

CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: March 25, 2013

AGENDA ITEM: PA 12033 – Amending Planning Area 10 <i>Smokey Point Neighborhood</i> Manufacturing-Industrial Center (MIC) designation & Chapter 4 “Land Use Element – Section B.III Industrial”	AGENDA SECTION: New Business	
PREPARED BY: Cheryl Dungan, Senior Planner	APPROVED BY:	
ATTACHMENTS: <ol style="list-style-type: none"> 1. PC Minutes dated March 12, 2013 2. Memo to PC from Cheryl Dungan dated March 6, 2013 3. Planning Area 10 Amendments (track changes) 4. Planning Area 10 Amendments FINAL 5. SEPA Addendum No. 22 	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

DESCRIPTION:

A NON-PROJECT Action *staff initiated* Comprehensive Plan Text Amendment to Chapter 4-Land Use Element Section(s): B.III ‘Industrial’; and Planning Area 10: *Smokey Point Neighborhood* amending goals and policies and chapter discussions related to the designation of a Manufacturing/Industrial Center (MIC) and adding a new map to the Comprehensive Plan identifying the specific boundaries of the MIC. The new map identifies a local area designated as the local Marysville MIC as well as the joint boundary with the City of Arlington for a future regional MIC designation. The establishment of the local MIC will help the city be eligible for competitive transportation funding. Regional MICs are designated by Snohomish County Tomorrow (SCT), Snohomish County’s public inter-jurisdictional forum of cities and Tribes; and by Puget Sound Regional Council (PSRC), which is the Puget Sound’s regional planning body.

Regional manufacturing/industrial centers are locations of intensive industrial activity. These centers are characterized by large continuous blocks served by the region’s major transportation infrastructure, including roads, rail, and air traffic. VISION 2040 discourages non-supportive land uses in regional manufacturing industrial centers, such as retail, non-related offices, or housing, in order to preserve the basic sector industries located in these centers. These centers are expected to accommodate a significant share of the region’s manufacturing industrial employment growth.

RECOMMENDED ACTION: Affirm the PC’s recommendation and adopt the NON-PROJECT Action *staff initiated* Comprehensive Plan Text Amendment strengthening the goals, polices , and chapter discussions related to the MIC designation for Planning Area 10; and adopting new map specifically delineating a local MIC boundary as well as identifying a regional Manufacturing-Industrial Center boundary, by Ordinance.

COUNCIL ACTION:

The Commission requested that additional information about insurance requirements be brought back for information purposes only.

The public hearing was closed at 7:26 p.m.

Manufacturing Industrial Centers Comp Plan Amendment

The hearing was opened at 7:27 p.m. Cheryl Dungan pointed out that copies of presentations regarding the *Marysville Waterfront Workshop Development Program and Recommendations* and the *Arlington-Marysville Manufacturing/Industrial Center* had been distributed to the Planning Commission.

She explained that a hearing was held previously to discuss establishing a Manufacturing/Industrial Center (MIC). This is a proposal to amend the Comprehensive Plan text to designate a local MIC as well as to help qualify for a future regional MIC jointly with the City of Arlington. Currently the Comprehensive Plan has some existing policies in place for centers, but staff felt some additional supplemental policies and establishing an actual boundary would be beneficial. The proposed amendments update goals and policies and discuss support for the future regional Marysville-Arlington MIC designation.

Discussion:

Chair Leifer referred to section III(a)(i) *Criteria and Standards* under *Land Uses* and asked why bodywork was excluded from this industrial zone. Ms. Dungan did not know why this would not be included. She suggested that they check the permitted use matrix. Mr. Holland looked in the City's Zoning Code and stated that the permitted use matrix is very broad in nature. Primary metal industries are allowed in both the Light Industrial and General Industrial zones. Fabricated Metal Products are allowed in the Business Park, Light Industrial and General Industrial zones. Motor Vehicle and Bicycle Manufacturing is allowed in the Light Industrial and General Industrial Zones. He stated it appears that body shops would be allowed in the industrial zones. There was consensus to strike the language prohibiting bodywork. Mr. Holland suggested checking to make sure this doesn't affect the uses allowed in the Smokey Pt. Master Plan boundary. Chair Leifer proposed that if it is allowed in the Smokey Pt. Master Plan, the exclusion should be stricken here. Staff concurred.

Commissioner Toler asked about section III *Industrial* under *Single Site Industrial* where it discusses uses that *might* be permitted. Ms. Dungan explained that this is existing language in the Comprehensive Plan. She explained that the Comprehensive Plan is a general guide for staff to develop a zoning code so it contains only general recommendations. Specifics are then laid out in the zoning code. She thought that in the actual zoning code, these uses are allowed.

Commissioner Hoen asked what spot developing is. Ms. Dungan explained that it is when a piece of property is developed out of character with the rest of the area. Mr. Holland further explained that spot zoning is also not allowed.

Commissioner Hoen referred to LU 16 regarding protecting small farms and agricultural uses in rural area and noted that this does not seem to be consistent with this plan. Ms. Dungan explained that it actually is consistent. Because the City has done a lot of annexations over the years, a Small Farm zone was developed. People can apply for this overlay zoning which is designed to offer small farms some protection from development adjacent to them.

Commissioner Hoen asked if there is anything that keeps the reservation from being part of the MIC so their development could be included in the jobs numbers. Ms. Dungan stated that they are not within the proposed boundary. She did not know if being on the reservation had anything to do with whether or not the Tribes could participate, but she thought they would be more of a retail center rather than a Manufacturing/Industrial Center.

Commissioner Toler asked what types of planes can land at the Arlington airport. Ms. Dungan replied that it could handle Lear jets and also B52's for firefighting. She wasn't sure if larger planes could be accommodated.

Commissioner Andes asked if Arlington's codes are similar to Marysville's. Ms. Dungan thought that they are fairly similar, but not identical. She is aware of Mixed Use zoning that Arlington has adopted in that area recently. The cities will be working together for the transportation system to make sure roads align and things like that. She reviewed the status of this process. Staff is pretty confident they will get the regional MIC zoning, but one of the biggest hurdles is the jobs number requirement of 10,000 jobs. Together they have approximately 4400 jobs, but there is a huge amount of capacity. They have the ability to be the second largest center in Snohomish County just behind Paine Field.

Chair Leifer then referred to section III(a)(i) *Criteria and Standards, Development Criteria* under *Planned Industry* and wondered why there would need to be an increase in buffers and open space. Ms. Dungan explained that what Chair Leifer was looking at was existing language in the Comprehensive Code which is not being proposed for change. Basically this was to guide staff in what the Zoning code should be.

Chair Leifer expressed concern about language regarding a requirement for a minimum of 80% non-retail in the MIC. He thought that this would interfere with the overall plan they have established with retail on the 152nd/156th Corridor and the 500-foot overlay they have on the Urban Corridor of State Avenue. Ms. Dungan concurred, but explained that this is PSRC criteria for a regional designation. More detail will be brought back as they move on in this process. She noted that 80% has to be manufacturing. Retail, unless it is associated with the businesses that are there, wouldn't be allowed in the MIC per PSRC criteria. Chair Leifer felt that people need to be able to access retail in this corridor. Ms. Dungan did not think it would entirely preclude retail development as this could be interpreted rather broadly. Chair Leifer summarized that they would need to continue working on this in the future. Staff concurred.

Commissioner Richards asked if we should switch the boundary over to keep Smokey Point out of the MIC. Ms. Dungan explained that they had expanded the boundary for existing jobs. Commissioner Richards suggested updating the map to include the 156th Street overcrossing. Staff concurred.

Mr. Holland summarized that in order to adopt a zoning code, the policies need to be included in the Comprehensive Plan. That is the reason for the broad language in the Comprehensive Plan.

Commissioner Toler indicated she was excited to see the MIC happen.

Chair Leifer noted that there was no one in the audience for the public hearing.

Motion made by Commissioner Richards, seconded by Commissioner Toler, to accept this as proposed and forward it to Council.

The hearing was closed at 7:55 p.m.

PREVIOUS WORKSHOP ITEMS:

Residential Site and Building Design Standards – DRAFT 2

Ms. Gemmer stated that the first proposed change was to make the orientation of the buildings more flexible than was proposed last time. For example, the primary building entrances do not need to be oriented toward the street if not feasible due to site conditions. Similarly, ground floor entries should be oriented toward the street, but different configurations are possible. The language used is *should* so it is not mandatory on ground floor entries, but dependent on different criteria.

On p.2, language was added to clarify the restriction that no more than 50% of the parking should be located between the building and a *public* street. Also, if there are multiple frontages, the restriction only applies to the road from which the main access is obtained.

In response to a concern by Commissioner Andes at a previous meeting, Mr. Holland pointed out that the existing language on page 2, section 3(a), deals with visual continuity between the proposed and existing development with respect to building setbacks, placement of structures, location of pedestrian and vehicle facilities and spacing from adjoining buildings. This is included in the language to ensure that we are looking at the surrounding areas.

On page 4, there had been some questions about lighting. Ms. Gemmer discussed research she had done with the Dark Sky Society in order to incorporate certain standards in this section. The language used is *should* so it will not be mandatory. She discussed some of the methods for achieving light control.



COMMUNITY DEVELOPMENT DEPARTMENT

80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

MEMORANDUM

DATE: March 6, 2013
TO: Planning Commission
FROM: Cheryl Dungan, Senior Planner
**RE: Manufacturing/Industrial Center (MIC) Comprehensive Plan
Amendments**

Introduction:

The Manufacturing/Industrial Center (MIC) Comprehensive Plan Amendments are City-initiated, City-wide text amendments to the City of Marysville Comprehensive Plan to amend goals and policies and chapter discussions related to the designation of a MIC overlay and adding a new map to the Comprehensive Plan showing the specific boundaries of the MIC.

Discussion:

The City is proposing text amendments in order to designate a local MIC as well as qualify for a future regional MIC designation jointly with the City of Arlington. The local MIC designation would identify the area as a major employment center that attracts manufacturing and industrial uses. By having this area designated as a local MIC, the City would be eligible for competitive transportation grant funding.

The proposed amendments also update existing goals and policies and comprehensive plan discussions to support the future regional Marysville-Arlington MIC. Each city is adopting separate comprehensive plan amendments and land use regulations related to the MIC. (The City of Arlington adopted comprehensive plan amendments related to the MIC in January of 2012). The regionally designated MIC would encompass areas within both city limits, with approximately 45.2% of the land area within Marysville. Regional MICs are designated by Snohomish County Tomorrow (SCT), Snohomish County's public inter-jurisdictional forum of cities and the Tribes; and by Puget Sound Regional Council (PSRC), which is the Puget Sound's regional planning body.

To be eligible for consideration as a regionally designated MIC by PSRC, an area must meet specific criteria, one of which is employment. The employment threshold for PSRC designation is a minimum of 10,000 existing jobs and a minimum employment target of 20,000 jobs. Currently, the joint Marysville/Arlington MIC area does not meet the threshold for existing jobs.

The current combined total of existing jobs within the Marysville/Arlington MIC is approximately 4,266 jobs; counting existing, available building capacity there are approximately 6,533 jobs in the joint MIC. According to the 2007 buildable land work done for the Transportation Plan and Smokey Point Master Plan, the area has the capacity for approximately 26,996 additional jobs. The County is currently undergoing an update to the Buildable Lands Report. The report will provide updated employment targets, as well as give employment estimates within the City by zoning district. This will allow staff to determine an updated employment estimate within the proposed MIC.

Another criteria for regional MIC designation is that 80% of the land within the MIC needs to be zoned for industrial uses. Currently, within the City's proposed local MIC, approximately 78% of the land is currently zoned Light Industrial. Additional land within the city may need to be designated industrial in the future to meet the PSRC criteria for regional designation.

Recommendation: Staff recommends the Planning Commission forward a recommendation of approval of the NON-PROJECT action MIC Comprehensive Plan amendments to the City Council.

Proposed Amendments to:

Chapter 4

Land Use Element

Section B.III 'Industrial'

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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 United States/Canada trade agreement 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 Blvd. area may reduce available lands.

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

Planned Industry

Planned, relatively large acreage lots for several businesses. Certain commercial uses would also be allowed within industrial parks, such as warehousing and sales with low associated traffic.

Single Site Industrial

Primarily individual projects used for infilling areas that have already developed. This proposed land use would primarily permit industrial land uses.

Moderate and heavy intensity industrial uses would have a separate permit and review process that would permit them in business park and light industrial areas when they meet certain performance standards for review of noise, odor, pollution in the context of the specific site's surrounding land uses or sensitive areas. Factors that should be considered are: traffic impacts; automobile and truck; emissions; type and volume; noise; decibels; light and glare; amount and time; ability to mitigate; hours of operation; types of adjacent uses; ability to buffer or mitigate; and proximity to and effect on sensitive areas. Uses that might be permitted would be manufacturing, processing, fabrication and assembling of products or materials, some types of warehousing and storage, and transportation facilities.

Manufacturing/Industrial Center (MIC)

The Marysville-Smokey Point MIC is a locally designated area which includes all Light Industrially (LI) zoned land, and some limited areas of commercial along Smokey Point Blvd and a portion of 152nd St NE. The boundaries of this area are shown in Figure 4-6 of the Comprehensive Plan.

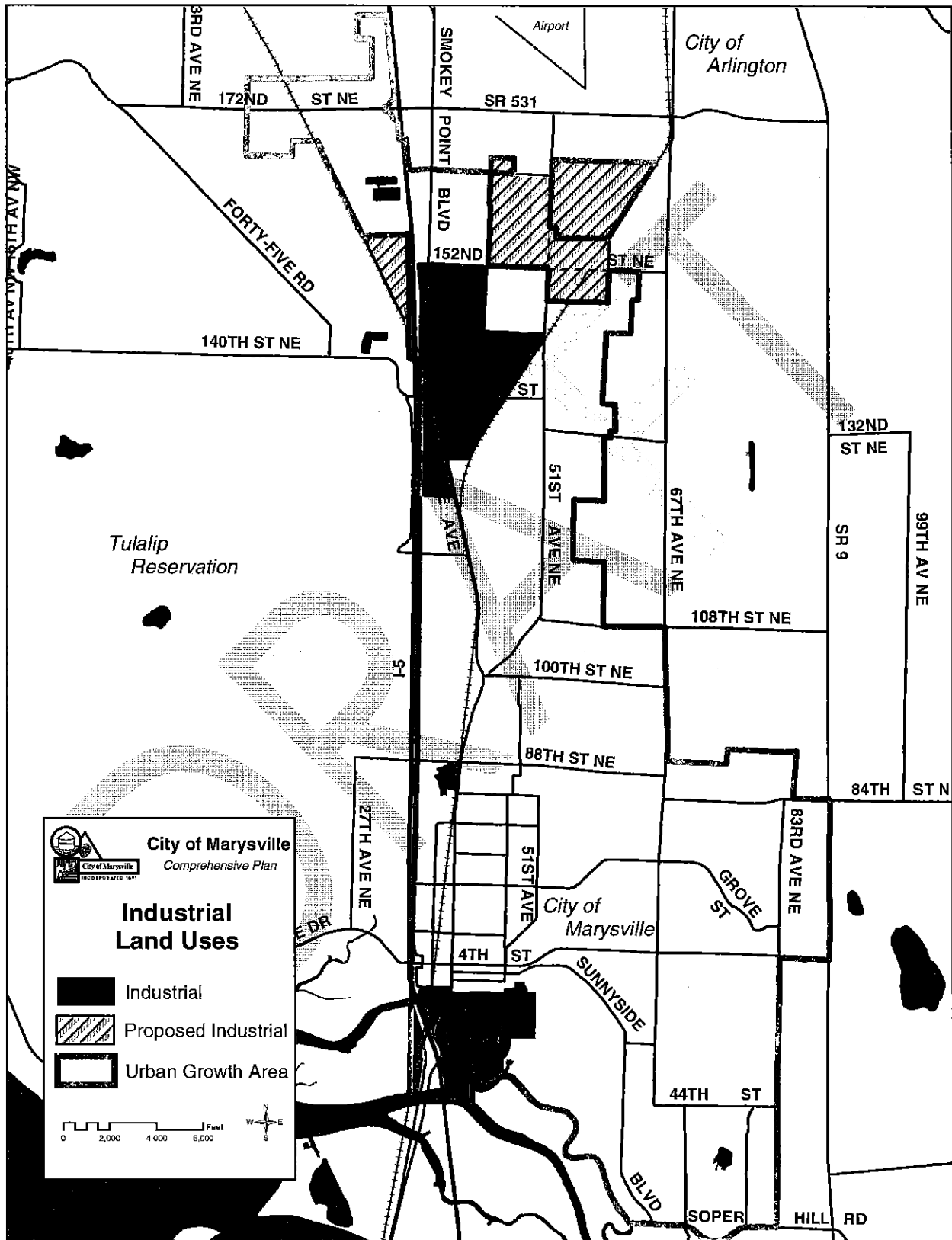
The area encompasses approximately 1,728 acres, most of which is zoned Light Industrial. The designation of this area as a MIC supports concentrated uses for high-intensity manufacturing and business park uses, while limiting large areas of retail and residential. MIC's are intended to accommodate a 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.

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Figure 4-5 Industrial Land Uses Map



a. General Industrial, Light Industrial Zones and Manufacturing/Industrial Center 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 repairs (not including body work) and washing, recycling center, public utility, government facility, public transit shelter
- Planned Industry, also permits fast food and sit down restaurants, taverns, banking and related services, entertainment and recreation, office uses, secretarial services, daycare or mini-school as support services

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

- 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
 - Identifies height limits and Floor Area Ratios
 - 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:

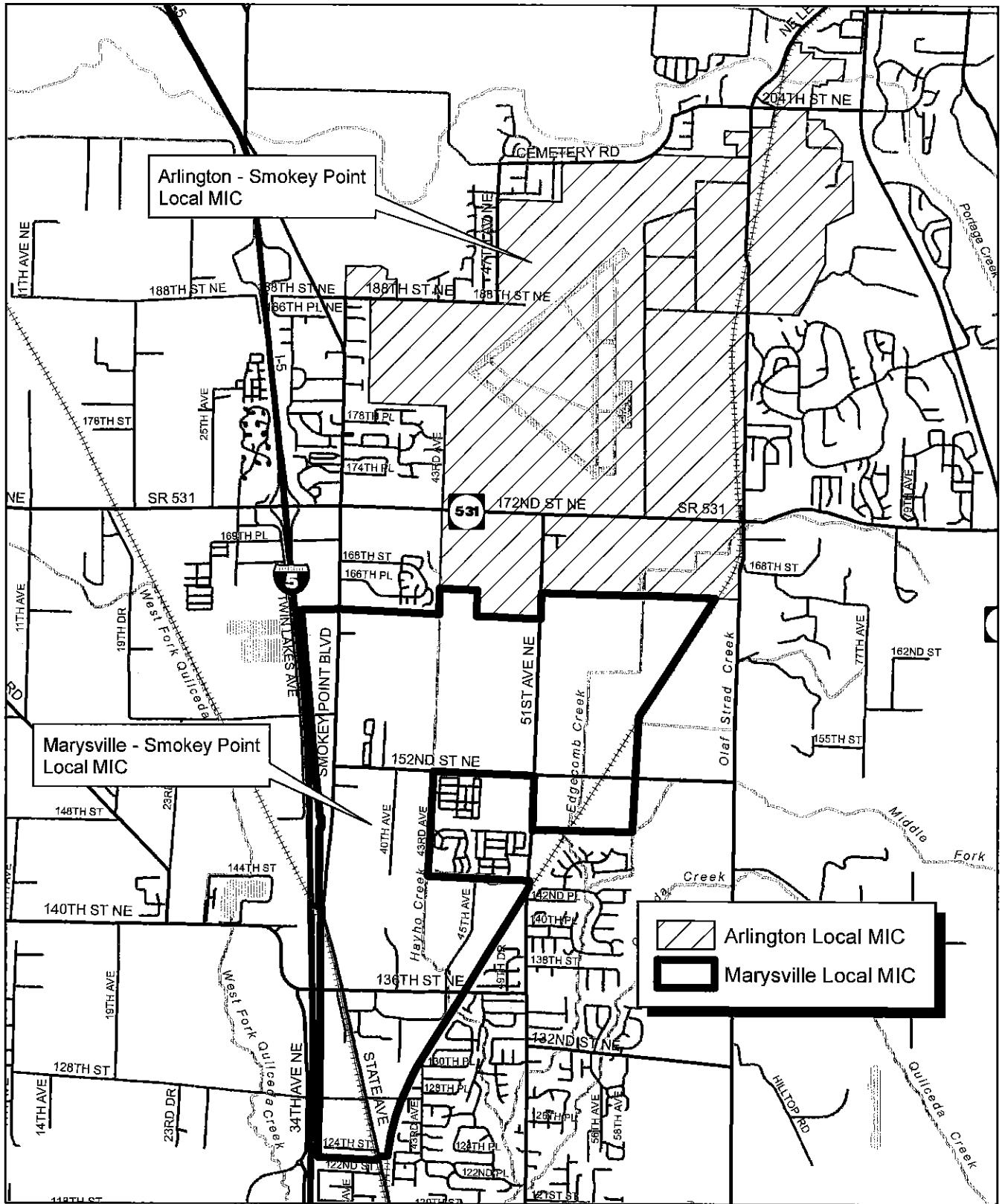
- Minimum acreage to allow for buffers, additional landscaping and setbacks; and to prevent spot development
- Change current site standards to:
 - Increase Buffers (buffers include trees, shrubs, and fences)
 - Increase Open space
 - Increase Landscaping: parking areas; street and yard trees
 - Identifies 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.



Marysville-Smokey Point Local MIC

November 2012

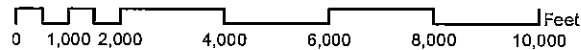


Figure 4-6

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 a fair share of regional growth, 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.
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.
- ~~14.~~15. Seek regional 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 residential dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will probably include a major employment center.
- LU-5 Encourage citizen participation in all decisions affecting growth in the community.

- LU-6 Expand public facilities and services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability and resources to provide basic community services such as but not limited to the street system, water and sewer utilities, stormwater system, park and recreation, schools, police, fire and other general administrative functions.
- 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 development site plans sensitive to natural land forms, water resources, and life systems.
- LU-11 To reduce reliance on the private automobile, 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 RUTA's 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.

h. 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. To insure 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-17~~LU-20 Limit industrial development to Urban Growth Areas.
- ~~LU-18~~LU-21 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-19~~LU-22 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-20~~LU-23 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-21~~LU-24 Locate industrial development in compact, well-defined centers within Urban Growth Areas.
- ~~LU-22~~LU-25 Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.
- ~~LU-23~~LU-26 Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.
- ~~LU-24~~LU-27 Industrial businesses shall provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations.
- ~~LU-25~~LU-28 Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.
- ~~LU-26~~LU-29 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-27~~LU-30 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-31~~LU-31 Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be Business or Industrial Parks to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.

LU-32 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-33 Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the MIC are buffered from the impacts to residential uses.

LU-34 Ensure at least a minimum of 80% 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.

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Proposed Amendments to:

Chapter 4
Land Use Element
Planning Area 10

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PLANNING AREA #10: SMOKEY POINT NEIGHBORHOOD

This planning area abuts the northernmost limit of the City, east of Interstate 5 and is a potential candidate for a regional manufacturing/industrial center. 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 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. The City's regional stormwater facilities will alleviate the on-site detention requirements for many properties.

The northeast portion of the planning area was designated for a Master Plan Overlay in the City's 2005 Comprehensive Plan Update. In June 2008, the Marysville City Council adopted the Smokey Point Master Plan. 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, as depicted in Figure 4-83.

Development and design guidelines in the Master Plan focus on infrastructure, urban design and site development patterns. More specifically, these include development layout, building orientation, architectural elements and relationships to parking, open space, landscaping, and signage/way finding. The Smokey Point Master Plan Area (MPA) includes restoration and enhancement alternatives for Edgecomb Creek, a street network plan, and a conceptual stormwater system.

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 Smokey Point Master Plan will balance the needs of commerce and necessary public infrastructure with environmental needs in a largely undeveloped area.

Since the 1980s, the City and Snohomish County have said the Smokey Point MPA plays a key role in economic development goals for the region. Smokey Point has been identified as the City's most valuable asset for future economic development -

specifically for light industrial and business park uses. Strengthening Marysville's employment base is a strong desire of the community and City leadership.

The City has experienced steady growth over the last ten years in the retail, commercial and residential areas of the City, with some limited industrial uses. In the 2005 Comprehensive Plan update, the City identified the importance of establishing further commercial/light industrial businesses and providing jobs and living wages for residents of Marysville and north Snohomish County.

The Smokey Point MPA was annexed into the City of Marysville in February 2007 (Ordinance No. 2687). Annexation provided land for commercial/light industrial development, which is compatible with the City of Arlington Airport, WSDOT airport guidelines, and FAA safety zone restrictions.

In order to effectively implement these visions and goals, the Smokey Point Master Plan, with defined elements and restriction, provides the guidance and framework for development in this area.

The intent of an overall master plan for development is to provide design guidance that coordinates the "look and feel" of the project while ensuring ecological and environmental responsibility and providing efficient functioning of the Smokey Point neighborhood.

II. Land Use

This Smokey Pointe Planning Area covers 1,859 total gross acres, with 1,089 net acres for development, and 675 acres in the Smokey Point MPA. It is largely undeveloped or underdeveloped. General commercial and industrial manufacturing uses dominate the west side of Smokey Point Boulevard, and scattered residential, commercial and predominately vacant land are located east of Smokey Point Boulevard. 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 and south sides of 152nd Street NE, east of Smokey Point Boulevard. Interstate 5 is the other primary component that gives this area its character. 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, the availability of large vacant tracts and infrastructure (water, sewer, roads, rail & air transport) are significant opportunities. The high groundwater, wetlands and streams have been constraints that must be considered in any future development proposal.

Any portion of the Smokey Point Neighborhood outside of the Smokey Point MPA is not subject to the provisions of the Smokey Point Master Plan.

Table 4-58 details the land use distribution for the Smokey Point Neighborhood.

Table 4-58 Smokey Point Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	LI	GC	NB	MU	MFM	SFH	Rec	Pub	Total
Gross Buildable Acres	1299.8	300.6	5.1	15.5	114.6	3.8	71.7	47.8	1858.8
Buildable Acres	764.6	145.7	5.1	15.4	75.4	1.2	46.1	35.9	1089.2
Existing DU's	57	166	0	20	590	0	1	0	834
Existing Pop.	134	427	0	55	1501	0	3	0	2121
Existing Employees	2400	312	0	12	0	0	0	0	2724
Additional DU's	0	0	0	83	65	0	0	0	148
Additional Pop.	0	0	0	166	130	0	0	0	296
Additional Employees	7916	1206	60	45	0	0	0	14	9241
Total DU's	57	166	0	103	655	0	1	0	982
Total Population	134	427	0	221	1631	0	3	0	2417
Total Employees	10316	1518	60	57	0	0	0	14	11965

The prior subarea plan for Smokey Point included an analysis of opportunities and constraints for the subarea as shown in Table 4-59. These remain relevant today for consideration of land uses and future development.

Table 4-59 Opportunities and Constraints, Analysis for the Smokey Point Neighborhood

Opportunities:	Constraints:
<ol style="list-style-type: none"> 1) Immediate proximity to I-5. 2) Over 300 acres within the City limits that is relatively flat and largely vacant or undeveloped. 3) Over 700 acres adjacent to the City limits, designated Urban Reserve, that afford opportunities for economic growth, open space protection, stormwater planning, stream and wetland habitat restoration, and transportation planning. 4) Necessary public services are in the vicinity of the site. Public water and sanitary sewers are adjacent to the site. 5) Much of the property are large tracts with few property owners. 6) Significant public facilities assembled along the 152nd Street corridor, including a 72-acre park site, Strawberry Fields, Marysville School District proposed elementary and middle school sites, and community ballfields within the area. The Centennial Trail is located east of 67th Avenue at 152nd Street NE. 7) Adjacent uses include the Arlington Municipal Airport, an important regional facility and attractant for manufacturing and industrial job growth in the area. 8) <u>Current Marysville-Smokey Point local MIC designation; Potential candidate for a joint</u> 	<ol style="list-style-type: none"> 1) High groundwater table, making drainage options increasingly expensive and difficult under current DOE standards. 2) Environmentally sensitive area issues include headwaters to Middle Fork Quilceda Creek and Smokey Point Channel. 3) No immediate access to a major arterial to Interstate 5 4) Poor transportation connectivity to area roads. 5) Arlington Airport flight path and noise issues. 6) Significant environmentally sensitive areas (streams, wetlands, buffers) in the subarea that limit the development potential, and will restrict design of future infrastructure improvements. 7) Timing and financing of public improvements. 8) Lack of community or aesthetic appeal of existing developments and design standards.

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.
- ❖ 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, as well as reducing impervious surfaces through joint or shared parking, increasing transit usage, and using 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 will 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 of the subarea.
- ❖ Identify commercial areas in key transportation corridors to encourage employees or residents to shop in Marysville.
- ❖ Plan for transit and transit centers.

- ❖ Recognize Smokey Point (including South Smokey Point) as an local economic Manufacturing/Industrial eCenter.
- ❖ 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. Area access, topography, parcel ownership patterns, historic and current zoning patterns, and infrastructure support the ~~proposed employment land uses~~ 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 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 do not penetrate the 100:1 airspace restrictions
- Ensure an FAA airspace form has been approved (Form 7460-1)
- Ensure that projects meet the airport compatibility requirements

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 Industrial (AI) zoning within the *Land Use Code* of the City of Arlington. The AI Zone encompasses all of the existing airport property.

The airport encompasses approximately 1189 acres and consists of two runways and several taxiways. A large area of industrial zoning is located directly east of the airport between 59th Avenue NE and 67th Avenue NE, east of 67th Avenue NE.

Land Use Compatibility

An "airport influence area" (AIA) is an area 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 Arlington Airport is divided into six individual zones each with their own land use regulations and guidelines. Four of these zones, as illustrated in Figure 4-84, overlay the Smokey Point Neighborhood. They include:

DRAFT

- Inner Safety Zone (ISZ)/Zone 2
- Inner Turning Zone (ITZ)/Zone 3
- Outer Safety Zone (OSZ)/Zone 4
- Traffic Pattern Zone (ITZ)/Zone 6

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 airport's Master Plan standard (see Table 4-60). 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 - LI zone classification, are generally allowed and do not generate a large gathering of people.

Table 4-60: Allowed Land Uses within the Arlington Airport AIA Zones

Land Use(1)	Inner Safety Zone (ISZ)/Zone 2	Inner Turning Zone (ITZ)/Zone 3	Outer Safety Zone (OSZ)/Zone 4	Traffic Pattern Zone (ITZ)/Zone 6
Residential	Prohibited	Allowed	Allowed	Allowed
Commercial	Allowed	Allowed	Allowed	Allowed
Industrial	Allowed	Allowed	Allowed	Allowed
Recreational	Prohibited	Allowed	Allowed	Allowed
Public (2)	Prohibited	Prohibited	Prohibited	Allowed

- (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

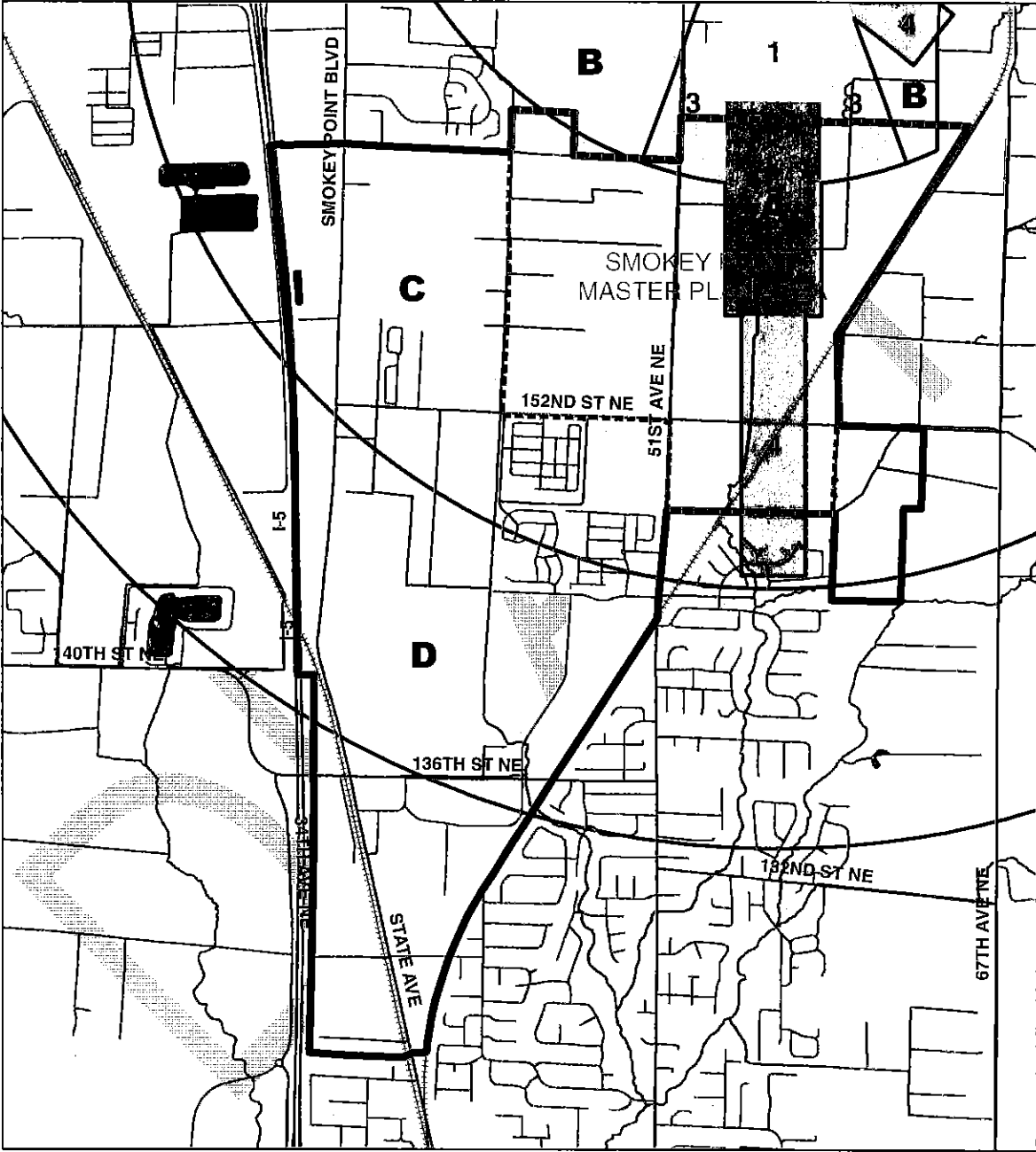
Noise levels around airports are generally broken down into three categories:

- 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 restriction are required other than those listed in the Arlington Airport Master Plan.

Figure 4-84 Arlington Airport District and Zones

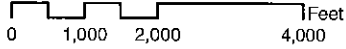


Arlington Airport Districts & Zones - Smokey Point Neighborhood



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

- Airport Zones
- 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 MPA, 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 Edgcomb 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 the 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

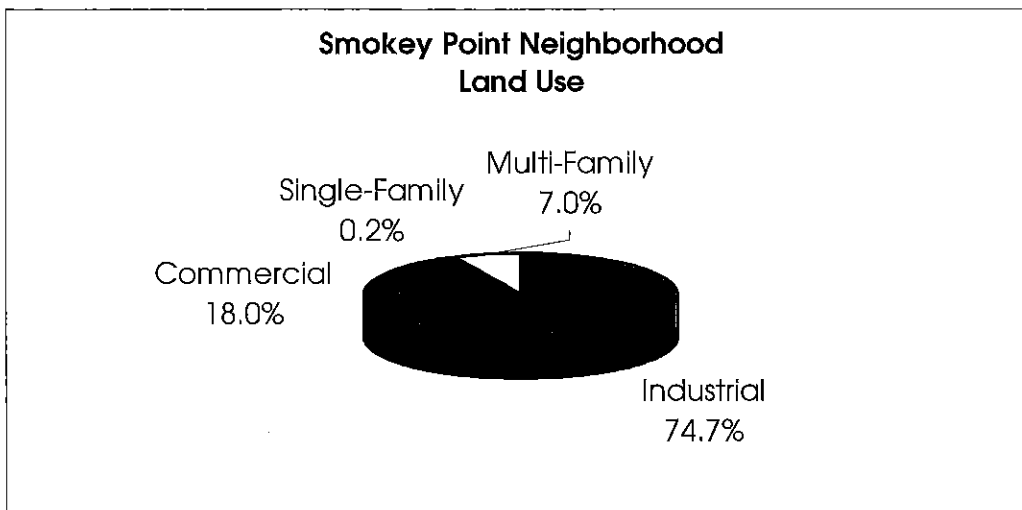
The Smokey Point Neighborhood includes approximately 1859 acres. The land capacity analysis identifies 1,089 net acres for development within the neighborhood. Table 4-61 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025.

Table 4-61 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	834	982
Population Estimate	2,121	2,417
Employment Estimate	2,724	11,965

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 4-85.

Figure 4-85 Smokey Point Neighborhood Land Use



III. Environmental and Resource Management

a. Topography

The Smokey Point neighborhood is located in the Marysville trough. The Marysville trough is an expansive, nearly flat, alluvial plain stretching 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 study area 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 19.24.060 and 19.24.340.

Two named streams, Hayho Creek (West Branch of the Middle Fork of Quilceda Creek), and Edgcomb 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 Edgcomb 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 19.24, 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, dependent 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 0.236 jobs per person. 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). The City needs to show strong leadership in implementation of these plans.

V. Transportation

The transportation evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, the City of Arlington, Snohomish County, and other jurisdictions. The evaluation also takes into consideration existing and future regional roads, transit services, and non-motorized facilities.

TRAFFIC FORECASTING METHODOLOGY

Travel forecasting for the Smokey Point Neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Council (PSRC).

Land use assumptions in the Traffic Analysis Zones (TAZs) of the City's T-Model that relate to the Smokey Point Neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The land use assumptions were adjusted in the T-Model/2 program for the Smokey Point Neighborhood, the Lakewood Neighborhood and the Tulalip Indian Reservation.

The road network assumptions of the current T-Model/2 program were also revised to include future road connections.

A new cross-town principle arterial road would be constructed from the Lakewood Neighborhood to the west on the 156th Street right-of-way, across I-5 to intersect with Smokey Point Boulevard, continuing east and curving south to align with the 152nd Street right-of-way at some point east of 43rd Avenue, and then continuing east to 51st and 67th Avenues, or ultimately even to SR 9. A new interchange could make a more direct connection to I-5 at the 156th Street intersection in the long-term future. The T-Model/2 program was run to provide new traffic forecasts for the year 2025 using these land use and road network adjustments, with and without a new interchange at I-5.

TRAFFIC DEMANDS AND ARTERIAL ROAD CLASSIFICATIONS

Results from the traffic model are summarized by road in Table 4-62. These estimates indicate that there will be heavy traffic demands in the east-west direction on 172nd Street and 156th / 152nd Streets and in the north-south direction on Smokey Point Boulevard, 51st Avenue, and 67th Avenues.

Marysville City Council passed Ordinance No. 2827, on September 20, 2010, ordering the construction of an I-5 overpass, at 156th Street NE, pursuant to property owners' petition, establishing Local Improvement District No. 71. The 156th Street NE I-5 overpass will connect 152nd Street west and north of I-5 and could carry up to 22,000 vehicles per

day, at the west end. The 156th Street NE I-5 overpass is anticipated to alleviate congestion at 172nd Street NE.

The highest volumes in the north-south direction will be on Smokey Point Boulevard, where traffic demands could reach 24,000 vehicles per day. 67th Avenue could carry up to 14,000 vehicles per day south of 152nd Street. At the south end 51st Avenue could carry up to 19,000 vehicles per day. 43rd Avenue could carry up to 7,000 vehicles per day and 59th Avenue could carry up to 5,000 vehicles per day.

Table 4-62: Estimated 2025 Daily Traffic Volumes

Corridors	Minimum	Maximum
East-West Streets		
172 nd Street (SR 531)	28,000	38,000
160 th Street	8,000	9,000
156 th / 152 nd Street	18,000	22,000
152 nd Street (West)	5,000	5,000
North-South Streets		
Smokey Point Blvd.	20,000	24,000
43 rd Avenue	4,000	7,000
51 st Avenue	13,000	19,000
59 th Avenue	5,000	5,000
67 th Avenue	8,000	14,000

STREET NETWORK AND ALTERNATIVE NETWORK IMPROVEMENTS

Based on these analyses, the following road improvements are recommended as summarized in Table 4-63. The road concepts summarized herein may be revised as more advanced critical area review and engineering analyses is completed. Other road alignments are acceptable, as long as the north-south, or east-west continuity goals are reached, and the affected property owners demonstrate funding support and mitigation (if critical area crossing and fill is required) for the alignment.

Table 4-63: Recommended Arterial Road System

	From	To	Lanes
Principle Arterials			
SR 531 (172 nd Street)	I-5 Interchange	SR 9	5
152 nd / 156 th Street	I-5 Interchange	67 th Ave. / SR 9	5
Smokey Point Boulevard	152 nd Street	172 nd Street	5
51 st Avenue	1400' south of 152 nd Street NE	172 nd Street	5
Minor Arterials			
160 th Street	Smokey Point	59 th Avenue	3
152 nd Street West	Smokey Point	43 rd Avenue	3
43 rd Avenue	152 nd Street	172 nd Street	3
59 th Avenue	160 th Street	172 nd Street	3

Development Guidelines – Street Network

The street networks, in regards to right-of way and landscape widths will be designed pursuant to the City’s Engineering Design and Development Standards (EDDS), with exceptions to right-of-way width and median/street landscaping width(s) considered during design review.

- **152nd Street** will be realigned to 156th Street east of 43rd Avenue and classified as a Principal Arterial, with two travel lanes in each direction and a center landscaped boulevard (width to be determined during design review) with left-turn pockets at key intersections. Traffic control signals will be required at the intersections of 43rd Avenue and 51st Avenue. A multi-purpose trail or road-side path will be provided on the south side of the road to connect Lakewood with Strawberry Fields Park. 152nd Street will be designed for primary bus routes. A corridor design study will be initiated by the City to determine a preferred alignment to connect 152nd Street to 156th Street, which will consider access management to adjacent property developments.
- **152nd Street West of 43rd Avenue** will be retained as a Three Lane Minor Arterial from Smokey Point Boulevard through to 43rd Avenue.
- **160th Street** will be classified as a Minor Arterial and designed for three lanes east of Smokey Point Boulevard to 59th Avenue.
- **43rd Avenue** will be classified as a Minor Arterial and designed for three lanes from 152nd Street to 172nd Street (SR 531). The final alignment will consider the parallel Hayho Creek and wetlands. Bike lanes will be provided or a multi-purpose trail could be incorporated into the buffers areas, as determined by the City code, on the west side of the road.
- **51st Avenue** will be classified as a Principal Arterial and designed for five lanes with bike lanes. 51st Avenue will be designed for primary bus routes. Traffic control signals will eventually be required at 160th Street and 152nd Street. Additional traffic control

signals could be provided at one or two other locations along 51st Avenue to provide access to Collector Streets to service developments in the MPA.

- **59th Avenue** will be classified as a Minor Arterial and designed for three lanes from 172nd St (SR 531 to 160th Street). 59th Avenue could be extended south of 160th Street to 152nd Street if a new grade separation crossing of the BNSF railroad tracks is approved and constructed.
- **Collector Streets**, in conjunction with adopted City street standards, may be designed by developers to provide the appropriate level of access to adjoining properties. These streets may have signal controlled intersections on the Principal Arterials if appropriately spaced.

TRANSIT FACILITIES

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 200, 201, 202, 207 and 230.

- Routes 200 and 202 provide commuter and all day service on weekdays between the Everett Station Transit Center and Smokey Point at 35th Avenue, via 51st Avenue, 152nd Street, and Smokey Point Boulevard.
- Route 201 provides all day service on weekdays and weekends between the Lynnwood Transit Center and Smokey Point via Smokey Point Boulevard.
- Route 207 provides weekday commuter service only between Smokey Point and the Everett Boeing plant.
- Route 230 provides weekday and weekend service between Darrington and Smokey Point.

Transit service is also provided to disabled persons through Community Transit's paratransit service, also known as DART. This service is provided to disabled residents living within 3/4 mile of existing local fixed routes.

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.

The Community Transit Six-year Transit Development Plan (2004-2009) includes proposed improvements to extend Route 201 east along 172nd Street (SR 531) into Arlington and potentially a commuter route from Arlington / 172nd to Downtown Seattle. There is a transition between the park and ride site north of 172nd Street in Arlington with a new park and ride site proposed south of 172nd Street near Smokey Point Boulevard.

Recommended Transit Improvements

As the Smokey Point Neighborhood develops to its capacity it will require additional public transit services. Future transit routes should be designed to provide service to within 1,500 feet of as many residents and employees as possible. A future transit route along 51st Avenue, north of 152nd Street to 172nd Street, and into Arlington would provide the greatest benefit in capturing potential riders within the Smokey Point Neighborhood. In the long-term, a transit route on the 152nd/156th Street corridor to Lakewood should also be considered. Additionally, routes could be considered along collector roadways such as 43rd Avenue and 59th Avenue to provide full coverage.

The City will need to update their street design standards to incorporate the development guidelines and to design these streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for key bus stop locations, bus pads for shelters at key locations, and sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities. Coordination with Community Transit to locate a regional transit station is an important component in supporting local and regional capabilities.

NON-MOTORIZED FACILITIES

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work sites and schools.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long and winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

Multi-purpose Paths and Trails are recommended in the following corridors:

- 152nd/156th Street corridor: This path should be located on the south side of the road to connect the Centennial Trail and Strawberry Fields Park to the MPA and ultimately to the potential Lakewood Trail via the 156th Street bridge crossing I-5.
- 43rd Avenue: This path would provide an excellent north-south opportunity for a road-side path to connect the 152nd/156th Street Corridor Trail to 172nd Street bike lanes, residents and commercial properties in Arlington. Bike lanes will be provided or a multi-purpose trail could be incorporated into the buffer areas on the west side of the road as determined by City staff.

Bike Lanes are recommended on the following roads:

- 51st Avenue: from south of the 152nd / 156th Street Corridor Trail to the bike lanes on 172nd Street in Arlington. Although this is recommended as a Principal Arterial with bus service, bike lanes are recommended for continuity with the bike lanes already planned on 51st Street into downtown Marysville.

VI. Parks, Recreation and Open Space

The City owns and operates an athletic complex called Strawberry Fields 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 4-64.

Table 4-64 Smokey Point Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Strawberry Fields Athletic Park	6302-152 nd Street NE	72	The first phase of this facility provides 3 fields, 80 parking stalls, and restrooms.
Marysville Soccer Complex	152 nd Street NE		Temporary Use by Marysville School District
Centennial Trail connection	152 nd Street NE		County regional trail planned from Snohomish to Arlington, that 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

The City has identified the need for a police office for its north end beat. This could possibly be a desk or office at the Marysville Fire District Midway Station located at 14716 Smokey Point Boulevard.

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 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 Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control for pollution-generating sites, and stormwater detention.

An alternative to constructing stormwater treatment and detention on each individual site is for landowners to contribute to shared regional facilities. MMC Section 14.15.080

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 Smokey Point subarea has proved very challenging to stormwater management as a result of the high groundwater, which eliminates the ability to infiltrate stormwater. Depth to groundwater has been measured at 0.9 to 4.0 feet throughout the study area. As a result, the City has pursued development of a multiple pond stormwater detention solution to address storm and surface water issues in new development.

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. These 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 47th Dr. NE culvert; 4) diversion of high flows (in excess of 25-year flood) east of the railroad grade with conveyance south to a 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% 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 CSA.

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 4-86 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 4-87 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 Blvd.; and
- Trunk A that ranges from 18” to 27” and runs along 51st Avenue NE.

- Trunk F to A, an 18" (check) line that connects Trunk F in Smokey Point Blvd. 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 Arlington.

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Figure 4-86 Smokey Point Neighborhood Water System

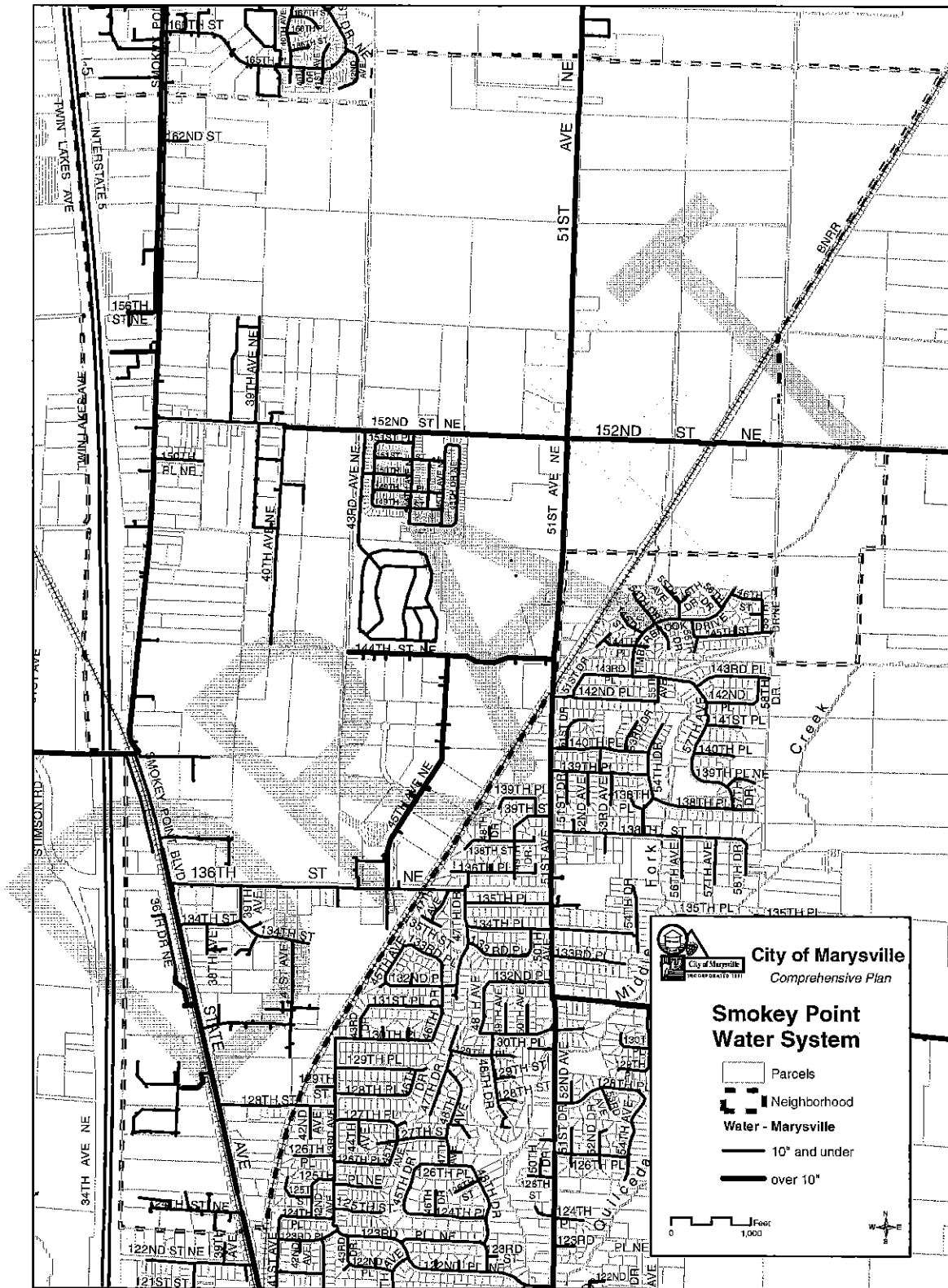
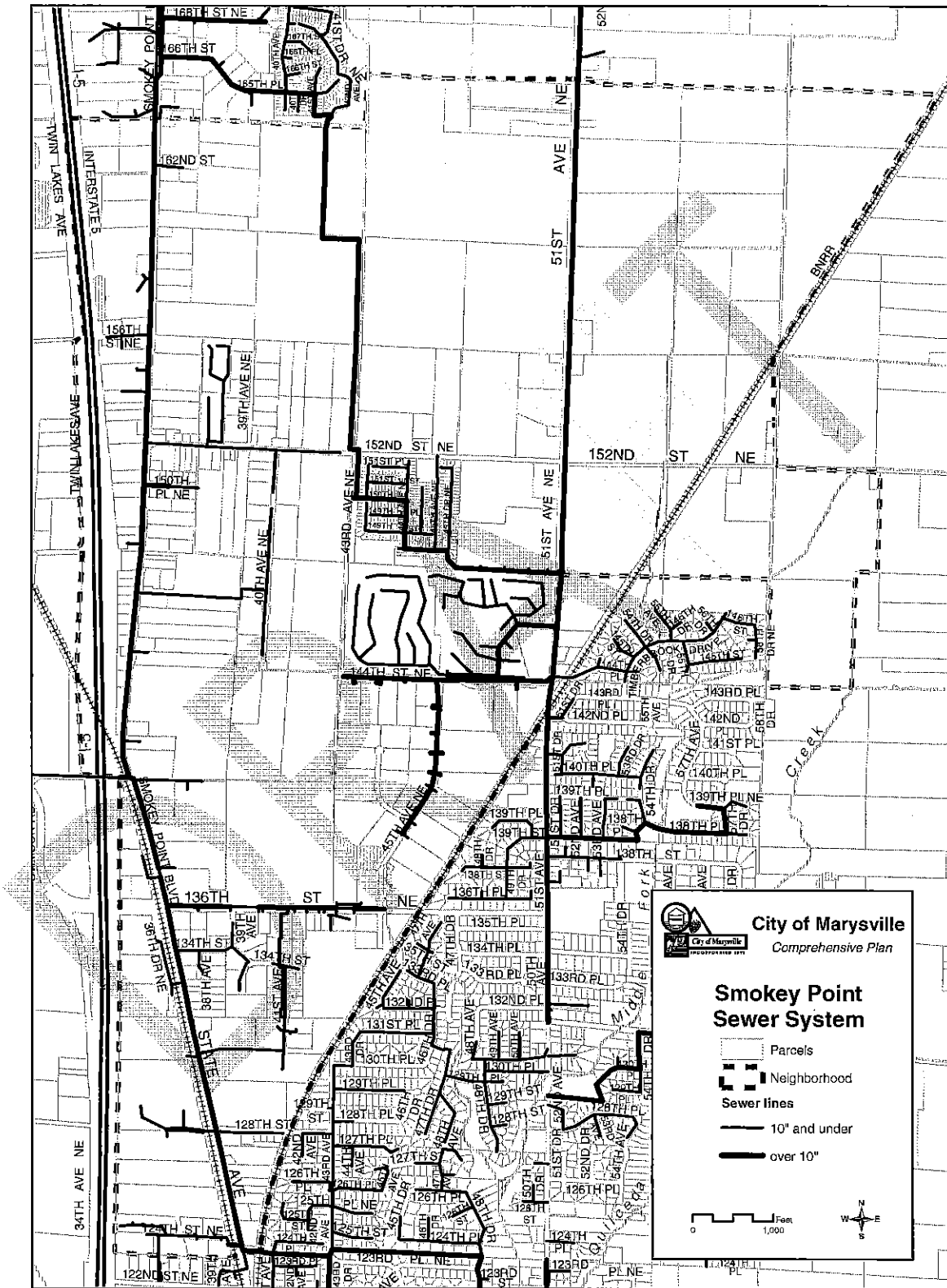


Figure 4-87 Smokey Point Neighborhood Sewer System



CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON RELATING TO THE CITY'S GROWTH MANAGEMENT ACT COMPREHENSIVE PLAN AND APPROVING THE RECOMMENDATIONS OF THE MARYSVILLE PLANNING COMMISSION FOR AMENDING THE COMPREHENSIVE PLAN BY ADOPTING AMENDMENTS TO CHAPTER 4 – LAND USE ELEMENT SECTION(S): B.III *INDUSTRIAL*; AND PLANNING AREA 10: *SMOKEY POINT NEIGHBORHOOD* AMENDING GOALS, POLICIES, AND CHAPTER DISCUSSIONS RELATED TO THE DESIGNATION OF A MANUFACTURING/INDUSTRIAL CENTER (MIC) AND ADDING NEW MAP SPECIFICALLY DELINEATING A LOCAL MIC BOUNDARY AS WELL AS IDENTIFYING A FUTURE REGIONAL MIC BOUNDARY WITH THE CITY OF ARLINGTON.

WHEREAS, on April 27, 2005 the Marysville City Council enacted Ordinance No. 2569 adopting an updated Growth Management Comprehensive Plan for the City of Marysville; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once a year, except in those situations enumerated in RCW 36.70A.130(2)(a); and

WHEREAS, on January 27, 1997 the Marysville City Council adopted Resolution No. 1839, providing for procedures for annual amendment and update of the City's Growth Management Comprehensive Plan; and

WHEREAS, on May 27, 2002 the Marysville City Council adopted Ordinance No. 2406, adding Chapter 18.10 of the Marysville Municipal Code (MMC) entitled "Procedures For Legislative Actions" which establishes procedures for processing and review of legislative actions relating to amendments or revision to the GMA Comprehensive Plan and Development Regulations; and

WHEREAS, the 2013 Comprehensive Plan Amendments include non-project staff initiated amendments to Chapter 4– Land Use Element, Section(s) B.III *Industrial*; and Planning Area 10: *Smokey Point Neighborhood* which strengthen the goals, policies, and chapter discussions related to the MIC designation for Planning Area 10; and adopt new map specifically delineating a local MIC boundary as well as identify a regional Manufacturing-Industrial Center boundary; and

WHEREAS, on November 13, 2012, the city issued Addendum No. 22 to the Final Environmental Impact Statement (FEIS) for the City of Marysville Comprehensive Plan, in accordance with WAC 197-11-625, which addresses the environmental impacts of the amendments to Chapter 4 – Land Use Element, Section(s) B.III *Industrial*; and Planning Area 10: *Smokey Point Neighborhood*; and

WHEREAS, the City has submitted the amendments to Chapter 4– Land Use Element, Section(s) B.III *Industrial*; and Planning Area 10: *Smokey Point Neighborhood* to the State of Washington Department of Commerce for 60-day review in accordance with RCW 36.70A.106; and

WHEREAS, the Marysville Planning Commission, after review of the proposed Comprehensive Plan amendments to – Land Use Element, Section(s) B.III *Industrial*; and Planning Area 10: *Smokey Point Neighborhood* held a public workshop on November 15, 2012 and held a public

hearing on March 12, 2013 and received testimony from staff following public notice, no public attended the hearing; and

WHEREAS, on March 25, 2013 the Marysville City Council reviewed the Planning Commission's recommendation relating to the proposed Comprehensive Plan amendments;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MARYSVILLE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. The City Council hereby finds that the 2013 Comprehensive Plan amendments to Chapter 4 - Land Use Element, Section(s) B.III *Industrial*; and Planning Area 10: *Smokey Point Neighborhood* attached hereto as Exhibit A and incorporated herein by this reference are:

1. Consistent with the City's Comprehensive Plan;
2. Consistent with the State Growth Management Act and the State Environmental Policy Act;
3. Warranted by significant changes in circumstances; and
4. Warranted by sufficient benefit or cost to the public health, safety, and welfare.

Section 2. The City Council hereby amends the Marysville Growth Management Comprehensive Plan and Ordinance No. 2569, as previously amended, by adopting the amendments to Chapter 4- Land Use Element, Section(s) B.III *Industrial*; and Planning Area 10: *Smokey Point Neighborhood* which strengthen the goals, policies, and chapter discussions related to the MIC designation for Planning Area 10; and adopt A new map specifically delineating a local MIC boundary as well as identify a regional Manufacturing-Industrial Center boundary, set forth in the attached **Exhibit A**. This amendment shall be included with the Comprehensive Plan filed in the office of the City Clerk and shall be available for public inspection.

Section 3. Severability. If any section, subsection, sentence, clause, phrase or work of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this _____ day of _____, 2013.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
CITY CLERK

Approved as to form:

By: _____
GRANT K. WEED, CITY ATTORNEY

Date of Publication: _____

Effective Date: 5 DAYS FROM DATE OF PUBLICATION

EXHIBIT A

Chapter 4

Land Use Element

Section B.III 'Industrial'

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 United States/Canada trade agreement 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 Blvd. area may reduce available lands.

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

Planned Industry

Planned, relatively large acreage lots for several businesses. Certain commercial uses would also be allowed within industrial parks, such as warehousing and sales with low associated traffic.

Single Site Industrial

Primarily individual projects used for infilling areas that have already developed. This proposed land use would primarily permit industrial land uses.

Moderate and heavy intensity industrial uses would have a separate permit and review process that would permit them in business park and light industrial areas when they meet certain performance standards for review of noise, odor, pollution in the context of the specific site's surrounding land uses or sensitive areas. Factors that should be considered are: traffic impacts: automobile and truck; emissions: type and volume; noise: decibels; light and glare: amount and time; ability to mitigate; hours of operation; types of adjacent uses; ability to buffer or mitigate; and proximity to and effect on sensitive areas. Uses that might be permitted would be manufacturing, processing, fabrication and assembling of products or materials, some types of warehousing and storage, and transportation facilities.

Manufacturing/Industrial Center (MIC)

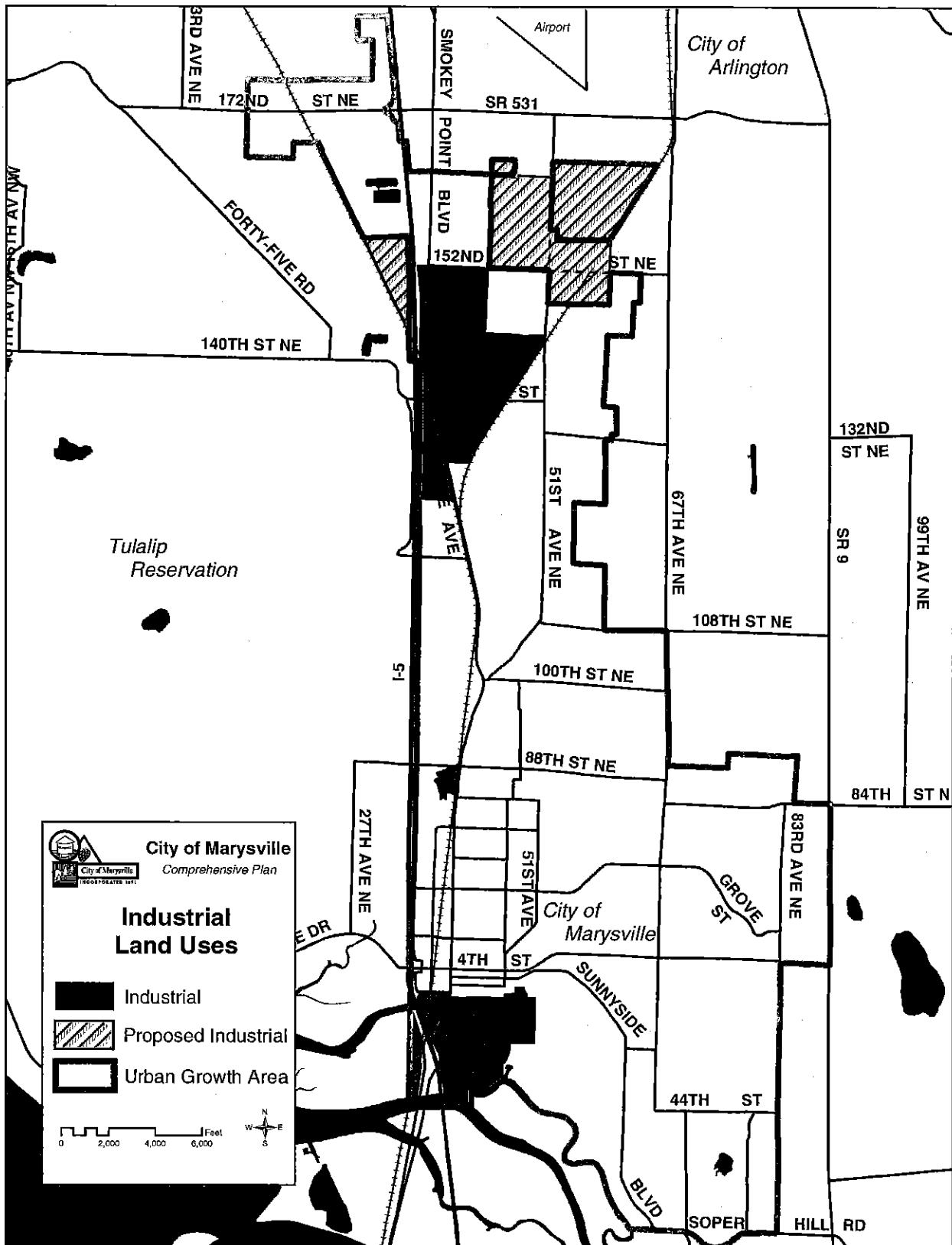
The Marysville-Smokey Point MIC is a locally designated area which includes all Light Industrially (LI) zoned land, and some limited areas of commercial along Smokey Point Blvd and a portion of 152nd St NE. The boundaries of this area are shown in Figure 4-6 of the Comprehensive Plan.

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. MIC's are intended to accommodate a significant amount of regional

employment and should be protected from incompatible uses. By locally designating the area as a MIC, the City will have access to Infrastructure Coordinating Committee (ICC) funding which provides planning, funding, and implementation of infrastructure and transportation systems.

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

Figure 4-5 Industrial Land Uses Map



a. General Industrial, Light Industrial Zones and Manufacturing/Industrial Center 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 repairs (not including body work) and washing, recycling center, public utility, government facility, public transit shelter
- Planned Industry, also permits fast food and sit down restaurants, taverns, banking and related services, entertainment and recreation, office uses, secretarial services, daycare or mini-school as support services

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

- 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
 - Identifies height limits and Floor Area Ratios
 - 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:

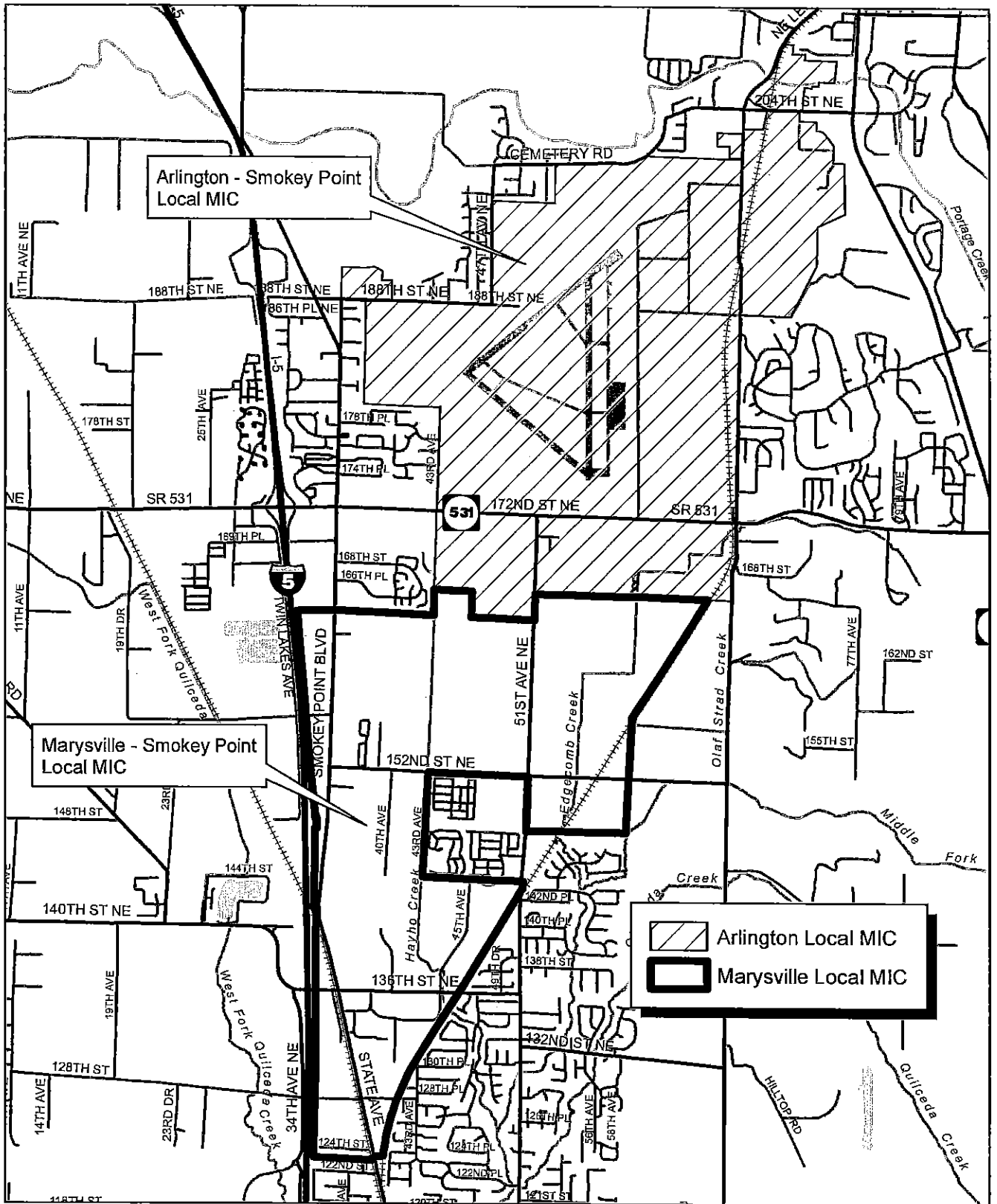
- Minimum acreage to allow for buffers, additional landscaping and setbacks; and to prevent spot development
- Change current site standards to:
 - Increase Buffers (buffers include trees, shrubs, and fences)
 - Increase Open space
 - Increase Landscaping: parking areas; street and yard trees
 - Identifies 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.



Marysville-Smokey Point Local MIC

November 2012

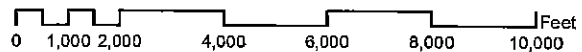


Figure 4-6

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 a fair share of regional growth, 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.
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 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 residential dominated community to one that provides a balanced, though not equal, proportion of both residences and employment. This will probably include a major employment center.
- LU-5 Encourage citizen participation in all decisions affecting growth in the community.

- LU-6 Expand public facilities and services and utilities so they do not hinder growth, while also encouraging growth to occur in a manner that will not strain the City's ability and resources to provide basic community services such as but not limited to the street system, water and sewer utilities, stormwater system, park and recreation, schools, police, fire and other general administrative functions.
- 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 development site plans sensitive to natural land forms, water resources, and life systems.
- LU-11 To reduce reliance on the private automobile, 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 RUTA's 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.

h. 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. To insure 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-20 Limit industrial development to Urban Growth Areas.
- LU-21 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-22 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-23 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-24 Locate industrial development in compact, well-defined centers within Urban Growth Areas.
- LU-25 Require that industrial development sites have good access, adequate public facilities and services, suitable topography and soils, and minimum impact on residential areas.
- LU-26 Minimize the impact of industrial developments on adjacent land uses through appropriate landscaping, screening, buffers, graduated land use intensity, and similar methods.
- LU-27 Industrial businesses shall provide on-site pretreatment of wastewater to the City sewer system in compliance with applicable standards and regulations.
- LU-28 Retain lands intended as future industrial sites in large parcels so they will be viable for industrial development.
- LU-29 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-30 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-31 Industrial developments adjacent to wetlands, creek corridors, or steep slopes should be Business or Industrial Parks to allow the flexibility of design necessary to mitigate the impacts of such development on these sensitive areas.
- LU-32 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-33 Develop appropriate zoning, design review and landscaping regulations so that manufacturing uses within the MIC are buffered from the impacts to residential uses.

- LU-34 Ensure at least a minimum of 80% 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.

Chapter 4
Land Use Element
Planning Area 10

PLANNING AREA #10: SMOKEY POINT NEIGHBORHOOD

This planning area abuts the northernmost limit of the City, east of Interstate 5 and is a potential candidate for a regional manufacturing/industrial center. 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 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. The City's regional stormwater facilities will alleviate the on-site detention requirements for many properties.

The northeast portion of the planning area was designated for a Master Plan Overlay in the City's 2005 Comprehensive Plan Update. In June 2008, the Marysville City Council adopted the Smokey Point Master Plan. 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, as depicted in Figure 4-83.

Development and design guidelines in the Master Plan focus on infrastructure, urban design and site development patterns. More specifically, these include development layout, building orientation, architectural elements and relationships to parking, open space, landscaping, and signage/way finding. The Smokey Point Master Plan Area (MPA) includes restoration and enhancement alternatives for Edgecomb Creek, a street network plan, and a conceptual stormwater system.

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 Smokey Point Master Plan will balance the needs of commerce and necessary public infrastructure with environmental needs in a largely undeveloped area.

Since the 1980s, the City and Snohomish County have said the Smokey Point MPA plays a key role in economic development goals for the region. Smokey Point has been identified as the City's most valuable asset for future economic development -

specifically for light industrial and business park uses. Strengthening Marysville's employment base is a strong desire of the community and City leadership.

The City has experienced steady growth over the last ten years in the retail, commercial and residential areas of the City, with some limited industrial uses. In the 2005 Comprehensive Plan update, the City identified the importance of establishing further commercial/light industrial businesses and providing jobs and living wages for residents of Marysville and north Snohomish County.

The Smokey Point MPA was annexed into the City of Marysville in February 2007 (Ordinance No. 2687). Annexation provided land for commercial/light industrial development, which is compatible with the City of Arlington Airport, WSDOT airport guidelines, and FAA safety zone restrictions.

In order to effectively implement these visions and goals, the Smokey Point Master Plan, with defined elements and restriction, provides the guidance and framework for development in this area.

The intent of an overall master plan for development is to provide design guidance that coordinates the "look and feel" of the project while ensuring ecological and environmental responsibility and providing efficient functioning of the Smokey Point neighborhood.

II. Land Use

This Smokey Pointe Planning Area covers 1,859 total gross acres, with 1,089 net acres for development, and 675 acres in the Smokey Point MPA. It is largely undeveloped or underdeveloped. General commercial and industrial manufacturing uses dominate the west side of Smokey Point Boulevard, and scattered residential, commercial and predominately vacant land are located east of Smokey Point Boulevard. 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 and south sides of 152nd Street NE, east of Smokey Point Boulevard. Interstate 5 is the other primary component that gives this area its character. 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, the availability of large vacant tracts and infrastructure (water, sewer, roads, rail & air transport) are significant opportunities. The high groundwater, wetlands and streams have been constraints that must be considered in any future development proposal.

Any portion of the Smokey Point Neighborhood outside of the Smokey Point MPA is not subject to the provisions of the Smokey Point Master Plan.

Table 4-58 details the land use distribution for the Smokey Point Neighborhood.

Table 4-58 Smokey Point Neighborhood Land Capacity, 2005 – 2025

Land Use Designation	LI	GC	NB	MU	MFM	SFH	Rec	Pub	Total
Gross Buildable Acres	1299.8	300.6	5.1	15.5	114.6	3.8	71.7	47.8	1858.8
Buildable Acres	764.6	145.7	5.1	15.4	75.4	1.2	46.1	35.9	1089.2
Existing DU's	57	166	0	20	590	0	1	0	834
Existing Pop.	134	427	0	55	1501	0	3	0	2121
Existing Employees	2400	312	0	12	0	0	0	0	2724
Additional DU's	0	0	0	83	65	0	0	0	148
Additional Pop.	0	0	0	166	130	0	0	0	296
Additional Employees	7916	1206	60	45	0	0	0	14	9241
Total DU's	57	166	0	103	655	0	1	0	982
Total Population	134	427	0	221	1631	0	3	0	2417
Total Employees	10316	1518	60	57	0	0	0	14	11965

The prior subarea plan for Smokey Point included an analysis of opportunities and constraints for the subarea as shown in Table 4-59. These remain relevant today for consideration of land uses and future development.

Table 4-59 Opportunities and Constraints, Analysis for the Smokey Point Neighborhood

Opportunities:	Constraints:
<ol style="list-style-type: none"> 1) Immediate proximity to I-5. 2) Over 300 acres within the City limits that is relatively flat and largely vacant or undeveloped. 3) Over 700 acres adjacent to the City limits, designated Urban Reserve, that afford opportunities for economic growth, open space protection, stormwater planning, stream and wetland habitat restoration, and transportation planning. 4) Necessary public services are in the vicinity of the site. Public water and sanitary sewers are adjacent to the site. 5) Much of the property are large tracts with few property owners. 6) Significant public facilities assembled along the 152nd Street corridor, including a 72-acre park site, Strawberry Fields, Marysville School District proposed elementary and middle school sites, and community ballfields within the area. The Centennial Trail is located east of 67th Avenue at 152nd Street NE. 7) Adjacent uses include the Arlington Municipal Airport, an important regional facility and attractant for manufacturing and industrial job growth in the area. 8) Current Marysville-Smokey Point local MIC designation; Potential candidate for a joint 	<ol style="list-style-type: none"> 1) High groundwater table, making drainage options increasingly expensive and difficult under current DOE standards. 2) Environmentally sensitive area issues include headwaters to Middle Fork Quilceda Creek and Smokey Point Channel. 3) No immediate access to a major arterial to Interstate 5 4) Poor transportation connectivity to area roads. 5) Arlington Airport flight path and noise issues. 6) Significant environmentally sensitive areas (streams, wetlands, buffers) in the subarea that limit the development potential, and will restrict design of future infrastructure improvements. 7) Timing and financing of public improvements. 8) Lack of community or aesthetic appeal of existing developments and design standards.

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.
- ❖ 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, as well as reducing impervious surfaces through joint or shared parking, increasing transit usage, and using 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 will 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 of the subarea.
- ❖ Identify commercial areas in key transportation corridors to encourage employees or residents to shop in Marysville.
- ❖ Plan for transit and transit centers.

- ❖ Recognize Smokey Point (including South Smokey Point) as a local Manufacturing/Industrial Center.
- ❖ 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. 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 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 do not penetrate the 100:1 airspace restrictions
- Ensure an FAA airspace form has been approved (Form 7460-1)
- Ensure that projects meet the airport compatibility requirements

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 Industrial (AI) zoning within the *Land Use Code* of the City of Arlington. The AI Zone encompasses all of the existing airport property.

The airport encompasses approximately 1189 acres and consists of two runways and several taxiways. A large area of industrial zoning is located directly east of the airport between 59th Avenue NE and 67th Avenue NE, east of 67th Avenue NE.

Land Use Compatibility

An “*airport influence area*” (AIA) is an area 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 Arlington Airport is divided into six individual zones each with their own land use regulations and guidelines. Four of these zones, as illustrated in Figure 4-84, overlay the Smokey Point Neighborhood. They include:

- Inner Safety Zone (ISZ)/Zone 2
- Inner Turning Zone (ITZ)/Zone 3
- Outer Safety Zone (OSZ)/Zone 4
- Traffic Pattern Zone (ITZ)/Zone 6

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 airport’s Master Plan standard (see Table 4-60). 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 – LI zone classification, are generally allowed and do not generate a large gathering of people.

Table 4-60: Allowed Land Uses within the Arlington Airport AIA Zones

Land Use(1)	Inner Safety Zone (ISZ)/Zone 2	Inner Turning Zone (ITZ)/Zone 3	Outer Safety Zone (OSZ)/Zone 4	Traffic Pattern Zone (ITZ)/Zone 6
Residential	Prohibited	Allowed	Allowed	Allowed
Commercial	Allowed	Allowed	Allowed	Allowed
Industrial	Allowed	Allowed	Allowed	Allowed
Recreational	Prohibited	Allowed	Allowed	Allowed
Public (2)	Prohibited	Prohibited	Prohibited	Allowed

- (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

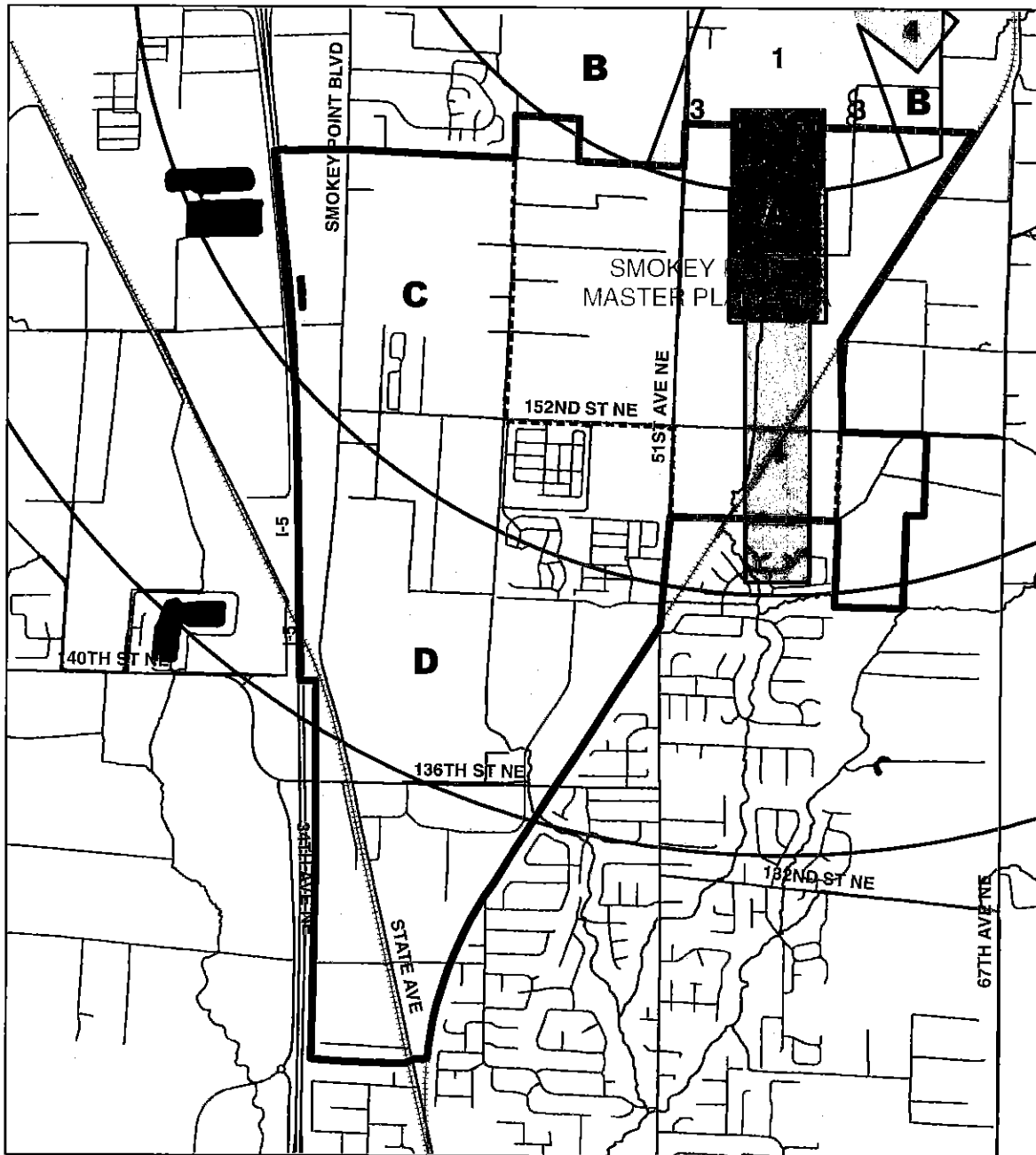
Noise levels around airports are generally broken down into three categories:

- 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.

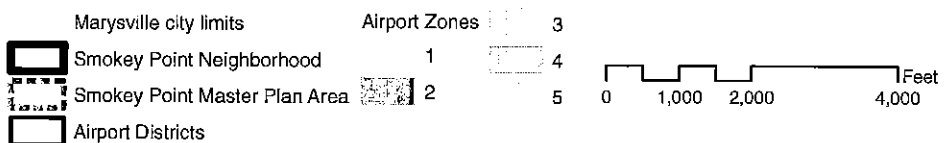
The Arlington Airport Master Plan shows that the range of noise contours are contained within the existing airport boundary with a portion of the 60 DNL noise contour extending off the airport property into the Smokey Point Neighborhood. As the Smokey Point

neighborhood is only impacted by the 60 DNL noise contour, no additional land use restriction are required other than those listed in the Arlington Airport Master Plan.

Figure 4-84 Arlington Airport District and Zones



Arlington Airport Districts & Zones - Smokey Point Neighborhood



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 MPA, 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 the 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

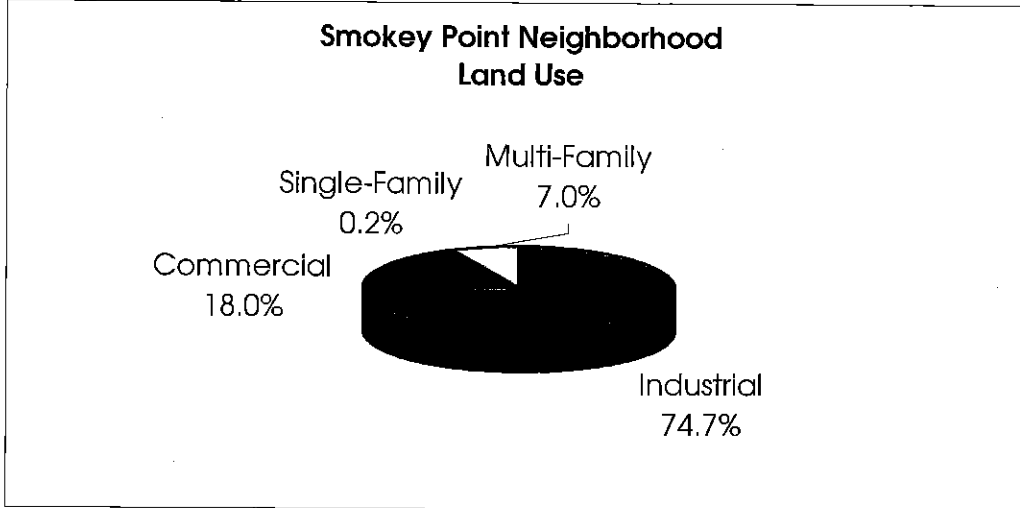
The Smokey Point Neighborhood includes approximately 1859 acres. The land capacity analysis identifies 1,089 net acres for development within the neighborhood. Table 4-61 identifies the existing and planned dwelling units, population, and employment for 2005 and 2025.

Table 4-61 Housing and Employment, 2005 and 2025

	2005	2025
Dwelling Units	834	982
Population Estimate	2,121	2,417
Employment Estimate	2,724	11,965

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 4-85.

Figure 4-85 Smokey Point Neighborhood Land Use



III. Environmental and Resource Management

a. Topography

The Smokey Point neighborhood is located in the Marysville trough. The Marysville trough is an expansive, nearly flat, alluvial plain stretching 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 study area 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 19.24.060 and 19.24.340.

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 19.24, 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, dependent 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 0.236 jobs per person. 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). The City needs to show strong leadership in implementation of these plans.

V. Transportation

The transportation evaluation considers the long-term potential development of the neighborhood (developable land capacity), adjacent neighborhoods inside the City, the City of Arlington, Snohomish County, and other jurisdictions. The evaluation also takes into consideration existing and future regional roads, transit services, and non-motorized facilities.

TRAFFIC FORECASTING METHODOLOGY

Travel forecasting for the Smokey Point Neighborhood employed the City of Marysville's current T-Model/2 program, which was developed in 2004 to predict traffic volumes for the year 2025. This model covers the City of Marysville and its UGA areas, and uses external traffic inputs from the regional traffic model developed by the Puget Sound Regional Council (PSRC).

Land use assumptions in the Traffic Analysis Zones (TAZs) of the City's T-Model that relate to the Smokey Point Neighborhood were reviewed for compliance with the land use assumptions proposed in the neighborhood plan. The land use assumptions were adjusted in the T-Model/2 program for the Smokey Point Neighborhood, the Lakewood Neighborhood and the Tulalip Indian Reservation.

The road network assumptions of the current T-Model/2 program were also revised to include future road connections.

A new cross-town principle arterial road would be constructed from the Lakewood Neighborhood to the west on the 156th Street right-of-way, across I-5 to intersect with Smokey Point Boulevard, continuing east and curving south to align with the 152nd Street right-of-way at some point east of 43rd Avenue, and then continuing east to 51st and 67th Avenues, or ultimately even to SR 9. A new interchange could make a more direct connection to I-5 at the 156th Street intersection in the long-term future. The T-Model/2 program was run to provide new traffic forecasts for the year 2025 using these land use and road network adjustments, with and without a new interchange at I-5.

TRAFFIC DEMANDS AND ARTERIAL ROAD CLASSIFICATIONS

Results from the traffic model are summarized by road in Table 4-62. These estimates indicate that there will be heavy traffic demands in the east-west direction on 172nd Street and 156th / 152nd Streets and in the north-south direction on Smokey Point Boulevard, 51st Avenue, and 67th Avenues.

Maryville City Council passed Ordinance No. 2827, on September 20, 2010, ordering the construction of an I-5 overpass, at 156th Street NE, pursuant to property owners' petition, establishing Local Improvement District No. 71. The 156th Street NE I-5 overpass will connect 152nd Street west and north of I-5 and could carry up to 22,000 vehicles per

day, at the west end. The 156th Street NE I-5 overpass is anticipated to alleviate congestion at 172nd Street NE.

The highest volumes in the north-south direction will be on Smokey Point Boulevard, where traffic demands could reach 24,000 vehicles per day. 67th Avenue could carry up to 14,000 vehicles per day south of 152nd Street. At the south end 51st Avenue could carry up to 19,000 vehicles per day. 43rd Avenue could carry up to 7,000 vehicles per day and 59th Avenue could carry up to 5,000 vehicles per day.

Table 4-62: Estimated 2025 Daily Traffic Volumes

Corridors	Minimum	Maximum
East-West Streets		
172 nd Street (SR 531)	28,000	38,000
160 th Street	8,000	9,000
156 th / 152 nd Street	18,000	22,000
152 nd Street (West)	5,000	5,000
North-South Streets		
Smokey Point Blvd.	20,000	24,000
43 rd Avenue	4,000	7,000
51 st Avenue	13,000	19,000
59 th Avenue	5,000	5,000
67 th Avenue	8,000	14,000

STREET NETWORK AND ALTERNATIVE NETWORK IMPROVEMENTS

Based on these analyses, the following road improvements are recommended as summarized in Table 4-63. The road concepts summarized herein may be revised as more advanced critical area review and engineering analyses is completed. Other road alignments are acceptable, as long as the north-south, or east-west continuity goals are reached, and the affected property owners demonstrate funding support and mitigation (if critical area crossing and fill is required) for the alignment.

Table 4-63: Recommended Arterial Road System

	From	To	Lanes
Principle Arterials			
SR 531 (172 nd Street)	I-5 Interchange	SR 9	5
152 nd / 156 th Street	I-5 Interchange	67 th Ave. / SR 9	5
Smokey Point Boulevard	152 nd Street	172 nd Street	5
51 st Avenue	1400' south of 152 nd Street NE	172 nd Street	5
Minor Arterials			
160 th Street	Smokey Point	59 th Avenue	3
152 nd Street West	Smokey Point	43 rd Avenue	3
43 rd Avenue	152 nd Street	172 nd Street	3
59 th Avenue	160 th Street	172 nd Street	3

Development Guidelines – Street Network

The street networks, in regards to right of way and landscape widths will be designed pursuant to the City’s Engineering Design and Development Standards (EDDS), with exceptions to right-of-way width and median/street landscaping width(s) considered during design review.

- **152nd Street** will be realigned to 156th Street east of 43rd Avenue and classified as a Principal Arterial, with two travel lanes in each direction and a center landscaped boulevard (width to be determined during design review) with left-turn pockets at key intersections. Traffic control signals will be required at the intersections of 43rd Avenue and 51st Avenue. A multi-purpose trail or road-side path will be provided on the south side of the road to connect Lakewood with Strawberry Fields Park. 152nd Street will be designed for primary bus routes. A corridor design study will be initiated by the City to determine a preferred alignment to connect 152nd Street to 156th Street, which will consider access management to adjacent property developments.
- **152nd Street West of 43rd Avenue** will be retained as a Three Lane Minor Arterial from Smokey Point Boulevard through to 43rd Avenue.
- **160th Street** will be classified as a Minor Arterial and designed for three lanes east of Smokey Point Boulevard to 59th Avenue.
- **43rd Avenue** will be classified as a Minor Arterial and designed for three lanes from 152nd Street to 172nd Street (SR 531). The final alignment will consider the parallel Hayho Creek and wetlands. Bike lanes will be provided or a multi-purpose trail could be incorporated into the buffers areas, as determined by the City code, on the west side of the road.
- **51st Avenue** will be classified as a Principal Arterial and designed for five lanes with bike lanes. 51st Avenue will be designed for primary bus routes. Traffic control signals will eventually be required at 160th Street and 152nd Street. Additional traffic control

signals could be provided at one or two other locations along 51st Avenue to provide access to Collector Streets to service developments in the MPA.

- **59th Avenue** will be classified as a Minor Arterial and designed for three lanes from 172nd St (SR 531 to 160th Street). 59th Avenue could be extended south of 160th Street to 152nd Street if a new grade separation crossing of the BNSF railroad tracks is approved and constructed.
- **Collector Streets**, in conjunction with adopted City street standards, may be designed by developers to provide the appropriate level of access to adjoining properties. These streets may have signal controlled intersections on the Principal Arterials if appropriately spaced.

TRANSIT FACILITIES

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 200, 201, 202, 207 and 230.

- Routes 200 and 202 provide commuter and all day service on weekdays between the Everett Station Transit Center and Smokey Point at 35th Avenue, via 51st Avenue, 152nd Street, and Smokey Point Boulevard.
- Route 201 provides all day service on weekdays and weekends between the Lynnwood Transit Center and Smokey Point via Smokey Point Boulevard.
- Route 207 provides weekday commuter service only between Smokey Point and the Everett Boeing plant.
- Route 230 provides weekday and weekend service between Darrington and Smokey Point.

Transit service is also provided to disabled persons through Community Transit's paratransit service, also known as DART. This service is provided to disabled residents living within 3/4 mile of existing local fixed routes.

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.

The Community Transit Six-year Transit Development Plan (2004-2009) includes proposed improvements to extend Route 201 east along 172nd Street (SR 531) into Arlington and potentially a commuter route from Arlington / 172nd to Downtown Seattle. There is a transition between the park and ride site north of 172nd Street in Arlington with a new park and ride site proposed south of 172nd Street near Smokey Point Boulevard.

Recommended Transit Improvements

As the Smokey Point Neighborhood develops to its capacity it will require additional public transit services. Future transit routes should be designed to provide service to within 1,500 feet of as many residents and employees as possible. A future transit route along 51st Avenue, north of 152nd Street to 172nd Street, and into Arlington would provide the greatest benefit in capturing potential riders within the Smokey Point Neighborhood. In the long-term, a transit route on the 152nd/156th Street corridor to Lakewood should also be considered. Additionally, routes could be considered along collector roadways such as 43rd Avenue and 59th Avenue to provide full coverage.

The City will need to update their street design standards to incorporate the development guidelines and to design these streets to support future bus routes to serve future residents and employees. Street design considerations should include providing additional right-of-way for key bus stop locations, bus pads for shelters at key locations, and sidewalk or trail access. This infrastructure should be considered a mitigation expense in the same manner as road facilities and non-motorized facilities. Coordination with Community Transit to locate a regional transit station is an important component in supporting local and regional capabilities.

NON-MOTORIZED FACILITIES

Multi-purpose trails, bike lanes, sidewalks and other non-motorized facilities should be provided for recreational purposes and to encourage commuters to use modes other than automobiles to travel to work sites and schools.

It is also important to maintain a grid system of non-motorized facilities so that pedestrians and cyclists are not discouraged by long and winding routes. Sidewalks should be provided on all arterial roads unless a road-side multi-purpose path is provided.

Multi-purpose Paths and Trails are recommended in the following corridors:

- 152nd/156th Street corridor: This path should be located on the south side of the road to connect the Centennial Trail and Strawberry Fields Park to the MPA and ultimately to the potential Lakewood Trail via the 156th Street bridge crossing I-5.
- 43rd Avenue: This path would provide an excellent north-south opportunity for a road-side path to connect the 152nd/156th Street Corridor Trail to 172nd Street bike lanes, residents and commercial properties in Arlington. Bike lanes will be provided or a multi-purpose trail could be incorporated into the buffer areas on the west side of the road as determined by City staff.

Bike Lanes are recommended on the following roads:

- 51st Avenue: from south of the 152nd / 156th Street Corridor Trail to the bike lanes on 172nd Street in Arlington. Although this is recommended as a Principal Arterial with bus service, bike lanes are recommended for continuity with the bike lanes already planned on 51st Street into downtown Marysville.

VI. Parks, Recreation and Open Space

The City owns and operates an athletic complex called Strawberry Fields 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 4-64.

Table 4-64 Smokey Point Neighborhood Park Facilities

Park	Location	Size (acres)	Description
Strawberry Fields Athletic Park	6302-152 nd Street NE	72	The first phase of this facility provides 3 fields, 80 parking stalls, and restrooms.
Marysville Soccer Complex	152 nd Street NE		Temporary Use by Marysville School District
Centennial Trail connection	152 nd Street NE		County regional trail planned from Snohomish to Arlington, that 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

The City has identified the need for a police office for its north end beat. This could possibly be a desk or office at the Marysville Fire District Midway Station located at 14716 Smokey Point Boulevard.

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 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 Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The Ecology Manual sets forth requirements for water quality treatment, source control for pollution-generating sites, and stormwater detention.

An alternative to constructing stormwater treatment and detention on each individual site is for landowners to contribute to shared regional facilities. MMC Section 14.15.080

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 Smokey Point subarea has proved very challenging to stormwater management as a result of the high groundwater, which eliminates the ability to infiltrate stormwater. Depth to groundwater has been measured at 0.9 to 4.0 feet throughout the study area. As a result, the City has pursued development of a multiple pond stormwater detention solution to address storm and surface water issues in new development.

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. These 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 47th Dr. NE culvert; 4) diversion of high flows (in excess of 25-year flood) east of the railroad grade with conveyance south to a 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% 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 CSA.

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 4-86 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 4-87 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 Blvd.; and
- Trunk A that ranges from 18” to 27” and runs along 51st Avenue NE.

- Trunk F to A, an 18" (check) line that connects Trunk F in Smokey Point Blvd. 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 Arlington.

Figure 4-86 Smokey Point Neighborhood Water System

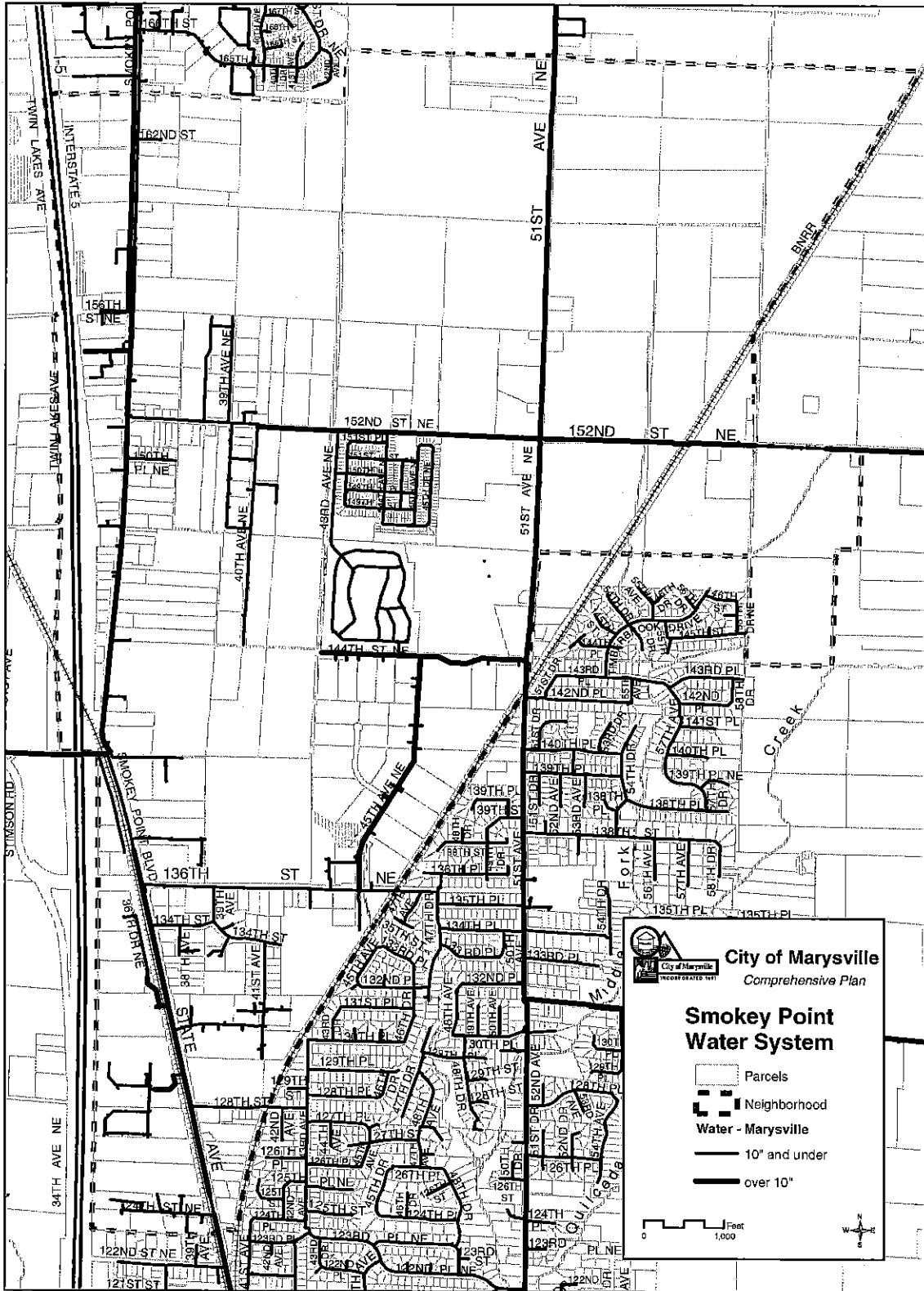
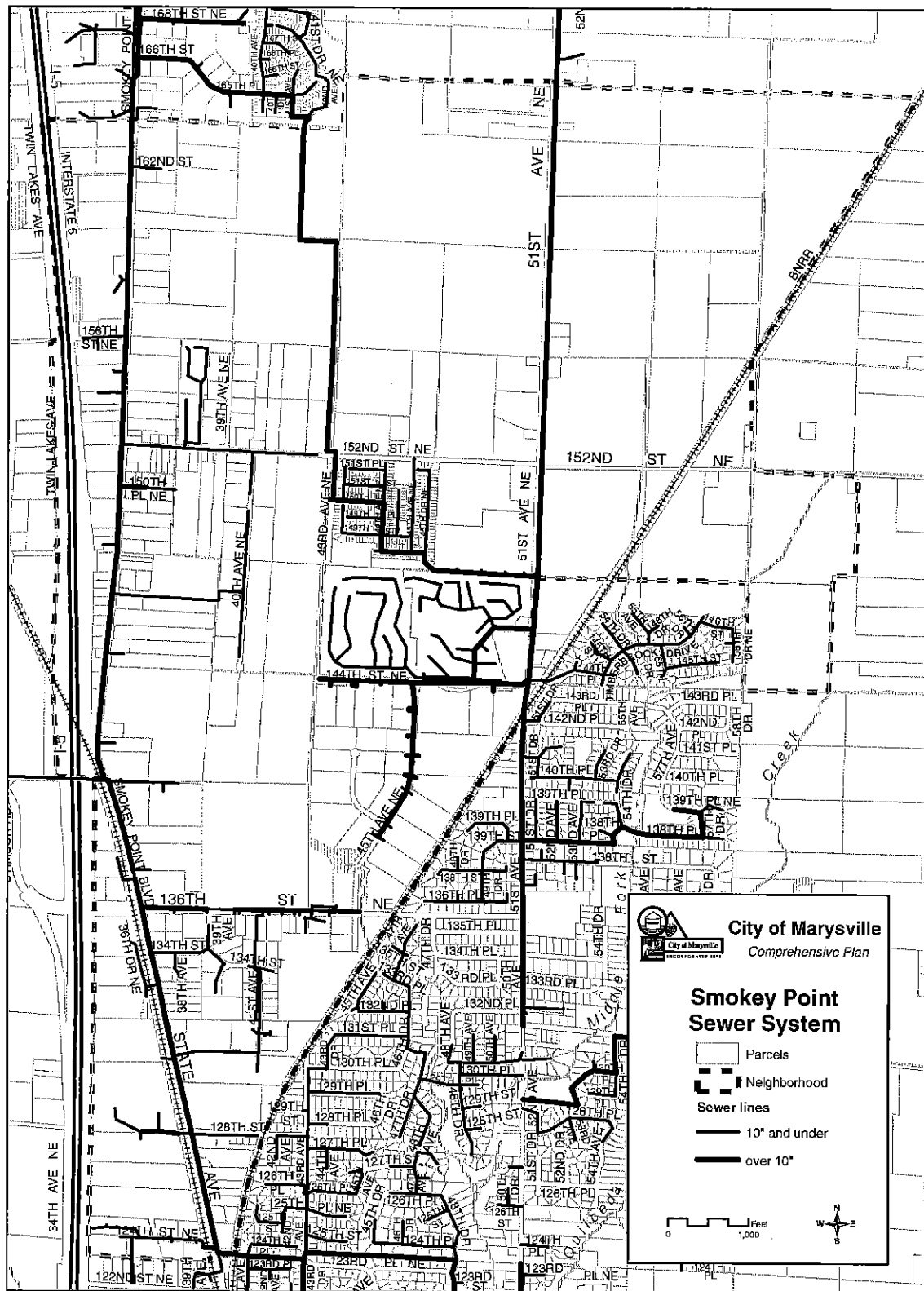


Figure 4-87 Smokey Point Neighborhood Sewer System



**ADDENDUM NO. 22
TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR THE CITY OF MARYSVILLE
COMPREHENSIVE PLAN**

**NON-PROJECT Action Comprehensive Plan Amendment
Chapter 4 - Land Use Element to Amend Goals & Policies and Chapter
Discussions Related to MIC Designation and Adding a New MIC Map**

Prepared Consistent with

The Washington State Environmental Policy Act of 1971
Chapter 43.21C Revised Code of Washington
Chapter 197-11, Washington Administrative Code
Marysville Municipal Code Title 22E.030



COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

Date of Issuance: November 13, 2012

FACT SHEET

File Number: PA 12033 Chapter 4 amendments to Comp Plan
PA 04024 (FEIS)

Project Title: Centers Designation – Comp Plan Amendment

Proposed Action: NON-PROJECT action amendment to Chapter 4 – Land Use Element to amend goals and policies and chapter discussions related to the MIC designation and the addition a new MIC map

Purpose of the FEIS Addendum: The purpose of this addendum is to add information and analysis relating to the NON-PROJECT action amendment to Chapter 4 – Land Use Element of the Marysville Comprehensive Plan. This information expands upon previously identified significant impacts of the alternatives to the Marysville Comprehensive Plan DEIS, dated January 13, 2005, and FEIS, dated April 2005, but does not substantially change the analysis.

No additional significant impacts beyond those identified in the FEIS are expected to occur. Revisions to the proposal may be considered during the public hearing process. No additional programmatic action level environmental review will be required to the extent that the existing environmental documents listed in this addendum or other published documents have analyzed such changes.

This addendum is being issued in accordance with WAC 197-11-625. Additional changes to the proposal may be considered during the public hearing process. The adopted environmental documents listed in this addendum meet the City of Marysville's environmental review needs for the current proposal.

Description of Proposal: NON-PROJECT action amendment to Chapter 4 – Land Use Element of the Marysville Comprehensive Plan. The proposed amendment proposes to amend goals and policies and chapter discussions related to the designation of a Manufacturing/Industrial Center (MIC) overlay and adding a new map to the Comprehensive Plan showing the specific boundaries of the MIC.

Location of Proposal: Planning Area 10 is generally located north of 124th Street NE, east of I-5, south of the northernmost city limits, and west of BNSF railway.

Lead Agency: City of Marysville
Community Development Department
80 Columbia Avenue
Marysville, WA 98270

Required Approval: City of Marysville Council – Ordinance Adoption

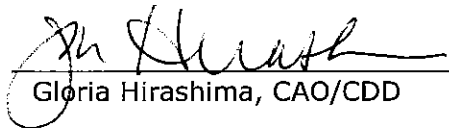
Circulation and Comment: This addendum, or notice of availability, is being sent to all recipients of the previously issued FEIS as required by WAC 197-11-625. No comment period is required for this addendum under WAC 197-11-502(8)(c).

FEIS Contact Person: Cheryl Dungan
Senior Planner
(360) 363-8206

cdungan@marysvillewa.gov

Date of Issuance: November 13, 2012

Responsible Official: Gloria Hirashima
Position: CAO/Community Development Director
Address: 601 Delta Avenue
Marysville, WA 98270

Signature:  _____
Gloria Hirashima, CAO/CDD

Tentative Date of Implementation: January 2013

Public Hearings: Review of the proposed NON-PROJECT action amendments to the Marysville Comprehensive Plan is scheduled to occur at a public hearing before the Marysville Planning Commission in December 2012 and at a subsequent briefing and public meeting before the Marysville City Council in January 2013.

Documents: The proposed amendments to the Marysville Comprehensive Plan are attached hereto.