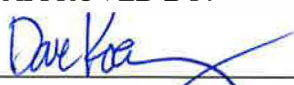
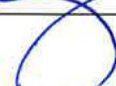


CITY OF MARYSVILLE

EXECUTIVE SUMMARY FOR ACTION

CITY COUNCIL MEETING DATE: December 10, 2018

AGENDA ITEM: PA 18-001 – 2018 Comprehensive Plan Map Amendment and Rezone 1 – Washington Trucking Site	AGENDA SECTION: New Business	
PREPARED BY: Angela Gemmer, Senior Planner	APPROVED BY: 	
ATTACHMENTS: 1. Adopting Ordinance with attached Exhibit A 2. PC Recommendation dated November 14, 2018 3. PC Minutes dated: · July 10, 2018, · September 25, 2018, · October 9, 2018, and · Nov. 14, 2018 4. Summary of site, rezone code compliance and associated maps		
	MAYOR	CAO
BUDGET CODE:	AMOUNT:	

DESCRIPTION:

The Community Development Department initiated a NON-PROJECT action Comprehensive Plan Map Amendment and Rezone of approximately 69.86 acres of property known as the ‘Washington Trucking Site’ from General Industrial (GI) to Downtown Commercial (DC) and Open. The rezone area is generally located east of SR529, south and west of Ebey Slough, and north of Steamboat Slough.

The Planning Commission (PC) held public workshops on July 10, September 25 and October 9, 2018, and a duly advertised public hearing on November 14, 2018 to review the proposed Comprehensive Plan Map Amendment and Rezone. There was no public testimony provided at the public hearing. Following the public hearing, the PC made a motion to recommend the Comprehensive Plan Map Amendment and Rezone of the ‘Washington Trucking Site’ to Marysville City Council for adoption by ordinance.

RECOMMENDED ACTION:

Affirm the PC’s Recommendation to rezone the Washington Trucking property from General Industrial (GI) to Downtown Commercial (DC) and Open, and authorize the Mayor to sign the Ordinance amending the official zoning map of the City.

COUNCIL ACTION:

CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON RELATING TO THE MARYSVILLE GROWTH MANAGEMENT COMPREHENSIVE PLAN, THE CITY'S OFFICIAL ZONING MAP, ORDINANCE NO. 3000, AS PREVIOUSLY AMENDED, AND THE CITY'S UNIFIED DEVELOPMENT CODE (MMC TITLE 22); AND APPROVING THE 2018 CITY INITIATED COMPREHENSIVE PLAN AMENDMENT REQUEST NO. 1 (WASHINGTON TRUCKING SITE), WHICH AMENDS THE COMPREHENSIVE PLAN'S LAND USE MAP DESIGNATION FOR PROPERTY LOCATED EAST OF SR529, SOUTH AND WEST OF EBEY SLOUGH, AND NORTH OF STEAMBOAT SLOUGH, AND REZONES SAID PROPERTY FROM GENERAL INDUSTRIAL (GI) TO DOWNTOWN COMMERCIAL (DC) AND OPEN, PURSUANT TO THE CITY'S ANNUAL COMPREHENSIVE PLAN AMENDMENT AND UPDATE PROCESS.

WHEREAS, on September 15, 2015 the Marysville City Council adopted Ordinance No. 3000 adopting an updated Growth Management Comprehensive Plan ("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 Comprehensive Plan; and

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

WHEREAS, on February 14, 2011, the Marysville City Council passed Ordinance No. 2852, adopting the Unified Development Code, which recodified former Chapter 18.10 to Chapter 22G.020; and

WHEREAS, the 2018 Comprehensive Plan amendments include a City Initiated Amendment Request No. 1 (Washington Trucking Site), which proposes to revise the Comprehensive Plan's Land Use Map designation for property depicted in the attached **Exhibit A**, which is located east of SR529, south and west of Ebey Slough, and north of Steamboat Slough, and to rezone said property from General Industrial (GI) to Downtown Commercial (DC) and Open; and

WHEREAS, on October 23, 2018, the City issued a State Environment Policy Act Mitigated Threshold Determination of Non-Significance (MDNS), which addresses the environmental impacts of the City Initiated Amendment Request No. 1 (Washington Trucking Site), a non-project proposal; and

WHEREAS, on September 26, 2018 the City submitted the proposed 2018 Comprehensive Plan Land Use Map and Official Zoning Map amendments (Material ID No. 25327) 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 2018 Comprehensive Plan Land Use Map and Official Zoning Map amendment, held public workshops on September 25 and October 9, 2018, and held a public hearing on November 14, 2018, and received testimony from staff and other interested parties following public notice; and

WHEREAS, the Planning Commission prepared and provided its written recommendation that said proposed amendment be approved by the Marysville City Council; and

WHEREAS, on December 10, 2018 the Marysville City Council reviewed the Planning Commission's recommendation related to the proposed 2018 Comprehensive Plan Land Use Map and Official Zoning Map amendments;

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

Section 1. With respect to the 2018 Citizen Initiated Amendment Request No. 1 (Washington Trucking Site), the City Council hereby finds as follows:

1. The 2018 Citizen Initiated Amendment Request No. 1 (Washington Trucking Site) is consistent with the City's Comprehensive Plan and Unified Development Code;
2. The 2018 Citizen Initiated Amendment Request No. 1 (Washington Trucking Site) is consistent with the State Growth Management Act and the State Environmental Policy Act;
3. There is a demonstrated need for additional zoning as the type proposed;
4. The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties;
5. There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification; and
6. The property is practically and physically suited for the uses allowed in the proposed zone reclassification.

Section 2. The City Council hereby amends the Marysville Growth Management Comprehensive Plan and Ordinance No. 3000, as previously amended, by adopting 2018 City Initiated Amendment Request No. 1 (Washington Trucking Site), which amends the land use designation for the properties depicted in the attached and incorporated **Exhibit A**, which is located east of SR529, south and west of Ebey Slough, and north of Steamboat Slough, and to rezone said property from General Industrial (GI) to Downtown Commercial (DC) and Open, and amends Figure 4-2 of the Land Use Element. 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. The City Council hereby amends the City's Official Zoning Map, Ordinance No. 3000, as previously amended, and the City's Unified Development Code MMC Title 22, by adopting 2018 City Initiated Amendment Request No. 1 (Washington Trucking Site), which rezones the properties depicted in the attached **Exhibit A** from GI (General Industrial) to DC

(Downtown Commercial) and Open. This amendment shall be attested by the signature of the Mayor and City Clerk, with the seal of the municipality affixed, shall be included with the Official Zoning Map on file in the office of the City Clerk, and shall be available for public inspection.

Section 4: 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 _____, 2018.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
CITY CLERK

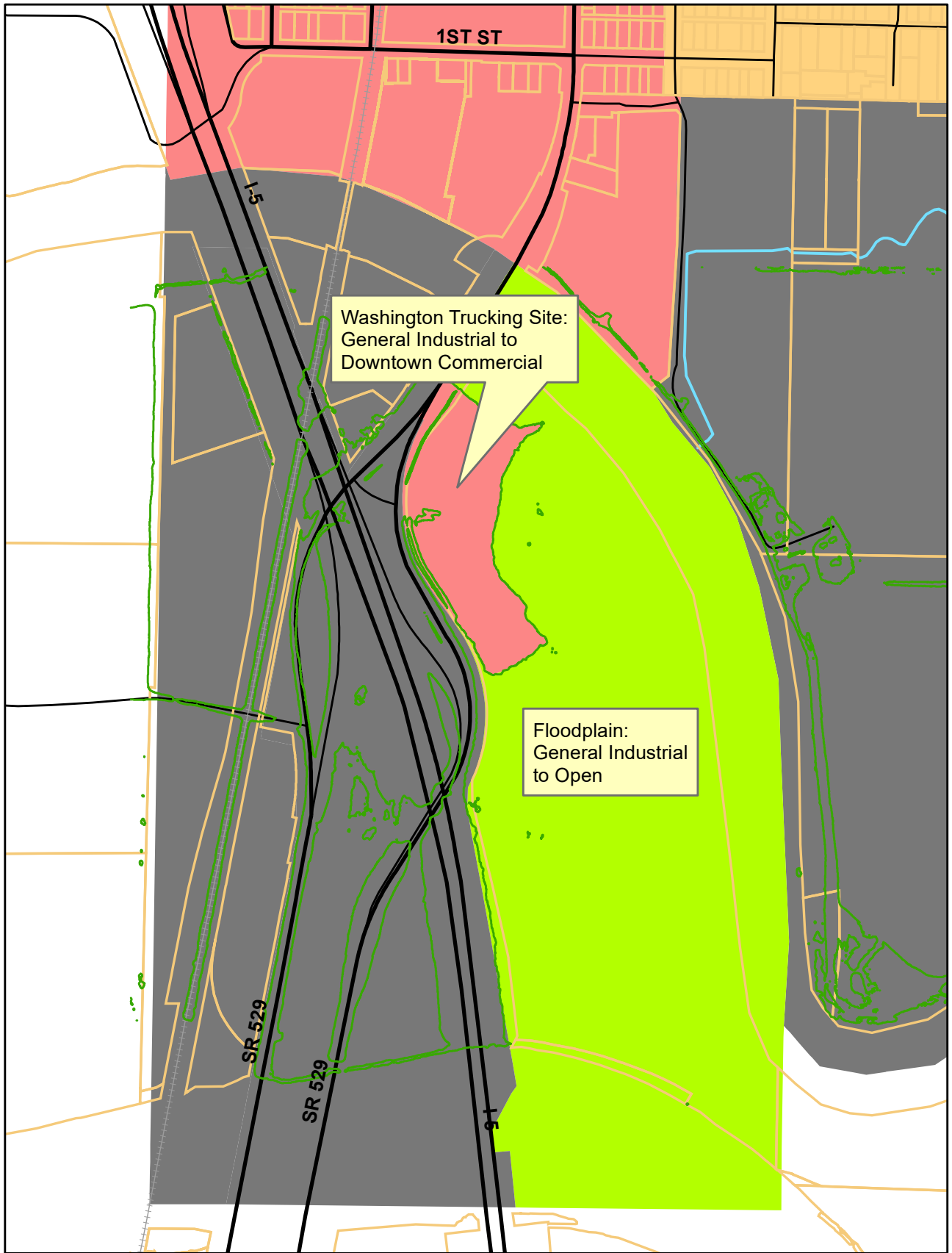
Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: _____






Effective Date: _____

EXHIBIT A



Comprehensive Plan Amendment / Rezone #1 Washington Trucking Site

11/8/2018

- | | | |
|--|---|--|
|  13' flood plain |  Downtown Commercial |  Open |
|  General Industrial |  R18 Multi-Family Medium | |



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

PC Recommendation – 2018 Comprehensive Plan Amendments

The Planning Commission (PC) of the City of Marysville, having held a public hearing on November 14, 2018 in review of a NON-PROJECT action amendment of the Marysville Comprehensive Plan, proposing adoption of the 2018 Comprehensive Plan Amendments an amendment of the Marysville Comprehensive Plan, and having considered the exhibits and testimony presented, PC does hereby enter the following findings, conclusions and recommendation for consideration by the Marysville City Council:

FINDINGS:

1. The proposal was submitted to the State of Washington Department of Commerce for 60-day review on September 26, 2018, in accordance with RCW 36.70A.106.
2. The PC held a public work sessions to both introduce and review the NON-PROJECT action amendments proposing adoption of the NON-PROJECT action 2018 Comprehensive Plan Amendments as described above, on September 25 and October 9, 2018.
3. The PC held a duly-advertised public hearing on November 14, 2018 and received testimony from city staff and the public.
4. At the public hearing, the PC reviewed and considered the 2018 Comprehensive Plan Amendments.

CONCLUSION:

At the public hearing, held on November 14, 2018, the PC recommended **APPROVING** the 2018 Comprehensive Plan Amendments.

RECOMMENDATION:

Forwarded to City Council as a Recommendation of **APPROVAL** of the NON-PROJECT action known as 2018 Comprehensive Plan Amendments, an amendment of the Marysville Comprehensive Plan, on *November 14, 2018.*

By: _____

Stephen Lefter, Planning Commission Chair

PLANNING COMMISSION



MINUTES

July 10, 2018

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the July 10, 2018 meeting to order at 7:00 p.m. and noted there was no one in the audience.

Marysville

Chairman: Steve Leifer

Commissioners: Roger Hoen, Jerry Andes, Kay Smith, Tom Thetford, Brandon Whitaker

Staff: Community Development Director Dave Koenig, Planning Manager Chris Holland

Absent: Kelly Richards (excused)

APPROVAL OF MINUTES

May 22, 2018

Motion made by Commissioner Smith, seconded by Commissioner Thetford, to approve the May 22, 2018 Meeting Minutes as amended. **Motion** passed unanimously (7-0).

AUDIENCE PARTICIPATION

None

NEW BUSINESS

- A. Premium Place – Citizen Initiated Comprehensive Plan Map Amendment and Concurrent Rezone

Planning Manager Chris Holland introduced the topic of Comprehensive Plan amendments and explained that the hotel owner is the owner of these parcels. The proposal would change the land use from Community Business to General Commercial. There was discussion about the extremely difficult access to this property and options for development.

Commissioner Whitaker asked if there is a demand for self-storage facilities like the applicant is proposing in the city. Planning Manager Holland replied that there appears to be, but it doesn't have to be in this location. Commissioner Whitaker commented that this type of use might not fit with the kind of use they had in mind with the State Area Master Plan.

Director Koenig referred to the Albertsons site and noted that three different groups looked at that Albertsons building to convert it to self-storage, but it wasn't allowed in that zone. He commented that the City of Arlington has actually taken self-storage units out of their code, and they are not allowing any more to be built. This may be something for Marysville to take a look at as they are working on the Manufacturing Industrial Center (MIC) plan. He noted that staff will come back with a recommendation.

Commissioner Leifer asked how they could consider allowing self-storage on the proposed site when they didn't allow it on the Albertsons site. Director Koenig explained the difference in the applications. He noted that there has been no promise made to the applicant that this would be supported, but they chose to make the application anyway.

B. Staff Initiated Comprehensive Plan Map Amendment and Concurrent Rezone

- Civic Campus Properties

Planning Manager Holland explained that Public Works went through a brainstorming session regarding this proposed assemblage. Part of the new Public Safety building project could potentially include a new city hall. He reviewed permitting issues related to this proposed location. Staff will be coming with a recommendation from 8th Street to 4th Street to designate the properties Downtown Commercial.

- Washington Trucking Property

Washington Trucking has moved its location, their shoreline permit has expired, and they don't have any intended use for the site. Planning Manager Holland explained that this site has recently been used for construction of the bridge and potentially will be used by WSDOT as temporary construction of part of the on and off ramps from I-5 and 529. The site is currently zoned General Industrial, but staff is looking at rezoning it to Downtown Commercial as it would be a more appealing gateway to the City. Staff will also be looking at allowing some amount of multifamily on the ground floor because this may be an area for student housing or commuters. It is likely that it would end up being more multifamily use than commercial. WSDOT needs to acquire part of the property for right-of-way. Most of the area is undevelopable since it is in the floodplain.

- Public Works and Community Development Property

This is where Public Works and Community Development are currently located. It is zoned General Industrial. The project is at about 60% design for the 1st Street bypass road. That will go out to bid when it is finalized. He discussed plans for surplus parts of the property if the civic campus gets built.

Commissioner Whitaker asked how the proposed use would dovetail with the sewage plant to the south. Planning Manager Holland explained that those details haven't been worked out yet.

Commissioner Hoen asked about the footprint for the 1st Street bypass. Planning Manager Holland reviewed the current plans for that.

CITY COUNCIL AGENDA ITEMS AND MINUTES

Director Koenig commented that Kelly Richards was re-appointed by the City Council last night to serve another term on the Planning Commission.

Planning Manager Holland reported that Toyota had their flag raising ceremony which was a nice event. The Ford Dealership is putting in a used car lot to the north of that.

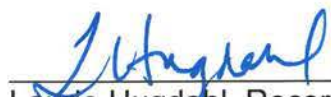
Director Koenig reported that a SEPA Determination of Non Significance was issued for a Roy Robinson RV. The City is getting a lot of interest in the MIC. Staff reviewed various sites and proposals in the MIC.

Director Koenig commented there is also a lot of interest in single family development. The code was changed so that final plats do not have to go to City Council anymore which saves time. In the last month staff has approved three final plats administratively. He reviewed historical numbers and commented that there are 591 single-family lots currently under construction.

ADJOURNMENT

Motion made by Commissioner Whitaker, seconded by Commissioner Smith, to adjourn the meeting at 8:26 p.m. **Motion** passed unanimously.

NEXT MEETING: TBD



Laurie Hugdahl, Recording Secretary

PLANNING COMMISSION



MINUTES

September 25, 2018

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the September 25, 2018 meeting to order at 7:00 p.m. noting that there was no one in the audience.

Marysville

Chairman: Steve Leifer

Commissioners: Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Tom Thetford, Brandon Whitaker

Staff: Senior Planner Angela Gemmer

Absent: None

APPROVAL OF MINUTES

September 11, 2018

Motion made by Commissioner Richards, seconded by Commissioner Andes, to approve the September 11, 2018 Meeting Minutes as presented. **Motion** passed unanimously.

AUDIENCE PARTICIPATION

None

PUBLIC HEARING – CODE AMENDMENTS

The public hearing was opened at 7:01 p.m.

Senior Planner Angela Gemmer reviewed the following proposed amendments.

A. Duplex and townhome definitions;

This would amend the definition of duplex to align better with how that use is defined in the International Residential Code. The primary change would clarify the degree of attachment between adjacent units of a duplex. The next amendment would amend the definition of townhouse, which is three or more units connected with a fire-resistant wall, each with a front and back door, to clarify the degree of attachment between units to align better with the International Residential Code.

There were no comments or questions regarding these amendments.

B. Base height increase in the General Commercial (GC) zone within the Downtown Master Plan Area; and

This would allow an increase in the height in the General Commercial Zone to 85 feet within the Downtown Master Plan Area, generally south of 8th Street.

Commissioner Richards stated he was okay with the increased height, but concerned about having adequate parking. He thought the City should set a positive example with this matter by ensuring there is sufficient parking. Ms. Gemmer replied that the underlying land use code governs parking, and her understanding was that it would be provided per code requirements. She stated that she would pass along his concerns to the project manager. Commissioner Richards expressed concern that it still would not be enough and stated he would not be comfortable approving this height amendment until he is satisfied there will be enough parking.

Commissioner Thetford asked staff about the actual parking requirements for this facility. Ms. Gemmer explained that it differs per use. She stated that the code requires one parking space per 400 square feet of gross floor area for professional office uses. There are some provisions to allow for reductions or waivers in certain circumstances such as where there are alternatives to automobiles. She reiterated that typically every project constructed is required to demonstrate that they meet the parking requirements in code.

Commissioner Whitaker expressed concern about the lack of demand for 85-foot heights, and stated he would not be comfortable voting in support of that increase.

Commissioner Hoen commented that it was noted last week by staff that the water park creates more parking need than there exists already. This additional use in that area would be competing with that limited space and would amplify the issue.

Chair Leifer asked if there has been any interest by private developers for this kind of development. Ms. Gemmer replied that there is one developer who wants to do a true mixed use development behind Taco Bell.

There was consensus to continue the hearing to the next meeting and to note that the Planning Commission generally has concerns about adequate parking. There was a

request for an explanation of what the City is expecting for parking and a better explanation of what the built out environment will look like.

Ms. Gemmer reiterated that parking would be addressed per code and is addressed in a separate section of the code. Chair Leifer acknowledged that, but stated that the condition of additional height bears upon the parking aspect in the minds of the commissioners.

C. Appeal timeframes

Ms. Gemmer explained that these amendments would synchronize the appeal timelines within the codes related to land use procedures.

There were no comments or questions related to these amendments.

Motion made by Commissioner Richards, seconded by Commissioner Whitaker, to continue the hearing to the next meeting. **Motion** passed unanimously.

OLD BUSINESS – Comprehensive Plan Amendments

A. Washington Trucking Site – General Industrial (GI) to Downtown Commercial (DC)

The proposal is to redesignate this site from General Industrial to Downtown Commercial and Open. With the new interchange this will be the new gateway to the city so the site would afford redevelopment opportunities and make a good first impression for the city.

Commissioner Leifer asked what was driving this change. Ms. Gemmer thought this was staff-initiated, but there may have been some discussion with the Washington Trucking owners. He wondered why, with environmental constraints, Washington Trucking would want to zone themselves Downtown Commercial when the site would likely remain as open space. He questioned whether or not the type of development envisioned could ever get off the ground due to environmental issues. He thought that using it as open space might be a possibility. Ms. Gemmer indicated she would find out more about the history and what discussions may have occurred related to this.

Commissioner Hoen recalled from the previous meeting that staff had envisioned this as the gateway to the city and felt it should be zoned for something compatible as an entrance to the city. Ms. Gemmer concurred. She noted that Downtown Commercial would allow for general personal services, retail, offices, etc. It is not necessarily residential that would occur there.

Commissioner Andes expressed concern about the difficult access to this property. Ms. Gemmer indicated she would check with the traffic engineer to find out more about plans for this.

B. Public Works/Community Development Site – GI and R-18 to Mixed Use

Commissioner Whitaker expressed concern about changing from General Industrial and R-18 to Mixed Use on this site due to the proximity to the sewage treatment plant and the associated odor. Ms. Gemmer explained that the zoning would be flexible and would allow for commercial, multifamily, or a combination of the two; it would also be market-driven.

CITY COUNCIL AGENDA ITEMS AND MINUTES

None

ADJOURNMENT

Motion made by Commissioner Richards, seconded by Commissioner Smith, to adjourn the meeting at 7:35 p.m. **Motion** passed unanimously.

NEXT MEETING:

October 9, 2018


Chris Holland, Planning Manager for
Laurie Hugdahl, Recording Secretary

PLANNING COMMISSION



MINUTES

October 9, 2018

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the October 9, 2018 meeting to order at 7:00 p.m.

Marysville

Chairman: Steve Leifer

Commissioners: Roger Hoen, Jerry Andes, Kay Smith, Kelly Richards, Brandon Whitaker

Staff: Community Development Director Dave Koenig, Planning Manager Chris Holland, Senior Planner Angela Gemmer

Absent: Tom Thetford (excused)

APPROVAL OF MINUTES

September 25, 2018

Chair Leifer referred to Old Business, Item A, and clarified his comment regarding the Washington Trucking site. He emphasized he did not mean to suggest it should be open space. He wondered why Washington Trucking would want this particular type of zoning knowing that with the environmental issues out there it might just be putting it into open space.

Motion made by Commissioner Smith, seconded by Commissioner Richards, to approve the September 25, 2018 Meeting Minutes as corrected. **Motion** passed unanimously.

AUDIENCE PARTICIPATION

None

2018 – 2023 SCHOOL DISTRICTS CAPITAL FACILITIES PLAN

Senior Planner Angela Gemmer introduced this item, reviewed the three criteria that school district capital facilities plans must meet, and commented that staff has found that the plans for the three school districts meet all three criteria.

A. Lake Stevens School District No. 4

Reid Shockey, Shockey Planning Group, 2716 Colby Avenue, Everett, explained how the six-year capital facilities plans are developed. He reviewed the numbers for the Lake Stevens School District as contained in their Capital Facilities Plan. There is significant growth occurring and capacity is always an issue. There was discussion in general about how student generation rates are determined.

B. Marysville School District No. 25

Denise Stiffarm, Pacifica Law Group, reviewed Marysville School District's Capital Facilities Plan. Marysville has a unique situation because student generation rates have gone down. This has resulted in school impact fees of zero even though they will probably need capacity for the younger grades in the future. The District has continued to prepare a Capital Facilities Plan so they will be prepared if conditions change in the future.

Commissioner Richards expressed concern about Marysville School District shrinking class sizes which has resulted in a shortage of classrooms and space. Ms. Stiffarm concurred and explained it is the result of state K-3 mandates related to reduced size classes. There are now a lot of portables in the district. The last bond proposal failed, but probably would have addressed this problem.

Mr. Shockey added that in the Everett School District the mandates have resulted in the need for the equivalent of four and a half additional elementary schools.

Commissioner Whitaker asked if Marysville is only looking to purchase additional portables as needed. Ms. Stiffarm confirmed this and noted it was because the bond had failed. The Plan could be updated if anything changes.

C. Lakewood School District No. 306

Ms. Stiffarm said that Lakewood's Plan looks similar to the one they presented two years ago because they have continued to grow steadily. The project included in their impact fee calculation is the recently completed high school project which is where there is an identified need for capacity. The district plans to continue to monitor enrollment growth, watch as new development happens, and update the plan with projects as they move forward.

Dale Leach, Lakewood School District, expressed appreciation that the District passed a bond when they did which enabled them to accomplish some needed projects. He reviewed growth projection numbers as contained in their Capital Facilities Plan in the Commission's packet. The District is projected to be the largest it has ever been in the next four years.

Chair Leifer asked if all the apartment population had been factored in. Mr. Leach indicated that it had and the District will continue to monitor that closely.

Chair Leifer asked about the different methods used by school districts to develop their enrollments. Mr. Shockey explained that the districts can decide between the OSPI method and the ratio method where they track the percentage of the overall population that is students. The teaching station method is used to determine construction needs. Ms. Stiffarm added that all three school districts are using teaching stations to determine capacity.

Chair Leifer expressed concern that the projection of 300+ students in the next six years by Lakewood is too low. Mr. Leach thought that it may be low in the future, but right now it is accurate. They are meeting regularly with city and county planners to find out what is in the pipeline. Planning Manager Chris Holland concurred that there are capacity limitations in the Lakewood area. This may change in two years, but will likely change in four years.

Commissioner Whitaker thought it was interesting that they are looking at decreasing enrollments in Marysville even with the boom in development in the south end. Ms. Stiffarm agreed and added that it is difficult to understand. Planning Manager Holland clarified that 90% of the home construction in Marysville right now is actually in the Lake Stevens School District.

There was general consensus by the Planning Commission to recommend consideration of the matter at a public hearing on October 23.

MMC Chapter 22C.130 Parking and Loading

Planning Manager Holland commented that any new development would be required to meet parking standards. He explained that government buildings require 1 parking stall per 400 square feet which is the same ratio required for business and professional offices. There aren't any specific parking requirements for courts, jail or public safety buildings in the code but it is known what the existing use is, and that would be factored into the requirements.

Commissioner Richards asked staff if there is sufficient parking in the civic center area right now. Planning Manager Holland replied that is not known yet because nothing has been submitted, but it will definitely meet code. He believes that the code requirements are sufficient. When the City adopted a Downtown Master Plan they did an Environmental Impact Statement (EIS) that made recommendations to mitigate environmental impacts for a civic campus at this location. Additional environmental analysis will be done for any site-specific development, including traffic impacts. He reiterated that height limits are a separate issue from parking requirements. Parking needs are looked at on a development by development basis to ensure it meets code. The City has never had an issue with the 1 to 400 square foot ratio. Director Koenig replied that on-street parking is not part of the City's plans. It has always been the City's intention to provide off-street parking.

Commissioner Hoen commented that the parking around the spray park is already inadequate. He expressed concern that the general population would be inclined to use civic center parking spaces. Staff assured the Commission that parking would be managed and the City would be responsive. There was general discussion about plans for the civic center.

Director Koenig commented that based on feedback from businesses in the MIC there appears to be too much parking required for warehouse and industrial buildings. He indicated that staff will bring back some more information about this to the Planning Commission.

Chair Leifer stated he did not have concerns personally about the height issue proposed in the downtown area, but to address the concerns raised by other commissioners it is critical to control who can park where.

PUBLIC HEARING – CODE AMENDMENTS (continued)

Chair Leifer noted at 8:02 p.m. that this is a continuance of the public hearing from the September 25 meeting related to three proposed code amendments. There was no one in the audience and therefore no public testimony. Planning Manager Holland reviewed the three proposed amendments. He stated that staff's recommendation is for the Planning Commission to forward it on to City Council.

- A. Duplex and townhome definitions;
- B. Base height increase in the General Commercial (GC) zone within the Downtown Master Plan Area; and
- C. Appeal timeframes.

Commissioner Leifer expressed concern about the height issue in the downtown area, but commented that controlling who can park where is critical to this working.

Motion made by Commissioner Hoen, seconded by Commissioner Andes, to forward this on to City Council with a recommendation for approval. **Motion** passed (4-1-1) with Commissioners Hoen, Andes, Smith, and Leifer voting in favor, Commissioner Whitaker voting against the motion, and Commissioner Richards abstaining.

Motion made by Commissioner Richards, seconded by Commissioner Andes, to close the hearing at 8:09 p.m. **Motion** passed unanimously.

NEW BUSINESS

- A. Planned Connector Road Revisions

Senior Planner Gemmer reviewed proposed connector road revisions:

- 53rd Avenue NE – designate as a collector arterial
- 40th Avenue NE – eliminate collector (39th Avenue provides needed connection)
- 59th Drive NE designate connector from Glein to Peterson-Sears
- Various connectors south of 40th Street NE from 79th Avenue NE to 80th Avenue NE
- Various connectors from 49th Street NE to 60th Street NE between 79th Avenue NE and to Highway 9

Commissioner Whitaker asked about the implications of 53rd Avenue being designated as a collector arterial. Senior Planner Gemmer explained that no improvements are contemplated at this time; however, it impacts what standards apply to the road. It also allows the City to seek grant funding.

OTHER

Senior Planner Gemmer reviewed the proposed rezone of the Washington Trucking site from General Industrial to Downtown Commercial noting that concerns had been raised related to site access and site contamination. She explained that with the last permit access was only restricted southbound on 529 where you take a left hand turn, cross over 529 and go eastbound into the site. All other turning movements were allowed. In preliminary discussions with Public Works staff, similar restrictions on turning movements are expected in the event that the property were developed with a use that is allowed in the downtown commercial zone; however, access for any new use would be subject to review and approval by WSDOT and the City. Access to the site will actually be improved with the interchange. Regarding site contamination, two different environmental assessments have been done. Hydrocarbon contaminants were found, and any use of the site will require environmental cleanup and remediation depending on the intended use of the sites.

Director Koenig gave an update on permit activity in the City.

CITY COUNCIL AGENDA ITEMS AND MINUTES

ADJOURNMENT

Motion made by Commissioner Richards, seconded by Commissioner Whitaker, to adjourn the meeting at 8:46 p.m. **Motion** passed unanimously.

NEXT MEETING:

October 23, 2018


 Chris Holland, Planning Manager, for
 Laurie Hugdahl, Recording Secretary

DRAFT

PLANNING
COMMISSION



MINUTES

November 14, 2018

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the November 14, 2018 meeting to order at 7:00 p.m.

Marysville

Chairman: Steve Leifer

Commissioners: Jerry Andes, Kay Smith, Kelly Richards, Roger Hoen¹

Staff: Community Development Director Dave Koenig, Planning Manager Chris Holland, Senior Planner Angela Gemmer

Absent: Tom Thetford (excused), Brandon Whitaker (excused)

APPROVAL OF MINUTES

October 23, 2018

Motion made by Commissioner Smith, seconded by Commissioner Andes, to approve the October 23, 2018 Meeting Minutes as amended. **Motion** passed unanimously.

AUDIENCE PARTICIPATION

None

NEW BUSINESS

A. Arlington-Marysville Manufacturing Industrial Center (AMMIC) Workshop

Community Development Director Koenig introduced the Arlington-Marysville Manufacturing Industrial Center (AMMIC) subarea plan. He explained that the goal is to have the MIC recognized as a Regional Center by the Puget Sound Regional Council.

¹ Roger Hoen arrived at 7:42 p.m.

He noted that Berk and Associates was the firm hired to do the work for the Subarea Plan. John Owen of Makers Architecture was part of that team.

Mr. Owen made a presentation reviewing the Draft AMMIC Subarea Plan (in the Planning Commission packet). He discussed:

- Public Input and Outreach
- The Vision and Guiding Principles
- Subarea Plan Concepts: Plans & Policies, Land Use (Development Capacity and Future Land Use), and Framework Plan
- Goals & Policies: Land Use & Urban Design, Transportation, Natural Environment, Economic Development, and Public Facilities & Infrastructure. Planning Manager Holland referred to a letter received from Kristin Kinnamon regarding bike lanes and discussed the City's plans to address this.
- Implementation: Capital Facilities Plan (Transportation, Utilities, Natural Environment) and Finance (Funding & Financing Tools for Subarea Development)
- Zoning & Development Standard Recommendations

The Planning Commission asked clarification questions which were answered by staff and Mr. Owen. Staff discussed developer interest in the area.

Reid Shockey, Shockey Planning Group, 2716 Colby Avenue, Everett, WA, congratulated the City on this plan. He spoke in support of moving forward with this. He represents property owners within this central area (the opportunity sites). He and his clients envision organizing all the information into a master plan. He recommended that staff work with the individual property owners collectively to produce a good master plan.

Director Koenig summarized that the next step on this would be a public hearing with the Planning Commission on December 11. This would be followed with possible action by the Council in January.

Commissioner Hoen apologized for being late, noting it was unavoidable, and commented that this subject was very important to him. He expressed concern about piecemeal industrial development with residential mixed in. Director Koenig replied that residential would not be allowed in the light industrial area. There are some existing residential areas which would remain. He expects that those residential uses within the industrial zones will eventually transition to industrial as well. Commissioner Hoen also asked if there is any relief planned in the I-5 corridor. Director Koenig commented that the new 529 bridge to get people off I-5 coming north and onto I-5 going south is expected to help. Mr. Owen added that the Community Transit Swift line should also take some private vehicles off the road which would also help.

Commissioner Richards asked how the zoning would affect the school district property which is in that area but not in the MIC. Director Koenig explained it would be up to the school district what they decide to do with the property.

PUBLIC HEARING

A. Comp. Plan Amendment No. 1 – Washington Trucking Site

Senior Planner Gemmer reviewed this item.

The public hearing was opened at 8:05 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:05 p.m.

There were no further comments or questions.

Motion made by Commissioner Richards, seconded by Commissioner Smith, to approve Comp. Plan Amendment No. 1 as presented. **Motion** passed unanimously.

B. Comp. Plan Amendment No. 2 – Public Works Operations Site & 1st Street Properties

Senior Planner Gemmer reviewed this item.

The public hearing was opened at 8:08 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:08 p.m.

There were no further comments or questions.

Motion made by Commissioner Richards, seconded by Commissioner Andes, to approve Comp. Plan Amendment No. 2 as presented. **Motion** passed unanimously.

C. Comp. Plan Amendment No. 3 – Proposed Road Connector Revisions

Senior Planner Gemmer reviewed this item. She highlighted an additional change to Figure 15 to show a multi-use trail designation on the east side of State Avenue from north of SR529 up to 2nd Street. Everything else was as previously presented.

The public hearing was opened at 8:11 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:11 p.m.

There were no further comments or questions.

Motion made by Commissioner Richards, seconded by Commissioner Andes, to approve Comp. Plan Amendment No. 3 as presented. **Motion** passed unanimously.

D. Code Amendment – Industrial and Manufacturing Parking Requirements

Senior Planner Gemmer reviewed this item.

The public hearing was opened at 8:13 p.m. Public comments were solicited. There were none. The public hearing was closed at 8:13 p.m.

Chair Leifer spoke in support of the changing requirements.

Motion made by Commissioner Richards, seconded by Commissioner Smith, to approve Code Amendment – Industrial and Manufacturing Parking Requirements as presented. **Motion** passed unanimously.

CITY COUNCIL AGENDA ITEMS AND MINUTES

ADJOURNMENT

Motion made by Commissioner Richards, seconded by Commissioner Andes, to adjourn the meeting at 8:24 p.m. **Motion** passed unanimously.

NEXT MEETING:

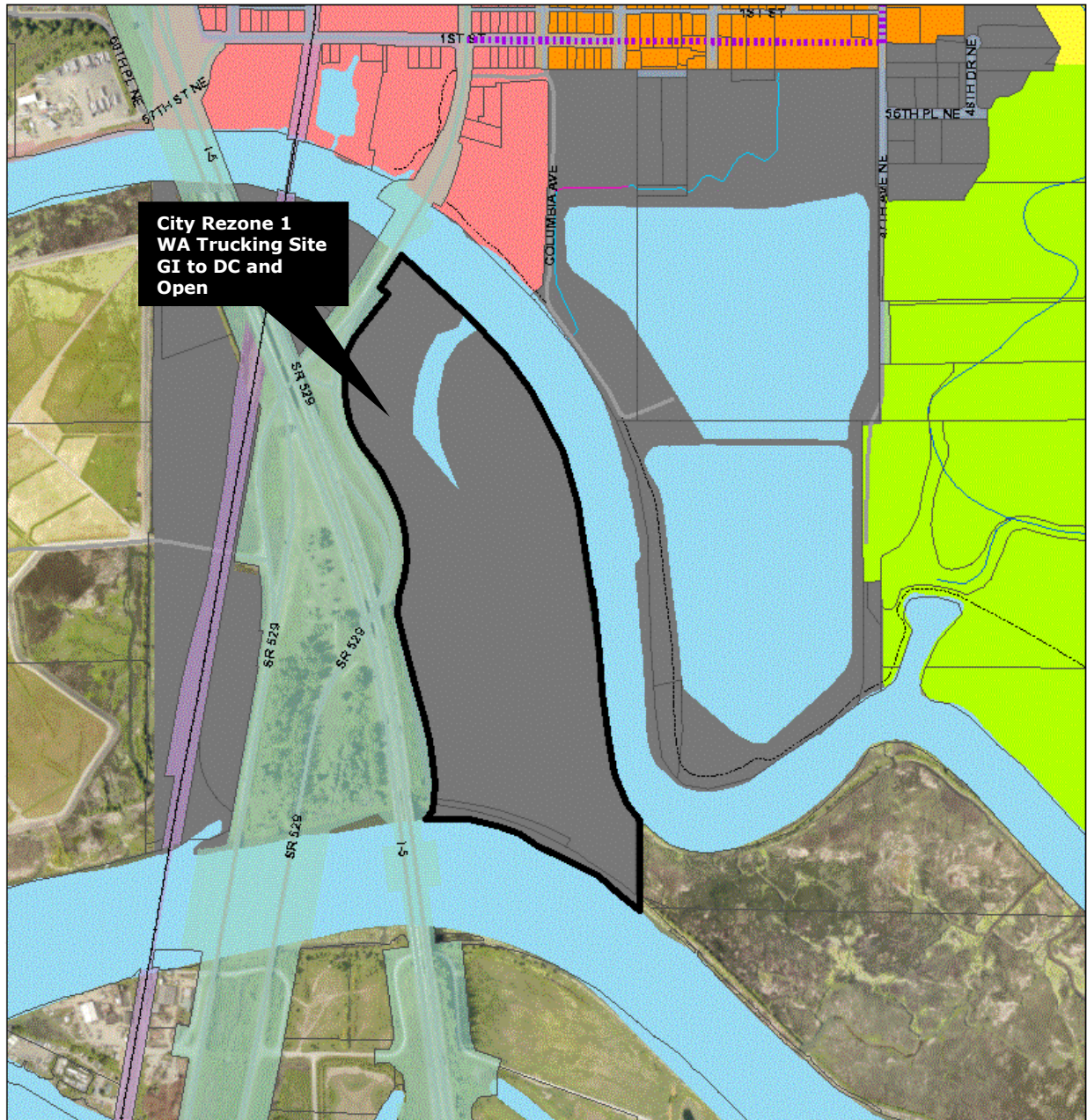
December 11, 2018

Laurie Hugdahl, Recording Secretary

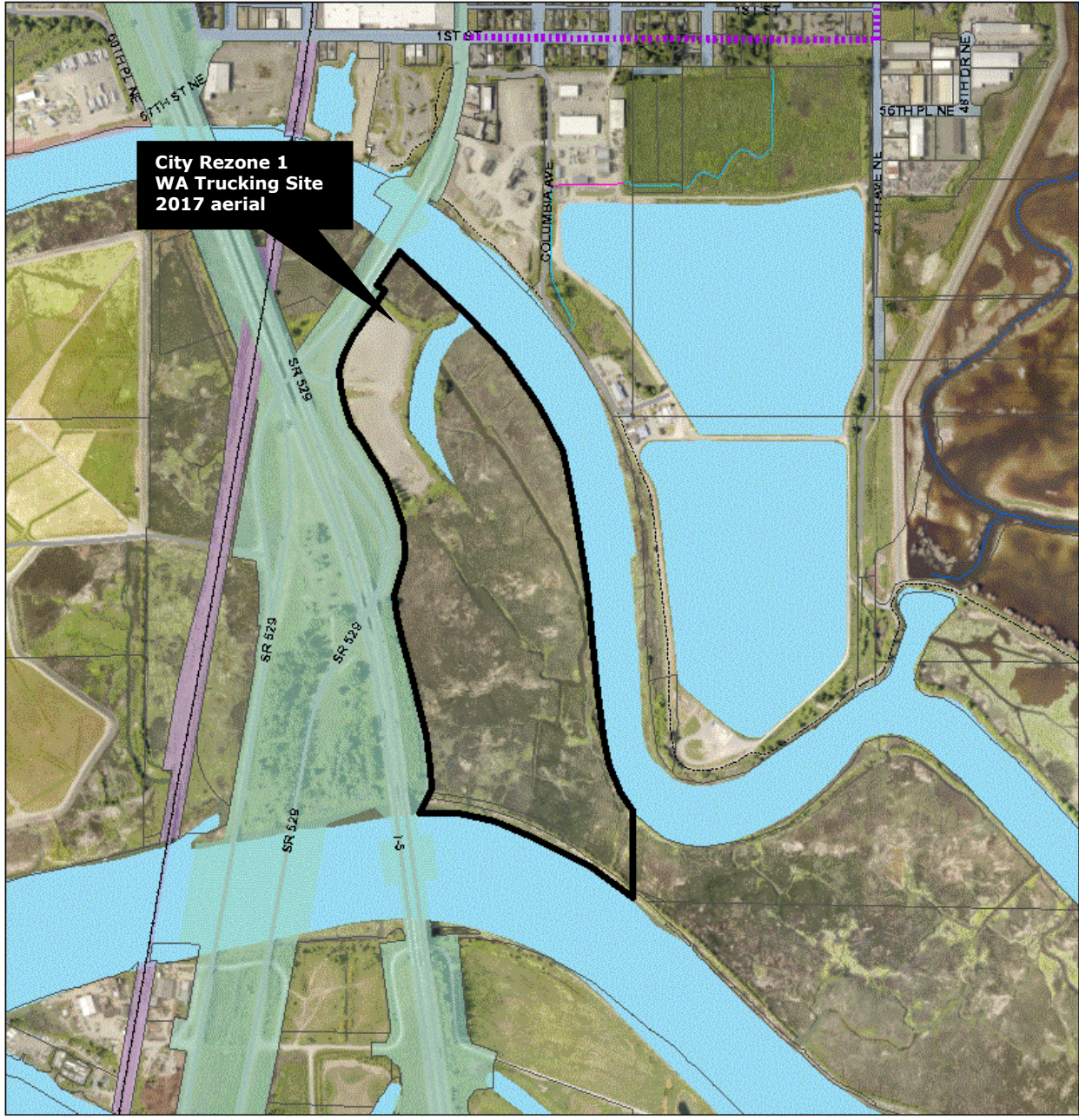
City-Initiated Rezone Request 1 – Washington Trucking Site

Addresses:	XX State Avenue
Tax Parcel Number(s):	30053300200400
Property Owner:	Whitehorse Ventures, LLC
Zone:	General Industrial
Approximate acreage:	69.86 acres
Current use:	Vacant land
Rezone Request:	Downtown Commercial
Proposed Use:	--
Rezone Recommendation:	Change the Comprehensive Plan land use designation from General Industrial to Downtown Commercial for portion of property elevated above 100-year floodplain (approximately 10 acres), and associated rezone to DC. Portion of land within floodplain to be re-designated as Open. <i>Analysis follows aerial photo of the subject property.</i>

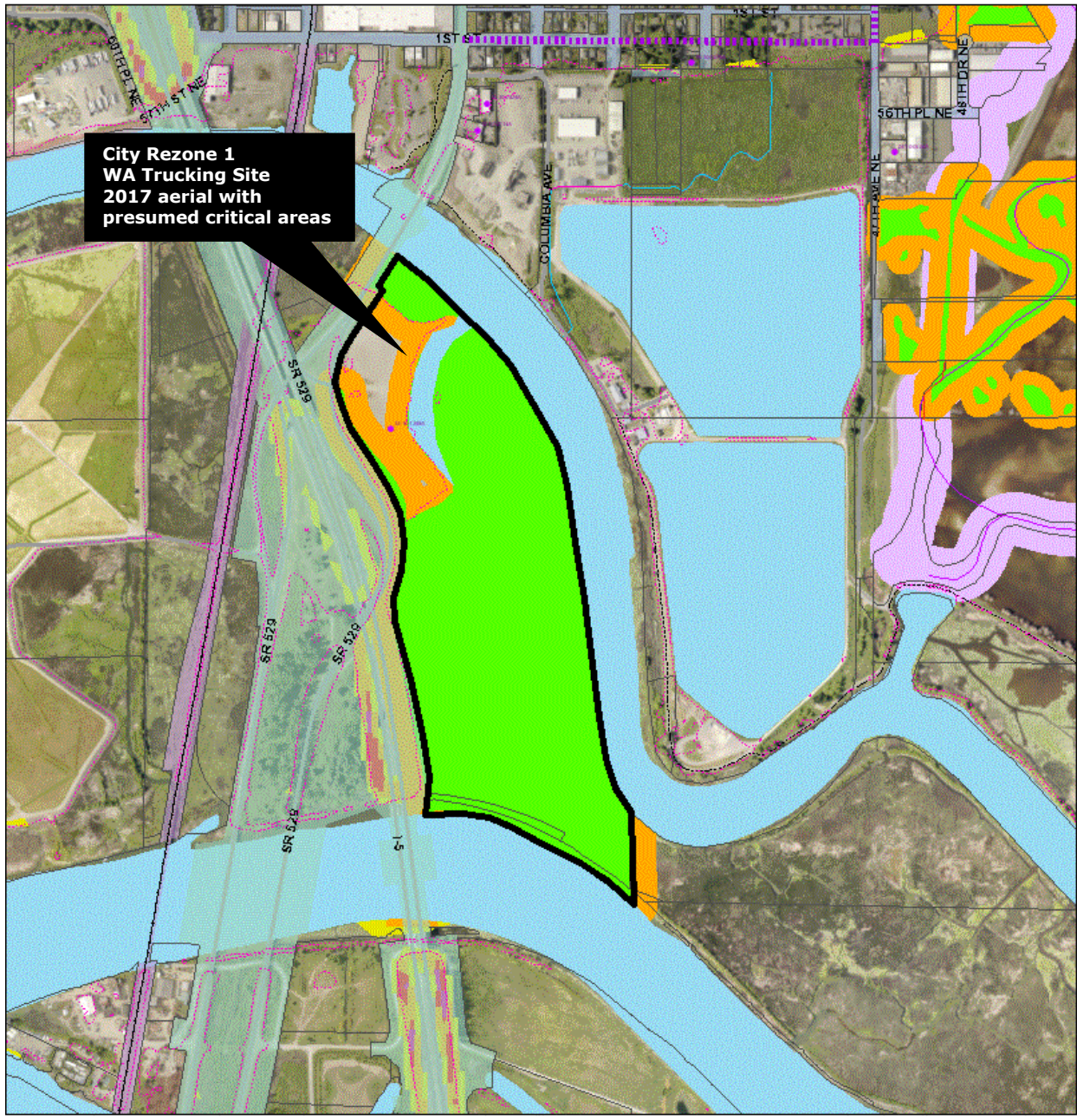
Zoning Map



2017 Aerial Map

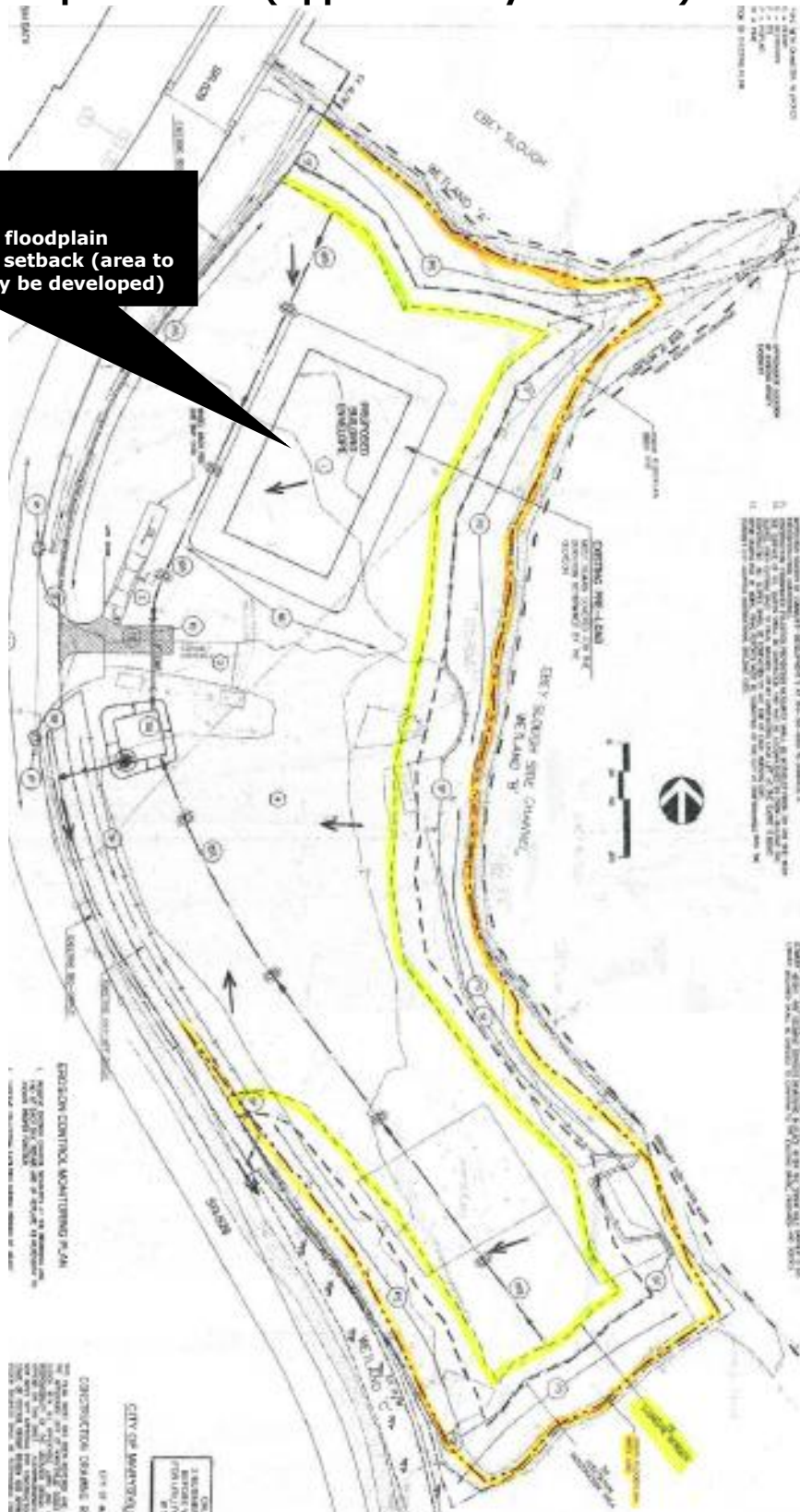


2017 Aerial Map with Presumed Critical Areas



Actual Development Area (Approximately 10-acres)

City Rezone 1
WA Trucking Site
Orange indicates 100 year floodplain
Yellow indicates shoreline setback (area to the west of yellow line may be developed)



Recommendation

Re-designate the property Downtown Commercial and rezone to DC (estimated at 10 acres). The portion encumbered by floodplain is to be re-designated as Open.

Site Summary

This site consists of two parcels totaling approximately 69.86 acres. The subject property is bordered by Interstate 5 and SR529 to the west; Ebey Slough to the north and east; and Steamboat Slough to the south. Property located west of Interstate 5 and SR529 is zoned General Industrial; property to the north of Ebey Slough is zoned Downtown Commercial; property to the east of Ebey Slough is zoned General Industrial; and property to the south of Steamboat Slough is located within unincorporated Snohomish County and is zoned Agriculture-10 Acre.

The proposed re-designation and rezoning of the property from General Industrial to Downtown Commercial is anticipated to be more compatible with Comprehensive Plan criteria and the function of the site as a gateway to the City, and would complement existing uses to the north that include retail, general personal services, professional offices, the Ebey Waterfront Park, and Qwuloolt Trail. The site appears to comply with many of the criteria and standards outlined in the Marysville Comprehensive Plan for designating property Downtown Commercial. Properties to the north are zoned Downtown Commercial so would be developed with compatible uses. The site is one of two sites that are presently recommended for Essential Public Facilities (EPFs) which are difficult to site. EPFs include such facilities as regional transportation facilities, correctional facilities, regional transportation facilities, etc. The Community Development Department is anticipating reviewing the EPF code in 2019.

Comprehensive Plan Goals and Policies

The subject property is located within Downtown Neighborhood Planning Area 1 adjacent to, but outside of, the Waterfront Sector. The following is a summary of goals and policies which the proposal is consistent with.

Key Downtown Vision Concepts

6. Promote the redevelopment of the riverfront properties with a mix of waterfront-oriented retail, office, and residential uses. Develop a continuous waterfront pathway with recreational amenities and ecological restoration. Note: while the subject property may not be identified as a riverfront property, it is located along two sloughs so it functions as a riverfront property.

Waterfront Sector

While the subject property is just outside of the designated Waterfront Sector, the re-designation of the subject property as a combination of Downtown Commercial and Open is supportive of several of the goals of the adjacent Waterfront Sector which include:

C-1 "Promoting a mix of uses and waterfront amenities that would complement the Ebey Slough Waterfront Park/Boat Launch."

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

- Provide ecological restoration in the area between the slough and the development.
- Require buildings and site development to be configured to take advantage of shoreline views and access.

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

C-5 SR 529 Ebey Slough Bridge construction and 1st Street improvements.

C-6 Upgrade 1st Street ...and promotion of Ebey Slough Waterfront Park/Boat Launch and to promote private investment in waterfront properties.

Waterfront

Goals:

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

Policies:

- LU-122 Permit a mix of uses that would encourage the waterfront as a regional entertainment and recreational focal point.
- LU-124 Encourage uses to locate in the waterfront area that will attract residents and tourists such as, but not limited to outdoor restaurants, micro breweries, retail shops, crafts shops.
- LU-126 Redevelopment on significant waterfront parcels should provide public access.
- LU-127 The waterfront edge should be developed for public access.
- LU-128 Increase the pedestrian-oriented character of and access to the waterfront area.
- LU-130 Encourage developments and design that will enhance the overall coherence of waterfront's visual and historic character.
- LU-141 Buildings and structures should be designed so as to minimize the blockage of views to the slough.

Downtown

Goals:

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

Policies:

- LU-83 Strengthen downtown's role as a business and commercial center.
- LU-84 Provide infrastructure suitable to the growth, enhancement, and redevelopment of the downtown as one of the activity centers of the community.
- LU-87 Encourage alternatives to the automobile for short trips within downtown.
- LU-88 Create gateways and entrances into the downtown area through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.
- LU-89 Encourage developments and design that will enhance the overall coherence of downtown's visual and historic character.
- LU-90 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.
- LU-95 Encourage retail and commercial activities at street level; offices and residential above.
- LU-96 Encourage day and night time activities.

Criteria and Standards for Downtown

- Balance the desire for a pedestrian friendly environment and the Downtown's role as a regional destination.
- The Comprehensive Plan provides criteria and standards to promote quality architecture and site amenities for the Downtown that would enhance the character of the subject property as gateway/entrance.
- The site is an entrance/gateway to the City that provides a first impression of the City from those entering from Everett. This gateway was enhanced by the construction of the replacement SR529 bridge in 2013, and will further increase in prominence with the I-5/SR529 Interchange which is anticipated to begin construction in 2019.

22G.010.440 Rezone criteria.

(1) A zone reclassification shall be granted only if the applicant demonstrates that the proposal is consistent with the comprehensive plan and applicable functional plans and complies with the following criteria:

(a) There is a demonstrated need for additional zoning as the type proposed;

There is a demonstrated need for additional zoning as the type proposed. Within the City, presently there are only 113 acres that are zoned Downtown Commercial. Most of the City's commercial zones have at least three times as much land allocated to them (with the exception of the 88-Mixed Use and Neighborhood Business zones which are respectively for a uniquely situated property and small neighborhood commercial sites mixed in with other zoning). The majority of the Downtown Commercial zoned properties have been developed over time. While many of these properties have sufficient structure improvements (market improvement value), that they are deemed constant uses by Snohomish County, a substantial proportion are identified as re-developable or partially used. Still, with existing improvements, even parcels that are identified as re-developable or partially used can take time to redevelop as there may be sufficient value/utility to the current property owner to maintain the existing use, or other barriers to redevelopment (e.g. financing, construction costs, etc.). Since this property is vacant land, it is yielding little value to the property owner in its current state compared to properties which have an ongoing use, and, therefore, may be more affordable to develop. Development of vacant properties may serve as a catalyst to develop other properties in the vicinity which are either more difficult to develop or have greater value to the property owner in their current state.

(b) The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties;

The zone reclassification is consistent and compatible with uses and zoning of the surrounding properties. While the subject property is separated from all surrounding properties by either the SR529 right-of-way or Ebey Slough, given its location on the east side of SR529/State Avenue, it is functionally most closely related to the Downtown Commercial zoned properties on the north side of Ebey Slough. Given its location at the entrance to the City, which will be increase in visibility with the SR529 Interchange project, development of the property with uses allowed in the Downtown Commercial zone will ensure that the property is more cohesive in appearance, character and use with proposed redevelopment within the Downtown. The Downtown Commercial zone allows for a wide variety of general personal service, retail, professional offices, and multi-family housing (second floor) which would complement uses that are existing, or may be developed or redeveloped, on Downtown Commercial properties located to the north.

(c) There have been significant changes in the circumstances of the property to be rezoned or surrounding properties to warrant a change in classification;

There have been several significant changes in the circumstances of the properties to be rezoned and surrounding properties that warrant a change in classification.

Adoption of Downtown Master Plan and Resulting Improvements. *In October 2009, the City adopted the Downtown Master Plan which impacts properties located south of 8th Street, west of Alder Avenue, north of Ebey Slough, and east of Interstate 5. This plan has provided a vision and a blueprint for redevelopment within the Downtown, and has been implemented through major public street improvements (1st and 3rd Street LID, road, pedestrian, and beautification, etc.), and the redevelopment of several parcels. The subject property is immediately adjacent to the Downtown Master Plan Area and is part of the overall Downtown Neighborhood Planning Area 1.*

Planned Access and Road Improvements. *The SR529-Interchange project, which will construct a new I-5 northbound off-ramp to SR529 and a new southbound on-ramp from SR-529 to I-5, has been fully funded under the Connecting Washington Program, and the Washington State Department of Transportation is anticipating to begin construction in 2019. This project will bring increased traffic into town via SR529 which directly abuts the subject property and will increase both its accessibility and visibility. An associated project, the First Street Bypass, will be constructed to route traffic utilizing the new SR529/I-5 Interchange from the City's Downtown. These projects will alleviate traffic pressure on 4th Street and provide an alternative means into and out of the City that is free of train delays that will ultimately enhance traffic, accessibility, and the overall quality of life Downtown.*

(d) The property is practically and physically suited for the uses allowed in the proposed zone reclassification.

The property is practically and physically suited for the uses allowed in the proposed zone reclassification. The subject property is adjacent to, and has access from, SR529. The portion of the subject property that is proposed to be rezoned to Downtown Commercial has been elevated through fill and is not located within the floodplain. The portion of the property that is encumbered by critical areas and floodplain will be designated Open Space for preservation. Water and sewer have been brought to the site. The construction of the proposed SR529/I-5 interchange will enhance the visibility and prominence of this property, and will have excellent access to Interstate 5 for commuters and visitors alike.