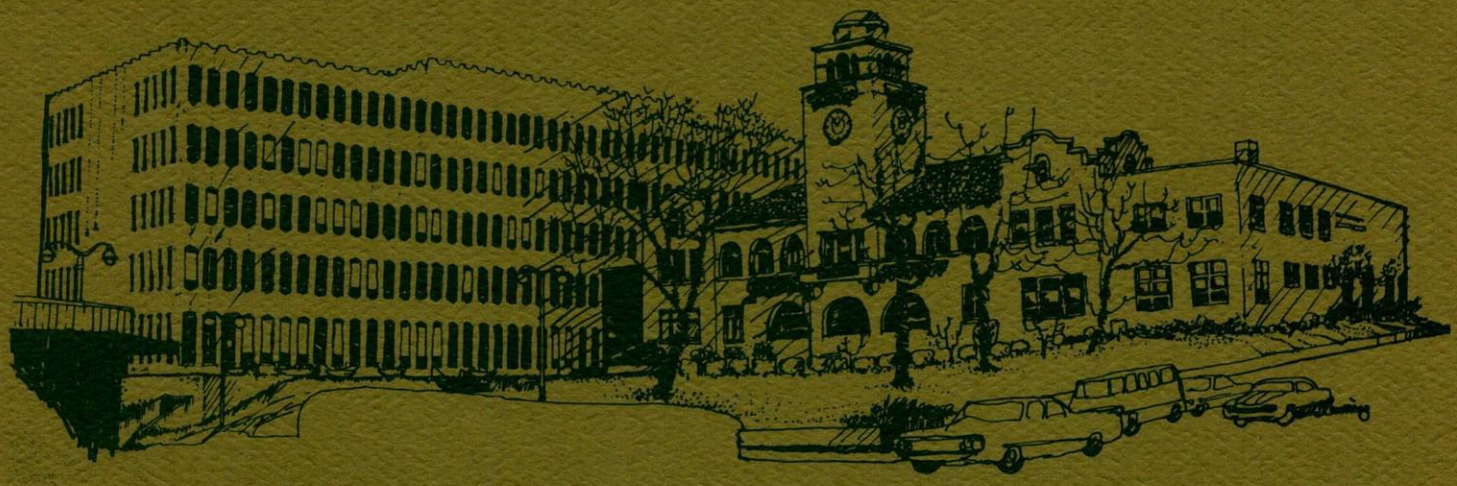
DENNIS L. DERICKSON

Marysville Area Plan

a portion of the snohomish county comprehensive plan

snohomish county planning department - 1970



Adopted this 23rd day of June, 1970, by the SNOHOMISH COUNTY PLANNING COMMISSION.

Floyd V Webber
CHAIRMAN

James A. Smith
SECRETARY
DIRECTOR OF PLANNING

Adopted this 17th day of August, 1970, by the SNOHOMISH COUNTY BOARD OF COMMISSIONERS.

W Richard Forsgren
CHAIRMAN
COMMISSIONER - DISTRICT NUMBER 2

E Dan Kraetz
COMMISSIONER - DISTRICT NUMBER 1

Charles Hill
COMMISSIONER - DISTRICT NUMBER 3

MARYSVILLE AREA PLAN

1970 - 1990

a portion of the snohomish county comprehensive plan

North County Section
Snohomish County Planning Department
July, 1970

SNOHOMISH COUNTY PLANNING DEPARTMENT

COURT HOUSE EVERETT, WASHINGTON 98201 259-9311 (206)

JAMES ARCHIE SMITH, Director of Planning

August 17, 1970

Board of County Commissioners
Snohomish County Court House
Everett, Washington 98201

Honorable Commissioners:

We are submitting for your information and approval this Comprehensive Plan for the Marysville Planning Area, to revise the plan adopted in February, 1964. This revision has been necessary to respond to unanticipated growth and change in that area, and to coordinate with the comprehensive planning efforts of the City of Marysville.

This project was conducted through an agreement between Snohomish County and North Snohomish County Communities, Incorporated. North Snohomish County Communities, Incorporated is a non-profit corporation of public agencies situated in North Snohomish County, operating under the provisions of R.C.W. 24.04 and organized to encourage and facilitate the obtaining, exchange and distribution of data, information and plans pertaining to North Snohomish County. Too, this effort was closely coordinated with the City of Marysville Planning Commission. The plan was prepared by Howard Lovering, with the assistance of Tom Flack and Bill Cyders.

We wish to express our appreciation of the leadership shown by N.S.C.C.I. and the cooperation extended us by the City of Marysville and its Planning Commission.

Sincerely,

SNOHOMISH COUNTY PLANNING DEPARTMENT

James A. Smith, Director of Planning

JAS: HL: fmp

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INTRODUCTION

The Marysville Area Plan is one of nine area plans that comprise the Snohomish County Comprehensive Plan. As an adopted document, it is to be used as the guideline for growth and development through the process of public and private decision making. Based on community goals and objectives, background studies, and projections of economic and population growth, the comprehensive plan includes the allocation and relationships of various land uses, densities of residential development, proposed circulation system, and the projected needs and allocation of important community facilities.

This Plan is a revision of the 1964 Marysville Area Plan. The revision was necessitated by an unanticipated high rate of growth and urban development, high residential densities made possible by expanded public utilities, and the resulting changing demands upon land use, circulation and community facilities. To assure orderly development, this Plan was coordinated with the Comprehensive Plan of the City of Marysville, the population and trade center and principle purveyor of public utilities to the study area.

The planning process, and the comprehensive plan as a crucial element of that process, is legally authorized and widely supported as a necessary way to best assure orderly development and avoid the host of problems and costs associated with undirected growth and development. However, it is important to recognize the comprehensive plan as just one element of this legal planning process. For this reason, any plan bears the caution that it is not an inflexible master document. Changing goals, technological advances, and changing growth trends can require revision of the comprehensive plan. Such revisions are legally provided for in the process of planning. But it remains that the comprehensive plan represents one of the most effective tools of the planning process, and its integrity should be assured by its continuing use and analysis as a guide to orderly development.

Background Studies

GENERAL BACKGROUND

INTRODUCTION

The Marysville area, located just north of Everett, is a small, rural, older community that has been impacted by urban growth in the last decade. The growth has been secondary to the general economic and population growth of Snohomish County. Of all North County Communities, the Marysville area with good freeway access and flat expanses of well-drained land, has held a comparative advantage for residential development to house the growing County population. With the aggressive City commitment to sewer and water extension, the suburban growth accelerated during the last few years. Thus, the suburban residential growth has been considerably greater than growth of the local economy, or the City, in the profile of the traditional residential community. Such a development pattern puts great initial demands on community facilities and services. However, it can be observed in other such residential communities - such as those East of Lake Washington in King County, as well as in Southwest Snohomish County - that the very impact of a predominantly residential population begins to create and stimulate the growth of the local economy. It is assumed that the Marysville area will experience demands for industrial and commercial development in a long range trend toward a diversified economy and a balanced community.

The City of Marysville Plan addresses itself to the problems of this rapid growth:

> "The problems manifested by the growth of the past few years are but harbingers of the magnitude of the problems that will result from the tremendous growth expected in the next couple of decades if proper planning principles are not implemented in a coordinated and comprehensive fashion. Already prime agricultural land has been usurped by residential development which has leapfrogged over the area, making servicing difficult and expensive and has often located in areas which would lend themselves better to a different and perhaps conflicing use. Commercial development which caters to the automobile is spreading along major thoroughfares, while commercial structures in older areas are lying vacant. Parking and traffic circulation are also becoming definite problems. If these and other existing problems are to be resolved and avoided in the future, and if new development is to be channeled in those directions and to those locations most suitable, a Comprehensive Development Plan is necessary. The purpose of the Comprehensive Plan is to guide the future physical development of the Marysville area. By incorporating local goals and values with recognized planning standards and principles, the Plan can provide for coordinated orderly growth at the least possible cost."[1]

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[1]Clark, Coleman and Rupeiks, Inc. (consultants), Marysville Comprehensive Plan, August, 1968, page 2

1964 COUNTY MARYSVILLE AREA PLAN

The first County Plan for the Marysville area was adopted in 1964. Not being able to anticipate the increased economic and population growth to be created by the future Boeing location, this Plan was based on the projection that the area would remain relatively rural for many years. The residential densities were based on soil drainage characteristics and septic tank capacity with the absence, at that time, of public sewer and water facilities. Land was allocated on the basis of a much smaller expected population.

It is interesting to note that the 1964 Plan considered the role of the City of Marysville as an important unknown factor.

> "An unknown factor is the future role of the City of Marysville. Where does Marysville fit in these relationships? Without a detailed comprehensive plan for Marysville, it is difficult to be certain of the size and distribution of land uses for an area approaching a high degree of maturity."[2]

CITY OF MARYSVILLE PLAN

Recognizing the companion problems of this unexpected surge of growth, the City of Marysville obtained a federal planning grant in 1967 and, with the aid of a consultant, undertook a comprehensive planning program. The City exercised its legal authority to plan for growth outside its corporate city limits. The study area was described to contain the suburbanizing growth area that could be considered a logical annexation area on a long range basis. Such long range vision is necessary to effective City planning. After research and study by the consultant and City Planning Commission, and a number of public meetings in the area, the Marysville Comprehensive Plan was published and adopted. After adoption in March of 1969, the Marysville City Council requested that the County adopt the unincorporated portion of the Plan.

COORDINATION OF PLANS

Late in 1969, the North County Section of the Snohomish County Planning Department responded to the City's request by proceeding to update the existing County Plan in relation to the City Plan. Meetings were held with the Marysville Planning Commission to resolve differences, and to establish joint agreement. As a result, this Marysville Area Comprehensive Plan is based on the close coordination of planning efforts at both the City and County level. This Plan serves to update the 1964 County Plan, while responding to the plans and proposals of the City of Marysville.

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[2] Snohomish County Planning Department, Marysville Planning Area - Comprehensive Plan Text, 1964, page 15

PHYSICAL CHARACTERISTICS

INTRODUCTION

The physical characteristics of an area represent nature's restraints upon man's pattern of development. It is well accepted that proper planning must consider these natural restraints on urban development. However, it is now increasingly becoming recognized and accepted that man must live much more sympathetically with his natural resources in order to live well. The shape of the land, the climate, and local soil conditions are important features that influence land development.

PLANNING AREA BOUNDARIES

This Plan has the same boundaries as the 1964 Marysville Area Plan in order to afford systematic revision to the comprehensive plan for the County. The planning area is bounded on the West by Interstate Highway 5, beginning at Ebey Slough near the City of Marysville, and extending North to Stimson Crossing. From Stimson Crossing the boundary extends due East to State Highway 9. The East boundary extends South to the intersection with State Highway 204, then proceeds Southwest to Cavelero's Corner. The boundary extends West on State Highway 2 to Ebey Slough, then follows Ebey Slough Northwest to Interstate Highway 5. The corporate limits of the City of Marysville are excluded from the planning area.

PHYSIOGRAPHY

The varied topography found throughout Snohomish County is characteristic of the three distinct physiographic types of Western Washington. Within the County one finds: 1) level areas of recent alluvial deposits along streambeds and river basins; 2) benchlike or rolling areas of glacial moraines and outwash plains, and 3) mountainous areas of varied altitudes and relief. The major streams and river systems originate in the Cascade Mountains and flow West to Puget Sound, creating highly productive agricultural bottomlands such as the Snohomish, Skykomish, Pilchuck and Stillaguamish Valleys. Numerous lakes of varying size are found throughout the County. The western border of the County is at sea level, and the eastern elevations range between 200 feet in the foothills to 7,000 feet in the mountains. Glacier Peak, at 10,541 feet, is the highest point in the County. The mountainous sections of the County are steep and rugged, with deep valleys cloaked with vegetation, sharp ridges, glaciers, snowfields and lakes. The County contains a wide variety of land forms, including foothills, hilly promontories, upland terraces, alluvial terraces, escarpments, bogs, alluvial valleys and tidal flats.

The physiography of the Marysville area is predominated by the Marysville Trough. This trough is the largest outwash plain in the County, and represents an abandoned, partly filled valley segment of a much larger river of pre-Vashon age, probably the Ancient Stillaguamish.

Stretching from Marysville to Arlington and on up the North Fork of the Stillaguamish, the trough occupies a benchlike position 25 to 100 feet above the river. It gradually rises from sea level in the Ebey Slough flood plain to an elevation of approximately 85 feet at the northern boundary of the study area, cresting north of the study area near Edgecomb Road, at an elevation of 110 feet. To the East, the level trough breaks relatively steeply at about 100 feet in elevation, to above 400 feet at the crest of the Getchell Hill Plateau. This plateau is largely a smoothly rolling glacial till upland separated from the mountain province to the East by the steep gorge of the South Fork of the Stillaguamish River, and from the Roesiger Plateau by the smaller valley of the Pilchuck River. These slopes are the major topographical break to the wide, flat expanses of the Marysville area. To the west of the study area, the Marysville Trough breaks up to the Tulalip Plateau. These various lowland plateaus are disconnected and altered segments of a former universal level. Their surfaces generally are smooth and rolling, but terracelike forms along the margins, lumpy morainal deposits and marshy depressions all diversify the surface detail. The whole study area lies in the Quilceda sub-basin of the Snohomish River drainage basin, and is drained by the Quilceda Creek system, Allen Creek, and Munson Creek, generally southwesterly into Ebey Slough and Possession Sound.

GEOLOGY AND SOILS

Geologically, the bulk of the study area in the Marysville Trough is composed of unconsolidated deposits of Marysville sand member, which is a sand and gravel valley-train material more than 40 feet thick. To the East, the slopes of the Getchell Hill Plateau are generally composed of a Pilchuck clay member that is an advance outwash from stream and lake deposits, composed mostly of clays. The bulk of the Getchell Hill Plateau, as well as an area around Kellogg Marsh, features till, a gray concretelike mixture principally ground moraine deposit 20 to 180 feet thick. This member is essentially impervious, but does include sandy and gravelly streaks.

The soils of any area are formed by various forces acting on the geological parent material. The limited soils of the mountainous east county were formed by the actions of climate and vegetation on consolidated rock. On the other hand, the dominant existing soils of the urbanizing portion of the County were developed under the heavy timber stand in a mild, moist climate, on the principal parent material of unconsolidated glacial till and outwash. However, this generalized profile has many local variations that result from differences in the drainage, slope and character of the parent material.

In the Marysville area one finds several soil types with considerable variation in drainage characteristics, agricultural productivity and potential to support urban uses.[3] Lynden loamy sand, a well-drained

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[3] Soil analysis is based on Soil Survey - Snohomish County, Washington, U.S. Department of Agriculture, August, 1947.

soil underlain by loose porous glacial till and outwash material is predominant, fanning out as much as a mile from the creek system through the center of the study area. Lynden loam, Alderwood gravelly loam, Alderwood gravelly sandy loam, and similarly well-drained soils are found along the Getchell Hill Plateau and in the Sunnyside area. A special study of soil capabilities for various uses indicates these soils have no severe limitations for most urban uses.[4]

In the Marshall Road and Stimson Crossing area, as well as in a long arm approximately one mile wide running north and south from the foot of the Getchell Plateau to the City of Marysville, one finds poorly drained mineral soils. These soils including Norma clay loam, Norma loam and Custer fine sandy loam, are wet, dark-colored soils that have developed under conditions of poorly established drainage in flat, glacial depressions. They are generally underlain by mottled subsoils and relatively impermeable substrata through which subsoil waters move slowly. All of these soils require artificial drainage for use for other than agricultural pasture lands. When drained, the soils have increased agricultural potential. There are limitations for residential development in these soils due to wetness, shrink and swell problems, and limitations on septic tank use. The Puget Sound and Adjacent Waters Study recommends small farms as best suited to these soil types. However, we find considerable residential development has already occurred in these areas, as was pointed out in the 1964 Comprehensive Plan.[5] With the provision of public sewer and water, and the feasibility of site drainage, these areas will potentially be developed at suburban residential densities. The caution remains that lower densities may be required in these wet soil areas, and special attention must be given to potential drainage problems.

Carbondale muck is found along the bed of the Quilceda Creek system. This soil and Rifle peat, both organic and poorly drained soils, are also found in the northeast portion of the study area, and in one large area near Kellogg Marsh. These soils have severe limitations for most urban development.

Puget silt loam, Puget clay loam, Snohomish silty clay, and similar poorly drained soils are found in the flood plain along Ebey Slough. Though not abundant in the County, these soils have agricultural value. Because of their wetness, shrink and swell problems, and flood hazard, they have serious limitations for urban development.

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[4] Soil and Land Use Interpretations, Comprehensive Water Resource Study, Puget Sound and Adjacent Waters Study, August, 1968

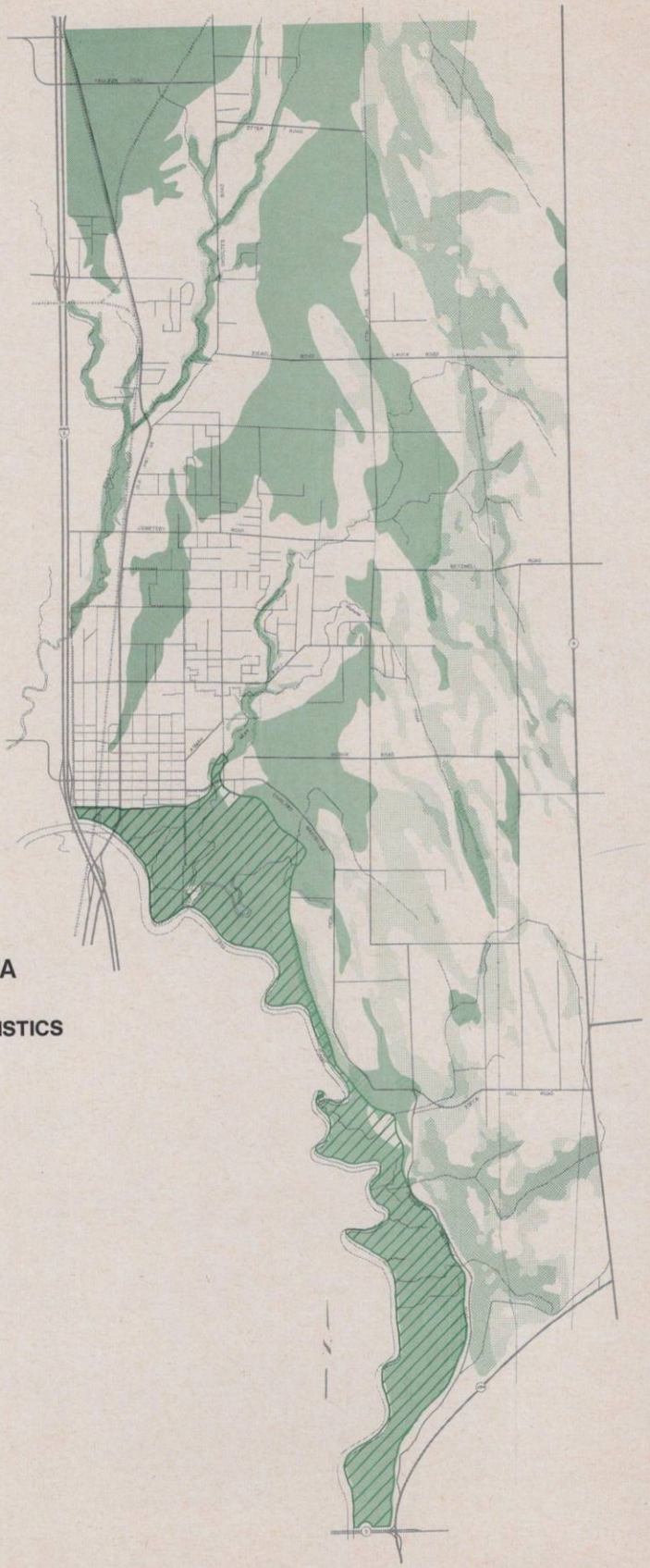
[5] 1964 Comprehensive Plan, op. cit., page 3

CLIMATE

Snohomish County has a modified maritime climate typical to the Puget Sound lowland, featuring mild, moist winters and cool, dry summers. The modifying effects of ocean and mountains upon the climate are evident. The Olympic Mountains retard the precipitation from the Pacific Ocean, while winds predominate from the West and are tempered by the warm Japanese Current touching Puget Sound. These winds serve to carry precipitation and modify temperatures. The Cascade Mountains shelter the County from the extreme continental temperatures to the East. Three-fourths of the precipitation is in the form of rainfall during the winter months. Annual precipitation averages 30 to 35 inches in the western portion of the County, and 80 inches in the East. Heavy snowfall occurs only in the mountains.

In the Marysville area the mean annual temperature is 50^{o}, ranging from a low mean monthly temperature of 39^{o} in January, to a high of 62^{o} in July. Daily temperatures range from an extreme high of 98^{o} to an extreme low of 1^{o}.

The annual average precipitation is 35 inches. Precipitation ranges between a low monthly average of under one inch in July, to a high of almost five inches in December, for a comparatively even distribution throughout the year.



MARYSVILLE AREA

PHYSICAL CHARACTERISTICS

- AGRICULTURAL SOILS (CLASS 2 & 3 SOILS - GENERALLY WET)
- FLOOD PLAIN
- 8 - 15 % SLOPE
- 15 % SLOPE AND OVER

POPULATION

POPULATION GROWTH

Including King, Pierce, Kitsap and Snohomish County, the Central Puget Sound Region has maintained a steady growth rate for the past two decades. From 1950 to 1960, the population increased by 316,807 people, or 26.5% - approximately 2.7% per year. The Puget Sound Governmental Conference estimates that the regional population of 1,812,528 in 1968 will increase to 2,273,000 in 1975, and 3,102,000 in 1990. These estimates indicate a regional population increase of 50.2% between 1960 and 1975, and 36.5% between 1975 and 1990. The average yearly growth rate would be 3.3% per year between 1960 and 1975, and 2.4% per year between 1975 and 1990.

Snohomish County's growth rate of over 50% for each of the past two decades has made it the fastest growing county in the region. Between 1950 and 1960 the County grew from 111,580 to 172,199, or 54%. This was an average annual increase of 4.5%. Based on the County's estimated 1975 population of 350,000, the period from 1960 to 1975 would show an increase of 103.3%, or about 6.9% per year. Between 1975 and 1990, the population of Snohomish County is projected to increase by 125,000, or 35.7%. This is an average yearly increase of approximately 2.4%, indicating a slower population growth than previous years, and a growth rate approaching that of the rest of the Puget Sound Region.

TABLE 1

Population Growth - Region and County

Year	Central Puget Sound	Percent Increase	Snohomish County	Percent Increase
1950	1,196,172		111,580	
1960	1,512,979	26.5	172,199	54.3
1968	1,812,528	19.8	243,378	41.3
1975*	2,273,000	25.4	350,000	43.8
1990*	3,102,000	36.5	475,000	35.7

*Forecasts

Source: Snohomish County Planning Department

The Marysville area has grown steadily since the suburban trend of the late 1940's. Because the study area boundaries are not coincident with census districts, it is difficult to provide accurate detailed population information. However, population counts for the area can be computed from actual dwelling counts taken over the years in land use field surveys by the Planning Department.

TABLE 2

Marysville Area Population Estimates

Year	Dwelling Units	Estimated Population	Percent Increase
1947	1,207	3,980	
1956	2,408	7,950	99.7
1961	3,030	10,000	25.8
1969	4,636	15,300	53.0

Source: Snohomish County Planning Department

The above estimates for the planning area, including the City of Marysville, are based on the County average family size of 3.3. This figure is used for comparison purposes, though it is recognized that actual family size varies within sections of the County, as well as over time in any particular section. For example, 1960 Census information for the City of Marysville shows an average family size of less than three, while the suburban Marysville area had a figure of 3.2. It is assumed that this family size figure has grown, with continuing suburbanization, to approximate the County average.

The estimates in Table 2 show that the study area population doubled between 1947 and 1956, for an average annual increase of approximately 9%. Between 1956 and 1961 the growth was at an average annual increase of approximately 5%. This figure increased to almost 7% between 1961 and 1969. As can be seen, Marysville area growth has compared to the comparatively high County growth rates over the last several decades. In the projected population for the area, it is anticipated that the comparatively high average annual growth rates of almost 7% will continue to 1975. Between 1975 and 1990 it is expected that the growth will decline to a rate approximating that of the region and the County.

The City of Marysville has grown by 4% a year since 1960, from 3,117 to 4,000 persons in 1967. This is comparatively lower than the growth in the suburban area. The higher rate of growth is expected to continue. The suburban area can be seen as an urbanizing extension of the City of

Marysville, with increasing demands for urban services, some already provided by the City, and many probably best to be provided by the City through future annexation.

POPULATION CHARACTERISTICS

The present population of Snohomish County is estimated at 262,000 persons. Based on a Planning Department field survey, it is estimated that 67% of this population is concentrated in the western urbanized corridor with its northern terminus including the Marysville area. The remainder of the County population is rural and scattered, centering around the small communities of North and East County. The Marysville area is recognized as an integral part of the rapidly urbanizing portion of the County. For this reason, even though at present the study area is predominately rural, it is foreseen that there will be future demands created by continuing rural to urban transition.

Population growth has two principal characteristics - natural increase and net migration. Natural increase results from more births than deaths. Net migration occurs when more people move in than move out of an area. Based on Census data, between 1950 and 1960 natural increase accounted for 32% of County growth, while net migration accounted for 68%. Between 1960 and 1967, it is estimated that 64% of the population increase of 52,000 was attributable to net migration. Migration of people is common in our society. As people move from place to place, the characteristics of any local area are subject to considerable change. The high rate of in-migration to the urbanized portion of Snohomish County, including the Marysville area, should continue to change the size and kind of local population.

The City of Marysville Plan indicates that the City has a relatively less migrant population than the County, based on the 1960 Census data. The education level was similar in City and County, with the trend toward more college-educated people to settle in the suburban area. The median income was comparable for County and City, with both lower than the State level. However, the City had relatively more people than the County and State in the income range from $4,000.00 to $9,999.00 per year, and relatively fewer in both the lower income and higher income ranges. It can be anticipated that the suburbanizing Marysville area will constitute a trend toward more in-migrants who are younger, and have relatively higher levels of income and education than the City.

The 1968 estimated average family size for Snohomish County was 3.3 persons. This is substantially above the Pierce and King County averages, which were 2.96 and 2.8 respectively. Snohomish County's large family size is reflected in the comparatively high percentage (37.9) of persons under the age of 18. As noted earlier, the City of Marysville had a lower average family size, while the suburban area figure approximated the County average. It is anticipated that a growing suburban population will reflect a larger average family size. The County's urbanizing areas have experienced this characteristic, with a corresponding large portion of young children. Such a trend creates demands on facilities to serve a young, growing population.

There are 14,628 acres in the study area. It is estimated that in 1969 there were 15,300 people, for a density of just over 1 per gross acre. There are 637 acres within the Marysville city limits, with 4,000 persons, for a density of 6.3 per gross acre. However, densities per net acre of developed land are considerably higher: 16 in the City of Marysville, and just under 9 in the unincorporated area.

POPULATION PROJECTIONS

Population projection to 1975 and 1990 for the Marysville area are based on a comprehensive study of the population and economy recently completed by the Snohomish County Planning Department, in cooperation with the Puget Sound Governmental Conference. These studies were made for small subareas of the County, or "analysis zones." These zones, which are an extension of the zones used in the Puget Sound Transportation Study, were based on homogeneity of land use, similarity of socio-economic characteristics, and physical boundaries. There are several of these analysis zones in the Marysville area.[6] Population projections were made by choosing the analysis zones approximating the study area, and disaggregating data. The estimated present population is 15,300 people. The projections for the Marysville area are 25,650 people in 1975, and 35,000 in 1990.

The City of Marysville Plan projection for the City of Marysville is 8,800 in 1990. This is based on a prime assumption of relatively gradual annexation. The Plan states that, should the City proceed with more rapid annexation of the fast-growing adjacent unincorporated area, the population in 1990 would be substantially more. The City Plan projections for its entire study area are in a range from 21,400 to 37,000 persons; 21,400 assuming growth parallel to the County rate; 29,300 should growth continue at the local area rate of the last five years; and as high as 37,000 if active platting of the 1967 period should be sustained. These projections are for the comparatively smaller City of Marysville Plan study area of 10,610 acres. The County projections compare favorably with the range between the medium and high projections in the City of Marysville Plan.

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[6]For a complete analysis, see "Technical Study No. 1 - Population and Economic Analysis," Snohomish County Planning Department, 1970.

ECONOMY

ECONOMIC GROWTH

Prior to the location of the Boeing Aircraft plant at Paine Field, the economy of Snohomish County was based on agriculture, lumber and wood products, and the paper and allied products industry. Snohomish County's economic ties with the rest of the Puget Sound region were loosely drawn. Since the early 1940's the Puget Sound region has been economically oriented toward the aerospace industry and port activities for the Pacific Northwest.

After 1950, agriculture began to decline as an industry, and in the early 1960's lumber and wood products and paper and allied products stabilized their economic growth in Snohomish County. The result was a temporary slow-down of the economy from 1963 to 1966. In 1965, however, the Boeing Company chose to locate a large production facility in Snohomish County at which to assemble the Boeing Model 747 airplane. As a result of the Boeing location, employment in other economic sectors has subsequently increased.

As employment increased in the County, the commuting labor force increased proportionately. While no data is available to provide an absolute number, it is estimated that from 20 to 40 percent of those employed in Snohomish County commute from other counties in the Central Puget Sound region.

The economic base of Snohomish County has changed from predominantly agrarian and extractive to manufacturing and service oriented activities. The County is presently economically interrelated with the rest of the four-county metropolitan region, and is expected to become increasingly interdependent with it.

Snohomish County employment increased by 79.2% between 1958 and 1968, as reported by the Bureau of Employment Security. This is an average yearly increase of 7.2%. The estimated 1968 employment is 78,760. The largest employment sector is manufacturing, which represents 30.3% of the total employment. The aerospace industry represents over one-half of the manufacturing employment.

Prior to the Boeing facility at Everett, Snohomish County's employment trends did not follow those of the region. Table 3 illustrates that between 1962 and 1964 there was a gradual increase in total employment in Snohomish County, despite the decline of aerospace employment in King County. This would tend to indicate that Snohomish County, prior to 1966, was partially isolated from employment shifts in the rest of the region. However, now that Boeing has become such a dominant force in the County economy, it is anticipated that the local economy will experience the significant employment shifts now common to the regional economy.

TABLE 3

Employment Trends

Year	Seattle-Everett Metro. Area	Percent Increase	Snohomish County	Percent Increase
1958	418,800	---	43,190	---
1959	434,500	3.7	45,150	4.5
1960	429,700	-1.1	42,360	- 6.2
1961	429,500	- .05	42,930	1.3
1962	473,600	11.0	45,880	6.9
1963	465,100	-1.8	47,580	3.7
1964	455,700	-2.0	49,220	3.4
1965	480,700	5.5	51,390	4.4
1966	549,200	14.3	56,000	9.0
1967	588,100	7.1	64,500	15.2
1968	622,300	5.8	78,760	22.1
1969*	621,900	- .06	88,700	12.6

*First three months of 1969

Source: Bureau of Employment Security, Local Labor Market Development, 1958-1969

The Marysville area economy is presently service oriented, lacking basic local industry. The local residential growth has been created by growth elsewhere in the County economy. Based on the 1960 Census, over 90% of the Marysville area labor force was employed in the County. It is assumed that a similarly large proportion of the present labor force works in the County, rather than throughout the Seattle metropolitan area as is the case with South County. For this reason, a slowdown in the County labor market could substantially effect residential growth in the Marysville area.

The City of Marysville Plan contains a detailed analysis of the local economy, including its labor force characteristics, employment profile, service industry, and retail trade, as well as some business attitudes gathered by way of a questionnaire. This analysis provides some important considerations for planning. The Marysville economy is presently

service oriented, with virtually no basic industry. Residents find employment in the County economy, and recent residential growth has been in close relation to the Everett Boeing industrial location. The City of Marysville continues to function primarily as a trade center for its residential hinterland with a high percentage of trade receipts per disposable income. This occurs in spite of the fact that the City's proximity to the urban center of Everett creates some competitive disadvantages for the trade activity. But, it remains that trade activity in the City of Marysville is responsible for its present identity, and will continue to be critical to the City for its viability as an urban center.

A unique commercial situation in the planning area finds a comparatively large number of comparison retail outlets outside the City, and, conversely, a comparatively small number of convenience retail outlets in the fast developing unincorporated area. Generally, one finds the comparison shopping facilities in the City central business district. At the same time, the convenience goods outlets should best locate at prime central locations in residentially developing areas. The City of Marysville Plan found a comparatively high vacancy rate among commercial outlets in the unincorporated area. It concluded that this fact represented the uneconomic aspect of scattered business, hopefully leading to a healthier trend toward centralization.

Two principal proposals are made from analysis of economic characteristics. First, the Marysville area needs a more diversified economic profile to grow as an independent urban center. As stated in the City of Marysville Plan: "To achieve a degree of independence, the Marysville area must attempt to diversify its economy by attracting industry."[7] For planning purposes, this requires designating the best potential industrial areas based on their comparative location characteristics and relation to surrounding areas. Secondly, the protection and enhancement of downtown Marysville's function as a trade center of the area is important. For planning, this requires recognizing the downtown area as the major community business center for comparison shopping, service outlets, and other trade and cultural attractions. Such a policy includes designating principal higher density residential areas within or adjacent to the urban center for arterial and pedestrian access to the trade center. At the same time, it is important to plan for good neighborhood business locations in the fast growing suburban residential areas to provide convenience shopping outlets.

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[7] Marysville Comprehensive Plan, op. cit., page 9

ECONOMIC PROJECTIONS

Similar to the population projections, the employment projections for the Marysville area have been disaggregated from the comprehensive County population and employment analysis. This staff research estimates a present employment figure of 1,970. It is projected that this will increase by 40%, to 2,750 in 1975, and by another 79%, to 4,930 in 1990. These employment projections are partially based on an assumption of economic growth and diversification within the Marysville area.

LAND USE

EXISTING LAND USE

In Snohomish County only 7% of the land is developed in urban uses. Streets and highway rights-of-way occupy 34% of the developed land. Other uses include: residential, 32%; commercial, 8%; industrial, 6%; public, 4%; and transportation, communication and utilities, 16%. The Marysville Plan area is 12% developed. The predominant character of the area as a residential community is reflected by the large portion of the developed land in residential use, and the relatively small portion of land in industrial use. The existing percents of developed land are: residential, 46%; street and highway rights-of-way, 31.5%; commercial, 5%; public, 5%; industrial 1.5%; and transportation, communication and utilities, 11%. Based on the population projections, urban land uses should occupy approximately 25% of the land in the planning area by 1990. From this projection it can be seen that even with its significant growth rate, the Marysville area is expected to be relatively rural and undeveloped in 1990.

EXISTING ZONED LAND

The City of Marysville Plan, in highlighting the problem of relating planning to zoning for intensive land uses, makes an important consideration for land use planning and development.

> "Zoning is one of the most important regulatory tools for implementing planning. To be effective, however, the amount of land zoned for a particular use must be in reasonable balance with the land used. While a margin is necessary to allow for choice and to prevent high land prices, excessive overzoning of commercial and other intensive uses is a common cause of blight, since it contributes to sprawling development with attendant high municipal costs, it creates fictitious land values and it encourages property to remain idle.

Zoned Versus Used Land: Marysville

	Industrial	Commercial
Zoned	101.8	148.5
Used	25.5	44.6
Used Percent of Zoned	25.0	30.0

Source: Clark, Coleman & Rupeiks, Field Survey

Within the City there were 148.5 acres zoned for commercial, and 101.8 acres zoned for industrial use. About 30 percent of the commercially zoned land was actually in that use. Industrially used land amounted to only 25 percent of the total that was available through zoning. The discrepancy between zoned and used land in Marysville is excessive, and has led to sprawl. Nearly one-quarter of the City is zoned for commercial uses, while the average city uses only five percent. Nearly 17 percent is zoned for industry, while the average city uses only nine percent."[8]

Nearly all of the land in the unincorporated area is zoned rural use which is principally a residential zone classification. It is recommended that care should be taken by the County not to excessively zone for intensive uses, in order to avoid the problems mentioned above.

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[8]City of Marysville Plan, op. cit., pages 29-30

Comprehensive Plan

GOALS, OBJECTIVES AND POLICIES

Wittingly or unwittingly, a comprehensive plan is necessarily based upon development goals and objectives, and the specific recommended policies and programs to achieve those goals. The 1964 Marysville Area Plan had no specific goals statements. Its goals are implicit in the recommended development policies such as preservation of flood plain areas, residential development densities based on soil drainage and drainfield capacity, and in the general planning principles used in locating commercial and industrial uses, and the location of public facilities. The City of Marysville Plan defines no specific objectives for planning:

"1. The assurance of a wholesome living environment.

2. The provision of needed facilities at minimum cost.

3. The development of a thoroughfare system that will provide for the efficient movement of people and goods.

4. The encouragement of industrial development at suitable locations.

5. The limitation of commercial development to a type and amount consistent with the intended service area."[9]

These specific objectives are very much in harmony with County Development Goals that have been adopted subsequent to the 1964 County Marysville Area Plan, and that are incorporated as goals and objectives of this Plan. The County Goals and Policies are:

"SNOHOMISH COUNTY DEVELOPMENT GOALS

1. A wide variety of living areas should be developed so that every citizen can live a full and productive life in a clean, decent environment.

2. The economic growth and prosperity of Snohomish County should be encouraged in a manner which will be of benefit to all of its citizens.

3. Adequate provision for future growth and development of the County must be made while at the same time minimizing the disruption of existing homes, businesses, industries, schools and other public facilities.

4. The magnificent natural beauty of Snohomish County must be recognized and preserved.

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[9] Ibid., page 19

5. Development in Snohomish County should be such that public tax money is spent economically and wisely.

6. Every effort must be made to achieve cooperative coordinated development programs between the County and all the various municipalities within the County.

COMPREHENSIVE PLAN POLICIES

Specific comprehensive plan development policies have to be worked out which are directed toward meeting the basic goals indicated above.

1. The creation of well defined individual urban growth centers located throughout the County.

2. The urban growth centers should be encouraged to develop their own economic and employment base.

3. Transportation facilities should be designed so as to provide rapid, efficient inter-connections between urban growth centers.

4. Schools, parks, libraries, fire stations, and other public facilities must be designed so as to serve the basic land use plan.

5. The vast open land resources in Snohomish County located between urban growth centers should be preserved in a relatively open, uncluttered state.

6. Good quality agricultural land must not be allowed to continue to be converted to non-agricultural uses.

7. Pollution of our air, salt water, rivers and streams must be prevented."[10]

One notices that the goals of a quality living environment and efficient facility system are espoused by both the County and the City. Development policies are in harmony as well. Of special importance is the County policy of creating well defined urban growth centers and encouraging the development of their economic and employment base. This policy is consistent with the pervasive policy of establishing a balanced community in the Marysville area with the existing City as its urban center. This community of purpose is emphasized by the County goal of establishing coordinated programs with its municipalities.

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[10]Snohomish County Planning Commission, "Statement of Purpose," 1967

PLAN FEATURES

PLAN TARGET DATE

This Plan is based on long range projections to 1990. The target date is made in conformance with County background studies, analysis, and projections for the years 1975 and 1990. It is intended that the other County sub-area plans will be revised to this uniform target date. The City of Marysville Plan looks long range to maturation development of the study area, and prescribes optimum land use relations and types of locations based on this projected maturation population, expected sometime after year 2000. There is no inherent conflict in these target dates. As one realizes, any comprehensive plan that takes a graphic form must constitute some "slice of time." All plans bear the caution that they are not immutable or inflexible; significant deviations in growth projections, technological advance, and change in community objectives and policies will necessitate revisions to the comprehensive plan. We have seen such a revision demanded of the 1964 County Plan in just a few years. There is no question but that changes or a complete revision will be necessary before the 1990 target date. The major distinction between the 1990 target date and maturation concept will be noticed in the allocation of land to those uses based on a service population, such as commercial uses and community facilities. The 1990 County Plan is based on a projected population of 35,000. The City of Marysville Plan is based on a maturation population of 69,000, which could come some considerable time after the year 2000. At this later date and greater population, a corresponding high demand for various land uses and community facilities will be felt.

LAND CAPABILITY

The Marysville area is a flat, easily developable area, drained by Quilceda, Allen and Munson Creeks. There are large areas of well drained soils which attracted residential development prior to utility extensions. Due to the sewer and water extensions, and the feasibility of site engineering, even the areas of poorly drained soils are being developed in the urbanizing corridor north of the City. The flood plain and poorly drained soils of the Ebey Slough area in the southern portion of the study area represent the major unbuildable area. Primary topographical delineations are along the creek beds and in the slopes along the eastern border. It is well established that the study area is eminently developable. The good agricultural soils in the interior have generally been converted to residential use. The area has experienced continuing suburban development, even in areas with poorly drained soils. With the exception of the flood plain to the south, there are no major constraints to continuing development. However, the flat, developable, accessible nature of the area brings a major concern with rapid development. With the exception of the creeks, there are few topographical or natural barriers to delineate and separate various land uses. Thus, it appears critically necessary to establish open space and green belt systems along

creeks and wherever else possible during the process of development, to require natural screening of incompatible uses, and to acquire parks and open spaces to assure a relief from what in the future could be an uninterrupted pattern of development between Marysville and Arlington.

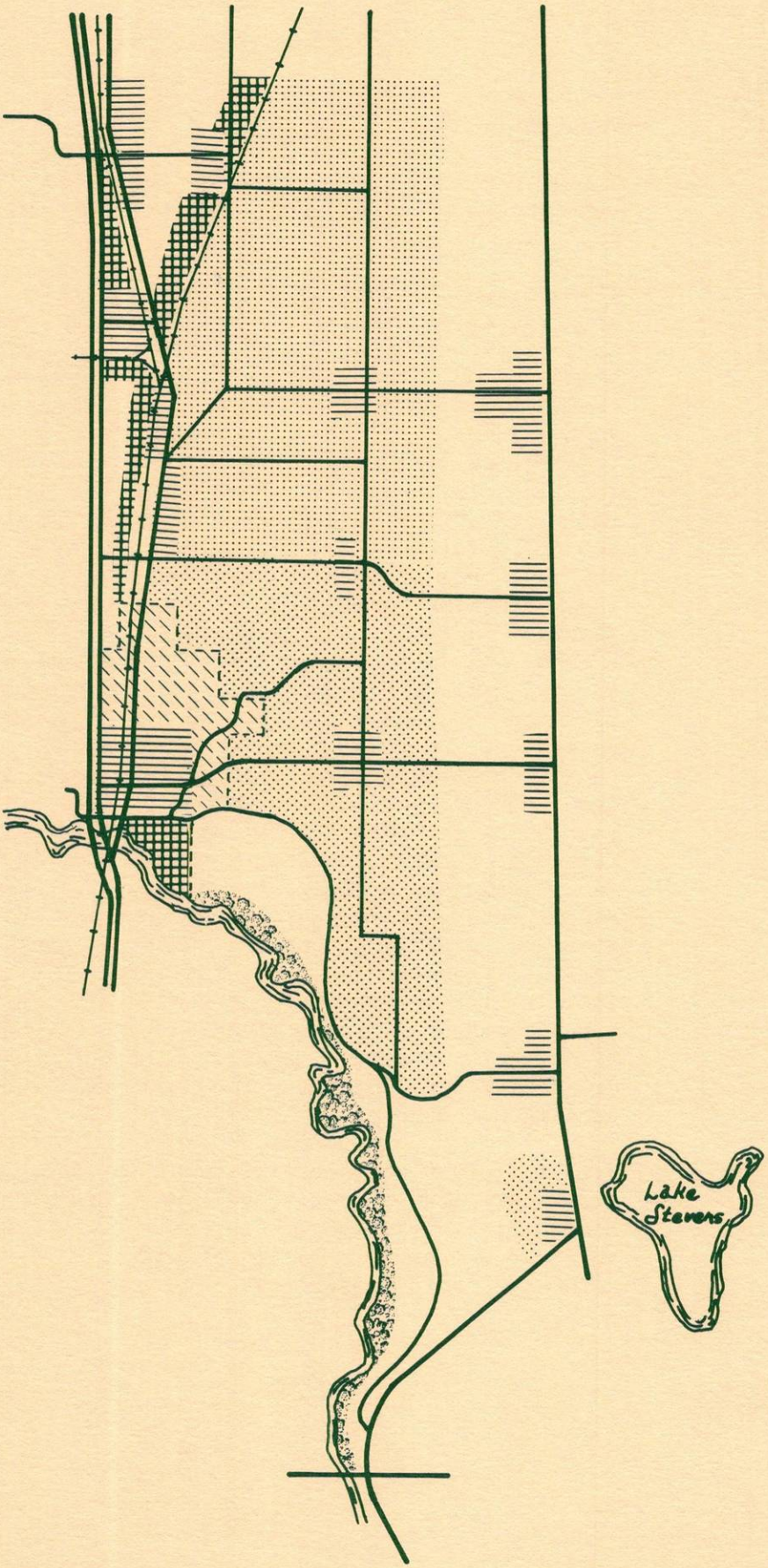
PLAN CONCEPTS

INTRODUCTION

The comprehensive plan should be based on physical features, existing development patterns, political and economic realities, and expressed goals and objectives.

The proposal of various planning concepts is based on the unique characteristics of any given planning area. The Marysville planning area fits to the profile of a fast-growing suburban unincorporated area emanating out from and being served by an existing, small, old town center. There is much promise, as well as many potential problems in such an area. There are undeniable benefits to suburban as compared to large city living. There is less crowding, access to open space, and generally good civic participation. Thus, the suburbs are popularly considered good places to raise children, to enjoy life, and enjoy general social advancement. In spite of criticism, there is much evidence that the suburbs do provide these things. However, there are many costs that are inherent to this kind of development pattern. Suburbia has generally remained dependent on the regional economy. It demands the large expenditure of funds for highways to tie the various low-density scattered developments together. There is often a sameness or likeness socially that many feel to be socially retarding. Cultural pursuits still remain a commuting distance away in metropolitan areas. The old town business districts don't tend to grow into attractive, viable commercial, service and cultural centers. In many cases, they deteriorate without replacement or redevelopment. At the same time, lending to the commuter's need to depend upon highway travel, new business begins to string out along these crucial routes in a pattern that is well documented as detrimental to traffic patterns, as well as to the landscape. But worse, with the trend to this strip development, the small town center continues to deteriorate. There is little question but that a first step toward improving suburban areas would be to encourage and regulate commercial growth in the existing center. To a large extent, this can be done by discouraging the strip, auto-oriented, decentralized development along the network of highways.

With the given characteristics of the study area, its fast corridor growth profile, the existing town center, and the changing function of Old Highway 99, there are at least three principal plan concepts that are relevant to future growth. These concepts are analyzed to determine their prospective long range public benefits.



ALTERNATIVE A

ALTERNATE A - RESIDENTIAL CORRIDOR - STRIP DEVELOPMENT

This concept is based on the current trend toward residential development of the study area, and a prevailing speculative interest toward commercial and industrial zoning along major arterials and rail lines. Within this concept, Old 99 would follow the development pattern it has witnessed in much of South Snohomish County, with a similar pattern developing on Highway 9 where access is available.

ASSETS:

1. Land use controls would be simplified by default.

2. Large amounts of land and frontage would be available to potential commercial and industrial developers.

LIABILITIES:

1. Traffic congestion would be created along the arterial strip.

2. Disproportionate amounts of commercial and industrial land would retard systematic development.

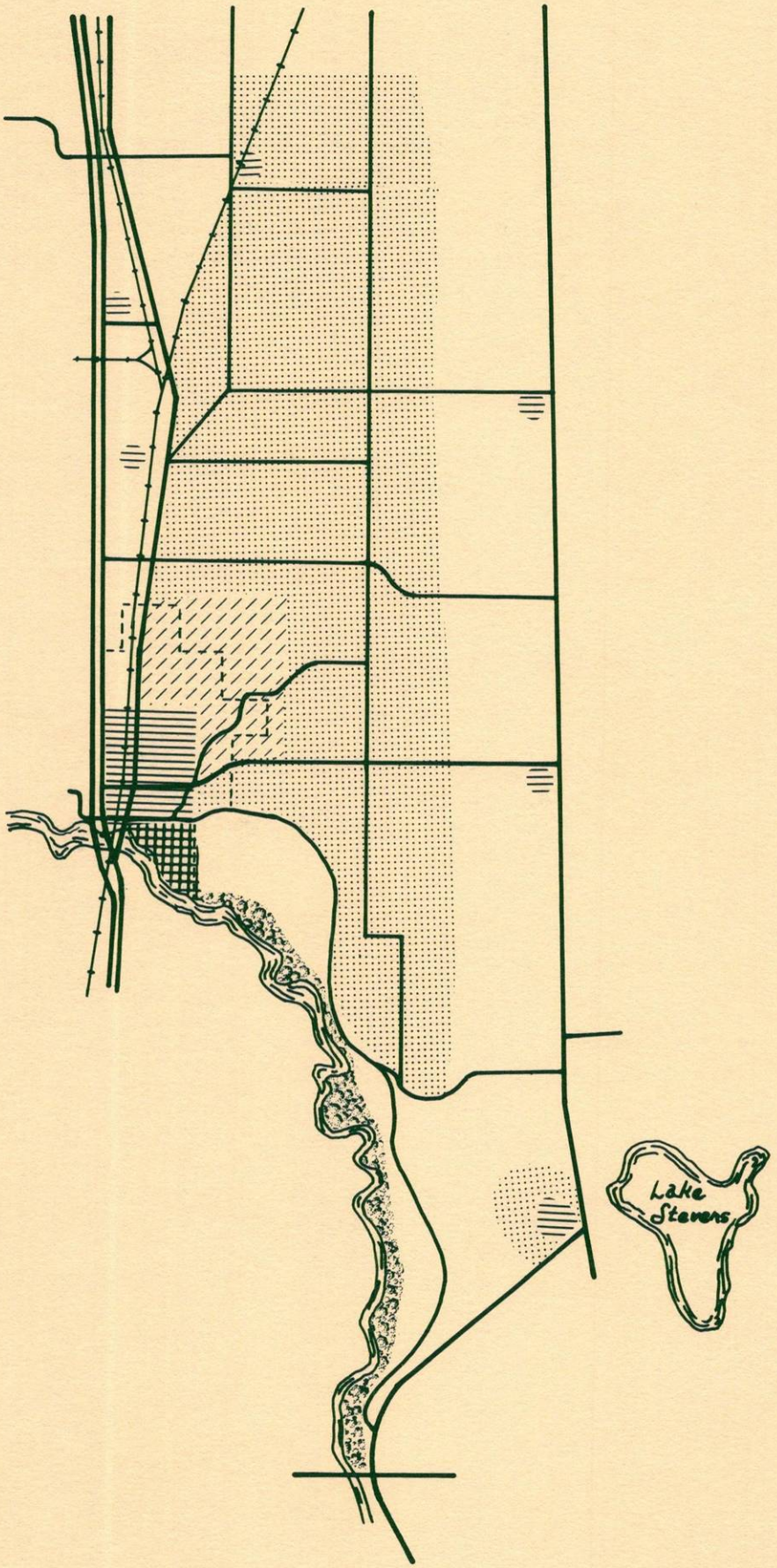
3. The difficulty of development standards along the strip would create incompatible uses and visual and physical blight.

4. The strip would lend to deterioration of the City central business district.

5. The area's residential advantages would be seriously depreciated by the disadvantages of the arterial strip development.

CONCLUSION:

This concept was rejected as an example of default planning, with serious liabilities to the orderly development of the study area. In fact, existing zoned commercial and industrial land is disproportionately larger than demand for development.



ALTERNATIVE B

ALTERNATE B - SUBURBAN RESIDENTIAL CORRIDOR

This concept emphasizes the living advantages of the area by creating a wholely residential corridor. The suburban area would serve as a bedroom community for employees in the Everett industrial center, as well as the Seattle Metropolitan area. Local industrial and commercial development would be limited to the adequate existing sites in Marysville, with only the necessary neighborhood convenience shopping centers allowed in the residential corridor.

ASSETS:

1. The strict limitation of potentially incompatible uses could enhance the residential environment.

2. The commercial and industrial development of the City of Marysville would be enhanced.

LIABILITIES:

1. The inflexibility of the concept would raise legal questions, and in other ways make land use regulations difficult.

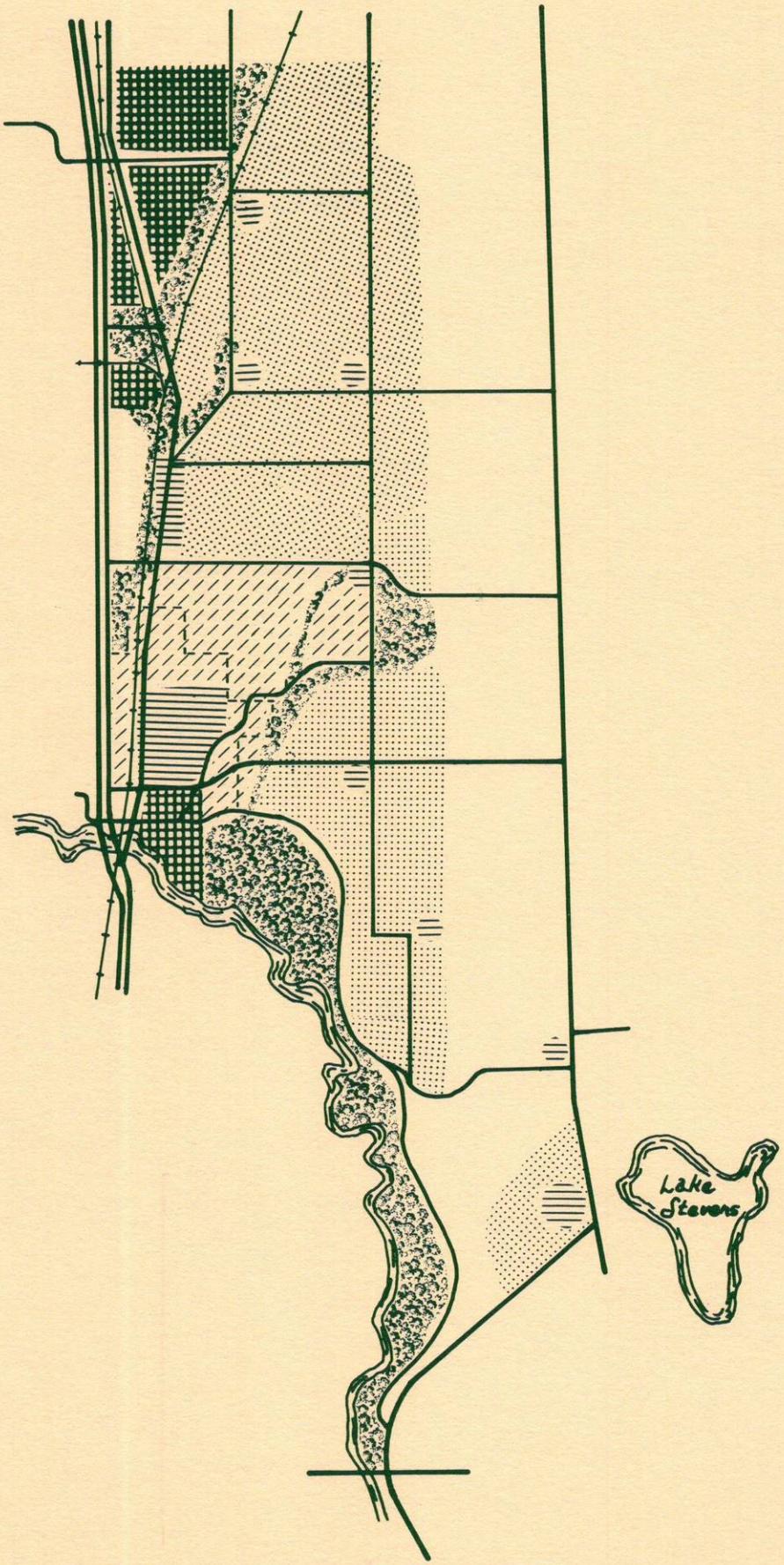
2. This concept would not conform to existing patterns of development.

3. The development would be completely automobile oriented.

4. This pattern lends to a homogeneity or sameness that can be socially and physically unattractive.

CONCLUSION:

This concept is rejected due to its overriding liabilities. Because of its inflexibility, lack of consideration for existing development patterns, and difficulty to implement, it would undoubtedly gravitate to a pattern closer to Alternate A.



ALTERNATIVE C

ALTERNATE C - BALANCED CORRIDOR - CORE CONCENTRATION

This concept is based on existing patterns of development, and the potential of the area as a prime residential community. However, importance is given to allocating prime sites for industrial and commercial development in order to create a balanced community. At the same time, emphasis is given to the existing Marysville town center as the major commercial and high density residential area.

ASSETS:

1. Several prime industrial sites are proposed, while discouraging wholesale speculation along all arterials and rail lines - this can stabilize land values, and aid industrial development of prime sites.

2. A wider choice of working and living environments is created.

3. The viability of the Marysville central core should be enhanced.

4. Community facility and service costs would be less due to population concentration.

5. The suburban area is planned in relation to its central core; such joint planning by County and City can assist integrated development.

LIABILITIES:

1. This process would require expenditures for planning, continuing attention to land use regulations, and especially close intergovernmental cooperation between City, County and special districts.

2. Environmental controls are necessary to protect residential areas from potential incompatibility of industrial concentration.

CONCLUSION:

This concept is recommended as the most promising for future development that enhances the existing advantages of the area. The balanced community concept can lend to a more diversified economy and closer relationships between homes and jobs. The concentration of high density residential and most commercial in the central core should enhance the opportunities for Marysville to continue to grow into a viable community center. At the same time, concentration of intense land uses, and environmental controls can assure the continuing attractiveness of the area for residential development.

LAND USE PLAN

The land use plan represents the allocation of land to principal uses - industrial, commercial, residential, agricultural, and parks and open space - and the relationship and spatial distribution of those uses. The range of land uses, the amount of land allocated to each use, their locational relationships, and, in the case of residential uses, their densities, are based on established community goals and objectives, such as those discussed earlier. It is recognized that need for changes in land use allocation will arise periodically over time. It is suggested, however, that any such changes be carefully considered in relation to the overall plan concept and should be based on new interpretations of that concept, or established changes in community goals and policies. Major changes that substantially effect the integrity of this land use plan should only be made in line with the necessary revision of this plan.

RESIDENTIAL LAND USE

Residential land use in the Marysville planning area is distributed into four major categories: rural, urban-low, urban-medium and urban-high. These categories are differentiated by density - the number of dwelling units per acre - rather than by housing types, in order to provide a more accurate means of forecasting the demands on public facilities such as schools, roads, and utilities. These residential density categories are now to be uniformly used by the County, and are those applied to the recently adopted Paine Field Area Plan. They are complementary to the categories used in the Southwest Snohomish County Plan, as well as the Everett Comprehensive Plan, and they will be used in revision of other area plans in the County. Further, these categories are nearly identical to those used in the City of Marysville Plan, so that one set can be compared to the other. The designation and location of these densities is relative to the physical characteristics of the land, existing ownership and land use, accessibility, availability of utility systems, compatibility with adjacent uses, and the expressed goals, objectives and policies of the City of Marysville and Snohomish County.

The lower density development, Rural Density development of up to 1.8 dwelling units per gross acre, is suggested for those areas with natural impediments of development such as the steep portion to the East of the planning area. These steeper areas have fine potential as attractive residential areas, but the costs of development will probably preclude large subdivisions, and the topography will demand larger lots. Adverse soil conditions in parts of the area create difficulties for high density development. This feature serves well to establish a transition from the higher residential densities of the flat interior.

The predominant residential category, Low Urban Density of 1.9 to 4.8 dwelling units per gross acre, is recommended for the large, flat, suburbanizing portion of the study area. It should be recognized that this

entire area will not be developed within the time period of this plan. Too, special cases of adverse soils or other circumstances, or actual market demands, may cause somewhat lower densities in portions of this larger area.

Medium Urban Density, from 4.9 to 9.6 dwelling units per gross acre, is recommended for the relatively large area bounded by the City of Marysville, Cemetery Road, and Mountain View Road, in which such higher densities are developing. This residential category serves as a transition between the higher density city area and the suburbs, has a potential for the necessary urban level services through logical annexation, and conforms to the established objective of maintaining the City of Marysville as the urban growth center. A smaller such area is proposed in the existing Frontier Heights area at the intersection of State Highway 204 and 9.

The highest density planned in the unincorporated area is High Urban Density, from 9.7 to 24 dwelling units per gross acre. These locations are recommended at Robinson Road just north of the city limits, Arlington-Marysville Road and Mountain View Road, and at Hickok Road and 67th Avenue NE. These locations conform to the City of Marysville Plan and are presently zoned for such use.

There are no High Density Multiple Family areas planned for the unincorporated areas. All of these areas are inside the corporate city limits, as specified in the City of Marysville Plan. One realizes that, as there is continuing urbanization in the planning area, the demand for multiple family living will increase considerably. Such development is best located in the ample areas existing within the City. However, over time one can contemplate the strong demand and need for suburban locations. With a more established development pattern in the future, the availability of the host of necessary community facilities and services to multiple family areas, and a strong market demand for such development, increased attention should be given to additional multiple family areas. However, this plan at present is in conformance to needs, community facilities, and community objectives.

COMMERCIAL LAND USE

In support of the balanced community concept, various levels of commercial service centers must be so located to conveniently and efficiently serve the existing and projected population of the planning area. Recommendations for type, geographical location, and size of such business locations are based on widely accepted planning standards. In this Plan, the functional business categories used are: General Commercial, Regional Business Center, Community Business Center and Neighborhood Business Center. The City of Marysville Plan mentions the problems of a trend toward strip commercial development in the area:

> "Commercial uses in Marysville have spread from the older core area along State Street, the Old Pacific Highway. Evidence of new strip development is found along the Arlington-

> Marysville Road despite the relatively large number of vacant commercial structures found beyond the City's corporate limits. This type of strip development causes traffic congestion and other nuisances which lower the value of adjacent residential property. The Land Use Plan endeavors to concentrate commercial development and to supply the appropriate type in a sufficient amount to meet the needs of the area served."[11]

The standards for location of the various commercial centers are widely accepted. However, it is important to keep in mind that the application of location standards depends upon the existing ownership and development pattern, residential land use planning and projected population densities, community facilities planning and, to a great extent, arterial plans. Commercial centers can be no more fixed in nature than other land uses. Changes in residential density patterns, development policies, or the arterial system will require a subsequent revision of commercial locations.

GENERAL COMMERCIAL

General Commercial locations accommodate the range of businesses demanding automobile access and desiring location and major thoroughfares. One center, already partially developed, is recommended just north of the City limits on State Street. A large central area is recommended on the west side of State Street, south of the intersection of Shoultes and Turk Roads. A portion of this area is presently developed in such uses, but there remain adequate vacant sites for in-filling. It is strongly recommended that these locations should be the centers for the future development of such commercial uses.

The history of the development pattern of these businesses alerts us to the above mentioned problem of strip locations along arterials. Unfortunately, the historical development pattern along U.S. 99 in this County is probably our most dramatic bad example. It is in conformance to the community objectives on which this plan is based to cluster these businesses. The planned centers provide ample space for such business, can preclude the strip pattern, and at the same time will provide the economic benefits that accrue to clustering.

REGIONAL BUSINESS CENTER

A Regional Business Center provides the whole range of convenience and comparison shopping and services, as well as being the cultural, recreational and civic center. Such a center would include a concentration of department stores, specialty shops, banks and financial institutions,

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[11] City of Marysville Plan, op. cit., page 37

offices, professional clinics, dining facilities, entertainment, overnight accommodations and other businesses. Serving 30,000 to 35,000 people in up to a four mile radius, such a center requires over 40 acres. The City of Marysville central business district provides such a center. No Regional Business Center is recommended for the unincorporated area of this plan. The City of Marysville Plan, using a category of Community Commercial that approximates this size and type of development, also recommends the city center as the prime location. However, the City of Marysville Plan also recommends a second site for development at a long range future need in the area of the Ziebell Road and 67th NE. This Plan does not include that location for several reasons. To our planning target date of 1990, we project 35,000 people in the entire study area; thus, there would not be the demand for a second regional center. Further, the site area is relatively rural to the East of the predominant growth corridor, and located on an arterial of limited capacity at present. However, the general site area, as specified in the 1964 County Marysville Area Plan, does have potential as a community business location for the smaller standards discussed below.

COMMUNITY BUSINESS CENTER

Community Business Centers provide retail services,offices, professional services, and related public facilities and services. These centers require 12 to 20 acres and serve from 6,000 to 20,000 people residing in approximately a 1 1/2 mile radius. They should be located 3 to 4 miles apart at the junction of a secondary and major arterial, or two major arterials that accommodate both local and through traffic. As mentioned, one long range Community Business location is recommended at the Ziebell Road and 67th Avenue NE intersection. The need for a Community Business location will not be felt for many years, but could fall within our long range 1990 planning period. With necessary arterial improvements, at some future date, the recommended location could well serve the suburban central corridor as well as the less dense residential development to the East. One recognizes that a Community Business Center might be needed earlier in the more rapidly developing Shoultes Road area near Ziebell, herein recommended for Neighborhood Business. However, this location is comparatively better served by the City of Marysville, and is not as accessible to the eastern portion of the study area that will develop in the future. A second Community Business Center, presently zoned, is located to the southeast at the intersection of Highway 204 and Highway 9.

NEIGHBORHOOD BUSINESS CENTER

The Plan recommends several smaller business centers within walking distance, or a short drive, from residences. These centers offer convenience goods and personal services catering to everyday needs, and require from five to ten acres to serve a 3/4 mile trade area of 3,000 to 6,000 people. These centers are recommended at Shoultes and Otter Roads, Shoultes and Ziebell Roads, Anderson Road and 67th Avenue NE, Arlington-

Marysville and Mountain View Roads, on Hickok Road, in the Line Road vicinity, at Lauck Road and Highway 9, and at Soper Hill Road and Highway 9.

SUMMARY

The number and location of various business centers in the Plan are based on long range needs of the projected study area population. Business space needs are related to service area size. Thus, future business location demand will be secondary to residential growth of the service area. It is difficult to anticipate which specific residential areas will develop first, and at what particular point in time business centers will be necessary. However, the dangers of indiscriminate commercial zoning of land are well documented. The timing of zoning commercial centers is one of the tasks of systematic plan implementation.

INDUSTRIAL LAND USE

At present, only about 2% of the area's developed land is industrial. The City of Marysville Plan proposes to aid the desired increase of local industry by designating several relatively large industrial areas in prime locations.

> "The Land Use Plan endeavors to achieve a greater self-sufficiency for the Marysville area by reserving a considerable amount of land for industry. Relatively light industry in an industrial park type environment is suggested. This type of industry should be controlled to prevent conflicts with the predominantly residential character of the community."[12]

This Plan recommends these same areas for light industrial, while emphasizing the need for controls to prevent conflicts with nearby residential areas. In the unincorporated area, the two industrial areas are located near Marshall Road and Stimson Crossing. The location south of Marshall Road was recommended in the 1964 County Marysville Area Plan, is adjacent to the existing Boeing Tulalip Test Site, and has good rail and freeway access. The large area South of Stimson Crossing is flat, relatively undeveloped, at the junction of two rail lines and has good arterial service. The portion West of the Old Highway 99 is presently zoned for industry and includes the Pacific Grinding Wheel Company which has developed in a park-like manner such as that recommended. However, it must be emphasized that because of the flat, undifferentiated terrain of the area, and the proximity to residential areas, it will be necessary to place environmental controls on industries along these areas. This is probably best done by using

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[12] City of Marysville Plan, op.cit., page 39

Planned Industrial Park Zoning that will provide assurance of good site planning, related access patterns, and adequate separation and buffering of residential areas. These planned industrial areas, constituting approximately 5% of the study area, are more than adequate to serve industrial needs to 1990, and even to maturation. Other industrial areas have been planned within the City of Marysville, including a large area of Heavy Industrial South of the City on Ebey Slough.

AGRICULTURE

This Plan does not contain large areas designated for agriculture. As early as the 1964 Plan it was assumed that agricultural lands had been converted to other uses to an extent that would preclude the economic feasibility of continued agricultural use. Unfortunately, this trend is continuing throughout the County. The relative ineffectiveness of zoning, property appraisal and tax policies, and the farmer's inclination to sell at a profit and move elsewhere are just a few factors causing this loss of good farmland. The study area has a large amount of Class 2 and Class 4 soils in the northern portion stretching South-East to the Kellogg-Marsh area. Although some of this land is already converted to urban uses, much of it is still rural and undeveloped. It is recommended that all possible steps should be taken to maintain and enhance agricultural use of these prime soil areas. Should new policies of differential appraisal, optional tax deferrals, or other economic inducements become available and workable in allowing economic advantage to agriculture, it is recommended that this Plan should be revised to designate the prime agricultural areas.

COMMUNITY FACILITIES

INTRODUCTION

Community facilities include the host of land uses, buildings, facilities and services that must be provided by the public in the interest of health, safety and general welfare of the community. These facilities represent large expenditures of public funds. It is a continuing high priority goal to provide these services as efficiently, and in this way, as economically as possible. Because these facilities are based on some service area of the population, they must be planned in relation to the land use and arterial plan. In relation to planned land use, and arterials, the responsible agency can best anticipate the timing of development, scale of development, and best geographical location to serve people and protect property. This will assure wise expenditures of tax money for programmed capital improvements.

SCHOOLS

School officials are aware of the urgent demand for school facility planning and new site acquisition to be created by the projected growth of the County. This is especially true in the fast growing Marysville area. This Plan is intended to help provide the necessary educational facilities to adequately meet current and future needs, and to assure the wise investment of tax money for programmed capital improvements.

Portions of the Marysville study area are served by three school districts: Marysville, Lake Stevens and Arlington. The majority of the study area is in the Marysville School District No. 25. The southeast corner of the study area, including Frontier Heights, is in the Lake Stevens School District No. 4. A very small amount of rural land to the North is located within Arlington School District No. 16. All of the schools currently operated within the bounds of this study area are within the Marysville School District. All of the buildings now in use were built within the last twenty years, with the exceptions of the old Marysville Senior High building which is used as an administration center. All of the district's facilities in classroom use, and located within the study area, are rated either "good" or "fair" by State standards. Portions of Cascade and Liberty elementary schools are scheduled to be remodeled to a "good" rating in 1971, and there are four portables located at Marysville Senior High School.

Since 1960, the enrollment in the Marysville School District has increased at the rate of three times the State of Washington's enrollment, over twice the rate of the Central Puget Sound area and well above the rate of Snohomish County. The increase experienced over that nine year period was 30.2% for the State, 39.6% for the Central Puget Sound Region, 63.3% for Snohomish County, and 92.6% for Marysville School District No. 25. In 1966, when the current economic slow-down first was felt in the County enrollment - which increased only 4.2%

compared to the three previous years' increases of 6.5%, 6.5% and 7.1% - the 11.6% increase in the Marysville School District was the highest it had experienced since 1960. While the effect of the economic lag will probably keep the county-wide enrollment growth rate for this year at last year's low level, the Marysville area is expected to remain one of the fastest growing communities in the County.

To forecast enrollment, using the developed population figures, an assumption of the percentage of the population enrolled in the public school system was necessary. In Snohomish County that value ranged between 26% and 28% between 1960 and 1969, with an average of 26.9%. The assumed enrollment percentage used in the enrollment projections is 27%. That figure was then broken into components for elementary, junior high and senior high students, as shown in Table 4. The components were determined by examining recent County enrollment patterns. Within the County there is a considerable range in the student percentage. The low in the 1968-1969 school year (the year comparable to our district-by-district population figures for school districts with enrollments over 1,000) was Everett with 22.5%, while the high was Edmonds with 27.9%; Marysville had 26.2% students that year. The 1990 enrollment projection was used as the base for preparing the individual school plans for those districts included within the Marysville study area. School sites located in those studies were included in this Plan.

The projected enrollment for the study area shows a need for from 9 to 11 elementary schools, and at least 2 junior and senior high schools by 1990. Because of district boundary lines, some of the students in the study area will attend school in facilities outside of the area. The majority of these students are in the southeast portion of the district, and will attend junior and senior high schools within Lake Stevens School District No. 4. The elementary school shown near Frontier Heights is also within the Lake Stevens School District.

TABLE 4

1990 Enrollment Projections*

	Grades	Percent of Total Projected Population	Enrollment
	K-6	15.75%	5,513
	7-9	6.00%	2,100
	10-12	5.25%	1,837
Total	K-12	27.00%	9,450

*These projections are based on total population projections, and computed by using the county-wide percentage of students to total population.

Source: Snohomish County Planning Department

SCHOOL PLAN IMPLEMENTATION

The value of the school plan will be judged by its usefulness as a policy guide to those agencies and officials who are responsible for recommending and making specific decisions on site location, acquisition and development of school sites. The background information, population projections and facility standards will greatly assist the optimum long range allocations of school sites as the area develops. When the school plans are adopted by the school districts, they will act as the official guide for school site negotiations between Intermediate School District 109, Snohomish County Planning, the school districts and potential land developers.

PARKS AND OPEN SPACE

Parks serve the public by accommodating both passive and active recreation, and by providing open space that gives variety and relief to the landscape, and the preservation of unique natural features. The public is growing increasingly aware of the value of these facilities, and realizes that as our County develops we are losing the bounteous open areas enjoyed for so many years. Urban and suburban areas, developed at densities in greatest need of facilities for rest and play, find that adequate space is not close at hand. Our relatively new County Park Department is undertaking an acquisition and development program that must make up an existing deficiency and, at the same time, attempt to keep up with the increasing demands of unprecedented population growth.

The Marysville Planning Area exemplifies this park and open space need. Including the Cedarcrest Golf Course and City of Marysville Parks there are just over 100 acres of existing facilities. Using the minimum standard of 10 acres per 1,000 population there is an existing shortage of 50 acres. By this standard, the area would need an additional 100 acres by 1975, and by 1990 another 100 acres. Several prime sites are recommended in the Snohomish County Park Plan. Some recommended sites could serve to provide open spaces along outstanding natural features such as the creek system, and the flood plain on Ebey Slough. Other recommended sites are located to provide recreation facilities for the developing areas. It is also recommended that the school-park concept be used. A good opportunity is available near the new Pilchuck School campus, where there is the possibility of joint use of the school swimming pool for summer recreation programs.

Providing park and open space facilities is a joint responsibility of the City, County, State and Federal agencies. In the case of the fast-growing suburban area, there must be close coordination between the City and County Park Departments. As an example, the County could accept neighborhood park sites dedicated when the land is subdivided. When the suburban area is annexed, the County could in turn deed these sites to the City for development.

FIRE PROTECTION

This Plan proposes just one additional fire station needed to serve the area by 1990. The station will be located at Ziebell and Shoultes Roads, where the fire district has recently bought the property. This site has good access to the growing suburban area, and would well serve the proposed commercial locations and potential industrial areas of the Marshall Road area.

UTILITIES

Since the 1964 Marysville Area Plan, the City of Marysville has adopted a policy of sewer and water service extensions to the surrounding area. This aggressive service extension policy has been made functional by considerable expenditure on a full basin utilities plan by the City Engineers. This basin engineering, with sizing and design of facilities in proportion to projected long range needs is, in the words of the Engineer, "Capable of serving any development desired." Such a utility program has further accelerated the development of what has already been a fast growing area, and has served to expand the options for type and density of development. This utility program is the principal change requiring revision of the 1964 County Plan which based residential densities to a large extent upon soil drainage characteristics and septic tank capacity.

The following is a description of the utility program by the City Engineers, Hammond, Collier and Wade:

WATER SYSTEM:

Water Supply - Principal source of supply is from springs near the head of Edwards Creek, about nine miles northwesterly from Marysville, collected by an underground system and capable of delivering 1.5 million gallons daily without installation of storage reservoirs. Surplus water is available but delivery is limited by the single 12 inch supply main.

An alternate supply, presently capable of delivering about 3 million gallons daily, is obtained from wells about 2 1/2 miles southeast of the City. This supply is presently used for peaking periods only.

An active test well program is now underway for ground water sources. Two wells have been drilled at Lake Goodwin. One well is producing 0.8 million gallons per day. Test wells are now being drilled at other sites within this area, but as yet no suitable quantity has been found. The City recently purchased a site on the Stillaguamish River with the intention of developing the site as a water source. It is expected that the source will be developed by a series of underground collectors. Preliminary indications are that an excess of 10 million gallons per day can be produced from this site.

The City is also investigating surface water sources which will provide a sufficient quantity of water to meet the ultimate demand of the area. No particular site has been selected at the present time.

Storage Facilities - Principal storage for the City proper and immediately adjacent low area is a 1.5 million gallon storage reservoir east of the City with 200,000 gallons stored in two elevated tanks in the central part of the City. In addition, two distribution standpipes at higher elevations serve higher rural areas; useful capacities are 300,000 and 60,000 gallons.

Transmission Lines - Total length of transmission lines is about 25 miles including 1 mile of 14", 2 miles of 10" and 22 miles of 12" pipe. Nine miles of the 12" main is asbestos-cement pipe; all other is cast iron.

Distribution Grid - All cast iron pipe is used in the distribution system, of 8" and 6" diameters. Total length of distribution mains is about 67 miles, of which about 13 miles is within the corporate limits. Fire hydrants are provided at not more than 1/8 mile intervals on all distribution mains. All customers are metered, both inside the City and outside.

Customers - The Marysville water system presently serves approximately 4,400 customers (1,400 City, 3,000 rural). In 1969 rural customers increased by 641. The number of connections for 1970 is estimated to reach 600 even with the economic slowdown during the first part of the year.

Consumption - The total consumption of water in 1969 by all users was 550 million gallons. The years 1964 through 1966 represented an average growth rate of only 5.2 per cent. Since 1966, the average growth rate has increased to 23 percent per year.

The existing supply along with the new Lake Goodwin well should be capable of producing sufficient water for the next five years, except for the peak flow in the summer. An 8 million gallon reservoir planned at the headworks for the coming year is designed to accommodate the peak flows for the next ten years.

Extension Policy - The present extension policy is that all distribution extensions are made by the developer desiring the service. Any mains larger than 6 inch or larger than those required to serve the development are considered oversized mains in which the oversizing cost is paid by the City.

All transmission mains are installed by City contract. The main criteria used to determine the need of transmission mains is the revenue to be generated from the improvement and the benefit received by the system as a whole.

Future Improvements - It is anticipated that a comprehensive water study will be made in 1970 which will reveal most all the major improvements necessary to meet the thirty year growth. Improvements that will undoubtedly be necessary within the next five years are the following:

1. Reservoir at the headworks.
2. Storage tank at Lake Goodwin.
3. Development of the Stillaguamish Well.
4. Development of additional water sources on the Tulalip Reservation and Getchell Hill.

SEWER SYSTEM:

Existing Sewers - At the present time, the City has 113,601 lineal feet of sewer ranging in size from 6 inch to 48 inch. The system serves 1,600 customers (1,200 City, 400 rural). The City presently has a 24 inch trunk sewer to the east and a 30 inch trunk sewer to the west of the City. Just completed was an 8 mile long trunk sewer ranging in size from 18 to 48 inches, extending north of the City to the Arlington Airport. The trunk sewers are providing service to areas previously not sewered.

The existing system is not a completely separate sewer system although major improvements have been made in the past two years to separate the storm and sanitary flows. Approximately 80 per cent of the storm flow has now been diverted. All new lines that are being installed are separate systems.

Approximately 90 per cent of the City has sewer service available. Plans are now underway which should provide service to all the land within the City limits within the next 18 months.

Present Treatment Facilities - Presently, the sewage from the existing system is being handled by a 36 acre lagoon constructed in 1959. The lagoon was designed to serve a population of 5,000 persons. Since the original design, the design criteria for lagoons has changed and the present facility is capable of serving a population of 12,000.

Future Treatment Facilities - When the site of the lagoon was purchased, an additional 40 acres to the north was also purchased with the intent of expanding the lagoon as the need arose. In June 1968, the Citv purchased an additional 28 acres north of the 40 acre parcel. The total land now available for treatment facilities is approximately 100 acres.

If a lagoon was constructed over the present land, it would be capable of serving at least the next 20 year need.

In April, 1968, the City purchased still another 49 acre lagoon site west of Interstate 5 on Ebey Slough. As the need arises, a lagoon will be constructed on this site to serve the anticipated flows west of the freeway. The Burlington-Northern Railway is presently planning an industrial park in this area. Although no predicted population figures are available within the service area, the west side lagoon should be adequate for a twenty year period.

Extension Policy - Prior to 1967, no sewer extensions were permitted outside the corporate limits. In 1967, the Council agreed to allow service beyond the limits; three such extensions are now in service. Two of the trunk sewers serve more than one development and are financed by a guaranteed monthly income from the developer. The guaranteed income is established to cover the interest on the bonds to construct the project plus the required 1.4 coverage factor. All lateral sewer extensions are made by developers or by establishing a local improvement district. All major trunk sewers are installed by City contract.

In 1967, the City authorized Hammond, Collier and Wade, formerly Hammond, Collier & Issac, the City Engineers, to prepare a comprehensive trunks sewer report. The report is being used to size all sewer extensions and assure the area of adequate service. All sewer extensions are reviewed by the City Engineers prior to installation. Inspection of all private sewer extensions is also provided by the City Engineer.

The completion of the major trunk sewers will undoubtedly bring about the construction of several minor trunk sewers and numerour laterals. These extensions off the major trunk sewer will provide service to the subdivisions now being made in the area. County cooperation is expected in the area by requiring all new plats to install dry sewers. The details of financing the extensions are now under study by the City's legal, financial and engineering consultants.

By providing sewer service to a greater area, the existing treatment facilities will have to be expanded. An expansion schedule is now being worked by the City Engineers.

Further storm sewer separation is needed to make a completely separate system. An application for $500,000 has been submitted to HUD for construction of a complete storm sewer system for the City.

The effluent from the lagoon will have to be treated to meet the Water Quality Standards established by the State. Treatment facilities are expected to be completed prior to 1971.

The City utility effort will need continuing planning to most efficiently and adequately provide for their large service area. To this end, it is critically important to coordinate comprehensive planning with the utility effort. The important first step is to adopt this revised Plan upon which projected utility needs are based, and to systematically effectuate the Plan. Any major departures from, or revisions to the general goals or plan concepts should only be made in concert with the utility planning effort. Too, it is also recommended that the City pursue a systematic program of annexation to take into the corporate limits those areas toward which the City has increasing identity and responsibility for services.

TRANSPORTATION PLAN

INTRODUCTION

The planning and design of transportation facilities should assure the rapid and efficient movement between urban growth centers, as well as within centers. The completion of Interstate 5 has provided a strong inter-regional link that has increased the attractiveness for residential development in the Marysville area. However, the intra-regional transportation network remains rudimentary. The area presently has good North/South traffic facilities; however, there are not adequate East/West through routes, which creates a discontinuous circulation system. Extensions of planned East/West arterials must be acquired before the land is platted and developed. Further, the discontinuity of circulation is created by excessive use of cul-de-sac streets. Subdivisions must be related to one another in order to establish collector streets to carry local traffic to arterials. The lack of a through circulation system, and the proliferation of unrelated cul-de-sac streets can actually create a public safety-hazard, as is exemplified by the difficulty of providing fire protection. There is a very apparent need to improve transportation facilities to more efficiently handle the growing traffic within the Marysville area.

STREETS AND HIGHWAYS

As land is developed in an area, the variety and quantity of traffic demands greatly increases. Residential development increases the traffic load, and developing industry, commercial centers, and public facilities generate trips within and through an area. It becomes essential to plan and design highways, streets and roads as elements in an integrated circulation system, with each element efficiently performing a specific function within that system. In order to plan such a system, it is necessary to agree upon a uniform classification of circulation elements, and their functional relationships and design standards. Such a classification system used in this Plan has been adopted by the County. This system, used in the adopted Paine Field Plan, classifies the circulation network into Freeways, Major Arterials, Secondary Arterials and Collector Streets.

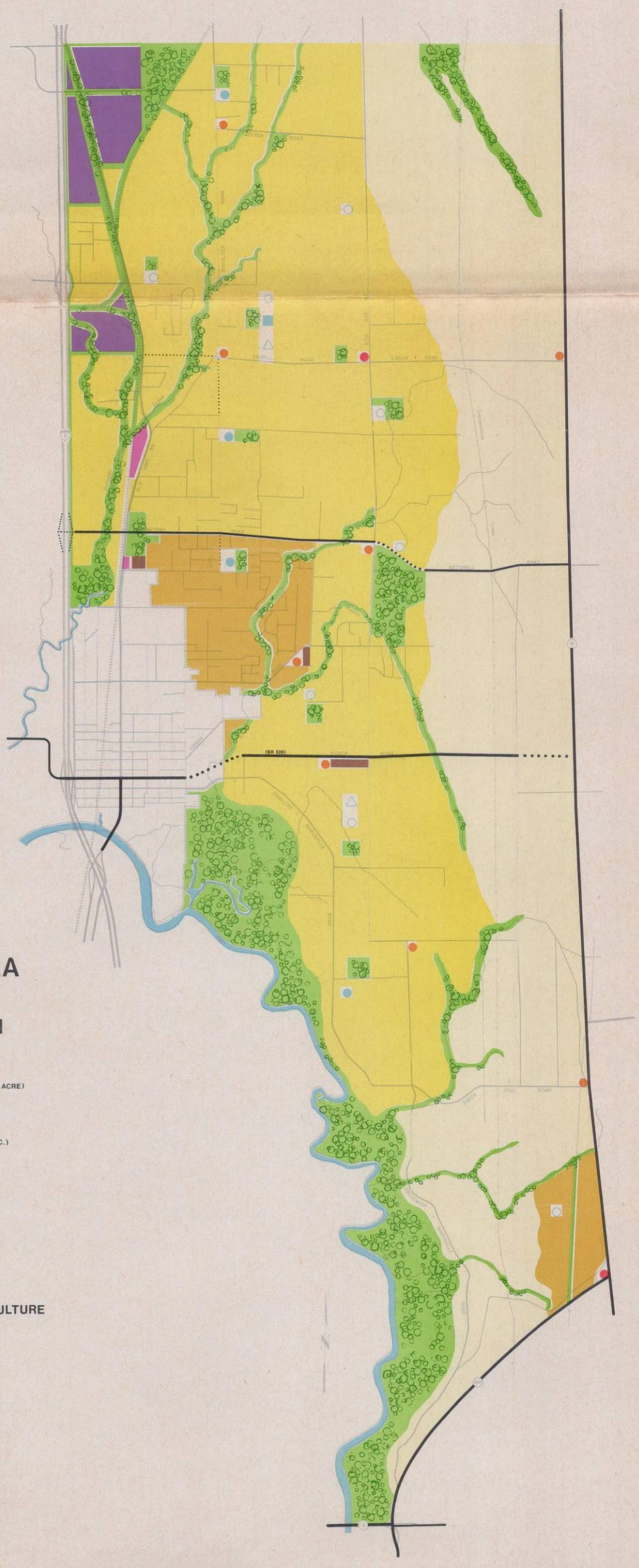
> Freeways provide for the expeditious movement of large volumes of traffic between areas and/or across, around or through the urban area. Freeways are divided arterial highways with full control of access, and do not provide direct land access service. Freeways have a complete separation of conflicing traffic flows. Their function is traffic service.
>
> Major Arterials provide for traffic movement between major traffic generators and connect with freeway systems. They may provide direct access to abutting property and must be subject to necessary regulation and control of parking, turning

movements, entrances, etc. Their primary function is a combination of traffic and land service.

Secondary Arterials provide for traffic movement within developed areas and between major arterial streets and collector and local streets. They serve traffic between neighborhoods and provide direct access to abutting property. Their function is a combination of traffic and land service.

Collector Streets collect and distribute traffic between arterial streets and local access streets. They serve neighborhood traffic and provide direct access to abutting property. Their function is a combination of traffic and land service.

The transportation element of this Plan designates facilities by the above classification. It is based on the Preliminary County Arterial Plan prepared jointly by the County Engineer and the Planning Department. Further, this Plan is related to planned land use and community facilities, as well as to the City of Marysville Plan. The urgently needed County Comprehensive Transportation Plan is presently being prepared by a consultant. When this county-wide Transportation Plan is adopted, it is recommended that it be incorporated as a revision to the Marysville Area Plan.



MARYSVILLE AREA

COMPREHENSIVE PLAN

- RURAL DENSITY (TO 1.8 D.U./GROSS ACRE)
- LOW URBAN (1.9-4.8 D.U./G.AC.)
- MEDIUM URBAN (4.9-9.6 D.U./G.AC.)
- HIGH URBAN (9.7 PLUS)
- NEIGHBORHOOD BUSINESS
- COMMUNITY BUSINESS
- GENERAL COMMERCIAL
- INDUSTRIAL PARK
- PARKS, OPEN SPACE, AGRICULTURE
- EXISTING ELEMENTARY
- PROPOSED ELEMENTARY
- EXISTING JUNIOR HIGH
- PROPOSED JUNIOR HIGH
- EXISTING SENIOR HIGH

Plan Implementation

PLAN IMPLEMENTATION

INTRODUCTION

The value of a comprehensive plan is judged by its usefulness as a policy guide to those agencies and officials who are responsible for recommending and making specific decision on land use and development. This Plan for the Marysville area contains specific details, such as population densities and location standards for commercial development, that should assist decision making. These proposed policies and standards are based on expressed goals and objectives of community development. The contribution of comprehensive planning is judged ultimately by the decisions made in plan implementation.

ZONING

The principal implementation control is exercised through zoning. The problems and potentials of zoning administration are well known to the professional planning staff, citizen planning commission and elected officials. This Plan should provide considerably more guidance to those administering the zoning ordinance, as well as to those charged with making decisions on zoning in the planning area. At the same time, zoning decisions should be continually related to this comprehensive plan and its underlying goals and objectives.

SUBDIVISION CONTROL

The review and control of platting, through administration of the subdivision ordinance, gives the best opportunity to assure the orderly and coherent subdivision of land, and the provision of necessary improvements. This provision of a related road system is of principal concern to subdivision control in the planning area. The County is presently considering a proposed new subdivision ordinance that embodies many of the design standards and regulations necessary to assure proper subdivision of land.

INTERGOVERNMENTAL COOPERATION

Snohomish County and the City of Marysville find they have a mutual interest in the planning area. The fast growing suburban area is still unincorporated, but it receives utility service from the City, and as it develops to urban levels it becomes increasingly identified with the City. Undoubtedly, there will be future annexations of the suburban area to the City. The City of Marysville Plan recommends close communication between County and City in planning for this area. The County can best serve the area by communicating closely with the City in plan implementation.

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