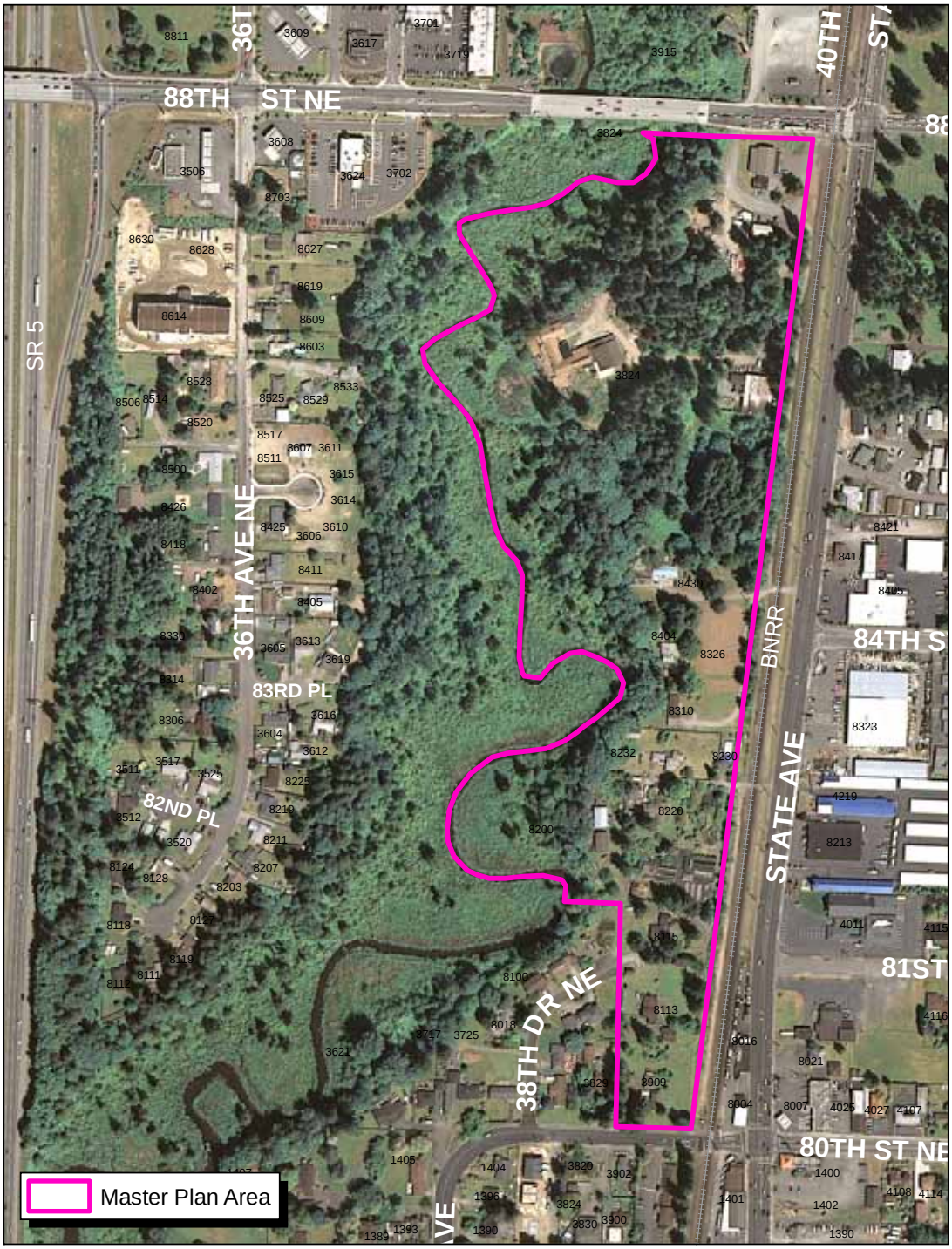
88th Street Master Plan



Adopted, June 13, 2011
Ordinance No. 2865

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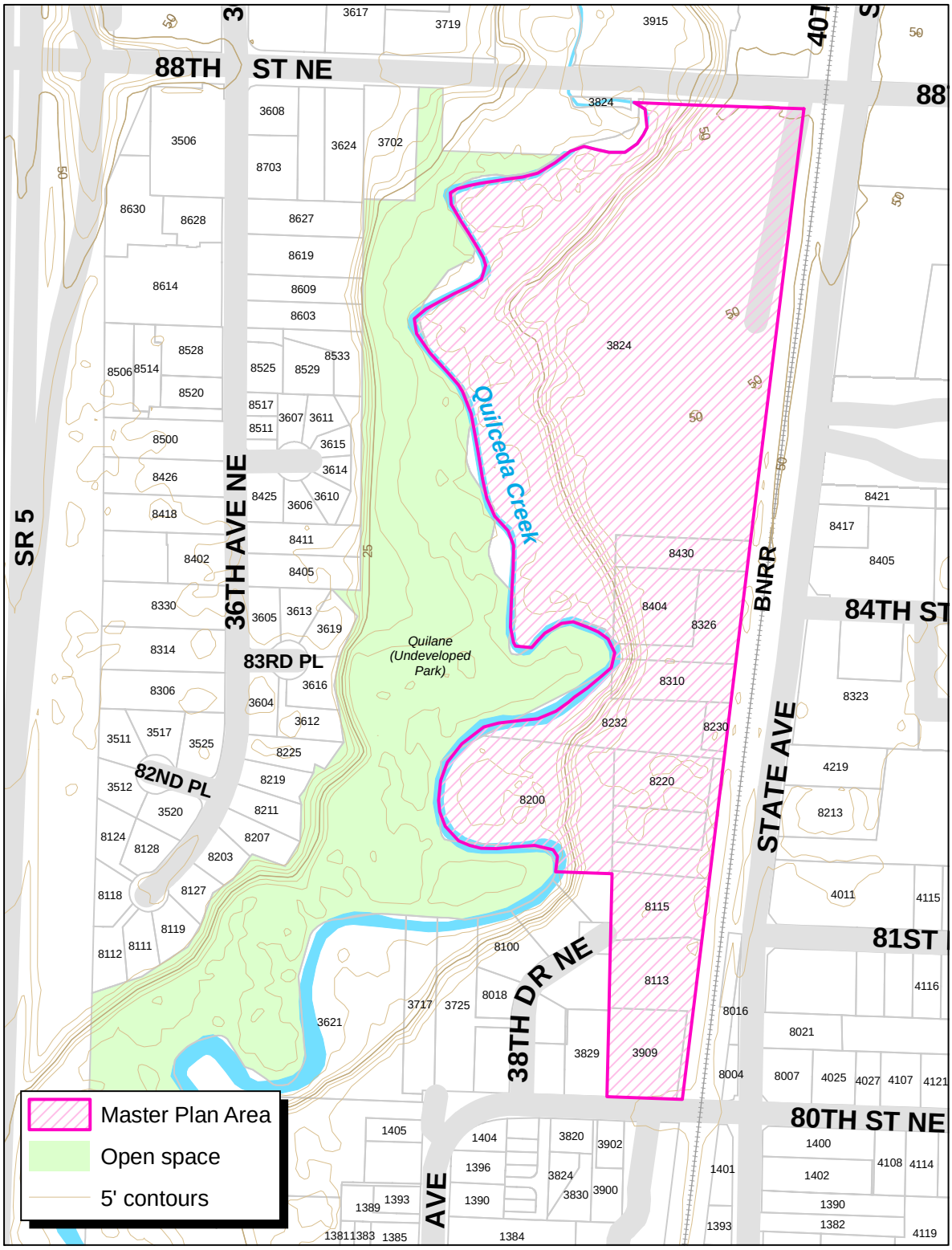
Section 1.0 Introduction

The 88th Street Master Plan Area (MPA), is located within the western portion of Planning Area 6: Downtown Marysville North/Pinewood Neighborhood. The MPA is bounded by 88th Street NE to the north, Burlington Northern Santa Fe Railroad right-of-way and State Avenue to the east, 80th Street NE to the south, and Quilceda Creek to the west, as depicted in Figure 1. The MPA is comprised of approximately 33.19 acres, of which approximately 13.96 acres are developable due to setbacks from Quilceda Creek, a salmonid bearing stream within shoreline jurisdiction, associated critical area and steep slope buffers and access requirements. The MPA is characterized by a treed stream corridor which is delineated from the developable, relatively flat, upland portion of the MPA by a significant topography break. All shorelands bordering on Quilceda Creek (except public rights-of-way, street and utility crossings) are designated as an Urban Conservancy Environment, as outlined in the Marysville Shoreline Management Master Program (SMP).

Presently, the two northernmost parcels within the MPA are developed with limited commercial and industrial uses. Commercial uses in this area consist of Quilceda Tanning and an accessory hide storage warehouse, a metal finishing company, a construction business, and a machine shop. The commercial uses are relatively small in scale, are sited on the upland portion of the properties, and are surrounded by trees and dense vegetation. The southern portion of the MPA is comprised of single family residences, mobile homes and a floriculture home based business located on larger parcels which are developed at a relatively low density.

Figure 1: MPA and Topography



Section 2.0 Land Use

2.1 Comprehensive Plan

The MPA is located within Planning Area 6: Downtown Marysville North/Pinewood Neighborhood. The boundaries for the Downtown Marysville North/Pinewood neighborhood are 76th Street NE on the south, Interstate 5 on the west, 100th Street on the north, west of Quilceda Creek, and 92nd Street to the east of Quilceda Creek, and by Allen Creek on the west.

Downtown Marysville North/Pinewood forms the edge of downtown and is the first area that city expanded into as it outgrew its original core in the 1960s. This area is associated with the open space of the cemetery and church at 88th Street NE. The balance of the Planning Area contains the northern-most edge of downtown commercial uses and significant areas of single family residential.

The majority of the land area within the MPA does not have a specific Comprehensive Plan land use designation. The MPA is subject to a rezone upon adoption of a master plan for the area. The southern 2.9-acres are designated high density, single-family. The high density, single-family land use designation allows single-family residences ranging from 5 to 7 dwelling units per acre. Duplexes would be permitted outright on 7,200 SF lots at a density of 7 to 8 dwelling units per acre.

2.2 Zoning

The MPA is comprised of three land use zoning classifications, as depicted in Figure 2. The northern 20.81-acres is zoned LI (Light Industrial), the interior 9.50-acres is zoned R-4.5 (medium density, single-family) and the southern 2.89-acres is zoned R-6.5 (high-density, single-family), as summarized in Table 1.

Table 1: Existing Zoning

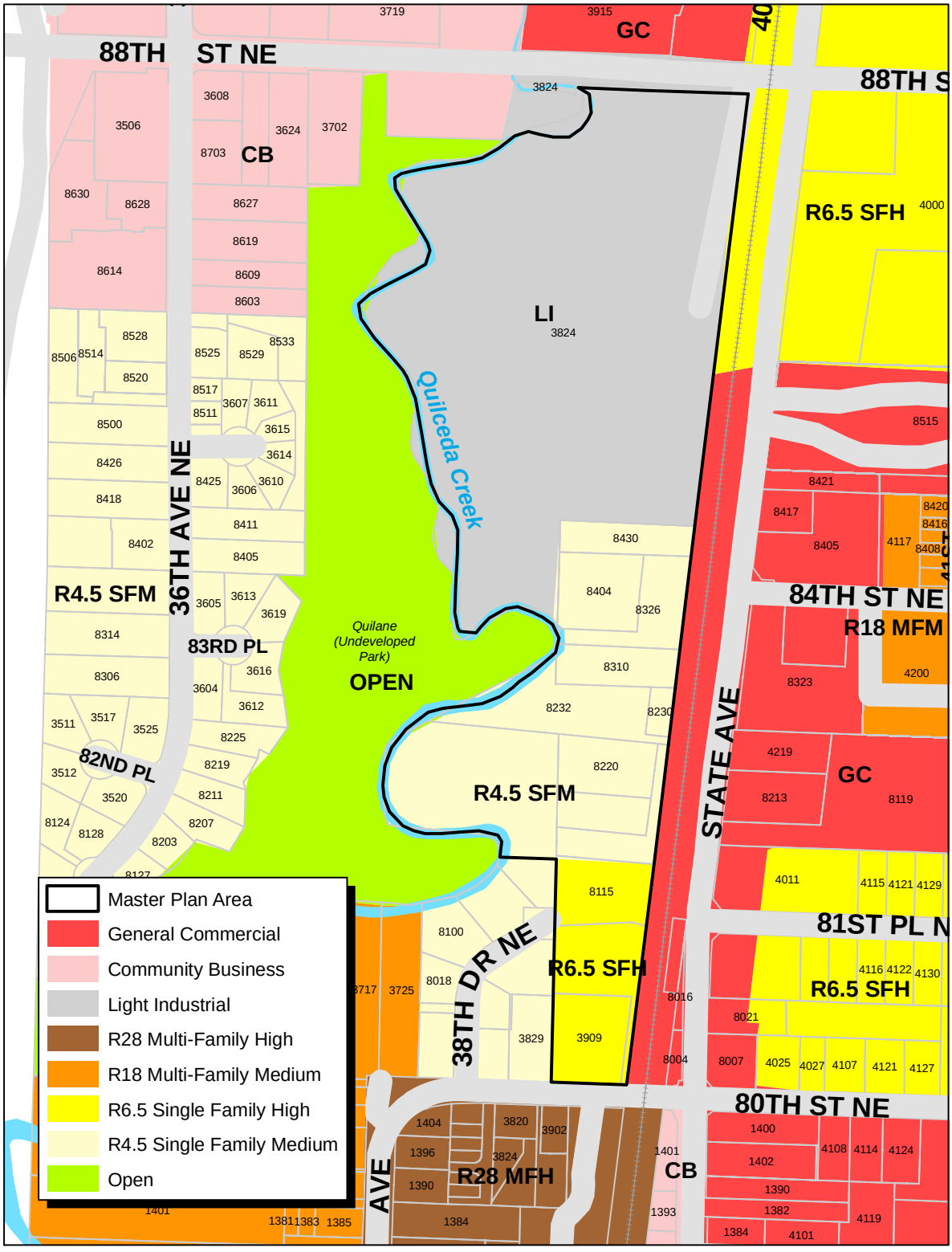
ZONING	SF	ACREAGE
LI	906,370	20.81
R-4.5	413,761	9.50
R-6.5	125,785	2.89
TOTAL	1,421,255	33.19

Three (3) parcels within the MPA, located at 8220 State Avenue (APN's 30052100300800, 30052100300400 & 30052100307300), have a Small Farms overlay zoning designation. The purpose of the Small Farms overlay zone is to provide an official recognition of the existence of the small farm, and to provide encouragement, for the preservation of such farms, as well as encouraging good neighbor relations between small farms and adjacent development.

Permitted uses within a Small Farm overlay zone include horticulture, floriculture, viticulture, animal husbandry, production of seed, hay and silage, Christmas tree farming, aquaculture, roadside stands and single-family detached residences. The existing use(s) located within the Small Farm overlay zone include a single-family residence and a floriculture business, named "Bouquet Banque," which specializes in potted ornamental plants, grown on site.

The Small Farms overlay zone also provides protections for the agricultural uses, including noise exemptions and construction of a sight-obscuring fence as neighboring properties develop.

Figure 2: Zoning



Section 3.0 Shoreline and Critical Areas

The MPA is comprised of approximately 33.19 gross acres. However, the buildable area within the MPA is encumbered by setbacks from Quilceda Creek, a salmonid bearing stream within a shoreline jurisdiction and associated critical areas and steep slope buffers, as depicted in Figure 3. Sections 3.1 through 3.3 describe the natural vegetative setbacks and uses associated with Quilceda Creek and critical areas.

3.1 Marysville Shoreline Management Master Program

Quilceda Creek is located along the west boundary of the MPA. The Marysville Shoreline Master Program (MSMP) designates all shorelines bordering on Quilceda Creek, except public right-of-way, street and utility crossings, as an Urban Conservancy Environment. The Urban Conservancy Environment includes the upland areas extending 200 feet landward from the ordinary high water mark (OHWM) of Quilceda Creek.

The purpose of the Urban Conservancy Environment is to protect and restore ecological functions in urban and developed settings, while allowing limited water-oriented uses. The following uses are permitted in an Urban Conservancy Environment upon obtaining a *Shoreline Substantial Development Permit*:

- Agriculture.
- Flood hazard management.
- Parking, accessory.
- Water-enjoyment and water-dependent recreation.
- Public highway.
- Water-dependent transportation.
- Beach restoration and enhancement and bioengineering, if for environmental restoration or if the City determines that there will be a net increase in desired shoreline ecological functions.
- Hazardous waste cleanup.

The following uses are permitted in an Urban Conservancy Environment upon obtaining a *Conditional Shoreline Development Permit*.

- Non-water oriented transportation, roads, and railroads and utilities may be allowed provided that there is no other feasible route or location.
- Revetments, bulkheads, breakwaters/jetties/rock weirs/groins, dikes and levees, and fill may be allowed for environmental restoration or if the City determines that there will be a net increase in desired shoreline ecological functions.

Any use not listed above and not exempt from obtaining a shoreline development permit is prohibited in the Urban Conservancy Environment.

3.2 Critical Areas

Critical areas are regulated pursuant to Chapter 22E.010 MMC, *Critical Areas Management*. There are three types of critical areas that encumber the MPA, including a Type S stream, Category I wetlands and steep slopes.

Quilceda Creek:
Quilceda Creek is designated a Type S stream. Type S streams are those streams, within their ordinary high water mark, as inventoried as "shorelines of the state" under Chapter 90.58 RCW. A 200 foot natural vegetated buffer, measured from the edge of the OHWM, is required to a Type S stream.

The community development director may authorize low impact uses and activities within the outer 25% of the required buffer provided they are consistent with the purpose and function of the habitat buffer and do not detract from its integrity. These uses include pedestrian trails, viewing platforms, interpretive signage, utility easements and the installation of underground utilities pursuant to best management practices.

Wetlands:
The wetlands adjacent to Quilceda Creek are classified as Category I wetlands using the *Washington State Department of Ecology's Wetland Rating System for Western Washington, Publication No. 04-06-025*. A 125 foot natural vegetated buffer, measured from the edge of the wetland is required for Category I wetlands.

The community development director may authorize low impact uses and activities within the outer 25% of the required buffer provided they are consistent with the purpose and function of the habitat buffer and do not detract from its integrity. These uses include pedestrian trails, viewing platforms and interpretive signage.

Steep Slopes:
Slope means an inclined earth surface, the inclination of which is expressed as the ratio of horizontal distance to vertical distance. Steep slopes are those which exceed 25%. The banks of Quilceda Creek within the MPA meet the steep slope classification. Therefore, when the minimum buffer for a stream or associated wetland exceeds into an areas with a slope of greater than 25%, the required natural vegetated buffer shall be the greater of the minimum buffer for the stream or associated wetland, or twenty-five feet beyond the point where the slope becomes 25% or less.

3.3 Setbacks from Shorelands and Critical Areas

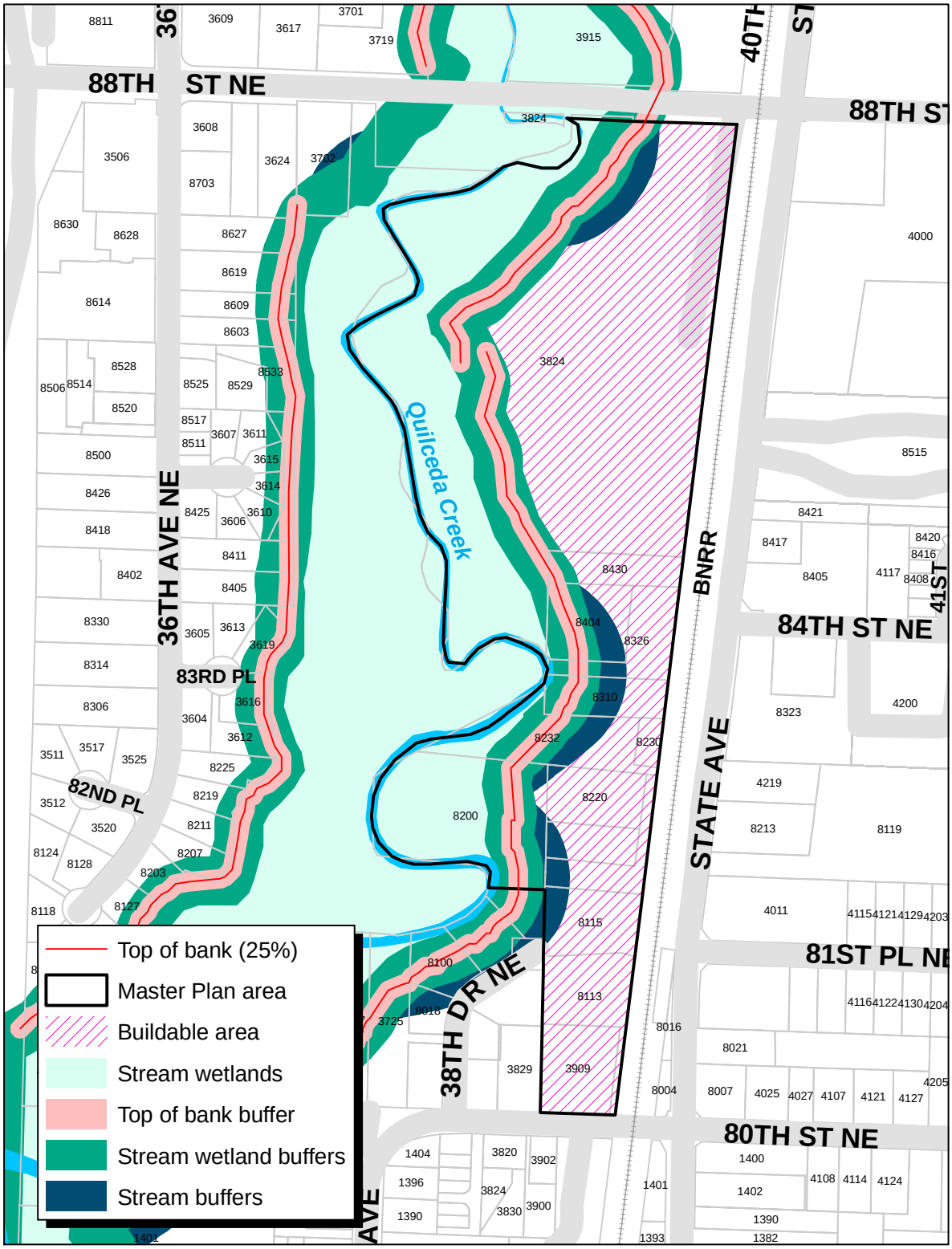
Except for the limited uses outlined in the MSMP and Chapter 22E.010 MMC, *Critical Areas Management*, future development with the MPA shall comply with the setbacks outlined in Table 2:

Table 2: Shoreline and Critical Areas Setbacks

Shoreline and Critical Areas	Setbacks (buffer)*
Quilceda Creek/Type S Stream	200'
Category I Wetlands	125'
Top of Bank (<25% slope)	25'
* The setback shall be measured from the OHWM or Quilceda Creek, from the edge of the wetland(s) or top of bank, whichever is greater.	

In addition to the setbacks outlined above, MMC 22E.010.380, *Building setbacks*, requires buildings and other structures to be set back a distance of 15 feet from the edges of all critical area buffers or from the edges of all critical areas, if no buffers are required.

Figure 3: Shoreline Environment and Critical Areas



Section 4.0 Buildable Area

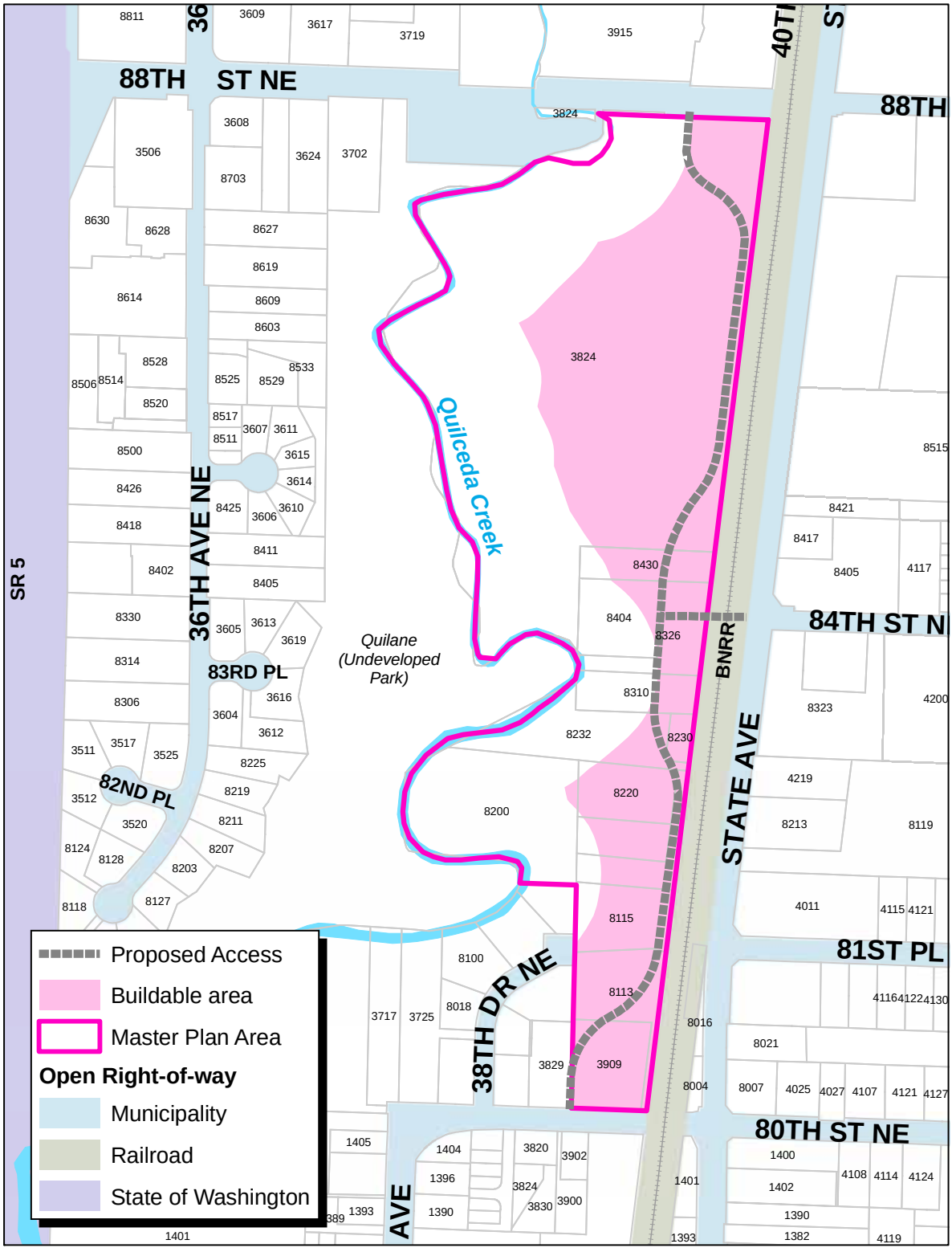
The MPA is comprised of approximately 33.19 gross acres. However, the buildable area within the MPA is encumbered by setbacks from Quilceda Creek, a salmonid bearing stream within a shoreline jurisdiction and associated critical area and steep slope buffers, as depicted in Figure 3.

In addition to the shoreline and critical areas buffers, as development occurs, an access road will be required to be constructed to provide motor vehicle, bicycle, and pedestrian connectivity to 88th Street NE, 84th Street NE and 80th Street NE. The proposed future access is depicted in Figure 4. Therefore, after deducting the shoreline environment, critical areas buffers and access road from the gross acreage, approximately 14-acres or 42% of the gross acreage is buildable (see Table 3).

Table 3: Developable Area

APN	Gross Acres	Buffer Area (acres)	Access Road (acres)	Buildable Area (acres)	Percent Developable
30052100203800	20.81	10.90	1.12	8.78	42%
30052100204000	0.94	0.72	0.16	0.05	5%
30052100204200	0.62	0.11	0.08	0.43	69%
30052100206400	0.82	0.18	0.12	0.51	63%
30052100300100	0.71	0.46	0.10	0.16	22%
30052100300200	1.51	1.14	0.00	0.37	24%
30052100300300	0.17	0.00	0.10	0.07	43%
30052100300400	0.50	0.09	0.02	0.40	78%
30052100300500	0.91	0.15	0.12	0.64	70%
30052100300600	0.97	0.00	0.18	0.79	81%
30052100300700	1.01	0.00	0.24	0.77	76%
30052100300800	0.80	0.03	0.03	0.74	92%
30052100301100	2.86	2.82	0.00	0.04	1%
30052100307300	0.57	0.11	0.24	0.22	39%
TOTAL	**33.19**	**16.72**	**2.52**	**13.96**	**42%**

Figure 4: Buildable Area



Section 5.0 Utilities

5.1 Water

Based upon a review of City GIS information and as-built documentation, the northern portion of the MPA (Quilceda Tannery) is served by 6 and 8" ductile iron water mains via a 12" asbestos cement water main located in State Avenue (see Figure 5).

A 24" ductile iron water main is located within 88th Street NE. As development occurs within the MPA it is recommended that the MPA is served by the 24" ductile iron water main within 88th Street NE. This water main is located within Pressure Zone 203 and can provide 33' (14.3 psi) more head than the 170 Zone that presently serves the property. The City's water model indicates that the 170 zone supplies about 50 psi at the hydrant by Quilceda Tannery and that the hydrant can provide adequate fire flow within the MPA, however, 50 psi at ground level does not leave great pressures on upper stories.

Therefore, in order to obtain the necessary water pressure for the upper floors, and maintain adequate fire flow, future development shall tap the existing 24" water main within 88th Street NE and loop the service connecting to the existing 8" watermain and installing pressure release valves, as necessary, in order to accommodate the looping of the two pressure zones (203 & 170).

In addition to the public water service provided to the MPA, Quilceda Tannery has an existing "Certificate of Water Right" from the State of Washington to draw water from Quilceda Creek for the industrial tanning activities. The Certificate of Water Right was executed in 1946 and is limited to an amount not to exceed 0.08 cubic feet per second. It is unclear whether or not the water usage would be allowed to continue for irrigation purposes, as redevelopment occurs.

5.2 Sewer

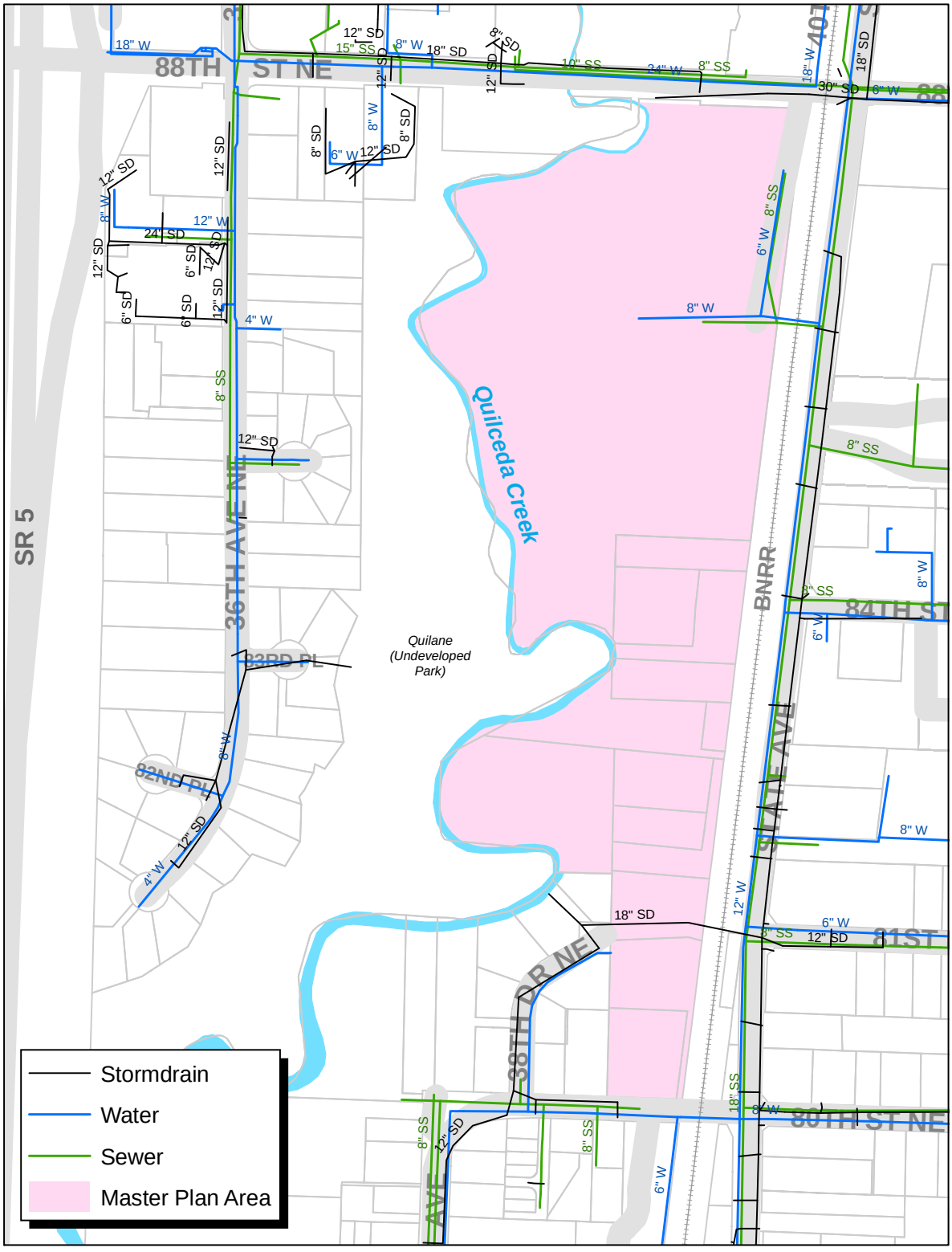
The City of Marysville operates and maintains its own sanitary sewer system and wastewater treatment facility. The city's facilities have adequate capacity to serve the MPA.

The existing lagoon wastewater treatment plant (WWTP) is located in southernmost Marysville adjacent to Ebey Slough. The WWTP was originally constructed at the current site in 1959 and was updated in 1980-81 and in 1992. The plant discharges to Steamboat Slough, a Class A Marine receiving water. Following the 2004 construction of a new effluent conveyance pipeline to Everett, the city now has a second discharge location necessary to meet low-flow permit requirements.

There is no as-built information for the sewer main serving the northern portion of the MPA (Quilceda Tannery) which connects to the 18" sewer main within State Avenue (see Figure 5). If the City is to assume that the existing sewer main under the BNSF Railway is 8" and installed at the proper minimum slope (0.4%), it would have theoretical capacity to provide service within the MPA. Therefore, the existing sewer main may be able to be utilized, but the service should be thoroughly inspected give the history of industrial use (tannery) and probably considered for lining.

The as-built information for the sewer in 80th Street NE indicates that the last manhole closest to the BNSF Railway is 10' from rim to invert and that there is an 8" diameter stub to the north that is 6' deep. The 10' depth at the manhole was likely provided in anticipation of bringing sewer from the north. Therefore, it is anticipated that the entire buildable area within the MPA can be covered by using the existing sewer crossing in the northern portion of the MPA (if usable) and extending the sewer up from 80th Street NE.

Figure 5: Water, Sewer and Stormdrain



5.3 Stormwater

Development and redevelopment within the MPA will require addressing the stormwater impacts and ensuring that all development is in compliance with the adopted City and State Regulations. As of the date of this plan, the City Marysville has adopted the Department of Ecology 2005 Stormwater Management Manual for Western Washington.

5.4 Power and Franchise Utilities

5.4.1 Power

The City of Marysville is served by the Snohomish County Public Utility District No. 1 (PUD). State law authorizes PUDs, and their powers are exercised through an elected board of commissioners. The Federal Energy Regulatory Commission directs some basic accounting practices and generation guidelines. The PUD obtains approximately 80 percent of its power from Bonneville Power Administration (BPA). The remaining power is supplied from the PUD Jackson Hydro Project and other long-term power contracts with various suppliers. The PUD serves all of Snohomish County and Camano Island.

The PUD uses three major BPA delivery points in Snohomish County as the source for the 115,000-volt transmission system. From these points, the power is delivered via the PUD's transmission system to the District's substations. The PUD electrical transmission system within the Marysville area consists of aboveground power lines.

At the PUD substations, the 115,000-volt transmission system voltage is transformed down to a 12,470-volt (12.47 kV) distribution system voltage. PUD residential, commercial, and public customers in the Marysville area are served by the 12.47 kV distribution system. The PUD electrical distribution system within Marysville consists of both aboveground and below-ground power lines. These distribution system power lines are typically located within the road right-of-way.

The PUD will continue to provide reliable and safe electric service to the City of Marysville and will continue to analyze the electric system and either upgrade and/or extend the electric system facilities as needed to handle development within the MPA. Underground electrical service shall be required within the MPA.

5.4.2 Cable Television

Cable television (CATV) services are provided by Comcast via overhead distribution that generally follows the overhead power distribution. The distribution system and associated appurtenances serve the MPA as well as locations outside the MPA.

Frontier Communications (FKA Verizon) has recently installed FIOS throughout Marysville, which will provide another cable TV option.

5.4.3 Telephone

Frontier Communication provides telephone communication services via overhead distribution that generally follows the overhead power distribution. The distribution system and associated appurtenances serve the MPA as well as locations outside the MPA.

5.4.4 Natural Gas

Puget Sound Energy provides natural gas to the MPA via underground distribution. The distribution system and associated appurtenances serve the MPA as well as locations outside the MPA.

Future growth and development will continue to increase the need for power distribution, cable television distribution, telephone communications distribution and natural gas distribution within the MPA. The City should coordinate with the agencies that provide services and facilities for growth, by planning and assisting in the siting and location of services and facilities, as stated in the Comprehensive Plan Public Facilities and Services Element. When development occurs, meet with utility purveyors to determine available capacity. Where available capacity is insufficient work with the utility purveyors to determine necessary utility improvements will be required to provide needed capacity.

Section 6.0 Form Based Codes

Form-based codes (FBC) are a method of regulating development to achieve a specific urban form. FBC offer an alternative to conventional zoning, fostering predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code.

FBC address the relationship between building *facades* and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in FBC are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types. Permitted use lists are minimal to non-existent.

This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements.

FBC commonly include the following elements:

- *Regulating Plan.* A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- *Public Space Standards.* Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- *Building Form Standards.* Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- *Administration.* A clearly defined application and project review process.
- *Definitions.* A glossary to ensure the precise use of technical terms.

Form-based codes may also include:

- *Architectural Standards.* Regulations controlling external architectural materials and quality.
- *Landscaping Standards.* Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, ensuring unobstructed pedestrian movement, etc.).
- *Signage Standards.* Regulations controlling allowable signage sizes, materials, illumination, and placement.
- *Environmental Resource Standards.* Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- *Annotation.* Text and illustrations explaining the intentions of specific code provisions.

The 88th Street Master Plan is a hybrid approach to an FBC. The hybrid FBC combines the graphic orientation and access *frontage*/site configuration provisions from an FBC model with use provisions and development standards and design guidelines.

Based on public comments received on the DRAFT 88th Street Master Plan the Community Development Department prepared two alternatives, for consideration.

Alternative 1:

Alternative 1 proposed dividing the MPA two form based zones, 88-MU and 88-MF.

The 88-MU zone is a mixed land use which would allow pedestrian oriented service, retail, recreation, education and public assembly on the ground floor. Service, residential, convalescent, nursing and retirement uses would be allowed above the ground level in the upper floors. In addition, residential, convalescent, nursing and retirement uses ***may*** be allowed by the *Director*, on the ground floor, if the units are not located on the edge of primary *access streets* and the site the site design adheres to the design guidelines of Appendix A. Residential accessory uses (i.e. structured parking) along the pedestrian oriented street front would not be allowed.

There are no residential density restrictions within the 88-MU zone, however, development will be required to comply with all applicable development and design standards, related to access, off-street parking, open space and other site amenities outlined in Figure 7 and Appendix A.

The 88-MF zone was proposed to be a multi-family land use which would allow multi-family residential, convalescent, nursing, retirement and ancillary uses on the ground floor and upper floors. Single-family home site development was not proposed to be permitted in the 88-MF zone. No residential density restrictions were proposed in the 88-MF zone, however, development was proposed to be required to comply with all applicable development and design standards, related to access, off-street parking, open space and other site amenities outlined in Appendix A.

Drive-through facilities would be prohibited in both the 88-MU and 88-MF zones.

Recommended Alternative:

At the public hearing, held on May 10, 2011, the Planning Commission recommended Alternative 2, as the preferred alternative. As depicted in Figure 6, one form based zone is proposed (88-MU) within the MPA, generally located north of the future 84th Street NE BNSF Railway crossing. Properties generally located south of the future 84th Street NE BNSF Railway crossing would maintain the current zoning designations of R-4.5 and R-6.5.

Consistent with proposed Alternative 1, the 88-MU zone is a mixed land use which would allow pedestrian oriented service, retail, recreation, education and public assembly on the ground floor. Service, residential, convalescent, nursing and retirement uses would be allowed above the ground level in the upper floors. In addition, residential, convalescent, nursing and retirement uses ***may*** be allowed by the *Director*, on the ground floor, if the units are not located on the edge of primary *access streets* and the site the site design adheres to the design guidelines of Appendix A. Residential accessory uses (i.e. structured parking) along the pedestrian oriented street front would not be allowed.

There are no residential density restrictions within the 88-MU zone, however, development will be required to comply with all applicable development and design standards, related to access, off-street parking, open space and other site amenities outlined in Figure 7 and Appendix A.

The R-4.5 zone is a medium-density single-family residential zone. It allows single family residences at a density of 4.5 dwelling units per acre. Duplexes are permitted as a conditional use with a maximum density of 6 dwelling units per acre. The major type of new development will be detached single-family residences.

The R-6.5 zone is a high-density single-family residential zone. It allows single family residences at a density of 6.5 dwelling units per acre. Duplexes are permitted outright on 7,200 SF lots with a maximum density of 8 dwelling units per acre. The major type of new development will be detached single-family residences and duplexes.

Development within the R-4.5 and R-6.5 zones would be required to comply with all of the applicable development standards outlined in Title 22 MMC, Unified Development Code.

As depicted in Figure 6, the future private road alignment through the MPA shall be required to be planned for and constructed, as development occurs. Design standards for the future private access road are outlined in Appendix B.

Figure 6: Recommended Alternative (Form Based Zone 88-MU, R-4.5 & R-6.5)

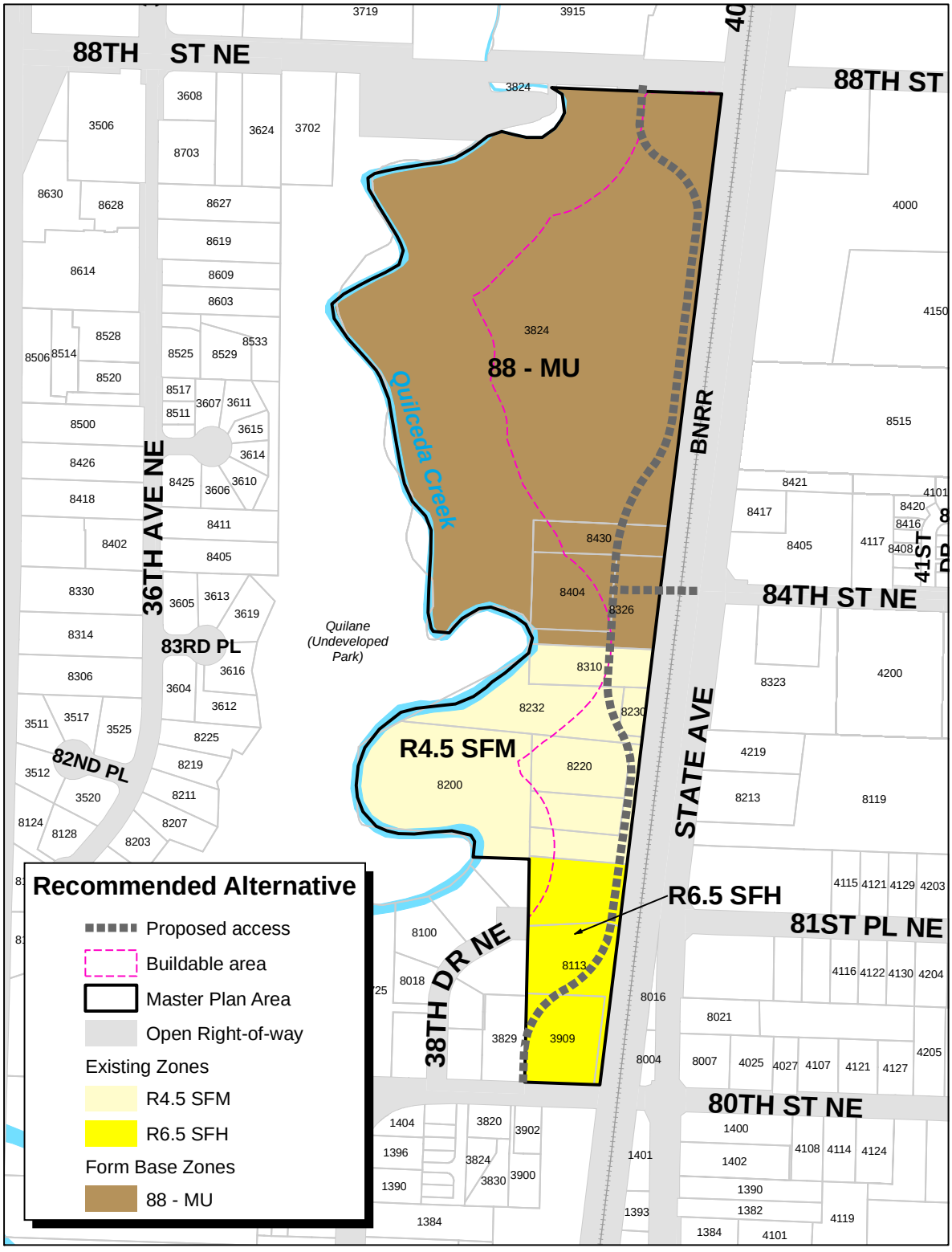


Figure 7: 88-MU Form Based Zone

Building Placement

Build-to Line (BTL)	
Edge of Public Open Space	0’
Edge of Streets, Access & Sidewalks	0’

Setbacks

Distance from Property Line	
Side	10’
Side *Adjacent to R-zone*	20’
Rear	
Adjacent to R-zone	20’
Adjacent to any other zone	10’

Shoreline and Critical Areas	
Quilceda Creek/Type S Stream	200’*
Category I Wetlands	125’*
Top of Bank (<25% slope)	25’*

* The setback shall be measured from the OHWM of Quilceda Creek, from the edge of the wetland(s) or top of bank, whichever is greater.

Edge of Critical Areas & Buffers	15’

Allowed Uses

Ground Floor	Pedestrian Oriented Service, Retail, or Recreation, Education & Public Assembly[(1)(2)]
Upper Floor(s)	Service, Residential, Convalescent, Nursing and Retirement

(1) Drive-through facilities are prohibited.
(2) Residential, Convalescent, Nursing and Retirement uses ***may*** be allowed by the *Director*, on the ground floor, if the units are not located on the edge of primary *access streets* and site design adheres to the design guidelines of Appendix A. Residential accessory uses (i.e. structured parking) along primary *access streets* are not allowed.

Design Standards

Development within the 88th Mixed Use (88-MU) zone is required to comply with all applicable design guidelines outlined in **Appendix A**.

Height

North of 84th Street NE	
Building (min.)	22’
Building (max.)	5 stories and 65’
Max. to Eave/Top of Parapet	58’
Finish Ground Floor Level	6’ max above sidewalk
First Floor Ceiling Height	12’ min. clear
Upper Floor(s) Ceiling Height	8’ min. clear

South of 84th Street NE	
Building (min.)	22’
Building (max.)	2 stories and 30’
Max. to Eave/Top of Parapet	25’
Finish Ground Floor Level	6’ max above sidewalk
First Floor Ceiling Height	12’ min. clear
Upper Floor(s) Ceiling Height	8’ min. clear

Parking

Location (Distance from property line or *access street*)	
Street or access	10’
Public Open Space	10’
Side Setback	5’
Rear Setback	5’

Required Motor Vehicle Spaces	
Ground Floor	1 space/500 SF
Upper Floors	
Residential Uses	1 space/unit
Other Uses	1 space/1,000 SF

Parking Space and Drive Aisle Dimensions
See MMC 22C.130.050 Table 2

Required Bicycle Spaces	
Bicycle Spaces	5% of motor vehicle spaces
Location	See MMC 22C.130.060
Design	See MMC 22C.130.060

Section 7.0 Access and Road Standards

7.1 Existing Conditions

7.1.1 Streets

The MPA area is delineated by 88th Street NE to the north, BNSF Railway and State Avenue to the east, 80th Street NE to the south and Quilceda Creek to the west. 88th Street NE is classified as a Principal arterial and provides ramp access to I-5. State Avenue is also classified as a Principal arterial and is the main north-south arterial through Marysville providing access from southern Marysville north to the Arlington/Smokey Point area. 80th Street NE is classified as a minor arterial between Cedar Avenue and State Avenue.

Table 4: Arterial Classification

Arterial Classification	Street Name	Number of Lanes	Right-of-Way Width
Principal	88th Street NE (I-5 to State)	5	80'
Principal	State Avenue	5	80'
Minor	80th Street NE (Cedar to State)	3	60'

There are no existing public roads located within the MPA. Two private BNSF Railway crossing from State Avenue exist to provide local access to existing single-family residences and home based businesses within the MPA.

7.1.2 Transit Service

The MPA is served by Community Transit routes. Local service in the MPA includes Routes 201,202, 221, 227 and 247. One commuter route in the MPA provides service from Marysville to the Lynnwood Transit Center (Route 422).

7.2 Future Trip Generation

Future trip generation calculations for the MPA are based on the proposed zoning. The trip generation calculations have been performed using average trip generation rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 8th Edition (2008)*. Reductions to the trip generation have been applied for internal capture, which are trips between the residential and commercial uses on the site and pass-by trips, which accounts for trips that will be on the adjacent roadways.

Utilizing a conservative approach in anticipating future trip generation it has been estimated that a total of 140,000 SF of specialty retail and 281 multi-family units would be developed within the MPA. The trip generation utilizing the estimated specialty retail and multi-family uses is **5,694** average daily trips (ADT) and **388** PM peak hour trips (PMPHT) during the weekday.

Table 5: Trip Generation Summary

Land Use	Size / Units	Average Daily Trips	PM Peak-Hour		
			Inbound	Outbound	Total
Specialty Retail	140,000	4,300	114	141	255
Multi-family	281	1,394	88	45	133
TOTAL		**5,694**	202	186	**388**

7.3 Future Conditions and Improvements

7.3.1 Level of Service Standards

Levels of service are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersection is measured in terms of the average vehicular delay.

The City of Marysville has adopted LOS standards to evaluate how intersections under its jurisdiction operate. The following criteria summarize the current LOS standards established by the City. The City applies the standards to weekday PM peak hour conditions. The City applies its LOS standard to intersections of state highways, arterials, and collectors within the City.

- LOS E "mitigated" for the following corridors. LOS E mitigated means that the congestion should be mitigated through improvements, transit, ridesharing, or other travel modes when the intersection falls below LOS E.
  - SR 529
  - State Avenue
  - Smokey Point Boulevard
  - 4th Street (SR 528) between I-5 and SR 9
- LOS D
  - All other intersections of arterials or collectors with another arterial or collector.

7.3.2 Level of Service Impacts

A six-year and twenty-year forecast intersection level-of-service (LOS) analysis was performed for the MPA. The additional trips (5,694 ADT, 388 PMPHT) that are anticipated to be generated from development of the MPA are not anticipated to cause any of the adjacent intersections to fall below an acceptable level of service, as adopted by the City of Marysville. However, roadway and intersection improvements appear to be warranted, as outlined in the Section 7.3.3.

7.3.3 Recommended Design Elements and Improvements

88th Street NE access:
Ingress/egress from 88th Street NE to the MPA shall be restricted to a right-in/right-out only and located as far from the State Avenue/88th Street NE intersection, as possible. In addition, dedication of approximately 12' of right-of-way will be required along 88th Street NE to accommodate the additional eastbound through lane proposed for the 88th Street NE/State Avenue intersection.

84th Street NE future crossing of BNSF Railway:
Based on the anticipated trip generation and distribution, the eastbound 84th Street NE approach to the BNSF Railway/State Avenue, will require a three lane section providing 125-feet of left turn storage.

80th Street NE access to MPA:
Based on a check of the relative available sight distance for approaches to the proposed intersection and the existing 38th Avenue NE intersection, the Marysville Public Works Department affirms that the proposed intersection at the west property boundary of APN 30052100300600, though having sight limitations to the east, has less sight limitations than the existing 38th Avenue NE intersection. Therefore, the Marysville Public Works Department supports the proposed new access at the west property boundary of APN 30052100300600, instead of an access connection from 38th Avenue NE to the MPA.

The modeling at Year 2038 has the left turn queue from 80th Street NE/State Avenue backing up past the proposed new intersection. However, at this time no turn restrictions on the proposed access are proposed. Access difficulties would appear to be limited, long range, if at all.

88th Street MPA Internal Access:
The internal access road within the MPA shall be designed, as depicted in Appendix B. The access road shall be private (not public) and generally designed with two (2) 11' travel lanes. Turning radii, speed tables and intersection improvements shall be designed in accordance with the Marysville Engineering Design and Development Standards, or as otherwise approved by the *Director*.

Appendix A: Design Guidelines

A. ADMINISTRATION

A.1 Purpose.

The general purpose of theses Design Guidelines (Guidelines) is to implement the City's Comprehensive Plan vision, which calls for a vibrant, pedestrian friendly mixed-use center that includes an accessible shoreline environment and enhanced design and landscaped setting.

More specifically, the purposes of these Guidelines are to ensure attractive, functional development, promote social and economic vitality, and foster safety, comfort and interest between people and the surrounding shoreline environment.

A.2 Administrative Procedures.

The Community Development Director (*Director*) will administer these Guidelines, lead the review process, and ensure that new development meets their intent.

A.3 Applicability.

(1) All new construction within the 88th Street Master Plan area, as illustrated in Figure 1, shall be subject to the Guidelines as determined by the *Director*.

(2) Alteration of any structure on commercially designated property within the boundaries of the 88th Street Master Plan area that affects the exterior appearance of a building elevation visible from a public right-of-way or public space shall be subject to design review under the Guidelines.

(a) If 50 percent or more of a building elevation of a structure subject to design review is altered within a period of three years, the structure shall be subject to the applicable requirements that do not involve repositioning the building or reconfiguring site development as determined by the *Director*.

(b) If less than 50 percent of a building elevation of a structure subject to design review is altered within a period of three years, the requirement is only that the proposed improvements meet the standards and/or guidelines and do not lead to further nonconformance with the standards and guidelines. For example, if a property owner decides to replace a building façade's siding, then the siding shall meet the applicable exterior building material and color standards and/or guidelines, but elements such as building *modulation* would not be required.

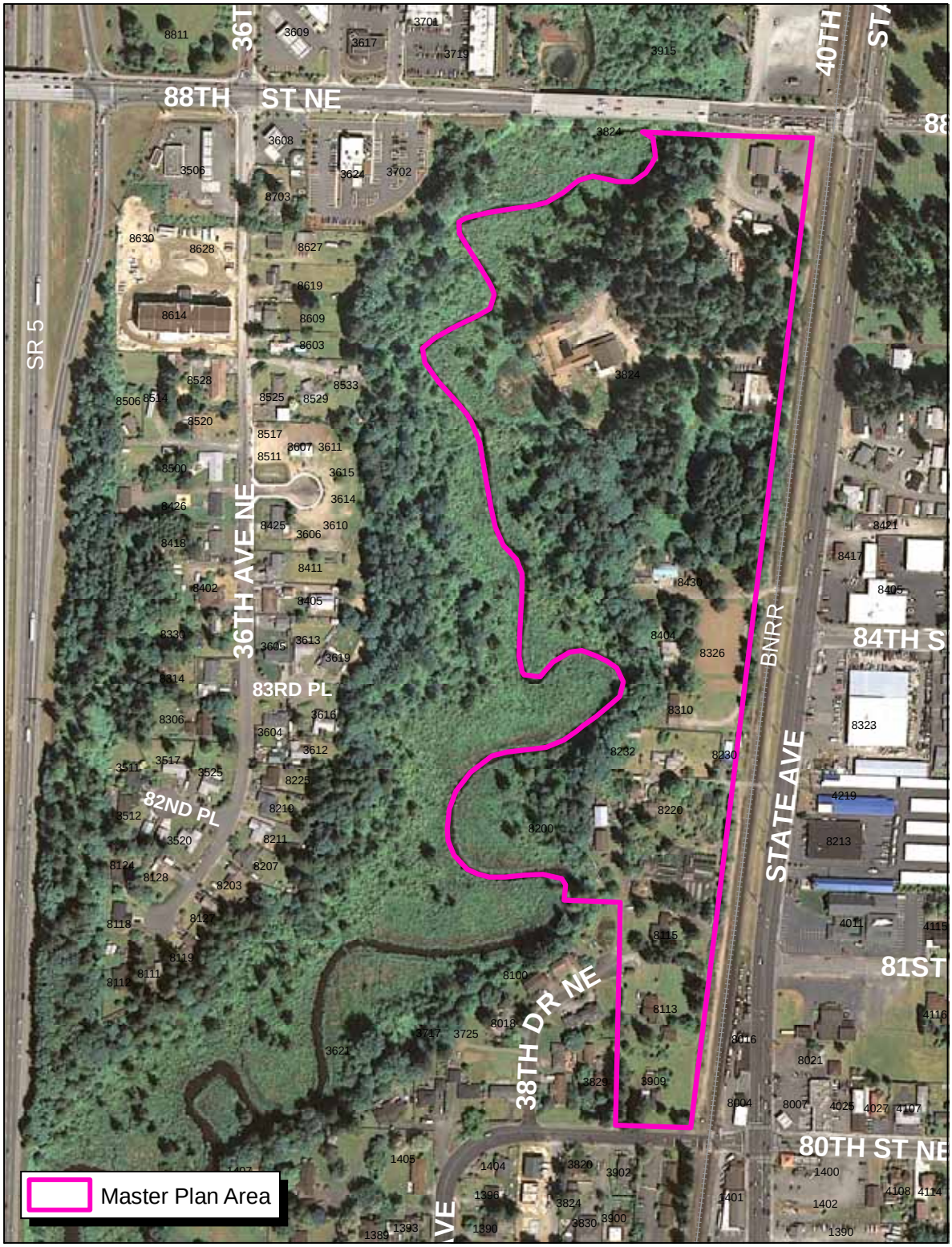


***Figure 1**: 88th Street Master Plan Area (MPA)*

B. SITE PLANNING

B.1 Relationship to Streetfront.

INTENT:

- To create an active, safe pedestrian environment.
- To enhance commercial areas and to establish visual identity for each area.
- To unify *streetscapes*.
- To improve circulation, including options for pedestrians, bicycles and vehicles.
- To enhance the visual character of streets within commercial areas.
- To enhance the visibility of commercial uses from the street.

***Figure 2**: An example of development that meets frontage requirements for pedestrian-oriented streets.*

GUIDELINES:

B.1.1 Pedestrian Oriented Streetfronts

a. All development for properties fronting on a pedestrian-oriented street or sidewalk shall include the following features and characteristics:

(1) Physically define the street edge with building(s), *landscaping*, or other features as approved by the *Director*;

(2) Provide sufficient room for a sidewalk at least 12-feet wide;

(3) Provide direct access to building fronts from the streetfront or sidewalk. Preferably, these areas should be separate from the parking lot. If access traverses the parking lot, then it should be raised and/or specially marked.

(4) Service areas and untreated *blank walls* shall not front a pedestrian oriented street or sidewalk.

(5) Building entries must have direct access to the sidewalk. Such entries should face the street to the extent possible. Where entries are located on the side of the building, they must be visible from the street and connected by a pedestrian pathway.

(6) Parking areas adjacent to the street must be screened in accordance with Chapter 22C.120 MMC, *Landscaping and Screening*.

(7) No large item display areas are permitted. Sidewalks shall not be enclosed as building space for retailing. Small, temporary displays for items such as groceries, hardware, nursery stock, books, etc., may be allowed provided the display does not unduly impede pedestrian sidewalk traffic. Large items, such as potting soil and compost bags, are not allowed.

b. Developments must adhere to the above standards, unless the *Director* determined that they prevent viable site development or the proposed alternative provides a greater public benefit in terms of the intent statement.

Pedestrian-oriented open space may be substituted for all or a portion of the building orientation requirements.

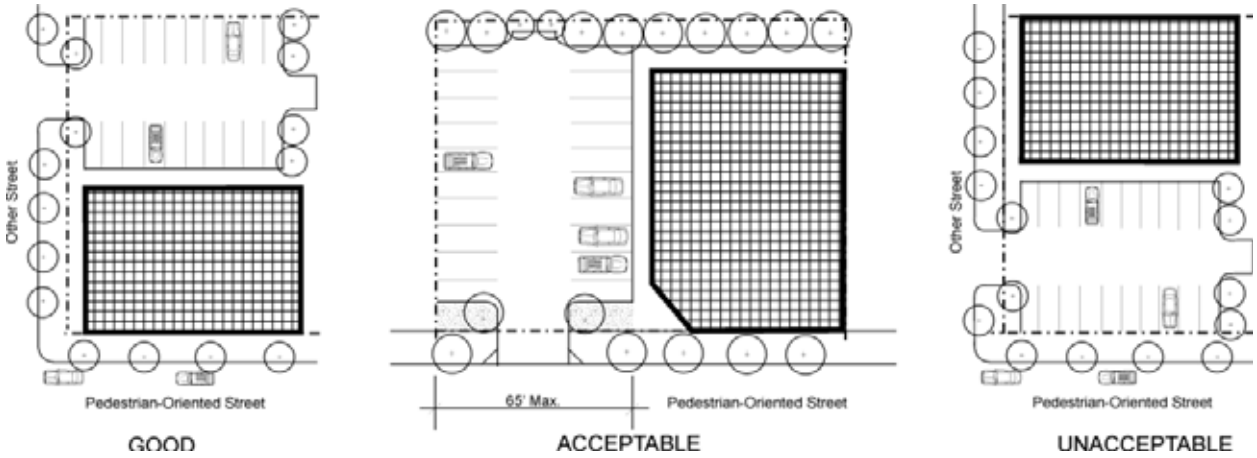


***Figure 3**: Parking location and configuration options.*

B1.2 Site Orientation

Buildings shall be located and oriented towards streets and the shoreline environment and not parking lots or adjacent properties. Specifically:

a. Parking lots shall not be located between the building and the street.

b. The primary building entry shall face the street. Alternatively, building entries that face onto a *courtyard* which is oriented towards the street are acceptable.

c. Buildings with individual ground floor entries should face the street to the extent possible. Configuration where entries face onto a *courtyard* or open space that is oriented to the street are acceptable.

d. Buildings shall also provide windows that face the street to provide "eyes on the street" for safety. To meet this requirement, at least 15% of the *facade* shall be occupied by transparent windows or doors.

e. Residential windows, balconies, and/or doors facing and overlooking the Quilceda Creek shoreline environment shall be provided, as approved by the *Director*.

f. Departures will be considered by the *Director* provided they meet the intent of the standards and guidelines. For example, alternative configurations may be more desirable to take advantage of the Quilceda Creek shoreline environment or special views.

B1.3 Drive-Through Facilities

Auto drive-through counters for services such as fast food, beverage service, banking, pharmaceuticals, etc., are not permitted within the 88th Street Master Plan area.

B.2 General Pedestrian Access Requirements

INTENT:

- To improve the pedestrian environment by making it easier, safer, and more comfortable to walk between businesses, on street sidewalks, to transit stops, and through parking lots.
- To provide pedestrian facilities such as sidewalks, crosswalks, and bus shelters connecting to all modes of transportation.
- To provide convenient pedestrian circulation connecting all on-site activities to adjacent pedestrian routes and streets.

GUIDELINES:

B.2.1 Pedestrian Circulation

Provide safe convenient pedestrian circulation for all users. Specifically:

a. Provide pedestrian access onto the site from 88th Street NE and 84th Street NE. Pedestrian access should be separated from the internal motor vehicle access roadway and provided adjacent to the buildings and the Quilceda Creek shoreline environment.

Entries to buildings that front on a trail or a publically accessible pedestrian open space may orient to these spaces or trails.

b. Pedestrian access and trails shall conform with Federal, State and local codes for the Americans with Disabilities Act.

***Figure 4**: Provide pedestrian access to the site from the street*

c. Developments must adapt building access to site conditions for level, convenient, clearly identified pedestrian entry.

d. For developments with multiple buildings, provide for pedestrian circulation between the buildings.

e. The project proponent shall be prepared to demonstrate that the site development provides for safe, efficient pedestrian circulation within the development and to adjacent public rights-of-way, internal access roads and the Quilceda Creek shoreline environment.

B.3 Multiple Building Developments and Special Sites

INTENT:

- To encourage project designers to create integrated, innovative organization schemes to take advantage of special opportunities, such as the Quilceda Creek shoreline environment.
- To encourage economically viable mixed use development through the creation of clearly recognizable areas of commercial and residential activity.
- To reduce negative impacts to adjacent properties.
- To enhance pedestrian and vehicular circulation.
- To encourage transit use.
- To provide usable open space.
- To create focal points for pedestrian activity for developments.
- To enhance the visual character of the community.
- To create unique attractions within the 88th Street Master Plan area.

GUIDELINES:

B.3.1 Unifying Site Planning Concept

a. All development permit application for sites over two acres or with multiple buildings must demonstrate that the project is based on a unifying site planning concept that meets the following criteria:

(1) Incorporates open space and *landscaping* as a unifying element.

(2) Where possible, incorporates screening, environmental mitigation, utilities, and drainage as positive elements (ex: create a “natural” open space or wet pond as a site feature to accommodate surface water runoff).

(3) Provides pedestrian paths or walkways connecting all businesses and the entries of multiple buildings.

(4) Incorporates stormwater management systems.

(5) Building entrances must not be focused around a central parking lot but be connected by a pathway system and/or open space(s).

(6) It may be acceptable for large lot developments to provide a major public entry serving several shops rather than providing a separate *storefront* entry for all shops. If the development employs the

combined-entry option, then it must be at least 15 feet wide, with special entry features, weather protection, lighting, etc.

B.4 Adjacent Property Compatibility and Service Area Location

INTENT:

- To provide functional and visual compatibility between adjacent properties.

Figure 5: *Provide landscape screening along property lines adjacent to incompatible uses.*

GUIDELINES:

B.4.1 Service Area Impacts

a. Locate outdoor storage areas and other uses that are incompatible with adjacent properties away from those properties.

b. Outdoor storage areas, recycling areas, and similar intrusive uses and facilities must be screened from adjacent lots if they are within 20 feet of a property line. Specifically:

(1) Provide a landscaped buffer along the lot lines per the requirements of Appendix A – Chapter F, Landscaping.

(2) Where outdoor storage is greater in size than 120 square feet and abuts another commercial area or industrial use, 10-foot width of L2 *landscaping* shall be provided.

(3) Integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and, where appropriate, allow for pedestrian and vehicular movement between site.

See also guideline B.5.1

B.5 Mechanical Equipment and Service Areas

INTENT:

- To minimize adverse visual, olfactory, or auditory impacts of mechanical equipment and service areas at ground and roof levels; and
- To encourage more thoughtful siting of trash containers and service areas.

GUIDELINES:

B.5.1 Service Area Impacts

Reduce impacts of refuse containers and storage areas through the following implementation measures.

a. Service areas (loading docks, trash dumpsters, compactors, and mechanical equipment areas) shall be located to avoid negative visual, auditory (noise), olfactory, or physical impacts on the street environment, the shoreline, and adjacent residentially zoned properties. The City may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the City may require noise damping specifications for fans near residential zones.)

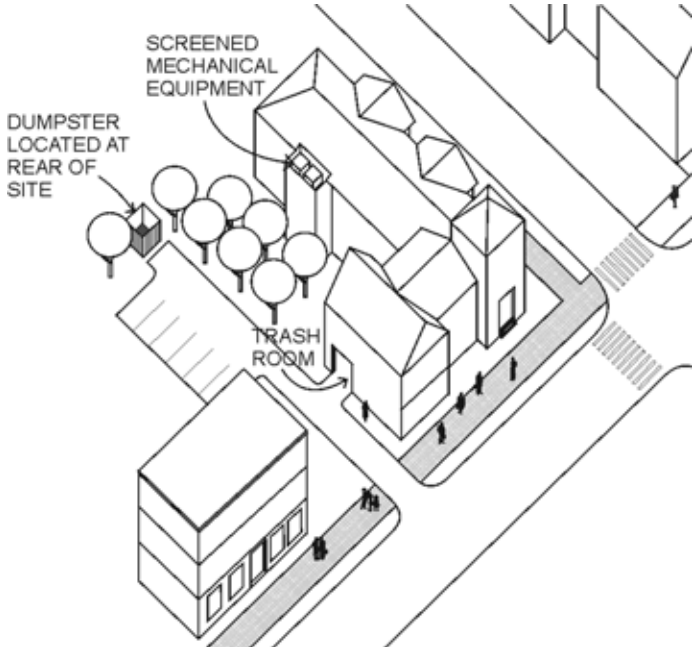


***Figure 6**: Locate service elements to reduce impacts on the pedestrian environment.*

b. Service areas must not be visible from the sidewalk, shoreline, and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public right-of-way or space or from an adjacent property, the area must be screened with a solid sight-obscuring enclosure. Cyclone fencing with wood slats may be used for gates but not for the enclosure.

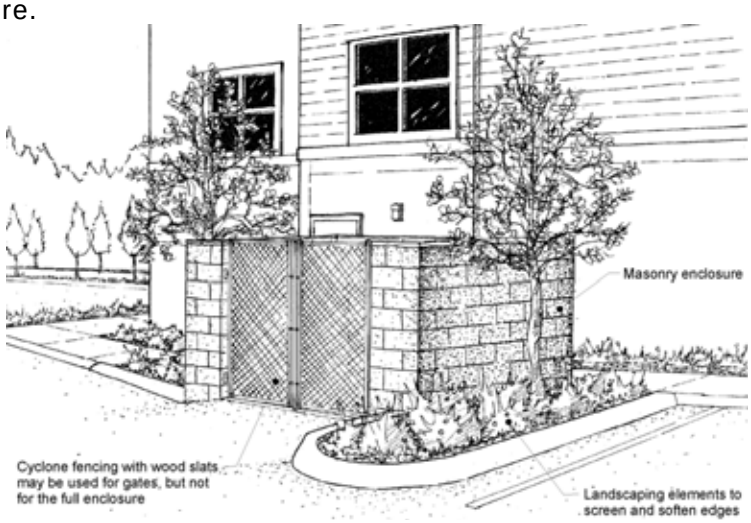


***Figure 7**: Service enclosure example*

c. Ground-mounted mechanical equipment must be located and screened to reduce visual impacts from streets and adjoining properties.

d. Roof mounted mechanical equipment must be located and screened so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

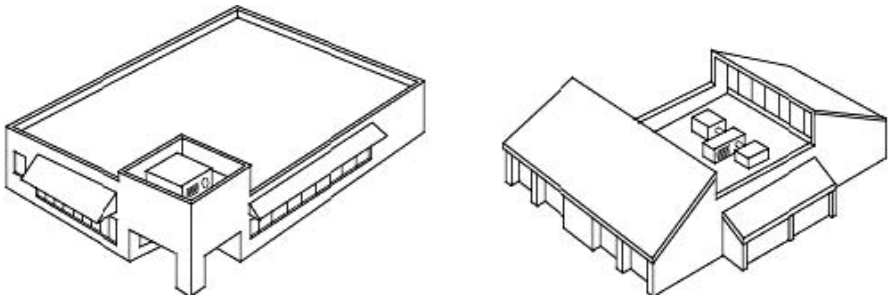


Figure 8: *Examples of how to screen roof-mounted mechanical equipment.*

e. Locate and screen utility meters, electrical conduit, and other service and utilities apparatus so they are not visible from adjoining and nearby streets.

B.6 Street Corners

INTENT:

- To create and preserve visual images for identification and spatial reference at street corners; and
- To enhance the pedestrian environment at street corners.

GUIDELINES:

B.6.1 Street Corner Treatments

All development proposals for street corner sites must include at least one of the design treatments described below (in order of preference):

a. Locate a building towards the street corner (within 15 feet of corner property line);

Figure 9: *This example includes both a building located towards the street corner and a small pedestrian-oriented space.*

b. Provide *pedestrian-oriented space* at the corner leading directly to a building entry or entries;

If a or b are not feasible per the *Director*, consider the following options:

c. Install substantial *landscaping* (at least 20 feet by 20 feet or 400 square feet of ground surface area with trees, shrubs, and or ground cover). The space may include a special architectural element, such as a trellis, to add identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses);

d. Install a decorative screen wall (at least 2-feet-6-inches high), a trellis, or other continuous architectural element, with a length of at least 20 feet along the front property line. Height and location of elements are not to create a visibility or security problem; or

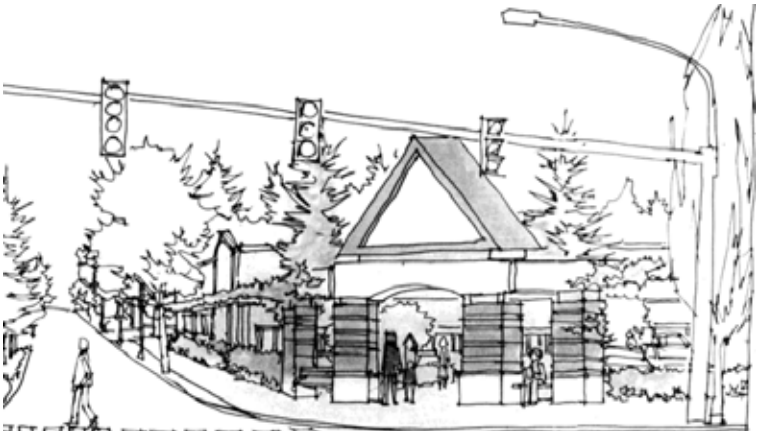


***Figure 10**: Decorative architectural element adjacent to the street corner.*

***Figure 11**: This street corner successfully combines landscaping with architectural elements. Signage demarcates the area, not an individual store.*

e. Other element or method would be considered for approval if the proposed element or method conforms with the intent of this section as determined by the *Director*.

B.7 Vehicular Access and Circulation

INTENT:

- To provide vehicular access routes by connecting public and/or private roadways;
- To create a safe, convenient network for vehicle circulation and parking;
- To mitigate traffic impacts and to conform to the City's objectives for better traffic circulation;
- To enhance the visual character of interior access roads;
- To minimize conflicts with pedestrian circulation and activity; and
- To provide safe, convenient access to commercial sites without diminishing quality pedestrian walking or visual experiences.

GUIDELINES:

B.7.1 Vehicular Connections

a. Provide interior vehicular connections between public and private streets as required by the City.

b. Internal access roads should be designed to look and function like streets, utilizing street trees and sidewalks.

Figure 12: *Redmond Town Center's internal roadways are one model. Note the on-street parking, crosswalks, wide sidewalks, street trees, signage, and pedestrian lighting.*

c. Parking lot entrances, driveways, and other vehicle access routes onto private property from a street or access road are restricted to no more than one entrance lane and one exit lane per three hundred linear feet of property as measured horizontally along the street face, unless the *Director* determines such restrictions are not in the public interest.

d. Vehicular access to corner lots shall be located as close as practical to the property line most distant from the intersection.

B.8 Site Planning for Security

INTENT:

- To increase personal safety and property security.

GUIDELINES:

B.8.1 Prohibitions

In the planning of the site, avoid:

a. Entrapment areas, where a person could become trapped with no exit route. Provide two means of egress from all outdoor spaces.

b. Areas that are dark or not visible from a public space.

c. Buildings, vegetation, or other objects (e.g., a storage enclosure) that block visibility into a space.

B.8.2 Desirable Elements

In the planning of the site and design of buildings and site elements, to the extent feasible provide for:

a. Passive surveillance, the ability of people occupying buildings and public spaces to view all parts of accessible spaces.

b. Provide security and pedestrian lighting.

C. PEDESTRIAN ACCESS, AMENITIES, AND OPEN SPACE DESIGN

C.1 Sidewalks and Public Paths – Size and Materials

INTENT:

- To provide safe, convenient and pleasant pedestrian sidewalks for circulation along all streets; and
- To improve the character and identity of commercial areas consistent with the City's Comprehensive Plan.

GUIDELINES:

C.1.1 Sidewalk Standards

Unless otherwise noted in the 88th Street Master Plan, the following shall apply:

a. Required minimum sidewalk widths along both sides of streets:

(1) 12 feet along pedestrian-oriented streets; and

(2) 8 feet along streets not designated as a pedestrian-oriented street.

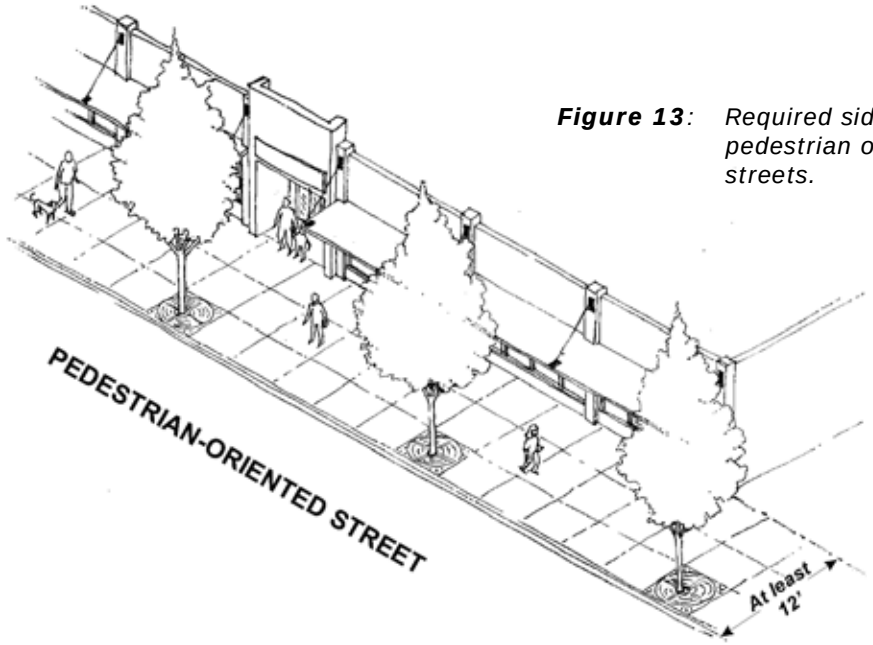


***Figure 13**: Required sidewalks on pedestrian oriented streets.*

b. Sidewalks must be constructed per Marysville Public Works standards and Specifications unless otherwise directed by these Guidelines.

***Figure 14**: An example sidewalk for a pedestrian-oriented street. Note the street trees and pedestrian-style lighting.*

c. Unless otherwise noted, provide street trees at least every 30 feet on center or spaced as directed by the City. The street trees shall meet City standards for installation, specie types, size, and maintenance.

d. Conduit for lighting. While pedestrian-oriented lighting is not a requirement for new development, when new sidewalks are installed, conduit for future pedestrian-oriented lighting and electrical service must be installed according to City specifications.

e. The sidewalk design, materials, colors, and textures shall be determined by the *Director*, based on the following:

(1) The adopted 88th Street Master Plan, where applicable.

(2) Sidewalk improvements on the subject property or adjacent sites, when desirable.

***Figure 15**: This decorative sidewalk pavement adds visual interest and character to the street. Where distinctive sidewalk patterns have been established, new development may be required to extend the pattern onto the project*

C.1.2 Quilceda Creek Shoreline Environment Trail

Unless otherwise approved by the *Director*, the following shall apply:

a. Each trail corridor will required a minimum of a 14 foot clear zone to be free of all branches and obstacles within horizontal and vertical clear zone for all trail conditions.

b. 8 foot travel surface with a 1 foot shoulder on each side.

c. Thickness:
(1) 2 inch depth class “B” asphalt concrete
(2) 4 inch 5/8 inch minus crushed rock base
(3) 4 to 6 inch 1¼ inch crushed rock base.

Thickness dependent on compaction of sub base.

d. Shoulder is a minimum of 6 inch 3/8 inch minus crushed rock base typically on both sides of paved surface.

e. Each crushed rock grade/material level is to be compacted mechanically at a minimum level of 85%. Finish asphalt to be rolled/compacted at a minimum level of 95% compaction.

f. Trail is to be designed to provide a 2% slope from center of trail for drainage.

g. A shoreline outlook, rest stop, or other amenity for every 500 linear feet of shoreline environment.

h. Trail bollards installed, as approved by the *Director*. Trail bollards should consist of a Kim Vandal-Resistant Bollard (VRB), 36-inch high, 8-inch diameter aluminum extrusion, 70 watt MH lamp, shielded as necessary to reduce light spill on aquatic habitats.

C.2 Pedestrian Amenities

INTENT:

- To provide pedestrian spaces that includes accommodations for seasonal climate conditions for a variety of activities.
- To provide amenities along sidewalks and pathways that enriches the pedestrian environment.
- To encourage walking, both as a recreational activity and as a means of transportation.

GUIDELINES:

C.2.1 Amenities on Pedestrian-Oriented Streets

One or more of the desired amenities listed below must be included for each 100 lineal feet of pedestrian-oriented street *frontage*. Sites with less than 100 feet of *frontage* shall provide one amenity. Desired amenities include:

a. Pedestrian-scaled lighting (spaced every 12 feet at a minimum of 14 inches above the ground).

b. Pedestrian furniture, such as seating space, approved trash receptacles, bicycle racks, and drinking fountains. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances).

c. Planting beds, hanging flower baskets, large semi-permanent potted plants, and/or other ornamental *landscaping*.

d. Decorative pavement patterns and tree grates,

e. Informational kiosks,

f. Decorative clocks,

g. *Artwork*, including pavement *artwork*.

h. Consolidated, permanently mounted newspaper racks.

i. Other amenities that meet the Intent.

Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement will not qualify as an amenity to meet this standard.

***Figure 16**: Examples of desired pedestrian amenities.*

C.3 Internal Pedestrian Paths and Circulation

INTENT:

- To provide safe and direct pedestrian access that accommodates all pedestrians, minimizes conflicts between pedestrians and vehicular traffic, and provides pedestrian connections to neighborhoods.
- To accommodate non-competitive/non-commuter bicycle riders who use bicycles on short trips for exercise and convenience.
- To provide attractive internal pedestrian routes that promote walking and enhance the character of the area.

GUIDELINES:

C.3.1 Pedestrian Circulation

a. Provide pedestrian circulation routes from building entries of businesses to services within the same development, building entries of nearby residential complexes, and sidewalks along abutting roadways.

b. When abutting vacant sites or properties with the potential for redevelopment, new developments shall provide for the opportunity for future pedestrian connections per the *Director* through the use of pathway stub-outs, building configuration, and/or parking lot layout.

***Figure 15**: An example of an attractive pedestrian connection through a large development.*

c. For safety and access, adjacent *landscaping* shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

d. Pedestrian walks shall be separated from structures at least 3 feet for *landscaping* except where the adjacent building features a pedestrian oriented façade. The *Director* may consider other treatments to provide attractive pathways. Examples include sculptural, mosaic, *bas-relief artwork*, or other decorative treatments that meet the Intent.

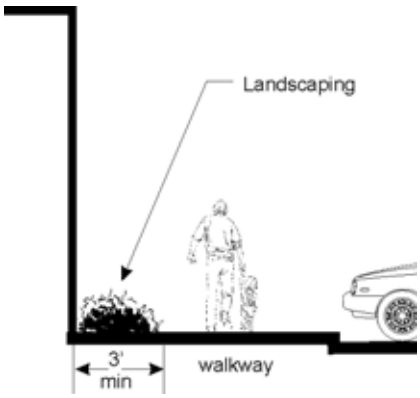


***Figure 16**: Provide landscaping between walkways and structures*

***Figure 17**: Wall treatment to provide interest along a walkway*

e. Pathways providing access to commercial and mixed-use buildings must be at least 8 feet wide. For all other interior pathways, the applicant must demonstrate to the *Director's* satisfaction that the proposed walkway is of sufficient width to accommodate the anticipated number of users. For example, a 10- to 12-foot pathway can accommodate two couples passing one another. An 8' pathway will accommodate three persons walking abreast, while a 6-foot pathway will allow two individuals to pass comfortably.

C.3.1 Pedestrian Circulation Where Facades Face Parking Lots

In commercial settings where buildings face onto a parking lot rather than the street, provide wide pathways adjacent to the façades of retail and mixed-use. Specifically, pathways along the front façade of mixed-use and retail buildings 100 feet or more in length (measured along the façade) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:

a. Street trees, as approved by the *Director*, should be placed at an average of 30 feet on-center and placed in grates. Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than 1 tree per 60 lineal feet of building façade must be provided;

b. Planting strips may be used between any vehicle access or parking area and the pathway, provided that the required trees are included and the pathway is at least 8 feet in width and the combined pathway and planting strip is at least 15 feet in width; and

c. Pedestrian-scaled lighting is required, mounted either on posts no more than 15 feet high or on the building.

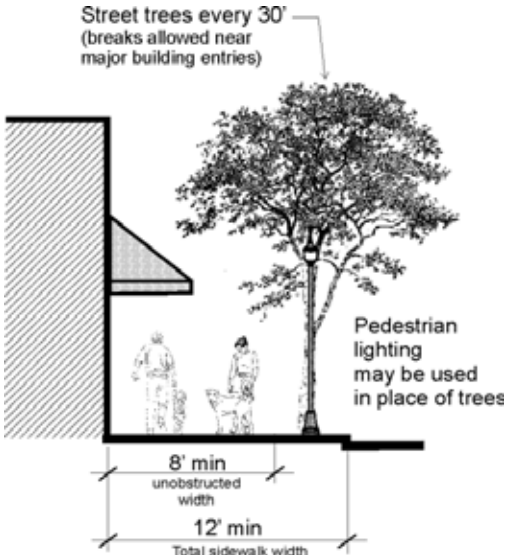


***Figure 18**: Pathways standards adjacent to the facade of a mixed-use retail building 100' or more in length.*

***Figure 19**: This off-street multi-tenant retail building incorporates wide walk-ways with street trees and pedestrian lighting. As a result, it looks more like a traditional city sidewalk rather than a utilitarian strip mall walkway.*

C.4 Pedestrian Activity and Plazas

INTENT:

- To provide a variety of pedestrian areas to accommodate shoppers on designated pedestrian-oriented streets; and
- To provide safe, attractive, and usable open spaces that promote pedestrian activity and recreation.

GUIDELINES:

C.4.1 Pedestrian-Oriented Open Space

Where "pedestrian-oriented green space" is required, design the green space according to the following criteria:

A *pedestrian-oriented space* is an area that promotes pedestrian activity, subject to the following:

a. Required pedestrian-oriented open space features:

(1) Visual and pedestrian access (including handicapped access) into the site from a street, private access road, or non-vehicular *courtyard*.

(2) Paved walking surfaces of either concrete or approved unit paving.

(3) On-site or building-mounted lighting (fixtures no taller than 15 feet) providing at least 4 foot candles (average) on the ground.

(4) Spaces must be located in areas with significant pedestrian traffic to provide interest and security, such as adjacent to or visible from a building entry.

(5) *Landscaping* components that add visual interest and do not act as a visual barrier. This could include planting beds, potted plants, or both.

b. Desirable *pedestrian-oriented space* features:

(1) Pedestrian amenities, such as a water feature, site furniture, *artwork*, drinking fountains, kiosks, etc.

(2) At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.

(3) Adjacent buildings with transparent window and doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.

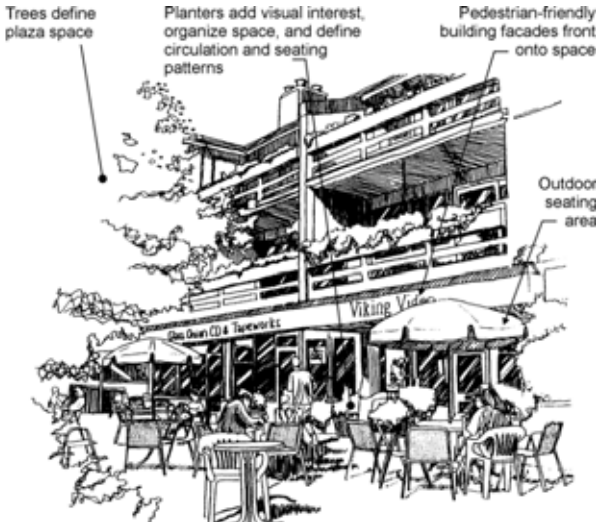


Figure 20: *Example of a small pedestrian-oriented space.*

(4) Consideration of the sun angle at noon and the wind pattern in the design of the space.

(5) Transitional zones along building edges to allow for outdoor seating areas and a planted buffer.

c. A *pedestrian-oriented space* must not have:

(1) Asphalt or gravel pavement.

(2) Adjacent non-buffered parking lots or service areas (e.g., trash areas).

(3) Adjacent chain-link fences.

(4) Adjacent "*blank walls*" without "blank wall treatment."

(5) Outdoor storage or retail sales that do not contribute to the pedestrian-oriented environment.

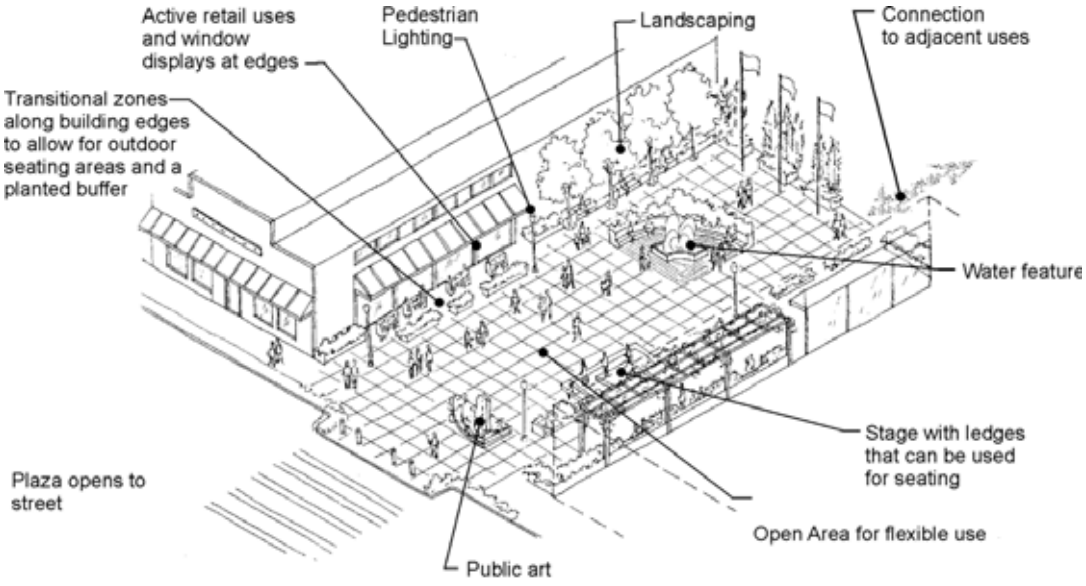


Figure 21: *Example of a large pedestrian-oriented space.*

C.5 Residential Open Space

INTENT:

- To create useable space that is suitable for leisure or recreational activities for residents; and
- To create open space that contributes to the residential setting.

GUIDELINES:

C.5.1 Multi-Family Residential Open Space

Provide usable and attractive open space for multi-family residential uses. Specifically:

a. Provide open space in accordance with MMC 22C.010.320 – 22C.010.360. Where there is a conflict with other Guidelines herein, the *Director* shall determine which standards apply.

b. Common open space may be used for all of the required open space. This includes landscaped *courtyards* or *decks*, gardens with pathways, children's play areas, or other multi-purpose green spaces. Special requirements and recommendations for common spaces include the following:

(1) Minimum required setback areas will not count towards the open space requirement;

(2) Space should be large enough to provide functional leisure or recreational activity per the *Director*. For example, long narrow spaces (less than 20 feet wide) rarely, if ever, can function as usable common space;

(3) Space must contribute to the residential setting of the development;

(4) Space (particularly children's play areas) must be visible from dwelling units and positioned near pedestrian activity;

(5) Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units include a small area of semi-private open space enclosed by low level *landscaping* or hedges (no taller than 42");

(6) Space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable;

(7) For large developments, provide for a range of activities that accommodate a range of age groups;

(8) Space should be oriented to receive sunlight, facing east, west or (preferably) south, when possible; and

(9) Separate common space from ground floor windows, streets, service areas, and parking lots with *landscaping* and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.

***Figure 21**: Good examples of common open space, including street level courtyards (top pictures), a children's play area (lower left), and a pedestrian corridor (lower right).*

c. Individual balconies may be used to meet up to 50 percent of the required open space. To qualify as open space, balconies must be at least 35 square feet with no dimension less than 4 feet to provide a space usable for human activity.

d. Rooftop *decks* may count for up to 50 percent of the required open space.

(1) Space must be accessible (ADA) to all dwelling units.

(2) Space must provide amenities such as seating areas, *landscaping*, and/or other features that encourage use as determined by the *Director*.

(3) Space must feature hard surfacing appropriate to encourage resident use.

(4) Space must incorporate features that provide for the safety of residents, such as enclosures and appropriate lighting levels.

e. Indoor recreational areas may count for up to 50 percent of the required open space only in mixed-use buildings where other forms of open space are less feasible or desirable per the *Director's* approval. The following conditions must be met:

(1) Indoor spaces must be located in visible areas, such as near an entrance lobby and near high traffic corridors.

(2) Space must be designed to provide visibility from interior pedestrian corridors and to the outside. Windows should generally occupy at least one-half of the perimeter of the space to make the space inviting and encourage use.

(3) Space must be designed specifically to serve interior recreational functions and not merely be leftover unrentable space used to meet the open space requirement. Such space must include amenities and design elements that will encourage use by residents as determined by the *Director*.

D. VEHICULAR ACCESS AND PARKING DESIGN

D.1 Pathways Through Parking Lots

INTENT:

- To provide safe and convenient pedestrian paths from the street sidewalk through parking lots to building entries in order to encourage pleasant walking experiences between businesses; and
- To provide an inviting, pleasant pedestrian circulation system that integrates with parking and serves as access to nearby businesses.

GUIDELINES:

D.1.1 Pathways Through Parking Lots

Provide pathways through parking lots. Specifically:

a. Developments must provide specially marked or paved walkways through parking lots. Generally, walkways should be provided every four rows and a maximum distance of 180 feet shall be maintained between paths. Where possible, align the pathways to connect with major building entries or other sidewalks, pathways, and destinations. The pathways must be universally accessible and meet ADA standards.

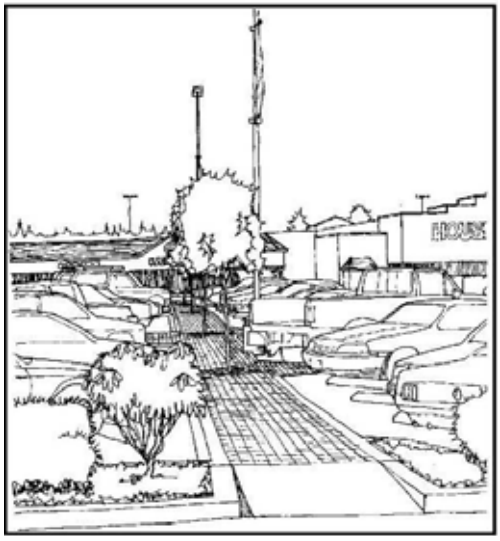


Figure 22: *Parking lot pathway examples.*

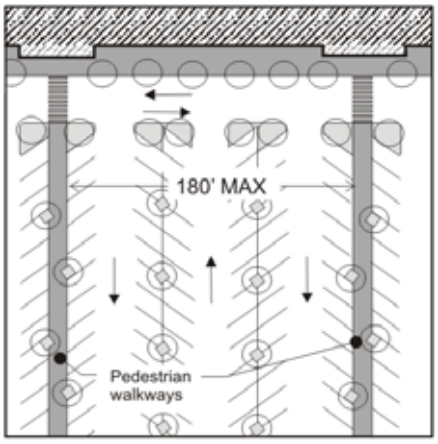


Figure 22: *Parking lot pathway configuration.*

D.2 Parking Lot Landscaping

INTENT:

- To reduce the visual presence of parking within the 88th Street Master Plan area and adjacent development.
- To increase the visual quality within the 88th Street Master Plan area.
- To increase the visual quality within the 88th Street Master Plan area.
- To increase tree canopy cover for environmental and aesthetic benefits.
- To improve water quality and improve stormwater management.

GUIDELINES:

D.2.1 Parking Lot Landscaping

a. Integrate on-site walkways with required parking lot *landscaping*.

b. Comply with Chapter 22C.120 MMC, *Landscaping and Screening*.

The *Director* may approve an alternate approach to parking lot *landscaping*, provided that (s)he finds that the alternate better meets the intent of this provision.

D.3 Stormwater Management in Parking Lots

INTENT:

- To increase stormwater runoff quality.

GUIDELINES:

D.3.1 Stormwater Management in Parking Lots

Where the *Director* finds that there would be significant environmental benefit from feasible measures such as permeable pavements or bioswales, (s)he may require such measures be employed in parking lot design.

D.4 Pavement Minimization

INTENT:

- To reduce the amount of impervious surface.

GUIDELINES:

D.4.1 Pavement Minimization

Impervious pavement, especially pavement for motor vehicle circulation, shall be minimized and be no more than necessary to accommodate the intended use. Other site areas shall be in *landscaping* or permeable pavements (e.g., unit pavers).

E. BUILDING DESIGN

E.1 Building Design – Character

GENERAL NOTES:

1. Many of these building design guidelines call for a building to feature one or more elements from a menu of items. In these cases, a single element, feature, or detail may satisfy multiple objectives. For example, a specially designed or fabricated covered entry with attractive detailing might be counted toward requirements for *human scale*, building corners, and building details.
2. The terms “decorative” and “ornamental” are not necessarily meant to mean “characterized by traditional patterns, nonstructural elements, or applied markings.” Elements may be considered “decorative,” “ornamental,” or “special” if they extend beyond the typical level of quality, use materials or forms in an unusual way, or show special architectural consideration. The *Director* shall determine what elements are “ornamental,” “decorative,” or “special.”

INTENT:

- To provide building design that has a high level of design quality and creates comfortable human environments.
- To incorporate design treatments that add interest and reduce the scale of large buildings.
- To encourage building design that is authentic and responsive to site conditions.
- To encourage functional, durable, and environmentally responsible buildings.

GUIDELINES:

D.1.1 Pathways Through Parking Lots

Provide pathways through parking lots. Specifically:

a. Developments must provide specially marked or paved walkways through parking lots. Generally, walkways should be provided every four rows and a maximum distance of 180 feet shall be maintained between paths. Where possible, align the pathways to connect with major building entries or other sidewalks, pathways, and destinations. The pathways must be universally accessible and meet ADA standards.

E.2 Human Scale

INTENT:

- To encourage the use of building components that relate to the size of the human body.
- To add visual interest to buildings.

GUIDELINES:

E.2.1 Human Scale Elements

"*Human scale*" addresses the relationship between a building and the human body. Generally, buildings attain a good *human scale* when they feature elements or characteristics that are sized to fit human activities, such as doors, porches, and balconies. Incorporate three *human scale* building elements into new developments.

Human scale measures include:

a. Balconies or *decks* in upper stories, at least one *balcony* or *deck* per upper floor on the façades facing streets, provided they are integrated into the architecture of the building.

b. *Bay windows* or other window treatments that extend out from the building face;

c. At least 150 square feet of *pedestrian-oriented space* for each 100 lineal feet of building façade;

d. First floor individual windows, generally less than 32 square feet per pane and separated from the windows by at least a 6" molding;

e. A porch or covered entry;

f. Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people;

g. Upper story setbacks, provided one or more of the upper stories are set back from the face of the building at least 6 feet;

h. Composing smaller building elements near the entry of pedestrian-oriented street fronts of large buildings (see Figure 41);

i. *Landscaping* components that meet the intent of the guidelines; and/or

k. The *Director* may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the Intent of the Guidelines.

Figure 23: *An example of balconies that have been integrated into the architecture of the building.*

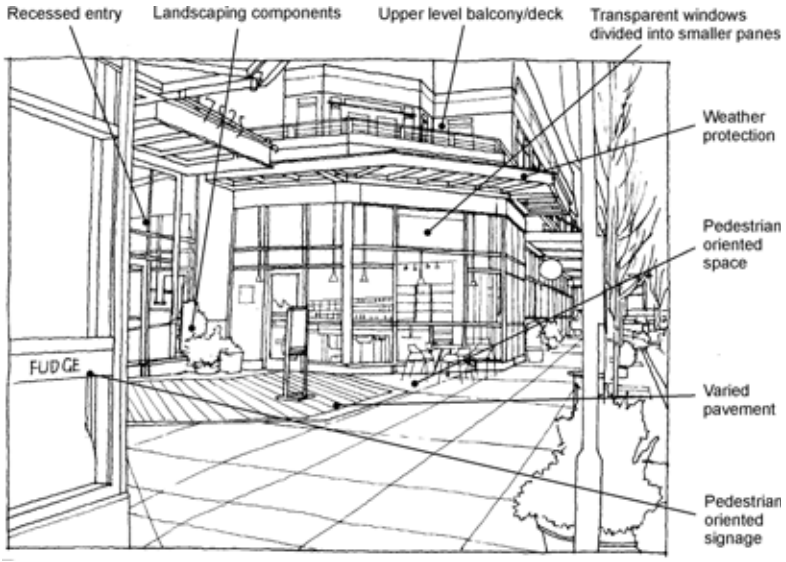


Figure 23: *Illustrating a variety of human scale components on a building.*

Figure 24: *This mixed-use building incorporates decks, upper level setbacks, trellises, and landscaping to meet human scale guidelines.*

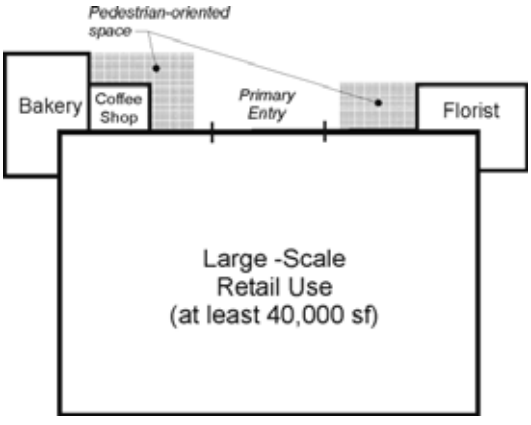


Figure 25: *Examples of composing smaller building elements near the entry of large buildings.*

E.3 Architectural Scale

INTENT:

- To encourage *architectural scale* of development that is compatible with nearby commercial areas that have the character of agrarian structures.
- To add visual interest to buildings.

GUIDELINES:

E.3.1 Scale of Large Buildings

a. All new buildings over three stories, or over 5,000 square feet in gross building footprint, shall provide at least three *modulation* and/or *articulation* features as described below along any façade that is visible from a street or pedestrian route, and have entries at intervals of no more than 50 feet:

(1) Horizontal building *modulation*. The depth of the *modulation* must be at least 2 feet when tied to a change in the roofline and at least 6 feet in other situations. Balconies may be used to qualify for this option, provided they have a floor area of at least 40 square feet, are integrated with the architecture of the building, and project at least 2 feet from the building façade.

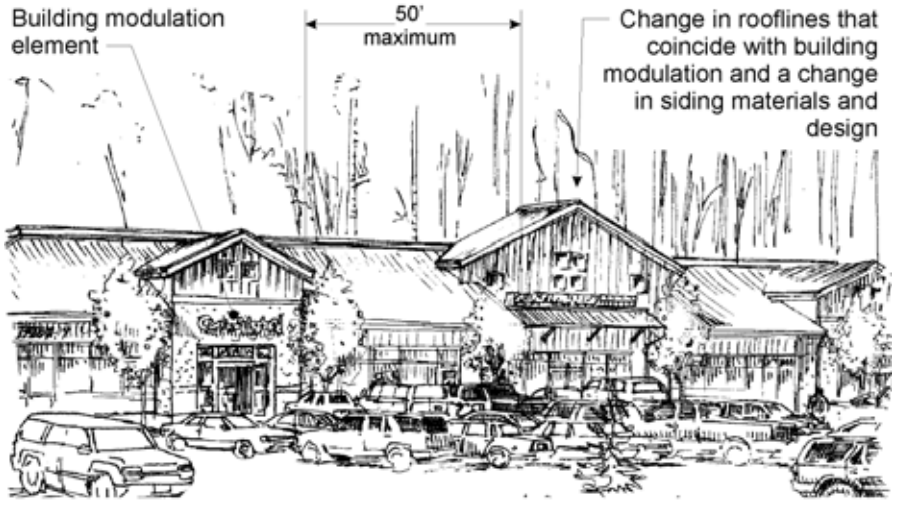


Figure 26: *Building modulation example.*

(2) Modulated roof line. Buildings may qualify for this option by modulating the roof line of all façades visible from a street, park, or pedestrian pathway per the following standards:

(a) For flat roofs or façades with a horizontal wave, fascia, or parapet, change the roofline so that no unmodulated segment of roof exceeds 50 feet. Minimum vertical dimension of roof line *modulation* is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of wall);

(b) For gable, hipped, or shed roofs, a slope of at least 3 feet vertical to 12 feet horizontal; or

(c) Other roof forms such as arched, vaulted, dormer, or sawtoothed may satisfy this design standard if the individual segments of the roof with no change in slope or discontinuity are less than 50 feet in width (measured horizontally).

(3) Repeating distinctive window patterns at intervals less than the *articulation* interval.

(4) Providing a porch, patio, *deck*, or covered entry for each *articulation* interval.

(5) Changing the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the *modulation* or *articulation* interval.

(6) Changing materials with a change in building plane.

(7) Providing lighting fixtures, trellises, trees, or other landscape feature within each interval.

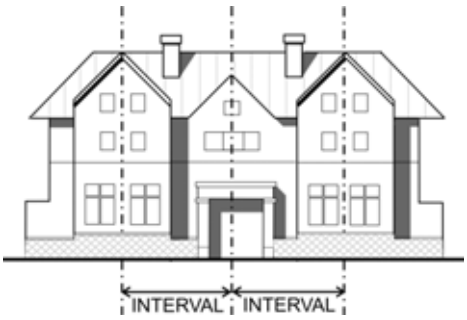


Figure 27: *Building articulation.*

(8) Other design treatments that satisfy the Intent of the Guidelines as determined by the *Director*.

The *Director* may increase or decrease the 50-foot interval for *modulation* and *articulation* to better match surrounding structures or to implement an adopted sub-area plan, where applicable.

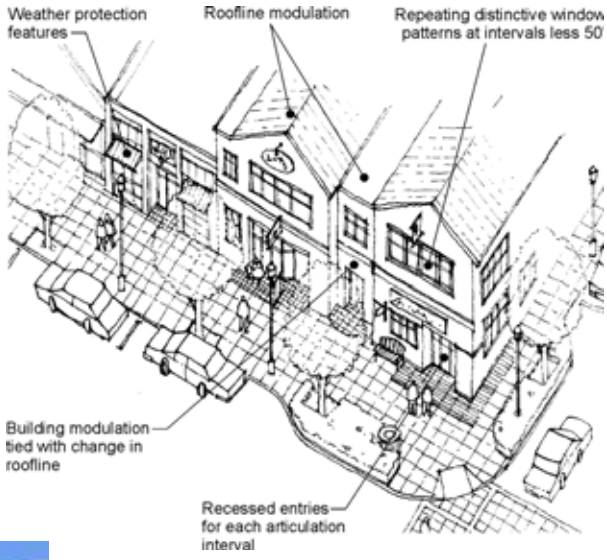


Figure 28: *These buildings illustrate a combination of horizontal building modulation, roofline modulation, and building articulation to reduce the architectural scale and provide visual interest.*

Figure 29: *This Kirkland development uses a variety of roof forms and heights, different weather protection features, changing building materials and colors, and a modest amount of horizontal building modulation to reduce the overall architectural scale into smaller "storefront" components.*

b. The maximum façade width (the façade includes the apparent width of the structure facing the street and includes required *modulation*) of multi-story buildings visible from a street, public open space, or pedestrian-oriented space is 120 feet. Buildings exceeding 120 feet in width along the street front shall be divided by a *modulation* of the exterior wall, so that the maximum length of a particular façade is 120 feet. Such offset *modulation* must be at least 20 feet or deeper and extend through all floors (the first floor will be exempted if it includes a pedestrian-oriented façade). The break-up (*modulation*) of wide buildings may also be accomplished by gaps, indents, or extensions out from the front façade at least 10 feet.

The *Director* will consider other design methods that are effective at reducing the perceived width of the building.

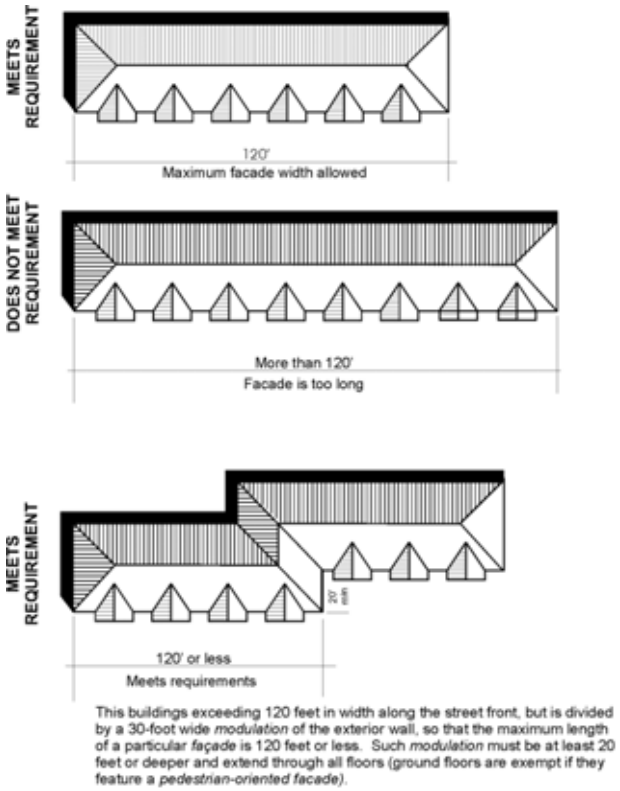


***Figure 30**: Illustrating maximum facade widths.*

E.4 Pedestrian-Oriented Facades and Weather Protection

INTENT:

- To create a safe, attractive, welcoming pedestrian environment.
- To enhance retail activity.

GUIDELINES:

E.4.1 Pedestrian-Oriented Facades

Building *facades* facing pedestrian-oriented streets, and wherever else pedestrian-oriented *facades* are required, shall exhibit the following:

a. Transparent window areas or window displays or a combination of sculptural, mosaic, or *bas-relief artwork* and transparent window areas or window displays (as described above) over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade. For portions of buildings along a pedestrian-oriented street, pedestrian oriented open space at least 10 feet in width (average) may be substituted for the transparency and weather protection requirements.

b. A primary building entry facing the streetfront.

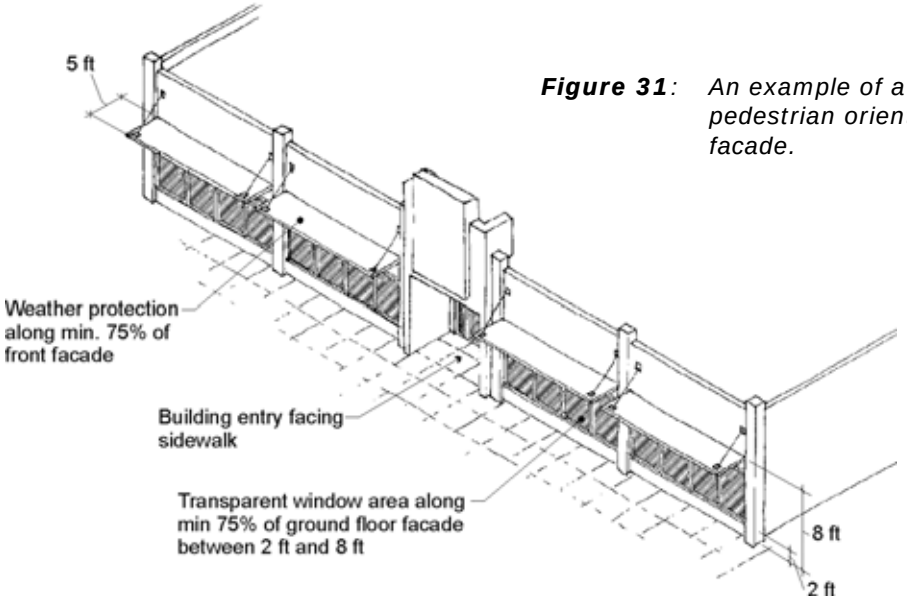


***Figure 31**: An example of a pedestrian oriented facade.*

c. Weather protection at least 5 feet wide over at least 75 percent of the front *facade*.

E.4.2 Pedestrian Weather Protection

Provide pedestrian weather protection in public spaces such as transit stops, building entries, along display windows, and over outdoor dining areas. Specifically:

a. Weather protection at least 5 feet deep is required over all primary building, individual business, and individual residence entries. This may include a recessed entry, canopy, porch, *marquee*, or building overhang.

***Figure 32**: Provide weather protection over building entries.*

b. Canopies, awnings, or other similar weather protection features shall not be higher than 15 feet above the ground elevation at the highest point or lower than 8 feet at the lowest point. The street-side edge of the canopy or awning shall be at least 8 feet above the walking surface.

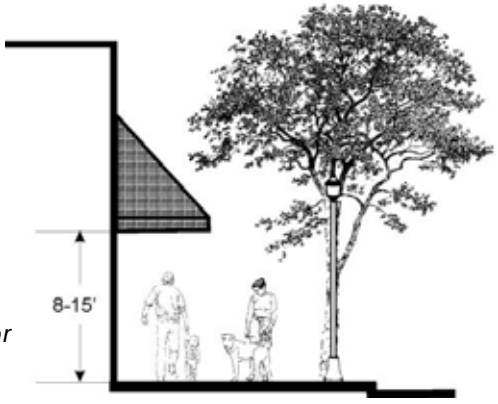


***Figure 33**: Height standards for weather protection features.*

c. The color, material, and configuration of the pedestrian coverings shall be as approved by the *Director*. Coverings with visible corrugated metal or corrugated fiberglass are not permitted unless approved by the *Director*. Fabric and rigid metal awnings are acceptable if they meet the applicable standards. All lettering, color and graphics on pedestrian coverings must conform to the City's Sign Code (see MMC 21.20 Development Standards - Signs).

d. Multi-tenant retail buildings are encouraged to use a variety of weather protection features to emphasize individual *storefronts* and reduce the *architectural scale* of the building. Figure 50 provides an unacceptable and better example.

***Figure 34**: The continuous canopy on tip is monotonous and deemphasizes individual storefronts. The bottom example provides a variety of weather protection features and represents a more desirable example.*

E.5 Building Corners

INTENT:

- To create visual interest and increased activity at public street corners.

GUIDELINES:

E.5.1 Building Corners

Architecturally accentuate building corners at street intersections. All new buildings located within 15 feet of a property line at the intersection of streets in which at least one street is a pedestrian-oriented street or high-visibility street are required to employ one or more of the following design elements or treatments to the building corner facing the intersection:

a. Provide at least 100 square feet of *pedestrian-oriented space* between the street corner and the building(s). To qualify for this option, the building(s) must have direct access to the space;

b. Provide a corner entrance to *courtyard*, building lobby, atrium, or pedestrian pathway;

c. Include a corner architectural element such as:

(1) *Bay window* or turret.

(2) Roof *deck* or balconies on upper stories.

(3) Building core setback "notch" or curved façade surfaces.

(4) Sculpture or *artwork*, either *bas-relief*, figurative, or distinctive use of materials.

(5) Change of materials

(6) Corner windows.

(7) Special lighting.

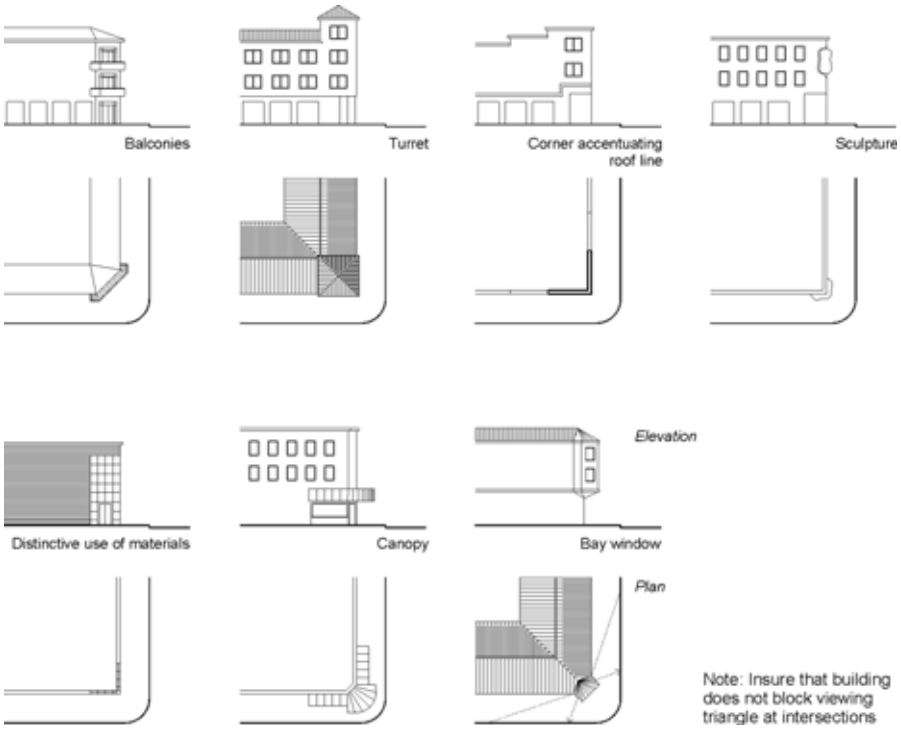


***Figure 35**: Corner building treatments*

d. Special treatment of the pedestrian weather protection canopy at the corner of the building; and/or

e. Other similar treatment or element approved by the *Director*.

***Figure 36**: To emphasize its street corner location, this building uses a cropped corner, change in building materials, decorative facade elements, and a modulated roofline.*

E.6 Building Details

INTENT:

- To ensure that buildings have design interest at all observable distances.
- To enhance the character and identity of Marysville's downtown.
- To enhance the pedestrian environment.
- To encourage creativity in the design of *storefronts*.

DISCUSSION:

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. A three-story commercial building that is 100 feet wide and 35 feet tall must be observed at least 200 feet away in order for the building to fit within a person's cone of vision so its overall shape can be perceived. At that distance, windows, doors, and other major features are clearly visible. However, within 60 feet to 80 feet from the building (approximately the distance across a typical downtown street), a person notices not so much the building's overall form as its individual elements. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business area, it is essential that buildings and their contents be attractive up close. Therefore, these Guidelines require all buildings to incorporate design details and small scale elements into their façades.

GUIDELINES:

E.6.1 Design Details

a. All new buildings and individual *storefronts* shall include on the façades that face a pedestrian-oriented street, park, or pedestrian route at least three of the following design features:

(1) Distinctive rooflines, such as an ornamental molding, entablature, frieze, or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8" wide.

(2) Special treatment of windows and doors, other than standard metal molding/framing details, around all ground floor windows and doors, decorative glazing, or door designs.

(3) Decorative light fixtures with a diffuse visible light source or unusual fixture.

(4) Decorative building materials, such as decorative masonry, shingle, brick, or stone.

(5) Individualized patterns or continuous wood details, such as fancy butt shingles (a shingle with the butt end machined in some pattern, typically to form geometric designs), decorative moldings, brackets, trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.

The applicant must submit architectural drawings and material samples for approval.

(6) A planting strip at least 16” wide between an adjacent pathway and the building façade or use of a *landscaping* treatment as part of the building’s design, such as planters or wall trellises.

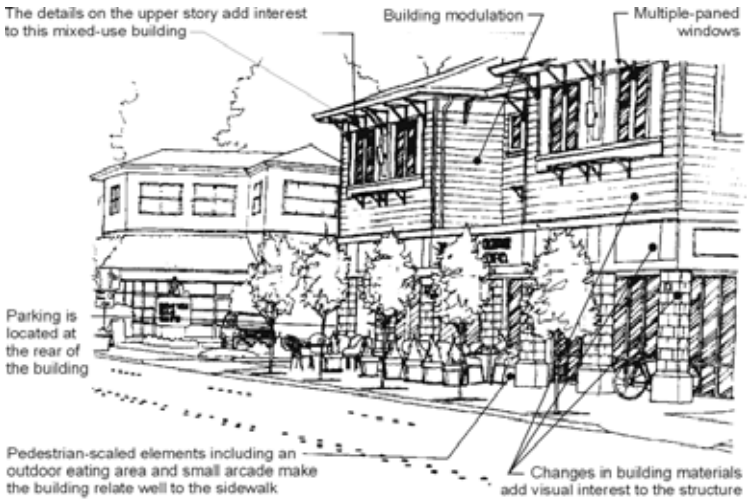


Figure 37: *The use of different building materials, window treatments, and roofline brackets adds to the visual interest of this building.*

(7) Decorative or special railings, grill work, or landscape guards.

(8) Landscaped trellises, canopies, or weather protection.

(9) Decorative *artwork*, which may be freestanding or attached to the building and may be in the form of mosaic mural, *bas-relief* sculpture, light sculpture, water sculpture, fountain, free standing sculpture, art in pavement, or other similar *artwork*. Painted murals or graphics on signs or awnings do not qualify.

(10) Sculptural or hand-crafted signs.

(11) Special building elements, such as pilasters, entablatures, wainscots, canopies, or *marquees*, that exhibit nonstandard designs.

(12) Other similar features or treatment that satisfies the Intent of the Guidelines as approved by the *Director*.

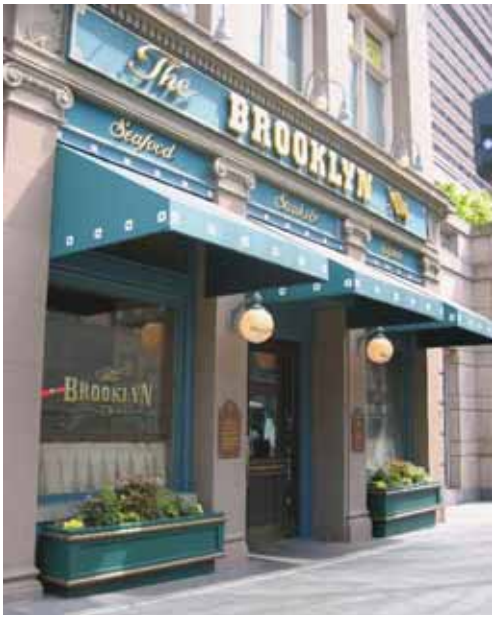


Figure 37: *This building provides a number of details that enhance the pedestrian environment, including decorative lighting, planter boxes, decorative awnings, historical plaques, and decorative facade elements.*

E.7 Materials

INTENT:

- To encourage the use of a variety of high-quality compatible materials that will upgrade the visual image of downtown Marysville.

GUIDELINES:

E.7.1 Materials

The following are allowed only with special detailing, as described below:

a. Metal siding. When used as a siding material over more than 25 percent of a building's façade visible from a public street, pathway, or park, metal siding must:

(1) Have a matte finish in a neutral or earth tone such as buff, fray, beige, tan, cream, white, or a dulled color, such as barn-red, blue-gray, burgundy, ocher, or other color specifically approved by the *Director*.

(2) Include two or more of the following elements:

(a) Visible window and door trim painted or finished in a complementary color.

(b) Color and edge trim that cover exposed edges of the sheet metal panels.

(c) A base of masonry, stone, or other approved permanent material extending up to at least 2 feet above grade that is durable and satisfies the Intent of the Guidelines. (The intent is to provide more durable materials near grade level.)

(d) Other detail/color combinations for metal siding approved by the *Director*, provided design quality and permanence meets the intent of this section.

b. Concrete block walls. Concrete block construction used over 25 percent of a building façade visible from a public roadway, pathway, or park must be architecturally treated in one or more of the following ways:

(1) Use of textured blocks with surfaces such as split face or grooved.

(2) Use of other masonry types, such as brick, glass block, or tile in conjunction with concrete blocks.

(3) Use of decorative coursing to break up blank wall areas.

(4) Use of matching colored mortar where color is an element of architectural treatment for any of the options above.

(5) Other treatment approved by the *Director*.

c. Requirements for Exterior Insulation and Finish System (EIFS) and similar troweled finishes:

(1) To avoid deterioration, EIFS should be trimmed and/or should be sheltered from extreme weather by roof overhangs or other methods.

(2) EIFS may only be used in conjunction with other approved building materials.

(3) EIFS is prohibited within 2 vertical feet of the sidewalk or ground level.

***Figure 38**: This storefront effectively combines EIFS and concrete block with wood trim and metal detailing.*

d. Prohibited materials:

(1) Mirrored glass.

(2) Corrugated fiberglass.

(3) Chain link fencing (except for temporary purposes such as a construction site).

(4) Crushed colored rock or tumbled glass.

(5) Any sheet materials, such as wood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials as determined by the *Director*.

E.8 Blank Walls

INTENT:

- To reduce the visual impact of large, undifferentiated walls.
- To reduce the apparent size of large walls through the use of various architectural and *landscaping* treatments.
- To enhance the character and identity of Marysville's commercial areas.
- To ensure that all visible sides of buildings provide visual interest.

GUIDELINES:

E.8.1 Blank Walls

All *blank walls* within 50 feet of the street, pedestrian pathway, park, or adjacent lot, and also visible from that street, pedestrian pathway, park, or adjacent lot, shall be treated in one or more of the following measures:

a. Install a vertical trellis in front of the wall with climbing vines or plant materials. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;

b. Provide a landscaped planting bed at least 8 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall. Plant materials must be able to obscure or screen at least 50 percent of the wall's surface within 4 years;

c. Provide *artwork* (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface; and/or

d. Other method as approved by the *Director*. For example, *landscaping* or other treatments may not be necessary on a wall that employs high quality building materials (such as brick) and provides desirable visual interest.

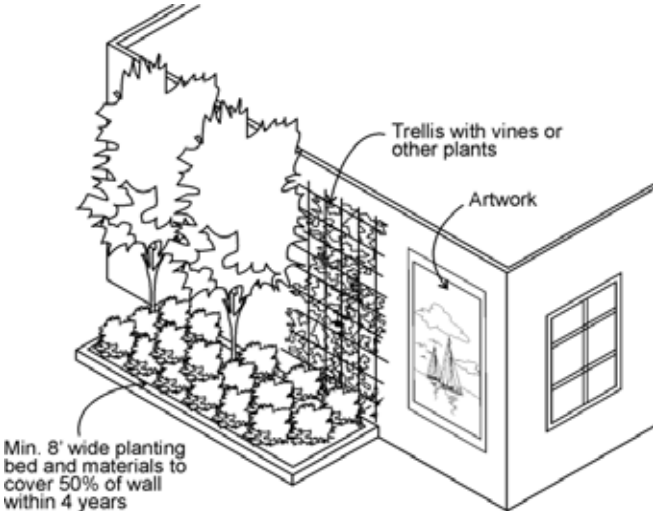


***Figure 39**: Blank wall treatments.*

***Figure 40**: Terraced planting beds effective screen a large blank wall.*

E.9 Building Entrances

INTENT:

- To ensure that buildings and businesses are inviting and accessible.
- To encourage pedestrian activity.

GUIDELINES:

E.9.1 Principal Building Entrances

The principal building entrances of all buildings shall feature the following improvements, unless the *Director* determines an alternate solution better addresses the guideline's intent:

a. Pedestrian covering. Building entrances must be covered by at least 50 square feet of pedestrian weather protection. Entries may satisfy this requirement by being set back into the building façade.

b. Lighting. Pedestrian entrances must be lit to at least four foot-candles as measured on the ground plane for commercial buildings and two footcandles for residential buildings.

c. Building or business name. Entries must be identified with respect to building and/or business.

d. Visibility. Building entrances must be visible from the roadway and/or major public pedestrian pathway.

e. Transparency. Entries must feature glass doors, windows, or glazing (window area) near the door so that the visitor and occupant can view people opening the door from the other side.

f. Security. To the extent feasible, entries must be visible from areas with high pedestrian activity or where residents can view the entry (passive surveillance).

g. Architectural or *artwork* enhancements. Building entrances must be enhanced by one or more of the following measures. Entrances on pedestrian-oriented streets must feature two of the following measures.

(1) Special or ornamental doors, windows, or other architectural elements.

(2) Special paving or materials (e.g., decorative tilework).

(3) Special architectural lighting.

(4) *Landscaping*.

(5) *Artwork*.

(6) Other similar feature approved by the *Director*.

(7) Adjacent *pedestrian-oriented space*.

The *Director's* decision on the applicability of an element or treatment to meet this requirement is final.

E.9.2 Secondary Public Access for Commercial Buildings

Although these Guidelines require businesses on a pedestrian-oriented street within the downtown to front on streets rather than parking lots, a large number of customers use the "secondary" entry off of a parking lot. Such businesses that have secondary public access shall comply with the following measures to enhance secondary public access (applies only to entries used by the public):

a. Weather protection at least 3 feet deep is required over each secondary entry.

b. A sign may be applied to the awning provided that the sign complies with other regulations and guidelines.

c. There must be at least two foot-candles illumination on the ground surface.

d. Two or more of the design elements noted in E.9.1.g above must be incorporated within or adjacent to the secondary entry.

Figure 41: *Examples of secondary public access. Note the planters, window sign, and awning.*

E.10 Parking Garage Design

INTENT:

- To minimize negative visual impacts of parking garages.

GUIDELINES:

E.10.1 Parking Garage Design

a. Parking garages must be designed to obscure the view of parked cars at the ground level.

b. Ground-level parking along pedestrian-oriented streets is not allowed. Ground-level parking may be allowed on high-visibility streets if street trees approved by the City are provided.

c. Where the garage wall is built to the sidewalk edge, the façade shall incorporate a combination of *artwork*, grillwork, special building material or treatment/design, and/or other treatments as approved by the City that

enhance the pedestrian environment. Small setbacks with terraced *landscaping* elements can be particularly effective in softening the appearance of a parking garage.

d. Upper-level parking garages must use *articulation* treatments that break up the massing of the garage and add visual interest.

Figures 42 through 44 are good examples of parking garage treatments.

***Figure 42**: The side of this parking garage includes some storefront retail space (left), decorative grillwork, and a raised brick planter to enhance the pedestrian environment.*

***Figure 43**: This building uses opening on its second level parking area to resemble windows.*

***Figure 44**: Design parking garages to obscure the view of parked cars. Note the landscaping that separates the garage from pedestrians.*

F. LANDSCAPING

F.1 Site Landscaping

INTENT:

- To encourage the abundant use of gardens and other *landscaping* in site and development design to improve site aesthetics, enhance the pedestrian experience, and increase environmental quality.
- To reduce surface water runoff by percolating water through landscaped areas.

GUIDELINES:

F.1.1 Compliance with the Marysville Municipal Code

Comply with Chapter 22C.120 MMC, *Landscaping and Screening*, unless otherwise noted.

F.1.2 Sites Over One-Quarter (¼) Acre

For sites over a quarter acre, the applicant shall be prepared to demonstrate that the landscape plan has a unifying concept that:

a. Includes an integrated pedestrian circulation system and a coordinated set of open spaces.

b. Enhances buildings and pedestrian spaces.

c. Features an organizational, spatial concept such as axial symmetry, informal-naturalistic design, orientation to views, or sequence of spaces.

d. Takes advantage of natural features.

e. Incorporates stormwater management systems and low-impact development (LID) practices.

If the City approves a landscape plan demonstrating the characteristics above, the *Director* may allow some departure from other *landscaping* requirements if the intent of those standards or guidelines is met.

F.1.3 Buffer Widths

The *Director* may reduce the buffer widths in MMC 22C.120.120 Table 1, if the City determines that an alternate solution, such as a masonry wall and trellis, adequately screens the parking area and provides an attractive pedestrian environment.

F.1.4 Multi-Family Dwellings

Multi-family dwelling units with private exterior ground floor entries (if approved by the *Director*) must provide at least 20 square feet of *landscaping* adjacent to the entry. Such landscaped areas shall be designed to soften the appearance of the building and highlight individual entries. Figure 45 on the following page illustrates one example without *landscaping* and two that would meet the standard. Also see Figure 46.

Figure 45: *Image "A" is an example where there is not landscaping near the entry. Images "B" and "C" are more desirable examples with individual planting strips that soften the building, highlight the individual entries, and help to deemphasize the garages.*

Figure 46: *The left photo is another good example of landscaping. These units face the street and provide the required landscaping in the front yard. Garages are off an alley, where, in this case, landscaping is not required.*

G. SIGNAGE

NOTE: Relationship to Sign Code. Adhere to Chapter 22C.160 MMC, Sign Code, unless otherwise noted below. Where the two conflict, adhere to the sign standards in this document.

G.1 Sign Standards and Guidelines

INTENT:

- To encourage signage that is both clear and of appropriate scale for the project.
- To enhance the visual qualities of signage through the use of complementary sizes, shapes, colors, and methods of illumination.
- To encourage quality signage that contributes to the character of the area.
- To provide information to customers and visibility for businesses.

Figure 47: *Back-lit signs, like these are prohibited.*

GUIDELINES:

G.1.1 Illumination Standards

a. Back-lit signs are prohibited.

Exception: Signs with individual backlit letters are acceptable for businesses.

Figure 48: *Signs with individual back-lit letters like this are permitted.*

b. Neon signs are permitted.

c. External sign lighting is permitted as long as light doesn't create a glare problem and doesn't project towards the sky.

G.1.2 Monument Sign Standards

Monument signs shall conform to the requirements of Table 1:

a. No portion of a freestanding sign shall be in, or project over, a public right-of-way, and the minimum setback shall be five (5) feet, subject to sight distance review at intersection and driveways.

b. The color, shape, material, lettering and other architectural details of freestanding signs shall be harmonious with the character of the primary structure.

c. The base of a freestanding sign shall be constructed of landscape materials, such as brick, stucco, stonework, textured wood, tile or textured concrete, and shall be harmonious with the character of the primary structure. This limitation does not apply to structural elements that are an integral part of the overall design such as decorative metal or wood.

d. No angle irons, guy wires or braces shall be visible except those that are an integral part of the overall design.

e. The width of the top of the sign structure can be no more than one hundred twenty (120%) percent of the width of the base.

Table 1: 88-MU Monument Sign Standards

Requirements[a, b]	**Single and Multi-Tenant Developments** (less than 25,000 sf floor area)	**Single and Multi-Tenant Developments** (25,000-50,000 sf floor area)	**Single and Multi-Tenant Developments** (more than 50,000 sf floor area)
Height Limit	42''	6'	6'[c]
Maximum Size Limit[d]	20sf	30sf	40sf
Minimum Setback	5'	5'	5'
Landscaping[e]	1 sf of *landscaping* per1 sf of sign face	1 sf of *landscaping* per 1 sf of sign face	1 sf of *landscaping* per 1 sf of sign face
Minimum Separation[f]	150'	150'	150'

Notes:

a. A minimum lettering height of four inches is recommended for readability.
b. Monument signs for individual businesses should include the street address number with six-inch minimum lettering that is clearly readable from the street.
c. Monument signs up to 8 feet in height are acceptable on high-visibility streets.
d. Size limit per sign face, up to two faces.
e. *Landscaping* includes a decorative combination of ground cover and shrubs to provide seasonal interest in the area surrounding the sign. *Landscaping* shall be well maintained at all times of the year. The *Director* may reduce the *landscaping* requirement where the signage incorporates stone, brick, or other decorative materials.
f. An individual building, development, or complex may not display more than one monument sign on each street *frontage*. However, additional monument signs can be used on the site as long as they advertise a different business onsite and can be placed at least 150 feet from the first sign along applicable street *frontages*.

G.1.3 Wall Sign Standards

Specific *wall sign* standards:

a. Tenants are allowed a maximum of one *wall sign* per *facade* that contains a public entry (open during all business hours), up to a maximum of two *facades*. However, businesses may include additional smaller signs describing the types of products and/or services that the business offers, provided the sign areas collectively comply with maximum size requirements.

b. Maximum size – all individual retailers:
(1) Sign area shall not exceed 1.5 square feet for each lineal foot of the *facade* (the *facade* facing the street or as identified by the *Director*). Signs without internal lighting may contain a sign area of up to 2 square feet for each lineal foot of the *facade*.

Figure 49: *Acceptable wall sign types, subject to size limitation*

(2) Signage not to exceed 2/3 of overall *storefront* dimension.
(3) Stacked signage is permitted.
(4) Signage not to encroach 3 feet of edge of tenant *frontage*.

c. Maximum size – individual retailer 4,000 square feet or smaller:
(1) Maximum letter and logo height: 24 inches.
(2) Maximum area: 32 square feet

d. Maximum size – individual retailer larger than 4,000 square feet, but less than 12,000 square feet:
(1) Maximum letter and logo height: 48 inches.
(2) Maximum area: 100 square feet

e. Maximum size – individual retailer 12,000 square feet but less than 80,000 square feet:
(1) Maximum letter and logo height: 70 inches.
(2) Maximum area: 200 square feet

f. Maximum size – individual retailer 80,000 square feet or larger:
(1) Maximum letter height: 8 feet.
(2) Maximum logo height: 10 feet.
Maximum area: 300 square feet

g. Maximum size – building or center name: A *wall sign* up to 100 square feet or 1 square foot for each lineal foot of the *facade* to identify the name of the building or shopping center.

h. Maximum size – joint business directory: A *wall sign* up to 50 square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.

i. Maximum height: *Wall signs* may not extend above the building parapet, soffit, the eave line or the roof of the building.

j. Mounting: Building signs should be mounted plumb with the building, with a maximum protrusion of 1-foot unless the sign incorporates sculptural elements or architectural devices. The sign frame shall be concealed or integrated into the building's architectural character in terms of form, color, and materials.

k. All *wall signs* must be in proportion to the size and design of the *facade*.

l. *Wall signs* shall not cover windows, building trim, or ornamentation.

***Figure 50**: Example of acceptable signage for large retailers.*

m. The *Director* may allow *wall signage* to be placed on wall(s) which do not contain a public entry, subject to the general *wall sign* criteria and the following:
(1) It must be demonstrated that the *wall signage* would be visible from a public right-of-way;
(2) The *wall signage* must be comprised of individual letters;

(3) Signs shall be non-illuminated;
(4) In multi-use complexes, said signs shall be mounted so that each tenant's *wall sign* will be located at the same level (height above-grade) as other tenants' signs.
(5) The color, shape, material, lettering and other architectural details shall be harmonious with the character of the primary structure. No angle irons, guy wires, or braces shall be visible except those that are an integral part of the overall design.

n. If applicant demonstrates to the satisfaction of the *Director* that a *wall sign* is creative, artistic and an integral part of the architecture, the *Director* may waive the above restrictions.

G.1.4 Projecting Signs

Projecting signs meeting the following conditions are allowed for commercial uses adjacent to and facing a public street.

a. Clearance: Shall clear sidewalk by 8 feet.

b. Projection: Shall not project more than 5 feet from the building *facade*, unless the sign is a part of a permanent *marquee* or awning over the sidewalk. Vertically oriented signs shall not project more than 3 feet from the building *facade*.

c. Size: Shall not exceed an area of 2 square feet per each 10 lineal feet of applicable building *frontage*.

d. Height: Shall not extend above the building parapet, soffit, the eave line or the roof of the building, except for theaters.

***Figure 51**: Acceptable projecting sign.*

G.1.5 Marquee or Awning Signs

Marquee or *awning signs*s may be used in place of permitted *wall signs*, provided they meet the following conditions:

a. Maximum size. Signs shall not exceed 2 feet in height and extend no more than 2/3 of the width of the applicable *storefront* or awning.

b. Location. *Marquee* signs may be placed on the front, above, or below the *marquee*/canopy.

c. Clearance. Signs shall be placed a minimum of 8 feet above the sidewalk or walkway.

***Figure 52**: Acceptable awning sign.*

G.1.6 Blade/Bracket Signs

Blade/bracket signs meeting the following conditions are allowed for commercial uses:

a. Projection: Blade signs may project up to 3 feet. Bracket signs shall have 1-foot minimum between the sign and the outer edge of the *marquee*, awning, or canopy and between the sign and the building *facade*.

b. Clearance: *Blade/bracket signs* shall maintain a minimum clearance of 8 feet between the walkway and the bottom of the sign.

c. Dimensions: Blade signs shall not exceed 6 square feet in area. Bracket signs shall not exceed 2 feet in height.

d. Mounting: Blade signs must avoid covering or modifying windows or other architectural feature.

***Figure 53**: Blade and bracket sign examples*

G.1.7 Window Signs

Window signs meeting the following conditions are allowed for commercial uses:

a. Maximum size: Permanent and temporary window signs are limited to a maximum of 25% of the window area. Every effort should be made to integrate window signs with window display.

b. Materials: Window signs constructed of neon, stained glass, gold leaf, cut vinyl, and etched glass are allowed. Painted signs shall display the highest level of quality and permanence as determined by the *Director*.

c. An internally lit neon or stained glass window sign is allowed.

***Figure 54**: Window sign standards*

G.1.8 Prohibited Signs

Prohibited signs include:

a. Pole-mounted signs.

b. Signs employing video footage

c. Signs employing moving or flashing lights.

d. Signs employing exposed electrical conduits.

e. Visible ballast boxes or other equipment.

f. Changeable letter signage (permanent and temporary), except for theaters and other uses designed for public assembly.

g. Roof-mounted signs.

h. A-frame signs.

***Figure 55**: A-frame signs are prohibited.*

H. LIGHTING

H.1 Site Lighting

INTENT:

- To encourage the use of lighting as an integral design component to enhance buildings, *landscaping*, or other site features.
- To increase night sky visibility and to reduce the general illumination of the sky.
- To reduce horizontal light glare and vertical light trespass from a development onto adjacent parcels and natural features.
- To use lighting in conjunction with other security methods to increase site safety.
- To prevent the use of lighting for advertising purposes.

GUIDELINES:

H.1.1 Site Lighting Levels

a. All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:

(1) Minimum (for low or non-pedestrian and vehicular traffic areas) of 0.5 foot candles;

(2) Moderate (for moderate or high volume pedestrian areas) of 1-2 foot candles; and

(3) Maximum (for high volume pedestrian areas and building entries) of 4 foot candles.

b. Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

H.1.2 Light Quality and Shielding

a. Parking lot lighting fixtures shall be full cut-off, dark sky rated and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a *human scale*. Requests for higher lighting fixtures may be considered with the approval of the *Director*.

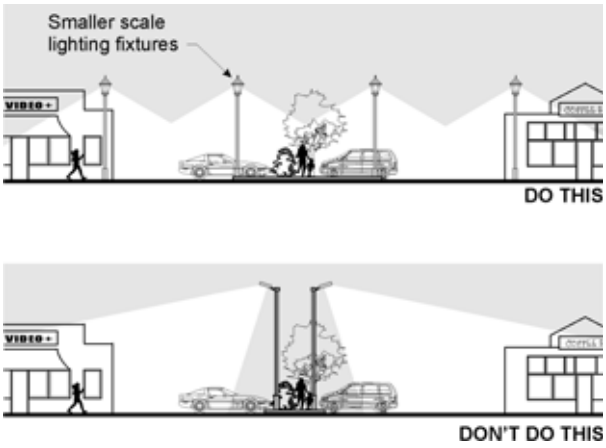


Figure 56: *Acceptable and unacceptable parking lot lighting*

b. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.

c. Pedestrian-scaled lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

d. Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions shall not be visible above the roofline of the building.

I. BNSF FENCING AND LANDSCAPING

I.1 BNSF Railway Fencing

INTENT:

- To provide a protective barrier between the BNSF Railroad and development with the 88th Street Master Plan area in order to discourage unsafe pedestrian crossing of the railroad.
- Provide decorative and a protective *landscaping* barrier along the BNSF Railroad.

GUIDELINES:

I.1.1 Fence Standard

a. A six (6) foot high chain link fence shall be provided along the entire edge of the BNSF Railway right-of-way.

b. Chain link fencing shall be designed per the Marysville Engineering Design and Development Standards (EDDS) Standard Plan 3-501-007.

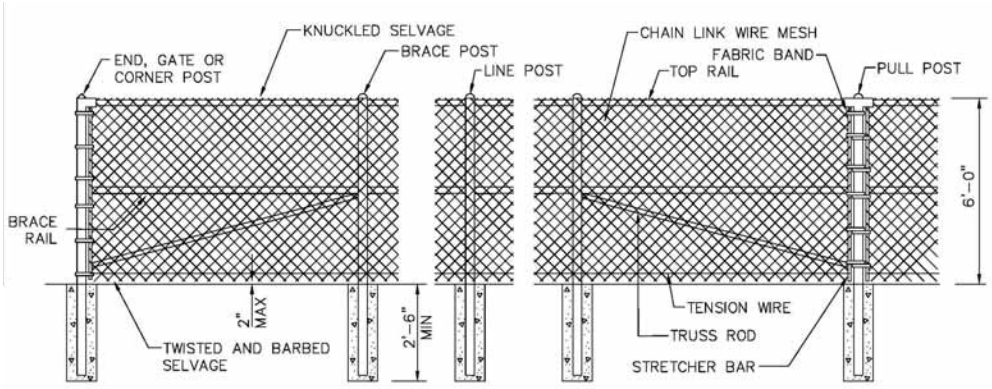


***Figure 57**: Chain Link Fence*

(1) Material shall be schedule 40;

(2) Wire Mesh shall be 9 gauge wire;

(3) Schedule 40 is required for all posts;

(4) Tension wire shall be 7 gauge;

(5) All chain link fence shall be black vinyl or powder coated.

I.1.1 Landscaping Standard

a. A protective *landscaping* hedge shall be planted within a five (5) foot *landscaping* buffer along the west portion of the fence between the MPA and BNSF right-of-way.

b. *Landscaping* shall consist of decorative thorny hedge grown to a height of 6 feet. Alternative species and *landscaping* combinations may be substituted, if approved by the *Director*.

(1) Hawthorne (Crataegus);

(2) Holly (Ilex);

(3) Berberis (Berberis Caldidula);

(4) Mahonia (Bealii);

(5) Pyrocanthus;

(6) Rambling Rose;

(7) Berberis Hariequin.

J. DEFINITIONS

J.1 Undefined Words and Phrases

The definition of any word or phrase not listed in the definitions which are in question when administering this plan shall be defined by the *Director* from one of the following sources. The sources shall be utilized by finding the desired definition from source number one, but if it is not available there, then source number two may be used and so on. The sources are as follows:

a. Any City of Marysville resolution, ordinance, code, or regulation.

b. Any statute or regulation of the State of Washington.

c. Legal definitions from Washington common law or a law dictionary.

d. The common dictionary.

e. *A Planners Dictionary* published by the American Planning Association.

J.2 Defined Terms

A-frame sign. A portable sign capable of standing without support or attachment.

Access Street. A private street that is independent of parking lot circulation and connects public rights-of-way or provides primary access to and within a site.

Architectural scale. The perceived relative height and bulk of a building relative to that of neighboring buildings. A building's apparent height and bulk may be reduced by modulating façades.

Articulation. *Articulation* is the giving of emphasis to architectural elements (like windows, *balconies*, entries, etc.) that create a complementary pattern or rhythm dividing large buildings into smaller identifiable pieces.

Artwork. A device, element, or feature whose primary purpose is to express, enhance, or illustrate aesthetic quality, feeling, physical entity, idea, local condition,

historical or mythical happening, or cultural or social value. Examples of *artwork* include sculpture, *bas-relief* sculpture, mural, or unique specially crafted lighting, furniture, pavement, *landscaping*, or architectural treatment that is intended primarily, but not necessarily exclusively, for aesthetic purpose. Signs, upon approval by the *Director*, may be considered *artwork* provided they exhibit an exceptionally high level of craftsmanship, special material, or construction, and include decorative devices or design elements that are not necessary to convey information about the business or product. Signs that are primarily names or logos are not considered *artwork*.

Awning sign. A sign incorporated into or attached to an awning.

Balcony. An outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bas-relief. A sculptural carving, embossing, or casting that projects very little from the background.

Bay Window. A window that protrudes from the main exterior wall. Typically, the bay contains a surface which lies parallel to the exterior wall, and two surfaces which extend perpendicularly or diagonally out from the exterior wall. To qualify as a bay, the bay must contain a window pane which extends at least 60 percent of the length and 35 percent of the height of the surface of the bay which lies parallel to the exterior wall. There need not be windows in the surface which extend out from the exterior wall.

Blade / bracket signs. A small, pedestrian-oriented sign that projects perpendicular from a structure (*blade sign*) or is hung beneath a awning, canopy, or *marquee* (*bracket sign*).

Blank walls. A wall (including building *facades* and other exterior building walls and retaining walls) is considered a *blank wall* if:

- A ground floor wall or portion of a ground floor wall over 4 feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or
- Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.

Courtyard. A landscaped space enclosed on at least three sides by a single structure.

Deck. A roofless outdoor space built as an above-ground platform projecting from the wall of a building and connected to the ground by structural supports.

Director. The Community Development Director or designee.

Facade. The entire building front or street wall face of a building extending from the grade of the building to the top of the parapet or eaves and the entire width of the building elevation.

Frontage. As used in the code, *frontage* refers to the length of a property line along a street.

Human scale. The perceived size of a building relative to a human being. A building is considered to have “good” human scale if there is an expression of human activity or use that indicates the building's size. For example, traditionally sized doors, windows, and balconies are elements that respond to the size of the human body, so these elements in a building indicate a building's overall size.

Landscaping. An area is considered to be landscaped if it is:

- Planted with vegetation in the form of hardy trees, shrubs, or grass or evergreen ground cover maintained in good condition.
- Occupied by sculptures, fountains or pools, benches, or other outdoor furnishings.
- Occupied by such recreational facilities as playground equipment, swimming pools, game courts, etc.

Marquee. A permanent structure attached to, supported by, and projecting from a building and providing protection from the weather elements, but which does not include a projecting roof. For purposes of these standards, a free-standing, permanent, roof-like structure providing protection from the elements, such as a service station gas pump island, shall also be considered a *marquee*. The definition also includes an awning and a canopy.

Marquee sign. A sign incorporated into or attached to a *marquee*.

Modulation. A stepping back or projecting forward of portions of a building *facade* within specified intervals of building width and depth, as a means of lessening the apparent bulk of a structure's continuous exterior walls.

Pedestrian-Oriented Building Façades. Ground floor façades which employ at least one of the following characteristics:

- Transparent window areas or window displays along at least 75 percent of the ground floor façade. The window area must cover the area between 2 feet and 8 feet above the sidewalk or walkway surface.
- A combination of sculptural, mosaic, or *bas-relief artwork*, and transparent window areas or window displays (as described above) over at least 75 percent of the ground floor *façade*.

Pedestrian-Oriented Space. An area between a building and a street, access road, or along a pedestrian path which promotes visual and pedestrian access onto the site and which provides pedestrian-oriented amenities and landscaping to enhance the public's use of the space for passive activities such as resting, reading, picnicking, etc. To qualify as a *pedestrian-oriented space*, an area must have:

- Visual and pedestrian access (including handicapped access) into the site from a street or public area.
- Paved walking surfaces of either concrete or approved unit paving.
- On-site or building-mounted lighting (fixtures no taller than 15 feet) providing at least 4 foot candles (average) on the ground.
- Spaces must be positioned in areas with significant pedestrian traffic to provide interest and security, such as adjacent to a building entry.
- Landscaping components that add visual interest and do not act as a visual barrier. This could include planting beds, potted plants, or both.
- Pedestrian amenities, such as a water feature, site furniture, artwork, drinking fountains, kiosks, etc.
- At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.
- Adjacent buildings with transparent window and/or doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.

A *pedestrian-oriented space* shall not have:

- Asphalt or gravel pavement.
- Adjacent non-buffered parking lots or service areas.
- Adjacent chain-link fences.
- Adjacent "blank walls" without "blank wall treatment."
- Outdoor storage or retail sales that do not contribute to the pedestrian-oriented environment.

The Director may consider minor departures from the above requirements if the intent is met.

Pedestrian-Oriented Use (or Business). A commercial enterprise whose customers commonly arrive by foot; or whose signage, advertising, window display, and entryways are oriented toward pedestrian traffic. Pedestrian-oriented businesses may include restaurants, retail shops, personal service businesses, travel services, banks (except drive-through windows), and similar establishments.

Projecting sign. A sign attached to a building face and projecting away from that wall more than 12 inches.

Storefront. The front side of a store facing the street and including windows.

Streetscape. The streetscape is the visual character of a street as determined by various elements such as structures, greenery, open space, views, etc.

Wall sign. A sign mounted flat against the wall of a building.

Appendix B: Private Access Road Design Standard