



MARYSVILLE

WASHINGTON



DOWNTOWN MASTER PLAN

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Acknowledgments

Land Acknowledgement

The City of Marysville acknowledges that the area covered by the Downtown Master Plan is part of the traditional land of the Coast Salish People, specifically the Tulalip Tribes, successors in interest to the Snohomish, Snoqualmie, Skykomish, and other allied bands signatory to the 1855 Treaty of Point Elliott, who lived upon and stewarded these lands from time immemorial. Please see the [Ebay Waterfront Expansion Project Cultural Resources Survey](#) for more information about indigenous history in downtown Marysville.

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The project team is deeply appreciative of the patience and commitment shown by the many community members of Marysville, especially downtown residents and business owners, who helped shape this plan's vision through an online remote engagement effort in the midst of the COVID-19 pandemic. We look forward to the opportunity to meet in person again as this plan's recommendations move toward implementation.

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1. Introduction

Purpose

The 2009 Downtown Master Plan (2009 DMP) set a vision and strategies for a vibrant, compact, mixed-use urban downtown core. Its study area included properties located north of Ebey Slough, east of I-5, south of 8th St, and west of Alder Ave. The plan identified street improvements and park upgrades to catalyze the envisioned redevelopment. Since 2009, Marysville has completed extensive public improvements, and many more are underway, but has yet to see significant development activity within the Downtown Master Plan area.

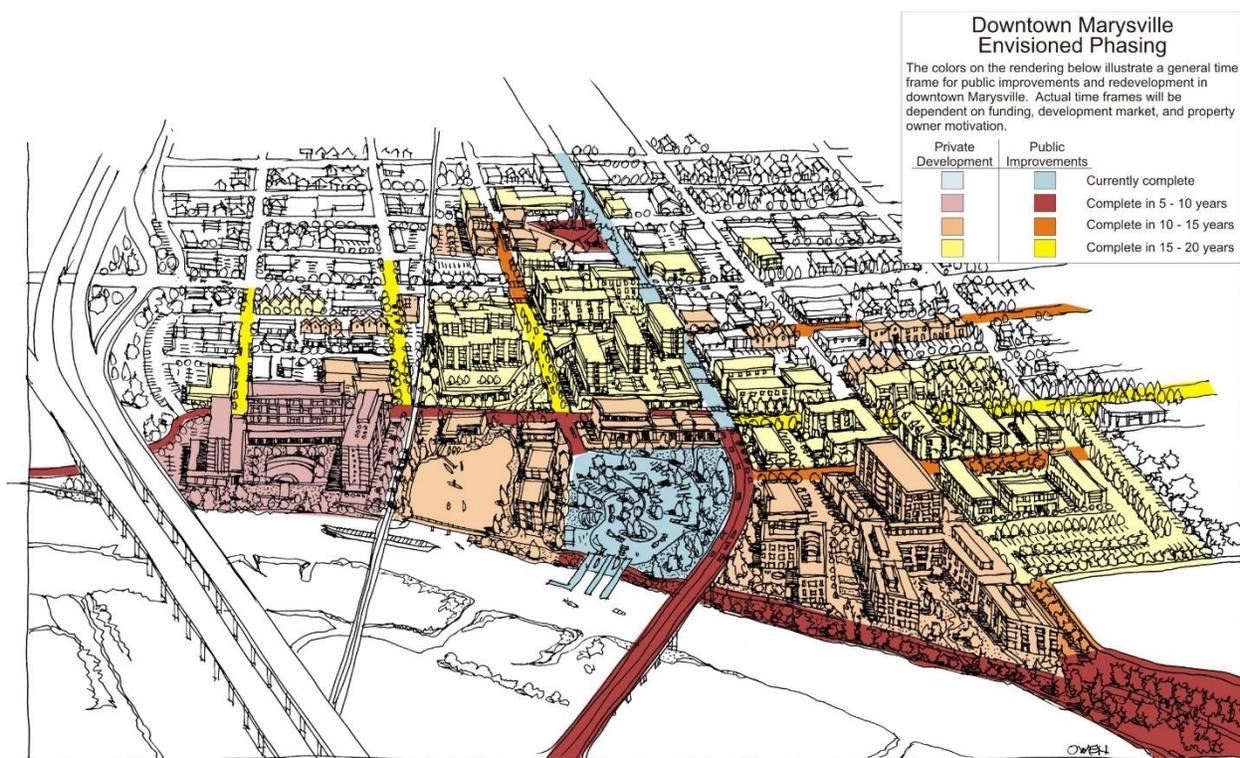


Figure 1. 2009 DMP envisioned public and private investment phasing

This plan update's purpose is to increase Marysville's residential capacity, streamline regulations, and continue to attract private investment. It expands the downtown study area to explore a wider range of residential options and identify infrastructure and programmatic needs and priorities. This plan's horizon year is 2044.

The City of Marysville (City) received Engrossed Second Substitute House Bill (E2HSB) 1923 (Chapter 348, Laws of 2019) grant funding from the Washington State Department of Commerce for the 2019 – 21 Biennium to assist with this process. The goal is to adopt a subarea plan pursuant to RCW 43.21C.420, a Planned Action pursuant to RCW 43.21C.440(1)(b)(ii), and a form-based code.

Process

Public engagement thus far has included video-conference meetings with the Marysville Growth Management Task Force and online interactive maps and surveys for communitywide engagement.

Engagement Results Summary

Event	Date	What we learned
Growth Management Task Force Survey	May 2020	<ul style="list-style-type: none"> ▪ Top priorities for the Downtown Master Plan are economic development, Land use/development/community design, and civic/social/cultural. ▪ The master plan area boundaries should be expanded north to Grove St and east to 47th Ave/Armar Rd/51st Ave. ▪ Retail, services and multifamily are the most desired land uses for downtown. Space for artisan manufacturing is desired as well. ▪ Community concerns about crime, affordability, parking and safety should be considered in plan recommendations.
Growth Management Task Force Meeting 1: Assets, Challenges, and Opportunities	June 2020	Developed list of assets, challenges and opportunities. See page 6.

<p>Growth Management Task Force Meeting 2: Options</p>	<p>July 2020</p>	<p>Updated and revised project goals:</p> <ul style="list-style-type: none"> ▪ Economic Development – Promote activities and improvements that enhance Marysville’s economic vitality. ▪ Land Use, Development, and Community Design – Upgrade the character, identity, and appearance of downtown as the focal point of Marysville. ▪ Civic, Social, and Cultural – Promote activities, improvements, and diversity to foster a sense of community. ▪ Land use – Work towards holistic, well-functioning neighborhoods. ▪ Transportation – Leverage regional investments in transit. ▪ Transportation and Streetscape – Enhance pedestrian and vehicular connectivity throughout downtown and to surrounding areas. ▪ Transportation and Streetscape – Use unified streetscape elements to enhance the sense of identity of downtown. ▪ Land Use, Development, and Community Design – Foster the creation of sub-districts within downtown with their own focus and character.
<p>Social PinPoint Interactive Map 128 unique users 252 comments</p>	<p>Summer 2020</p>	<ul style="list-style-type: none"> ▪ The new Civic Center and related investments are an exciting opportunity to reinvigorate the central part of downtown/State Ave. ▪ Traffic problems on 4th St have been a major issue – 1st Ave Bypass provides an opportunity for these to be addressed. ▪ Investment is needed along the State Ave corridor. Aging buildings, and cluttered signs and driveways are problems. There are similar issues on 4th St. ▪ Traffic calming and/or street safety improvements are needed on Columbia Ave and 51st St. A safe north/south bike route through downtown (east of tracks) is needed. ▪ The Marysville Opera House is popular, but needs more supportive businesses, activities, residences etc. ▪ Ebey Park improvements and waterfront development should be used to leverage and strengthen existing downtown assets and draw more people to the area. ▪ Some participants expressed concern about homelessness/panhandlers/drug use in public spaces, intersections, and core areas.

<p>Social PinPoint Interactive Map: Waterfront Survey 39 responses</p>	<p>Summer 2020</p>	<ul style="list-style-type: none"> ▪ The Ebey Slough waterfront is an underdeveloped asset! ▪ Top priorities for undeveloped waterfront parcels are recreational amenities, leisure amenities like a restaurant, and ecological restoration. ▪ This would be a great area for senior housing. ▪ It's important to strengthen the connection between the waterfront and the rest of downtown with better walking conditions and sightlines.
<p>Social PinPoint Interactive Map: Retail Core + Town Center 47 responses</p>	<p>Summer 2020</p>	<ul style="list-style-type: none"> ▪ The historic 3rd St retail node is charming but lacks variety. ▪ More restaurants and compact open space would attract people to this area. ▪ Nearby cities like Snohomish and Arlington have more lively downtown businesses districts. ▪ The Marysville Town Center Mall (Town Center) has problems. The stores don't meet residents' expectations and the parking lot creates dead space. The Town Center site could be adapted to have a more diverse and complex layout, with some green space, pedestrian-oriented areas etc.
<p>Social PinPoint Interactive Map: Asbery Field 21 Responses</p>	<p>Summer 2020</p>	<ul style="list-style-type: none"> ▪ There's broad interest in the future of Asbery field, though people have a wide range of opinions about preferred uses. ▪ Existing sports and recreation facilities are an important asset and should be maintained. Other popular ideas include space for performances or gatherings
<p>Growth Management Task Force Meeting 3: Action Alternatives</p>	<p>October, 2020</p>	<p>Action alternative goals:</p> <ul style="list-style-type: none"> ▪ Focus on feasibility – what kinds of development are most likely to “pencil”? ▪ Town Center is key to the success of downtown but may not change for many years. Strategies need to stand on their own <u>and</u> set the stage for success when changes to Town Center do occur. ▪ Artisan/ light industrial spaces are positive but shouldn't compete with the Cascade MIC to the north. ▪ Housing development will drive investment in commercial real estate. ▪ A catalyst project is needed to jump start development.

Developers' Forum	November, 2020	<ul style="list-style-type: none"> ▪ Marysville's assets need to be better communicated and leveraged: <ul style="list-style-type: none"> ▫ Proximity to expanding job center, Paine field airport, Tulalip outlet malls and casino, outdoor recreation ▫ Walkable downtown with "authentic" character ▫ Family-oriented civic culture ▪ Challenges to infill development: <ul style="list-style-type: none"> ▫ Distance from Seattle ▫ Smaller parcels with many owners ▫ Public schools need investment ▫ BNSF tracks and railroad traffic ▪ The waterfront sites present a great opportunity for a catalyst project. ▪ Regulatory changes like improving MFTE, reducing parking minimums, adjusting sewer fees, and performing a planned action EIS, would make development more attractive. ▪ Many project costs don't scale with size – 50 units is the minimum size for some developers. ▪ Vacant storefronts on ground floor are much worse than ground-floor residential for street activity. ▪ Port of Everett' Waterfront Place is a good case study: Public private partnership, waterfront redevelopment, with horizontal mixed use.
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Review and Adoption Process

- Planning Commission workshops, public hearing and recommendation to City Council
- City Council briefings and Ordinance adoption

2. Concept

Assets, Challenges, & Opportunities

This section describes existing assets and the challenges this plan addresses. Also see Appendix A: Existing Conditions Report for additional detail. The following lists are not meant to be exhaustive but represent the range of downtown Marysville's unique features.

Assets

Activity Hubs & Well-rounded Neighborhoods

- 2nd St streetscape (west of Town Center)
- 3rd St streetscape/independent business district (east of Town Center)
- Albertsons
- El Rey Grocery
- La Michoacana Grocery
- Marysville Town Center Mall
- Safeway Shopping Center (just north of Grove)
- Variety of uses

Parks & Recreation

- Asbery Athletic Field
- Boys & Girls Club
- Cedar Field
- Comeford Park & Spray Park/Water Tower
- Ebey Slough/Ebey Waterfront Park (boating, etc.)
- Ebey Waterfront Trail
- Jennings Park
- Ken Baxter Community Center (at Comeford Park)
- Marysville Skate Center (roller skating rink)
- Marysville Skate Park
- Quil Ceda Creek Casino (just west of I-5 on 4th St (SR 528))
- Strawberry Lanes (bowling alley)

Community, Cultural, & Civic

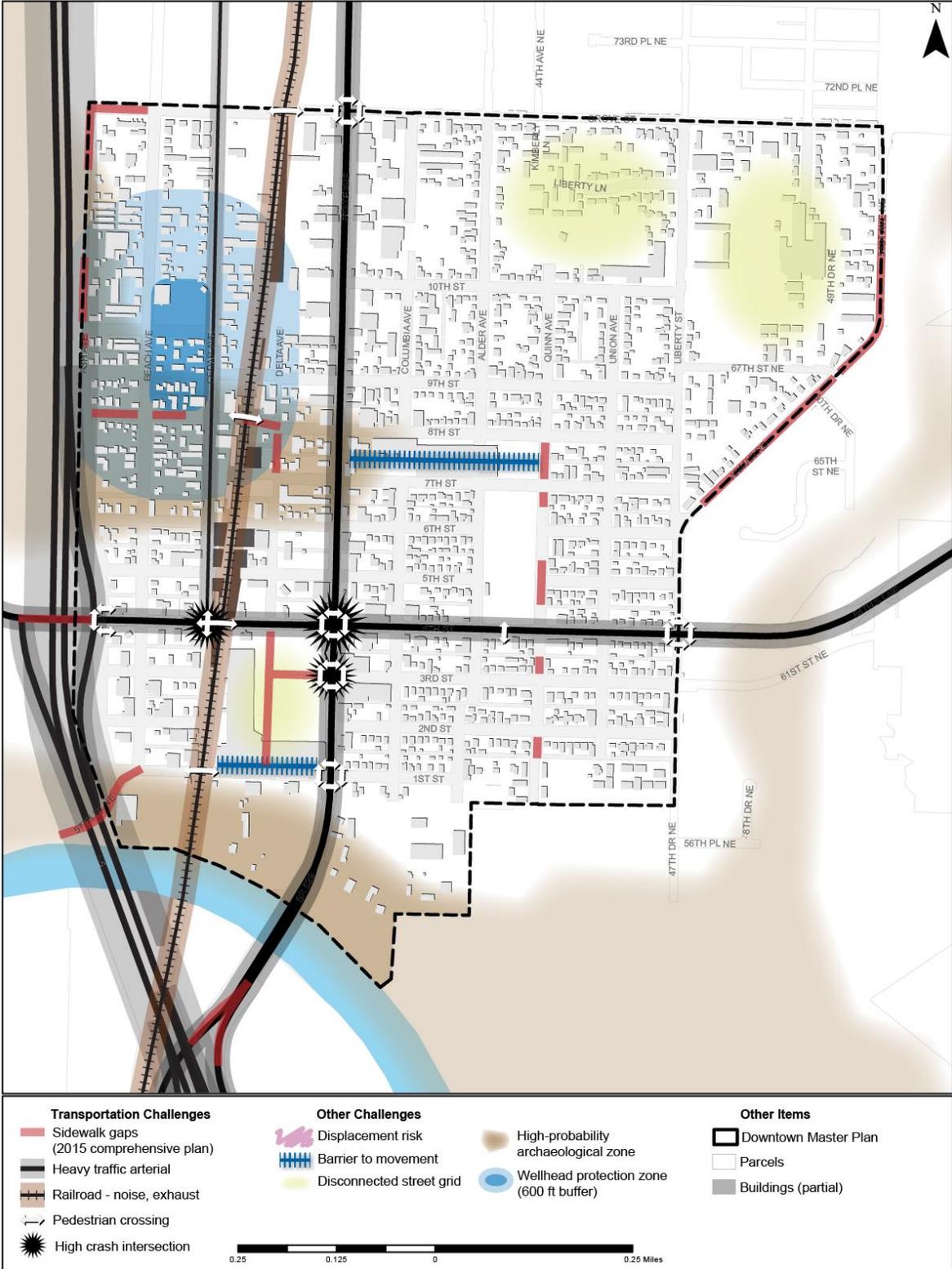
- American Legion
- Future Civic Campus
- Guru Nank Sikh Temple (just east of study area)
- Kingdom Hall of Jehovah's Witnesses (Filipino church)
- Liberty Elementary School
- Marysville Historical Society
- Marysville Middle School
- Northwest Baptist Church
- Opera House
- Proximity to Cascade Industrial Center
- Proximity to Everett Community College and Washington State University Everett
- Reset Church
- Totem Middle School
- Tulalip Tribe's Hibulb Cultural Center (west of study area)

Transportation

- 3rd St and Alder Ave new street design
- Access to I-5
- Access to SR 529 and Everett
- Access to transit
- Cedar and Grove Park and Ride (usually full, serves downtown Seattle routes)
- Marysville Ash Ave Park and Ride (not usually full)
- Marysville Ash Ave South Park and Ride
- Walkable block sizes south of 9th St

Challenges/Constraints

Map 1. Challenges and constraints map



General

- Stormwater treatment is needed, but it is challenging to accomplish in portions of Downtown due to a high water table
- Very high risk for archaeological resources along Ebey Slough and high risk for most of downtown (monitoring is recommended for any ground disturbance below fill)
- BNSF noise, odor, and traffic issues impact livability and development feasibility
- Existing land use policy about locating multi-family near arterials and away from single family
- Low commercial vacancy rates and increasing rents may increase displacement risk
- Poor street lighting, off of the main transportation corridors and especially along east-west roadways where utilities are located in alleys
- Narrow or missing sidewalks
- Limited east-west bicycle routes (except 1st St Bypass, Grove St, and Ebey Waterfront Trail)
- No north-south bicycle routes between BNSF corridor and 47th Ave NE
- Unfunded transportation projects
- Closest high school is 4 miles away (1.5 miles is recommended by Safe Routes Partnership)
- Lack of neighborhood parks/pocket parks/tot lots
- Though no wastewater treatment constraints are for projected growth for next 10 years, need to study conveyance impacts of denser developments to relay improvements costs to developers
- Though no water capacity constraints, need to understand fire flow needs for denser development

Housing

- Aging population may increase need for accessible housing for older adults
- 32% of all households pay more than 30% of their income on housing costs (26% owners, 47% renters) (not as high as other cities)
- Limited home types other than single family houses

- “Redevelopable” area—land values rising faster downtown than home values may increase risk of displacement
- Limited multifamily development in past 20 years, particularly within the 2009 Downtown Master Plan boundary
- Rents lower than in rest of city, possibly due to age of buildings
- Lack of housing options, especially for retail and service workers (1/2 of people living in study area work in service industry)
- Regional job and population growth may increase demand for affordable housing
- Pandemic-related housing needs

Westside Neighborhood

- Wellhead in northwest quadrant—uses may be restricted in 26-acre area
- BNSF corridor as barrier, train traffic increasing
- I-5 air quality and noise impacts (westside neighborhood and BNSF sliver)
- Cedar Ave truck route

BNSF Sliver

- Triangular parcels near BNSF corridor
- BNSF noise and odor impacts

4th St

- 4th St pedestrian environment
- 4th St truck route
- High collision intersections: 4th St/Cedar Ave, 4th St/State Ave (4th St may improve with new 1st St bypass)

State Ave

- Pedestrian environment, constrained ROW
- High collision intersection: 3rd St/State Ave

Town Center

- Lack of private redevelopment at Town Center due to stability of anchor tenants
- Disconnected from adjacent land uses, especially to the west because of the BNSF corridor

Waterfront

- 200 ft Shoreline High Intensity Environment designation

Downtown Neighborhood

- Totem Middle School—barrier to north-south movement and pedestrian environment on State Ave



Figure 1. Downtown Marysville with Mt. Pilchuck in the background.

Opportunities

General/Throughout

- Ample publicly owned land
- Gateways into downtown
- Continue trend of mixing multiplexes and multifamily with single family (more mixing has occurred north of 9th; greater opportunity south of 9th)
- Activate parks and commercial areas with denser housing
- Surplus of on-street parking. In 2007, utilized around 50%, and less during pandemic; explore other uses such as street dining and parklets

Utilities

- City's LID study
- Regional stormwater facility will be constructed in 2022 to increase development feasibility
- Fire District achieved Class 3 rating in 2020, may lower insurance premiums
- Consider low flow toilets, grey water re-use, and water-efficient systems to reduce demand on water treatment system and water source
- Coordinate PSE's polyethylene pipe replacement and repair of cross-bored sewer lines with other infrastructure improvements
- Consider a "Master Utility Plan" to identify specific utility needs where higher densities proposed
- Consider development/building codes that enhance utility efficiency (e.g., water and energy efficiency, take advantage of shallow groundwater with heat-loop concepts)

Waterfront

- Ebey Slough shoreline enhancement west of park to improve water quality
- Extend waterfront experience/access west of park
- Former Crown Mill site redevelopment potential
- Potential for redevelopment along shoreline (City-owned sites, actively attracting developers).

Town Center/Downtown Core

- Extend water features/habitat into downtown (as shown in original Downtown Master Plan redevelopment concept)
- Pocket parks/pedestrian seating
- New Community Transit *Swift* Bus Rapid Transit (BRT) service expected by 2027/2028
- The 1st St bypass relieves traffic on 4th St

Westside Neighborhood, BNSF Sliver, & Entertainment

- Westside neighborhood and BNSF sliver—potential for affordable commercial space
- Opportunity to improve image from freeway (Comprehensive Plan policy)
- Acquire Class B water system and provide municipal water to wellhead protection zone (improve development feasibility)

Downtown Neighborhood

- Potential for Totem Middle School to redevelop in the long term
- Asbery Field could serve as a neighborhood park and provide walking/rolling paths
- “Redevelopable” area east of downtown core

North State Ave

- Make use of Community Transit’s new *Swift* BRT service and leverage redevelopment opportunities adjacent to future *Swift* stations in the vicinity of Grove St and 4th St

Goals and Objectives

The following updates to the 2009 Downtown Master Plan goals and objectives are based on community (interactive map and surveys) and Growth Management Task Force (survey and discussion) engagement. These goals and objectives will be used as criteria to evaluate and refine the action alternative.

Land Use, Urban Design, & Economic Development

Goals

1. Promote activities and improvements that enhance Marysville's economic vitality.
2. Upgrade the character, identity, and appearance of downtown as a vibrant focal point of Marysville.
3. Promote neighborhoods with a mix of activities to live, work, play, educate, and thrive.
4. Encourage land uses that support and make use of transit and non-vehicular modes of transportation.
5. Encourage a variety of housing options to support current and future Marysville residents.
6. Foster subdistricts with their own focus and character.

Objectives

Redevelopment

1. Anticipate and plan for redevelopment options for City-owned and other key properties:
 - a. **Town Center.** Spur investment and/or redevelopment in Town Center to become a central node with pedestrian connectivity, public space, local businesses, services, and residences.
 - b. **Waterfront.** Catalyze development on City-owned waterfront properties.
 - c. **Properties near Civic Campus and Comeford Park.** Encourage development that connects the Civic Campus, historic retail core, and Town Center.
2. Recommend key catalyst projects to spur private investment downtown.

3. Establish form-based code (development regulations based on the human experience of a building’s exterior rather than its interior use) to direct new development to meet public and private objectives and provide graceful transitions between higher and lower intensities.
4. Reduce barriers (e.g., cost of development, land use and development regulations) to desired development.
5. Set parking regulations that balance development feasibility, parking impacts on the public realm, downtown resident and user parking needs, and downward trend in single-occupancy vehicle (SOV) use to ensure development provides adequate parking.

Housing

6. Increase the number and variety (e.g., duplex, triplex, small apartment) of downtown home types.
7. Increase the number of senior housing units.
8. Address concerns about apartments and other higher density home types, such as crime, parking, and traffic impacts.
9. Ensure that home types meet needs of newer Marysville residents.

Districts

10. Support the 2nd/3rd St historic downtown core.
11. Build on the success of the Opera House and foster an entertainment district.
12. Find opportunities to leverage the BNSF railroad corridor as an amenity, and address noise and odor impacts.
13. Strengthen visual connections between the waterfront, Town Center, historic retail core, entertainment district, and civic campus.

Economic Development

14. Support small and independent businesses, especially during the COVID-19 pandemic recovery.
15. Prevent or minimize small business displacement.
16. Attract more restaurants, shops, fitness opportunities/activities, and services.
17. Attract and support local farm to grocery, farmers market, and restaurant options.
18. Support office, light manufacturing, artisan, distribution, and makerspace types of land use.

Aesthetics

19. Improve the appearance of State Ave.
20. Improve the appearance of downtown from I-5.
21. Improve the appearance of 4th St.
22. Improve the appearance of downtown, preserving desirable historic character and increasing businesses’ and residences’ pride of ownership.

Transportation

Goals

1. Prioritize and leverage transit.
2. Enhance multimodal connectivity throughout downtown and to surrounding areas.
3. Improve transportation connectivity to facilitate access and handle continued growth.
4. Use street design to enhance downtown's identity.

Objectives

1. Design streetscape improvements that encourage pedestrian activity, connect the downtown, incorporate stormwater management facilities, and spur development in downtown.
2. Improve conditions and connections throughout downtown for people walking, biking, and rolling.
3. Improve the pedestrian environment on State Ave.
4. Create a north-south and an east-west bicycle route.
5. Respond to new traffic patterns following opening of the 1st St Bypass.
6. Respond to changing commute patterns following a work-from-home trend and interests of changing Marysville demographic.
7. Slow down traffic on neighborhood streets.
8. Provide additional grade-separated railroad crossings where possible for increased connectivity, and improve safety of existing railroad crossings.
9. Address micromobility, curb space, and transportation network company needs to support transit use and alternatives to single-occupancy vehicles (SOVs).

Community Livability

Goals

1. Promote activities and improvements to foster a sense of community and celebrate Marysville's diversity.
2. Improve access to parks, trails, and open spaces to enhance quality of life and environmental quality in the downtown study area.

Objectives

1. Encourage property upkeep, neighborhood block watch programs, volunteer clean-ups, and/or other social capital-building activities to improve neighborhood appearance and reduce the perception of crime.
2. Increase public gathering place, green space, trails, recreation, and urban agriculture opportunities.
3. Complete and improve access to the Ebey Waterfront Trail.
4. Infuse Asbery Field with a variety of programs and potential physical upgrades to support increased use.
5. Support programming and activities (e.g., farmers market) at Ebey Waterfront Park, Comeford Park, new Delta Ave woonerf, and/or other downtown public spaces.

Utilities

Goals

1. Ensure that sewer, water, and other utilities are adequate for potential redevelopment.
2. Enhance environmental conditions, especially the shoreline edge and stormwater quality.
3. Highlight downtown's waterfront location and water system through site and stormwater facility design.

Objectives

1. Use stormwater and utilities investment to catalyze desired development.

Urban Design Framework

This section summarizes the overarching vision for downtown and the plan's major proposals. It is organized geographically, whereas the chapters to follow organize recommendations by topic. Numbers are keyed to the Draft Action Alternative Framework Map (see page 19).

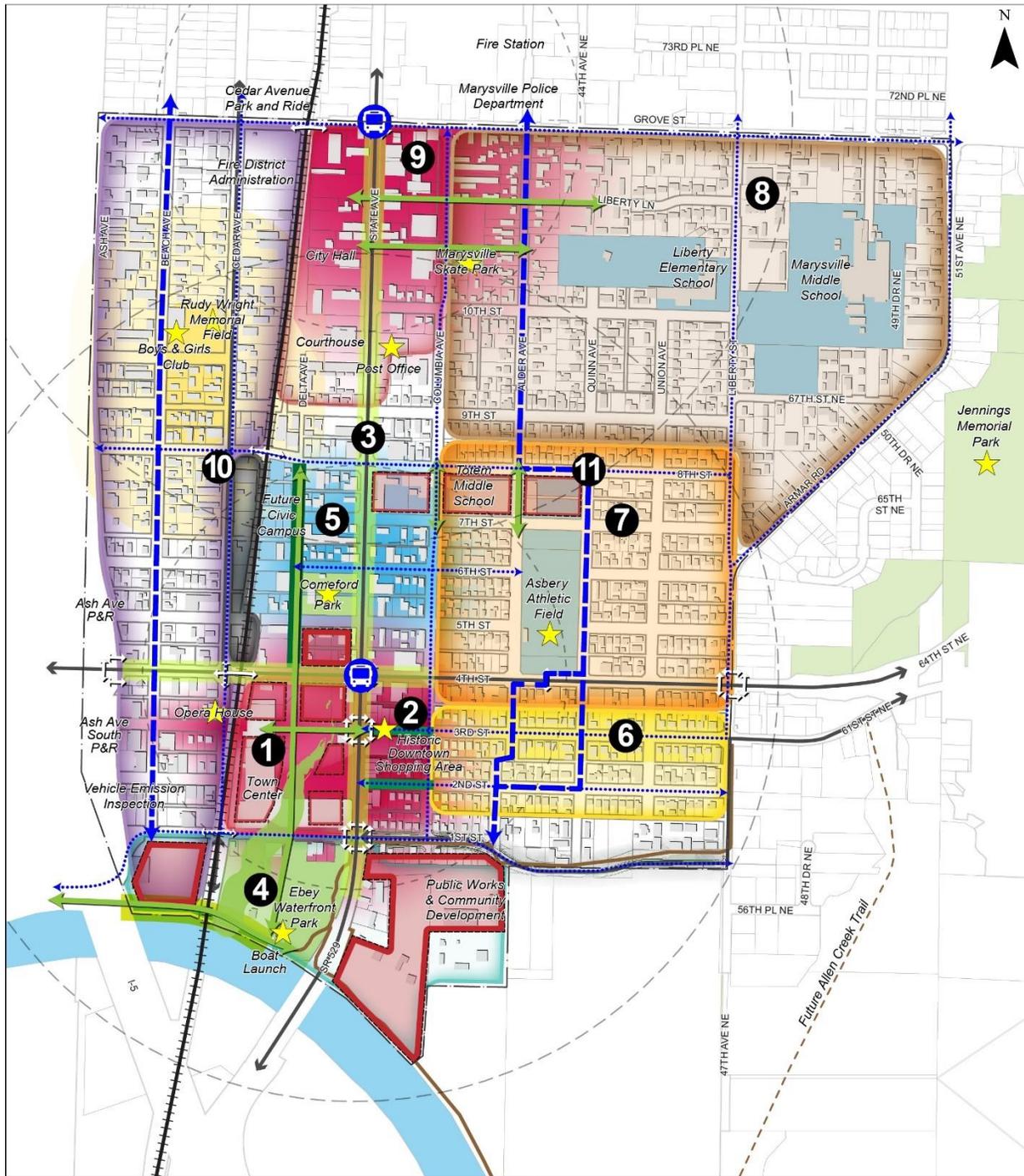
1. Town Center

1. Encourage infill (lateral or vertical) mixed-use development at Town Center in the near term.
2. Encourage full mixed-use redevelopment in the long-term.
3. Allow commercial, residential, and artisan/small workshop and encourage incubator businesses that support the Cascade Industrial Center (CIC).
4. With redevelopment, partner to extend open space inland and extend Delta Ave between the Civic Campus and the waterfront.
5. Actively seek partners, demonstrate the potential future, and incentivize/reduce any barriers to attract private investment and redevelopment.
6. Guide the architectural and site design of any redevelopment to:
 - a. Improve the view of downtown from I-5 through skyline, trees, and iconic building forms.
 - b. Make train viewing an amenity.
 - c. Extend public space between the waterfront and the Civic Center along the Delta Ave alignment.



Figure 3. Marysville Town Center Mall.

Map 2. Urban Design Framework



- Land Use**
- Activity center
 - Civic activity center
 - 1 Character areas # keys to framework narrative
 - Tier 1 opportunity sites
 - Tier 2 opportunity sites
 - Improve street appearance
 - Enhance waterfront
 - Extend park inland
 - Support businesses

- Transportation**
- BRT Future BRT station (location TBD)
 - ↔ Ped/bike connection
 - ↔ Bicycle priority
 - ↔ Shared priority
 - ↔ Vehicular priority

- Context**
- Parks and open space
 - Trails
 - Railroad
 - Crosswalks
 - Woonerf
 - ★ Assets
 - 1/2 and 1/4 mile radii
 - Wellhead protection area
 - DMP study area

0.25 0.125 0 0.25 Miles
 Draft: November 2020
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2. 3rd/2nd St Old Town

1. Support the 3rd/2nd St historic business district with tenant/facade improvement programs. (Planned LID street improvements on 2nd St, mimicking the improvement to 3rd St, will be completed in 2022.)
2. Carefully consider zoning to balance community interest in small, local businesses, services, and amenities with housing needs. Consider reducing the height limit around 3rd St to minimize displacement of existing commercial space and maintain the transition between the Town Center site and existing residential neighborhoods.
3. Establish pocket parks and other public realm improvements as possible for an active outdoor environment.
4. Locate the southern downtown *Swift* BRT stop at 4th St to centrally serve the full range of downtown nodes—Civic Center, Historic Business District, Town Center, Waterfront, and Entertainment District.

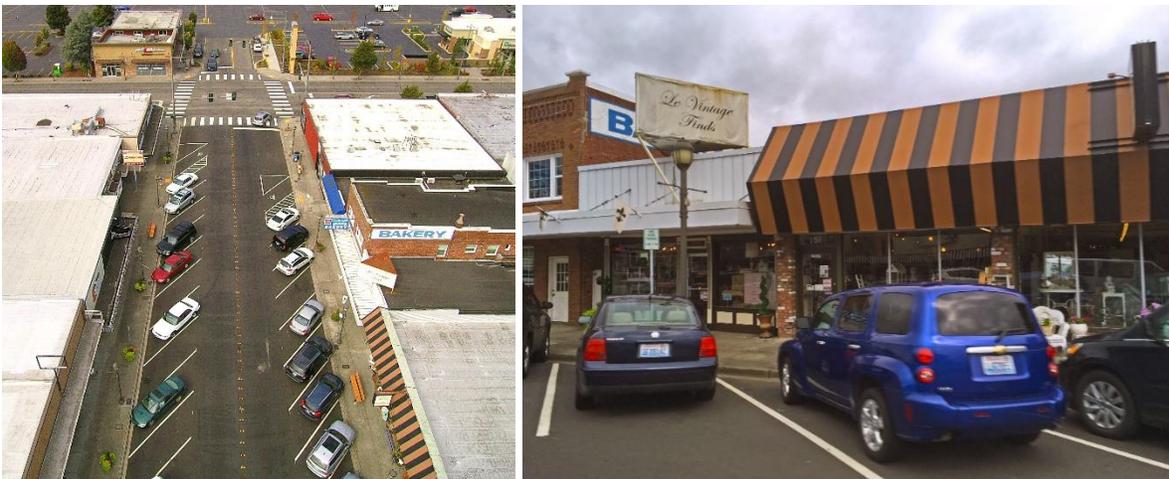


Figure 4. 3rd St Retail Core. Sources: City of Marysville 2020, Makers 2018

3. State Ave and 4th St

1. Improve State Ave with trees and buffered pedestrian space as possible in the near term and over time with redevelopment. Replace trees as needed, repair/replace aging signals, and provide LED street lighting.
2. Improve 4th St streetscape with decorative lighting and landscaped buffers with redevelopment given reduced traffic volumes due to 1st St Bypass, especially considering the view upon arrival to downtown from I-5. (The 4th St ramp and interchange will be improved by the Tulalip Tribes/WSDOT project.)



Figure 5. State Ave. Source: Google Maps. © 2020 Google.

4. Waterfront

1. Actively seek partners (e.g., Port, Tulalip Tribes) to redevelop waterfront properties.
2. Guide architectural design to consider the view from I-5 (e.g., skyline, iconic building form, trees, and landscaping).
3. When Town Center redevelops, partner with developers to extend open space inland and offer a public connection to Delta Ave. This public-private partnership should result in a linear park connecting the waterfront to the Delta Ave woonerf. The City is currently expanding Ebey Waterfront Park westward to the BNSF railroad corridor.
4. Work with the Tulalip Tribes to extend the Waterfront Trail westward from Ebey Waterfront Park.



Figure 6. Ebey Waterfront Park boat launch.

5. Enhance/naturalize the shoreline.

5. Civic Center

1. Leverage recent Civic Center, Delta Ave woonerf, and Comeford Park investments to support redevelopment of other key sites.
2. Add High-Intensity Activated Crosswalk System (HAWK) across 4th St (SR 528) at Delta Ave.
3. Minimize and/or mitigate displacement of existing businesses, nonprofits, and residences.
4. Analyze and prevent/mitigate impacts from the BNSF railroad corridor.
5. Complete missing sidewalks.



Figure 7. Civic Center rendering with Delta Ave woonerf in foreground.

6. Historic 3rd St Neighborhood

1. Allow a greater variety of home types while carefully guiding the form to fit in a historic neighborhood. For example, allow duplexes/triplexes/multiplexes that fit the scale and character of historic homes.



Figure 8. 3rd St and Alder Ave in the downtown neighborhood.

7. Asbery Neighborhood

1. With any redevelopment of the Totem Middle School, restore north-south connections on Columbia Ave and Alder Ave.
2. Coordinate with the Marysville School District to improve Asbery Athletic Field as a multifunctional park, adding or improving sidewalks, trails/exercise opportunities, social gathering, outdoor performance, parking, and pea patch space.
3. Encourage missing middle homes and senior housing throughout the neighborhood.

8. Liberty Neighborhood

1. Encourage missing middle and higher density homes, especially close to transit. Allow the types of development appropriate for the irregular lot sizes and configurations.
2. Include midblock connections with redevelopment to break down large blocks and improve connectivity.

9. North State Ave/Grove St

1. Encourage high intensity redevelopment near transit.
2. Require midblock connections with redevelopment.
3. Leverage the proposed Grove St overcrossing at the BNSF railroad corridor with supportive land uses and walking, biking, and rolling connections.

10. BNSF Sliver and Beach Ave Neighborhood

1. Apply flexible zoning to allow a variety of affordable commercial and residential uses, except car lots/large outdoor sales or storage uses.
2. Treat Cedar Ave as a main thoroughfare for businesses and a pedestrian/bicycle route.
3. Encourage storage, light industrial, and general commercial while prohibiting heavy industrial and certain storage uses near I-5 and the BNSF railroad corridor to reduce air quality, noise, and odor impacts on residences.
4. Consider investing in hook-ups to the City water system to address the wellhead protection zone and support a Beach Ave neighborhood.
5. Consider parking reductions, especially near transit.
6. Require appropriate air filtration in buildings to improve indoor air quality.
7. Respond to changes in regional transit options when considering existing park-and-rides.

11. Multimodal Facilities

1. Add a north-south pedestrian and bicycle facility on Alder/Quinn Ave to make use of low-volume streets, connect to Asbery Field, serve *Swift* BRT stations, and connect high activity nodes.
2. Add an east-west ped/bike priority route to connect the Beach Ave neighborhood across the BNSF corridor to downtown and eastward.
3. Add an east-west pedestrian priority route to connect Civic Campus, Comeford Park, and Asbery Field on 6th St.
4. Continue prioritizing bicycles on Cedar Ave and improve facilities south of 4th St. (The City plans to improve Cedar Ave between 1st St and 4th St in 2021/2022.)
5. Improve shared priority streets for bicycles as mapped (Map 2 and Map 5), prioritizing east-west connections near transit and high activity areas.
6. Carry forward applicable street concepts from the 2009 DMP (see Appendix D).

3. Land Use & Urban Design

This element describes recommended changes to zoning and other development regulations that will shape the types and intensities of land use in downtown Marysville. These recommendations seek to align rules and guidelines with Marysville’s vision and goals for its downtown and to leverage the civic investments completed and underway through the past ten years, including the Civic Center campus and improvements to Comeford Park, the 1st St Bypass and other streets, and Ebey Waterfront Park and Trail.

This plan proposes new form-based zoning classifications and concepts, targeted to encourage building types that will strengthen the vibrancy of downtown, bring in new residents and businesses in a walkable environment, and focus development activity around transit and major assets. With limited real estate development in downtown in the past several decades, a major focus of the plan is improving the feasibility of new development through tools like Multifamily Housing Property Tax Exemption (MFTE) and reconsideration of ground floor retail and minimum parking requirements. Specific redevelopment opportunity sites are identified and evaluated with a strategic lens for the role they could play in building upon existing downtown assets. Proposed design guidelines and block frontage designations will help ensure additions to downtown advance the city’s goals for an attractive and functional built environment and preserve the fabric of historic areas.

Under these recommendations, approximately 2,600 new homes and 1,800 new jobs are expected in downtown Marysville by 2044. This represents an increase of 694 new homes and 468 new jobs compared to what is anticipated with no action taken.

Location	Existing (2007)		No Action (2035)		Proposed Action (2044)	
	Dwellings	Jobs	Dwellings	Jobs	Dwellings	Jobs
Total	1,683	2,384	3,568	3,744	4,262	4,212
<i>Growth from 2007</i>			<i>1,885</i>	<i>1,360</i>	<i>2,579</i>	<i>1,828</i>
<i>Difference No Action</i>					<i>694</i>	<i>468</i>

Figure 9. Downtown Master Plan anticipated growth

Zoning Proposals

This subarea plan recognizes the effort and forethought that went into crafting existing zoning in downtown Marysville and does not propose major changes. However, where land use activity has not met expectations, and to clarify the vision for a larger master plan area than the 2009 DMP boundaries, this plan proposes modest changes to better fulfill the vision for downtown. This plan proposes the following changes:

- 1) Introduce form-based code to ensure development achieves the desired streetscapes and architectural forms
- 2) Allow a horizontal mix of commercial and residential uses where a vertical mix was previously required
- 3) Allow additional housing types in expanded residential areas

The proposed zoning code and design standards allow the types of development that would implement the vision and objectives described in Concept section starting on page 6 and, in particular, the following objectives:

- Improve development feasibility in the downtown core and waterfront
- Allow a greater variety of small housing types in residential zones
- Enhance existing assets:
 - Ebey Waterfront Shoreline
 - Old Town's historic character on 3rd St and 2nd St
 - Human-scaled walkable residential neighborhoods
 - Locally owned businesses
 - Avoid I-5 and BNSF railroad corridor air and noise quality impacts on sensitive uses

The following section describes the specific zone proposals as shown on Map 3. It focuses on the form of buildings and the role they play within an urban environment. Each zone calls out specific types of uses that are preferred or encouraged, which will help planners and community members evaluate the effectiveness of codes and make changes if needed based on outcomes.

What's Controlled & What's Not

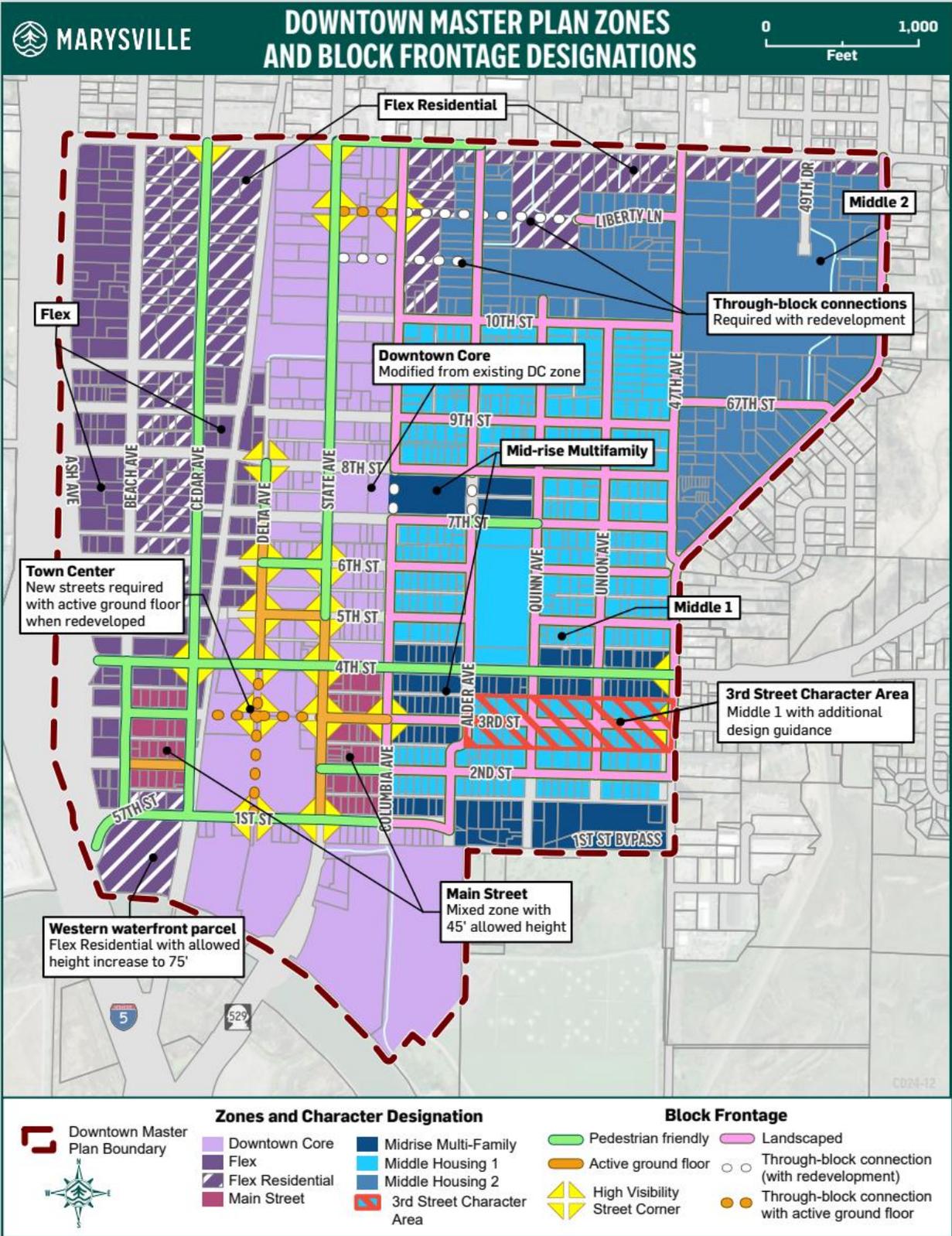
These zones primarily control:

- Building envelope (i.e., height, lot coverage, floor area ratio (FAR))
- Parking amount and location
- Street-fronting building and streetscape elements, particularly on special streets
- Broad categories of land uses
- General building types
- Minimum densities in some cases
- Open space requirements

These zones do not control:

- Specific activities in buildings

Map 3. Zoning Proposals



Downtown Core

The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial uses and multi-family residences are allowed. No active ground floor required except on designated streets (see Street Designations).

Prior zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> ▪ Mid-rise apartments ▪ Office buildings ▪ Walk-up apartments (wood construction) 	<ul style="list-style-type: none"> ▪ Maximum height 85 feet ▪ Minimum density 20 dwelling units per acre except as allowed with director waiver ▪ No maximum density 	<ul style="list-style-type: none"> ▪ Reduced parking requirements for some uses in small buildings

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> ▪ Office/commercial ▪ Retail/residential vertical mix ▪ Retail ▪ Multifamily Residential ▪ Light industrial/manufacturing (indoors) 	<ul style="list-style-type: none"> ▪ Single Family Residential ▪ Outdoor storage and sales ▪ Industrial ▪ Drive-throughs

Development Examples



Figure 10.L-R: office building in Newcastle, WA; residential/retail vertical mixed use; stores in Mill Creek, WA

Main Street

The Main Street zone protects and enhances the character of Marysville’s historic retail core. This zone encourages high-activity uses like restaurants, entertainment, and shops, and residential above the ground floor. New buildings should feature an active ground floor use. Parking is not required for some uses in small commercial buildings.

Prior zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> ▪ Zero lot-line storefronts ▪ Mid-rise mixed use (with ground floor commercial) ▪ Walk-up mixed use 	<ul style="list-style-type: none"> ▪ Maximum height 45 feet ▪ No minimum density ▪ No maximum density 	<ul style="list-style-type: none"> ▪ Limited on-site parking requirements for retail uses ▪ No or reduced parking minimum for some uses in commercial buildings less than 10,000 sf gross floor area

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> ▪ Retail (conditional use if over 20,000 SF GFA) ▪ Retail/residential vertical mix ▪ Office ▪ Commercial/residential horizontal mix ▪ Artisan manufacturing 	<ul style="list-style-type: none"> ▪ Single family residential ▪ Large format commercial ▪ Industrial and light industrial/manufacturing ▪ Outdoor storage and sales ▪ Drive-throughs

Development Examples



Figure 11. L-R: retail building in Duvall, WA; walk-up apartments above retail; four story midrise apartments above active ground floor in Seattle, WA

Flex

This zone encourages a mix of uses, including artisan, workshops, small light manufacturing, commercial, and residential above a ground floor commercial use.

Prior zoning: General Commercial, Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> ▪ Workshops ▪ Single-story flexible buildings ▪ Small footprint retail/services 	<ul style="list-style-type: none"> ▪ Maximum height 55 feet ▪ Minimum residential density: 20 dwelling units/acre except as allowed with director waiver. ▪ No maximum density 	<ul style="list-style-type: none"> ▪ Standard parking code

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> ▪ Light industrial/manufacturing (indoors) ▪ Retail ▪ Office ▪ Commercial ▪ Artisan manufacturing/small work shops ▪ Residential above a ground floor commercial use 	<ul style="list-style-type: none"> ▪ Outdoor storage and sales ▪ Industrial ▪ Drive-throughs

Development Examples



Figure 12.L-R: flexible building in Bozeman, MT; small retail/office building in Seattle, WA; retail shop in converted industrial building in Bozeman, MT

Flex Residential

This zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial, and allows “missing middle” housing and low-rise apartments.

Prior zoning: Mixed Use

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> ▪ Walk-up apartments ▪ Missing middle homes ▪ Workshops ▪ Single-story flexible buildings ▪ Small footprint retail/services 	<ul style="list-style-type: none"> ▪ Maximum height 45 feet ▪ Minimum residential density: 20 dwelling units/acre except as allowed with director waiver ▪ No maximum density 	<ul style="list-style-type: none"> ▪ Reduced residential parking requirements

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> ▪ Multifamily residential ▪ Retail ▪ Office ▪ Commercial ▪ Artisan manufacturing/small work shops 	<ul style="list-style-type: none"> ▪ Outdoor storage and sales ▪ Industrial and light industrial/manufacturing (indoors) ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 13. L-R: multi-family building with ground floor workspaces, Bozeman, MT; residential Building in Bozeman, MT

Midrise Multifamily

This zone encourages dense multifamily housing. Commercial is allowed for properties abutting Third and Fourth Streets, but is limited to a ground floor element of a mixed use building for other properties within this zone.

Prior zoning: Downtown Commercial, Mixed Use, Residential-18, Residential-8

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> Mid-rise apartments Walk-up apartments (wood construction) 	<ul style="list-style-type: none"> Maximum height 65 feet Minimum residential density: 20 dwelling units/acre, except as allowed with director waiver No maximum density 	<ul style="list-style-type: none"> Standard parking code

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> Medium/high-density Multifamily Residential Residential/retail mixed use Small commercial Office 	<ul style="list-style-type: none"> Industrial and light industrial/manufacturing Low-density residential Parking lot Drive-throughs

Development Examples



Figure 14.L-R: “four over one” mid-rise apartment building with ground floor shop; four-story apartment building

Middle Housing 1

This zone encourages small infill housing, especially “missing middle” housing. The zone protects the fine-grained, residential character of historic neighborhoods.

Prior zoning: R-18 Multi-family Medium and R-8 Single Family High, Small – Lot

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> ▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Cottage housing ▪ Detached houses with ADUs 	<ul style="list-style-type: none"> ▪ Maximum height 35 feet ▪ Minimum residential density: 10 dwelling units/acre except as allowed with director waiver ▪ No maximum density 	<ul style="list-style-type: none"> ▪ Parking provided on alley (if present) ▪ Reduced minimum

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> ▪ Medium density residential ▪ Low-density residential ▪ Small cultural uses (conditional) 	<ul style="list-style-type: none"> ▪ Most non-residential uses ▪ Drive-throughs ▪ Parking lot

Development Examples



Figure 15. L-R: modern duplex; townhouses; ADU in Seattle, WA

Middle Housing 2

This zone encourages infill housing, especially “missing middle” housing and low-rise apartments. Commercial is not allowed except as a ground floor element of a mixed use building located along an arterial street, and is limited to uses that serve the immediate needs of the neighborhood.

Prior zoning: R-18 Multi-family Medium, R-8 Single Family High, Small – Lot, and R-6.5 Single Family High

Building Form

Expected Building Types	Development Standards	Parking
<ul style="list-style-type: none"> ▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Small apartments ▪ Cottage housing ▪ Walk-up apartments 	<ul style="list-style-type: none"> ▪ Maximum height 45 feet ▪ Minimum residential density: 10 dwelling units/acre except as allowed with director waiver ▪ No maximum density 	<ul style="list-style-type: none"> ▪ Reduced minimums

Land Use

Allowed Uses	Prohibited Uses
<ul style="list-style-type: none"> ▪ Medium density residential ▪ Low-density residential ▪ Small commercial on ground floor of mixed use building located along an arterial street (conditional) 	<ul style="list-style-type: none"> ▪ Most non-residential uses ▪ Drive-throughs ▪ Parking lot

Development Examples



*Figure 16.*L-R: modern six-plex in Seattle, WA; traditional small apartment building in Seattle, WA; Townhouse in Seattle, WA

3rd Street Character Area

This overlay places design standards along either side of 3rd St between Alder Ave and 47th Ave NE to promote building design consistent with existing character.

Prior Zoning: R-8 Single Family High, Small – Lot

Design standards should address the following elements to maintain a historic character:

- Peaked/gable roofs
- Parking in rear on alley
- Front yard set back
- Traditional materials
- Window design



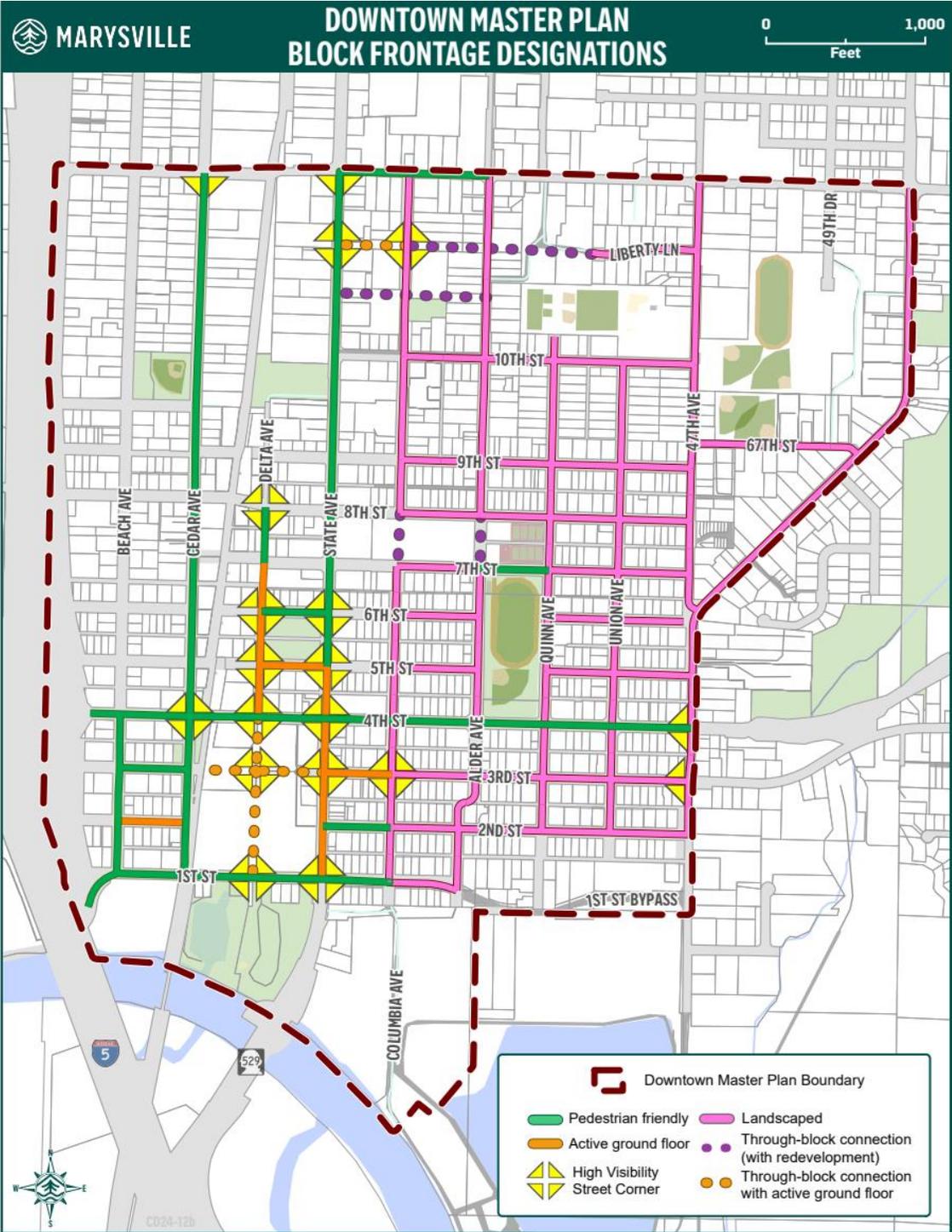
Figure 17. Sample guidelines for a corner lot triplex that emphasize traditional Pacific Northwest architectural characteristics and an active relationship with the street

Recommendations

- LU-1 Apply form-based code to new zones as shown in Map 3.
- LU-2 Apply design guidelines promoting traditional/historic residential character to the 3rd St Character Area.

Street Designations

Map 4. Street designations and through-block connections



Block Fronts

The design and orientation of new buildings should foster vibrant neighborhood centers. To accomplish this, alongside form-based zoning updates to create mixed-use, transit-oriented neighborhoods, Marysville should designate certain streets (existing and future at conceptual locations as identified in Map 4) as:

- **Active Ground Floor.** These streets provide a comfortable and engaging experience for people on foot. They feature active ground floors (restaurants, small offices, building lobbies, fitness, retail, artisan manufacturing, etc.) with frequent building entries, 16 foot sidewalks with comfortable space for walking and outdoor dining, and street trees. Active ground floor streets are designated in limited areas to concentrate pedestrian activity and help create more vibrant urban character.
- **Pedestrian Friendly.** These streets create comfortable and safe paths that connect important destinations. They feature wide (8 or 12-foot) sidewalks, street-fronting buildings that may or may not have active uses at ground floor, and street trees. An 8-foot sidewalk is required when the landscape block frontage standards are pursued for properties with a pedestrian-friendly block frontage designation. A 12-foot sidewalk is required when the active ground floor block frontage standards are pursued for properties with the pedestrian-friendly block frontage designation. Ground level residential units along pedestrian friendly streets should have direct street access. Eight (8) feet of sidewalk width shall be located within the public right-of-way with the additional sidewalk width located on private property within a public easement.

These streets will play a critical role in the public realm of downtown Marysville, providing for public gathering places, cafes, bars, fitness, ground floor work spaces that interact with the street, and comfortable places to stroll, wheel, bike, linger, play, and rest.

Through-Block Connections

A foundation of a walkable urban environment is a well-connected street grid. Marysville's downtown benefits from such a grid, especially in the historic core; however, in the north part of the downtown master plan area, large blocks and few east-west connections make it more difficult to access amenities and transit near State Ave. New through-block connections should be created in locations specified on Map 4 as adjacent parcels redevelop.

Recommendations

- LU-3 Designate Active Ground Floor and Pedestrian-friendly Streets as mapped on Map 3 as part of the new form-based code.

- LU-4 Apply block front design standards to the existing and future streets identified in Map 3 (locations conceptual for future through-block connections). Designations should:
- a. Require frequent entries (e.g., every 30 feet) and adequate transparency (windows) to foster a lively street and ensure space for small businesses.
 - b. Require commercial ground floors on active ground floor streets, while being flexible to allow a range of viable uses (e.g., cafes/restaurants, bars, fitness centers, coworking and cooperative spaces, artisan/small workshops/light manufacturing).
 - c. Allow commercial or residential uses (where future zoning allows) on the ground floor of active ground floor streets.
 - d. Encourage flexible ground floor layouts that accommodate small and growing businesses, as they expand and contract, accounting for creative models like condos and co-ownership.
 - e. Require commercial ground floors to accommodate a range of business and arts uses (e.g., high enough ceilings for a restaurant's ventilation system).
 - f. Set maximum retail size limits (except for grocery and hardware) or average storefront area or depth to ensure a diversity of sizes.
 - g. Disallow surface parking lots along primary streets and limit it along secondary streets to side/back/beneath buildings with proper screening.
 - h. Include wayfinding for pedestrian and bicycle routes.
- LU-5 Apply through-block connection standards to new downtown zones to require easements or right-of-way dedication at the designated locations to create routes usable to pedestrian, bicycle, and vehicular traffic where noted on Map 4.

Housing

This section assesses the current status of housing downtown and provides recommendations to achieve the number and type of units desired, including affordable housing. It builds on the zoning proposals section above and add details about housing-specific outcomes.

Status of Downtown Housing

The proposed downtown master plan area currently has 677 single family detached houses, 570 apartments/condominiums, and about 250 duplexes, triplexes, and fourplexes. Housing is dispersed throughout the study area but is the predominant use in the eastern part of the subarea, where historic residential neighborhoods include a mix of detached houses and other building types. Housing production in this area peaked in the 1960s-70s, with minimal development activity in the past two decades.

Dwelling Type	Acreage	Parcels	Units
Single Family Detached Houses	127.3	618	677
Duplex	10.2	46	95
Triplex	2.5	12	42
Quad	6.1	24	96
Multifamily	29.4	38	494
Condominium	4.30	9	76
Total	179.9	747	1,480

Figure 18. Residential property in study area, by acreage and parcel count. Sources: Snohomish County Assessor, 2020; BERK, 2020.

Single Family Detached Houses

There are 618 single family parcels in the study area, located throughout the district, and totaling 71% of residential acreage. When adjusted for lot size, single family homes within the study area average about 10% lower in value than homes in Marysville overall. Raw land in the downtown neighborhoods is relatively valuable – for almost 95% of single family detached houses the value of the land is greater than the improvement value (the value of structures and site improvements), indicating potential for redevelopment.



Figure 19. View looking north up Union Ave, starting at 5th St. Image: Google Maps

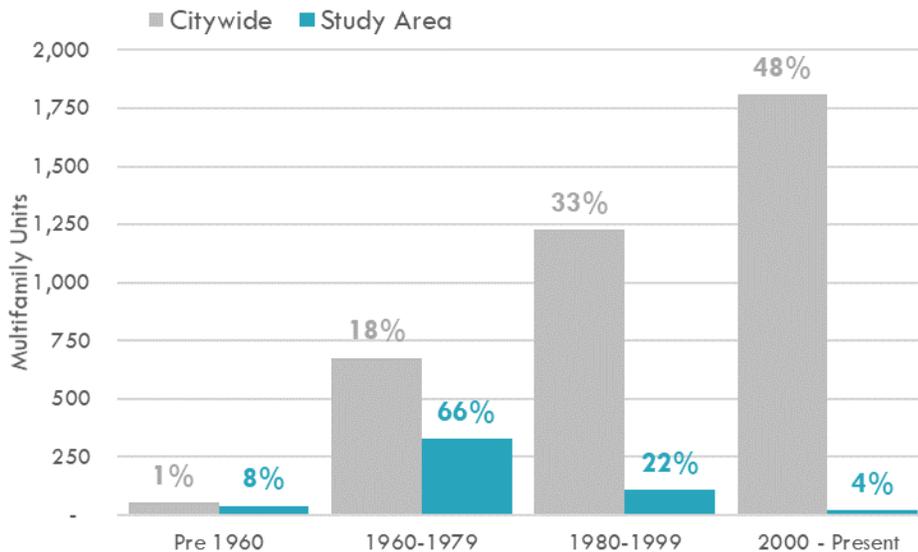
Multifamily Housing

There are 494 units of multifamily housing within the study area. Multifamily buildings in the study area are low-rise styles, up to 3 stories in height, ranging from 2 to 54 units. Most multifamily units are in buildings built in the 1960s and 1970s. There have only been two multifamily developments in the current Downtown Master Plan boundaries within the past 20 years (2000-2020): one 6-unit building built in 2002 and a 12-unit income-restricted affordable housing development constructed in 2009. Rents within the study area are lower than in the city overall, likely influenced by the age of the buildings.



Figure 20. Properties south of Grove St on 47th Ave Northeast, Image: Google Maps

Figure 21. Multifamily units by year built, Marysville and study area (% Total). Sources: Costar, 2020; BERK, 2020.



Housing Strategy/Desired Outcomes

To provide walkable, sustainable housing options, increase business viability, and add diversity to Marysville's housing stock, this plan supports increased residential development downtown. New housing built near transit stops will reduce automobile dependence and increase Marysville's downtown economic vitality. New homes in established neighborhoods, with excellent walking conditions and nearby amenities, will be places for both homegrown Marysville families and new families.

Housing Incentive Programs

Marysville has several existing programs to incentivize production of affordable and market rate housing downtown:

- Multifamily Housing Property Tax Exemption, Chapter 3.103 MMC: Applies to 2009 Downtown Master Plan study area that is smaller than the study area defined for the Downtown Master Plan Update. The City is proposing to expand the boundary to correspond with the Downtown Master Plan Update boundary and reduce the minimum size of the multifamily development from twenty to ten units in order to qualify for the tax exemption.
- Residential Density Incentives, Chapter 22C.090 MMC, for R-18, MU, and GC zones, e.g. 1.5 bonus units and 30-60 units per five acres for low-income or senior housing, respectively
- Affordable and Supportive Housing Sales Tax Credit Fund, Chapter 3.105 MMC, that identifies funding for acquiring, rehabilitating, or constructing affordable housing, or operations and maintenance costs of new units of affordable or supportive housing, or providing rental assistance to tenants
- These programs should be expanded to cover the new proposed Downtown Master Plan area.

Anticipated Housing Production

With proposed zoning changes, and following City investment in parks and infrastructure, and regional transit investment, housing production is likely to increase in several areas:

- **State Ave Corridor/Downtown Core zone.** Multi-story apartments in the State Ave corridor will become more feasible with the relaxation of ground-floor retail requirements and some parking minimums. The minimum density of 45 dwelling units per acre means that new apartments will likely be at least three stories.
- **Midrise Multifamily zones.** New medium density residential zoning along 1st St, 4th St, and at the Totem Middle School site will allow midrise apartments without ground floor

retail requirements. The minimum density of 45 dwelling units per acre means that new apartments will likely be at least three stories.

- **Missing Middle.** New “Middle Housing” zones in the downtown residential neighborhoods will allow small multifamily building types like duplexes and townhouses. New homes will be added incrementally to the neighborhood over time.

Recommendations

- LU-6 Adopt proposed zoning changes to allow a wider range of housing types.
- LU-7 Expand the Multifamily Housing Property Tax Exemption (MFTE) area to cover the proposed Downtown Master Plan area. Also see Multifamily Housing Property Tax Exemption (page 50).
- LU-8 Explore residential density or height incentive programs for new proposed zoning classifications.
- LU-9 Continue using the Affordable and Supportive Housing Sales Tax Credit Fund for acquisition, rehabilitation, and construction of affordable housing; operations and maintenance costs of new affordable or supportive housing units; and rental assistance provisions to tenants.

Redevelopment

This section includes recommendations to achieve the type of development desired beyond zoning changes, particularly at Town Center, waterfront properties, and the block just south of Comeford Park. It describes completed or potential future public realm designs and incentives to spur desired redevelopment.

Potential Redevelopment Sites Vision

Tier 1/Short-term Opportunities

Waterfront

The parcels between 1st St and Ebey Slough represent dramatic and enticing development opportunities. Marysville is actively inviting redevelopment in two phases (see Appendix E: Invitation to Submit Qualifications: Ebey Waterfront – Housing and Retail Development Opportunity and the 5-year [Waterfront Strategic Plan](#)):

1. **Phase 1.** A 15-acre site at the southeastern plan boundary including the City's Public Works yard, former Crown Mill property, and portions of residential properties acquired for the 1st St Bypass project.
2. **Phase 2.** A 4.5-acre City-owned former mill site bounded by I-5 and the BNSF railroad corridor.

Both sites front directly on Ebey Slough. The Ebey Waterfront Park and planned expansion (which includes an entertainment venue), the Ebey Waterfront Trail and connection to Centennial Trail, waterfront views, proximity to Old Town (historic 3rd/2nd streets) and Town Center commercial activity make this an amenity-rich area.

With redevelopment, the waterfront properties would transform into a vibrant place with quality housing with an emphasis on affordability options; unique retail, institutional, and/or commercial spaces; entertainment venues; and waterfront trails that change the legacy of a working waterfront into a publicly accessible recreation and community waterfront.

Showcasing the environmentally significant Ebey waterfront and Qwuloolt estuary through connected open spaces and viewpoints; providing places for socializing; and fostering a unique sense of place through local businesses, public art, and quality design are major goals from the Waterfront Strategic Plan.

Residential, office/institutional/commercial, and recreational uses are likely to be drawn to the riverfront amenity, park activities, and proximity to highways and transit. The 2009 DMP

waterfront redevelopment vision is still relevant; however, the City is expanding Ebey Waterfront Park westward as shown in Figure 23. The blue outline in Figure 22 marks this area.



Figure 22. Waterfront redevelopment vision



Figure 23. Ebey Waterfront Park expansion concept

The drawbacks of the waterfront properties include the freeway, highway, and railroad corridors trisecting the riverfront and producing noise and a sense of intrusion. While residential development will probably be a dominant use, the units will need to be designed to orient away from the intrusions. Also, it is unlikely that residential uses will locate near the wastewater treatment plant. The City’s Shoreline Master Program encourages mixed-use development in the area.

Comeford Park Mixed Use Site

The block south of Comeford Park, bounded by Delta Ave, 5th St, State Ave, and 4th St, shows development potential with existing assets, recent City investment, interested property owners, and some City ownership. Comeford Park, the community center, and the new Civic Center and Delta Ave woonerf make this area one of the most pleasant in downtown. The park itself is a classic city “green” with trees, play areas, lawn, iconic water tower, and new spray park. A new *Swift* BRT station will likely serve the 4th St/Comeford Park area



Figure 24. Example Comeford Park site mixed use redevelopment

starting in 2027/28, connecting the area to Everett and the region. The site’s central location within downtown makes it within walking distance of the waterfront and Ebey Park and Trail, Old Town, Town Center, Asbery Field, and the Beach Ave neighborhood.

The vision for this block includes residential and commercial uses in one or multiple buildings. The ground floors facing Delta Ave and Comeford Park (5th Street) would include active uses, such as restaurants, coworking spaces, artisan manufacturing, and micro-retail. A residential amenity space may anchor the 4th St and State Ave corner. The public alley may be vacated in exchange for public benefits like affordable commercial space, affordable housing, or improved outdoor seating areas. The additional residences and businesses on the block would enliven the park and woonerf.

The 4th St and State Ave pedestrian environments are currently challenged by narrow sidewalks next to heavy traffic. With redevelopment, wider sidewalks and street trees would improve the human experience. In addition, an improved pedestrian crossing of 4th St and Delta Ave will provide an important connection to the waterfront if Town Center redevelops.

Tier 2/Long-term Opportunities

Town Center

Located between 4th St, 1st St, State Ave, and the railroad tracks, the Town Center Mall provides the bulk of shopping opportunities in the downtown, and is the only place in the study area that features large footprint retail (50,000 SF and up) buildings that are necessary for a super market or department store. While it is not expected that the Town Center Mall will redevelop in the near term, competition from online and outlying retailers, general depreciation of the current buildings, new mixed use development opportunities, capitalizing on the City's nearby park and infrastructure investments, and expiration of existing long-term leases may induce the owners to consider redevelopment in the future.



Figure 25. Mixed use redevelopment vision for Town Center

The 2009 DMP envisioned a mixed-use lifestyle center (like U-Village in Seattle) with a reconnected street grid and central open space. The illustration incorporated daylighting of Lost Creek, which would physically and symbolically reconnect Town Center to the lagoon at the former Geddes Marina and the waterfront. This plan updates the vision to maintain a central open space, but due to high archeological risk factors and potential expense, removes the creek daylighting as a required aspect. It is still encouraged if feasible. Also, retail trends have changed dramatically since 2009. Town Center may redevelop with some retail, such as grocery, but other types of commercial uses are expected.

Town Center would most likely redevelop as a whole due to property ownership patterns. However, an alternative scenario could include shorter-term infill development on existing surface parking lots and smaller parcels. This would have the benefit of maintaining existing uses and functions like the grocery, while also seeing street connectivity improvements on any part redeveloping. Infill development would be challenged by having to provide parking for both its new uses and the remaining mall uses. To allow for infill development, this zone should allow horizontal mixing of uses.

Totem Middle School

Totem Middle School is near the heart of downtown Marysville, located on State Ave, just two blocks from the future Civic Center. The school is operated by the Marysville School District, but its buildings are aging, and the district operates another middle school just a half mile away to the northeast. In the long-term, and pending funding, the school district may consolidate middle schools at the Marysville Middle school site, which is less constrained. The Totem Middle School campus occupies 7.2 acres in the core downtown area, with excellent access to transit and amenities.

If this site became available to real estate development, it could support mixed-use 5-7 story buildings near State Ave, and mid-rise apartments and townhouses east of Columbia Ave. This would provide a substantial increase to the downtown population and a boost for local businesses. The Columbia and Alder Ave street grids would reconnect with streets designed primarily for people that also allow slow-moving vehicles.

Middle Housing Redevelopment

Revised zoning in the neighborhoods around downtown to allow “middle housing” would encourage investment in compact, relatively affordable homes within walking distance of downtown amenities and transit stops. Middle-density housing – such as townhouses, duplexes, cottage housing, and small apartments – was traditionally a part of American neighborhoods prior to the 1950’s. The neighborhoods east and north of downtown already have buildings of these types, some of which date from before modern zoning ordinances. Middle housing types are at a similar scale as single-family detached housing, but because most middle housing types share walls and don’t take up a whole lot, they are cheaper to build and more energy efficient than free-standing houses.

Current parking and access requirements are challenging for this scale of development, especially for parcels that do not abut alleys. The City should consider reducing minimum parking requirements and potentially required driveway widths to increase feasibility and reduce impacts to the human experience along residential sidewalks.

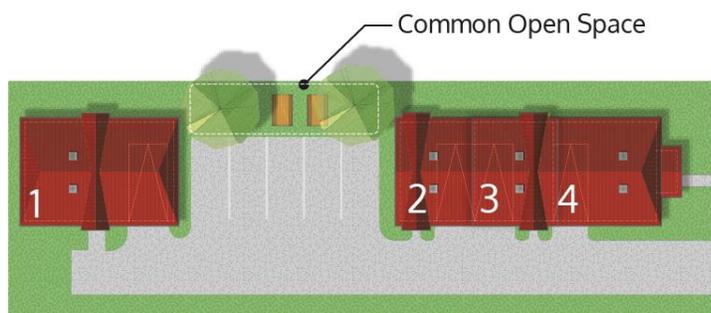


Figure 26. Sample townhouse site plan on a typical north downtown lot showing modestly reduced parking and driveway requirements

Encouraging Redevelopment

Parking Minimums

Most cities in the United States apply minimum parking standards to new development to ensure adequate off-street parking is available given the expected use. Because surface parking has significant space requirements and structured parking is expensive to construct, parking minimums have a powerful impact on development feasibility. In some cases, when parking minimums are set higher than actual demand, parking minimums can reduce or prevent real estate development.

In recent years, parking minimums have attracted the attention of state legislators who have reduced the amount of parking that cities can require in places served by frequent transit service for residential uses. Passed in 2019 and 2020, HB 1923 and 2343 placed limits on how much parking cities can require for senior housing, income restricted housing, and market-rate housing near frequent transit in RCW 36.70A.620.

Minimum parking requirements should be reduced in areas where development is most desired. See Proposals for more.

Multifamily Housing Property Tax Exemption

Multifamily Housing Property Tax Exemption (MFTE) is a program that allows property owners or developers in a prescribed area to forgo property taxes for a set period of time in exchange for providing market-rate or affordable rental units. This program helps to stimulate housing production by making it more financially feasible for developers to create new housing.

Marysville's MFTE program currently applies to projects with 20 or more units falling within the 2009 DMP boundary. The property tax exemption lasts 8 years for market-rate units or 12 years if 20% of units are affordable to low- or moderate-income households (unless owner-occupied, then 20% moderate-income is allowed). The program should be expanded to cover the multifamily and mixed-use zones in this plan's study area. In addition, the City should reduce the minimum unit threshold for MFTE eligibility so that smaller-scale projects are eligible.

Ground Floor Retail Requirement

The current Downtown Commercial zone requires ground floor commercial anywhere that multifamily units are proposed with a limited exception for disability-accessible units located to the rear of buildings. Though beneficial for maintaining commercial affordability, this can challenge development feasibility and, in some conditions, result in vacant ground floor space. Focusing active ground floor requirements along key streets allows for some residential-only buildings, which tend to be more financially feasible than vertically mixed-use buildings, especially those with extensive commercial ground floors. In addition, opening up “commercial” to mean a wide range of artisan, coworking, and small manufacturing uses in addition to the traditional retail and restaurant street-level uses would allow flexibility for changing market trends and support a vibrant, diverse downtown.



Anthem Park (Source: MAKERS)



University Village (Image base source: Google Maps)

Figure 27. Horizontal mix of uses

Middle Housing

New zoning classifications proposed in this plan would eliminate barriers to middle housing production in the residential neighborhoods of downtown. The proposed Middle Housing 1 and Middle Housing 2 zones would allow more housing types than are currently allowed under either the R-8 or R-18 zones and remove dwelling unit density provisions. To best optimize these zones, the City should also consider reducing parking and access requirements to maximize the site and reduce the impact of spaces designed for automobiles.

Planned Action EIS Expansion

This plan’s associated Supplemental Environmental Impact Statement (SEIS) analyzes environmental conditions, potential impacts, and mitigation measures proposed for this study area. A Planned Action SEIS performs an upfront, detailed, comprehensive environmental analysis for the study area. By providing this analysis during the planning process, individual projects do not have to do extensive SEPA analysis and are exempt from SEPA appeals,

thereby streamlining permit review and reducing legal risks to individual projects. It can reduce development costs and attract development.

This DMP update expands the Planned Action area to this plan’s study area. The Planned Action Ordinance should outline mitigation commitments and requirements.

Unique Identity and Sense of Place

A variety of small local businesses, waterfront location, wealth of parks and cultural institutions, human-scale grid pattern in many areas, and range of neighborhood centers with different foci (e.g., historic main street, Opera House, Civic Campus, Waterfront, residential/commercial Beach Ave neighborhood) bolster Downtown Marysville’s unique sense of identity. To continue building Marysville’s image and storyline, public and private investment should all work toward a common goal of places that are “unique, eclectic and artistic that highlight the resilient, independent, and authentic character of the community and its residents” (2021 [Waterfront Strategic Plan](#), p 11). This includes updating design standards (see Zoning Proposals and Street Designations recommendations); supporting local, independent businesses (see Displacement Prevention for affordable commercial space strategies); and integrating public art and unique wayfinding into streets, trails, parks, and places.

Recommendations

- LU-10 Continue promoting development sites and seeking partners (e.g., Port, Tulalip Tribes). Market recent investments—Ebey Waterfront Park expansion, Civic Center, Delta Ave woonerf, 1st St Bypass, 1st and 3rd St LID/beautification, and other nearby street improvements to spark interest.
- LU-11 Actively facilitate a few catalyst projects (e.g., the block south of Comeford Park) to gain momentum and demonstrate rent capabilities while also preventing displacement (see Displacement Prevention on page 54). Also see the [Waterfront Strategic Plan](#)’s catalyst projects.
- LU-12 To improve development feasibility, remove the ground floor commercial requirement for multifamily buildings and instead focus the active ground floor requirement on key streets (see Street Designations on page 37). Include a wide range of allowed commercial uses.
- LU-13 Expand the MFTE boundary to include the DMP study area’s residential and mixed use zones.
- LU-14 Reduce the MFTE unit threshold from 20 units to 10 units so that smaller projects can receive the tax benefit.

- LU-15 Reduce minimum parking requirements where development benefits from transit investment and proximate resources and amenities.
- LU-16 Market the benefits of the Planned Action SEIS such as reduced SEPA review and risk for developers.
- LU-17 Consider reducing required driveway widths for middle housing types.
- LU-18 Create an Arts Policy and integrate public art into public buildings, parks, and the public realm.

Displacement Prevention

Marysville envisions transformational redevelopment to achieve a lively, attractive downtown. However, downtown is already rich with a diverse range of small businesses and non-profits and many residences. Preventing or minimizing small business, nonprofit, and residential displacement will be important for serving Marysville's existing community and maintaining integrity to its roots.

Because of this plan's recommendation to reduce ground floor commercial requirements to a few key streets, paired with the vision for extensive redevelopment, maintaining affordable commercial space is of concern. As shown in the Assets list (page 6), downtown has businesses and service organizations making use of small, affordable commercial spaces. They are important for building and maintaining a sense of community and belonging, adding vibrancy to the public realm, and attracting locals and visitors. Around the region, as these kinds of places redevelop, existing businesses and organizations struggle to find comparable places with rents that work for their business model. Encouraging redevelopment to provide affordable commercial space, and considering business relocation needs and assistance, will be important to supporting Marysville's community.

Residential displacement, though a risk, is slightly less of a concern because of the overall large increase in units. However, the region is generally failing to meet its need for housing for extremely low-income households. See Housing Strategy/Desired Outcomes (page 43) for ways to encourage housing production and the range of housing types needed.

Recommendations

- LU-19 Alter development standards and allowed uses in Old Town (3rd/2nd St) to minimize displacement of existing commercial space and maintain the transition between the Town Center site and existing residential neighborhoods.
- LU-20 Apply building design standards to require a "flex shell" ground floor that is ready-made to accommodate small, start-up, microbusinesses, and nonprofits to reduce their initial financing needs. These include frequent entries, transparency, depth or size limits or averages, and ceiling height that accommodates commercial kitchen HVAC and arts uses.
- LU-21 Explore partnerships with quasi-public entities (i.e., the Port and preservation and development authorities) and nonprofits (e.g., community land trusts, business incubators) to creatively expand commercial affordability options.
- LU-22 Consider offering incentives to developers that retain current businesses or offer business relocation assistance.
- LU-23 Develop a first right to return program for businesses and residents displaced by redevelopment.

- LU-24 Consider establishing an inclusionary housing requirement that new mixed-use and multifamily development incorporates affordable housing or pays an in-lieu fee.
- LU-25 Explore additional programs to minimize and/or mitigate displacement of existing businesses, nonprofits, and residences, especially in the Civic Center area.

4. Transportation

The transportation network consists of vehicle, bicycle, pedestrian and transit facilities. The recommendations provided for the downtown are intended to help achieve the goals and objectives related to transit, multimodal connectivity, and enhanced street design and streetscape.

Network classifications are one of the key implementation tools establishing priorities for how the transportation system is used and constructed. It is unreasonable and uneconomical to build each street to accommodate every function and user and so priorities must be set. The Functional Classification (i.e., highways, arterials, collectors, and local streets) identifies whether mobility or access to parcels is a priority for each street. The Truck Route Classification identifies routes that should be designed to accommodate regular truck activity. The City already has functional and truck route classifications for the corridors within the Downtown, and these would not change with this DMP. The Travel Context Classification is another tool for identifying whether automobiles, transit, bikes, or pedestrians are the priority for each street. This plan identifies Travel Context Classifications along key facilities within Downtown to support the additional densities proposed.

The following describes the three Travel Context Classifications recommended in this plan:

- **Bike/Pedestrian (Ped) Priority Classification** – The Bike/Ped Priority class emphasizes bicycle and pedestrian mobility over other modes. Posted vehicle speeds would be lower and the number of vehicle lanes would be minimized.
- **Shared Priority Classification** – The Shared Priority class represents corridors where vehicle mobility is balanced with nonmotorized travel comfort.
- **Vehicular Priority Classification** – The Vehicular Priority class emphasizes automobile and transit mobility over other modes. Pedestrian and bicycle facilities are focused on facilitating local access; however, overall non-motorized travel would be more comfortable on alternate parallel routes.

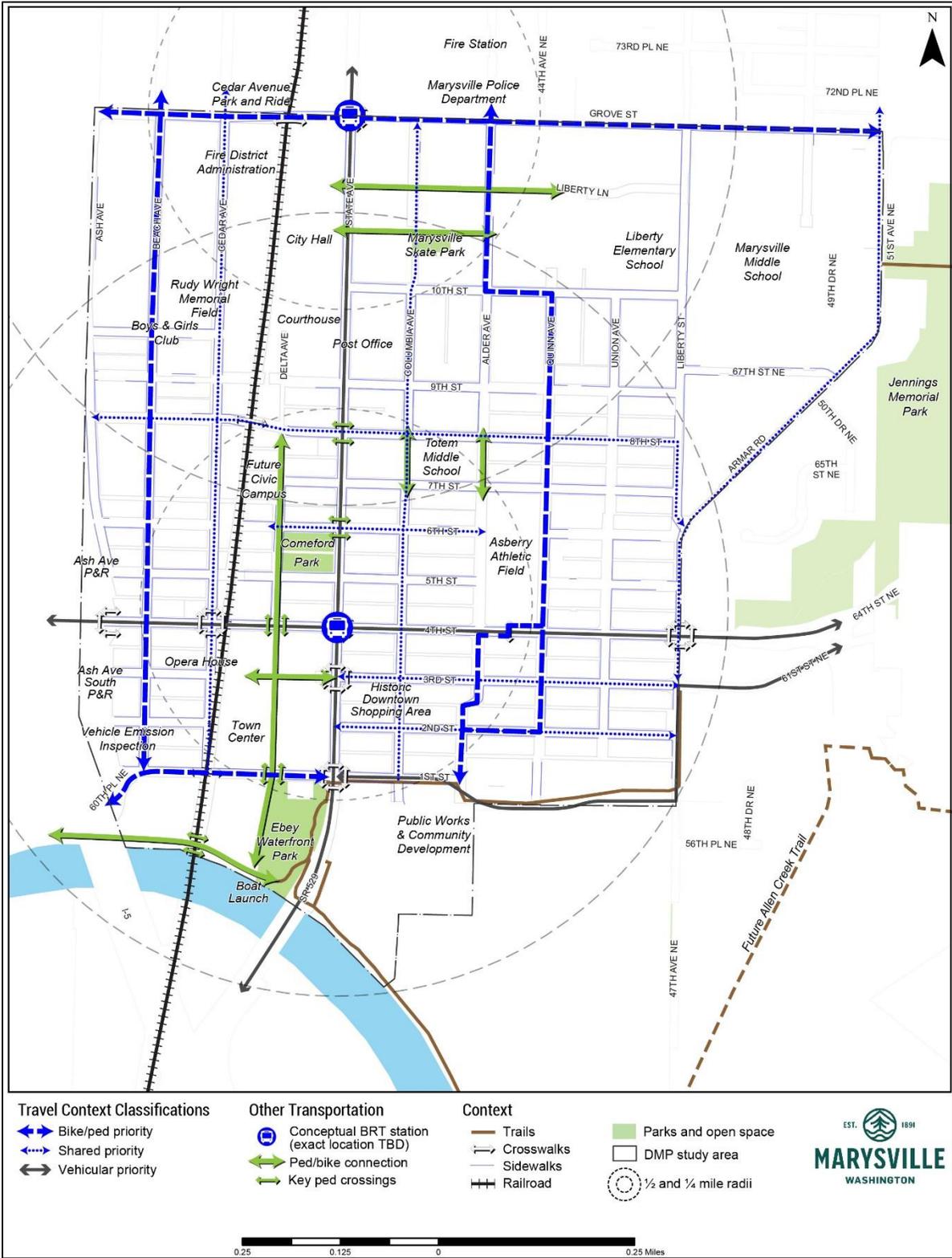
Travel Context Classifications

Map 5 illustrates the recommended priorities for key corridors within Downtown including:

- Bike/Ped Priority along Grove St, Beach Ave, and Alder Ave–10th St–Quinn Ave–2nd St–Alder Ave. These streets may provide treatments to deemphasize and slow vehicles along the corridor.
- Shared Priority along Columbia Ave, Cedar Ave, 8th St, 6th St, 3rd St, 2nd St, and 47th Ave NE–Armar Rd–51st Ave NE, facilitating access to activity nodes for all modes. Shared streets may accommodate various treatments such as parking, wider sidewalks, and bicycle lanes (if right-of-way allows).
- Vehicular Priority along 1st St, 4th St, and State Ave. The streets with vehicular priority have the highest traffic volumes, facilitate truck movement, and may accommodate transit and multiple travel lanes.

The street design section provides example cross-sections for downtown streets within these travel context classifications.

Map 5. Transportation Recommendations Map



Pedestrian and Bicycle

The pedestrian network in downtown is well connected with a gridded system making it easy to walk between destinations. The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. The developer improvements should address safety and security of the sidewalk network by improving lighting and providing pedestrian amenities. Developer improvements will continue to provide for a large portion of the downtown pedestrian system; however, the City may need to address gaps within downtown to provide a connected network. However, the BNSF rail line that runs north-south between Cedar Ave and State Ave creates a barrier to east-west walking and biking.

Pedestrian and bike travel should be prioritized on Beach Ave, Grove St, and Quinn Ave/Alder Ave. Beach Ave and Grove St have bike lanes along portions of the streets and the City has identified adding bike lanes along portions where they are missing. A new grade separated BNSF crossing improvement has also been identified at Grove St, which will help reduce conflicts and delays along Grove St.

Map 5 recommends new or key connections for pedestrians and bikes. The priority connections could feature wider sidewalks, pedestrian-scale lighting, decorative pavement, curb bulbs at intersections, and amenities and bicycle facilities such as bike lanes, shared lanes, or bike routes. As the connections are developed, consideration will need to be given to how crossings are made at the railroad and at vehicle priority corridors or corridors with higher traffic volumes. The City already has a pedestrian signal at Asbery Field along 4th St and is planning a signal along 4th St at Delta Ave. Signal timing to support pedestrian movement across intersections should be considered.

At the south side of the planning area, 60th Pl NE/1st St is a pedestrian/bicycle priority street that would connect downtown to the area west of I-5, including the Quil Ceda Creek Casino and Hibulb Cultural Center. With a 68-foot right-of-way on 1st St and extensive right-of-way under I-5 on 60th Pl NE, there is ample space for a buffered, wide multi-use path and two travel lanes. The pedestrian and bicycle facilities may locate on the south side to avoid I-5's structural columns and make use of limited vehicular access points on the south side.



Figure 28. 60th Pl NE, with the addition of pedestrian and bicycle facilities, would create a key connection from downtown to west of I-5.

Recommendations

- TR-1 Require new ped/bike connections with redevelopment in the following locations. As possible, seek opportunities to accomplish these through-block connections sooner by acquiring easements or through other methods.
- Liberty Lane – East-west connection from the existing Liberty Lane to State Ave.
 - Marysville Skate Park – East-west connection between Alder and State avenues connecting through the Marysville Skate Park.
 - Totem Middle School Area – North-south connections between 7th and 8th streets on Columbia and Alder avenues.
 - Delta Ave – North-south connection between 8th St and Ebey Waterfront Park. The area within the Civic Center campus is being design as a woonerf, which is a shared facility for pedestrians and bicyclist. Delta Ave is also identified for a bicycle boulevard/woonerf as future areas develop south of the Civic Center campus.
- TR-2 4th St pedestrian improvements – At-grade pedestrian improvements to provide a safe and comfortable connection between the Civic Center and the Entertainment District (west of BNSF tracks), Old Town business district (east of tracks) and Ebey Waterfront Park and Trail.
- TR-3 4th St/Delta Ave intersection – Provide a pedestrian crossing on 4th St at Delta Ave connecting the Civic Campus and Town Center, such as a HAWK signal.
- TR-4 1st St/60th Pl NE bicycle facilities – Add bicycle facilities to complete an east-west connection between downtown and west of I-5.
- TR-5 Ped/bike and shared priority streets – With any redesign of the designated bike/ped and shared priority streets, feature wider sidewalks, pedestrian-scale lighting, decorative pavement, curb bulbs at intersections, appropriate signal timing for pedestrian movement, and amenities and bicycle facilities such as bike lanes, shared lanes, or bike routes. As the connections are developed, consider how crossings are made at the railroad and at vehicle priority corridors or corridors with higher traffic volumes. See Street Design for specific ped/bike recommendations for 8th St, Alder/Quinn avenues, and Armar Rd.

Transit

Swift BRT

The City will continue to work with Community Transit to improve transit services and develop a convenient, integrated and efficient transit system that supports future growth downtown. Community Transit's *Swift* bus rapid transit (BRT) along State Ave is anticipated in 2027/2028. A one-mile station spacing is desired for *Swift*, and a mix of uses around the station is ideal to maximize ridership. A *Swift* station has been identified at Grove St downtown due to proximity to the existing Cedar Ave park-and-ride and other amenities.

A second station is recommended in the vicinity of 4th St. A *Swift* station near 4th St would be most centrally located to a mix of uses and within walking distance from the Civic Center campus, waterfront, historic downtown shopping, Opera House, Town Center, and Beach Ave areas. Locations farther north or south are less ideal. A Comeford Park station walkshed would be vastly redundant with Grove St's. A waterfront location would serve a limited area because of the slough and limited developable land to the south.

Commute Trip Reduction

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling. The DMP could result in additional density, which may reduce reliance on vehicular travel and increase transit and non-motorized use.

Employers in the Downtown should be encouraged to implement Transportation Demand Management (TDM) programs. In addition, residential developers and building managers could also be encouraged to provide a TDM strategy for buildings similar to what is outlined in TR-7.

Recommendations

- TR-6 Continue coordinating with Community Transit and advocate for the southern station to locate near 4th or 3rd St.
- TR-7 Facilitate and encourage downtown employers, residential developers, and building managers to implement Transportation Demand Management (TDM) programs. Building strategies may include commuter information, rideshare facilitation, bikeshare

promotion, vanpool/carpool spaces provision, and incentive programs such as transit passes.

Vehicular

The downtown vehicular network is generally well connected; however, the BNSF railroad provides a barrier between Downtown and I-5. Planned improvements such as the new I-5/SR 529 interchange will change travel patterns to and from downtown. In addition, Intelligent Transportation System (ITS) and access management implementation would improve vehicular network efficiency. The City identified the need for ITS in the Comprehensive Plan. ITS improvements such as adaptive signal control (ASC) systems would improve traffic operations at intersections and along corridors in downtown.

Travel demand can be variable and unpredictable, which often outpaces the signal timing plans that are programmed every 3 to 5 years. This can lead to inefficient operation of the signalized intersections resulting in vehicle delays and congestion. ASC seeks to remediate this issue by adjusting signal timing in real-time based on measured vehicle demand. ASC adjusts when green lights start and end to accommodate the current traffic patterns to promote smooth traffic flow and ease congestion. The main benefits of ASC over the conventional time-of-day plans typically include:

- Automatically adapts to unexpected changes in traffic conditions
- Reduces driver complaints and frustration by reducing travel times and increasing arrivals on green
- Improves travel time reliability so commute times are consistent throughout the week
- Reduces congestion and fuel consumption
- Makes traffic signal operation proactive by monitoring and responding to gaps in performance

Access management may also assist in vehicle flow and signal progression along vehicle priority corridors. Access management is achieved by limiting driveway access on major vehicle travel corridors, restricting turns, and limiting traffic signal control to key intersections such that signals are not spaced too close. Corridor access can be managed through landscape medians, curbs, or driveway treatments to restrict turns.

Emerging transportation trends may also change how people and goods travel and transportation systems operate. Transportation-related technology has advanced rapidly over the past decade and will continue to accelerate and create major shifts in transportation within downtown and the region. Technology-related trends that could impact the transportation system include:

- **Autonomous Vehicles (AVs)** – There is a great deal of uncertainty for communities planning for AVs. Over the next 15 years, a portion of the vehicles on the street and highway system could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies are likely within the Downtown 20-year planning horizon. Some of the ramifications of these technologies that should be considered are an increase in capacity of streets and highways with AVs able to space closer, changes to how freight is transported, and reduction in cost of operating transit.
- **Curb Space Management and Parking Demand Shifts** – As on-demand and shared ride services change how people travel, the need for off-street parking at places of employment could decrease, but the demand for curbside areas set aside for loading/unloading activities could increase. The City should manage and prioritize how curbside space is used within downtown relative to parking, deliveries, and passenger loading. Curb space management may include having designated areas near businesses for deliveries and passenger loading and time limits for parking. Management may also need to prioritize different modes relative to bicycling, transit, and vehicular; the travel context designations described earlier will help to prioritize the modes.
- **Connected Vehicles** – This technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities might look ahead to providing infrastructure as efficient reference points such as light poles to allow for vehicle-to-infrastructure communication.

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufacturers, and/or related industries. The shifts may be relatively quick (within a decade) or take much longer to develop. Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management.

Recommendations

Recommended strategies to continue to serve vehicular traffic more efficiently and accommodate emerging technologies include:

- TR-8 Continue to evaluate the downtown transportation network as key infrastructure improvements are made, such as the I-5/SR 529 interchange, to understand changes to travel patterns and evaluate capacity and intersection traffic control needs along the downtown streets.

- TR-9 Consider ITS improvements such as adaptive signal control (ASC) systems along major vehicular corridors in Downtown.
- TR-10 Coordinate with Community Transit to integrate transit signal priority (TSP) for the *Swift* line; consider the City's ACS system on State Ave where appropriate.
- TR-11 Manage access along major downtown corridors by restricting turns and limiting traffic signal control to key intersections and consider treatments such as landscape medians, c-curb, or driveway treatments to restrict turns.
- TR-12 Evaluate potential decrease in off-street parking needs with increase in on-demand services and AV, how this parking could be repurposed, and/or how curb space is managed with future development planning.
- TR-13 Consider roundabouts where effective for keeping traffic moving and enhancing safety.

Street Design

8th St

Objective

The 8th St corridor, offering a low-stress environment, would connect:

- Beach Ave bicycle lanes
- 47th Ave NE (Liberty St) bicycle lanes
- Alder/Quinn Ave bicycle lanes and neighborhood greenway treatment
- Ash Way Park and Ride for access to express buses

Existing Conditions

The 8th St corridor is an east-west oriented roadway extending from Ash Ave on the west to 47th Ave (Liberty St) on the east. The land use along the street is primarily residential with some commercial properties located between Delta Ave and just east of State Ave. The existing right-of-way is 75 feet wide.

The roadway is generally curbed east of Delta Ave. West of Delta Ave the roadway is uncurbed. Parking on this side of Delta Ave is not controlled and varies between angled and parallel.

8th St serves as one of the few streets that cross the BNSF railroad and, because of that, it serves as an important route for all transportation modes.



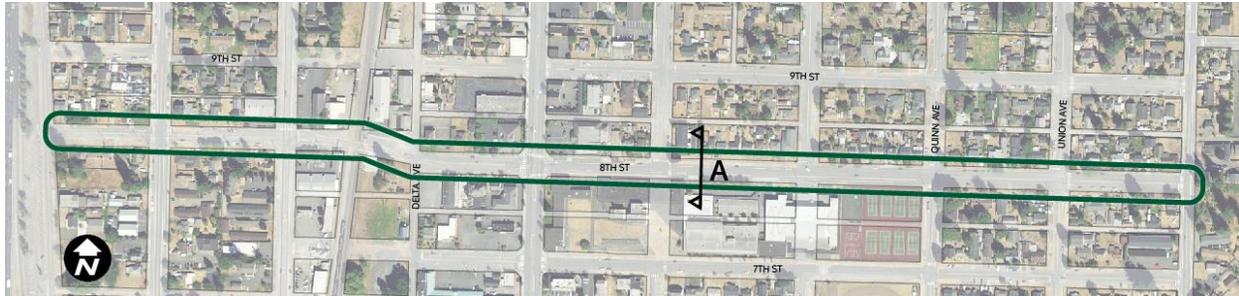
Figure 29. 8th St west of BNSF mainline tracks



Figure 30. 8th St crossing of BNSF mainline tracks

Constraints on the right-of-way occur at Delta Ave and east of State Ave at the Totem Middle School. Bus loading occurs at Totem Middle School on 8th Ave.

Map 6. *8th St corridor map*



Approach

The competing demands on this corridor include the desire for a bicycle priority route, middle school students on foot, parking, school buses, as well as general movement of vehicles and goods. To accommodate this, the street concept includes multi-use paths, landscaping, and parallel parking on each side, where feasible.

Multi-use paths will provide a low-stress connection between the bike lanes on Beach and 47th Avenues and the bike lanes on Alder Ave. This will require a full reconstruction between at least Delta Ave and Beach Ave. Care should be taken near the BNSF right-of-way to minimize impacts to the railroad and coordinate on any proposals. Bicycle and pedestrian movement following a train passing should be prioritized and space for non-motorized queuing provided.

At Totem Middle School, an interim option could be considered to avoid potential bus parking and loading conflicts with bicyclists. Bicyclists could be directed to use the north side multi-use path for this stretch.

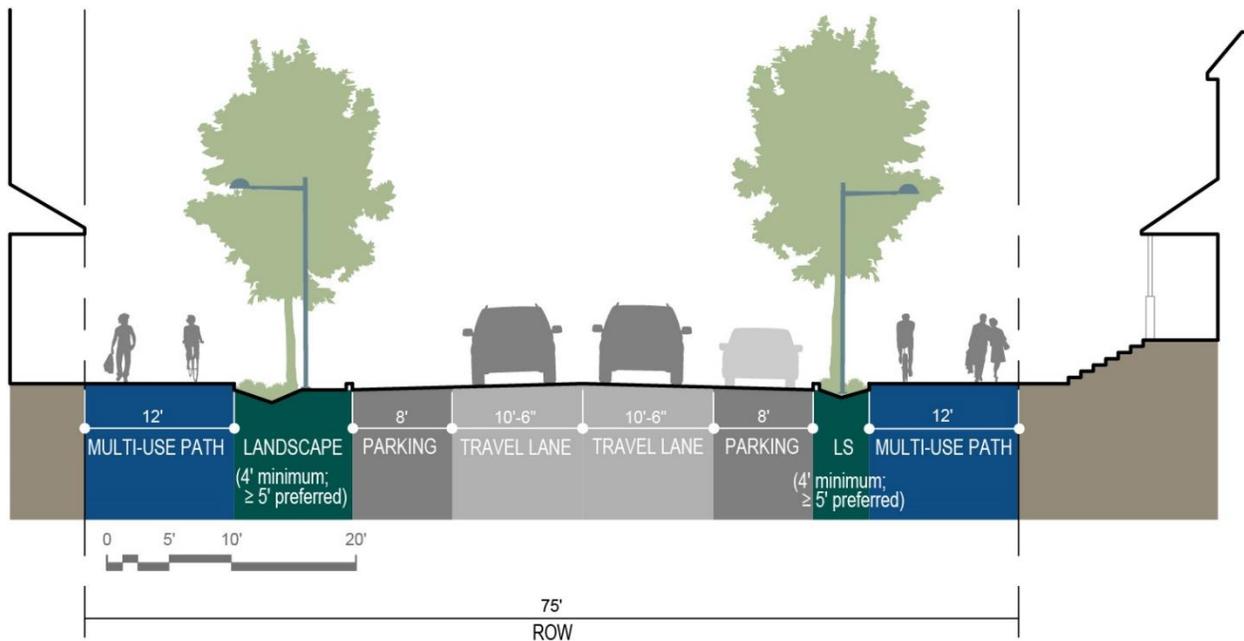


Figure 31. Proposed cross-section – 8th St from Ash Ave to 47th Ave (looking west)

Recommendations

TR-14 8th St bicycle facilities – Design and construct 8th St to accommodate multi-use paths, landscaping, and parallel street parking on both sides; bicycle priority features at the BNSF railroad corridor; and, where feasible, natural drainage features.

Alder/Quinn Ave

Objective

The Alder Ave/Quinn Ave segment is intended to create a low-stress, north-south bicycle and pedestrian connection between the 1st St Bypass and Grove St, connecting schools, proposed BRT stations on Grove St and 4th St, and the bike facility network north of Grove St. The Alder/Quinn corridor will be the preferred bike corridor paralleling State Ave to the east. This facility complements Beach Ave which serves north-south bike traffic west of State Ave.

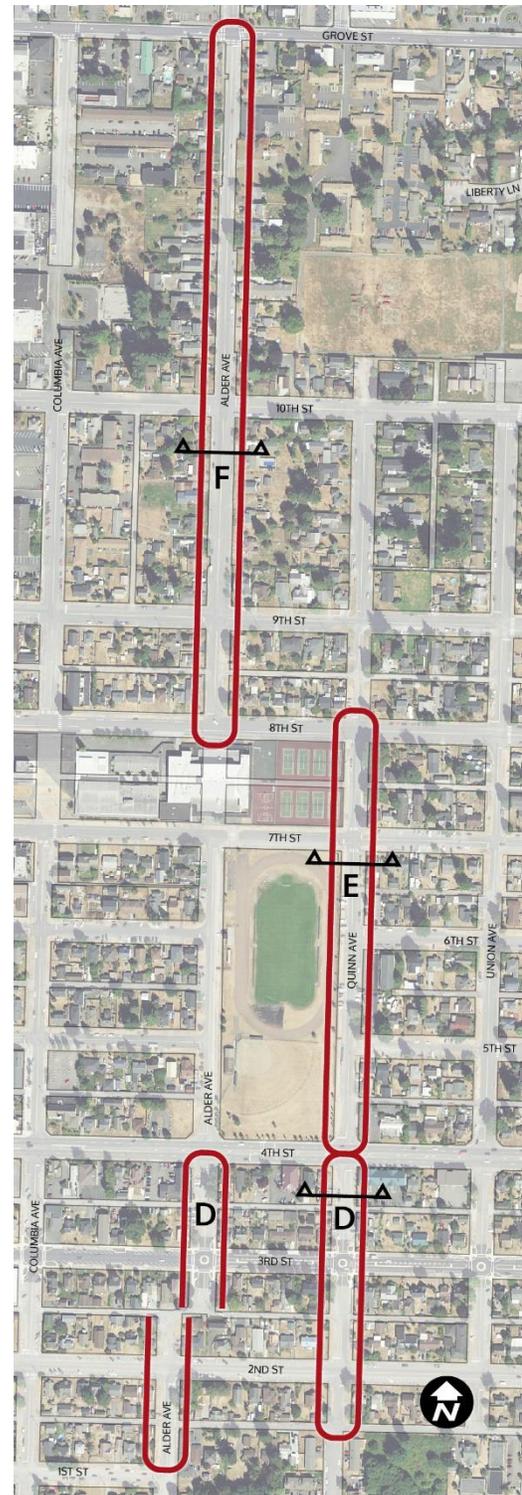
Existing Conditions

The Alder Ave/Quinn Ave corridor is oriented north-south and consists of curbed and uncurbed residential roadways with one general purpose lane in each direction. Bikes are intended to share the travel lane. Sidewalks are provided on some segments and missing in others. On street parking is allowed in most areas with restrictions near intersections. The existing right-of-way width ranges from 48 to 75 feet.

Most of the roadways are low-volume, low speed facilities which lend themselves to lower stress facilities than parallel arterials.

The intersection of Quinn/Alder Ave with 4th St is a challenge. A high-intensity activated crosswalk (HAWK) beacon signal is located midblock between Quinn Ave and Alder Ave. Though it works well for pedestrians, its location presents challenges for cyclists because of limited sidewalk width to accommodate cyclists along 4th St.

Though sidewalks may be widened over time with redevelopment, recent commercial development on the south side of 4th St west of Quinn Ave would likely prevent any near-term opportunities for wider sidewalks. Thus, route options are included south of 4th St for cyclists



Map 7. Alder/Quinn Ave bike route

to use Alder Ave or Quinn Ave, depending on their destination and desire to backtrack on the 4th St to reach the HAWK signal. The 2nd St alley also presents some challenges with a narrow right-of-way, but is currently navigable by people walking, biking, and rolling.

Alder Ave north of 8th St is much wider. This allows vehicles to travel at higher speeds, and is not as attractive to people bicycling as the portions of Alder and Quinn Ave south of 8th St.



Figure 32. *Quinn Ave north of 4th St*

Figure 33. *Alder Ave north of 8th St*



Figure 34. *Quinn Ave at 2nd*



Figure 35. 4th St HAWK beacon

Approach

To create an attractive corridor for non-motorized users, the corridor would be modified as follows:

- On 2nd St, the City is finalizing the roadway design to match similar improvements on 3rd St and on Quinn Ave. The addition of designated parking and sidewalks will narrow the roadway resulting in lower speeds.
- Between 4th St and 8th St, install a multi-use path on the west side, surrounded by landscape strips; angled parking on the west side for Asbery Field visitors; and a landscape-buffered sidewalk on the east side.
- For Alder/Quinn Ave route south of 8th St, add traffic circles or other traffic calming devices like chicanes or speed tables and consider sharrows to signify bicycle priority.
- For Alder Ave north of 8th St, rechannelize the roadway to include a multi-use path, landscape strip, and street parking on both sides.
- For all segments, include natural drainage where possible.
- In the future with any redevelopment of Totem Middle School, a continuous Alder Ave route could be considered, instead of the jog to Quinn Ave.

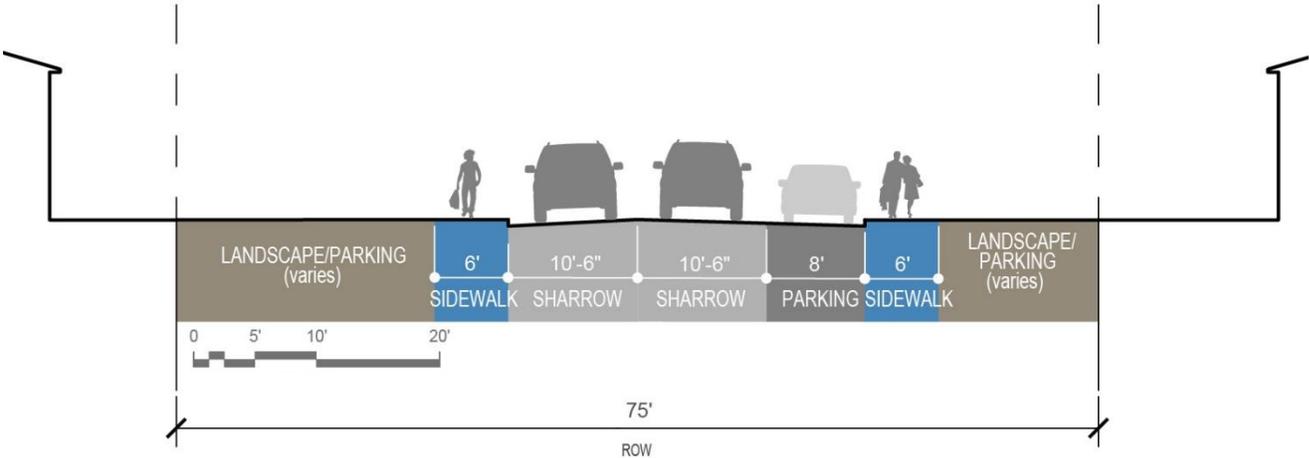


Figure 36. Proposed cross-section D– Quinn Ave from 1st St Bypass to 4th St (looking north)

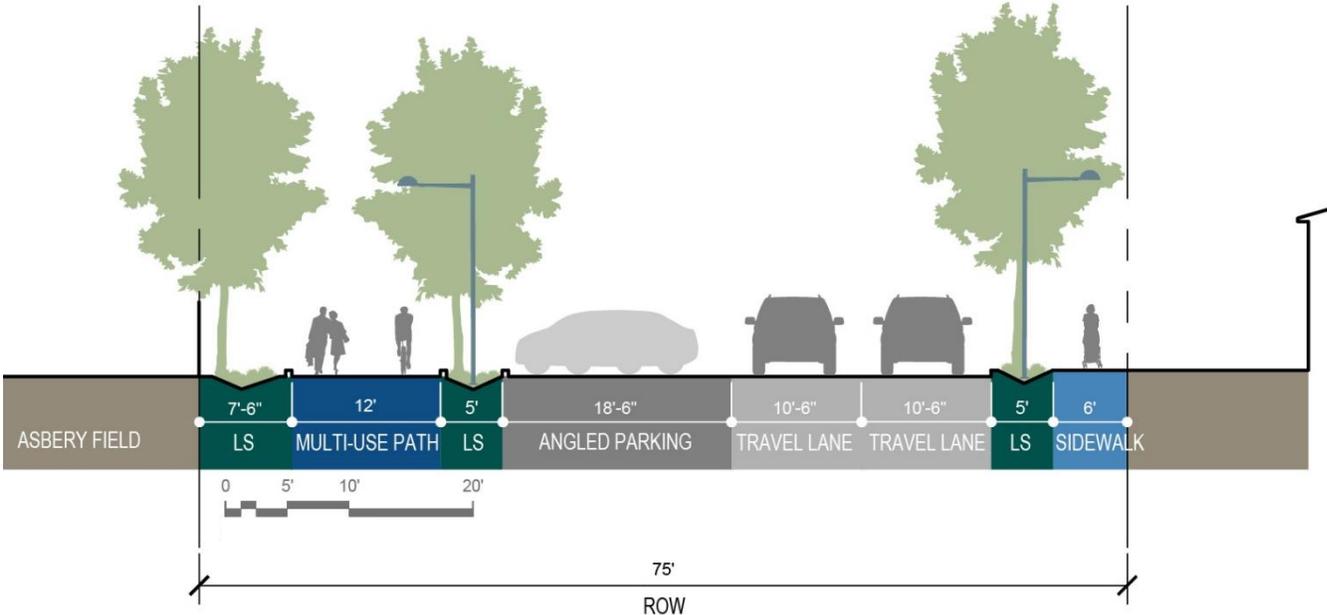


Figure 37. Proposed cross-section E – Quinn Ave from 4th St to 8th St (looking north)

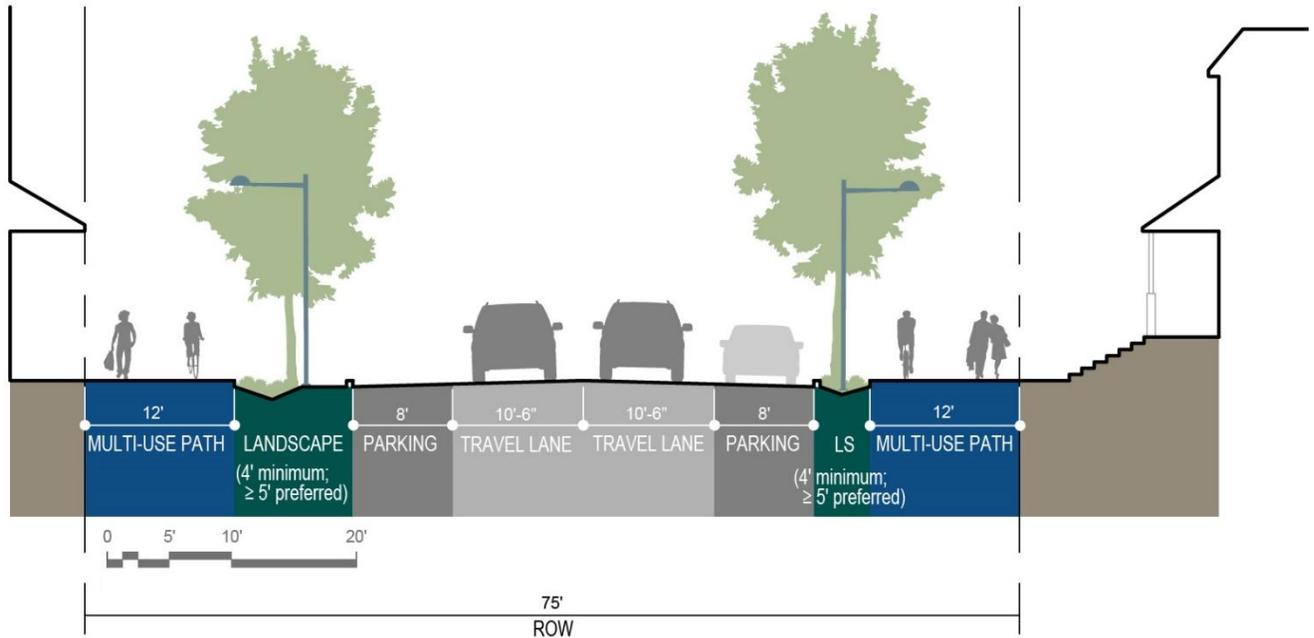


Figure 38. Proposed cross-section F – Alder Ave from 8th St to Grove St (looking north)

Key to the corridor's success as a bicycle and pedestrian travel way will be the treatment of crossings at both 4th St and 8th St. HAWK beacons are optimized for pedestrian use. However, treatments are being developed that may allow someone riding a bike to take advantage of the gaps in traffic created by the HAWK. These treatments are used in Bellingham and Tucson, AZ. In the long-term and in coordination with WSDOT, relocation could be considered to accommodate a more seamless 4th St crossing for cyclists.



Figure 39. L-R: a rectangular rapid flashing beacon (RRFB); a high-intensity activated crosswalk (HAWK) beacon with bicycle accommodations.

The crossings of Quinn and Alder Aves at 8th St are more typical of lower volume and speed roadways. Due to the cross-section, a rectangular rapid flashing beacon (RRFB) should be acceptable to enhance the crossing. See the discussion on 8th St for the cross-section.

Phasing

The Alder/Quinn Ave corridor requires 2nd St roadway reconstruction to be in place and a plan for the 2nd St alley area prior to formalizing. The 4th St crossing challenges should also be considered further, especially when considering potential long-term redevelopment of the Totem Middle School, which would allow Alder Ave to continue the full length of downtown.

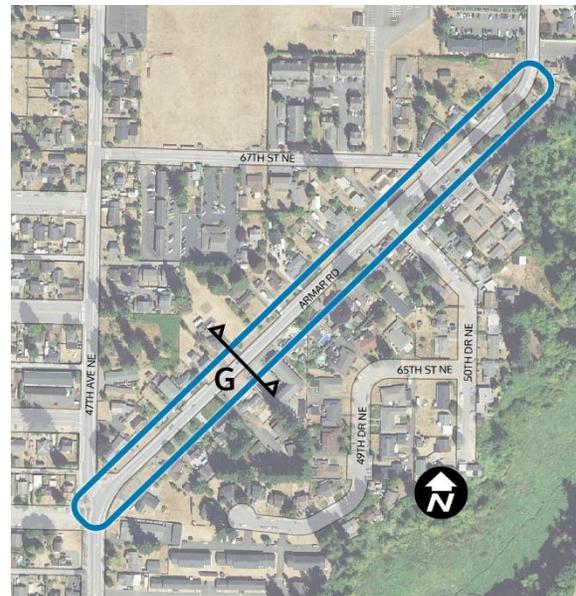
Recommendation

TR-15 Alder/Quinn Ave bicycle facilities – Design and construct street and intersection improvements for the Alder Ave/Quinn Ave corridor per Figures Figure 36, Figure 37, and Figure 38 to accommodate a bicycle boulevard south of 4th St, a westside multi-use path between 4th St and 8th St, and buffered multi-use paths north of 8th St; crossings useful to people walking, biking, or rolling; and parking where feasible.

Armar Rd

Objective

This project would install sidewalks on both sides of Armar Rd/ 51st Ave NE from 47th Ave NE (Liberty St) to Grove St and connect schools and parks along the corridor. This will also connect people to the new BRT station at Grove St.



Map 8. Alder/Quinn Ave bike route

Existing Conditions

Armar Rd / 51st Ave NE is a north-south curbed arterial road with one general purpose lane in each direction. Bike lanes and on-street parking are provided in both directions. There are discontinuous sidewalks as a result of improvements installed by developments rather than a coordinated public project. The existing right-of-way width ranges from 38 to 58 feet.



Figure 40. L-R: existing cross section; school crossing at 67th St NE

Land use along the corridor is primarily residential with both single- and multi-family residences. Marysville Middle School and Liberty Elementary School are located close to Armar Rd, and many students walk along Armar Rd to access these facilities.

Approach

The addition of sidewalks would complete the roadway while generally leaving existing curbs in place. The existing cross-section provides for multimodal transportation including both general purpose and bike traffic. Adding a painted buffer to the bike lane and replacing the underutilized parking/walking strips with landscape better protects pedestrians and cyclists and improves the streetscape character.

Major concerns on this project include:

- **Drainage.** The existing curb and drainage system will minimize potential project costs; however, the addition of impervious surface may result in water detention requirements.
- **Right-of-Way.** The right-of-way on the corridor is inconsistent and varies by parcel. The typical right-of-way ends at the curb line.
- **Property Owner Coordination.** Sidewalks along the corridor will require removal and replacements of landscaping and other physical improvements such as retaining walls.

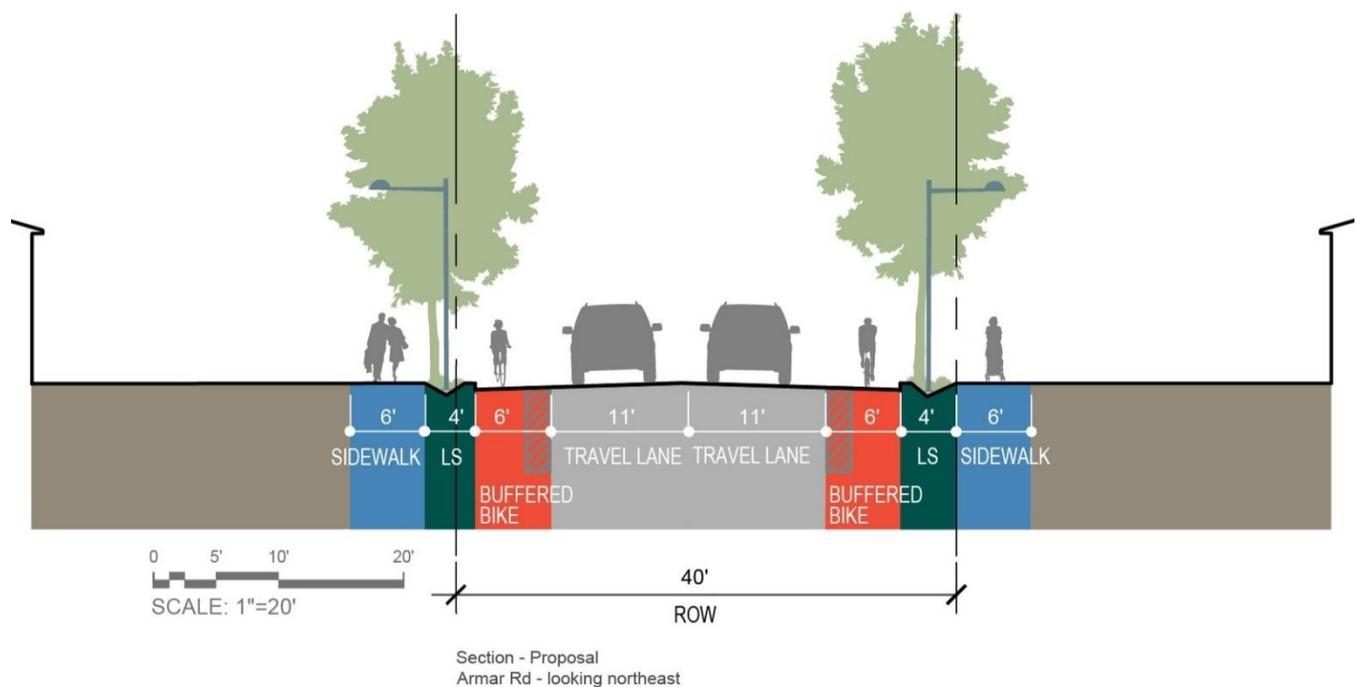


Figure 41. Proposed cross-section G – Armar Rd looking north

Phasing

A complete project would extend sidewalks on both sides from 47th Ave (Liberty St) to Grove St. Improvements will likely be installed over time with redevelopment. If completed as a City project, interim steps could include installing a sidewalk on one side first or initially limiting the length of the project. The corridor may be broken into two segments defined as Grove St to 67th St NE and 67th St NE to 47th Ave NE (Liberty St).

Recommendation

TR-16 Armar Rd complete street – Design and construct Armar Rd with continuous sidewalks, landscape strips, buffered bike facilities, and natural drainage where feasible.

Street Typology Kit of Parts

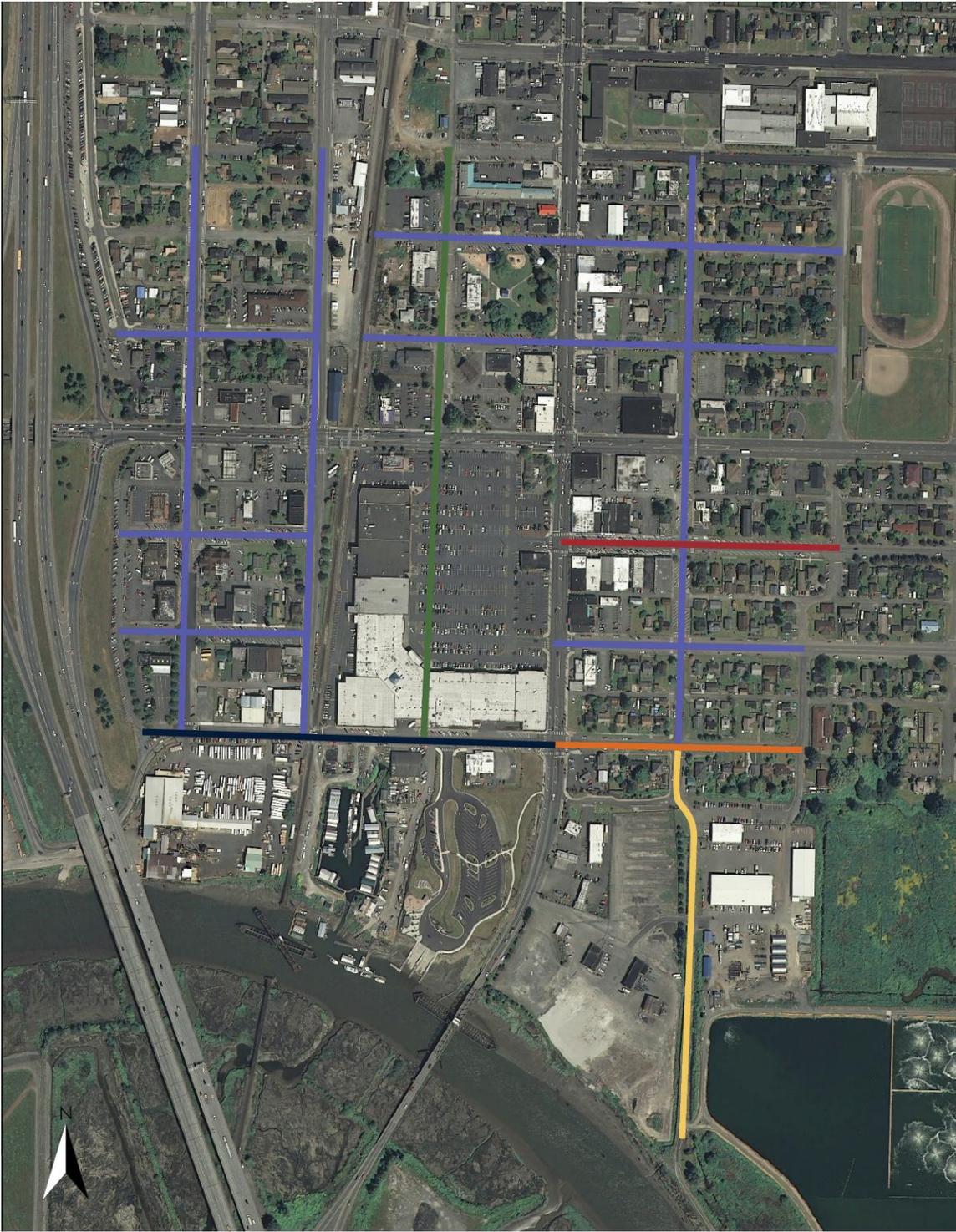
The 2009 DMP included a Standard Street Typology – Flexible Kit of Parts. It guides street design as parcels redevelop. While the City sets parameters for streetscape design, individual parcel owners construct and maintain the streetscape in front of their parcel, including natural drainage features in the right-of-way that are treating their runoff. This kit of parts is included as Appendix D.

The 2009 DMP proposed typologies for most downtown core streets as shown in Map 9. In addition, it made specific street improvement recommendations in its appendix, which are also included in this plan's Appendix D. Except for the streets with updated recommendations in this plan – 8th St, Alder Ave/Quinn Ave, and Armar Rd, these street types should extend north and east to this plan's study area boundary. Likewise, the east-west residential street typologies are applicable to residential streets north of the 2009 DMP boundary.

Recommendation

TR-17 Continue implementing the 2009 DMP's street type Flexible Kit of Parts and extend the street types north and east to the study area boundary (except for where street recommendations were updated in this plan – 8th St, Alder Ave/Quinn Ave, and Armar Rd).

Map 9. 2009 DMP street type map



- Standard Street - Beach Ave. and Others
- Woonerf - Delta Ave.
- Linear Park - Columbia South of 1st. St.
- Boulevard - 1st St. East of SR 529
- Stormwater Planters, Sharrows + Habitat - 1st St. West of SR 529
- Stormwater Planters - Historic 3rd St.

5. Parks and Public Services

Parks and Trails

This section discusses public space projects, including updates since the 2009 plan, in relationship to the overall vision for downtown.

Projects Completed or Underway

Waterfront Trail

The Ebey Waterfront Trail, one of the 2009 Master Plan proposals, has been partially completed as of Spring 2021. The trail, once completed, will connect Ebey Waterfront Park to the mouth of Qwuloolt Estuary (restored in 2015) and around the estuary and creek system to the Sunnyside neighborhood. The trail provides a valuable natural amenity and non-motorized transportation link for downtown and nearby neighborhoods.



Figure 42. Newly constructed waterfront trail along Ebey Slough

Civic Center, Delta Ave, and Comeford Park

As of 2021, Marysville’s new Civic Center is under construction. The campus will occupy a six-acre site on Delta Ave between 5th and 8th streets. The facility will house Police, Jail, Municipal Court, City Council chambers, City Hall, Community Development, and Public Works Engineering offices, offering an attractive and accessible indoor public space.



Figure 43. Marysville Civic Center rendering, as viewed from Comeford Park

The project includes an expansion of Comeford Park across Delta Ave and around the new building. In many ways, Comeford Park is Marysville’s town square and village green. With the playground, lawn space, mature trees, and iconic water tower, the park offers a variety of recreational activities and civic functions. A new spray park was built in 2014, providing a healthy, fun recreational amenity and drawing many families during the summer months. Comeford Park will be upgraded in the future following the Civic Campus construction. Plans for the upgrades are being developed.

Delta Ave is being rebuilt as a “woonerf” with the construction of the Civic Center – a street designed primarily for pedestrians which cars and cyclists may pass through – providing additional outdoor public space and an excellent connection between the Civic Center and Comeford Park. See Comeford Park Mixed Use Site for more about how Delta will interact with adjacent areas.



Schematic Plan
Comeford Park



Figure 44. Delta Ave woonerf and Comeford Park expansion (J.A. Brennan)

Ebey Waterfront Park

The City is seeking funding to expand and improve Ebey Waterfront Park to develop a regional destination that will connect people to the Qwuloot Estuary, Ebey Slough, and the Ebey Waterfront Trail system. The expansion will provide a plaza along 1st St, a pedestrian path around the park, and a stage for public events; restore the environmental quality of the tidal estuary; and improve stormwater treatment for much of downtown. Construction will remove the existing marina configuration, clean-up water areas, and expand the Ebey Waterfront Trail with landscaping and ancillary open space. The restored basin will provide additional habitat and remove human-made impacts to this section of the shoreline while offering an attractive public amenity.



Figure 45. Ebey Waterfront Park expansion site plan

Asbery Field

Owned by the Marysville School District, Asbery Field is centrally located in downtown's residential neighborhood. The playfield has a track, baseball field, and open spaces that are publicly accessible when not in use for school sporting events. In the near term, the City and School district should work together to develop joint use and maintenance programs for this valuable amenity that is within close walking distance of many residents.

As the area around the park redevelops with additional homes, and especially if the Totem Middle School property redevelops, understanding community needs and interests and re-envisioning the park design and functions will be important. This parkland does not appear in the 2020 Parks Comprehensive Plan inventory due to its ownership by the Marysville School District. At approximately 7.3 acres, it could fulfill some parks level-of-service needs to accommodate population growth. Any redevelopment of the Totem Middle School site should consider design characteristics that would enliven the north side of the park with residences or active ground floors that relate to the park. Of particular importance is the transition from private to public space, with clear definitions of private, semi-private, and public space.

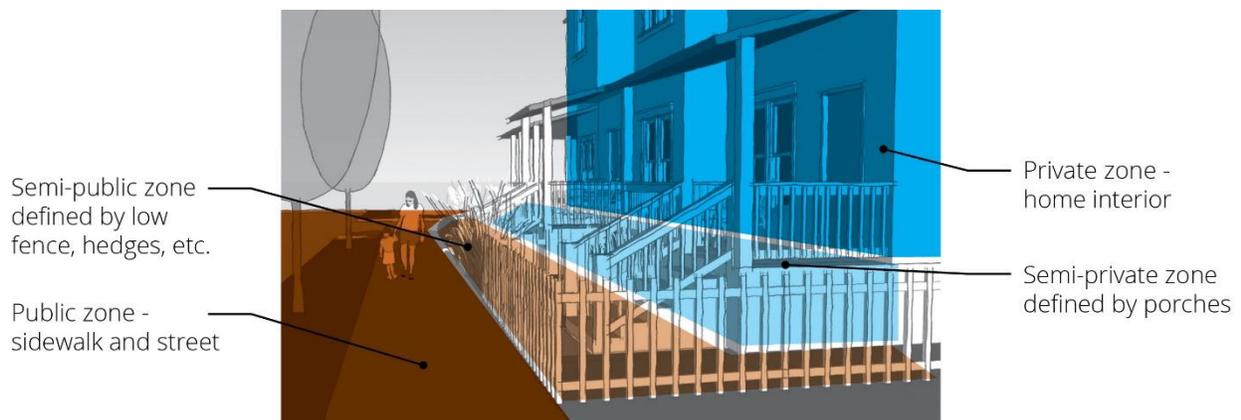


Figure 46. For homes facing the park, distinctions between public, semi-private, and private spaces create a clear sense of ownership and help residents and passersby feel safer.

Public Process Results

In online public engagement, Asbery Field attracted significant interest. Participants on the interactive survey map provided input on potential future uses or improvements to the playfield, with a fairly wide range of results. The most popular option was to keep the field's use for school and community sports. Participants also value the open space it provides for walking and jogging. The field's potential as a space for performances or social gatherings attracted significant interest as well. Additionally, some participants expressed the need for better connections between Asbery and amenities on State Ave for people walking and biking.

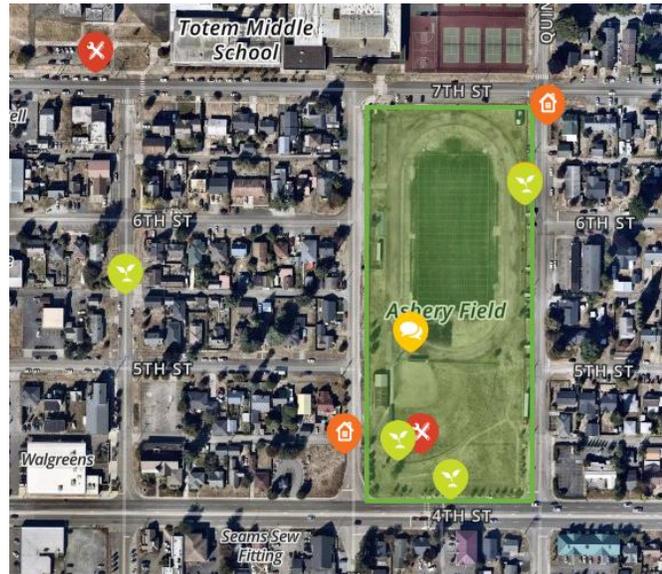


Figure 47. Screenshot from interactive survey map

Ebey Waterfront Trail

Ebey Slough shoreline was once a mix of old bulkheads, rubble walls, and banks remaining from previous mills and commercial activities. Over the past ten years, the City has built a waterfront trail along the slough, providing walking and cycling access to the shoreline. As the remaining waterfront parcels are redeveloped, this trail should be expanded and improved.

With any new development along the waterfront, Marysville's Shoreline Master Program (SMP) requires that the trail be expanded and the natural qualities of the shoreline restored. This trail will ultimately connect eastward to the Centennial Trail via surface street bike routes and the Bayview Trail and provide an important downtown amenity.



Figure 48. *Conceptual sketch of redevelopment on waterfront with Ebey Slough Trail.*

The 2009 DMP applied the following standards:

- Unless it includes water-dependent uses, new development must be set back from the shoreline at least 70 feet to accommodate a 50-foot native vegetation strip and a 20-foot trail corridor (public access easement). The City may reduce the required setback to 40 feet for mixed-use development as part of master planned marinas or water-dependent recreation facilities; provided that, public access to the shoreline is provided in some other way and vegetation enhancement is provided in the 40 foot setback.
- The trail and vegetation corridor must include: 1) a path constructed of asphalt or concrete, at least 12 feet wide plus 2 feet shy distance on each side with low vegetation, 2) a strip of native vegetation, including trees, shrubs, and groundcover, at least 50 feet wide, and 3) a shoreline outlook, rest stop, or other amenity for every parcel with over 500 linear feet of shoreline (both mill sites).

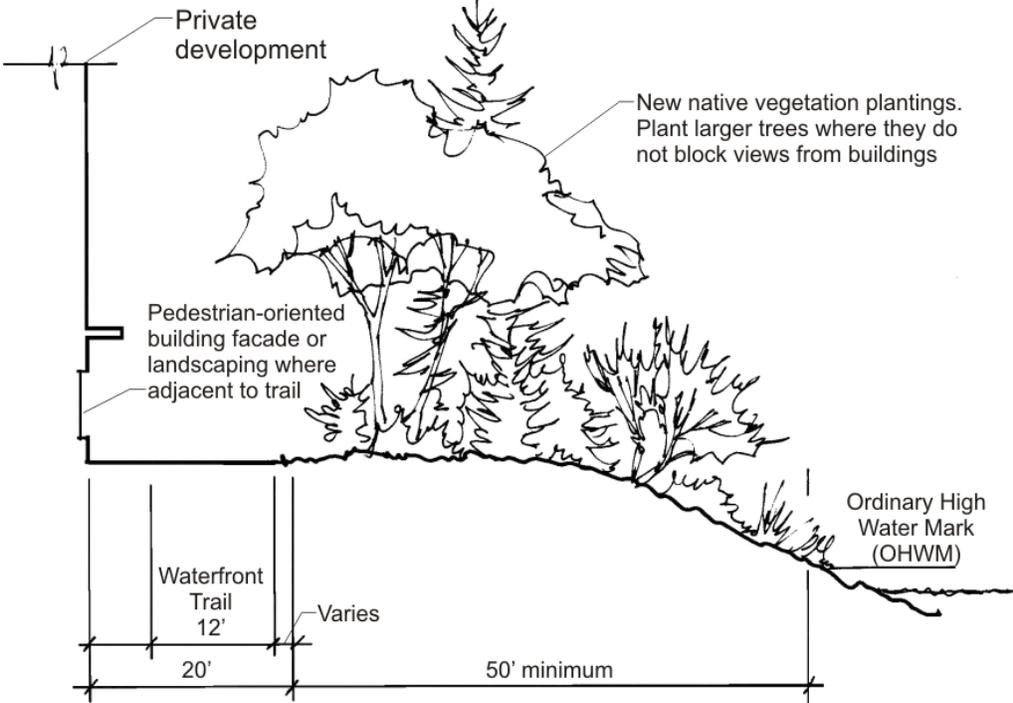


Figure 49. Section through the trail where a new building abuts the property line

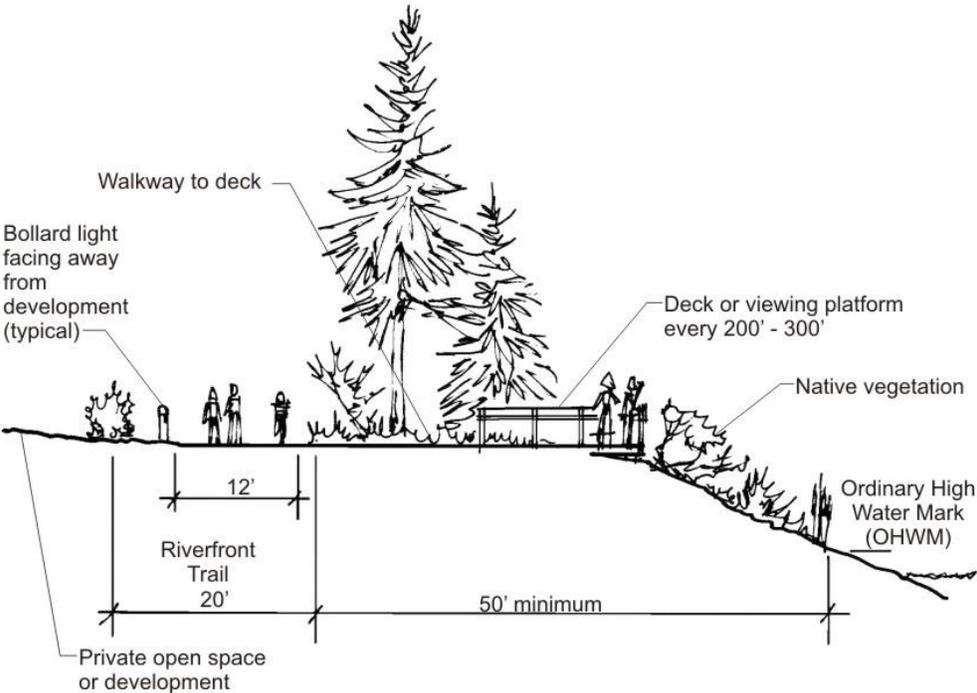


Figure 50. Section through the trail at an overlook or deck

Jennings Park

Just to the east of the Downtown Master Plan area, Jennings Memorial Park and Jennings Nature Park together form the centerpiece of Marysville’s parks system. The parks feature green rolling hillsides and places to walk, picnic, or play ball and three playgrounds amid approximately 53 acres of open space, forest, and wetlands. These valuable open space resources should be accessible to as many residents as possible, including residents of downtown. The easiest access to the park from downtown is from 51st Ave NE. This road, which connects to Armar Rd, currently lacks sidewalks along the majority of the road. See Armar Rd in the Street Design section for recommendations for improving access.

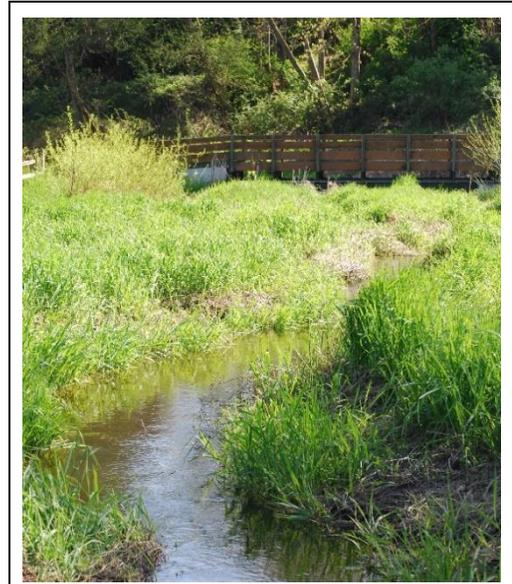


Figure 51. Allan Creek runs through Jennings Park

Marysville Skate Park

The Marysville Skate Park provides a popular and healthy active recreation amenity for youth in the northern part of downtown. The park is located on Columbia Ave, a street without sidewalks. The park is set well back from the street behind a planted area and small parking lot, limiting the park’s visibility. The City should undertake an effort to improve safety on nearby streets, especially Columbia Ave, and to improve access to the park for people walking, riding, or skating. In the long-term the City should consider a redesign or, potentially a relocation, of the park for improved visibility and more defensible space.



Figure 52. Marysville Skate Park

This plan proposes a through block connection between State Ave and Alder Ave that would pass along the north edge of the skate park to improve east-west connectivity in the area. If major improvements to the skate park are undertaken, this would provide an opportunity to jump start completion of the through block connection.

Cedar Field

Cedar Field is the only park space west of the BNSF tracks in the downtown area. The City should undertake efforts to ensure neighborhood residents have safe access to this park by walking or riding. Beach Ave and Cedar Ave, designated bike/ped priority and shared priority respectively and already provide safe conditions for people walking and rolling; these assets should be maintained and improved with east-west connections. Recently the City upgraded the athletic lighting and installed synthetic turf to enhance use of the athletic field and allow the field to be used for evening games.



Figure 53. Cedar Field

Recommendations

- PS-1 Develop a community vision for Asbery Field.
- PS-2 Create safe connections for walking, rolling and cycling between Jennings Memorial Park and downtown via 8th St, 67th St, and Armar Rd.
- PS-3 Continue implementing plans to expand Ebey Waterfront Trail to the east and west as opportunities arise and/or with redevelopment.
- PS-4 Continue the planning effort to update the vision for Comeford Park and its role in downtown.
- PS-5 Work with the Marysville School District to develop a joint use and maintenance program for Asbery Field.
- PS-6 Ensure that any redevelopment of the Totem Middle School site creates a strong building-to-park relationship with ground-related units or active ground floors; clear private, semi-private, and public boundaries; and visual and physical walking/rolling connections to the park.
- PS-7 Improve walking, rolling, and cycling access to Marysville Skatepark, including sidewalks from 10th St to the park on Columbia Ave.
- PS-8 In the long-term, consider an effort to redesign or relocate Marysville Skate Park for better visibility.
- PS-9 Explore options for improving access to Marysville Skate Park from Alder Ave on existing east-west easement.
- PS-10 Explore community priorities for parks and gathering spaces in any incentive/amenity bonus system with private redevelopment.

Civic, Social Cultural

The New Marysville Story

Staff and residents of Marysville are building a new story about their city that reflects the most cherished aspects of their community and welcomes newcomers to share in these qualities. One element of this reinvention is the City's new logo, presented in Figure 54. Staff worked with a local design firm to create a new logo that "honors our past and looks to the future." It includes attributes that were repeatedly raised in discussions with focus groups: Friendly, small community; waterfront access; and proximity to outdoor recreation (mountains, rivers and Puget Sound).



Figure 54. City of Marysville logo, adopted June, 2020

Further development of this story will help the City attract new residents, real estate development and jobs. The City should continue to work with professional marketing firms and community organizations to flesh out a vision and marketing strategy for the community. This strategy should emphasize the role that Marysville's downtown plays as a foundation for much of the City's valued assets and identity.

Defensible Space

In urban environments, design is an important tool for creating safe, attractive environments. Defensible space strategies help public space users feel in control of their surroundings. When people feel comfortable and in control in a particular environment, they're more likely to choose to spend time or move through that environment – the more people go there, the more "eyes on the street" are available, and the safer the space becomes in a virtuous cycle.

Defensible spaces are intuitive to users, with public, semi-private, and private spaces clearly defined (see Figure 46 on page 82). The spaces that are defined as public are those that individual users typically won't feel responsible for maintaining. In these places, it is important that public entities, such as the City, a business district, or civic group take on the responsibility for maintaining the space so that people continue to feel safe there.

The City should work with Marysville downtown businesses to explore creation of a business improvement district to pick up trash, care for plants, or other streetscape maintenance activities.

Recommendations

- PS-11 Continue efforts to craft a New Marysville Story and marketing strategy.
- PS-12 Incorporate defensible space principles into design of new parks and development facing parks and trails.
- PS-13 Explore creation of a Business Improvement District to care for public spaces downtown.

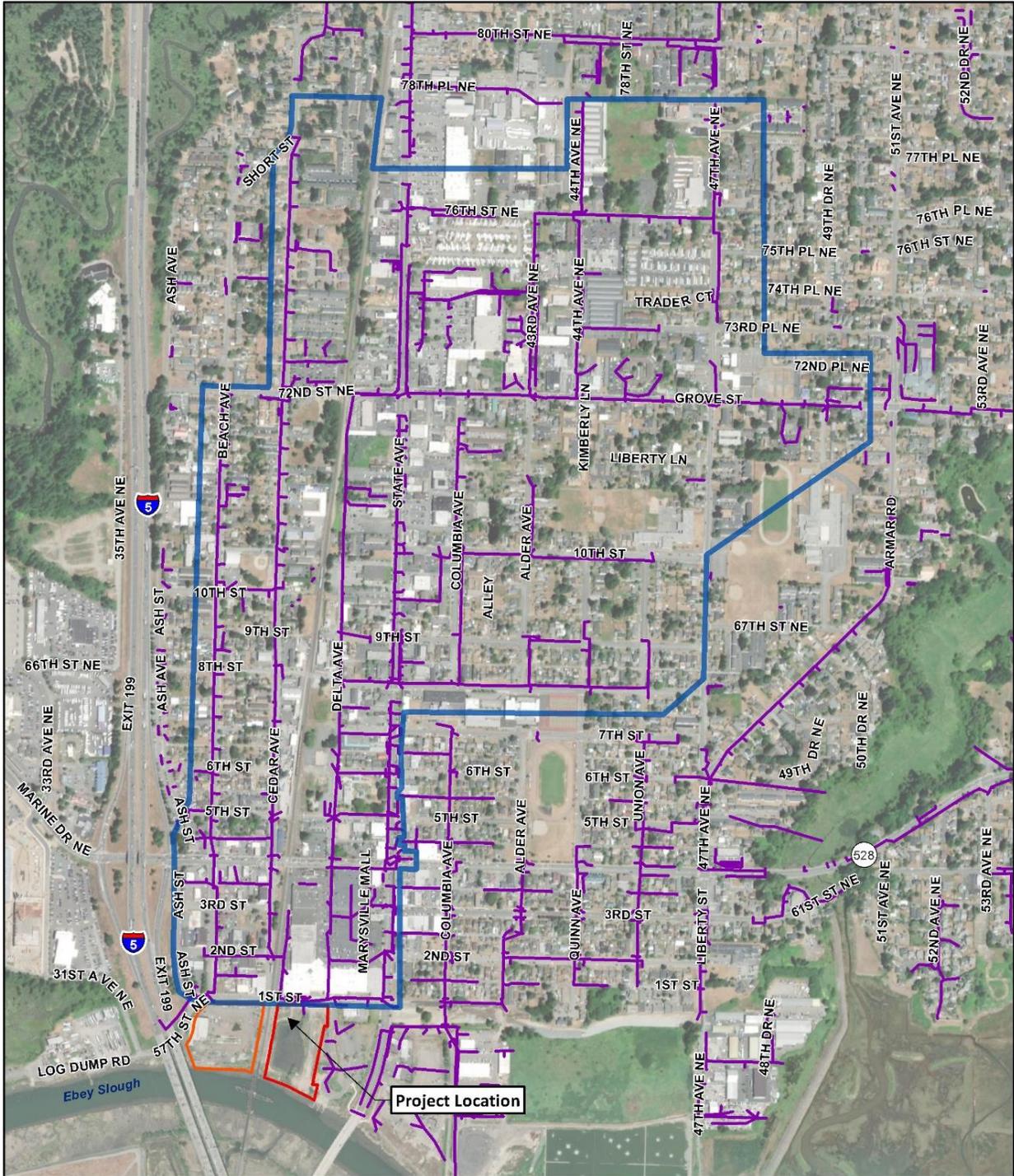
6. Water & Utilities

This section recommends stormwater and other utility improvements.

Surface Water

Continued investment in utility infrastructure maintenance and resiliency is necessary to ensure compliance with National Pollution Discharge Eliminate System (NPDES) requirements, and the City Surface Water Comprehensive Plan. This will be through the biennial updates to capital improvement plans and the utility rate structure. The Surface Water Comprehensive Plan provides specific project information for work in the planning area that relates to surface water features. Current plans that relate to the planning area focus on system maintenance, a new regional water quality treatment facility to address over 60% of the planning area (see Map 10), and continued LID improvements and LID planning studies.

Map 10. Regional stormwater facility basin and conveyance network



Source: ESRI, City of Marysville, Parametrix

Parametrix

- Geddes Site
- Welco Site
- Basin Boundary
- Storm Water Main



Figure 3
Conveyance Network

City of Marysville, WA

Stormwater objectives for downtown Marysville include:

- Continue to achieve NPDES and Department of Health regulations for sewer and water systems.
- Sustain Franchise Agreements with private utility partners and regularly assess commitments and fee structures.
- Require water efficiency practices in new buildings and provide education and incentives to improve household and business water use efficiency. This would enhance sustainability practices and reduce water consumption and discharges to storm and sanitary systems.

Recommendations

- UT-1 Complete the implementation of end of pipe treatment and LID analyses to reduce runoff and improve runoff quality.
- UT-2 Evaluate alternatives and provide builders with preferred stormwater management options for site development in the planning area. The application of preferred management alternatives may result in updates to the Surface Water code, Surface Water Management Plans, and City engineering design standards.
- UT-3 Continue public information through the NPDES Phase II permit program to improve awareness of and response to illicit discharges in the planning area.
- UT-4 Emphasize the review of water quality monitoring from the Allen Creek basin to document the improvement or degradation of water quality as the result of development and operations that discharge without end of pipe treatment. This will allow for the early detection of impacts or improvements resulting from the action alternative.

Utilities

The City should maintain and sustain the resiliency of the utility systems in the Downtown Planning area. Pro-active administrative measures such as planning for increases in maintenance and operations funding to sustain system resiliency should continue. Annual discussions with private utility providers specifically focused on City growth and new private utility investments to service planned growth and building styles are recommended.

Utility Master Planning. To help developers understand utility improvement requirements, and to help the City in better prioritizing their capital plans to accommodate a denser and more transit-oriented downtown, the City could benefit from a Master Utility Plan for

commercial and high-density mixed uses planned for the downtown. A master utility plan for the planning area would identify specific utility improvements to meet growth and density goals and provide certainty for the City and development partners about the cost and assignment of utility improvements for new developments.

Utility Efficiency. To enhance sustainability, consider building codes and development policies that enhance efficiencies for each utility. These may range from reduction of infiltration and inflow (I/I) for storm and sanitary systems, water leakage, energy efficiency, and energy capture from concepts like head storage or Pressure Release Valve (PRV) energy capture. Explore the opportunity to implement heat-loop concepts by taking advantage of shallow groundwater and the steady thermal sink provided by Ebey Slough.

Recommendations

- UT-5 Apply pro-active administrative measures to plan for increases in maintenance and operations funding to sustain system resilience.
- UT-6 Facilitate annual discussions with private utility providers specifically focused on City growth and new private utility investments to service planned growth and building types.
- UT-7 Explore the applicability of low-flow plumbing and water conservation standards for new development in the downtown.
- UT-8 Develop a pilot study of ground loop energy systems to reduce heating and cooling demand in new developments between Ebey Slough and 4th St.
- UT-9 Acquire the water right to the Class B water system and provide City water to that user.
- UT-10 Develop Utility Master Plan for commercial and high-density mixed uses planned for the downtown area. The plan would identify specific utility improvements that would be tied to development of key lots within the downtown planning area.
- UT-11 Continue to monitor infiltration and inflow (I/I) for storm and sanitary systems and water leakage.
- UT-12 Assess energy efficiency improvements and energy capture concepts like head storage or PRV energy capture as part of future utility comprehensive plans.

7. Implementation

This section will summarize recommended actions, responsible parties, timing/priority, costs/resources needed, and relationships between actions.

Implementation Chart Key

Timing

- Short (S) – 1-5 years
- Medium (M) – 5-10 years
- Long (L) – 10-20 years
- Ongoing (S-L) – a continuous action over time
- Opportunistic (O) – as funding or opportunity arises

Priorities

- High (H)
- Medium (M)
- Low (L)

Responsible Parties

- City Council (CC)
- Community Development Department (CDD)
- Community Transit (CT)
- Marysville School District
- Parks, Culture, & Recreation (PCR)
- Public Works (PW)
- Sound Transit (ST)
- Utility providers (Utilities)

Cost Estimate

- \$ Less than \$500,000
- \$\$ \$500,000 - \$5,000,000
- \$\$\$ Greater than \$5,000,000

Potential Resources/Funding

- Public – staff resources, public funds
- Private – required with redevelopment, private partner involvement

Land Use and Urban Design Implementation

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-1 Apply form-based code to new zones.	S	H	CDD, CC	\$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-2 Apply design guidelines to 3 rd St Character Area.	S	M	CDD, CC	\$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-3 Designate Active Ground Floor and Pedestrian-friendly Streets.	S	H	CDD, CC	\$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-4 Apply block front design standards.	S	H	CDD, CC	\$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-5 Apply through-block connection standards.	S	H	CDD, CC, PW	\$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-6 Adopt proposed zoning changes to allow a wider range of housing types.	S	H	CDD, CC	\$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-7 and LU-13 Expand the Multifamily Housing Property Tax Exemption (MFTE) area.	S	H	CDD, CC	\$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-8 Explore residential density or height incentive programs.	S	H	CDD	\$	Public	Coincides with LU-1
LU-9 Continue using the Affordable and Supportive Housing Sales Tax Credit Fund.	S-L		CDD	\$	Public	
LU-10 Continue promoting development sites and seeking partners (e.g., Port, Tulalip Tribes).	S-L	H	CDD	\$	Public	
LU-11 Actively facilitate catalyst projects.	S-M	H	CDD	\$	Public-private partnership	
LU-12 Update ground floor commercial requirement to focus on key streets.	S	H	CDD, CC	\$	Public	Coincides with LU-1
LU-14 Reduce the MFTE unit threshold.	S	H	CDD, CC	\$	Public	Coincides with LU-7 and LU-13
LU-15 Strategically reduce minimum parking requirements.	S	H	CDD, CC	\$	Public	Coincides with LU-1
LU-16 Market the benefits of the Planned Action SEIS.	S-L	M	CDD	\$	Public	Supports LU-11

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-17 Consider reducing required driveway widths for middle housing types.	S	M	CDD, Fire, PW	\$	Public	
LU-18 Create an Arts Policy and integrate public art into public buildings, parks, and the public realm, per the Waterfront Strategic Plan.	O	M	PCR, PW	\$\$-\$	Public	
LU-19 Alter development standards and allowed uses in Old Town (3 rd /2 nd St) to minimize displacement of existing commercial space.	S	H	CDD, CC	\$	Public	Coincides with LU-1
LU-20 Apply building design standards to require a "flex shell" ground floor.	S	H	CDD, CC	\$	Public	Coincides with LU-1
LU-21 Explore partnerships to expand commercial affordability options.	S-L	H	CDD	\$	Public	
LU-22 Consider offering incentives for business retention and/or relocation.	S	H	CDD	\$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
LU-23 Develop a first right to return program for displaced businesses and residents.	S	H	CDD	\$	Public	
LU-24 Consider an inclusionary housing requirement for affordable housing or an in-lieu fee.	S	H	CDD	\$	Public	Ideally coincides with LU-1
LU-25 Explore additional programs to minimize and/or mitigate displacement.	S	H	CDD	\$	Public	

Transportation Implementation

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
TR-1 Require new ped/bike connections with redevelopment.	S-L	H	CDD, PW	\$\$	Private	
TR-2 4th St pedestrian improvements	M	M	CDD, PW, WSDOT	\$\$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
TR-3 4th St/Delta Ave intersection pedestrian crossing improvement.	L	H	CDD, PW, WSDOT	\$\$	Public	Important with any redevelopment of Town Center
TR-4 1 st St/60th Pl NE bicycle facilities.	M	M	PW , CDD	\$\$	Public, potentially private	Important with any redevelopment of waterfront site
TR-5 Ped/bike and shared priority streets design standards.	S	H	PW/CDD	\$\$-\$	Private, potentially public	
TR-6 Continue coordinating with Community Transit on BRT stations.	S-L	H	PW , CDD, CT	\$	Public	
TR-7 Facilitate Transportation Demand Management (TDM) programs.	S-L	H	CDD, PW, CT, ST	\$\$	Public, potential for private fees	
TR-8 Continue to evaluate capacity and intersection traffic control needs along the downtown streets.	S-L	M	PW	\$	Public	
TR-9 Consider intelligent transportation system (ITS) improvements.	S-M	H	PW	\$\$-\$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
TR-10 Coordinate with Community Transit to integrate transit signal priority (TSP).	S-M	H	PW	\$-\$-\$	Public	
TR-11 Manage access along major downtown corridors.	M-L	M	PW, CDD	\$- \$\$\$	Public	
TR-12 Evaluate off-street parking and curb space needs.	S-L	M	PW, CDD	\$	Public	
TR-13 Consider roundabouts.	L	L	PW, CDD, WSDOT	\$- \$\$\$	Public	
TR-14 8 th St bicycle facilities.	O	M	PW, CDD, BNSF	\$\$	Public and/or private	
TR-15 Alder/Quinn Ave bicycle facilities.	O	H	PW, CDD	\$\$	Public and/or private	
TR-16 Armar Rd complete street.	O	M	PW, CDD	\$\$	Public and/or private	
TR-17 Continue implementing the 2009 DMP's street type Flexible Kit of Parts.	O	H	CDD, PW	\$- \$\$\$	Private	

Parks and Public Services Implementation Plan

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
PS-1 Develop a community vision for Asbery Field.	M	M	PCR, CDD, PW, MSD	\$	Public	
PS-2 Improve non-motorized connections to Jennings Memorial Park.	O	L	CDD, PW, PCR	\$\$	Public and/or private	
PS-3 Expand Ebey Waterfront Trail.	O	H	CDD, PCR, PW	\$\$-\$	Private and/or public	
PS-4 Continue Comeford Park planning.	S	H	PCR, CDD	\$	Public	
PS-5 Work with MSD to develop a joint program for Asbery Field.	S	M	PCR, MSD, CDD	\$	Public	Only important prior to any redevelopment of Totem Middle School
PS-6 Ensure that any redevelopment of the Totem Middle School site relates to Asbery Field.	S	H	CDD, CC	\$	Public	Coincides with LU-1
PS-7 and PS-9 Improve ped/bike access to Marysville Skatepark.	O	H	CDD, PW, PCR	\$\$-\$	Private and/or public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
PS-8 Redesign or relocate Marysville Skate Park for better visibility.	L	L	PCR, CDD	\$\$	Public	Parks planning
PS-10 Explore community priorities for parks and gathering spaces associated with private redevelopment.	S-M	H	CDD/PCR	\$	Public	Coincides with zoning and design standard updates
PS-11 Continue efforts to market Marysville.	S-L	H	CDD, CC	\$	Public	LU-10 and LU-10
PS-12 Incorporate defensible space principles in and near parks and trails.	S	H	CDD, PCR	\$	Public	Ideally coincides with LU-1
PS-13 Explore creation of a Business Improvement District to care for public spaces downtown.	S-M	H	CDD	\$	Public	

Water & Utilities Implementation Plan

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
UT-1 Error! Reference source not found. Implement end of pipe treatment and LID analyses.	O	M	PW			
UT-2 Provide builders with preferred stormwater management options.	S	H	CDD/PW	\$	Public	
UT-3 Continue informing public about the NPDES Phase II permit program.	S-L	H	CDD , PW	\$	Public	
UT-4 Monitor Allen Creek basin water quality.	S-L	H	PW	\$	Public	
UT-5 Pro-actively plan for increases in maintenance and operations funding to sustain system resilience.	S-L	H	PW	\$	Public	
UT-6 Facilitate annual discussions with private utility providers.	S-L	H	PW , Utilities	\$	Public	
UT-7 Explore low-flow plumbing and water conservation standards.	O	M	PW	\$	Public	

ACTION	TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/PARTNERS (LEAD IN BOLD)	COST ESTIMATE (\$, \$\$, \$\$\$)	POTENTIAL RESOURCES / FUNDING	RELATED ACTIONS
Error! Reference source not found. Develop a pilot study of ground loop energy systems.	O	M	PW , CDD	\$\$	Public/private	
UT-9 Acquire the water right to the Class B water system and provide City water to that user.	O	L	PW , CDD	\$	Public/private	
UT-10 Develop Utility Master Plan for high-density areas.	O	H	PW , CDD	\$	Public	
UT-11 Continue to monitor infiltration and inflow (I/I).	S-L	H	PW	\$	Public	
UT-12 Assess energy efficiency improvements and energy capture concepts.	O	H	PW	\$	Public	