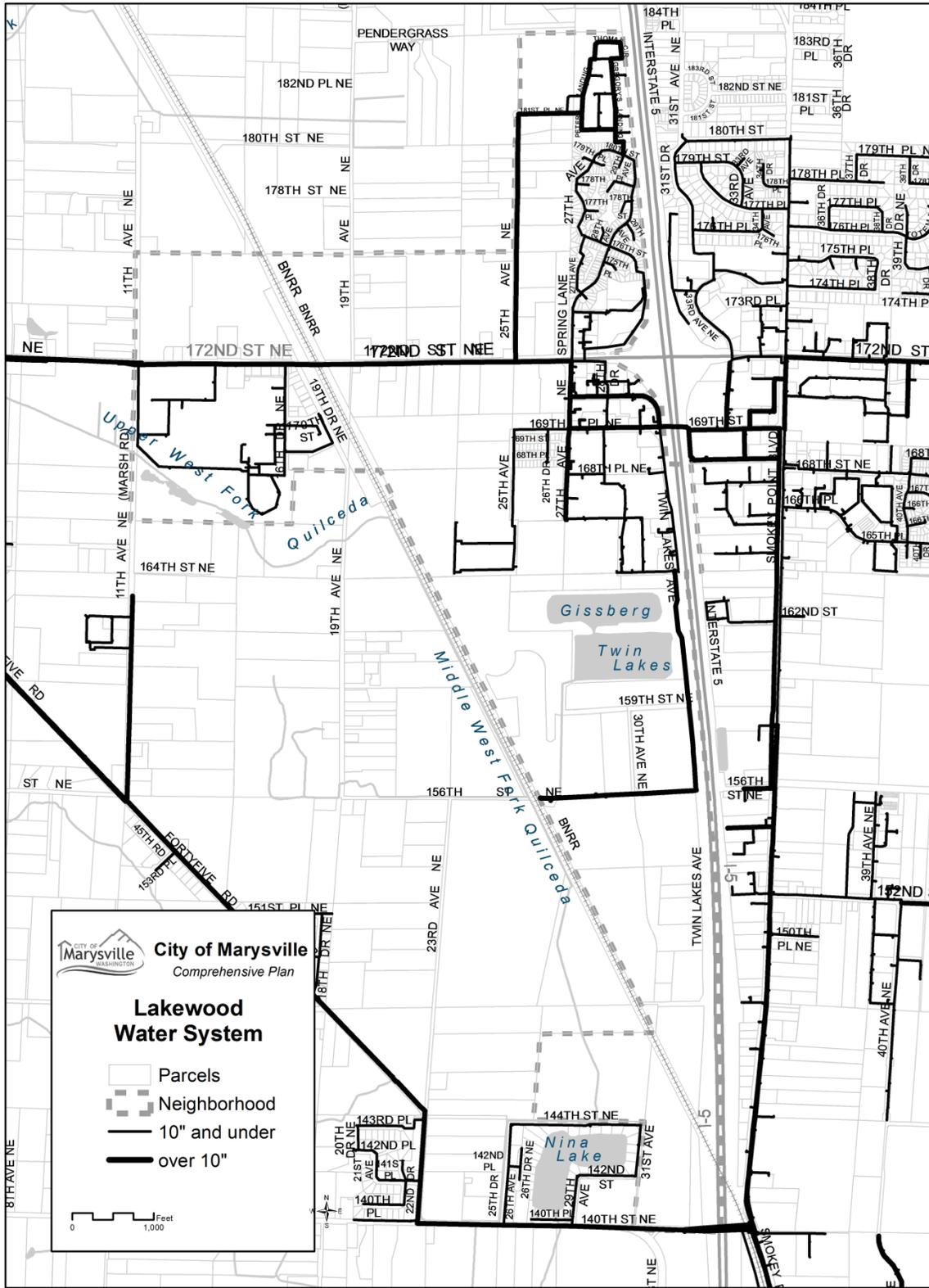


Figure 4-95 Lakewood Neighborhood Sewer System

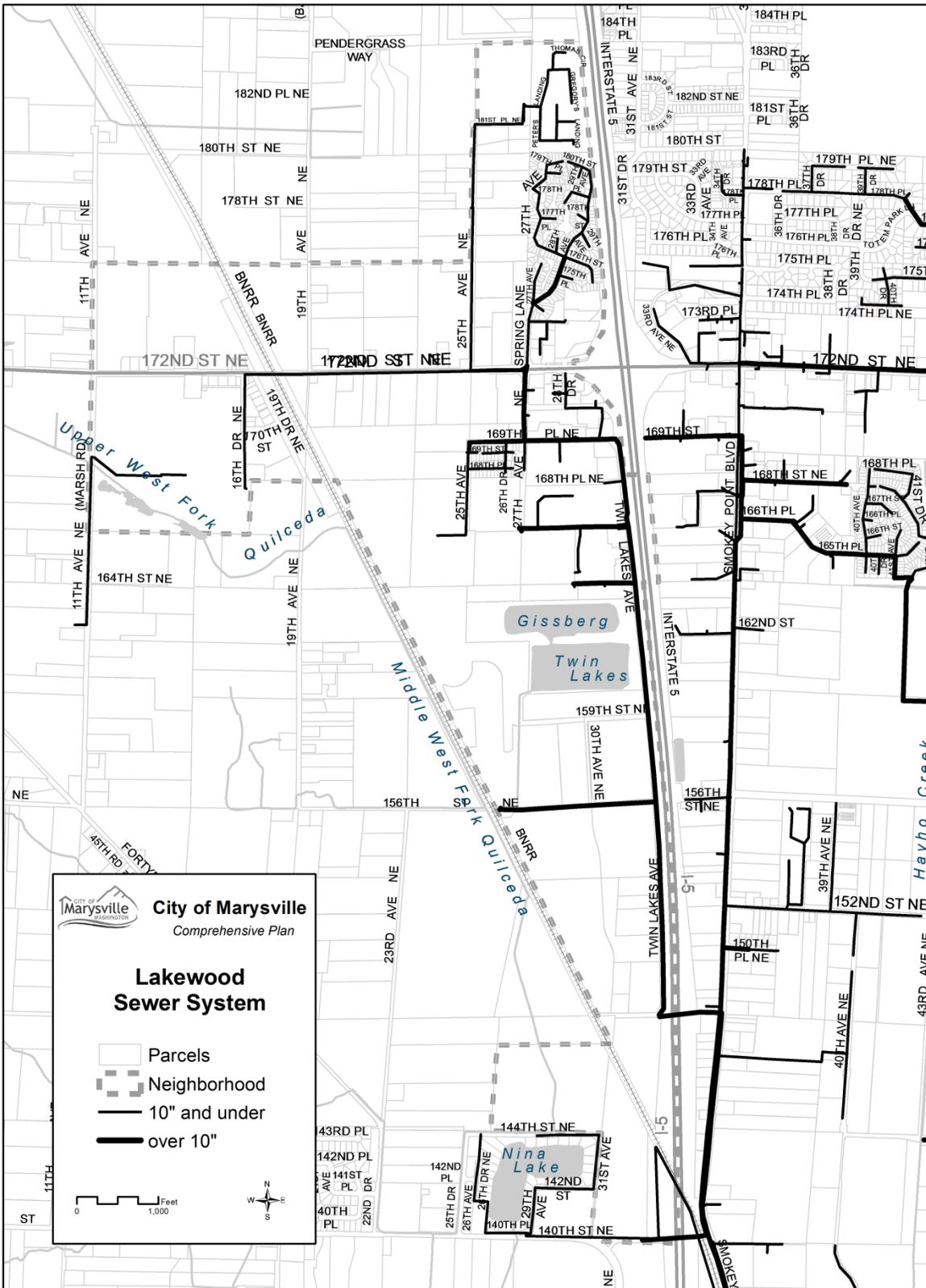
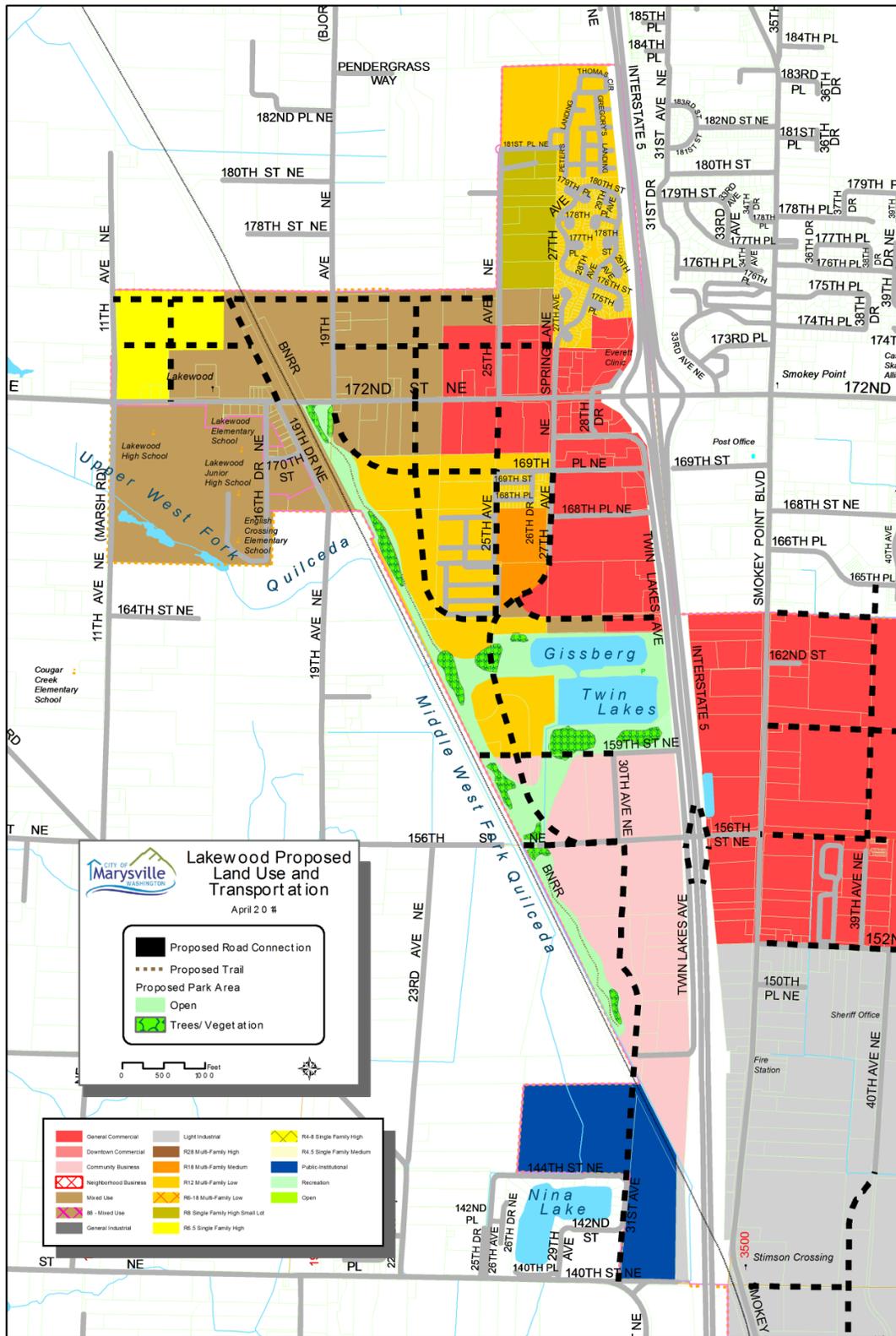


Figure 4-96 Lakewood Master Plan



Land Use Element
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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
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

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

	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	407	0	0	0	0	68	0	377	853	
	Buildable Acres	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	3	0	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	3	0	0	0	0	0	0	0	0	0	3
	Existing HU	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	106	0	549	655	
	Total HU	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	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	283	0	1,151	1,434	
Total Population	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	38	0	140	0	0	0	0	28	0	1,049	136	143	1,670	
	Buildable Acres	61	0	0	0	0	49	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	37	0	0	37	
	Additional Employment	944	0	0	0	0	647	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	97	0	0	1,688	
	Existing HU	14	0	0	0	0	22	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	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	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	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	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	492	0	2,101	0	0	0	0	0	0	8,870	1,518	1,232	14,794		

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CITY OF MARYSVILLE • COMPREHENSIVE PLAN

		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	

Land Use Element
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Marysville Integrated Comprehensive Plan, Development Regulations and FEIS

CITY OF MARYSVILLE • COMPREHENSIVE PLAN

	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	8	32	0	1	0	0	15	35	0	672	0	372	1,226	
	Buildable Acres	43	1	37	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	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	19	0	0	0	0	0	2	0	0	194	
	Total Employment	629	0	637	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	58	84	0	0	0	0	0	1	0	2,790	0	645	3,611	
	Additional HU	0	0	0	0	0	0	0	57	127	0	0	0	0	0	0	0	0	528	0	198	910
	Total HU	0	0	33	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	89	192	0	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	40	8	0	0	0	0	0	0	0	0	0	528	757	
	Buildable Acres	88	0	0	0	0	73	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	816	
	Additional Employment	462	0	0	0	0	902	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	2,180	
	Existing HU	131	0	1	0	0	68	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	312	22	0	0	0	0	0	0	0	0	0	228	1,164	
	Total HU	131	0	1	0	0	670	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	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	522	34	0	0	0	0	0	0	0	0	0	510	2,125	
Total Population	377	0	3	0	0	1,190	0	583	63	0	0	0	0	0	0	0	0	0	4,626	6,842		

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CITY OF MARYSVILLE • COMPREHENSIVE PLAN

		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
Shoultzes - 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	98	0	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	

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CITY OF MARYSVILLE • COMPREHENSIVE PLAN

		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	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	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	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	

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