City of Marysville

# Downtown Master Plan

*October, 2009*

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***October, 2009***

*Plan Prepared by:*

MAKERS
architecture · planning · urban design

The Transpo Group

SvR DESIGN COMPANY

NAKANO ASSOCIATES LLC

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Chapter 1:

# Introduction

As a cornerstone of its larger growth management and civic improvement strategy, the City of Marysville has undertaken an ambitious process to revitalize the downtown. The Comprehensive Plan identifies a need to "revitalize the downtown and downtown waterfront as a key to the image and identity, tourism, and recreation potential of the Marysville community." This led the City to initiate the Marysville Downtown Master Plan in 2004.

The first phase of the master plan was a visioning process that engaged community members and business members. Stakeholders identified key goals and concepts for the City to consider in the master plan, which were summarized in the Marysville Downtown Visioning Plan (September 2004). Below is the list of overarching goals for enhancing downtown Marysville, based on community input from the visioning process.

- Land Use, Development, and Community Design
  - Upgrade the character and identity of downtown as the focal point of Marysville.
  - Foster the creation of sub-districts within downtown with their own focus and character.
- Transportation and Streetscape
  - Enhance pedestrian and vehicular connectivity throughout downtown and to surrounding areas.
  - Use unified streetscape elements to enhance the sense of identity of downtown.
- Civic, Social, and Cultural
  - Promote activities and improvements to foster a sense of community.
- Economic Development
  - Promote activities and improvements that enhance Marysville's economic vitality.

Building on these goals from the Marysville Downtown Visioning Plan, the Marysville Downtown Master Plan lays out key recommendations and implementation strategies to guide the future growth, development, and redevelopment of the downtown study area. The plan focuses on a number of key topics, including development options, transportation, utilities, street improvements, and parks and trails. The recommendations related to these topics lay out the framework to revitalize downtown by investing in infrastructure, addressing barriers to redevelopment, and spurring economic development, all while enhancing environmental quality.

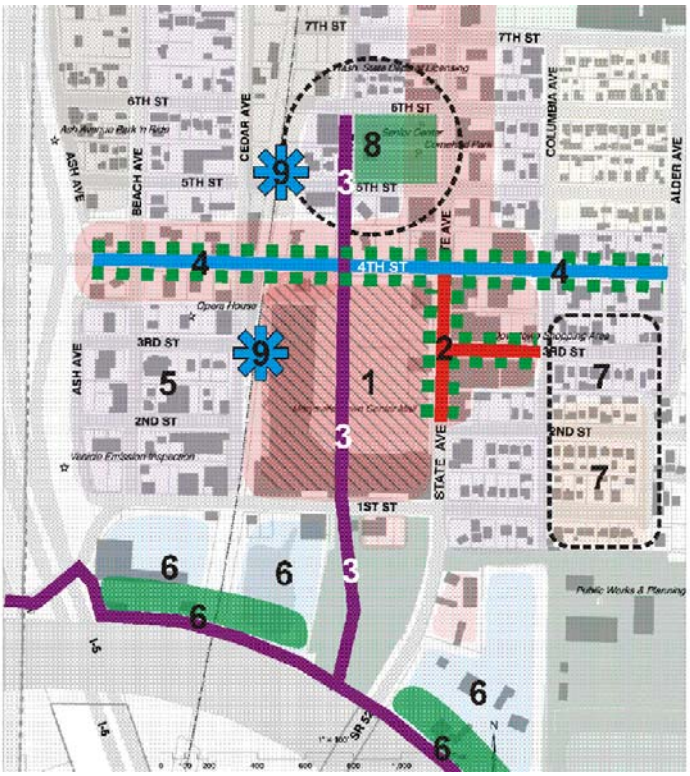



*Figure 1. Marysville Downtown Visioning Plan concept.*

The downtown study area for the master plan is located within the larger Downtown Neighborhood, Planning Area 1 of the City's neighborhood planning areas, as defined in the City of Marysville Comprehensive Plan. The study area is bounded by 8th Street to the north, Ebey Slough to the south, Alder Avenue to the east, and I-5 to the west. The Downtown Master Plan study area is approximately 182 acres in size.

The key objectives for the plan include:

- Anticipate and plan for redevelopment options for City-owned properties and other key Downtown properties.
- Improve transportation connectivity to facilitate access and to handle continued growth.
- Design site-specific stormwater management solutions to improve water quality flowing into Ebey Slough.
- Recommend sewer and water improvements and inventory all other utilities to ensure the downtown infrastructure is prepared for potential redevelopment.
- Design streetscape improvements that encourage pedestrian activity, connect the downtown, incorporate stormwater management facilities, and spur development in downtown.
- Improve access to parks, trails, and open spaces to enhance quality of life and environmental quality in the downtown study area.
- Establish design guidelines or standards to direct new development to meet public as well as private objectives.
- Enhance environmental conditions, especially the shoreline edge and stormwater quality.
- Recommend key catalyst projects to kick-off investment in downtown.

*Figure 2. This master plan focuses on the infrastructure necessary to achieve the City's vision. Participants in the City's vision plan discuss transportation improvements.*

This master plan presents key recommendations on how to accomplish these objectives. The recommendations are followed by an implementation strategy that includes planning-level costs, funding sources, a phasing strategy, and detailed design guidelines. The master plan should be the policy basis and implementation directive in downtown infrastructure planning and design unless there is a change in conditions or a compelling reason to the contrary.

Chapter 2:

# Development

A primary purpose of this plan is to identify the transportation and infrastructure improvements necessary to both support and encourage development in the downtown. Therefore, it is first necessary to consider the types of development most likely and the general time frame that they might occur. This effort involved examining the development opportunities and analyzing reasonable capacities for the sites most likely to redevelop. This section describes the results of this analysis; first describing the City's comprehensive planning context, then outlining special development opportunities, and, finally, preparing and illustrating a development scenario on which to base the transportation and infrastructure demands.

## Comprehensive Plan Directions

The City of Marysville updated its Comprehensive Plan in 2005. It is a 20-year policy plan that provides guidance for Marysville's future growth and development. Consistent with GMA requirements, it includes land use, transportation, housing, capital facilities, utilities, and environmental elements. The Comprehensive Plan translates community values and vision into policies and regulations that direct the quality of growth, intensity and diversity of land use, transportation modes, street planning, public facilities and services, parks and recreation, and resource lands and critical areas.

The key Downtown policies from the Comprehensive Plan include:

LU-82 Strengthen downtown's role as a business and commercial center.

LU-83 Provide infrastructure suitable to the growth, enhancement, and redevelopment of the downtown as one of the activity centers of the community.

LU-84 Provide urban parks, recreation opportunities, and open space within downtown.

LU-85 Increase the pedestrian-oriented character of the downtown core area.

LU-86 Encourage alternatives to the automobile for short trips within downtown.

LU-87 Create gateways and entrances into the downtown area through the use of enhanced plantings/street trees, special paving and street furniture, and/or the location of special land uses, buildings, or structures.

LU-88 Encourage developments and design that will enhance the overall coherence of downtown's visual and historic character.

LU-89 Building design at the street wall should contribute to a lively, attractive and safe pedestrian streetscape.

LU-90 Encourage wide sidewalks permitting pedestrian activities, street trees, tables and chairs, temporary sidewalk displays, and other such sidewalk uses.

LU-91 Encourage the use of awnings.

LU-92 Encourage the use of signs that promote an attractive and pedestrian oriented downtown.

LU-93 Require landscaping along and within parking areas.

LU-94 Encourage retail and commercial activities at street level; offices and residential above.

LU-95 Encourage day and night time activities.

*Figure 3. Marysville has undertaken a Gateway Signage Program.*

The Comprehensive Plan sets an objective for the City to create an urban center with a future 2025 population of approximately 80,000 people. Although the major residential expansion will be to the north, east, and southeast, the concentration of higher density retail and commercial uses will be in downtown Marysville and along State Avenue, generally continuing up to Smokey Point—the western portion of the urbanized area. The mix of proposed land uses described in the Comprehensive Plan provides for adequate residential expansion and balanced growth of retail, office, commercial, and manufacturing uses.

Downtown zoning classifications are shown in Figure 6. The zones present in the downtown study area include:

- **Downtown Commercial**—Broadest mix of comparison retail, service, and recreation/cultural uses with higher density residential uses, serving regional market areas and offering significant employment.
- **General Commercial**—Broadest mix of commercial, wholesale, service, and recreation/cultural uses with compatible storage and fabrication uses, serving regional market areas and offering significant employment.
- **General Industrial**—Location and grouping of industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing, and heavy trucking and equipment but also for commercial uses. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities.
- **Mixed-Use**—Pedestrian- and transit-oriented high-density employment uses together with limited complementary retail and higher density residential development in locations within activity centers where the full range of commercial activities is not desirable.

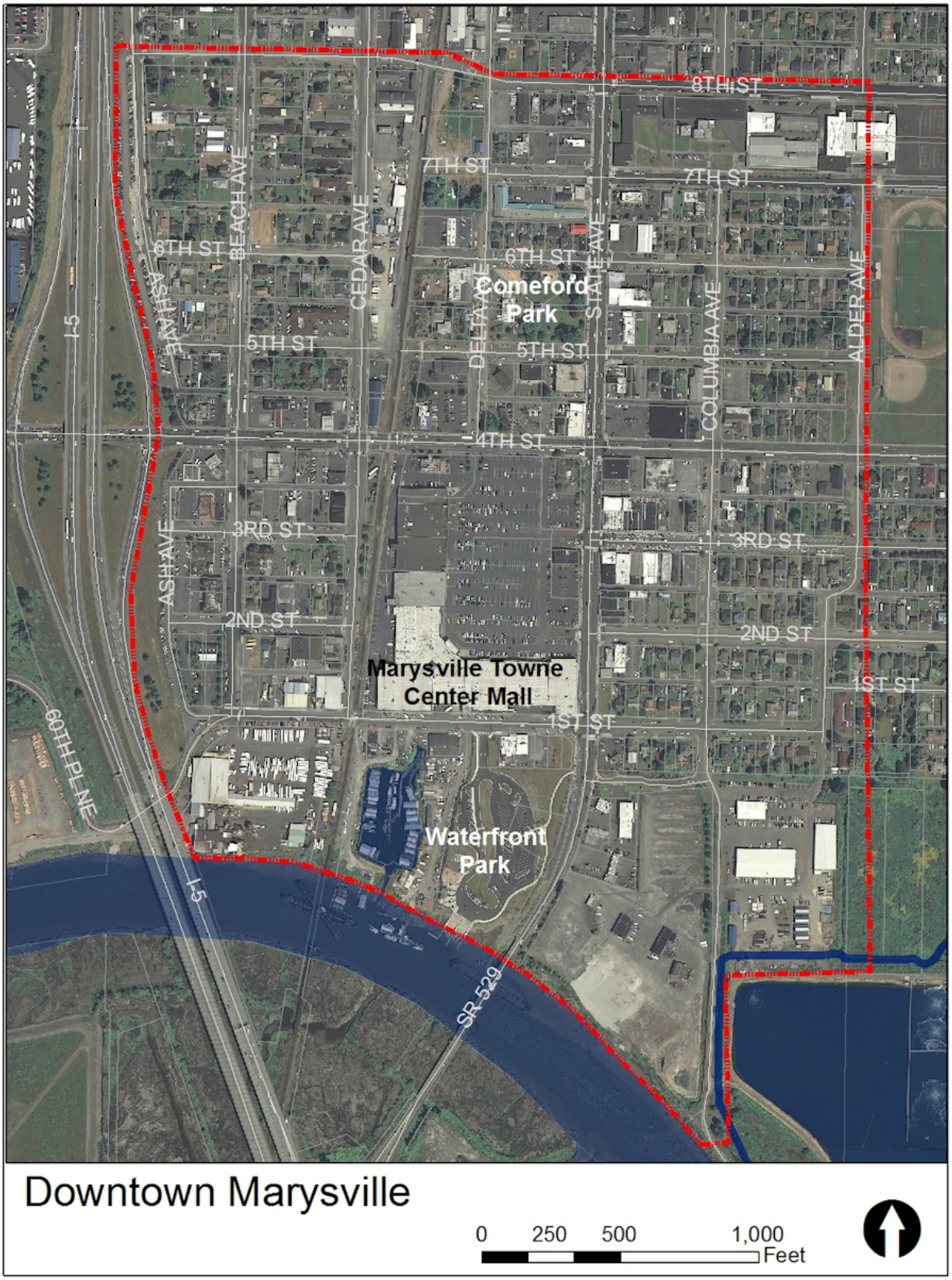



*Figure 4. Study area.*

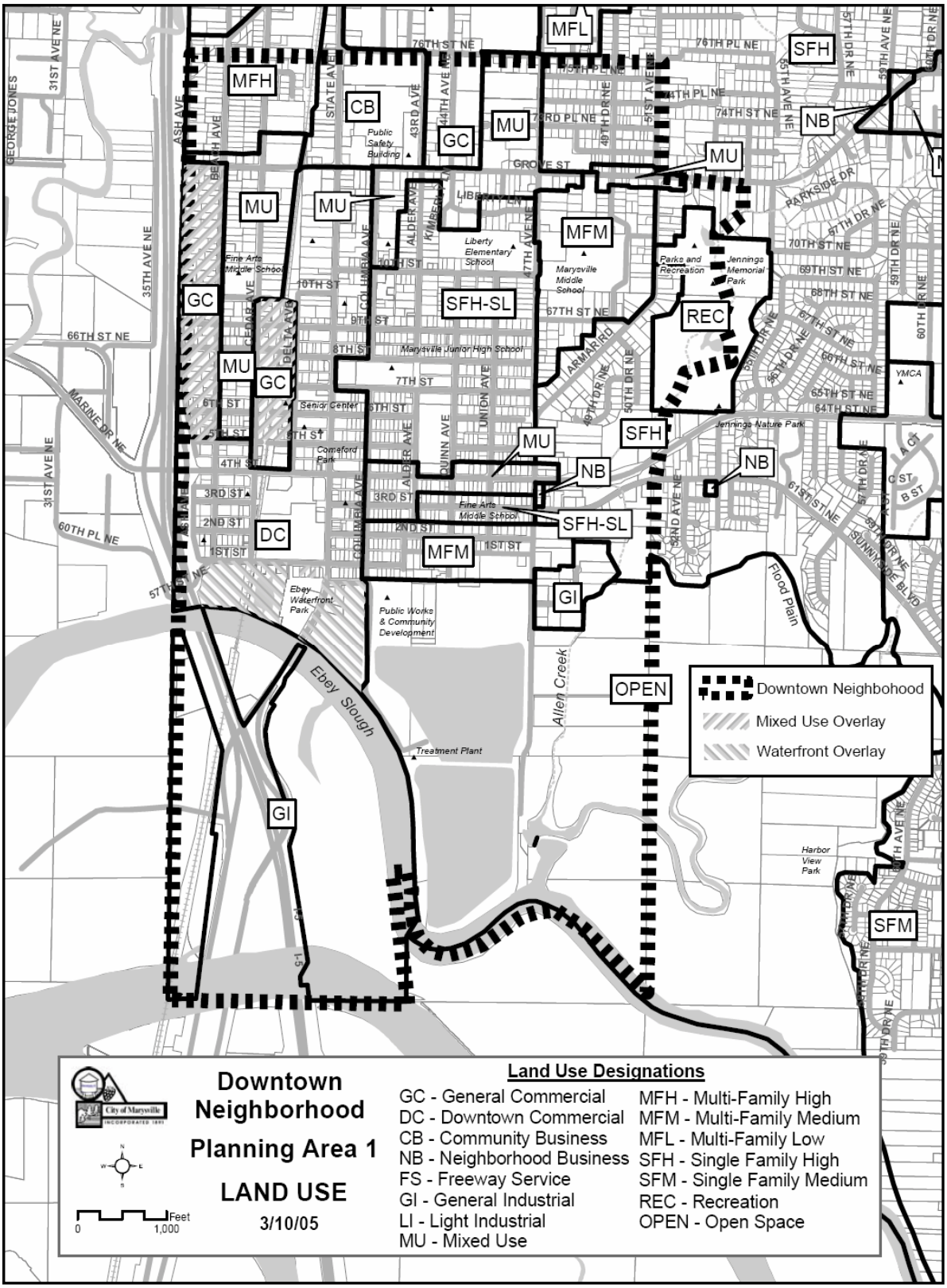



*Figure 5. Marysville Comprehensive Plan land use designations.*

- **R18 Multi-Family Medium**—Implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. Consists of a mix of predominantly apartment and townhome dwelling units and other development types, with a variety of densities and sizes in locations appropriate for urban densities.
- **R8 Single-Family High Small Lot**—Implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. Consists of a mix of predominantly single detached dwelling units and other development types, with a variety of densities and sizes in locations appropriate for urban densities.

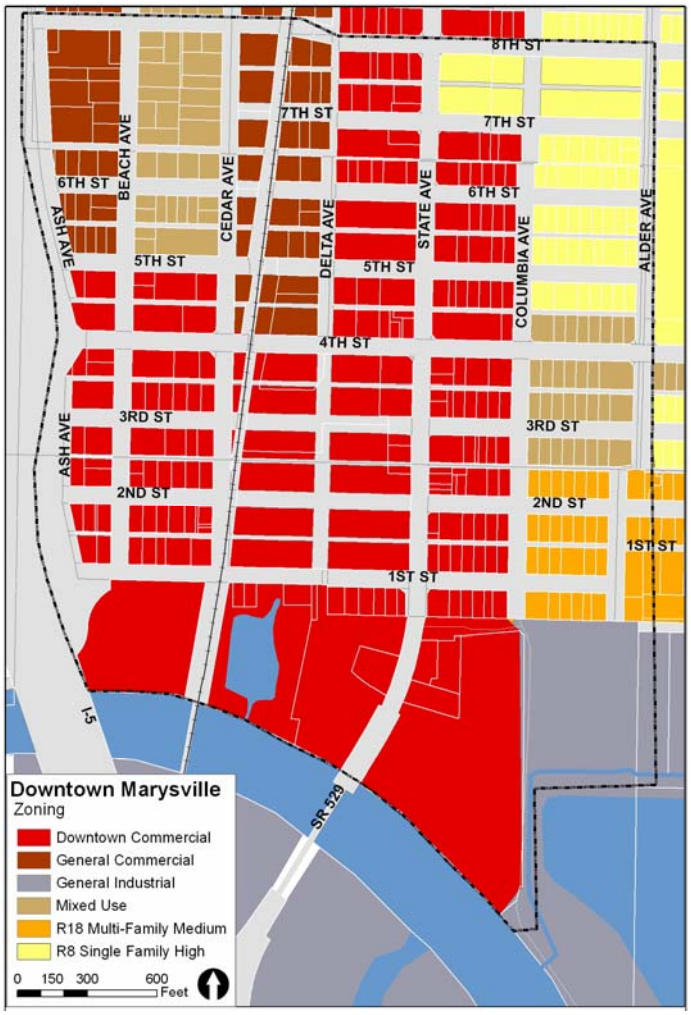



*Figure 6. Downtown zoning.*

# Development Opportunities

Downtown Marysville has several unique redevelopment opportunities, including the riverfront area with a number of vacant parcels, the areas east and west of the Town Center Mall, the blocks surrounding Comeford Park and finally the Town Center Mall itself. Each of these areas provides a different set of characteristics that influence how and when development might occur. These are briefly summarized below.

- **Riverfront**

  The parcels between 1st Street and Ebey Slough represent the most dramatic and, in the short term, at least, enticing development opportunities in the downtown. There are three major sites: two former mill sites and the City's Public Works yard. All three front directly on the water. The shoreline itself will be much more of an amenity with a 50-foot vegetated strip and a continuous trail connecting to the regional Centennial Trail. Residential, office, retail, and recreational uses are likely to be drawn the riverfront amenity, park activities, and proximity to highways and transit. The drawbacks of this area are the freeway, highway, and railroad corridors trisecting the riverfront and producing noise and a sense of intrusion. While residential development will probably be a dominant use, the units will need to be designed to orient away from the intrusions, complicating somewhat the site planning. Also, it is unlikely that residential uses will locate near the wastewater treatment plant. The marina properties may also provide a redevelopment opportunity, and the City's Shoreline Master Program contains provisions encouraging mixed-use development on that site.

  The streetscape quality along 1st Street and the appearance of the South façade (back side of the Town Center Mall) is another detriment to the area's development. For this reason, improvements to 1st Street west of SR 529 are recommended in the short term to upgrade this condition.

*Figure 7. Riverfront conditions.*

*Figure 8. Conditions typical east (top) and west of the Town Center Mall.*

The City should investigate opportunities to work with other agencies to enhance the navigability of Ebey Slough. Projects such as the WSDOT SR 529 bridge replacement and the Tulalip Tribes' Qwuloolt project may reduce sediment deposition in the waterway.

- ## East and West of the Town Center Mall

The areas roughly between 1st Street and 4th Street from the Freeway east to Alder Avenue (excluding the Town Center Mall) are currently occupied by a mix of small commercial and single family uses. The two blocks of 3rd Street east of the Town Center Mall comprise the downtown's "Main Street" and the area west of the center and the railroad tracks features numerous small businesses, churches and related uses. The railroad and Town Center Mall effectively cut off the western section from the rest of the downtown. One reason for upgrading 1st Street west of SR 529 is to provide a more visible and attractive connection to this area.

While this area has neither the amenities of the riverfront area or the potential attractions and access of the Comeford Park vicinity, it does possess a pleasant small scale character and one can envision it as an supportive setting for low to mid rise residential or mixed use buildings. It is expected that redevelopment in this area will be largely individual lot or partial block construction and will be tied to the downtown becoming a more enticing place to live and a more convenient location due to its freeway and highway access.

*Figure 9. Comeford Park is the downtown's primary open space.*

- ## Comeford Park Vicinity

Comeford Park and the adjacent senior center make this area one of the most pleasant in the downtown. The park itself is a classic city "green" with trees, play areas, lawn and an iconic water tower. Additionally, the park and its surroundings are central to the larger city and has excellent access from north and east where most of the city's residents live. There are a few undeveloped and underdeveloped lots that provide opportunities.

One of the area's drawbacks is the lack of a signal providing access to Delta Avenue from 4th Street from the south. A signal at this point would be a very useful in providing a connection to the center and in spurring development. However, a vehicle signal would impede east-west traffic on 4th Street. A pedestrian crossing signal at this location is possible.

Transforming Delta Avenue into a low speed, multi-purpose access street could provide an excellent spine for the new development and connect Comeford Park to the Town Center Mall (and potentially the riverfront) to the south. This possibility is discussed in the streetscape section below.

*Figure 10. With acres of parking and an enclosed single-story configuration, the Town Center Mall's layout is more appropriate to a suburban setting than Marysville's downtown.*

- **Town Center Mall**

  Located between 4th Street, 1st Street, State Avenue and the railroad tracks, the Town Center Mall provides the bulk of shopping opportunities in the downtown and the only place in the study area that features large footprint retail (50,000 SF and up) buildings that are necessary for a super market or department store. While it is not expected that the Town Center Mall will redevelop in the near to mid-term, competition from outlying big-box retailers, general depreciation of the current buildings, and new mixed use development opportunities may induce the owners to consider redevelopment in the longer term (+15 years or so).

# Description of the Illustrated Development Scenario

## General Description

Since the purpose of this study is to identify needed infrastructure improvements to support new development, the scenario on which to base infrastructure analysis represents a high end projection of what is allowed by the land use code rather than a market projection for the near term. That is, the development scenario illustrates what is possible to develop within current constraints. As in many other situations, the parking necessary to support development, irrespective

of the amount of parking required by the current code, ultimately limits the scale of development. The illustrated scenario relies on structured parking to support a number of the more intensively developed areas. While structured parking is feasible in a number of instances, it is assumed that early development, except perhaps along the riverfront, would feature at least some surface parking. Therefore in some cases, where the code allows a 65-foot high building, the scenario shows a 45-foot building because a 65-foot building would require a less efficient parking configuration.

While the illustrated development scenario is based on a considered evaluation of development opportunities and site planning, it does not represent either a full build-out or a market projection of future development. It may well be that property owners choose to develop at lower intensities than those illustrated. However, the scenario does provide information for the needs analysis and suggests an improvement strategy tied to redevelopment opportunities. The illustrated amount of new development for each area is presented in the table above.

The land use diagram indicates little development in the small-scale areas east and west of the Town Center Mall. Development there will likely be smaller in scale, and it is more difficult to predict, since it is not tied to near-term infrastructure improvements. However, it is assumed that some of these properties would redevelop, and an appropriate amount is included in the table.

***Table 1. Illustrated Development Scenario Quantities (Net Increase)*****

| Sector | **Residential** *(du)* | **Retail** *(ksf)* | **Office** *(ksf)* | **Civic** *(ksf)* |
|---|---|---|---|---|
| North of 4th and west of State | 50 | 8.9 | 0 | 87.0 |
| North of 4th and east of State | 0 | 0 | 0 | 0 |
| Towne Center Mall Site | 360 | -61.1 | 168.0 | 0 |
| East of State between 1st and 4th | 50 | 12.0 | 12.0 | 0 |
| West of railroad between 1st and 4th | 0 | 13.0 | 13.0 | 0 |
| South of 1st | 648 | 96.3 | 72.4* | -39.5 |
| **TOTALS** | **1,108** | **69.1** | **265.4*** | **47.5** |

* Plus a 75-room hotel

** Note that approximately 43,911 square feet of existing warehousing and manufacturing uses would be displaced by other development types listed in this chart.

*Figure 11. Illustrated Development Scenario.*

Below is a brief summary of the assumptions that underlie the preparation of the illustrated scenario. The supplemental EIS accompanying this master plan examines the likely development growth in greater detail.

- **Riverfront**

  As noted above, the riverfront offers the most enticing near term development opportunities because they are largely vacant and possess potentially unique and substantial amenity. The two mill sites are ready for development, except for the possibility for clean-up requirements on the western mill site. The Public Works site could be available when the City receives a firm offer sufficient to warrant the relocation of City facilities. The site closest to I-5 might offer a unique opportunity for a hotel or other use benefitting from a high-visibility site.

  The marina site development assumes the clean-up of the marina basin and its reuse for environmental mitigation, hand held boat access and an amenity for new development. Some public funds or outside grant sources may be needed to reconfigure and restore the basin. The level of clean up necessary on this site is not currently known.

*Figure 12. Riverfront redevelopment scenario.*

It is unlikely that the retail uses along 1st Street will redevelop before 1st Street is improved and/or the Town Center Mall redevelops because the area's current isolation and lack of supporting activity. However, some retail and other service uses, such as a health club may locate in the vicinity as part of a residential development. A mix of residential types is shown for this area. As noted above, parking becomes a key factor in site development. Structured parking is assumed for the units fronting the river and a combination of ground level structured and surface parking is assumed for the mid rise buildings between SR 529 (State Avenue) and Alder Avenue and south of 1st Street.

The widening of 1st Street east of SR 529 for a boulevard/by-pass to handle the significant increase in traffic volumes will encourage, if not require the redevelopment of properties along this corridor. Access to these new buildings can be from 2nd street and the new street south of 1st Street.

The Tulalip Tribes ("Tribes") reservation boundary is west of Interstate 5. The Tribes and City have discussed coordination of development plans for their respective waterfront properties. Since 1st Street bypass provides a direction connection of the city of Marysville and Tulalip Tribes reservation this can ultimately provide a unique opportunity for development coordination of streets and land uses. This plan recommends that a joint review of the waterfront be initiated between the Tulalip Tribes and City governments in order to coordinate efforts to plan, develop and market the waterfront.

- **East and West of the Town Center Mall**

Development in these areas is projected to be slower than on the riverfront because there will be little development impetus over the next few years. Because property ownerships are generally smaller there than along the riverfront or north of 4th Street, new development will likely be smaller in scale and "infill type of development. Although the

allowable height is 85-foot development of the smaller parcels will probably be shorter unless multiple parcels can be consolidated. Handling stormwater from surface parking lots could also be a challenge, especially on small lots. The section on stormwater identifies methods to address that challenge in this area.

- **Comeford Park Vicinity**

  Because of the park's central location, visibility, and range of public activities, public buildings such as a City Hall complex are one attractive redevelopment option for the park's neighboring properties. The illustrated development scenario shows public buildings to the west of the park and other commercial buildings on the north and south. Residential development would be another attractive option and the zoning code allows for 85-foot high structures. However, buildings that shade a significant portion of the park should not be allowed. This may mean that the height of buildings south of the park may need to be restricted.

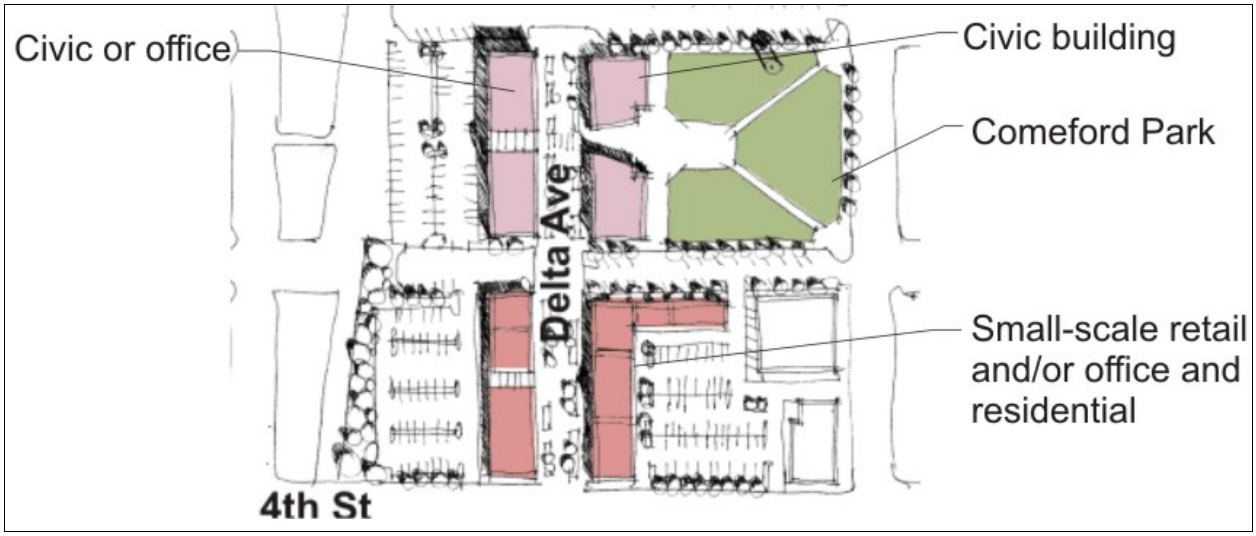



*Figure 13. Comeford Park area redevelopment scenario.*

- **Town Center Mall Site**

As noted above, redevelopment of the Town Center Mall site is not expected until there is an increased market for mixed use development, the existing buildings reach their useful lives and/or retail competition causes the center owners to transform the site into something more competitive.

The illustrated scenario envisions that the center will be redeveloped into a mixed use lifestyle center, somewhat on the order of the transformation that has occurred at Seattle's University Village. Acknowledging that the market composition of the two centers is markedly different, there is still no reason that the center could not undertake a similar transformation, given that there is no near-by competition for such a retail type and that there is a lot of big-box retail in the area.

The drawings show the incorporation of a daylighted Lost Creek used as a unique amenity and the extensions of Delta Avenue and 3rd Street into the mall area for better auto and pedestrian access. The location and character of a daylighted "creek" may vary considerably from the drawing. While it is not intended that the site development mirror what is shown in the scenario, if the City wishes to realize the type and character of the illustrated development, it should adopt site planning standards and guidelines that require extension of the street grid, re-establishment of the creek corridor and high-quality design and construction.

*Figure 14. Town Center Mall redevelopment scenario.*

*Figure 15. Alternate City Hall sites considered in the study.*

# City Hall / Municipal Campus Development

In the fall of 2008, the City undertook a site selection study to identify a preferred site for a City Hall within downtown Marysville. Five locations are being considered: the two former mill sites and the Public Works site on the riverfront, the existing City Hall site north of downtown, and the Comeford Park vicinity. The study examined the size and program needs for a City Hall and how a possible City Hall's footprint would fit on each of the sites. The team also evaluated the relative cost implications, access, and potential as an economic development catalyst for the downtown. From the standpoint of redevelopment as explored in this plan, each of the sites has slightly different implications.

The five sites considered are identified in Figure 15, and the preliminary site program is diagrammed in Figure 16. The facility program used to evaluate the different sites included co-locating the Police Department at City Hall. However, the City may decide to locate the Police at another facility. The parking demand is based on current Marysville code requirements, including reductions for joint use, transit availability, and on-street parking. Figures 17 through 21 illustrate site planning studies for each site. As can be seen, the program fits relatively comfortably at all sites except for the existing City Hall site, which can accommodate the facility only with a multi-story garage covering nearly all of the site.

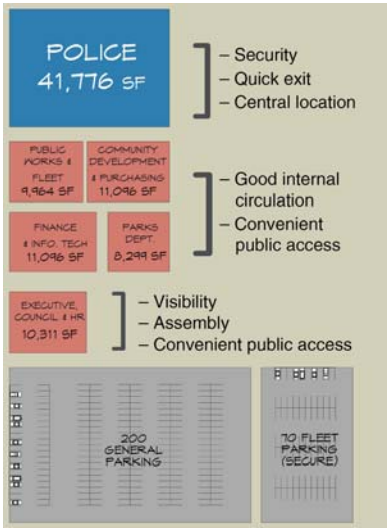



*Figure 16. Summary of City Hall program.*

One of the primary criteria for the selection of a City Hall/civic complex site is the extent to which a City Hall located there would catalyze other positive development and fit with the City's vision for the downtown.

Building a City Hall or municipal campus in the Comeford Park site vicinity gives higher priority to the Delta Street woonerf, as discussed in the street improvements. Additionally, the City should work

with transit agencies in their route planning to ensure that good transit access is provided. The Comeford Park proposal includes replacing the current senior center with a new facility within the City Hall building and substantial park improvements. Construction at the park site would reduce total park acreage, but the remaining park area would be more usable and improved. A City Hall and ancillary civic functions would be accessible and encourage appropriate redevelopment into the north downtown.

*Figure 17. Existing City Hall site.*

A City Hall at the Welco Mill site south of 1st Street between Ash and Cedar would place a higher priority on the 1st Street improvements west of State Avenue and provide an early impetus for redevelopment in that vicinity. Access from the north should also be improved and earlier cleanup of the marina boat basin considered in order to make the City Hall location more attractive. The Welco site is relatively inaccessible compared to the other sites, so its ability to catalyze other development is limited. Additionally, the Welco site could better accommodate other commercial and residential uses benefitting from a shoreline setting.

*Figure 18. Comeford Park site.*

*Figure 19. Public Works site.*

The eastern mill (bridge) site south of 1st Street between State and Columbia Avenues would make access improvements to that area a priority. Initial steps in constructing the future by-pass might be considered earlier than otherwise. This site also offers the opportunity for larger mixed-use development, perhaps through teaming with a private developer. Although less centralized than the Comeford Park or City Hall sites, this location is more visible and might increase activity at the south end of downtown.

*Figure 20. Bridge site.*

Tucked in behind the sewage treatment lagoon, the current Public Works site immediately east of the eastern mill site is less visible and accessible to the riverfront. Its primary advantage is that it is large enough to accommodate surface parking and the land is less desirable for residential development. This plan recommends a traffic signal at Alder Avenue and 1st Street when 1st Street becomes a by-pass so vehicular

*Figure 21. Welco Mill site.*

and pedestrian access to the City Hall would be adequate. However, because it is on the periphery of the downtown core and adjacent to the treatment plant, a civic complex on this site would probably not elicit other commercial development. The current City Hall site is also too far removed from the central core to foster downtown development. The current City Hall site could accommodate all proposed functions only if all the parking is structured, and there would be some vehicular access issues to address.

In selecting a preferred location, the City Council will consider cost, phasing, and organizational implications of each site.

Given all these factors, the staff team evaluating the options tentatively recommended the Comeford Park site with substantial improvements to both the park and Delta Avenue.

Chapter 3:

# Transportation

## Existing Conditions

### Streets

The study area is delineated on the north and west side by SR 528 and I-5 respectively. SR 528 (4th Street) is classified as a Principal arterial and provides ramp access to I-5. To the south Ebey Slough forms a border. 1st Street is the southernmost street and is classified as a minor arterial between Cedar and State Avenues. Other classified minor arterials in the study area are 3rd Street and Cedar Avenue. Collector arterials include 1st Street west of Cedar Avenue, 2nd Street and 5th Street west of Cedar Avenue, Beach and Ash Avenues. All streets, with the exception of 4th Street and State Avenue have two general-purpose lanes. The study area is currently bisected by SR 529 (State Avenue), also a Principal arterial, which connects to the Ebey Slough Bridge. This route provides an alternative connection between Marysville and Everett, I-5 being the prominent connection. Future improvements to the bridge will help support existing and future commute and truck traffic. The project site is also bisected by the BNSF mainline with an alignment just west of Cedar Avenue. Vehicular traffic crosses the rail line at 1st Street and SR 528. Internal circulation is also hampered by the location of the mall which interrupts the internal grid system. Because of roadway capacity issues and inadequate turning radii on State Avenue, truck traffic for SR 529 is routed away from State Avenue via Cedar Avenue and 1st Street. East of State Avenue, trucks are directed to use 2nd Street.

*Figure 22. SR 529 bridge to be replaced.*

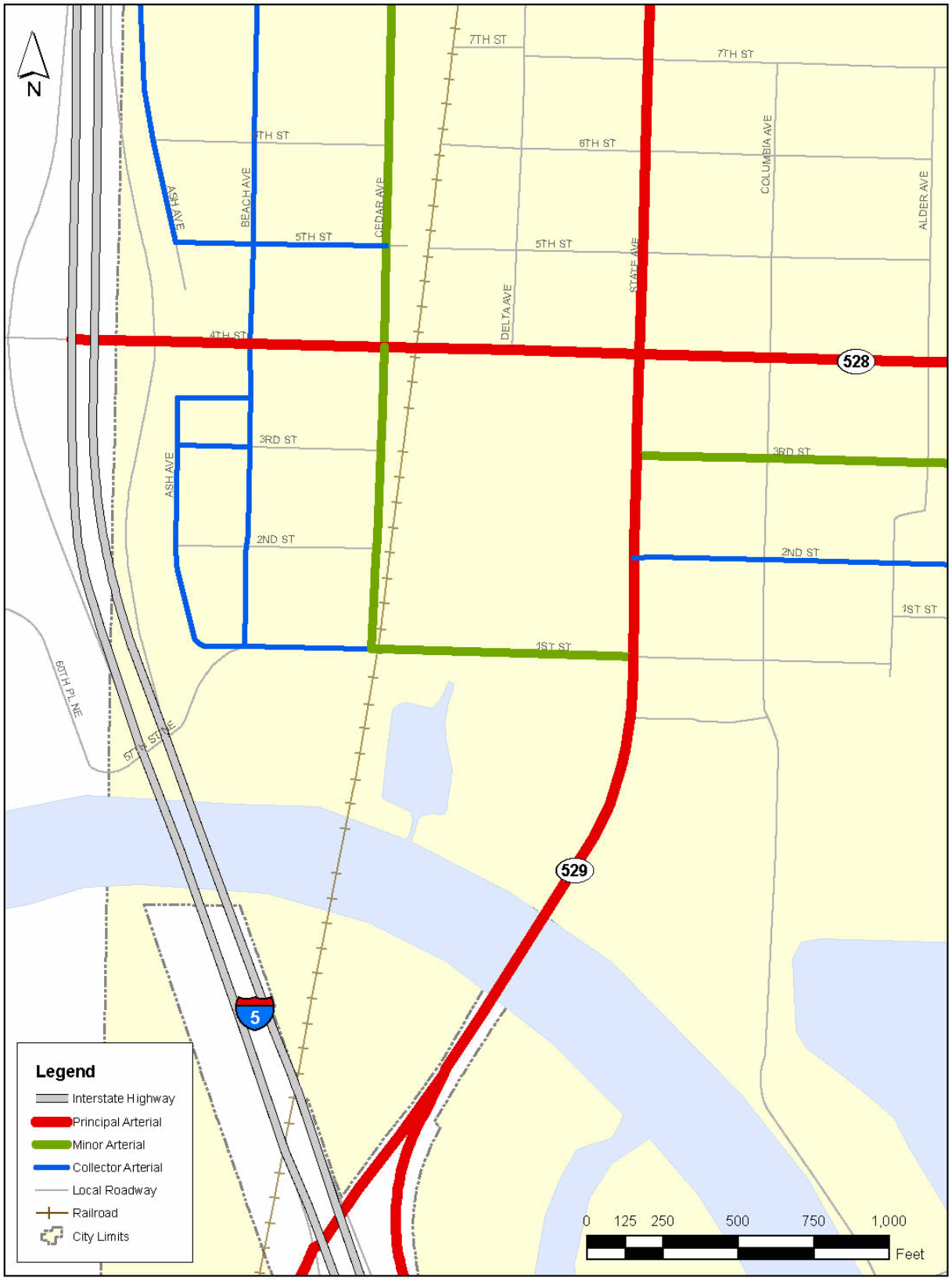



*Figure 23. Downtown functional classifications.*

## Transit Service

The study area is served by Community Transit routes. park-and-ride facilities are located along Ash Avenue at the western edge of the study area. While most routes are focused on connecting to I-5, route 821 provides AM/PM peak service through the study area via Ash, Beach, and Cedar Avenues and 1st, 2nd, and 4th Streets directly to the University of Washington.

*Figure 24. Park-and-ride lot.*

There is concern over congestion of the present park-and-ride lot and the need for a larger, more comfortable bus stop at Comeford Park.

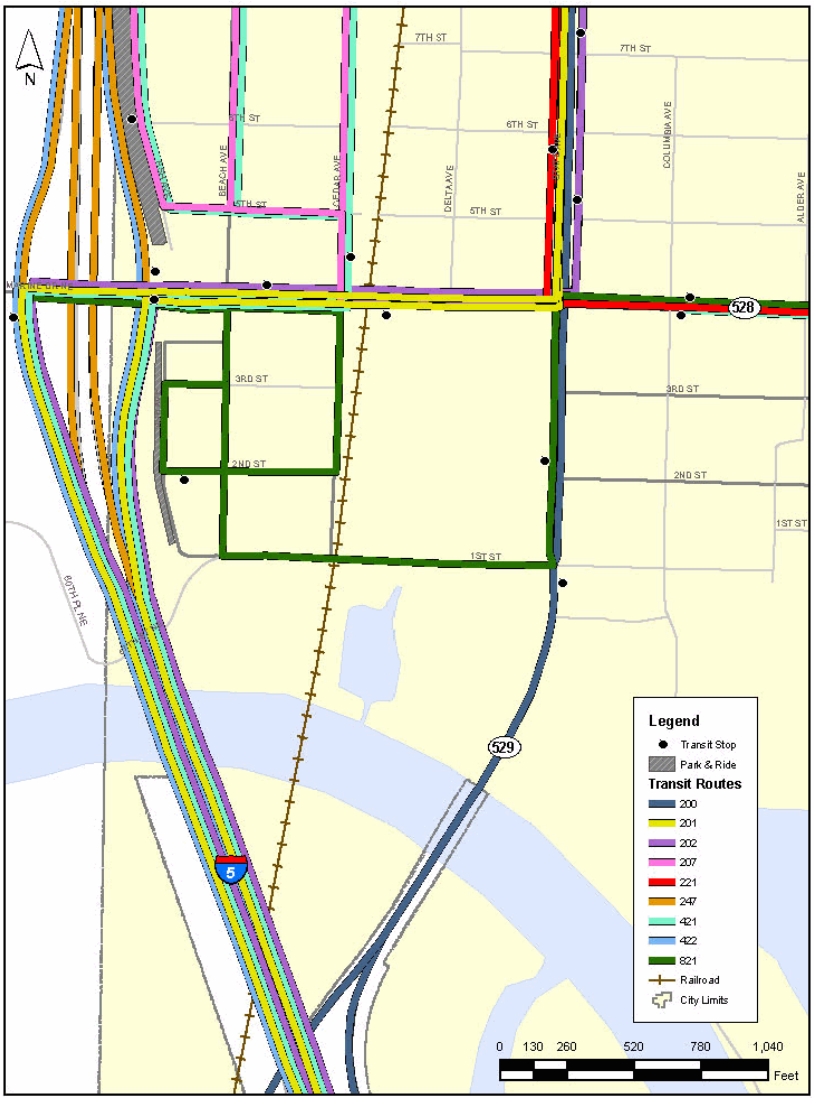



*Figure 25. Transit routes.*

## Pedestrian and Bicycle Facilities

With the exception of Ash Avenue, which has no sidewalks, sidewalks are provided on all other internal streets, mostly on both sides of the streets, though there are portions of 1st Street and Cedar Avenue where sidewalks are only provided on the south and west sides, respectively. Beach Avenue north of 4th Street is striped with bike lanes.

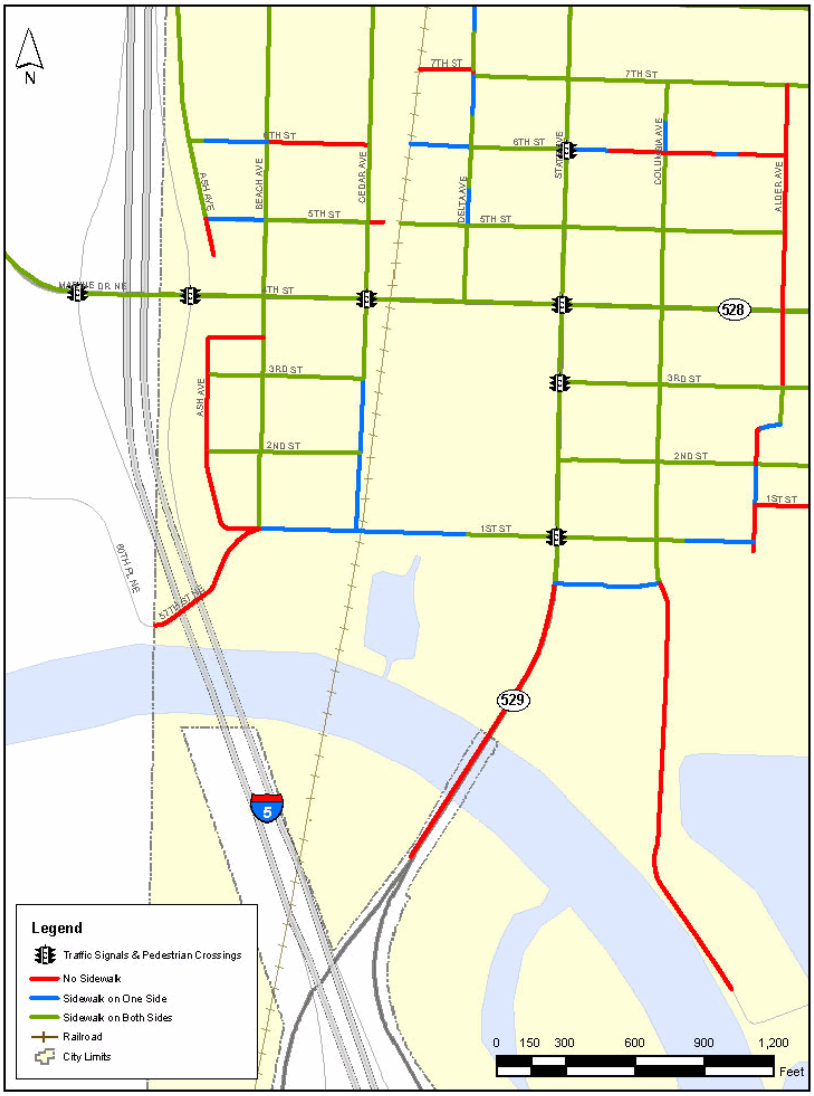



*Figure 26. Traffic signals and sidewalk conditions.*

## Parking

Unmetered on-street parking is available on most streets in the study area, with the exception of 4th Street and State Avenue. The parking serves residents, employees, and businesses. In 2007, mid-day utilization was measured at just over 50 percent.

*Figure 27. Many streets feature angled parking.*

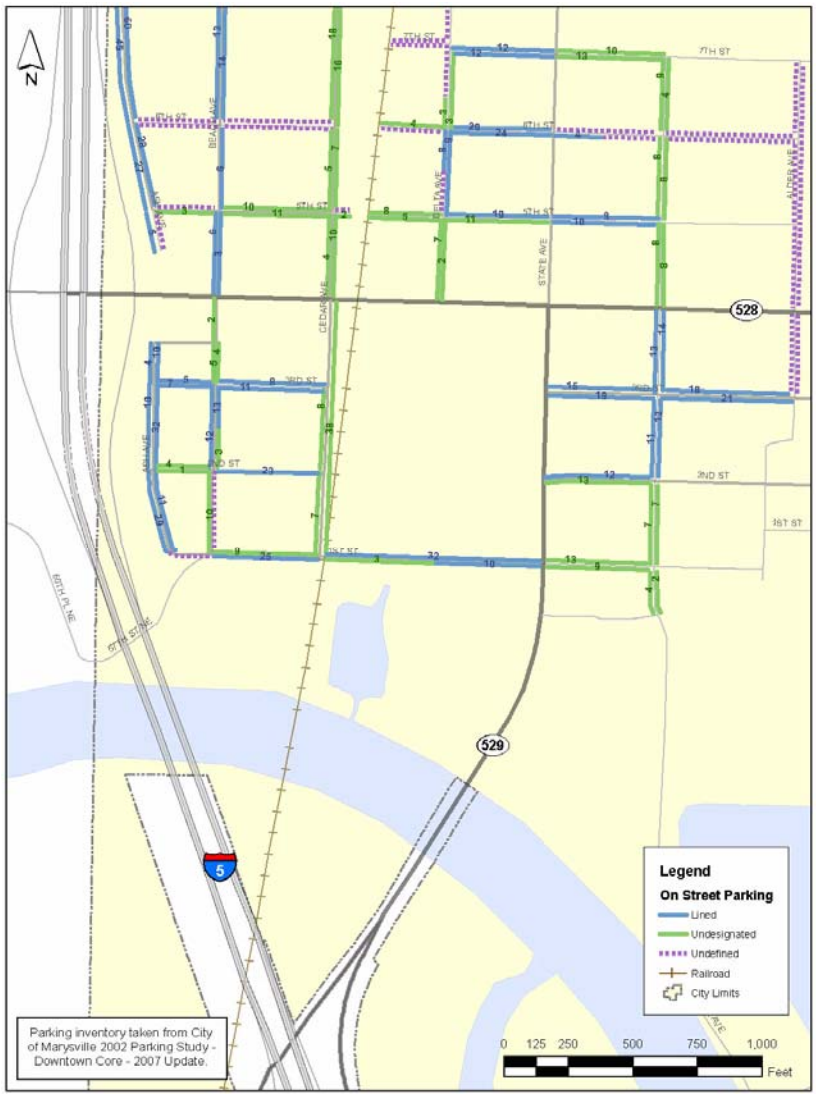



*Figure 28. On-street parking locations.*

## Future Traffic Volumes

The 2035 forecast model developed for the Transportation Element Update was initially set up assuming that currently committed and planned transportation improvement projects would be constructed by 2035. The 2035 baseline forecasts showed:

- Significant levels of congestion on 4th Street (SR 528) east of I-5.
- Several downtown streets—most notably 3rd and 2nd Streets—would be impacted by traffic diverting from 4th Street (SR 528) due to congestion.
- Sunnyside Boulevard would require 4 to 5 lane travel lanes between downtown Marysville to just west of 52nd Street.

Based on the results of the 2035 baseline forecasts, several alternatives were defined and evaluated as part of the Transportation Element Update. This update to the City's Comprehensive Plan assesses future transportation conditions in light of future development and identifies transportation infrastructure improvements to accommodate this growth. In the plan, an east-west by-pass was identified as a possible way to address the congestion on 4th Street (SR 528) in downtown Marysville and to provide a more direct connection between SR 529 and southeast Marysville.

An analysis of the downtown traffic (2035 PM peak hour conditions) shows that over 80 percent of vehicle-miles are pass-through trips, about 11 percent start in the downtown area and leave, about 6 percent arrive downtown from outside, and about 1 percent are local internal trips. This strongly supports the need to provide adequate facilities to serve the needs of the pass-through traffic.

For modeling purposes, the downtown by-pass was assumed to connect between the intersections of 1st Street/ State Avenue and 47th Avenue/Sunnyside Boulevard. The facility was assumed to be a 4-lane roadway with added left-turn lanes at intersections. Various conceptual alignments are being evaluated as part of the Downtown Master Plan; however, the alignments do not differ significantly in terms of their potential for accommodating through traffic. Figure 29 provides the projected traffic volumes for 2035 with the land uses assumed for the plan.

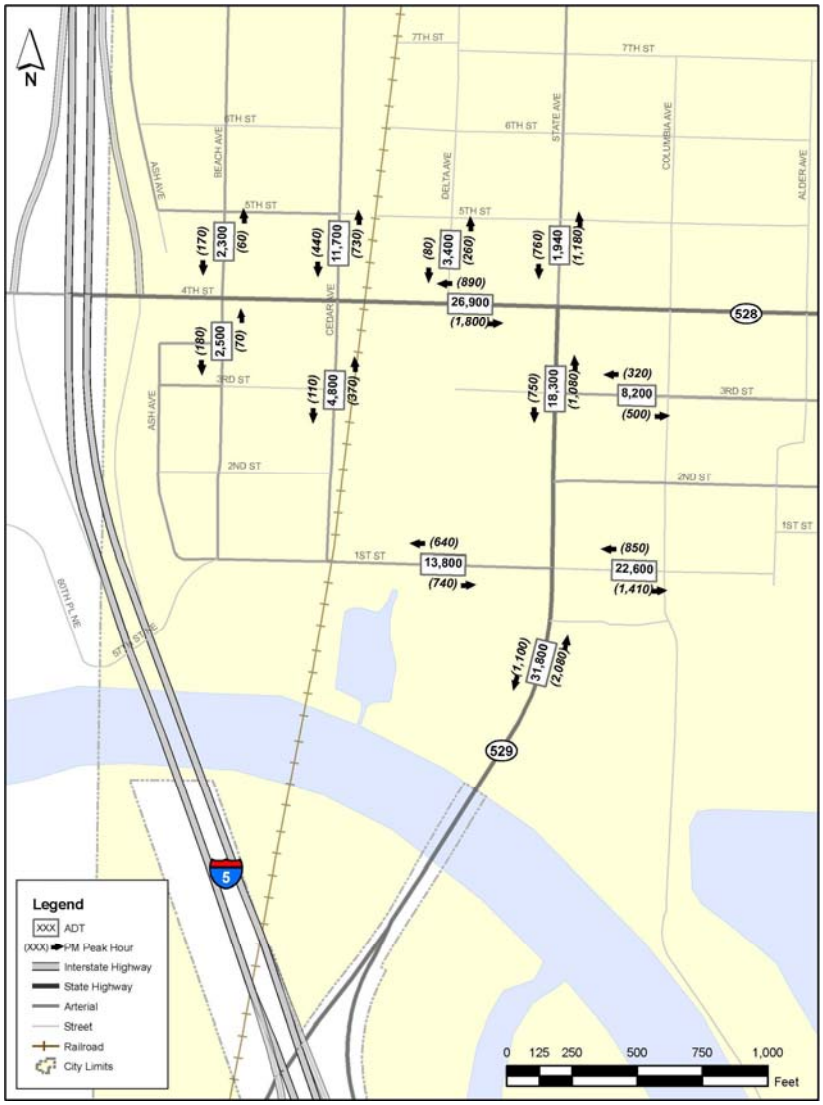



*Figure 29. Future traffic volumes.*

The new by-pass corridor was found to greatly reduce traffic congestion on 4th Street (SR 528) within downtown and the associated traffic diversion to other downtown streets. The sections of 4th Street and 3rd Street east of State Avenue are expected to see a reduction of PM peak hour volumes of respectively 380 vehicles per hour and 170 vehicles per hour due to the introduction of the by-pass. Cedar Avenue is expected to experience a reduction of about 160 vehicles per hour during the PM peak.

Even with growth under existing zoning, the new by-pass is expected to carry over 2,200 vehicles per hour during the PM peak hour in 2035. The by-pass will primarily serve traffic traveling between SR 529 south of Marysville and the Sunnyside area. The expected 2035 daily volume on the by-pass just east of State Avenue is almost 23,000 vehicles.

As the only east-west roadway that runs through the downtown planning area south of 4th Street and west of State, 1st Street acts as a minor collector, with peak hour volumes of around 1,400 vehicles.

# Downtown Master Plan Transportation Elements

## City Center Access Study Coordination

Concurrent with the Downtown Master Plan and the update to the Transportation Element of the Comprehensive Plan, the City sponsored a City Center Access Study to investigate the need for improvements at the I-5 interchanges with SR 428 (4th Street) and SR 529. HDR conducted the City Center Access Study, which also involved participation of representatives from FHWA and WSDOT and included representatives of nearby jurisdictions and the Tulalip Tribe as stakeholders. The City of Marysville went through a planning process, an evaluation of alternatives, and interagency coordination that resulted in a request for an access revision in the form of an Interchange Justification Report (IJR), submitted in June 2009.

The IJR explored 10 alternative scenarios, including a baseline alternative and a "no-build" alternative, seven of which were carried forward for operational analysis. Of those alternatives carried forward, all but the baseline condition assumed development of a 1st Street bypass. Of the remaining six, five assumed a five lane section for the 1st Street bypass, which is consistent with the assumptions in this analysis. The findings of this study would vary little by which alternative is selected, assuming a five-lane section of the 1st Street bypass. Alternatives that widen 4th Street would impact pedestrian connectivity between the study area sections north and south of this corridor.

## By-Pass Route

As noted above, 1st Street will carry large volumes of through traffic, particularly during peak commute hours. Benefits to the Master Plan include:

- Focusing pass-through traffic to two alignments: State Avenue and the by-pass, which will allow other localized streets to provide quality development assets.
- Removing all but localized traffic from the interior street system.
- Lower localized traffic and truck volumes accommodate pedestrian and bicycle activity, on-street parking to serve local businesses and residents, and quieter, less stressful living and working atmosphere.
- Good access for the redeveloped downtown study area to and from the greater Marysville and Everett area is provided.
- The potential for more efficient sub-regional truck traffic.

However, the existence of the by-pass route impacts the study area by essentially creating a transportation barrier that must be entered or crossed, particularly by new development southeast of SR 529 and 1st Street. Development west of the connection between 1st and 3rd Street/Sunnyside Boulevard may also be essentially "isolated" from the rest of the study area, requiring crossing of the by-pass route. The Team designing the ultimate alignment of the by-pass route will need to consider how to best connect these properties to the downtown. The further east the alignment connects 3rd Street to a 1st Street alignment, the fewer number of properties will be impacted in this way.

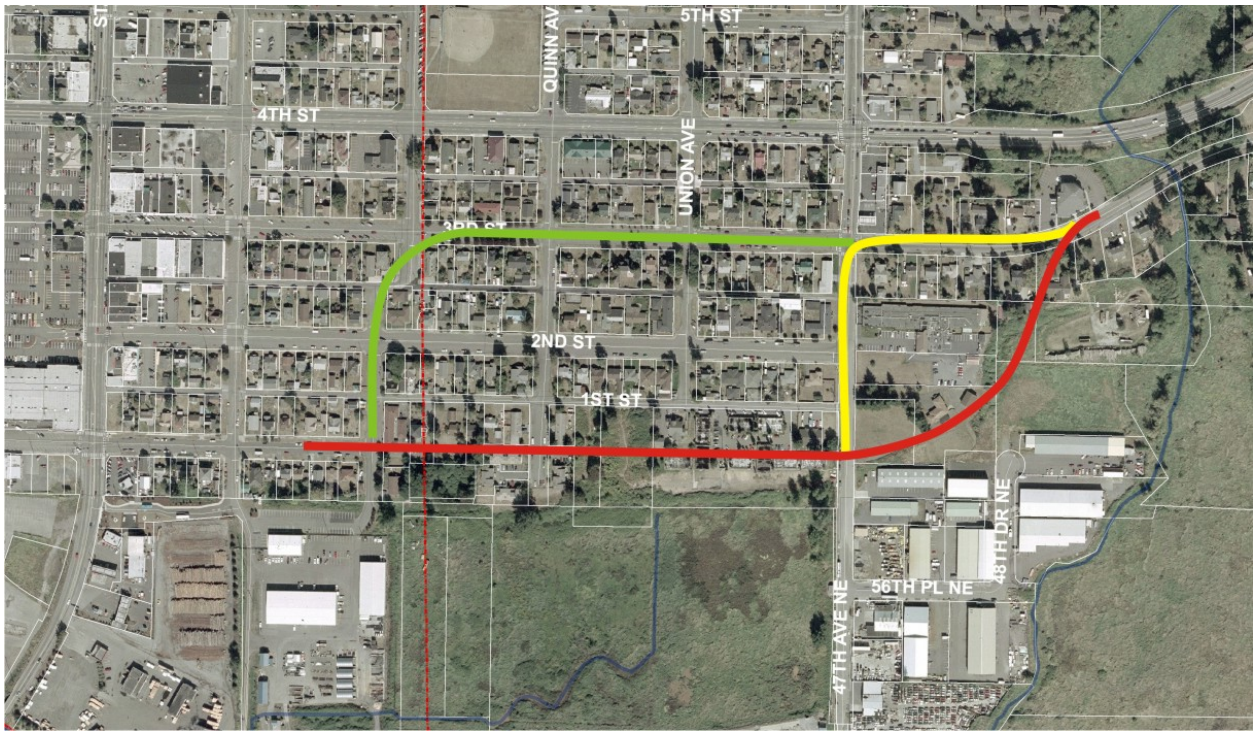



*Figure 30. Schematic by-pass options.*

The by-pass route design will include:

- Two travel lanes in each direction (12-foot curb lane, median with left-turn pockets where appropriate). Turning radii will be designed to accommodate trucks.

  *Note:* If traffic studies indicate that one travel lane in each direction will be sufficient, then construct only one travel lane. Additionally, it may be possible to allow on-street parking in the two outside travel lanes during off-peak hours.

- A 12-foot landscaped boulevard, with turn pockets at a limited number of intersections where left turns will be allowed. U-turns at specified locations would allow drivers to change direction and access properties on the opposite side of the street.
- A landscape buffer on both sides and environmental enhancements to prevent adverse impacts to the watershed.
- A designated bike lane on both sides.
- Sidewalks or other pedestrian trail on both sides.
- No on-street parking would be provided.
- The number of signalized intersections will be limited in order to accommodate the large volumes of through traffic. A signalized intersection with pedestrian accommodations will be provided at the intersection of Alder and State Avenue will accommodate vehicles and pedestrians from the new development southeast of SR 529/1st Street entering or crossing the by-pass route. Other unsignalized access will be provided into this area at Columbia Avenue and on SR 529 south of 1st Street. However this access may be limited to right-in/right-out only movements.
- Another signal will be installed along the alignment where the by-pass route meets up with 3rd Street to help accommodate the connection with 4th Street as well as provide protected access from developments southeast of this connection. A third signal may be needed where the by-pass

alignment turns north towards the 3rd Street connection.

- Vehicles entering the by-pass route at other locations may be restricted to right turns only, particularly during the peak commute hours. As long as vehicles turning left from the by-pass route into the local street system do not back into the through routes, left turns can be accommodated at unsignalized intersections. This will have to be monitored as development takes place.

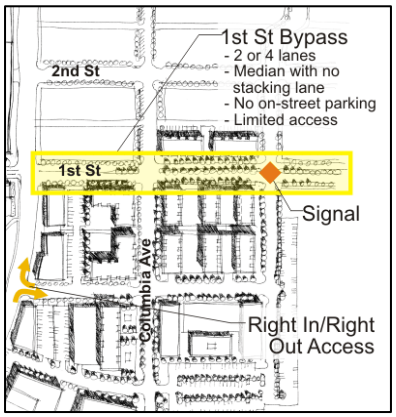



*Figure 31. 1st Street by-pass concept diagram.*

This plan envisions the by-pass as being an extension of 1st Street instead of the option of turning north on Alder and then east on 3rd Street. While this option could be more expensive than the Alder Street configuration, it is much better in terms of neighborhood connectivity and, potentially, in traffic operations and environmental considerations. (Note that the street improvements would not extend into designated wetlands and buffers.) (See Figure 31 for an illustration of a by-pass proposal.)

As noted above, however, the design team will need to carefully study the alternatives' costs and benefits, and, since this project may be 10 to 20 years from completion, conditions could change. It is critical at this time that the City keep it open by not allowing new development along the alternative routes that would hinder road construction.

## Other Roadways

*Figure 32. Recommended transportation improvements to north downtown.*

Other streets within the study area will be designed to accommodate an active mixed-use district. This would include posted speed limits of 20 to 25 MPH, on-street parking where possible, and sidewalks. The **Street Improvements** chapter describes recommended cross-sections for each street.

To the extent possible, alley access will be maintained to minimize crossings of pedestrian and bike routes and help accommodate maximum on-street parking supply. New residential driveways should be located from alleys where possible.

In the long-term, redevelopment of the mall parcel will allow reconnection of the Delta Avenue Alignment and an extension of 3rd Street between Delta Avenue and State Avenue, to complete the street grid. The Delta Avenue Alignment would be designed as a woonerf, which, while allowing vehicular traffic, emphasizes pedestrian traffic by designing for very low vehicular traffic speed and providing access to parking and loading for the retail businesses along the street. (Pike Place at the Seattle Pike Place Market is a good example of a woonerf. See the **Street Improvements** chapter for further description.)

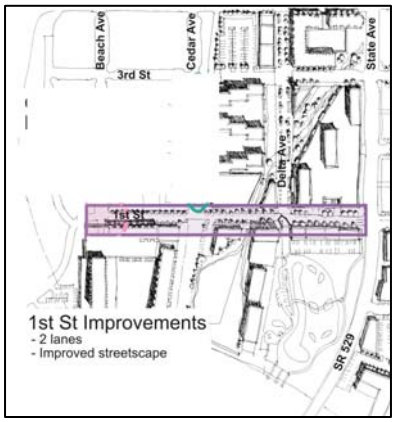



*Figure 33. Recommended improvements to southwest downtown.*

This plan recommends a single left-turn lane from 3rd Street to southbound State Avenue, as long-term traffic growth is intended to be routed to 1st Street rather than 3rd Street. Additionally, a gateway feature to demark the entrance into downtown and calm traffic is recommended on 3rd Street at Alder Avenue.

## Truck Traffic

Development of the 1st Street by-pass route will replace the current truck route that passes through the site. This will reduce the truck volumes that currently travel between 4th Street (SR 528) and the State Avenue (SR 529) bridge. The by-pass route, including turning radii, will be sized to accommodate the truck traffic.

## Bicycles

Figure 34 illustrates the plan's proposed bicycle routes and lanes. As noted, a dedicated bike lane will be provided along the by-pass route. The bike lane will be separated from vehicular traffic by landscaping. These will tie into the bike routes provided along SR 529. Recreational bicyclists will have access to the improved trail along Ebey Slough. They may access this trail through Ebey Waterfront Park and through the "Street Park" along the Columbia Avenue alignment south of 1st Street. The bike route on Beach Avenue should be switched to Cedar Avenue because there is a signal at 4th Street.

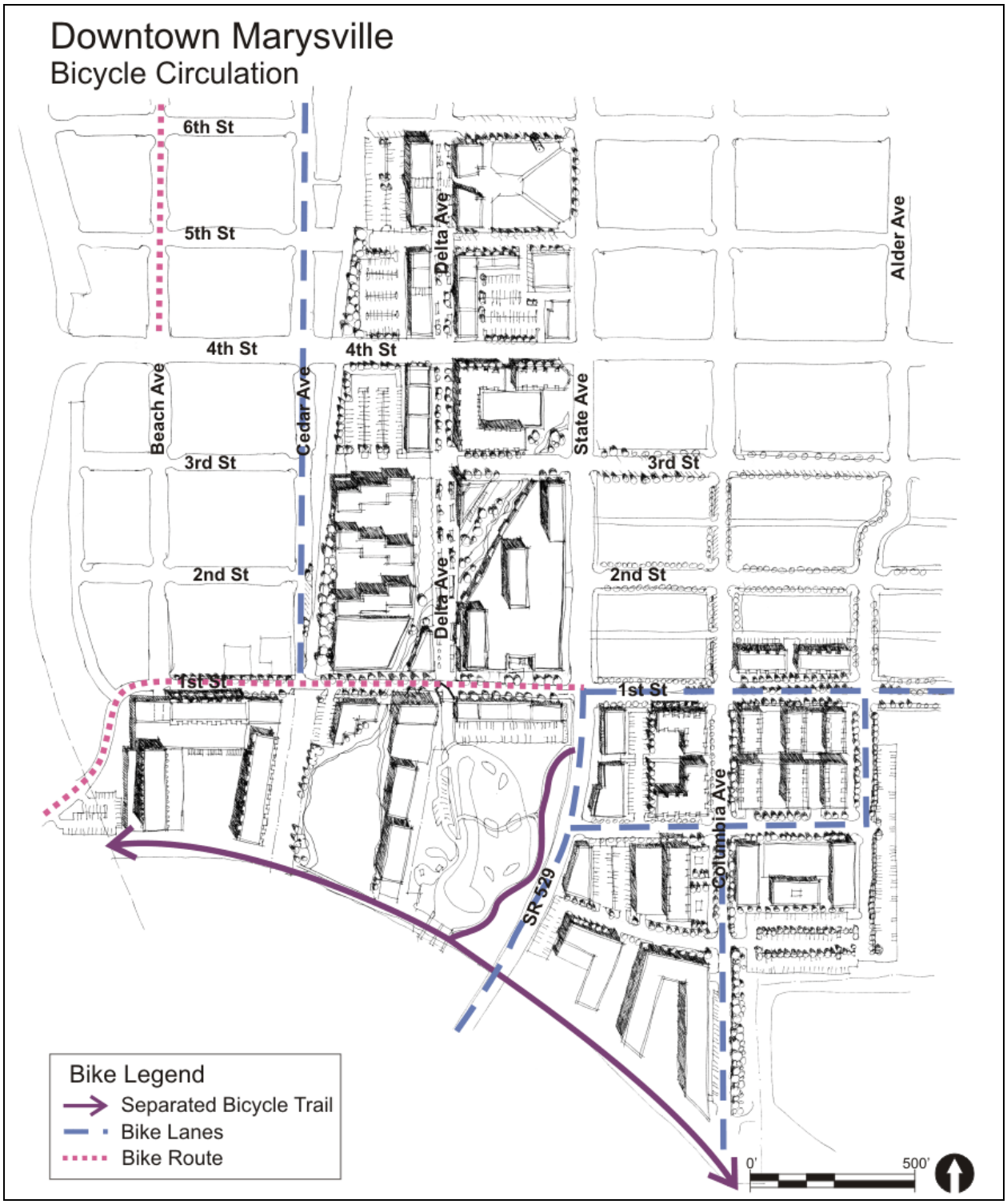



*Figure 34. Proposed and existing bicycle facilities.*

On all other local streets, bicycles will mix with vehicular traffic. On-street parking will be angled, back-in parking where possible. This parking configuration provides the best visibility of bicyclists and through traffic for on-street parking.

## Pedestrians

Sidewalks will be provided on both sides of all public streets, with the exception of the west side of Cedar Avenue, where sidewalks on the east side would not have desired buffer from train tracks. Landscaping will be integral to the pedestrian experience. Interruption of sidewalks will be minimized by encouraging alley access to residential developments and surface parking wherever possible.

Pedestrians will also have increased recreational access via the new Ebey Slough Trail. Access from the waterfront through new development will be provided adjacent to the Marina Site, through Ebey Waterfront Park and along Columbia and Alder Avenues.

## Transit

Increased transit service and use are key components of the vision for Marysville's downtown. Whereas the envisioned mix of uses and increase in development intensity will serve to increase demand for transit, improvements to transit routes, facilities, and service will be needed to serve downtown and encourage transit use. Figure 35 illustrates short- and long-term transit concepts and actions for downtown.

It is assumed that as development to the east increases, routes will be added to accommodate commuter demand along the by-pass route. An in-lane stop on 4th Street (and regular transit stop on 1st Street for any future routes) between State and Alder would serve both commuters coming in to the new downtown office space within the study area, but also serve residents in the new downtown housing units who commute into Everett.

The Transportation Element of the Comprehensive Plan identifies two new park-and-ride lots: one near 169th Place NE and Smokey Point Boulevard and the other near Cedar Avenue and Grove Street. The Smokey Point park-and-ride will be a full transit center, with access to local commercial uses. The document also notes that the City should work with transit providers to establish a local circulator transit service to provide intra-community service as well as improve service to the Sunnyside/Whiskey Ridge area to support the planned densification of development in this area. Instituting these changes should provide relief for demand on the existing Transit Centers in the City Center.

The planned park-and-ride facility at Grove Street and Cedar Avenue will include space for 213 parking spaces, with additional parking for bicycles and motorcycles. The facility will have a large shelter for passengers and room for up to three buses. The facility will serve Routes 207, 421, and 821.

The development of the Civic Campus, adjacent to Comeford Park, will create increased demand for public access and transit service to this area. The plan should consider enhancement of transit service and the transit stop that serves this site.

More localized routes may continue through the study area, connecting routes that serve the park-and-ride facility in the northwest study area. At least one transit stop should be provided on each side of 1st Street somewhere between Beach and Delta Avenues. The stop can be an in-lane stop but would impact the on-street parking specifically in the area of the stop.

A number of additional treatments to enhance transit access to and from downtown were suggested by Community Transit:

- Transit signal priority.
- Transit queue jumps.
- Transit-only slip-ramp to 3rd Street from the northbound I-5 off-ramp.

Community Transit noted that these types of improvements are often critical in realizing a competitive advantage on important corridors and achieving the mode share required for the success of PSRC's Regional Growth Strategy and Transportation 2040 plan. Consideration of these treatments should be coordinated between the City, WSDOT, and Community Transit.

Affecting fundamental changes in travel behavior that move a much larger share of trips to transit will require long-term coordinated planning of land use, development, roads, and transit. The City should continue to coordinate with Community Transit to support steps in their long-term process of transforming the county into communities that can support the "Think Transit First" approach. Three key steps per Community Transit include identification of a county-wide network of transit emphasis corridors, placing a greater emphasis on Transportation Demand Management (TDM) strategies, and developing a Long Range Transit Plan with a horizon year of 2030.

Two additional long-term transit considerations should be further explored: Bus Rapid Transit (BRT) along State Avenue (with a station near the mall) and a commuter rail station near the mall or civic center. BRT lines are currently being evaluated by Community Transit throughout the county to complement the new SWIFT line to be initiated later this year between Shoreline and Everett. The concept of a commuter rail station was identified in the Downtown Visioning Plan as an important transit element should commuter rail service be extended north of Everett. Stations for both services would be highly complementary to the envisioned uses and activity in downtown.

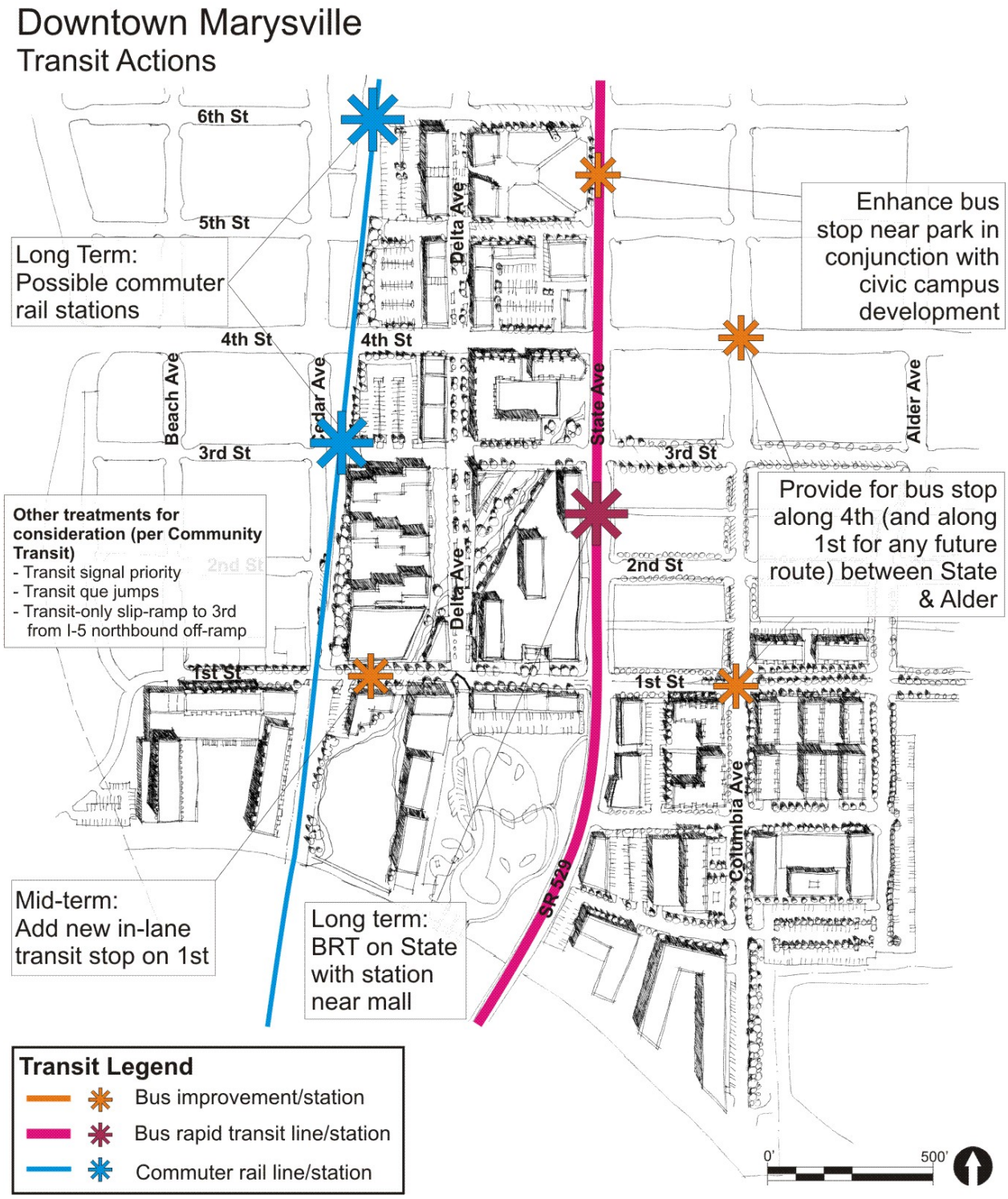



*Figure 35. Short- and long-term transit actions and considerations.*

## Railroad

The United States Department of Transportation (USDOT) reports that approximately 19 trains use the BNSF mainline every day, with Amtrak offering an average of one passenger train service per day. It has been reported that on occasion queuing of BNSF cars over intersections is problematic. The City should coordinate with BNSF and Amtrak to eliminate railcars queued across intersections as this is detrimental to vehicular circulation and safety. Further concessions to rail service should condition elimination of this issue.

## Parking

The new development will be served by on- and off-street parking. Employees and residents will primarily park in off-street surface lots and some ground level parking. In addition, short-term parking (2 hours maximum) would be provided on internal surface streets. This would help accommodate visitor and commercial customer parking. The on-street parking further helps control travel speeds on the local roadways. To the extent possible, this parking should be back-in angle parking so as to help with interaction with bicycles that will be sharing vehicle lanes. Opportunities for shared parking in Ebey Waterfront Park with office uses between the park and the marina development should be further explored, as peak demand periods don't conflict. This would allow a reduction in development of impervious parking.

Recommended parking supply is one off-street space for one-bedroom units, 1.5 spaces for units of two bedrooms or more. Visitor parking can be accommodated on the street. For commercial development, off-street supply is three spaces per 1,000 square feet. These ratios can accommodate long-term (employee and resident) parking off the street. Visitors can utilize on-street (time-limited) parking.

## Summary Recommendations

Taken together, the recommended transportation improvements include a wide variety of short- and long-term projects, ranging from the substantial widening of 1st Street east of SR 529 to accommodate dramatically increasing through-traffic volumes to small-scale improvements to address localized streets. The transportation improvements recommended in this chapter are incorporated into the recommended diagrams in the **Street Improvements** chapter.

The list of recommended public improvements in the **Implementation** chapter summarizes the recommended actions the City should take to implement the transportation elements.

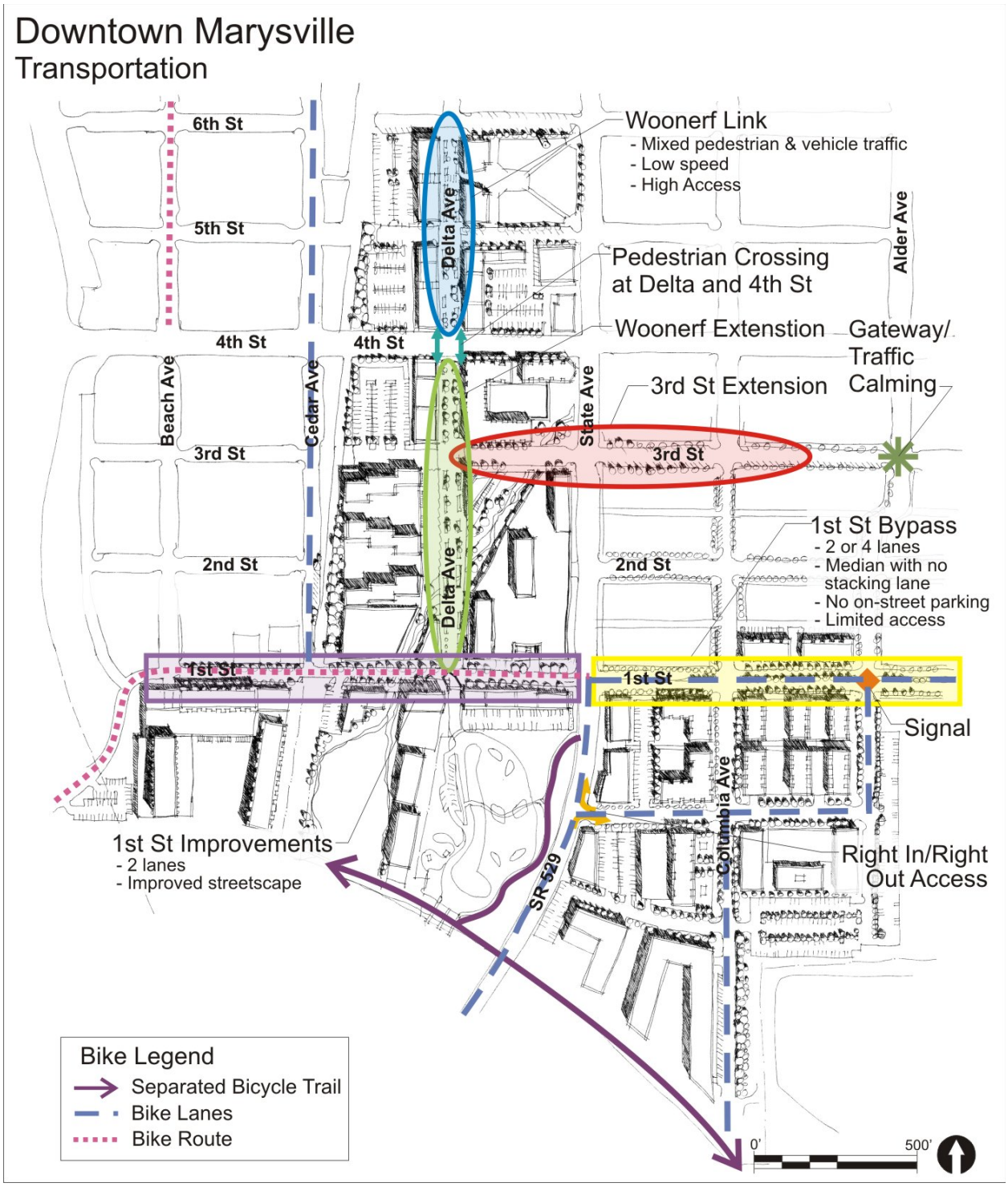



*Figure 36. Recommended transportation improvements. See individual street improvement recommendations in Appendix A.*

Chapter 4:

# Utilities

## Stormwater

Redeveloping Marysville's downtown will require addressing the stormwater impacts of redevelopment and ensuring that all development is in compliance with state regulations. This master plan examines the code requirements and identifies strategies to facilitate compliance for private properties as well as public rights-of-way. Additionally, this section presents some innovative low-impact development (LID) techniques to lower the cost and enhance the effectiveness of stormwater management efforts.

At present, the downtown's storm drainage system handles flows from a much greater area than the downtown itself. The City is in the midst of a revision to its Comprehensive Stormwater Plan, which will address citywide flows. The scope of this analysis is limited to the flows and volumes contributed by the study area itself.

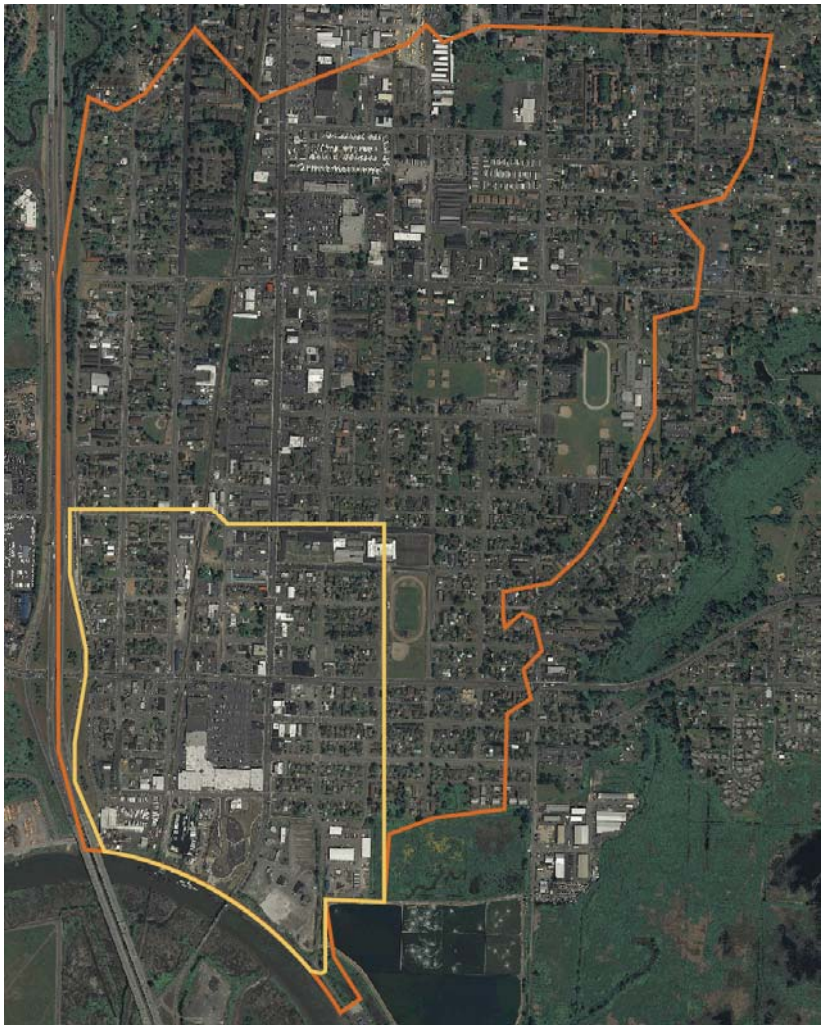


*Figure 37. Stormwater draining through study area (orange); study area (yellow)*

## Existing Conditions

### Natural Environment

Marysville is located within the Quilceda/Allen Watershed along Ebey Slough within the Lower Snohomish Estuary. Both Quilceda and Allen Creeks discharge into Ebey Slough.

Historically, Marysville had a gradient of habitats from mudflats and tidally influenced salt water marshes closest to the Slough through scrub-shrub wetlands of various salinities rising to swamp forest dominated wetlands at the highest elevations. A mosaic of other habitat types were intermixed, including saltwater channels, gallery forests, freshwater ponds, puddles,

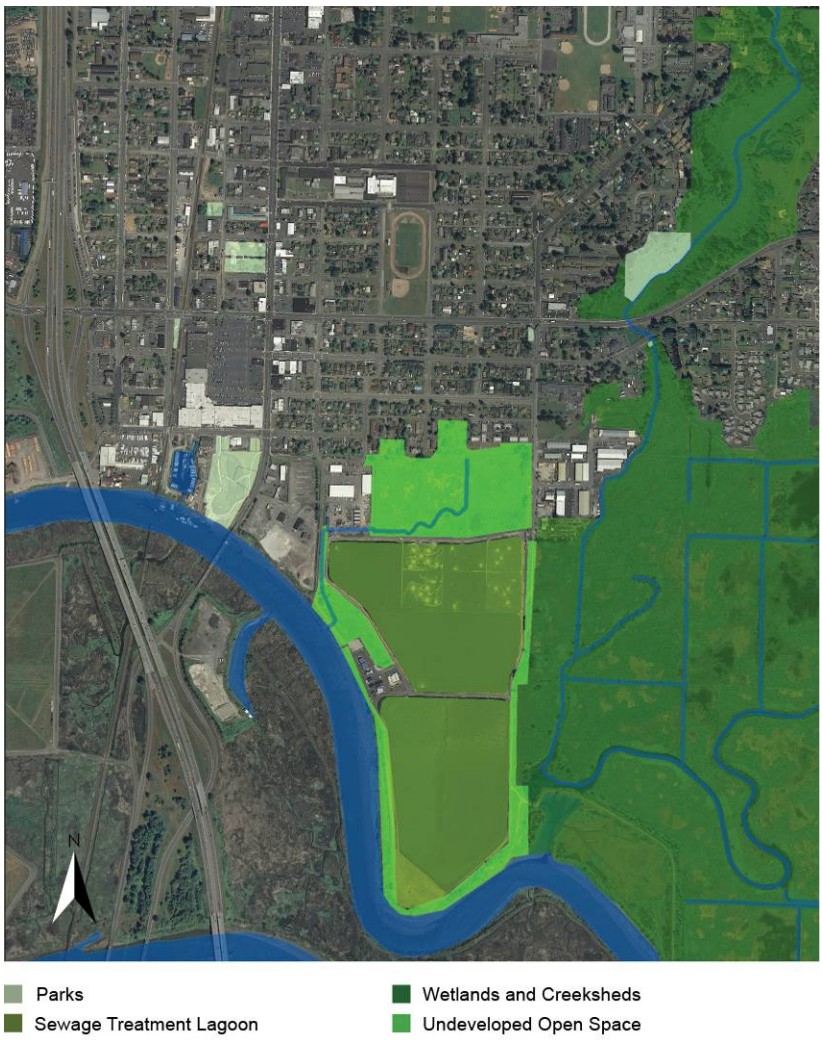



*Figure 38. Natural environment.*

and freshwater wetlands. Vegetation included sedges, hard stem bulrush, cattails, grasses, willow, and rose in the low to mid elevations; Sitka spruce, pine, fir, crab apple, and alder dominated the forests.

All of these important habitats have been modified over time as pavement has replaced forest and vegetation along creeks and shoreline has been removed. Activities along the Slough have added pollutants, modified the shoreline, and damaged aquatic habitats.

One major wetland area within city boundaries is currently being expanded and restored. In 1994, the City breached the old Ebey Slough levee to restore hydrological flows to 14 acres of wetlands east of

downtown as mitigation for the construction of the sewage treatment facility. The Tulalip Tribe is currently expanding this wetland as part of a restoration project for the Qwuloolt Marsh, a roughly 400 acre site directly adjacent to and north of the mitigation wetland.[1]

Despite the area's degraded habitat, salmonids (including chum salmon, endangered coho salmon, and cutthroat trout) are present in Marysville's creeks and the Slough. The tidally influenced wetlands along the Slough provide important habitats for these salmonids and other aquatic creatures, as well as foraging and nesting opportunities for waterfowl, herons, sandpipers, kingfishers, osprey, bald eagles, other raptors, red-winged blackbirds, wrens, songbirds, and swallows, among others.[2] Black-tailed deer, coyote, and harbor seals have also been observed in Ebey Slough and its associated wetlands.

Ebey Slough is highly influenced by tides. Under normal low flow conditions, effects can be observed up to River Mile 18 or 20. Tides in the area can fluctuate 11 feet on average. Extreme high tides are a more significant influence on shoreline hydrology than flood conditions.

Marysville's downtown is largely built out, with large parking lots and areas of impervious surface. As the area is redeveloped, new water quality standards in Marysville's Municipal Code will apply, and new construction will result in improved water quality. At the same time, measures proposed in this master plan will further clean the stormwater runoff and serve to improve water entering Ebey Slough.

[1] Cereghino, Paul. Wetland Assessment for Restoration at Qwuloolt Marsh, Marysville, WA, NOAA Restoration Center (6 Dec. 2006)
[2] Jones & Stokes 2003

*Figure 39. This aerial photograph shows the amount of impervious surface in the downtown study area.*

## The Built Environment

Ebey Slough is the downtown study area's main water body. At one time, a small creek flowed through downtown to the marina. The creek was paved over and piped about thirty (30) years ago as part of the Town Center Mall's construction; it is now part of the city's stormwater drainage system.

The City has hired a consultant, OTAK, to model storm drain conveyance capacity, including the downtown study area. The study, titled "City of Marysville Stormwater Comprehensive Plan (2009)," is currently being completed. Preliminary results reported by OTAK indicate adequate capacity within

the master plan study area. However, according to OTAK, the analysis does not consider tidal influences or projected sea level rise. Previous studies (OTAK 2002) indicated capacity was impacted at the outfall into Ebey Slough during high tide, and/or high river flows that cause the tidal gates at the outfalls to close. Closure of the gates results in runoff being stored in the drainage system and can result in flooding. This condition will only become more severe as sea level rises. It will be in the City's best interest to implement stormwater management strategies to reduce the stormwater load entering the existing system to limit problems with capacity and flooding.

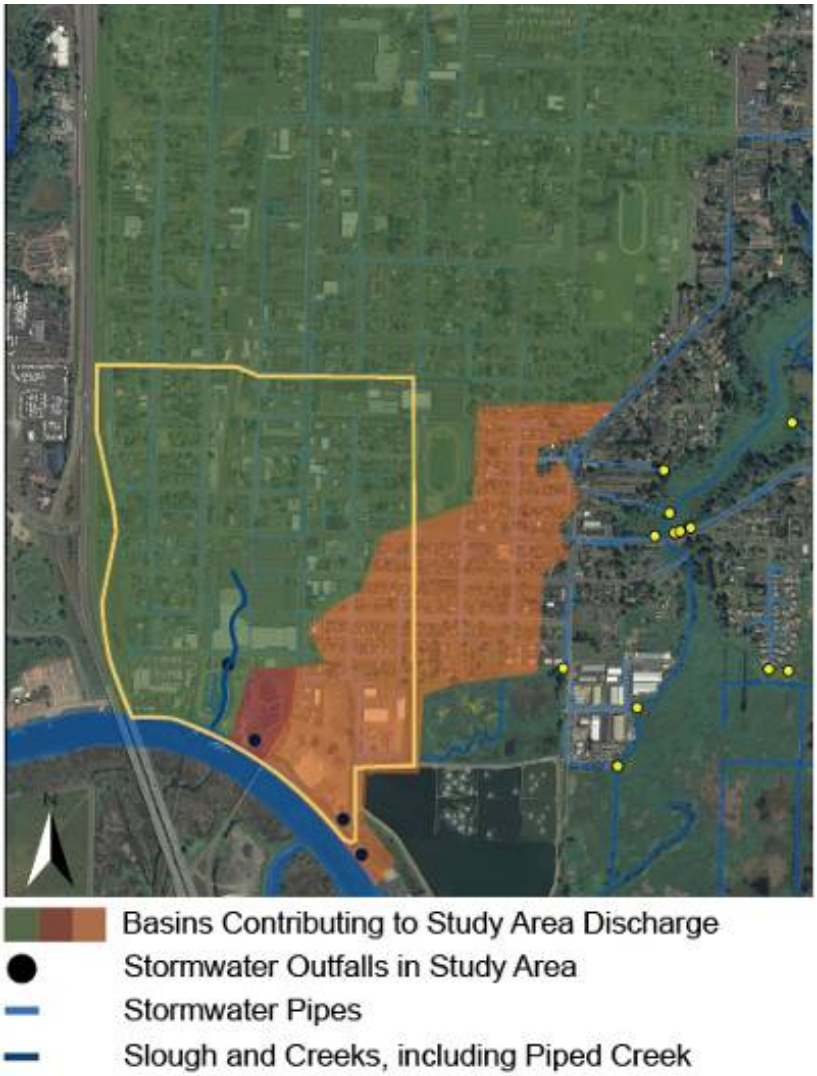



*Figure 40. Built environment.*

*Figure 41. Stormwater conveyance system.*

## SW Code Requirements

The Washington State Department of Ecology ("DoE") requires all cities to manage stormwater in accordance with the standards set forth in the Stormwater Management Manual for Western Washington (the "Manual"). Cities have the option to employ the stormwater management techniques described in the Manual or employ alternative techniques, so long as the city can demonstrate such alternative techniques manage stormwater to the Manual's standards or better.

Marysville currently uses the 2001 Edition of the Manual for its stormwater standards. By the time the recommendations in this report are executed, the City is expected to have adopted the then-current edition of the Manual. Consequently, the 2005 Edition of the Manual, the most current edition, has been used to shape the plan's recommendations.

What follows is an overview of the Manual's standards and techniques that are specifically relevant to Marysville's redevelopment plans. Please note that the Manual sets forth additional requirements for construction activities and other development activities. Therefore, both the City and developers should thoroughly review the Manual currently adopted by the City prior to commencing specific projects and activities.

The Manual focuses on two aspects of stormwater management: Flow Control and Water Quality Treatment. All new development and redevelopment activities must comply with the Manual's requirements.

## Flow Control

As discussed above, the conversion of undeveloped land to paved (impervious) surfaces and buildings alters the hydrologic cycle. Paved surfaces prevent water from infiltrating into the ground and increase runoff volume and speed. In cities with little vegetation, over 60 percent of rainwater can end up as runoff. Flow control facilities control the rate,

frequency and flow duration of stormwater runoff. Under the Manual, all projects must provide flow control unless they are discharging to a Flow Control Exempt-Receiving Water.[3]

Stormwater runoff from the downtown study area discharges to the Ebey Slough. The DoE considers Ebey Slough to be a Flow Control Exempt-Receiving Water, and Marysville is not required to meet the Manual's flow control standards for discharges to the Slough. Accordingly, the analysis assumes that flow control is not necessary in the study area.

However, even if flow control facilities are not required, the Manual does require all projects to minimize on-site disruption of hydrologic cycles through the use of Roof Downspout Control Best Management Practices ("BMPs") and Dispersion and Soil Quality BMPs.[4] These BMPs include various infiltration and dispersal methods that stress the use of vegetation and soils to manage runoff on-site and slow its conveyance off-site.[5] Refer to the Manual for a more complete discussion on these BMPs.

### Water Quality

The Manual also requires projects of a certain size or larger to install water quality treatment facilities. The purpose of these facilities is to remove some of the pollutants contained in stormwater runoff.

Water quality treatment is required when a project is creating 5,000 square feet or more of Pollution Generating Impervious Surface (PGIS)[6] or three-quarters of an acre or more of Pollution Generating

[3] Section 2.5.7, Vol. I, Stormwater Management Manual for Western Washington (2005 Edition), pg 2-30 to 2-31.
[4] Section 2.2.5, Vol. I. pg 2-26 to 2-27.
[5] See Section 3.1, Chapter 3, Vol. III, pg. 3-2 to 3-18 and Section 5.3.1, Chapter 5, Vol.V, pg. 5-3 to 5-15.
[6] "Pollution Generating Impervious Surfaces" are impervious surfaces considered to be a significant source of pollutants in stormwater runoff. They include, among others, roads, parking lots and driveways, sites of industrial activity and storage yards, exposed sites where erodible or leachable materials, wastes or chemicals are stored, metal roofs, and unvegetated roadsides.

Pervious Surface (PGPS)[7]. There are four types of water quality treatment that may be required, depending on a site's location and the activities occurring on-site[8]:

1. Oil Control for high-use sites that generate oil and other automobile-related pollutants.
2. Phosphorus Control.
3. Enhanced Treatment.
4. Basic Treatment for Total Suspended Solids (TSS).

Depending on a site's location and its activities, a project may be required to employ one or more of the above treatment measures.

Since Ebey Slough is a saltwater body, Marysville is required, at a minimum, to provide Basic Treatment. Where warranted by the land use proposed for development or by the local government with jurisdiction, oil control facilities, facilities for control of phosphorus, or facilities for enhanced treatment may be required. The Basic Treatment facilities listed in the Manual can be broken in the following broad categories:

1. **Physical Settling Methods.** These methods use detention and gravity to settle particulate pollutants out of the water. They do not use any biological processes. Methods include wetponds and wetvaults.

2. **Physical Filtration Conveyance Methods.** These methods filter out pollutants before the runoff is conveyed to another treatment mechanism or to the storm drain system or outfall. They include sand filters, planted conveyance swales ("bio-filtration swales") and filter strips that disperse and convey water as sheet flow.

[7]"Pollution Generation Pervious Surfaces" are non-impervious surfaces subject to the use of pesticides and fertilizers or loss of soil, including lawns, landscaped areas, golf courses, parks, cemeteries and sports fields.
[8] See Chapter 2, Vol. V, for more information.

3. **Basic Infiltration.** Infiltration methods use biological, chemical, and physical processes in the soil to treat pollutants. Runoff is absorbed into the ground, recharging groundwater aquifers. In order to qualify as effective treatment, soils in an infiltration BMP must fully infiltrate 91 percent of runoff from a stormwater event.[9] These methods include gravel trenches and drywells. All infiltration methods must be preceded by some kind of pre-treatment methods to remove pollutants.

4. **Biological Processing and Infiltration.** These methods include vegetation in their design. Biological, chemical and physical processes within and between the vegetation and the soil treat pollutants. Biological infiltration methods include swales, rain gardens, wetlands, stormwater planters, and ecology embankments, a specialized treatment method developed by WSDOT for the highway side slopes.

5. **Engineered Filtration Methods.** These methods use manufactured products to filter stormwater. While they often take up less space than other methods, they can be more costly to install and may require maintenance agreements with the manufacturer. StormFilter® by Contech Construction Products, Inc., is an example of a product that DoE has approved for use under the Manual.

[9] Section 3.4, Chapter 3, Vol. V, pg. 3-8.

## Challenges and Opportunities

Marysville's existing conditions shape the City's stormwater management options. The fact that flow control is not required simplifies stormwater planning for the City and individual sites; however, the Manual's water treatment standards must still be met. While Marysville's current conditions create certain challenges for treating stormwater, the City's current layout and future development plans also create opportunities for using stormwater treatment measures to provide other benefits.

### Challenges

1. **Costs Associated with Redevelopment.** Marysville is planning to extensively redevelop the downtown. This development, and the street improvements that must accompany it, must comply with the Manual, adding additional costs to individual development projects and right of way improvement projects. Several developers have even expressed concern that they may not have sufficient space on-site to meet with the Manual's stormwater management standards and still be able to profitably develop downtown properties.

2. **Floodplain Location.** As discussed in the **Development** chapter, the properties along Ebey Slough are the ones most readily available for redevelopment and the ones most likely to catalyze the city's redevelopment. However, these parcels lie within the city's 100-year Floodplain. Water quality treatment methods that employ infiltration will not be possible in these areas due to the risk of overflow from flooding. It will also not be possible to site a regional treatment facility along the Slough because such critical facilities may not be located within floodplains. Thus, the City will need to employ distributed water quality treatment facilities, rather than creating one centralized facility for the entire city.

*Figure 42. 100-year flood plain.*

3. **Groundwater Table Elevation.** Groundwater table elevations present a similar challenge in some parts of the downtown. The Manual requires a minimum of three (3) feet of clearance between the bottom of an infiltration facility (including rain gardens) and the seasonal high groundwater elevation if the project is creating 5,000 square feet or more of Pollution Generating Impervious Surface (PGIS), 10,000 square feet of impervious area or three-quarters of an acre or more of Pollution Generating Pervious Surface (PGPS). Smaller project areas require a minimum clearance of one (1) foot between the bottom of an infiltration facility and the seasonal high groundwater elevation.

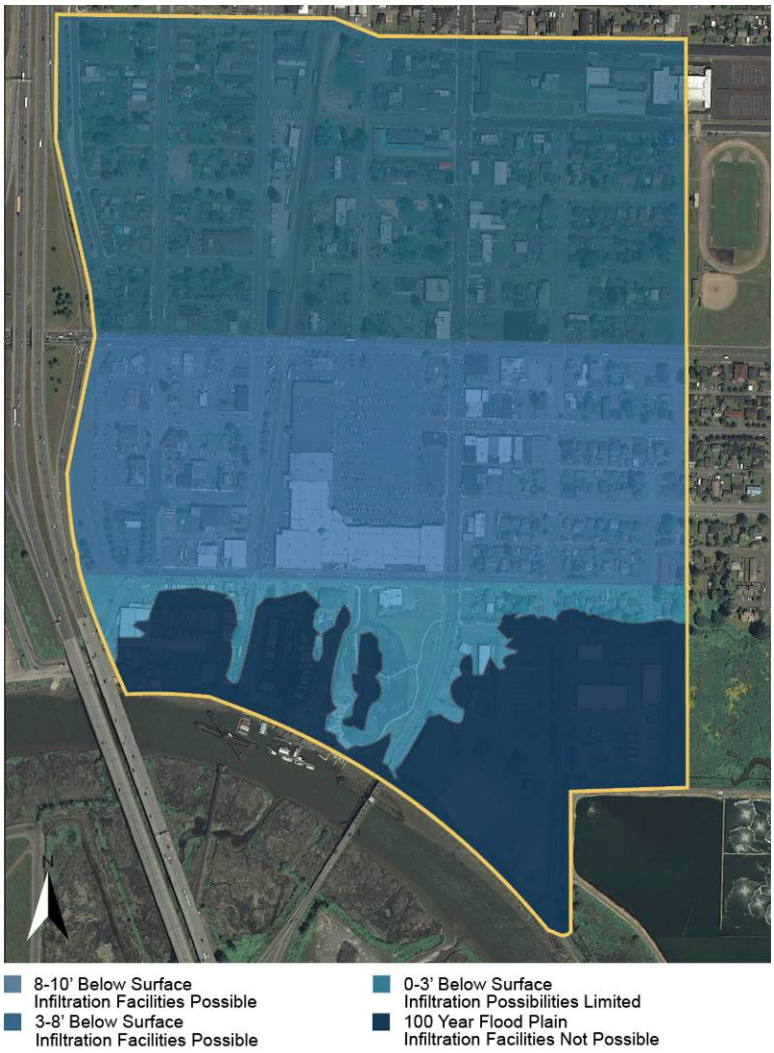



*Figure 43. Groundwater.*

Based on information from well logs[10], the groundwater table is approximately 8 to 10 feet below surface at 4th Street and further inland. Below 4th Street, the groundwater table rises as one moves towards the shoreline. It lies at about 3 feet below surface at 1st Street and most likely continues to rise until it reaches the shoreline. While additional geotechnical investigation is required to specifically determine where infiltration facilities will and will not be possible, the available information indicates that while infiltration facilities are an option for stormwater treatment above 1st Street, they will not be possible in most locations below 1st Street.

## Opportunities

1. **Extensive Right of Way.** The city has extensive Rights of Way (ROWs). The ROWs are generally larger than required for vehicular traffic, even on the busiest streets. As a result, the City has ample, publicly owned land that can be used for treating stormwater, not only from the ROW but also from adjacent properties. The City can offer some of this ROW to developers for treating their stormwater while still preserving enough ROW to meet other needs.

2. **Extent of Redevelopment.** Marysville's planned redevelopment is at a large enough scale to enable the City to leverage the need to improve its stormwater management system to comprehensively reshape the city's streets to create a greener, more integrated streetscape that enhances mobility, habitat, and overall quality of life.

3. **Opportunity to Develop Incrementally.** The need to treat city runoff via an in-place distributive system allows the City to improve its stormwater system incrementally as development occurs. While this may seem contradictory to the opportunity discussed immediately above, it is in fact comple-

[10] Department of Ecology, http://apps.ecy.wa.gov/welllog/

mentary. The City can invest in large scale improvements along the streets that provide the best opportunities for reshaping the city's character and can install stormwater treatment facilities on an as-needed basis in other locations. So long as the City plan integrates both approaches, the City can have the best of both worlds.

4. **Shoreline Location.** The downtown's location on the shoreline makes the area the 'last stop' for treating stormwater before it is discharged into the Slough. Consequently, the downtown has an important role to play in improving the quality of water entering the Slough, restoring the Slough's shoreline and connecting habitats and pedestrians to the shoreline.

## Goals and Strategies

Given the challenges and opportunities presented by the city's current conditions, a successful stormwater management plan will:

1. In terms of flow control, allow direct discharge to Ebey Slough of stormwater that meets quality standards into the Slough.
2. Provide water quality in accordance with the Manual.
3. Facilitate the downtown's redevelopment.
4. Leverage required stormwater system improvements to provide other benefits, such as:
   - Habitat and habitat connections within the downtown and along the Slough.
   - Increased bicycle and pedestrian activity.
   - A network of places to gather and socialize.
   - Beautiful, innovative, and creative streetscapes and building.
5. Provide cost effective solutions that meet the city's short- and long-term needs.

Marysville's extensive, underused ROW provides the means to achieve the City's goals for stormwater management, while also supporting the City's overall development objectives for the downtown. The Stormwater ROW Strategy incorporates the following key actions:

1. **Partner with the Private Sector to Incentivize Green Development.** As discussed above, Marysville has sufficient room in the ROW to treat runoff from adjacent parcels in addition to runoff from the street. The City is thus in a position to assist developers in meeting their stormwater treatment requirements by offering up a portion of the ROW for such use. In exchange, the City can ask developers for a variety of commitments that will improve the city, from funding construction and maintenance of the stormwater facilities and ROW improvements, to working with the City to develop attractive, innovative site and building designs that integrate with the street.

   A challenge with this approach is that it will be difficult to accomplish by individual property owners on a site-by-site incremental basis. It will be possible to construct proposed water quality improvements on a block or half-block basis, so a cooperative effort or fee-in-lieu program leading to a block-wide project will be necessary.

2. **Maximize the ROW's Function.** Marysville's ROW is so extensive that even after providing space for treating stormwater from adjacent parcels, there will be ample room left over to serve other necessary functions, such as improving pedestrian and bicycle facilities, enhancing habitat, creating public space and improving the look and feel of the city's streets. The stormwater treatment facilities themselves can contribute to all of these objectives through thoughtful design and planting choices.

3. **Provide a Flexible Toolkit for Implementation.** As noted above, the city's planned development provides the opportunity to leverage stormwater requirements to reshape the city's streets at the

block and street scale, while also creating the need to install stormwater improvements at an incremental pace that matches development. The city's plan must include a clear vision and strategy for the city's key streets which also providing a flexible kit of parts that can be tailored to the needs of the city's other streets. The toolkit must have flexible components that address mobility and other needs, in addition to stormwater needs.

## Stormwater Quality Treatment Approach

Standard approaches to stormwater management typically involve structurally engineered solutions built of hardened infrastructure, such as wet vaults, or facilities that require a large amount of land, such as wetponds. In most cases, they focus solely on physically settling out pollutants. Consequently, standard approaches:

- Tend to create challenges for developers trying to maximize a project's value.
- Are limited in their possible locations due to the amount of land required.
- Provide less treatment benefits because they only employ one treatment mechanism (physical filtration).
- Disrupt sites even further during construction due to the need to excavate large holes to install the facilities.
- Provide no added benefits, such as open space, habitat, or visual amenities.
- Can be costly.

Low-impact development (LID) is a stormwater management and land development strategy that reduces runoff and pollution loads by managing stormwater as close to its source as possible in order to mimic pre-development hydrologic function. LID techniques focus on minimizing soil disturbance, conserving on-site natural features, adding vegetation, minimizing

and replacing impervious surfaces with pervious surfaces, and integrating all of these elements with engineered, small-scale hydrologic controls. Specific LID techniques include installing rain gardens, swales, and porous paving, reducing impervious surfaces, and adding landscaping to sites. The cost of employing LID techniques has been found to be roughly commensurate with the cost of standard treatment facilities and, in many instances, cheaper.[11] Unlike standard treatment facilities, LID techniques also provide numerous additional benefits. By greening the street, LID techniques increase neighborhood attractiveness and property values, calm traffic, and provide pleasant pedestrian connections.

*Figure 44. Rain gardens and stormwater planters possible (dark blue); stormwater planters only (light blue).*

Since Marysville's stormwater treatment strategy will focus on using the ROW to treat stormwater, the following LID treatment methods are recommended:

- Rain gardens
- Stormwater planters

Since both of these techniques include vegetation, they engage multiple ecological processes to treat stormwater, while also providing habitat and streetscape benefits. Both methods have the ability to handle stormwater from adjacent parcels as well as from the ROW. Both can be flexibly applied and sized as needed, allowing their application to parcels of all sizes. Both methods can also be used to soften street edges and separate pedestrians and bicyclists from vehicular traffic.

*Figure 45. Rain garden section (top); formal rain garden (middle); naturalistic rain garden (bottom).*

## Rain Gardens

Rain gardens are depressions planted with flood tolerant plants in the bottom and upland plants on the slopes. They typically have a 3:1 side slope, although this slope can be reduced to 2:1 or eliminated entirely if walled planters are used. Amended soil is used to

[11] Please see "Economic Benefits of Low Impact Development Practices" Low Impact Development Center (2005) for a discussion of LID techniques, case studies, benefits.

increase infiltration and underdrains are sometimes installed to handle overflows.

Runoff flows into the rain garden and is detained until it infiltrates into the soil, gets taken up by plants, or evaporates. While the naturalistic style is most popular in the Pacific Northwest, rain gardens can be designed in any style. For example, Portland's 12th Street uses more formalized plantings within concrete planters. Rain gardens can be used to help connect habitat areas. They can also be designed to provide food and cover for birds and other species, further contributing to ecosystem health.

A minimum of three (3) feet of clearance is required between the bottom of the rain garden and the seasonal high groundwater elevation if the project is creating 5,000 square feet or more of Pollution Generating Impervious Surface (PGIS), 10,000 square feet of impervious area or three-quarters of an acre or more of Pollution Generating Pervious Surface (PGPS).

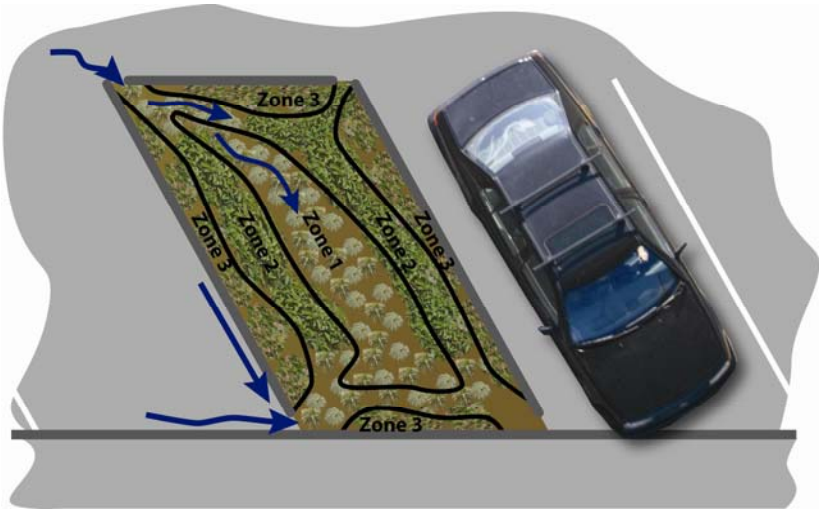



*Figure 46. Parking stall rain garden.*

Smaller project areas require a minimum clearance of one (1) foot between the bottom of the rain garden and the seasonal high groundwater elevation. In order to qualify as effective treatment, soils in the rain

garden must fully infiltrate 91 percent of runoff from the design stormwater event.[12]

As previously noted, the groundwater clearance requirements will restrict the areas in which rain gardens can be used. Since the rain gardens will be treating runoff from both parcels and the ROW, they will be treating runoff from 5,000 square feet or more of Pollution Generating Impervious Surface (PGIS) in virtually all instances.

The rain garden surface area required to treat the run-off from parcels of various sizes with varying amounts of pollution-generation surfaces was calculated. These calculations are set forth in Figure 47 and illustrated in Figure 48. As expected, even when treating very large parcels plus one-half of the ROW, ample room remains in the ROW for other uses.

Surface Types

Pollution Generating Impervious (PGIS) - Roads, sidewalks, parking, etc.
Pollution Generating Pervious (PGPS) "Lawn" - Ornamental landscaped areas, lawns, golf courses
Porous Pavement - porous concrete, porous asphalt, grasscrete, etc.

To Treat 1000ft² Pollution Generating Surface Area

| Surface Type | Runoff Volume (ft³) | Required Raingarden Surface Area (ft²) |
|---|---|---|
| PGIS | 100.0 | 45.5 |
| PGPS Lawn | 34.8 | 15.9 |
| Porous Pavement | 61.0 | 27.8 |

Assumptions
PGIS modeled as "parking lot, flat"
PGPS Lawn modeled as "lawn, flat" with Type C Soils
PGPS Pasure modeled as "pasture, flat" with Type C Soils
Porous Pavement modeled as 50% lawn / 50% impervious (infiltration allowed, no underdrain)

Raingarden Surface Area (ft²) Required to Treat Parcels with Varying % of Impervious Pollution Generating Surface Areas

| % PGIS | Parcel Size (ft²) 4000 | 6000 | 8000 | 12000 | 18000 | 22000 | 35000 |
|---|---|---|---|---|---|---|---|
| 100% | 182 | 273 | 364 | 546 | 819 | 1000 | 1591 |
| 80% | 146 | 219 | 291 | 437 | 655 | 800 | 1273 |
| 60% | 88 | 131 | 175 | 262 | 393 | 480 | 764 |
| 40% | 73 | 110 | 146 | 219 | 328 | 400 | 637 |
| 20% | 37 | 55 | 73 | 110 | 164 | 200 | 319 |
| 10% | 19 | 28 | 37 | 55 | 82 | 100 | 160 |

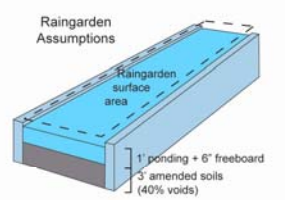
Calculations do not include runoff volume from non-Pollution Generating Surfaces

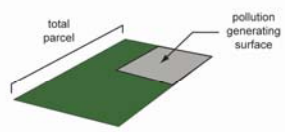
Parcels illustrated

+

Raingarden Surface Area (ft²) Required to Treat Typical Parcel ROW Frontage

| Parcel Size (ft²) 4000 | 6000 | 8000 | 12000 | 18000 | 22000 | 35000 |
|---|---|---|---|---|---|---|
| 111 | 222 | 222 | 192 | 222 | 222 | 259 |



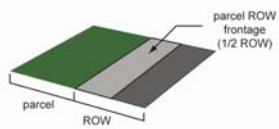




*Figure 47. Calculations for rain garden surface area requirements.*

[12] Section 3.4, Chapter 3, Vol. V, pg. 3-8.

*Figure 48. Ten-foot wide swales (dark green); area contributing to swales (lighter greens).*

## Stormwater Planters

Stormwater planters are similar to standard street planters, except they contain amended soil and are designed to retain stormwater and treat it. They consist of a concrete container connected to an observation/clean out pipe and underdrain system which routes overflows to a nearby catchbasin. Runoff enters the facility and passes through the soil and plant layers before flowing to the storm drain system or discharging from an outfall. Since stormwater planters do not rely on infiltration into the ground to treat stormwater, they are an attractive candidate in areas where infiltration technologies cannot be used. Stormwater planters take up less room than rain gardens, also making them attractive solutions on streets where the City wishes to devote more space to other uses in the ROW, such as adding a bike lane or extra parking.

*Figure 49. An example of a stormwater planter in a parking lot.*

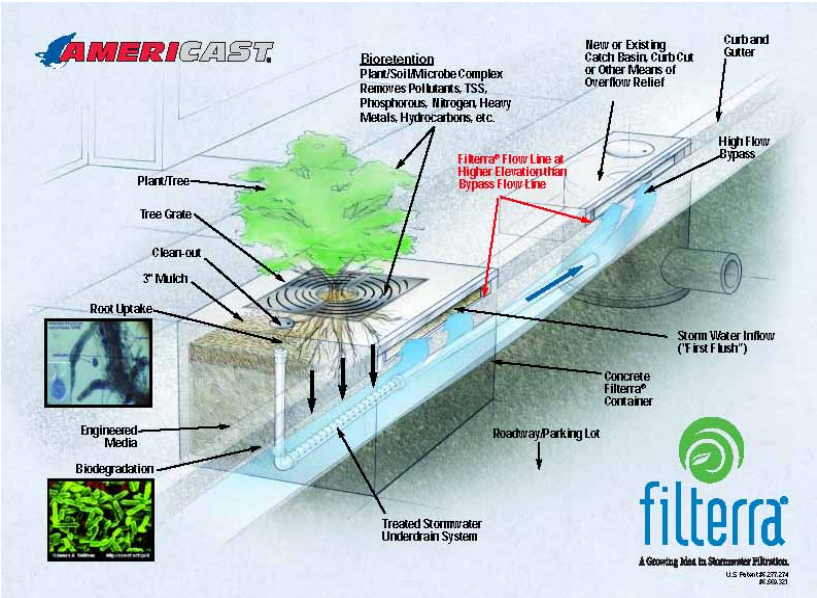



*Figure 50. Filterra planters are a type of stormwater planter.*

The stormwater planter sizes required to treat the runoff from parcels of various sizes with varying amounts of pollution-generation surfaces have been calculated. Filterra Planters were used in the calculations because the DoE has conditionally approved them for use in Basic Treatment[13]. However, there are many other products available on the market and more will likely become available over time. The calculations are set forth in Figure 51 and illustrated in Figure 52. Again, as expected, even when treating very large parcels plus one-half of the ROW, ample room remains in the ROW for other uses.

Surface Types

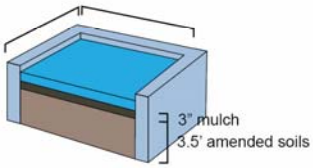
Pollution Generating Impervious (PGIS) - Roads, sidewalks, parking, etc.
Pollution Generating Pervious (PGPS)
Lawn - Lawns, golf courses, etc.
Pasture -
Porous Pavement - porous concrete, porous asphalt, grasscrete, etc.

Filterra Sizes and Maximum Treatment Capacities

| Filterra Size | Maximum Treatable Drainage Area ($ft^2$) |
|---|---|
| 4'x4 | 10,019 |
| 6'x4' | 14,810 |
| 8'x4' | 20,038 |
| 6'x6' | 22,651 |
| 8'x6' | 30,928 |
| 10'x6' | 37,897 |
| 12'x6' | 45,738 |

Assumptions
PGIS modeled as "parking lot, flat"
Dimensions are internal treatment area. Add 1' for external walls (6" walls)

Filterra Dimensions

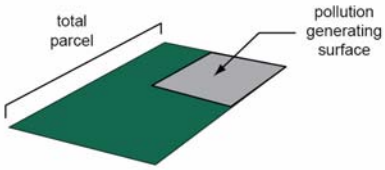



Filterra Size Required to Treat Parcels with Varying % of Impervious Pollution Generating Surface Areas

| % PGIS | Parcel Size ($ft^2$) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 4000 | 6000 | 8000 | 12000 | 18000 | 22000 | 35000 |
| 100% | 4'x4' | 4'x4' | 4'x4' | 6'x4' | 8'x4' | 6'x6' | 10'x6' |
| 80% | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 6'x4' | 8'x4' | 8'x6' |
| 60% | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 6'x4' | 6'x4' | 6'x6' |
| 40% | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 6'x4' |
| 20% | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' |
| 10% | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' | 4'x4' |

Calculations do not include runoff volume from non-Pollution Generating Surfaces

Parcels illustrated on {insert figure}

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Filterra Size Required to Treat Typical Parcel ROW Frontage

| Parcel Size ($ft^2$) | | | | | | |
|---|---|---|---|---|---|---|
| 4000 | 6000 | 8000 | 12000 | 18000 | 22000 | 35000 |
| included | included | included | included | included | included | included |

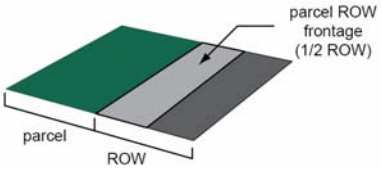



*Figure 51. Stormwater (Filterra) sample calculations.*

[13] "Conditional Short-term Use Level Designation for Basic (TSS) and Phosphorous Treatment" (2006).It should be noted that the Conditional Use Level Designation expires November 9, 2009, unless extended.

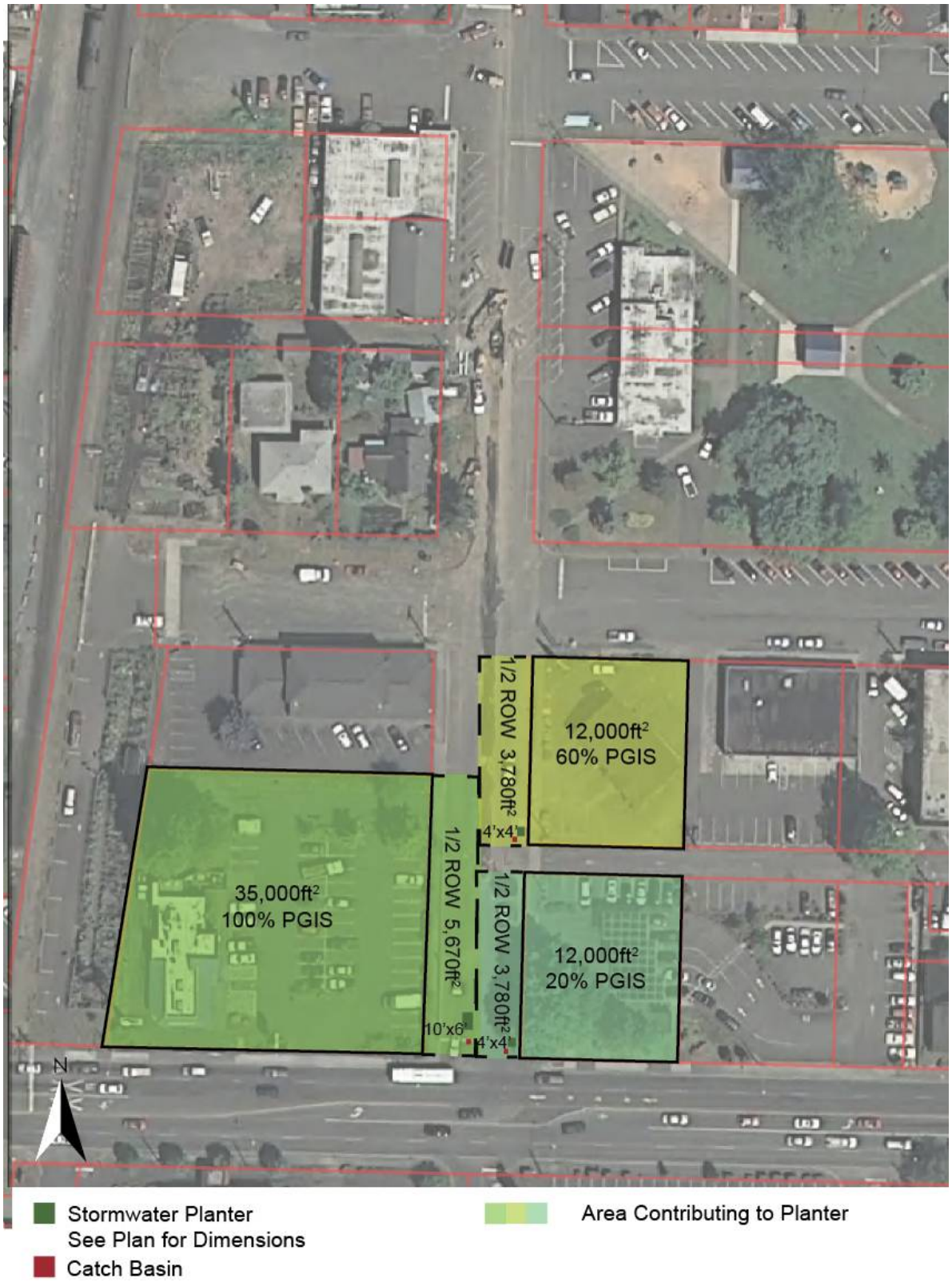



*Figure 52. This graphic shows the area contributing to stormwater planter and the necessary size of the planter to treat the run-off.*

### Stormwater Treatment at the Parcel Scale Before It Enters the ROW

Successfully treating stormwater runoff starts with minimizing the amount of runoff that needs to be treated. Therefore, the City should encourage or, in some cases, require, developers to incorporate LID techniques into their site design. Parcel scale LID techniques focus on minimizing the amount of impervious surfaces on a site, which in turn, minimizes runoff volume as well as the pollution contained in any runoff. Developers should:

1. **Cluster Development to Maximize Open Space.** New development should be clustered on parcels so that as much of the site as possible can be devoted to open space. This recommendation will be most relevant for the large scale redevelopments planned for the shoreline.

2. **Maximize Planted Areas and Minimize Paving.** Vegetated areas should be added to individual sites wherever possible. The combination of soil infiltration, plant uptake, and rainwater interception by leaves will substantially reduce stormwater runoff. Developers should also be encouraged or required to narrow roads, reduce parking, and minimize the number and size of paved paths and plazas on their sites.

3. **Use Porous Paving.** Numerous porous paving options are available today, from concrete and asphalt versions that can handle road traffic to crushed gravel and pavers for paths. Porous paving allows water to infiltrate into the soil reducing stormwater volumes.

4. **Use Green Roofs.** While green roofs don't allow infiltration, they do slow the speed and volume of stormwater flows, improving water treatment facilities' operation.

Numerous other LID techniques exist which could be successfully applied to parcels within Marysville to reduce stormwater runoff and pollution. Refer to the "Economic Benefits of Low Impact Development Practices" published by the Low Impact Development Center (2005) for a good overview of LID techniques for sites.

# Other Utilities

## Water

Based upon a review of City GIS information and as-built documentation, the water main distribution in the Downtown area consists of pipe ranging in diameters from 6" to 14". The water mains are constructed of asbestos cement pipe, cast iron pipe, and ductile iron pipe. City staff has stated that there are no known problems with the existing water main distribution. There are no recommended system improvements for the downtown area identified in the City's 2002 Water System Plan Update.

A draft of the City's 2009 Water Comprehensive Plan identifies the Capital Improvement Program Project WD-7: Cedar Avenue (1st to 5th). That project calls for the installation of 8-inch ductile iron pipe on Cedar Avenue between 1st Street and 5th Street.

The draft of the 2009 Water Comprehensive Plan also identifies the Capital Improvement Program Project WM-1: Watermain Rehabilitation and Replacement. That project calls for routine annual replacement of undersized or aging pipelines, targeted primarily at the replacement of asbestos cement and cast iron pipe, both of which exist in the downtown study area.

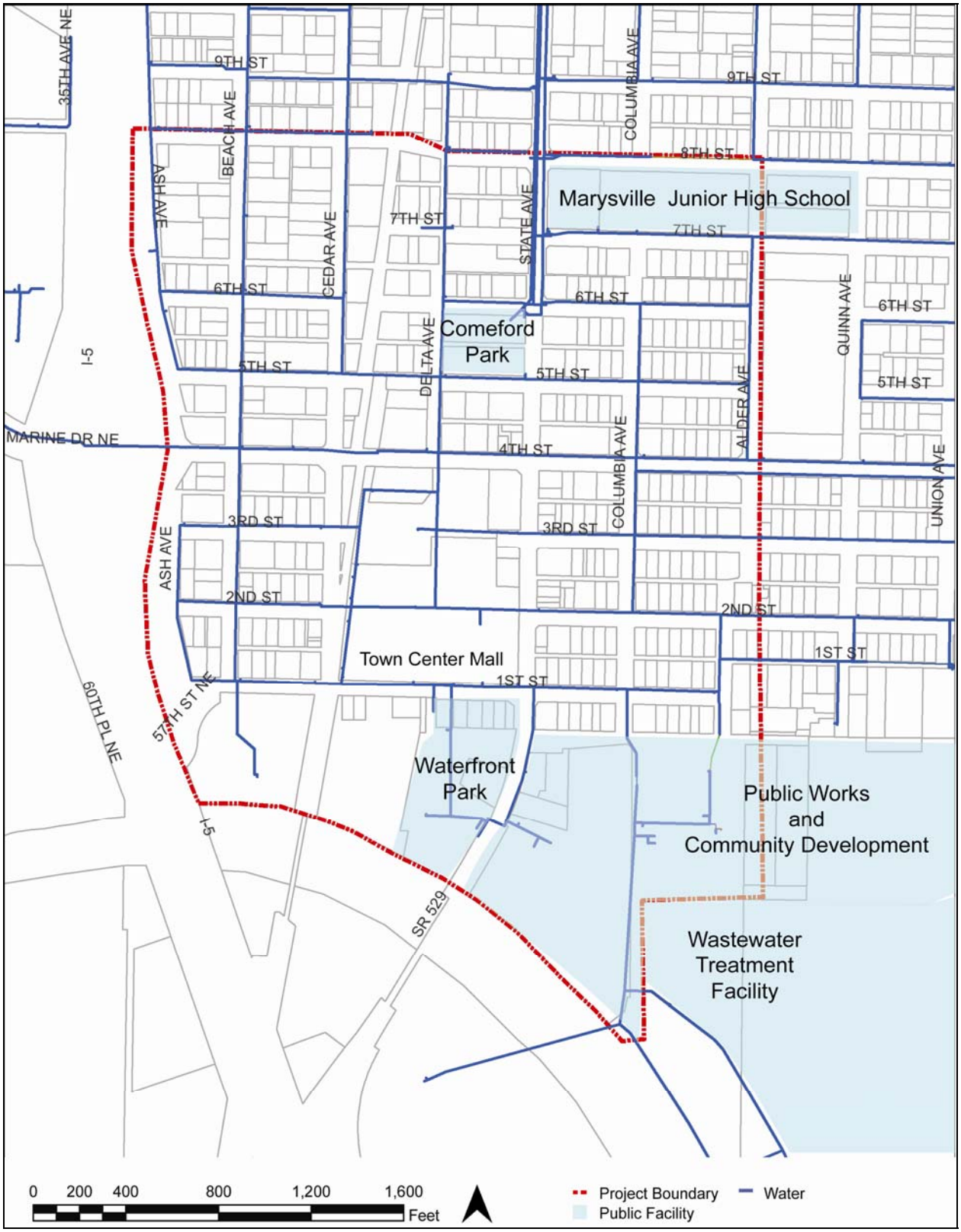



*Figure 53. Water mains.*

## 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 area.

The existing lagoon wastewater treatment plant (WWTP) is located just to the east of the downtown area, on 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.
The downtown area's sanitary sewer system is a combined sewer system from before 1940. The system consists of clay pipes with asphalt or mortar joints. Both pipes and joints are showing signs of deterioration. Since 1989, about 80 percent of this older combined sewer system has been replaced with a separate storm drainage system in order to maximize sewage flow capacity.

Based upon a review of City GIS information, and as-built documentation, the sanitary sewer distribution system in the downtown area consists of pipe ranging in diameters from 6" to 24". The sanitary sewer system is constructed of cast iron pipe, clay pipe, concrete pipe, ductile iron pipe, HDPE pipe and PVC pipe. The City's 2005 Sewer Comprehensive Plan identified several problem areas within the downtown area where the system needs to be upgraded.

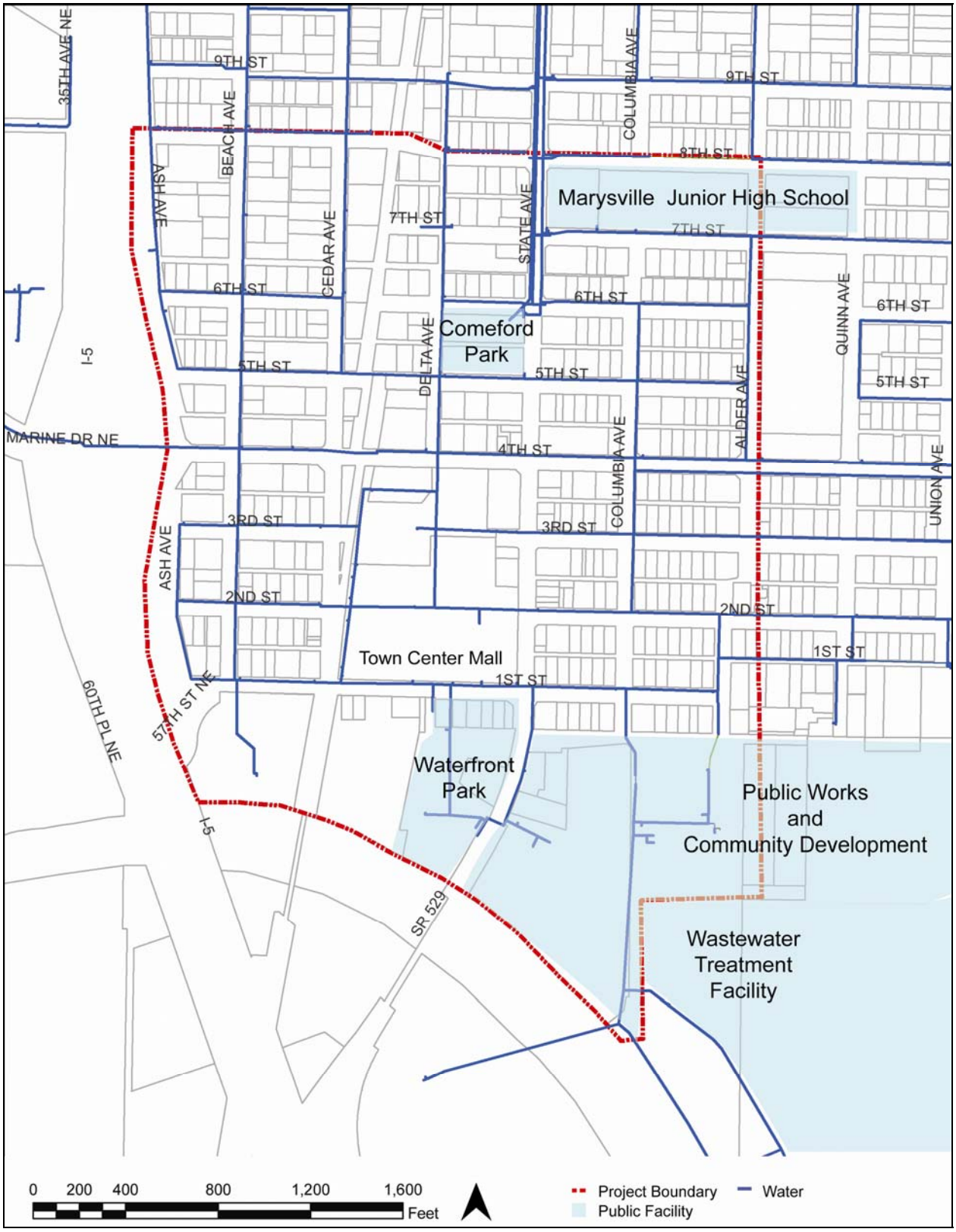



*Figure 54. Sewer lines.*

## Power and Franchise Utilities

### 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 above-ground 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 above-ground and below-ground power lines. These distribution system power lines are typically located within the road right-of-way.

The PUD notes that additional electric facilities will be needed within the downtown area to serve the forecasted Marysville area growth. Consequently, additional new rights-of-way for transmission and distribution electric facilities, and possibly for new substations, may be required as load growth or system reliability standards dictate the need.

*Figure 55. Power distribution.*

The PUD will continue to provide reliable and safe electric service to the Marysville area and will continue to analyze the electric system and either upgrade and/or extend the electric system facilities as needed to handle the growth.

To accomplish this, the PUD electric system planning department staff has stated that it will consult with the City of Marysville, the City of Marysville's design consultants, and the Tulalip Tribes in developing the optimal future electric system alternatives to serve southern downtown Marysville and the surrounding area. Coordination of efforts between the PUD, the City of Marysville, and the Tulalip Tribes will be needed to coincide with the electric system study recommendations for any extensions of electrical facilities to accommodate new zoning or development proposals and acquisition of new rights-of-way.

## 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 study area as well as locations outside the study area. Verizon is currently installing FIOS throughout Marysville, which will provide another cable TV option.

## Telephone

Verizon provides telephone communication servies via overhead distribution that generally follows the overhead power distribution. The distribution system and associated appurtenances serve the study area as well as locations outside the study area.

## Natural Gas

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

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 Downtown Study area. 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 to provide needed capacity.

Chapter 5:

# Street Improvements

## Introduction

This section outlines a general approach to street improvements based on the Vision Plan objectives, transportation needs, and utilities (primarily storm-water) considerations. Paramount in this approach is improving pedestrian accessibility, safety, and comfort. Visual quality and parking are also important objectives. The general principles and concepts out-lined here (Figure 56) are the basis for the individual street recommendations in Appendix A.

As noted in the **Development** chapter, Marysville has several additional unique development opportunities. The downtown's greatest attractor is its riverfront. While this area has historically been devoted to industrial uses, all of the parcels along the Slough are currently available for redevelopment. The Compre-hensive Plan calls for the riverfront to be redeveloped as a mixed-use residential area interspersed with parks, habitat restoration areas, and trails connecting Marysville to the regional trail network. The Comeford Park area in north central downtown is targeted for a new civic campus, while the area extending from Comeford Park through the Town Center Mall to 1st Street is envisioned as the downtown's commercial center. The areas to the east and west of this central commercial core are intended for low to mid-rise residential and mixed use buildings.

The importance of the riverfront, plus the north-south orientation of the central business district and flanking neighborhoods, suggests a streetscape plan organized around three north-south spines: Beach Avenue, Delta Avenue, and Columbia Avenue. 1st Street and the new Comfort Park Civic Campus will anchor the city to the north and south, while historic 3rd Street will provide an additional east-west connection. 1st Street East of SR 529 will connect the downtown area to points further east.

These connecting streets should be the center of the City's capital improvement plans because they afford the City the greatest opportunity to reshape Marysville's character and connections. Because they are so important, the City should assume responsibility for their build-out and ongoing maintenance, with contributions as appropriate by property owners. (See the **Implementation** section.) These streets should ideally be developed at the block by block or larger scale, rather than site frontage by site frontage.

In terms of importance, 1st Street west of SR 529 should be considered a near-term project because of its pivotal role in revitalizing the waterfront. Similarly, the Delta Avenue woonerf north of 4th Street has the capability of transforming that area, so it should be a priority project once a decision on the City Hall/civic campus location is made.

*Figure 56. Streetscape strategy.*

Marysville's other streets should be incrementally redeveloped as individual parcels redevelop. While the City would set parameters for streetscape design, individual parcel owners on these streets should be partly responsible for the design, construction, and maintenance of the streetscape in front of their parcel, including the rain garden or stormwater planter in the ROW that is treating their runoff.

# Standard Street Typology—Flexible Kit of Parts

## All Streets Except Key Streets

The Standard Street typology allocates functions evenly across the ROW. It includes a traditional crowned street with one 11-foot lane of traffic in each direction and an 8-foot wide parallel parking lane on both sides. Bicyclists and cars share the street under the assumption that traffic levels can accommodate bicyclists without the need for a separate bike lane. Sidewalks are a comfortable 7 feet wide. Where new development occurs, buildings should be set back 2 feet to allow for 9-foot sidewalks, especially in high-pedestrian areas. Ten-foot wide rain gardens treat stormwater from adjacent buildings and from half of the ROW in the northern part of the downtown. (See Figure 57.) Stormwater planters are used instead of rain gardens in areas where the groundwater is too high, where sidewalk space is at a premium, or where additional space is desired for parking, or other uses.

The Standard Street typology is extremely flexible. Its components can be easily adjusted to fit the needs of particular sites and streets. For example, parking could be eliminated in front of a restaurant and the additional space used to extend an outdoor dining area. Parking stalls could also be converted to rain gardens on an incremental basis. (See Figure 46.) If a developer is including public open space on its property, the rain garden could be moved closer to the property line to enhance that open space. Stormwater planters could be used instead of rain gardens to

provide an additional 5 feet for a bike lane on streets with heavy bike traffic.

Because this street typology is composed of a flexible kit of parts for incremental development, it does not have a specific design theme associated with it. Instead, the City can develop a design vision on a block by block basis or work with each property owner to develop a unique design for each street frontage. Character can be created though the choice of plantings, paving and street accents.

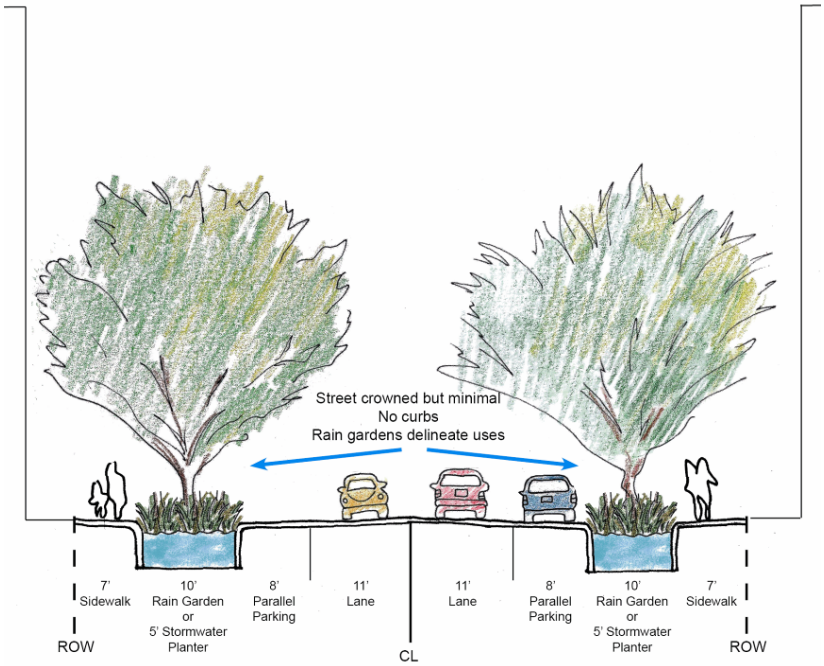



*Figure 57. Standard street cross-section, rain gardens or stormwater planters.*

On many downtown streets, implementing the standard cross-section in Figure 57 will require that the street is reconstructed at least a full block at a time. If the streets are reconstructed on a parcel-by-parcel incremental basis, then a more traditional approach will be required, as described in Chapter 7, **Implementation**. (See Figure 110.)

Curb Bulbs at intersections are an important part of the street improvement strategy because they improve pedestrian safety and street appearance as well as

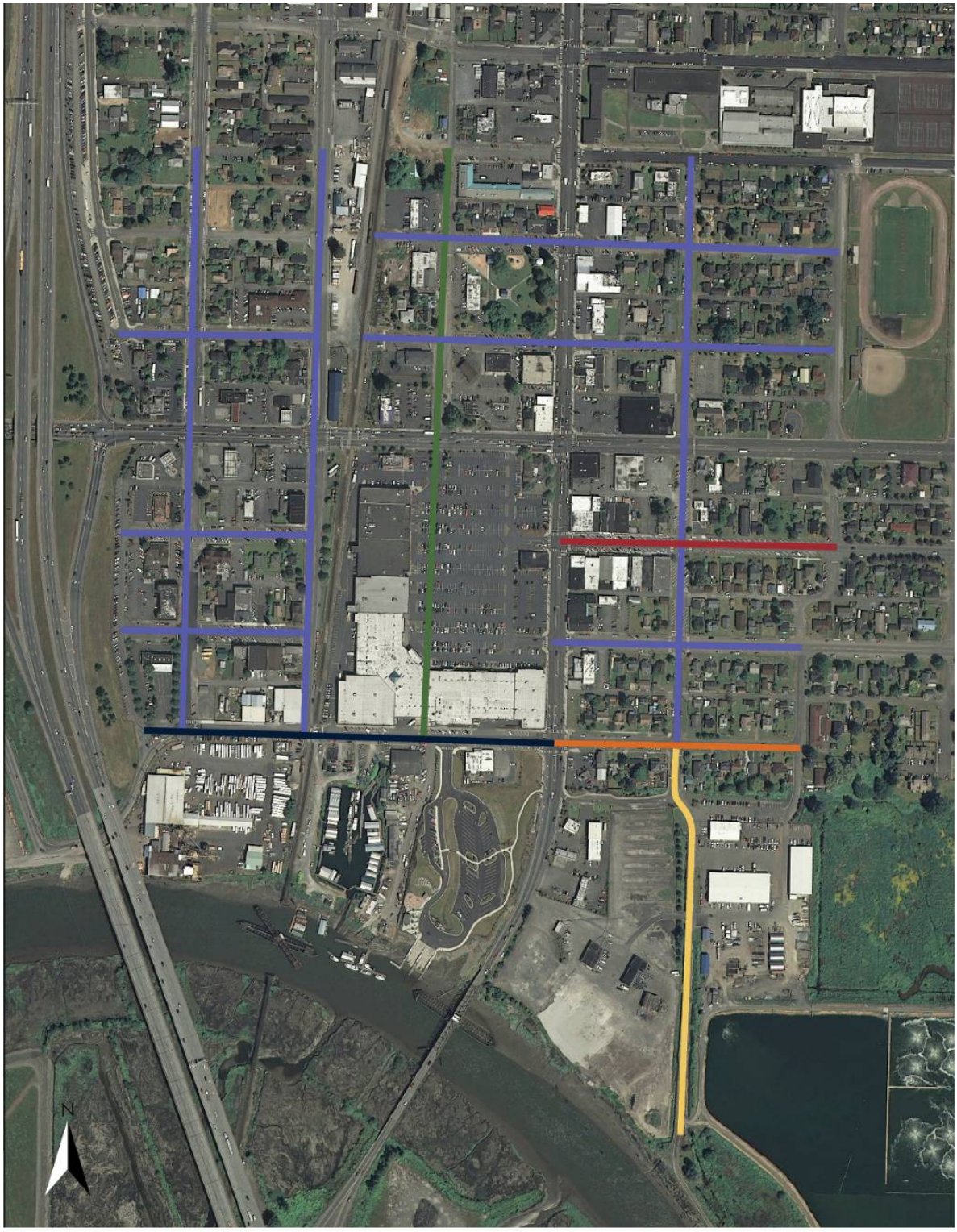
stormwater quality. Additionally, curb bulbs can be installed incrementally—when an individual property is developed—whereas some of the street types require a whole street block to be reconstructed at one time.

## Key Streets

Marysville's key connecting streets warrant specialized design treatment that provides each street and neighborhood with a unique look, feel and layout. Marysville's residents feel the city's personality is shaped by its landscapes, including: *'the Sloughs; surrounding farmlands; forested areas; creeks.…"*[14] Water is an essential component of each of these landscapes, yet its qualities vary depending on the land it is passing through. The changing movement and character of water through Marysville's landscapes can be used as a thematic guide for the city's streetscape design, suggesting street configurations, materials, plant palettes, and an overall look and feel that will support each street's functional needs while creating a distinctive neighborhood character.

As part of this master plan, the City is preparing a set of downtown design guidelines to direct new development to be consistent with the City's Downtown Vision. A key concept in those guidelines is provisions addressing the ways new development relates to the street. The guidelines identify three street classifications (or priorities) that indicate where parking and driveways may be located, pedestrian-oriented streetfronts are required, and other development standards are applicable.

[14] Comprehensive Plan, Development Regulations and Final Environmental Impact Statement (April 2005), City of Marysville, p. 4-182.




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

*Figure 58. Key streets.*

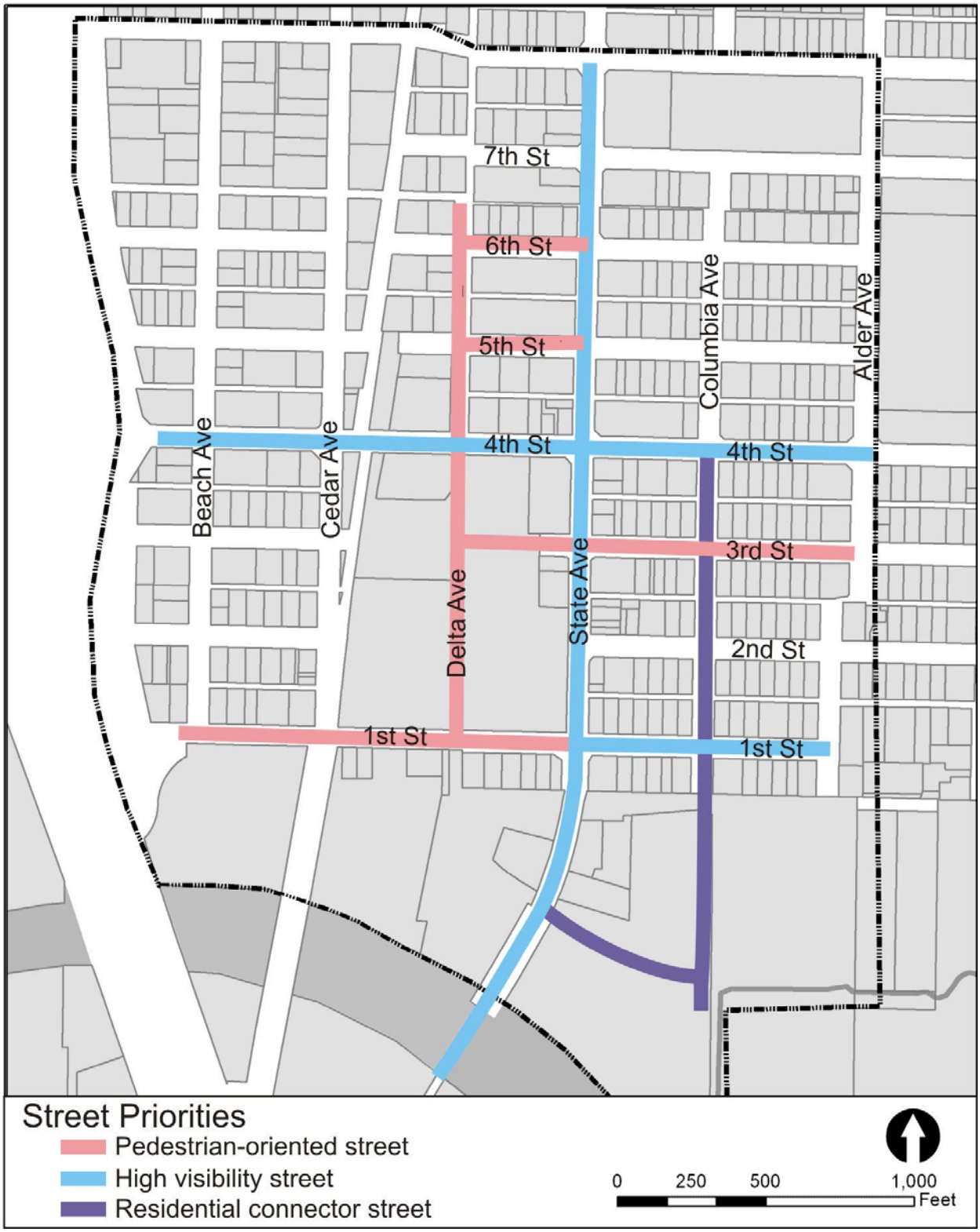



*Figure 59. Street types identified in the Downtown Marysville Design Guidelines.*

## 1st Street East of State Route 529

*Typology:* *Boulevard*
*Function:* *Busy by-pass*
*Design Theme:* *Agricultural landscape*

As discussed in the **Transportation** chapter, pass-through traffic volumes within the downtown area are expected to substantially increase in the near future. A four lane by-pass connecting the intersections at 1st Street/State Avenue and 47th Avenue/Sunnyside Boulevard has been recommended as the best way to manage the increased traffic. The Boulevard Typology (Figure 60) addresses the need to quickly convey traffic along the by-pass, while keeping the pedestrian experience of the street at a human scale.

Current analysis indicates that two lanes of traffic flow in each direction will be needed. However, if traffic volumes do not materialize over time, consider one lane in each direction. There are no dedicated parking lanes in the current proposal; however, one lane in each direction could be used for off-peak parking. This would allow greater flexibility for a four-travel-lane option.

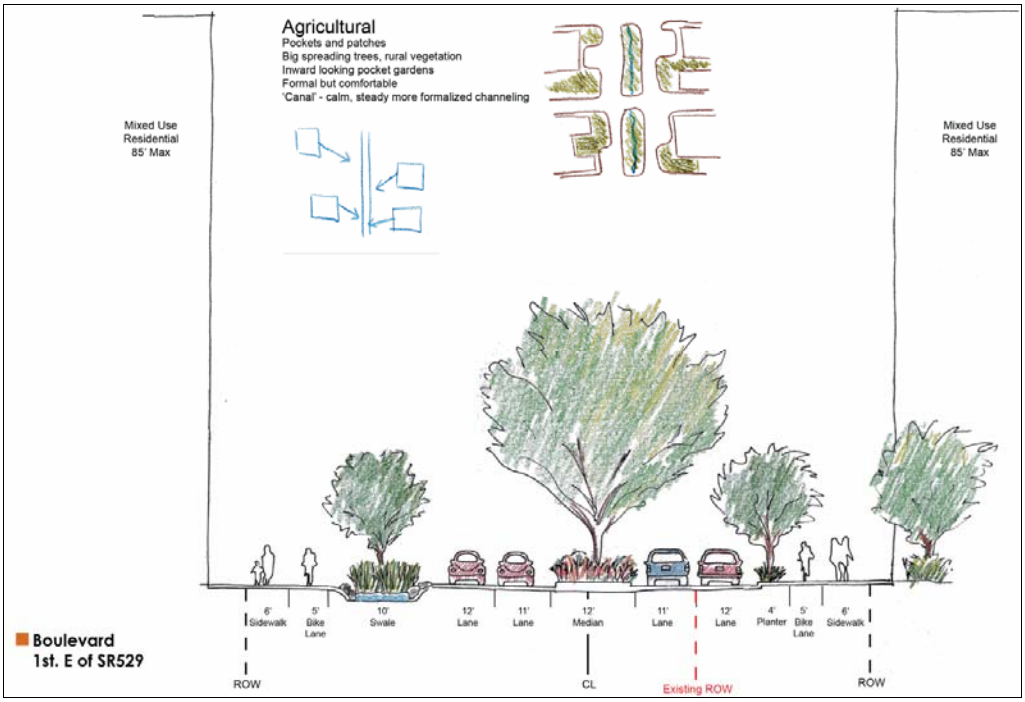



*Figure 60. 1st Street east of State Route 529.*

A median planted with large trees and shrubs is proposed for the boulevard's center, screening two of the four lanes of traffic from the sidewalk. Stormwater is treated in rain gardens on the south side of the street and stormwater planters on the other. The rain gardens and stormwater planters separate the sidewalk and a dedicated bike lane from vehicles, further buffering traffic impacts on pedestrians and bicyclists.

*Figure 61. A separated bike lane and sidewalk.*

The boulevard's highly organized flows within a street grid suggest an Agricultural Landscape of fields and canals. Streetscape design and ROW programming should reinforce the grid by using squares, rectangles, and angles to shape pockets and patches of uses. Rain garden and streetscape accents include water runnels, big spreading trees and plants commonly found in rural settings to create a feeling that is formal yet comfortable.

*Figure 62. Rain gardens separate the sidewalk and bike lane from vehicles.*

It is clear that constructing a by-pass will require property acquisition, and so a wider ROW can be obtained as part of a comprehensive street construction/redevelopment process. The area has recently been up-zoned to allow 85-foot high buildings to increase redevelopment feasibility. Right-of-way acquisition may be different from what is shown, depending on the ultimate alignment.

*Figure 63. An example of a street with a median.*

Although construction may not begin for another 10 to 15 years, the City should identify a preferred route and prevent new development that would conflict with the future by-pass.

The City should consult with Snohomish County regarding potential impacts to Marine Drive, 84th Street NE, and 60th Street NE due to greater accessibility (less congestion) on SR 528 and Sunnyside Boulevard.

*Figure 64. A view of the by-pass configuration showing the four-travel-lane option.*

## Columbia Avenue

*Typology:* *Linear park*
*Function:* *Low-rise residential spine*
*Design Theme:* *Creek*

The area south of the by-pass and east of SR 529 is targeted for wholesale redevelopment as a mid-rise residential neighborhood with one or two office parks located further inland from the Slough. While busy SR 529 and the by-pass will separate this neighborhood from the rest of downtown, the separation could create a quiet residential enclave with a design that emphasizes habitat and green space.

If the street can be reconstructed at one time, the road should be designed so that all stormwater is treated in the rain garden 'creek' that meanders through a wide linear park along one side of the street. (See Figure 65.) Appendix A describes other options if the street cannot be constructed as one project.

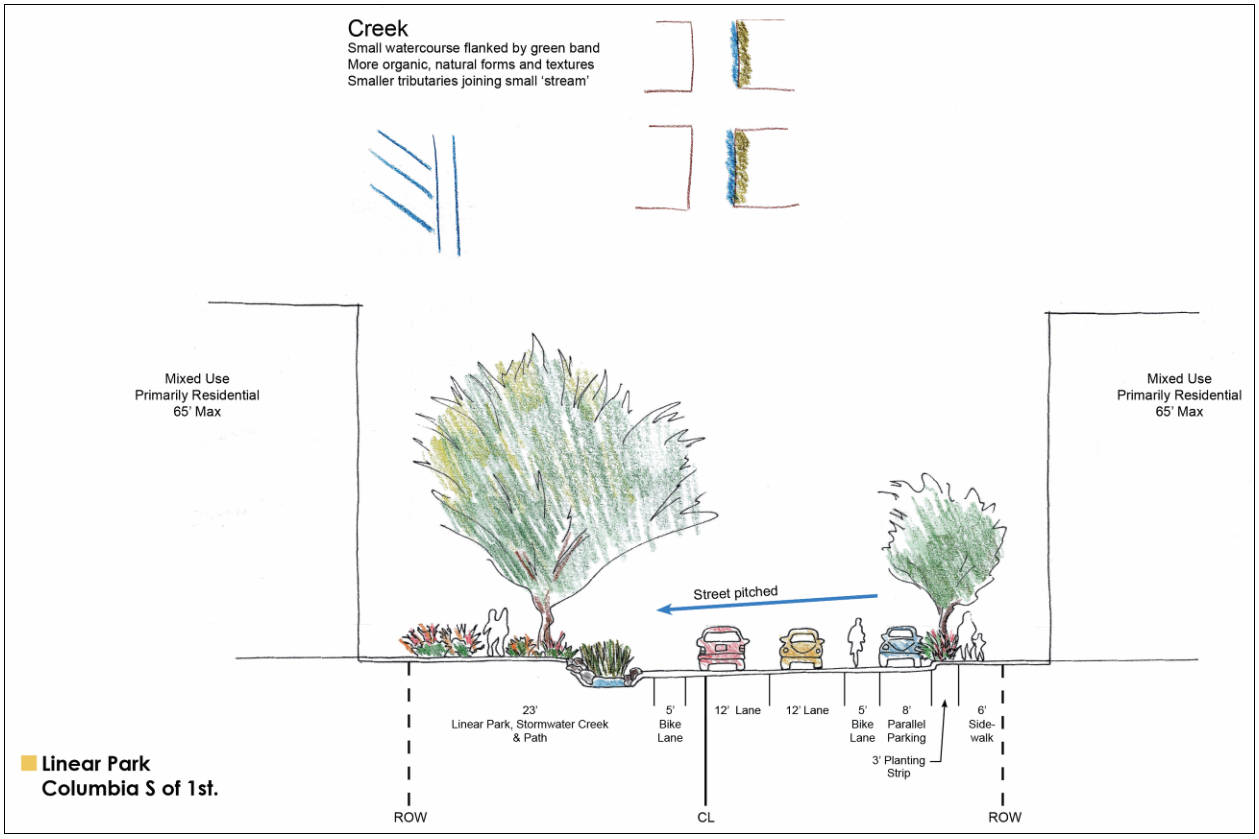



*Figure 65. Columbia Avenue looking south.*

*Figure 66. An example of a linear park.*

*Figure 67. An example of what the "rain garden creek" could look like.*

*Figure 68. Beckoning Hand Cistern on Seattle's Vine Street.*

With almost half the ROW devoted to green space and pedestrians, two bike lanes, and parking permitted on only one side of the street, the design reinforces the idea that one should get out of the car to experience this street.

The street's slower pace and focus on green space lend themselves to a Creek theme. Like a river, water in a creek moves in a strongly linear fashion; however, the water's path and pace is more languid. As a result, this street typology uses softer, organic forms and textures. Water from elsewhere in the neighborhood could also be guided to the linear park, mimicking the tributaries feeding Maryville's natural creeks. Because this area is so close to the Slough and the wetlands to the east, habitat value should be maximized in planting design and creekbed design.

Columbia Avenue north of the by-pass is to be redeveloped as a transitional low-rise residential zone between the higher densities and heights of the central commercial core and the much lower single family residential neighborhood to the east. If this area ends up being developed block by block, rather than parcel by parcel, the City should consider extending the Linear Park up Columbia Avenue. Otherwise, the Standard Street with rain garden typology should be employed.

If this aggressive reconfiguration cannot be achieved on every block north of the by-pass, a more conventional configuration indicated in the individual street improvement recommendations in Appendix A could be employed.

## 3rd Street

*Typology:* *Standard street with stormwater planters*
*Function:* *Historic street*
*Design Theme:* *Upland fens*

Historic 3rd Street is located within the eastern area of downtown. The street contains some of the only examples of historic architecture within the city. Since the street functions relatively well as currently constructed, it is recommended that the Standard Stormwater Planter street typology be used to enhance street character but minimize disturbance to existing uses. (See Figure 69.) In this typology, runoff drains to both sides of the ROW from the crowned street and the street should be restriped for back-in parking. Angled parking is retained on both sides of the street. Stormwater planters alternate with street lighting flanked by a street planter and bench. The current sidewalk width is retained with curb bulbs added in some areas to allow additional room

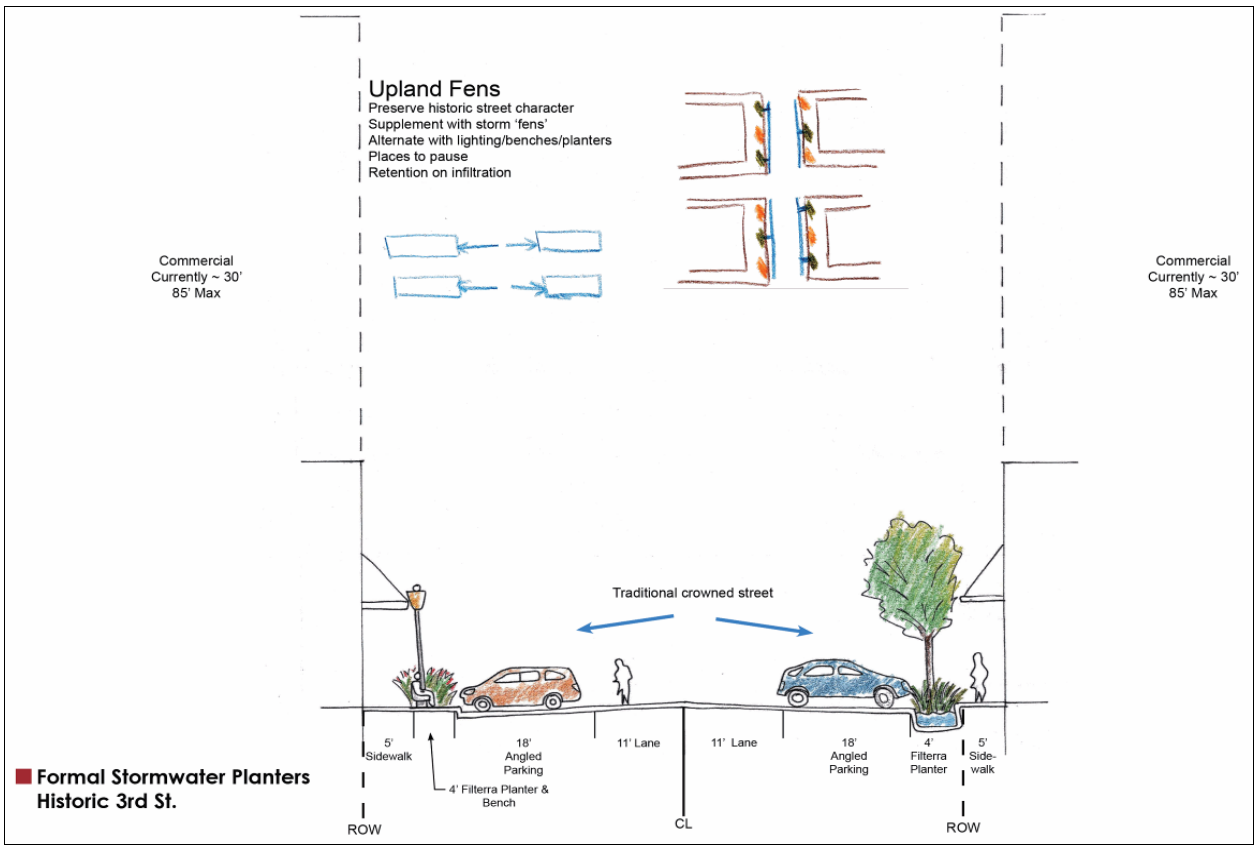



*Figure 69. 3rd Street.*

*Figure 70. Existing conditions on 3rd Street.*

*Figure 71. Businesses should be encouraged to bring business outside during summer months.*

for people to pass by and stores to extend their retail space outdoors during sunny weather. Planters will be located to not conflict with pedestrian movement.

An Upland Fens theme was chosen for Historic 3rd Street. Since the buildings are the street's focal points, the streetscape should support but not distract from them. Fens are isolated, vegetated pools that collect water. They are generally still, like a small pond, so that the overall effect is calming and unobtrusive. Vegetation is lush, with rushes, sedges, and flowering aquatic plants. In addition to using the planters to treat stormwater from the ROW, it is recommended that building runoff be directed into the planters via downspouts and sidewalk runnels. The runnels could also be covered with accent grids or glass so that they don't inhibit movement yet still provide visual interest and enhance building details.

## Delta Avenue

*Typology:* *Woonerf*
*Function:* *Central commercial spine*
*Design Theme:* *River*

Delta Avenue is the downtown area's future central spine, running from the civic campus at Comeford Park through the Town Center Mall to the Slough. As this area is to be the city's retail and commercial center, increasing foot traffic and creating events and spaces that draw people downtown are the streetscape priorities.

Delta Street will be reconfigured as a woonerf. (See Figure 72.) Woonerf street designs emphasize flexibility. Vehicular traffic shares space equally with pedestrians and bicyclists, as there are no curbs separating cars from the other activities in the street. Separation of use and maintenance of a fire lane are

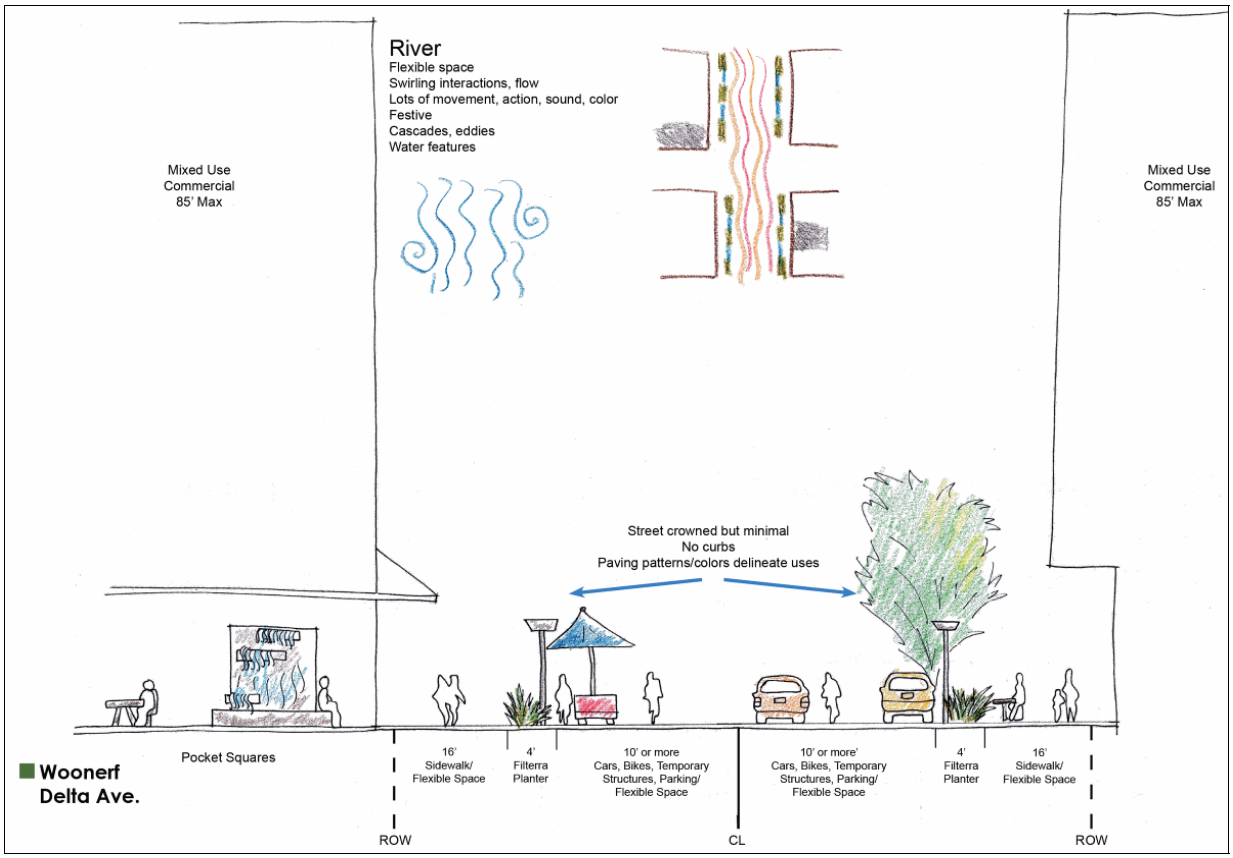



*Figure 72. Delta Avenue.*

*Figure 73. Examples of a woonerf.*

*Figure 74. A water-themed pocket park.*

*Figure 75. Stormwater water conveyance in a woonerf.*

accomplished through paving patterns and colors and movable elements, such as coffee carts, outdoor tables and removable bollards.

Segments of the street can be easily reconfigured to accommodate a weekly farmers market and special events. Since there is no clear delineation between 'car space' and 'other space', cars naturally slow down, increasing street safety. Cars that wish to pass quickly through the area use parallel streets, where more parking is also provided. When the Town Center Mall site is ultimately redeveloped, the original street grid will be restored by extending the woonerf to 1st Street.

The woonerf's design theme is a River, for the woonerf is an active street where many elements mix and mingle as they flow onward to their destination. Pocket squares, outdoor cafes, and pocket parks provide places to pause and socialize, while fountains, art and events provide additional visual and aural interest. Stormwater planters are used rather than rain gardens because they take up less space, allowing most of the street to be devoted to social activity and movement. The woonerf is a festive street where things are constantly changing and mixing. It is a destination for fun, shopping, entertainment, and socializing. It will be ideal for linking the Comeford Park area to the waterfront and as a circulation focus in the Town Center Mall's redevelopment.

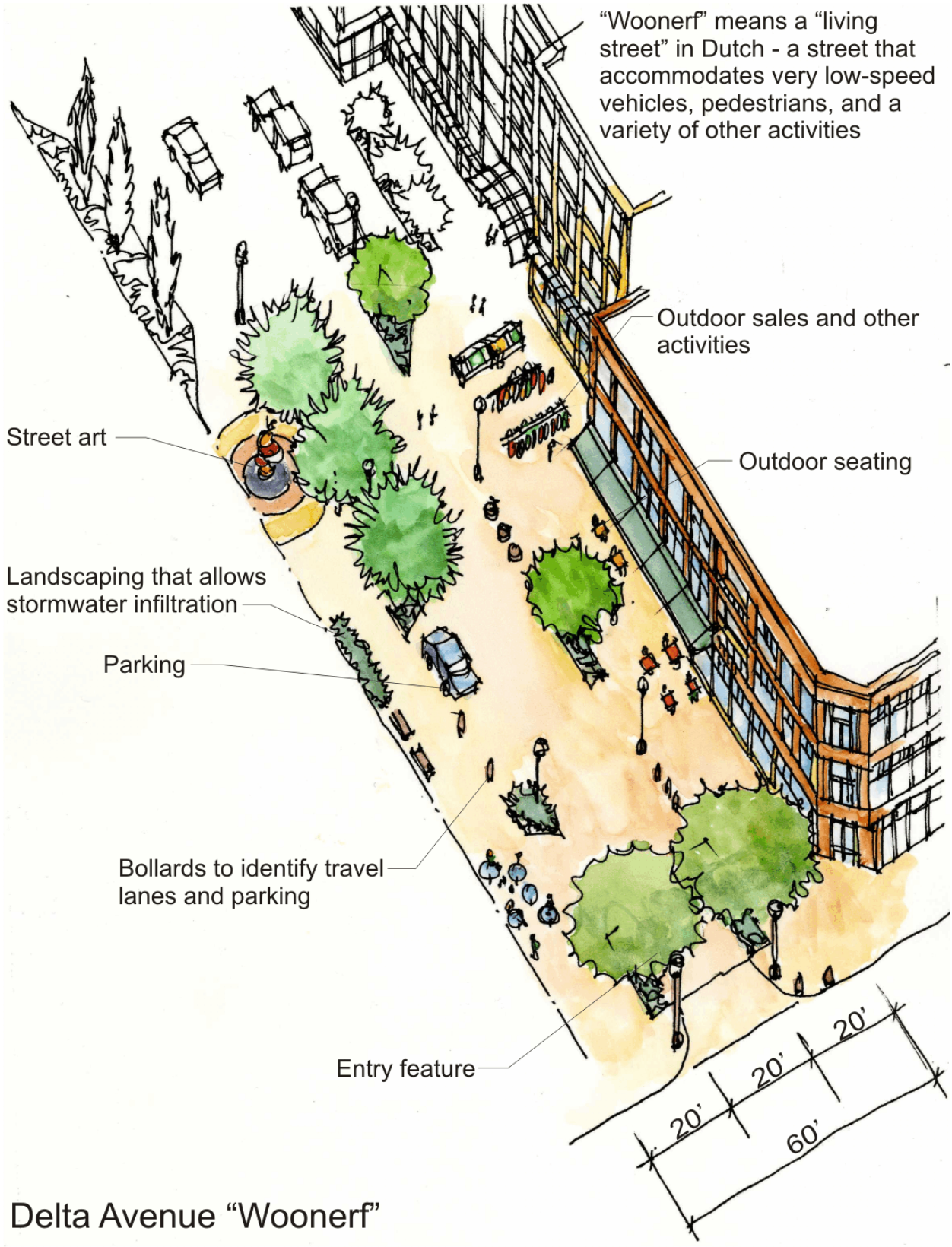



*Figure 76. Aerial view of the Delta Street woonerf configuration north of 4th Street.*

*Figure 77. 1st Street should reflect the shoreline by blending vegetation and water.*

*Figure 78. Water features could help visually connect the downtown core to the Slough.*

*Figure 79. Vegetation on 1st Street should be low and marshy.*

## 1st Street West of SR 529

*Typology:* *Standard street with stormwater planters, sharrows, and habitat*

*Function:* *New main street*

*Design Theme:* *Slough shoreline*

As discussed in the **Transportation** section, the city's major traffic flows will continue to be routed along 4th Street and State Avenue/SR 529, while the new 1st Street by-pass will add traffic capacity toward the east. This traffic routing will enable 1st Street west of SR 529 to develop as a slower, more pedestrian-oriented thoroughfare. With the Slough shoreline targeted for residential/mixed-use development, habitat restoration, trails, and other amenities and the city's three core north-south spines all terminating at the riverfront, 1st Street is perfectly situated to become the City's new 'Main Street.'

The recommended design typology for the city's new Main Street is a variation of the Standard Stormwater Planter design. (See Figure 80.) It includes wide sidewalks on both sides of the street and limits parking to one lane of angled parking on the side furthest from the Slough in order to maximize access to the street's planned mix of retail, dining and entertainment. Vehicular and bicycle traffic share one 13-foot wide sharrow lane in each direction (with sharrow lane markings that identify it as a preferred bike route). Because 1st Street lies at the edge of the city's high groundwater area, rain gardens will not be an option for stormwater treatment. Stormwater planters should be placed on both sides of the street in order to capture any remaining untreated runoff from downtown as well as from the street itself.

1st Street occupies a unique position within the city as the public street closest to the Slough. Once the marina is removed and its shoreline and basin restored, 1st Street could provide shoreline viewpoints and reestablish some of the vegetation gradients that would have originally occupied the area. If the creek within the Town Center Mall site is daylit and its

banks restored, there could be a water and habitat connection from the downtown core all the way to the Slough. This connection could be extended further inland through the use of planting palettes and the choice of street typologies.

1st Street's design theme is the Slough Shoreline. Like the shoreline, 1st Street connects the uplands with the Slough itself. It is the final gathering and dispersal point for influences from downtown. The shoreline itself is a unique blend of upland and water habitats. Views across the water are essential, reinforcing the sense of expansiveness and peace that one feels along the shore. Vegetation should be relatively low and marshy, with sedges and grasses interspersed with shrubs and trees. Street accents and placement of stormwater planters and vegetation should draw the visitor towards the shore. Habitat connections and patches are particularly important in this area and should be interwoven in the fabric of the street and adjoining development as much as possible.

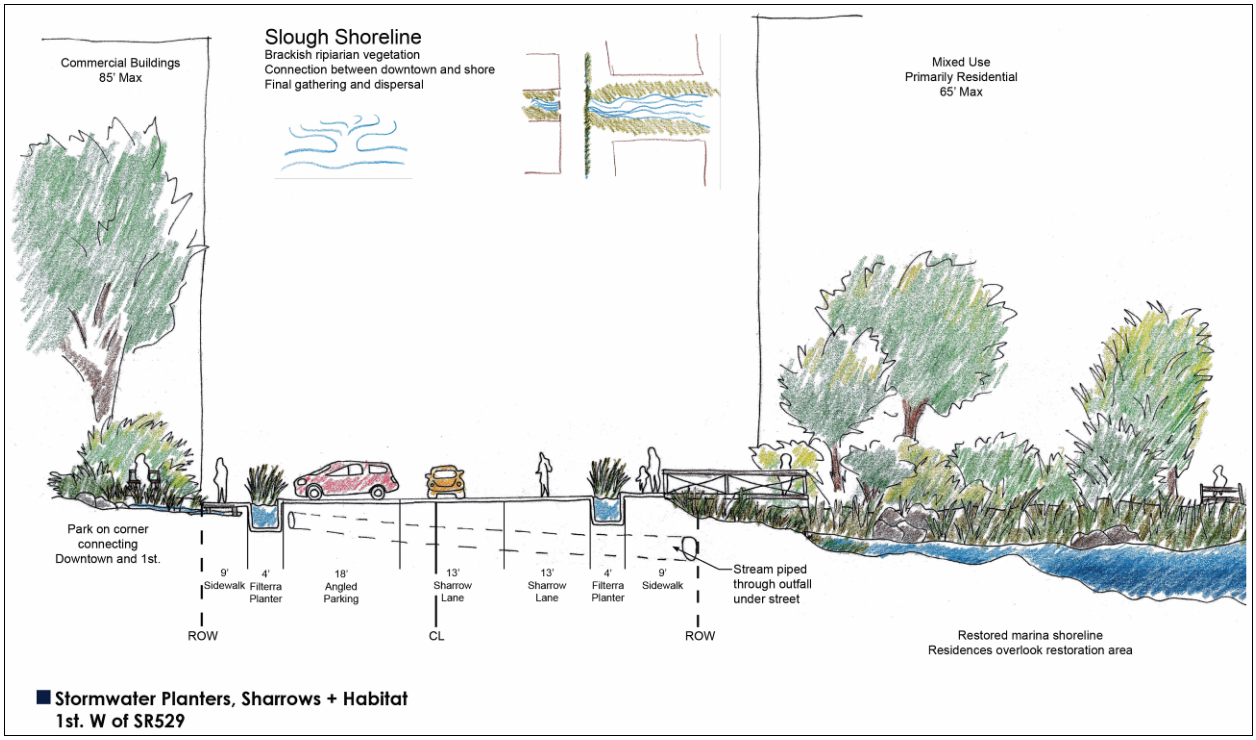



*Figure 80. 1st Street west of SR 529.*

*Figure 81. Examples of distinctive planting palettes.*

## Standard Cross Streets and Avenues

*Typology:* *Standard street with rain garden*
*Function:* *High-rise residential spine*
*Design Theme:* *Flexible*

The residential mixed use area to the east and west of downtown's central commercial core is zoned for higher, more dense residential development. Since this area is close to I-5, redevelopment is likely to be slow and incremental. As a result, it is recommended that cross streets, such as Beach Avenue, employ the standard rain garden street design (see Figure 82) as an option when the blocks are redeveloped. In order to add a distinctive thematic overlay to this street, the City should develop design guidelines for required street trees species, planting palettes and street accents, so that even though the street will develop incrementally, the street will evolve as a cohesive design over time.

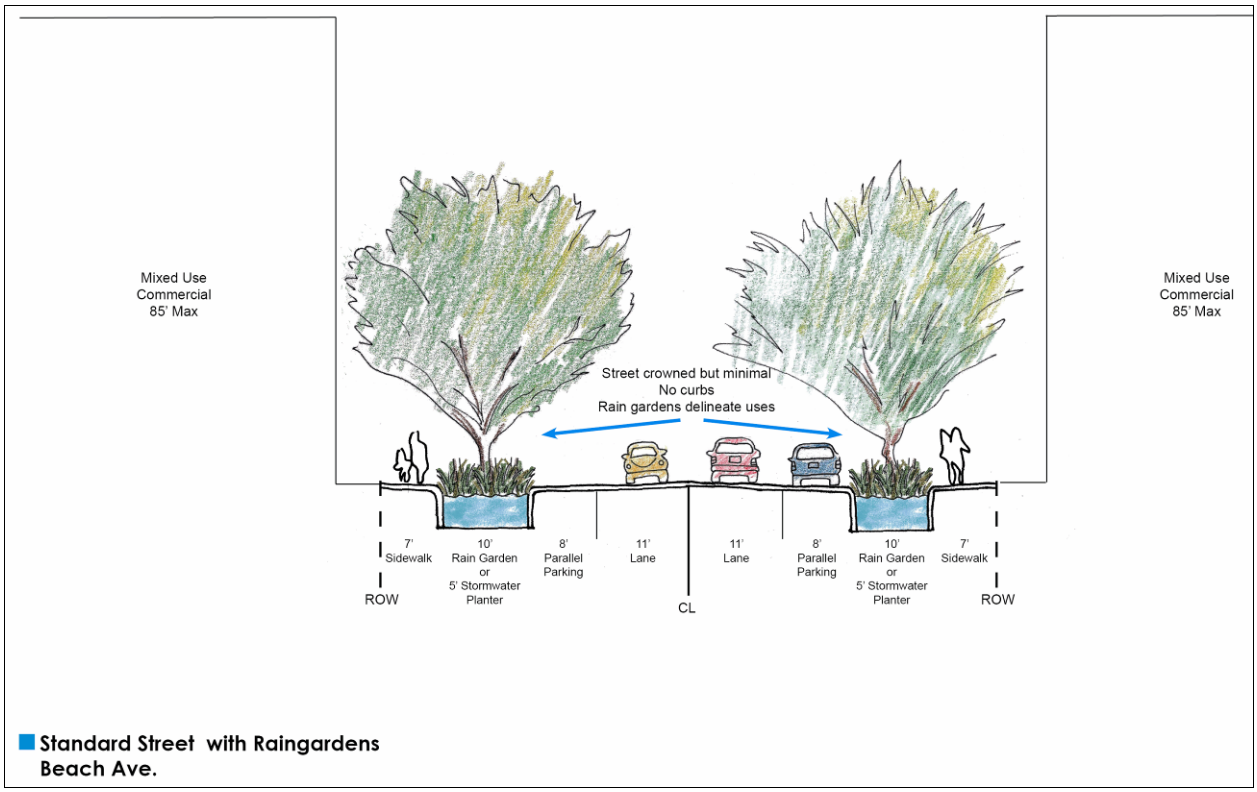



*Figure 82. Beach Avenue.*

## Street Lights, Pavements, and Other Elements

Street elements include lighting, furniture, paving, signage, signature features, artwork, street trees, and landscaping. Such street elements can be used to perform a variety of functions, including:

- Provide for the safety and comfort of pedestrians, bicyclists, motorists, and other persons using the street.
- Enhance gathering areas.
- Visually unify or organize a streetscape or district.
- Add an amenity or attraction.
- Enhance a street or district's identity.

This section presents a recommended list of streetscape design elements generally appropriate in downtown Marysville. The use of various street elements depends on the street conditions. For example, street furniture is recommended in the areas with high pedestrian volume or where pedestrian traffic is to be encouraged, and large artwork pieces are obviously more effective in highly visible locations. The streetscape recommendations for the individual streets are presented in Appendix A.

While a standard streetscape palette greatly reduces procurement and maintenance inefficiencies, there may be times when the City wishes to use a unique element or feature. Additionally, private property owners may install a different fixture or element with City approval.

### Pavements

Because replacing sidewalks can be quite expensive, this plan generally recommends special sidewalk paving only where heavy pedestrian activity is envisioned or where the sidewalk is to be replaced for another reason. Often the decision to replace sidewalks is tied to a particular opportunity, such as the construction of the new City Hall.

*Figure 83. Paving pattern.*

*Figure 84. Inlaid artwork is appropriate where it is integrated into street design or enhances a special location.*

To attain greater consistency within the downtown, it is recommended that—unless special paving is desired (see below)—sidewalk pavements be poured-in-place concrete with a light broom finish and a 2-foot by 2-foot scoring pattern, starting at the back of the curb. Joints should be edged with a half-inch radius edger and sidewalks should be tooled with a half-inch radius edger - No. 6, 204-M7, size 3½-inch by 4-inch bit 3/16 inch, as supplied by Burke or approved equal.

On approval by the City, a variety of other special pavements may be incorporated to add special distinction to a streetscape or a site. For example, bus stops, entries to buildings, areas selected for artwork, or curb bulbs may be paved with unit pavers or enhanced with pavement art, providing that the installation meets all maintenance and safety requirements that the City may establish.

Because they cover a much smaller area, special crosswalk pavements are generally less expensive than full sidewalk replacements. They also have the advantage of calling motorists' attention to areas where there is high pedestrian traffic.

The recommended crosswalk markings are alternating dark charcoal gray and bright white stripes, 18 inches wide, perpendicular to foot traffic orientation. This pattern can be reproduced on concrete street pavement with white thermoplastic or similar markings. Markings may also be made through integral asphalt or concrete pavement coloring if the street pavement is being replaced. The intent is to achieve a standard color and pattern in the downtown that is durable.

## Curb Bulbs

Sidewalk extensions (curb bulbs) are recommended at all street intersections where there is adjacent on-street parking, unless there is a specific reason to the contrary. Sidewalk extensions can be a particularly effective way to increase pedestrian safety and visibility and to improve streetscape quality by reducing pedestrian crossing distance and providing more space

for lights, trees, rain gardens or stormwater planters for water quality, street furniture, and landscaping at highly visible locations. They also screen (and protect) cars parked at the curbside. Low (24″ to 36″ high) landscaping, in particular, enhances the design value of sidewalk extensions. Distinctive street trees planted in curb bulbs can unify a street corridor because the trees are in highly visible locations and can be seen in a regular pattern as the eye looks down the street. For example, on Cedar, Columbia, and Alder Avenues, sidewalk extensions with signature lights and trees would help to visually unify these long, prominent corridors.

*Figure 85. Example of curb bulbs.*

Bulbs are particularly effective at increasing safety and attractiveness on streets with angle parking, such as portions of 2nd, 3rd, 4th, and 5th Streets. However, where there is angle parking, elements in the bulb should be located to make sure that the driver backing out of the stall has a clear view of oncoming traffic.

Curb bulbs, along with parking stall rain gardens, can be an important water quality measure. By depressing the landscaping below street pavement elevation and directing street and property runoff into the rain garden portion of the bulbs, pollutants can be filtered and the water absorbed into the ground. Overflow intakes should be provided to prevent flooding. See Chapter 7, **Implementation**, for a discussion of how curb bulbs can be incorporated into the incremental reconstruction of a street.

Curb bulbs are also appropriate locations for artwork, special paving, and other street furniture because they provide space for such elements and pedestrians tend to congregate there, either waiting for a signal or meeting someone.

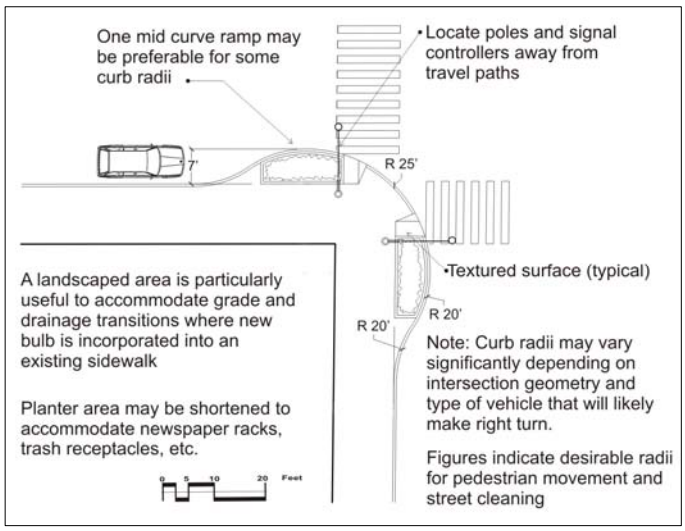



*Figure 86. Street bulb design.*

## Lighting

Street lighting, especially pedestrian street lighting, can be an effective means to increase security, encourage pedestrian activity, and add a distinctive character to a street or district.

Pedestrian-oriented lighting is recommended for all downtown streets when comprehensive street improvements of at least a complete block are undertaken. On arterials, taller poles and different fixtures are required to meet arterial lighting standards. Where spot improvements in front of existing properties take place, a conduit for pedestrian lighting should be installed.

*Figure 87. Recommended pedestrian light.*

- **Pedestrian Light and Pole:**

  The recommended pedestrian light luminaire is CY1171-F3AP-R53-LPP-70HPS-240-S2-RA67022TX by Cyclone Lighting.

  - Acorn-style head with heavy spun-aluminum finial.
  - Polycarbonate, POND finish, 75 percent diffusing (LLP) vessel.
  - Quarter-turn opening mechanism.

  The recommended pedestrian pole is CP0865-12-SA-BD57-RAL7022TX-TN43 by Cyclone Lighting.

  - Round shape, 5-inch diameter, high-tensile steel tubing.
  - Wall thickness 1/8 inch.

- **Arterial Light and Pole:**

  The recommended arterial light luminaire is CO1301-RT3-DP3AR-250HPS-240-S2-RAL7022TX-CP2182 by Cyclone Lighting.

  - Teardrop pendant shape.
  - Cast aluminum housing with hinged frame mechanism.

  The recommended arterial light pole is Valmont Ameron Marysville Type SD II pole as used on Phase 3 State Avenue Corridor improvements.

  - Decorative base by Visco, Type 522 or Type 529 for traffic signal.

- **Trail Bollard:**

  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.

## Street Furniture

The following types of street furniture—such as benches, bollards, trash receptacles, and parking pay stations—are recommended for the core area to enhance the pedestrian experience. These elements work together along with the other streetscape features, such as lights and kiosks, to create a cohesive, integrated environment. Consistent street furnishings will be encouraged throughout the core for continuity, but in some instances the furniture may display a unique design or color to differentiate districts and signature streets.

*Figure 88. Recommended trash receptacle.*

Street furniture is recommended in the street where high pedestrian volume is expected, especially the pedestrian-oriented connector streets. (See Figure 3 in the Design Guidelines.) Street furniture provides *the sense of place* in the sidewalk and encourages pedestrians to engage in activities that add life to the street atmosphere. The followings fixtures are recommended:

- **Trash Receptacles:**

  Model: Ironsites Series S-20 as manufactured by Victor Stanley, or an accepted equivalent.
  Color: Powdercoating Victor Stanley Color – VS Tavern Square Green.

- **Ash Urn:**

  Model: Ironsites Series S-20 as manufactured by Victor Stanley, or an accepted equivalent.
  Color: Powdercoating Victor Stanley Color – VS Tavern Square Green.

*Figure 89. Recommended ash urn.*

*Figure 90. Consolidated news racks such as this one reduce clutter and facilitate maintenance.*

## Newspaper Boxes (Racks)

Large numbers of newspaper boxes on downtown streets can impede pedestrians and visually clutter the streetscape. This is especially true if the boxes are haphazardly located and in poor repair, as is too often the case in many American cities. In response, communities have explored a variety of ways to alleviate this problem. Newspaper racks that enclose a number of boxes and screen the backs of boxes from view can reduce the problem, but they are expensive to install and manage and do not prevent a "rogue" newspaper distributor from placing racks elsewhere. Often the most unsightly boxes are not the mainstream newspapers but the free advertising publications. Ordinances to regulate newspaper boxes often run up against at least perceived First Amendment rights and strong opposition from newspaper vendors.

In many cases, the most successful solution is to work cooperatively with the major news carriers in a program to place all (or nearly all) publications into standardized, multiple-box cabinets that are maintained by the major newspapers.

*Figure 91. Recommended bench.*

## Benches

Model: Victor Stanley RB-28 steel sides bench *or*
Timber Form Renaissance
Model 2806-5, 5′-1″ length with arm rest.
Finish: Powdercoat over galvanized zinc.
Color: Dark green (Tavern Square Green) or approved equal.

## Bicycle Racks

Model: Welle series, single-loop series, or approved equal, mounted in pavement (inverted "U" configuration).
Finish: Powdercoat.
Color: Dark green (Tavern Square Green) or approved equal.

## Signage and Wayfinding System

The Marysville Gateway Master Plan presents the City's gateway and public signage system, including graphic and material standards and different sign types for use throughout the city. Of particular relevance to the downtown are the small informational signs, medium post-top-mounted signs, directional signs, and directional kiosks. The plan also includes application concepts for 4th Street and State Avenue, the State Avenue bridge over Ebey Slough, and an entrance at Comeford Park.

One additional sign that might be useful along the Ebey Slough Trail is a smaller kiosk that describes downtown attractions to the trail user.

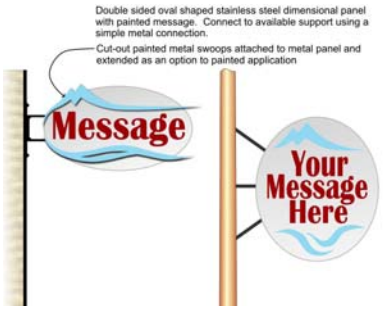



*Figure 92. Small informational sign.*

*Figure 93. Special signs at specific locations.*

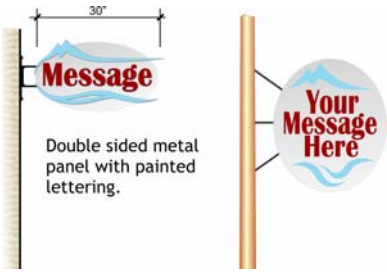



*Figure 94. Directional sign.*

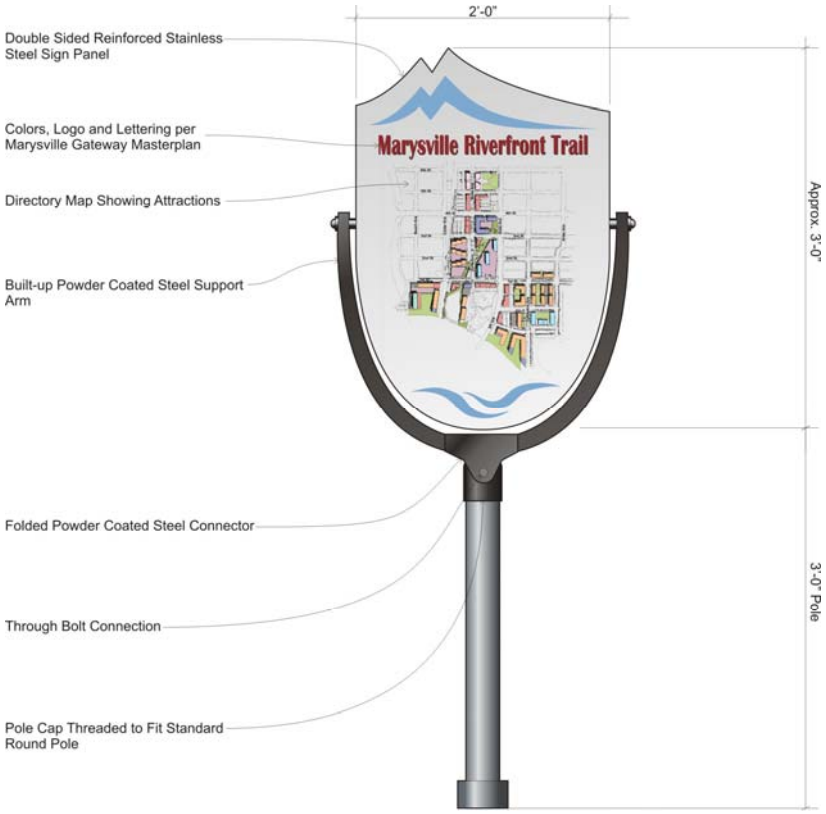



*Figure 96. Proposed trail directory sign.*

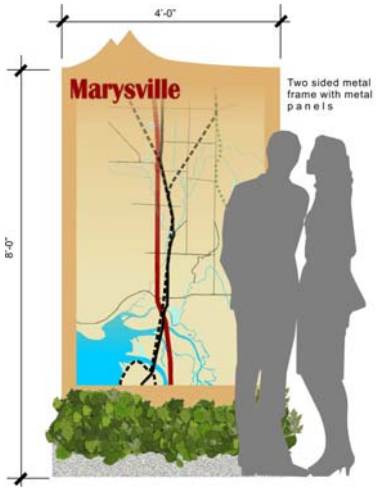



*Figure 95. Directional kiosk.*

## Colors and Finishes

Using standard colors and finishes on streetscape elements will help to create greater unity and cohesion across downtown.

- **Downtown Color Standard:**

  Victor Stanley's "Tavern Square Green" is the recommended standard color for downtown and will be incorporated with light poles, bench frames, waste receptacles, ash urns, pay and display parking meters, bicycle racks, bollards, and other elements. The intent is to achieve a dark bronze neutral color. Similar colors by other manufacturers may be acceptable.

- **Downtown Finish Standard:**

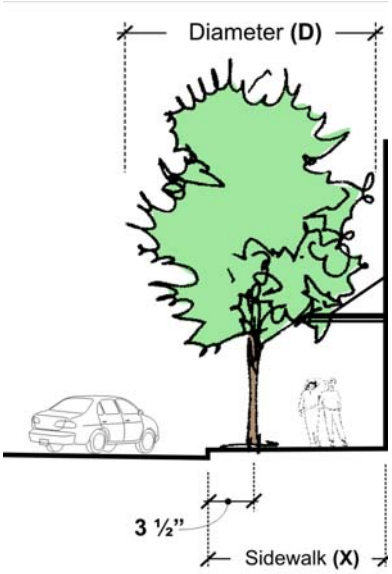
  Powdercoat finishes over self-healing galvanized zinc pretreatments are recommended for iron and/or steel streetscape elements. The end result should prevent rust, provide excellent gloss retention, and resist cracking, chipping, and abrasion. An epoxy primer can also be applied between the zinc pretreatment and topcoat to increase adhesion and strengthen their bond. Special preparation of galvanized finishes may be necessary to guarantee adhesion. Review finish specifications and include contractual mechanism to ensure quality and durability.

  Elements constructed with aluminum do not require the zinc pretreatment but may still require a powdercoat finish, depending on the use. Stainless and galvanized steel elements do not require a zinc pretreatment or powdercoat finish.

## Street Trees and Landscaping

In general, the placement of trees and landscaping is recommended wherever space and conditions allow since plants have a great positive effect on the overall streetscape. They add color, seasonal interest, and a living presence to the street, improve both stormwater and air quality, provide a sense of enclosure for both drivers and pedestrian, and perform as traffic-calming influences since it is easier for drivers to sense their speed when they can visually experience it by passing vertical elements. In this plan, the design team made recommendations based on a variety of elements that influence the tree selection. The following are examples:

- Traffic volume of the street.
- Adjacent land use.
- Size in relation to the size of the building.
- Adjacent building character. For instance, if the adjacent buildings are historic, you might want to select lacy trees to preserve the view of the facades (e.g., 3rd Street business district east of State).
- Space availability within the sidewalk. In general, the diameter of the mature tree's crown should not exceed twice the sidewalk width minus 7 feet. (See Figure 97.)
- Suitability for rain gardens and stormwater planters.




**Tree Diameter (D) = 2 (X - 3 ½")**

*Figure 97. Tree diameter calculation.*

### Tree Species Selection

Street trees are a proven way to upgrade a street's appearance, increase pedestrian activity, and encourage redevelopment. Therefore, this plan recommends street landscaping as a major street improvement element.

Effective street tree selection depends on a number of factors, including matching horticultural needs to environmental conditions, available space, the presence of overhead wires and underground utilities, nursery

stock availability, and desired characteristics: size, shape, quality of shade, hardiness, growth rate, and foliage, bark, and blossom characteristics. Street tree selection, especially for large plantings of uniform trees, should be carefully considered after a thorough study of local conditions and project objectives. The selection should be made during the street and open space design process, since the type of tree(s) selected can have a great impact on overall design.

In this plan, the exact tree species, spacing, and qualities are not specified for a number of streets. This allows the designers and public participants of a project to consider a variety of options during the design process. The Marysville Gateway Master Plan includes a list of recommended plant materials for different conditions.

The Bioretention Feature Plant List and the Landscape Palette from the Gateway Plan in Appendix C provide additional plant material recommendations applicable to the proposed street typologies. See Figure 98 for bioretention planting zones.

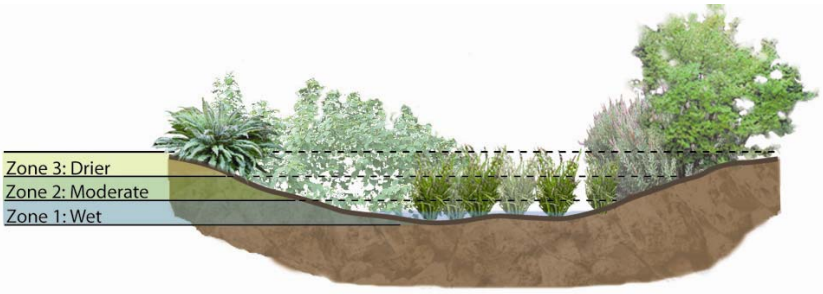



*Figure 98. Bioretention planting zones.*

## Landscape Establishment and Management

While street trees can provide substantial benefits to a downtown, they require favorable horticultural conditions and maintenance in order to thrive. Therefore, this plan recommends that any street tree planting program be accompanied by adequate resources to ensure that the planting is done properly and the trees are maintained. Described below are some of the considerations that must be addressed and estimated maintenance costs are in the appendices.

- **Planting Beds:**

  Plants in the urban context are most benefited by providing a suitable, well draining rooting medium generous enough in size to supply sufficient water when the plants need it. Soil blends should consist of granular sandy soils, organic matter and nutrients. Trees require a planting bed dimensions of at least five to ten feet wide by three to eight foot deep, depending on the needs of the individual tree species. Where trees are chosen to fit existing built conditions, planting bed width is a primary criterion in their selection. Additionally, nonwoven plastic pit liners reduce the likelihood of root damage and are, therefore, recommended. Larger widths will further enhance tree health and longevity.

- **Irrigation and Water Needs:**

  All plants require irrigation at least for a plant establishment period of two to three summers. This is also the case for plants chosen for their tolerance to drought. Deep periodic waterings will generally help plants develop the deep healthy root systems that make them survive dry periods. Irrigation can be provided by automatic low-volume drip systems or manually filled manifolds at individual trees, plants beds, or planters. It is recommended that new street tree plantings, including those required of new development, include an automatic irrigation system.

- **Tree Protection:**

  Tree grates and permeable paving blocks can help create a smooth and safe sidewalk surface, allow water to reach the soil, and protect trees from soil compaction caused by pedestrian foot traffic. This compaction can restrict the soil's ability to hold water and oxygen where roots can reach it. Choose grates or block patterns with inner diameters that will accommodate the maturing trunk size, that knock out to allow for future growth, and that can be removed without damage to the valuable mature tree. This plan does not recommend

*Figure 99. Tree grate.*

one specific tree protection system because there are some times when a tree grate may not be necessary. Choose tree grate design in conjunction with other site furnishings; they can add an important aesthetic element to the streetscape and a reinforce neighborhood character and identity.

- **Tree Spacing:**

  Space trees by at least the width of their mature canopy (in coordination with street lamp placement). Trees in planting beds rely more heavily on extending their roots deeply into surrounding well drained gravel and crushed rock base layers, ideally growing underneath the sidewalk and parallel to the curb for the mature width of the selected tree. In this case, choose a mixture of soil, crushed rock and sand to both support sidewalk loads and provide an extending rooting medium for trees and other landscape plants. Spacing based on mature canopy spread will minimize competition for limited resources and increase each tree's life span.

- **Mulch:**

  To reduce weeds and conserve water, apply annual supplements of premium coarse bark mulch in featured public areas and untreated coarse wood chip mulch in lower visibility areas. Maintain at a 2" depth, avoiding deeper applications and keeping the mulch at least one inch from tree trunks or plant stems. Fine compost mulch is better suited for flower and shrubs beds that are weeded more frequently.

*Figure 100. Lower limbs of incense cedars removed.*

- **Pruning Practices:**

  Proper selection and pruning of street trees and shrubs will help plants fit transportation patterns while enhancing the health and aesthetics of these urban plants. While upright, columnar and vase-shaped trees are generally preferred on most Marysville streets, the lower branches of many suitable trees can be removed to protect trees limbs from breakage and keep view corridors open. Likewise, some shrubs amenable to pruning can be maintained in a more attractive and appropriate

shape with careful pruning. Avoid boxing and shearing, which are harmful to plant health. Prune according to the guidance of a licensed arborist, trained horticultural maintenance specialist or registered landscape architect.

## Utilities

Downtown streets often carry numerous utility lines and associated facilities that limit the location of street trees. Street tree damage to and conflict with utility lines can be avoided through selecting species with noninvasive roots, installing root barriers, and locating trees away from susceptible utility lines. The potential of utility damage should be analyzed prior to the planting of any street trees.

## Alley Improvements

The general intent of this plan is to enliven Downtown's sidewalks with additional pedestrian activity. The street design and fixture recommendations are primarily directed toward this end, as well as accommodating vehicular circulation and parking. The mid-block alleys have not been considered as primary pedestrian connections because they would dilute on-street pedestrian activity, the concept being to first improve the sidewalks and then address the alleys only as there is a specific benefit to the public and adjacent property owners.

However, in the long term, alley improvements may prove advantageous; and even in the short term, some businesses may want to upgrade alleys to provide greater access to their establishments. In these instances, the following guidance is recommended:

- Ensure that clearances for service and safety vehicles is maintained. Requirements may vary over time, so all improvements should be reviewed by Marysville Public Works Department.
- Consider a more organized approach to waste receptacles. Screening and enclosures may be appropriate.

- All entries from alleys should be well lit for security. Extra alley lighting may also be warranted if high pedestrian volumes are anticipated.
- Screen storage areas with solid fencing (not chain link).
- Consider other amenities, such as hanging baskets and murals, to indicate that this is a desirable pedestrian area.
- If LID techniques are used in the alley, such as porous pavements, a portion of the water absorption benefit may be utilized to fulfill water quality requirements of the adjacent private property. The terms of this agreement between property owner and City will depend on the situation.
- Consider colored asphalt pavement as a means of delineating special pedestrian areas.

These provisions are not included in the design guidelines as they are not required as part of redevelopment. It is envisioned that any alley improvements will be initiated by the adjacent property owners and accomplished in conjunction with the City.

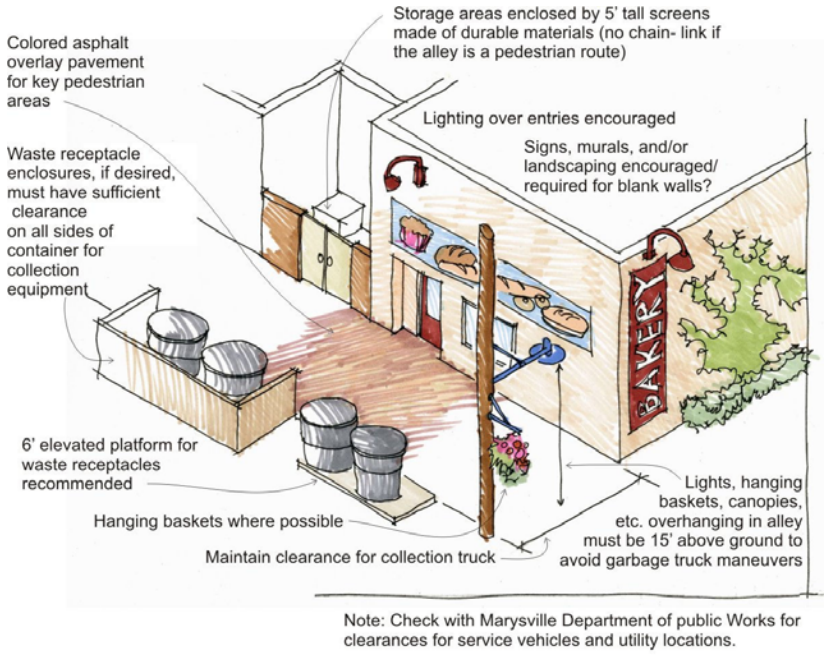



*Figure 101. Examples of improvements that can improve the appearance of alleys.*

Chapter 6:

# Parks, Trails, and Open Space

The vision for Marysville includes an integrated system of open spaces, attractive streetscapes, and landscaped areas to link the various parts of the downtown together, provide amenity, and encourage development. This system consists of six elements: the Ebey Slough Trail and shoreline edge, Comeford Park, landscaped streetscapes, the proposed boat basin and creek, open space associated with projected Town Center Mall redevelopment, and other private open space, especially in new residential development.

These elements are intended to work together, reinforcing and connecting each other and creating a network of open space nodes (i.e., focal points with high or diverse activity) connected by linear elements, including streetscapes, trails, and shorelines. Additionally, each element serves more than one function. Nearly all the landscape features, if properly designed, can work to improve water quality and reduce infrastructure costs related to new development. And, the public spaces and trails will upgrade the downtown as a development setting as well as provide recreational opportunities, space for civic functions, and a visual amenity. Described below are the characteristics and recommended implementation measures to achieve each element.

## Ebey Slough Trail and Shoreline Edge

Except for the new Ebey Waterfront Park, the Ebey Slough shoreline is currently a mix of old bulkheads, rubble walls, and banks remaining from previous mills and commercial activities. Marysville's Shoreline Master Program (SMP) requires that a trail, the Ebey Slough Trail, be developed and the natural qualities of the shoreline restored as part of new development. This trail will ultimately connect eastward to the

Centennial Trail and provide an important downtown amenity.

Unless it includes water-dependent uses, new development must be set back from the shoreline at least 70 feet to accommodate a 50-foot native vegetation strip and a 20-foot trail corridor. The guidelines, as part of this plan, establish requirements for this trail and vegetation corridor that will include 1) a path constructed of asphalt or concrete, at least 12 feet wide plus 2 feet shy distance on each side with low vegetation, 2) a strip of native vegetation, including trees, shrubs, and groundcover, at least 50 feet wide, and 3) a shoreline outlook, rest stop, or other amenity for every parcel with over 500 linear feet of shoreline (both mill sites).

*Figure 102. Sketch of proposed Ebey Slough Trail and adjacent open spaces.*

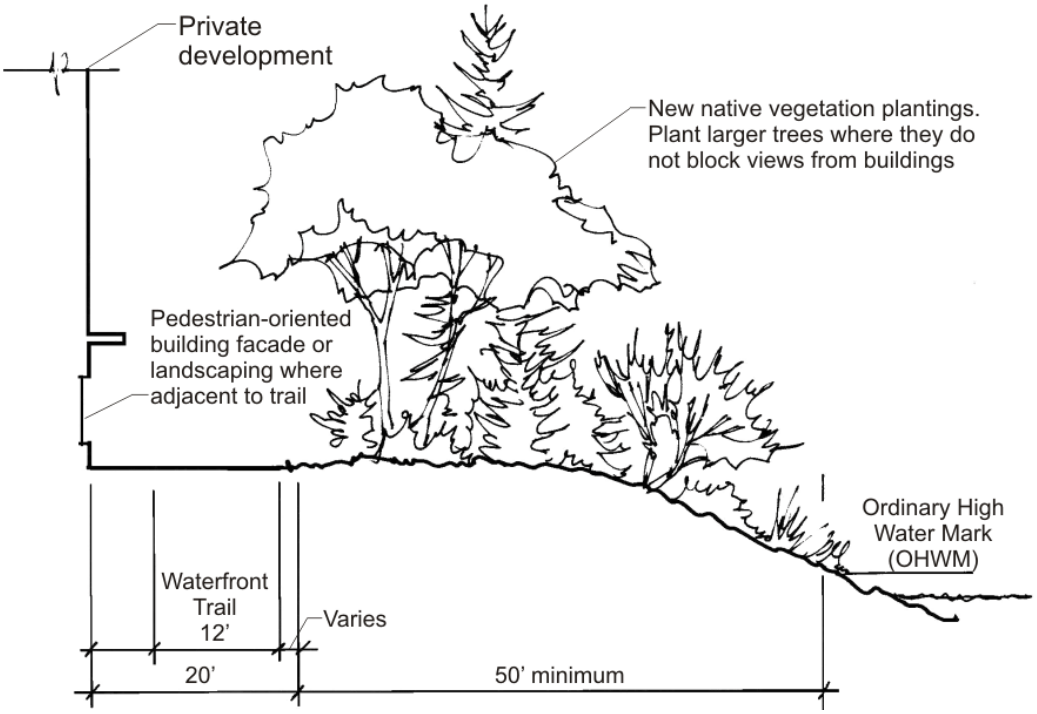



*Figure 103. Section through the trail where a new building abuts the property line.*

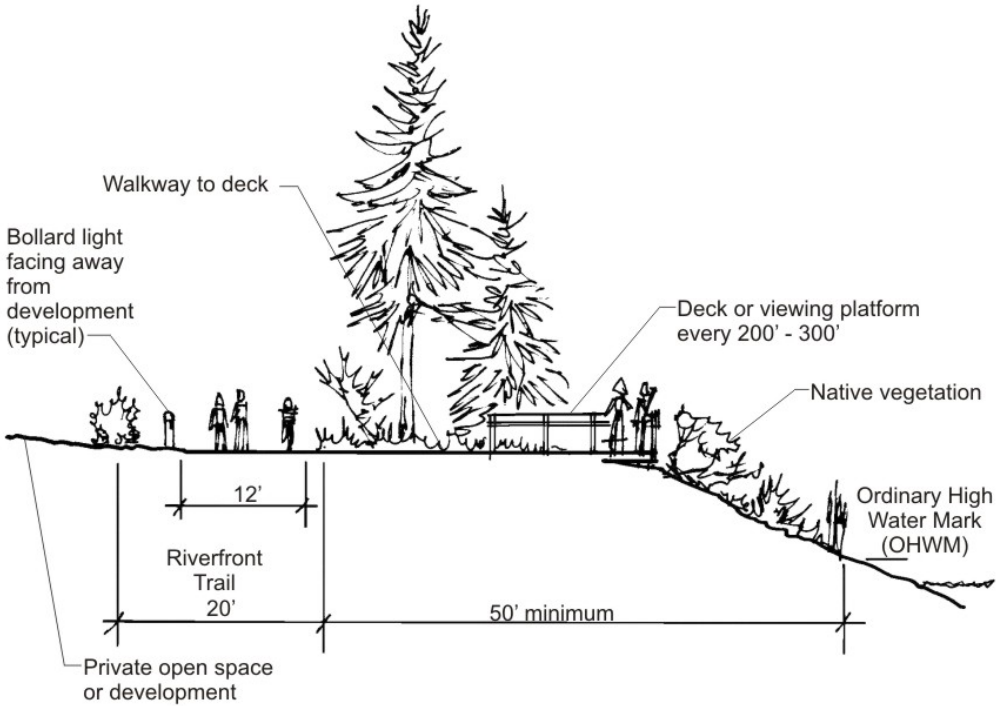



*Figure 104. Section through the trail at an overlook or deck.*

*Figure 105. Senior Center at Comeford Park.*

## Comeford Park

In many ways, Comeford Park is Maysville's "town square" and "village green". With the Senior Center located immediately to the west and playground lawn space, mature trees and the city's iconic water tower, the park is available for a variety of recreational activities and civic functions.

The planning of future park improvements is complicated by the possible construction of a new City Hall or a civic complex in its vicinity. If the City decides to build a City Hall and/or Senior Center on part of the park, then the park should be upgraded to integrate with those facilities.

If the City Hall is located elsewhere, then Comeford Park could be expanded to the north, or if Delta Street is closed to the west to the railroad tracks. The additional area would allow for a wider range of active and passive activities such as pick-up soccer, ultimate Frisbee volley ball games and other forms of recreation that require more space than is available but less space than a formal dedicated sports field.

*Figure 106. Entrance sign proposed in Gateway Signage Plan.*

In any of these scenarios, it should be recognized that the water tower is expensive to maintain and it may be necessary to consider its demolition.

Possible implications of locating the City Hall near the park should be identified in the City Hall site selection study. The study should identify the impacts, both positive and negative, to the park's uses, access and character.

It is recommended that Comeford Park improvements be considered after the City reaches a decision on the City Hall location. Planning might begin with one or more charrettes to develop a public vision and space program for the park. Then, the planning team could identify a set of alternatives for expansion and improvement that would be evaluated technically and by the public.

## Landscaped Streetscapes

Improved streetscapes will be a critical part of the open space network. Designers and planners are finding that safe, attractive streets that encourage walking and informal socializing can serve many key health, social, and aesthetic functions. The streetscape recommendations are described in the **Street Improvements** chapter. In particular, the proposed Delta Street "woonerf" would provide an important north-south pedestrian connection linking Comeford Park with the waterfront. Additionally, streetscape improvements to 1st Street west of SR 529 would provide an east-west connection between the mixed-use area west of the Town Center Mall and the proposed residential area to the east.

## Lagoon (Boat Basin) and Creek

Converting the marina boat basin into an environmentally healthy and attractive amenity is a long-term—but compelling—goal. The boat basin concept calls for the removal of the existing marina configuration, clean-up of water areas, construction of the Ebey

Slough Trail with landscaping and ancillary open space, and redevelopment of the remainder of the site to accommodate a mix of uses. While the restored basin would not play a large role in improving water quality, it would provide additional habitat and remove human made impacts to this section of the shoreline. Additionally, the resulting lagoon could offer an attractive amenity for the public and encourage development on the remaining strip of land. The Shoreline Master Program allows for some redevelopment, following remediation and cleanup,as the setbacks for the basin are 40 feet from the lagoon.

The clean-up and reconfiguration of the basin/lagoon will require extensive work with several resource agencies to determine the level of pollution, if any, and the most appropriate shoreline configuration. Because of the net ecological benefit of the project and the cost of the land purchase, restoration and anticipated remediation, the City should encourage a configuration that would allow redevelopment to recoup some of the capital costs. It may be that a reduction of the submerged area is justified to cap polluted sediments and/or allow redevelopment of uplands. Even with the reduction of water surface, an appropriate cleanup and redevelopment would likely create a substantial net ecological benefit.

*Figure 107. Conceptual sketch of the lagoon and surrounding development.*

The Shoreline Master Program prevents substantial improvements to the marina without bringing the facility into compliance with current environmental standards. This means that clean-up and redevelopment of the site will ultimately take place. It is likely that the City will have to take a role in this redevelopment. The basin restoration's cost will be significant but probably eligible for grant funds.

The daylighting of the creek feeding into the restored lagoon could make a distinctive and attractive amenity if incorporated into the Town Center Mall's redevelopment plans. The illustrated site plan is very conceptual, and the development's ultimate layout may differ dramatically. However, incorporation of a linear open space with a stream or series of pools might be hydrologically possible. The proposed daylighting of the creek would require careful engineering, and there may be unforeseen obstacles. Even so, the concept is worth pursuing, and it is recommended that the development guidelines include a requirement to consider creek daylighting. It may be necessary for the City to partner with the developer on this element.

## Town Center Mall Redevelopment Open Space

The most important open spaces that should be required of Town Center Mall redevelopment are the Delta Avenue woonerf and 3rd Street extensions and a linear open space surrounding the daylight stream corridor. If daylighting the stream is infeasible, then a centralized town square or village green of at least 10,000 square feet, with appropriate landscaping, access, and amenities, should be required. The function and activities of this open space should provide for nearby residents, shoppers, workers, and visitors and complement activities and programs at Comeford Park.

*Figure 108. Examples of the type of open spaces envisioned in the developed shopping center.*

*Figure 109. Examples of small-scale semi-private open spaces.*

## Other Private Open Space

New private development, especially new residential development, should provide open space. This plan recommends that usable open space be provided for each multifamily dwelling unit as per MMC 19.14.100-140. This area could be in the form of gardens, balconies, common recreational rooms, or a mix of those or similar facilities. The objective is to provide a small amount of private and semi-private open space or recreational facility to complement the Ebey Slough Trail, park, central plaza and walking streets.

Taken together, this set of amenities will be one of the most noteworthy in the region, making local residences much more desirable and elevating the downtown's overall design and development quality.

Chapter 7:

# Implementation

The effectiveness of any infrastructure plan depends on an implementation strategy aimed at the project objectives and employing civic resources most efficiently. Marysville's downtown master plan implementation strategy is based on the following six ideas.

First, the plan is aimed at removing key obstacles to new development. For example, recommendations for stormwater management will help some local property owners to meet stormwater treatment requirements and allow "direct discharge" into Ebey Slough. And, the circulation improvements will provide better access to and through the downtown; which is necessary for new development and over-all downtown revitalization.

Second, most of the recommended improvements are also aimed at increasing the appearance and quality of amenities in the downtown. The Ebey Slough Trail, new sidewalk and streetscape improvements and open space provided by private investment will significantly upgrade the downtown's appearance and image as a setting for new development and focus of civic and commercial activity.

Third, the recommendations support the City's efforts to assemble and/or market land along the riverfront, which will provide unique redevelopment opportunities.

Fourth, the plan identifies "catalyst" projects to be taken in the near term to upgrade the most needed infrastructure systems and encourage near term development at key opportunity sites.

Fifth, nearly all of the recommendations in this plan address more than one purpose or objective. For example, nearly all of the streetscape improvements will improve stormwater quality as well as facilitating

traffic and parking, enhancing streetscape quality and improve the setting for new development.

Sixth, the plan itself coordinates public and private actions by integrating public improvements, incentives and revitalization efforts with private investment by integrating capital improvements and programs with development standards, guidelines and improvement requirements.

And, finally, the planned action environmental impact statement (EIS) that accompanies this plan identifies potential impacts and mitigation resulting from the infrastructure needs of downtown development. This means that, if individual projects adhere to Marysville's Municipal Code requirements and the requirements in this plan, they will be considered SEPA-compliant. However, two projects that are too complex to analyze in the EIS (the 1st Street by-pass and the marina basin cleanup and enhancements), will still require SEPA evaluation.

Below are described the key recommendations for public infrastructure improvements, regulatory standards and incentive programs.

## Public Infrastructure Improvements

Table 2 on the following pages lists the infrastructure recommendations and summarizes the projects' planning level budget estimate, potential funding, timing and purpose. A more detailed discussion of the key projects is included in the body of this report.

In many cases, a project's funding and timing depend on factors that are not known at this time. For example, the schedule for constructing the by-pass will depend on the rate at which traffic volumes increase, the City's ability to fund the project, and opportunities for supplemental funding.

At the same time there are some projects that are recommended for near term construction as they will act as catalysts for private development. These projects include the construction of the Ebey Slough Trail, improvements to 1st Street west of 529, and the Delta Avenue "woonerf" north of 4th Street. It may be most effective to plan and design these projects and then construct them when new development occurs. In this way, the projects will be a strong incentive for new development without incurring the costs before new development is undertaken.

The streetscape improvements recommended in this plan should be funded jointly by the City and property owners, the property owners being responsible for sidewalk and curb replacement plus street trees, utilities service lines, and electrical conduit when the property is redeveloped. Additionally, property owners should be responsible for a portion of curb bulbs at each applicable intersection. A fair way to assess the costs of curb bulb improvements would be to assign each property owner a cost equal to the total cost of the curb bulbs at each corner of block multiplied by the percentage of the property owner's frontage compared to the length of the block.

Note that, if the bulb wraps around the other corner, property owners on the cross street should be responsible for that. Property owners will receive their share of the stormwater treatment benefit from the improvement. That is, the treatment capacity paid for by the property owners may be subtracted from the amount they would otherwise need to treat.

The City will be responsible for street work in the public ROW and other improvements except for those items noted above. This general policy may be altered in some instances for special conditions. For example, when a building must be set back to accommodate a wider setback or utility easement, the City may compensate the property owner by paying for some or all of the sidewalk improvements.

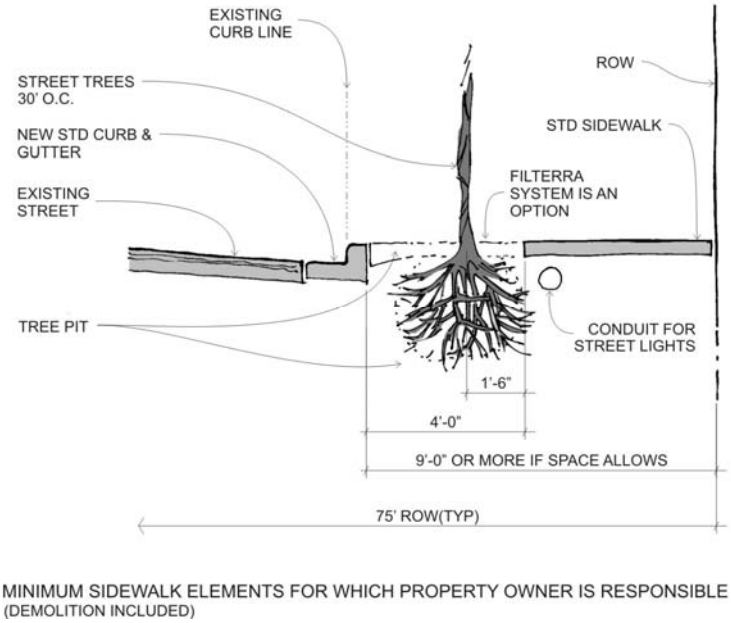



*Figure 110. Improvements for which the property owner is responsible. (Not shown is the corner curb bulb.)*

In some cases, most notably the proposed 1st Street by-pass, the western 1st Street streetscape improvements, and the Delta Street woonerf, the City will likely initiate the improvement project; designing and constructing the improvements for all the blocks on the corridor. However, most of the streetscape improvements will be constructed when one or more property owners on a block redevelop their properties.

In these instances, a portion of the block may be improved if the curb line doesn't change. That is, if the improvements are a simple replacement of the sidewalk in its existing configuration, then the project may be undertaken without affecting neighboring properties. Some property owners may wish to take advantage of the City's development incentive that allows stormwater from a private property to be treated in a rain garden or similar facility in the street ROW. This will require changing the curb line by projecting the sidewalk and rain garden into the street and changing the existing angle parking configuration into parallel parking. (See Figure 110.) Changing the curb line in this manner can only be done if the whole block, or at least half the block, is reconstructed at the same time. Therefore, it will usually be much easier for the property owner to pay the cost of the sidewalk and

streetscape improvements into a fund that the City uses to reconstruct the sidewalk and rain gardens along the whole block.

Because the curb bulbs will upgrade pedestrian safety and street appearance as well as treat stormwater, the City may wish to construct these improvements either before or during the first increment of development and charge the property owners for their portions when they redevelop.

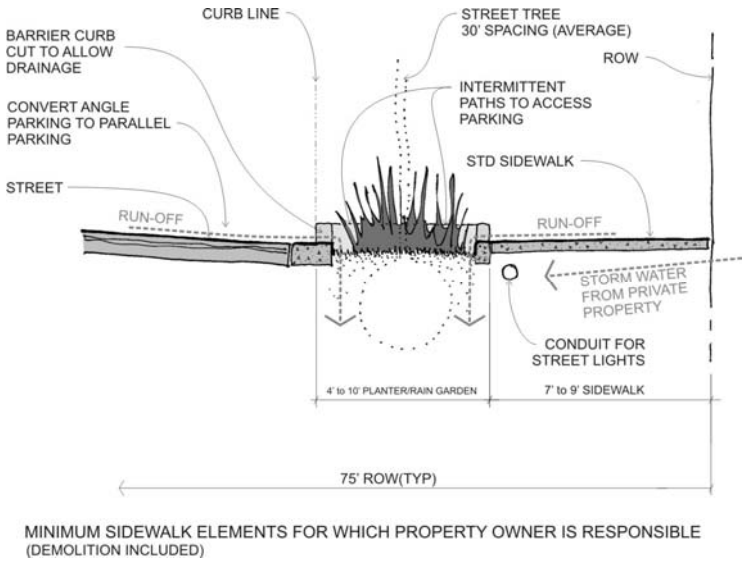



*Figure 111. Improvements that include stormwater treatment measures.*

Another alternative to whole-block or half-block curb realignment is to selectively convert angled parking stalls into rain gardens. This alternative would likely be a short-term implementation, as the long-term parking needs or the desired street typology may not allow rain gardens that consume the full depth of the angled parking stalls.

Table 1 in Appendix B details the $191 per-linear-foot (of right-of-way frontage) cost estimate for the standard sidewalk and planter strip improvements of Figure 110. The assessment rate for the sidewalk construction must be updated periodically to account for inflation and other changes in price structure.

Table 2 in Appendix B details the $1,066 per-linear-foot cost of the street improvement measures to treat on-site and in-ROW stormwater per the standard

street typology of Figure 111. It is likely that this option will only be cost effective for a property owner if a development requires significant water quality measures. The City may consider some cost sharing for such an improvement if it also helps the City satisfy its stormwater management requirements, as may well be the case for the by-pass or other major street improvements.

Tables 3 and 4 in Appendix B detail the costs of constructing incremental water quality measures in parking stalls ($16,050 each) and curb bulbs ($36,371 each). Note that the cost associated with the curb bulbs provides not only a water quality benefit, but the benefit of increased pedestrian safety and visibility while improving streetscape quality. Both the parking stall and curb bulb water quality features could be used to treat right-of-way runoff and/or private property runoff.

Constructing sidewalk and streetscape improvements several blocks at a time has several advantages. By managing the project, the City relieves the property owners of the responsibility of contracting with construction companies directly. The City can also arrange for financing at a better rate than individual property owners, and the per-unit construction costs for a single large project are generally less than for smaller projects. Finally, the end product is often much better because the pavements are consistent, the spacing of elements better coordinated, and drainage and grading can be more effectively handled. For these reasons, the City should set up a fee-in-lieu program for streetscape improvements.

The City should consider a pilot project to test the effectiveness of stormwater improvements in the ROW. The City could fund a block reconstruction for the first group of property owners willing to have the City undertake a project on their block. One drawback of a conversion is that there would be some loss of parking with the conversion from angle to parallel parking.

### *Table 2. Capital Improvements Summary Table*

| | Project Description | Budget Estimate *($000)* | Potential Funding | Timing B = begin C = complete | Purpose & other notes |
|---|---|---|---|---|---|
| **Transportation** | | | | | |
| T-1 | Conduct study to identify by-pass route | $200 | | B: 2009<br>C: 2010 | Identify means to fund and acquire property. |
| T-2 | Upgrade 1st St. west of SR 529 to spur development | $3,900* | | B: 2009<br>C: with development | Include drainage and streetscape improvements. Street section per Figure 80. |
| T-3 | Reconstruct Delta Ave., 8th St., and 4th St. as a woonerf | $2,610* | | See note | Design after City determines City Hall location. Include pedestrian crossing at 4th St. Street section per Figure 72. |
| T-4 | Establish bike routes on 1st St., 3rd St., and Cedar Ave. | $39* | | B: 2009<br>C: 2009 | Install signs and striping. |
| T-5 | Work with Community Transit to establish bus stop on 1st St. | N/A | N/A | B: 2009<br>C: ongoing | Continue to push for greater transit access. |
| **Stormwater** | | | | | |
| SW-1 | Establish a program allowing property owners to use city ROW for stormwater improvements | | | B: 2009<br>C: ongoing | Establish procedure and cost sharing policy. |
| SW-2 | Develop a Stormwater Solution Tool Kit | $15 | | B: 2009<br>C: 2009 | User-friendly manual. |
| SW-3 | Initiate a stormwater filter test. | $38* | | B: 2010<br>C: 2011 | Install a stormwater filter as a test, perhaps coordinated with private improvements. |
| **Street Improvements** *(See also T-2, T-3, and T-4)* | | | | | |
| SI-1 | Conduct a pilot study of stormwater improvements in public ROW | $0.88 per LF* | | B: 2010<br>C: 2012 | Identify a group of property owners willing to conduct test at City's expense. Street section per Figure 111. |

| Project Description | Budget Estimate ($000) | Potential Funding | Timing B = begin C = complete | Purpose & other notes |
|---|---|---|---|---|
| **Parks, Trails, Open Space, and Public Facilities** | | | | |
| POS-1 Continue program to develop the Ebey Slough Trail, including connections to State Ave. | $1 per LF | | B:2009 C: 2012+ | Consider LID to help finance trail.<br><br>Complete Qwuloolt section.<br><br>See Figures 103 and 104. |
| POS-2 Plan for and implement Comeford Park improvements | $1,000 | | After City Hall location decision | |
| POS-3 Clean up marina boat basin | Unknown | | B: when possible | First identify clean-up and restoration<br><br>requirements. |
| POS-4 Construct a new City Hall at a site selected by Council | $45,000-$55,000 | | B: Unknown C: 2011 | See discussion following. |

** Costs are contractor construction costs. Include overhead, profit, and sales tax.*

## Regulatory Development Standards

A primary recommendation of this plan is that the City adopt new design guidelines and streetscape standards. A draft of proposed design guidelines is included in the appendices. The comprehensive plan and zoning code update in 2007 added significantly to the height and development capacity allowed in large parts of the downtown. Therefore, the guidelines are needed to address some of the design considerations caused by new building types and to ensure that the visual quality of the downtown is upgraded over time.

A key aspect of the guidelines is the integration of a building's front to the streetscape so that the guidelines take into account the type of street that the building faces. Additionally, the guidelines coordinate with other city standards for issues such as land-

scaping and setbacks. Appendix A presents recommended street standards.

It is recommended that the guidelines be administered by staff rather than a review board. The latter method, while possessing some advantages, is usually more expensive and time consuming.

## City Hall Construction

As noted earlier in the plan, the City is currently conducting a selection process for a new City Hall. Following the selection of a preferred site, the City will select a qualified developer and issue a request for proposal (RFP) for design/construction teams to design and build a City Hall. The City will assemble monies and pay the team for the work. The EIS accompanying this plan analyzes impacts resulting from a combined City Hall/Police Station/Senior Center at the Comeford Park site.

Chapter 8:

# Achieving the Vision

The sketch below illustrates one way the downtown could be transformed through the actions recommended in this plan and the City's Comprehensive Plan plus, exemplary private development. There are, of course, many other configurations private development could take. This scene assumes relatively ambitious development occurring as the next economic cycle produces the same type of growth in Snohomish County that King County and parts of Pierce County are now experiencing.

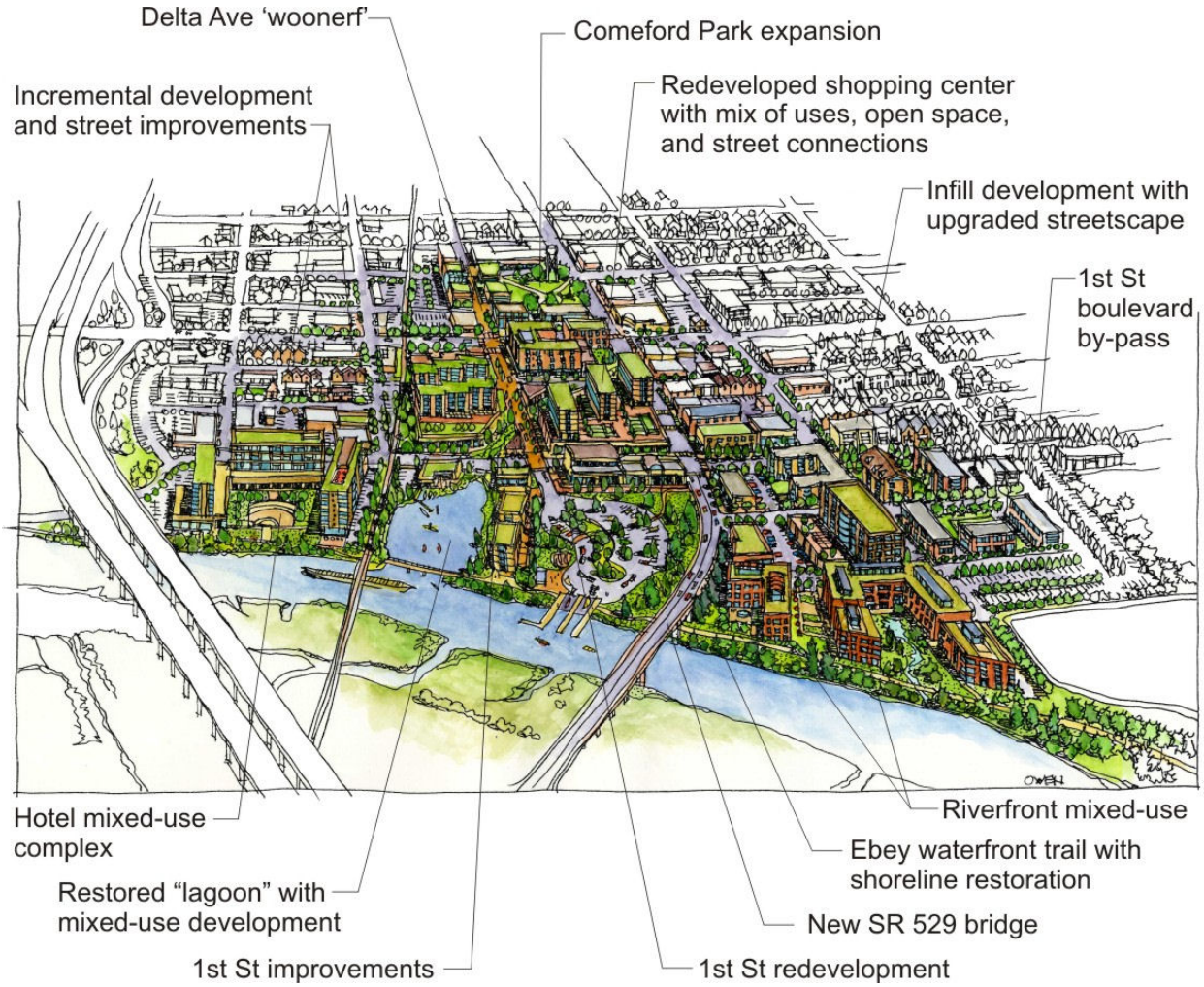



*Figure 112. Illustrated vision for downtown Marysville.*

## Project Timing

It is important to remember that development and civic improvements will occur over time, in small increments. The illustration on the next page describes how capital projects and private development might be phased. The colors in the drawing below indicate how the downtown is envisioned to grow over the next 20 years. While timing of the improvements, especially the private development, is unpredictable, the time frames indicated are generally consistent with those of other town center redevelopments, such as Mill Creek, Juanita, Redmond, Kirkland, and Kent.

The timing is predicated on the City taking assertive action during the next five to ten years. The plan recommends that the City assemble riverfront land, plan the by-pass, construct the City Hall/civic center in the downtown, make minor street improvements, and institute guidelines in the next two years to

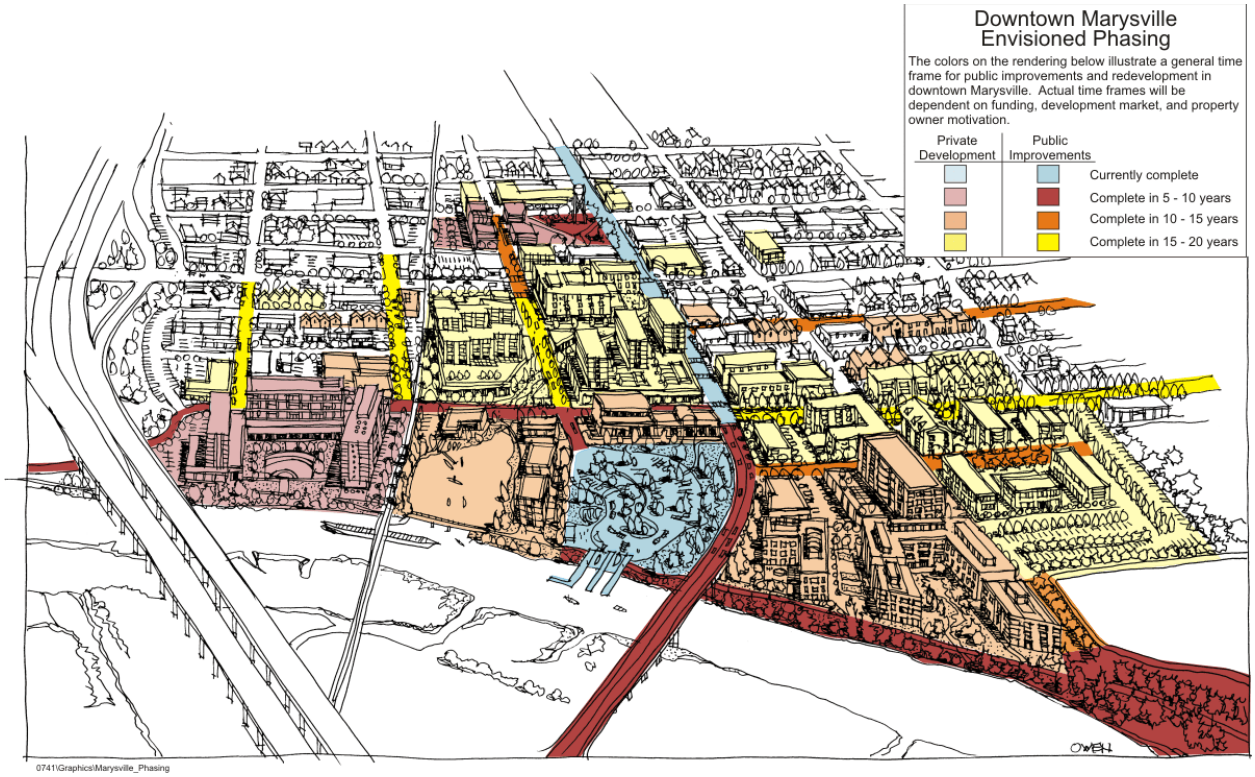



*Figure 113. Possible phasing of downtown improvements and development.*

establish a framework for new development. Construction of 1st Street west of SR 529 and the Delta Street woonerf within the next five years will provide greater development incentives in this area. During this 2010-2015 period, it is envisioned that some redevelopment along 1st Street might occur. By 2013 or so, the new bridge construction will be underway, and, if the residential market has rebounded, one or more parcels along the riverfront could begin the redevelopment process. The construction of Comeford Park improvements and the City Hall construction is also scheduled to be complete by 2015.

Within the next ten years from now, it is likely that the marina will no longer be viable, and the City should begin work, with other partners, on the basin cleanup and reconfiguration. Riverfront development and development along 1st Street should also be well underway by this time, and there may be some small-scale development on scattered sites in the downtown.

Within the next 15 years, assuming traffic projections are correct, design of the 1st Street by-pass will be necessary. Because of the new downtown residential growth, competition from peripheral "big-box" stores, and the downtown's enhanced identity, it is envisioned that the Town Center Mall's owners will likely consider redevelopment into a mixed-use "life style center" or other more pedestrian-oriented configuration. With the transformation of the mall site, the City's vision of a compact, mixed-use center will be substantially achieved.

As they say, "Rome wasn't built in a day." However, with a strategic step-by-step approach and co-operative public and private sector efforts, Marysville's ambitious vision can be achieved.

# APPENDICES

Appendix A:

# Individual Street Recommendations

This Appendix A presents detailed recommendations for individual street sections. It is intended to translate the Master Plan's transportation recommendations and street improvement concepts into specific recommendations for each street.

In general, as noted in the Master Plan **Implementation** chapter, it is recommended that the City initiate the design and be responsible for the street pavements, lighting, and drainage, while private property owners contribute funds for sidewalks, landscaping, curb bulbs, furniture, and minor improvements. Because of numerous different conditions, this general rule may vary from street to street.

In some cases, there are two or more options dependent upon property owner preferences. For example, several streets could either retain the current curb location or extend the sidewalk/planter strip area to accommodate storm drainage from the private properties. This second option is intended to provide a development incentive by allowing storm water to be treated within the public right-of-way, thus saving the property owner some of the cost of storm water treatment facilities.

Although not reflected in the illustration, all angle parking should be converted to back-in when any changes are made.

The priorities and recommended timing of each street improvement is also based on the Master Plan **Implementation** chapter. However, the phasing of the various projects should be flexible to take advantage of unforeseen funding opportunities.

*Looking south towards 3rd Street.*

*Example of the type of improvement possible on the east side.*

## Cedar Avenue between 1st Street and 4th

### Existing Conditions:

- Primarily commercial and industrial uses.
- 75-feet of ROW.
- Road width varies with approximately two 17-foot wide traffic lanes. Pavement in adequate condition.
- Existing parallel parking in some areas (unstriped).
- BNSF railway corridor on the east side of the ROW. Wide grassy area of varying width with the railway historical exhibit, and a few street trees between the existing back of curb and railway corridor.
- Sidewalk width and condition varies:
  - No sidewalk on the east side south of 3rd Street due to a limited buffer from the BNSF corridor.
  - Approximately 8.5-foot wide sidewalk and asphalt-filled "planter" strip on the west side (along the historic Opera House). Portions of the sidewalk in poor condition.

### Recommendations:

- Narrow lane widths and restripe with bike lanes.
- Upgrade sidewalks and add planter/street trees on the west side of the street between 3rd and 4th adjacent to the historic Opera House. (This block will not be privately redeveloped.)
- Enhance usage of the area between the BNSF corridor and the east edge of street to provide a pocket park:
  - Adjust curb line on the east side to provide adequate space for a sidewalk.
  - Construct a connecting walkway between 1st and 3rd Streets.
  - Consider swales, rain gardens, or storm water planters for water quality treatment.
  - Plant trees and vegetation to screen the back of the mall building.

## Implementation:

- Public Actions:
  - During any street upgrade, adjust the eastern curb line to provide adequate space for a sidewalk and pocket park between the east side of the street and the BNSF railway corridor.
  - Restripe to provide narrower lane widths and add bike lanes. Consider shortening the turn lane pocket.
  - Plant evergreen trees along the west side of the railroad tracks to screen the railway corridor and back of the mall.
  - Construct a linear pocket park and walkway improvements between the roadway and the BNSF railway.
- Private Actions/Regulatory:
  - Property owners on the west side will pay for sidewalk improvements, as noted in the Master Plan **Implementation** section. This could be done through a L.I.D. when the roadway is improved, or when the properties are redeveloped (especially where there is one property owner in a half block), or with a fee-in-lieu program.
  - Upgrade frontage adjacent to historic opera house

## Timing and Phasing:

- Restriping for CIP T-4 will be implemented in the short term in 2009, as indicated in Downtown Master Plan.
- Pocket park and walkway improvements should be implemented as soon as possible, as funding is available.
- Developer-driven incremental/flexible improvements will be implemented as set forth in the Downtown Master Plan. (See "Standard Street Typology" in Figure 56 on page 71 of the Downtown Master Plan. Also see figures 106 on page 113 and 107 on page 114.)

*2nd Street at Cedar, looking west.*

*3rd Street at Beach looking west.*

## 2nd Street between Cedar Ave. and I-5, and 3rd Street between Cedar Ave. and I-5

### Existing Conditions:

- Primarily commercial uses. Low traffic volumes.
- 75-foot ROW, with two lanes of traffic.
- Approximately 6.5- to 9.5-foot wide sidewalks, few or no planters or street trees.
- Angle parking on north and south sides of both 2nd and 3rd.
- Recent improvements have been made between Cedar and Beach (newer sidewalks, asphalt, and striping).
- Asphalt pavement and concrete sidewalks between Beach and Ash in moderate to poor condition.

### Recommendations:

Two options are possible:

- Option 1 (full-block redevelopment): Adjust the curb location and eliminate angle parking. Construct improvements with water quality features per the "Standard Street Typology" section of the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 107 on page 114.
- Option 2 (incremental redevelopment): Retain the existing curb line and angle parking but revise orientation to back in. Add curb bulbs at the intersections. Use bulbs for storm water treatment. Consider converting some angle parking stalls into storm water planters or rain gardens, if needed to meet water quality requirements.

### Implementation:

- Public actions
  - Improve the poorest sections of roadway first, as funds are available.
  - Repave and restripe 2nd and 3rd between Beach and Ash when the street is improved or development occurs.
  - Determine with the property owners which configuration option is preferred.

- Private Actions/Regulatory:
  - Private property owners are responsible for the costs of frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit for lighting.

## Timing and Phasing:

- Public improvements to these streets are a lower priority improvement. (See the **Implementation** section of the Master Plan.)
- Developer-driven incremental/flexible improvements will be implemented as set forth in the Downtown Master Plan. See "Standard Street Typology" in Figure 56 on page 71 of the Downtown Master Plan. Also see figures 106 on page 113 and 107 on page 114.

*Beach Street looking south from 4th Street. Sidewalks in poor condition and lacking planter/street trees.*

## Beach Avenue south of 4th Street

### Existing Conditions:

- Primarily commercial and industrial uses.
- 75-foot ROW with two lanes of traffic.
- Newer asphalt and striping between 4th and 3rd. Existing curb bulb and angle parking on the east side, south of the intersection with 4thStreet.
- Mix of angle and parallel parking on the east and west sides of the street.
- Sidewalk width and condition varies:
  - Between 4th and 3rd: In poor condition on the east side and narrower than 5 feet in some locations.
  - Between 3rd and 2nd: Approximately 8-foot walk on the west side and 5-foot walk with a 3-foot planter on the east side.
  - Between 1st and 2nd: On the east side there is no curb, with a gravel shoulder and 5-foot concrete sidewalk.

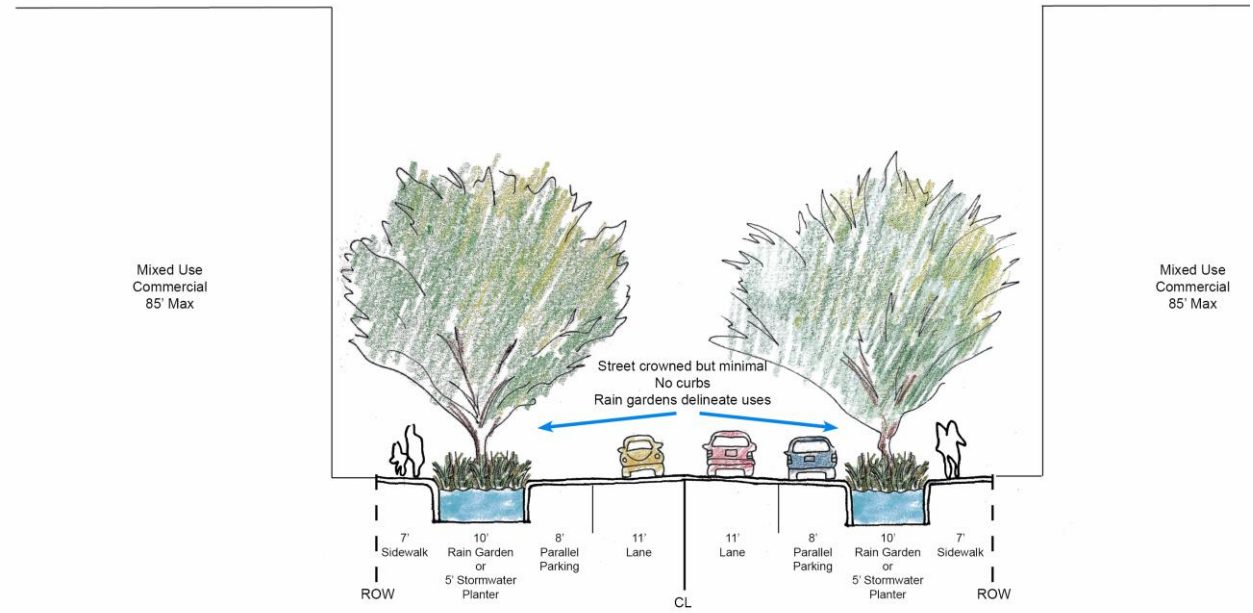
*Beach looking north from 2nd Street.*

### Recommendations:

- Option 1 (full-block redevelopment): Construct improvements per "Standard Street Typology" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 107 on page 114. Adjust curb location and add rain gardens or storm water planters in an extended sidewalk area. Street trees must be planted if the sidewalks are 10 feet wide or more.
- Option 2 (incremental redevelopment): Retain the existing curb line and add curb bulbs at the intersections. Use bulbs for storm water treatment. Consider converting some parking stalls into storm water planters, if needed to meet water quality requirements.
- Construct improvements at the intersection with 1st Street (see page 87 of Downtown Master Plan and CIP T-2 in the Downtown Master Plan).

## Implementation:

- Public Actions:
  - Coordinate construction at the intersection with 1st Street improvements.
  - Repave and restripe as necessary when development occurs.
  - Determine with the property owners which configuration option is preferred.
- Private Actions/Regulatory:
  - Private property owners are responsible for the costs of frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit.




**Standard Street with Raingardens**
**Beach Ave.**

*Standard street section with rain gardens or storm water planters. This will allow treatment of storm water from private properties.*

### Timing and Phasing:

- Developer-driven incremental/flexible improvements will be implemented as set forth in the Downtown Master Plan (See “Standard Street Typology” in Figure 56 on page 71 of the Downtown Master Plan. Also see figures 106 on page 113 and 107 on page 114.), unless this street is selected for a pilot program or property owners propose a coordinated project.

## 1st Street

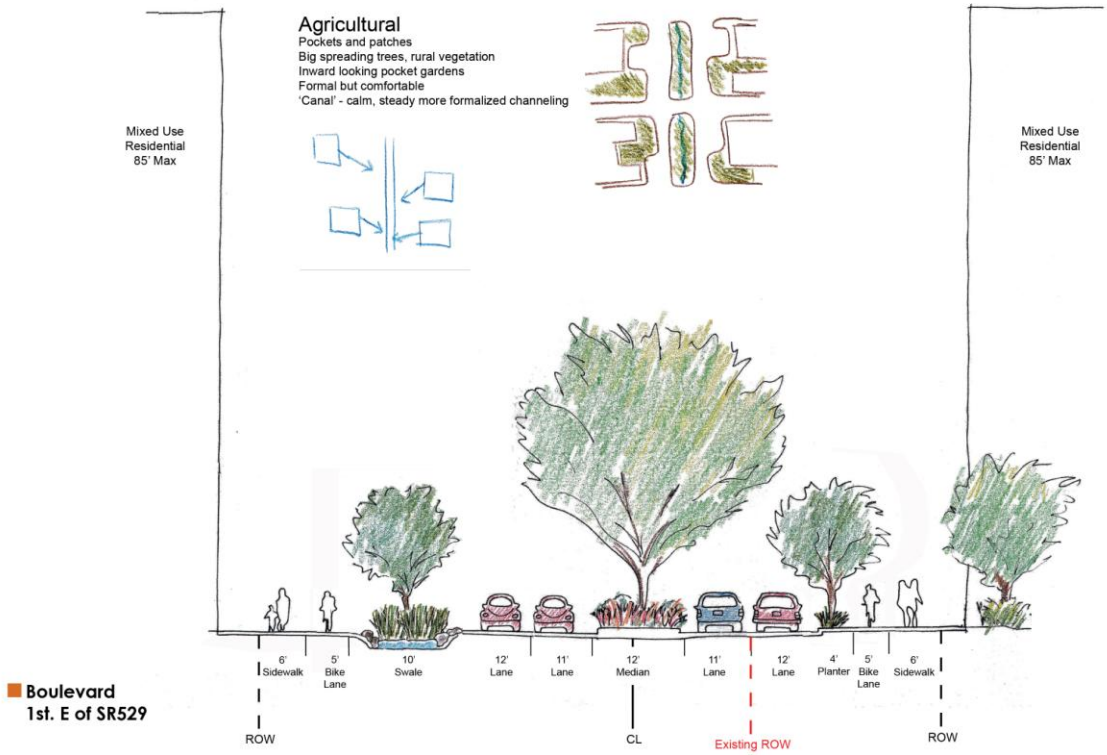
*1st Street west of State Avenue existing conditions.*

### Existing Conditions:

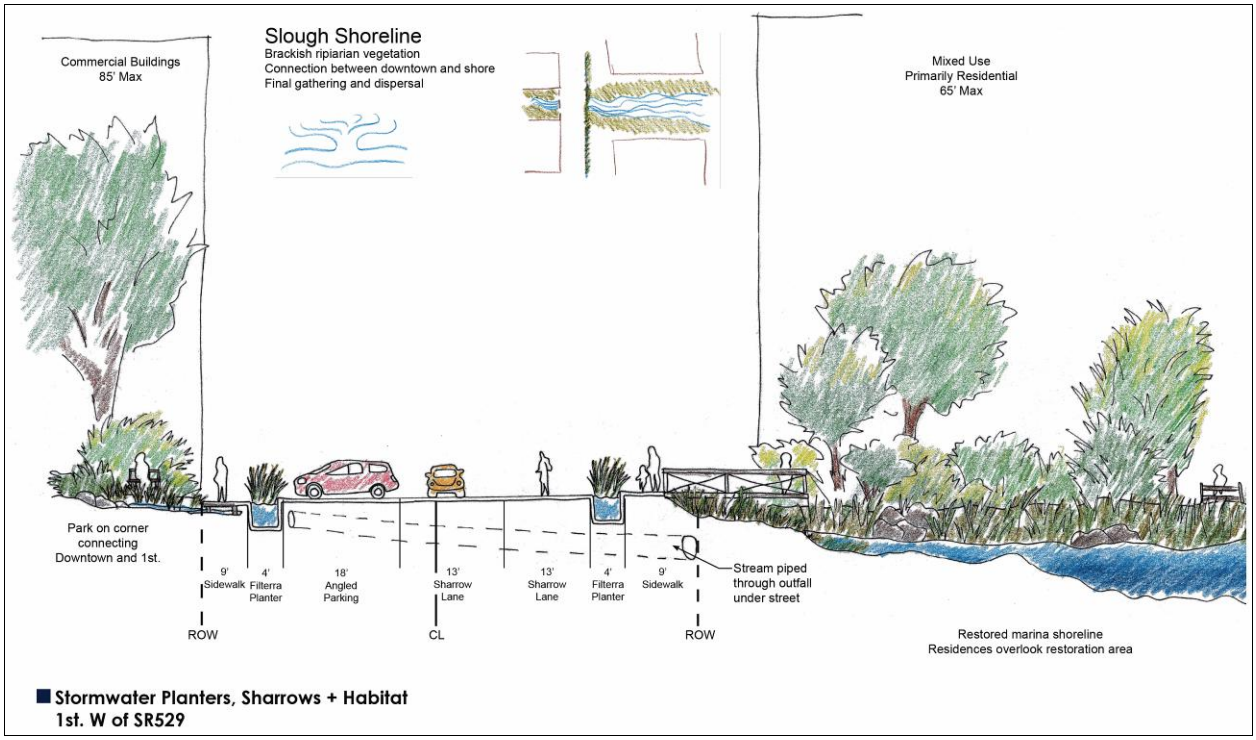
- Commercial and industrial usage west of State Avenue (SR 529), residential property east of State Avenue.
- 68 to 75 feet of ROW, with two lanes of traffic.
- Combination of angle and parallel parking.
- Sidewalks are intermittent on the south side.

### Recommendations:

- Reconstruct 1st Street west of State Avenue, as indicated in Key Street Figure 78 of the Downtown Master Plan. Install street trees on both sides.
- To the east of State Street, 1st Avenue will be developed as a boulevard bypass. See Key Street Figure 58 "1st Street East of State Route 529," and the **Transportation** section of the Downtown Master Plan. Note that a three-lane street section is preferred if it will handle traffic.




*Proposed bypass design looking*




*Recommended section for 1st Street west of State Avenue.*

## Implementation:

- Public Actions:
  - West of State Avenue: Fund and construct the project (CIP T-2)
  - East of State Avenue: Plan for bypass (CIP T-1).
- Private Actions/Regulatory West of State Avenue:
  - West of State Avenue: Coordination will be required to adapt the street to future development. Access on the north side may require modification by property owners.
  - East of State Avenue: Property or easement acquisition may be required to construct the street section.

## Timing and Phasing:

- The improvements west of State Avenue are priority improvements to spur redevelopment in the waterfront area.
- Timing of the bypass off of State Avenue will be dependent upon funding and traffic volume increases.

## 2nd Street between Alder Avenue and State Avenue

*2nd Street at Alder looking west.*

### Existing Conditions:

- Primarily residential.
- 75-foot ROW, two wide lanes of traffic (unstriped).
- Parallel parking on both sides between Alder and Columbia (unstriped). Angle parking on the north side between Columbia and State.
- Approximately 5-foot sidewalks with 2-foot wide planters.

### Recommendations:

- Option 1 (full-block redevelopment): Construct improvements per "Standard Street Typology" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 107 on page 114. Adjust curb location and add rain gardens or storm water planters in an extended sidewalk area. This allows treatment of private property runoff on public property. Street trees must be planted if the sidewalks are 10 feet wide or more.
- Option 2 (incremental redevelopment): Retain the existing curb line and add curb bulbs at the intersections and restripe for angle parking (retain angle parking between State and Columbia). Use bulbs for storm water treatment. Consider converting some parking stalls into storm water planters, if needed to meet water quality requirements.
- Option 3: Alternately, for improvements between Alder and Columbia, add curb bulbs at intersections and retain parallel parking configuration. Narrow lane widths and install a median planter strip.
- Plant street trees where there is room.

*3rd Street at Beach looking west.*

## Implementation:

- Public Actions:
  - Repave and restripe as necessary when development occurs.
  - Determine with the property owners which configuration option is preferred. Install a median if owners select that option. Determine cost sharing depending on available funding.
  - Offer to provide residents with street trees if they assist with the planting (self-help urban forestry program).
- Private Actions/Regulatory:
  - Private property owners are responsible for the costs of frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit. See Implementation section of the Downtown Master Plan.

## Timing and Phasing:

- The street tree program might be an early action that can be initiated in the short term.
- Developer-driven and incremental/flexible improvements, as set forth in the Downtown Master Plan.

## Historic 3rd Street Between Alder and State Avenue

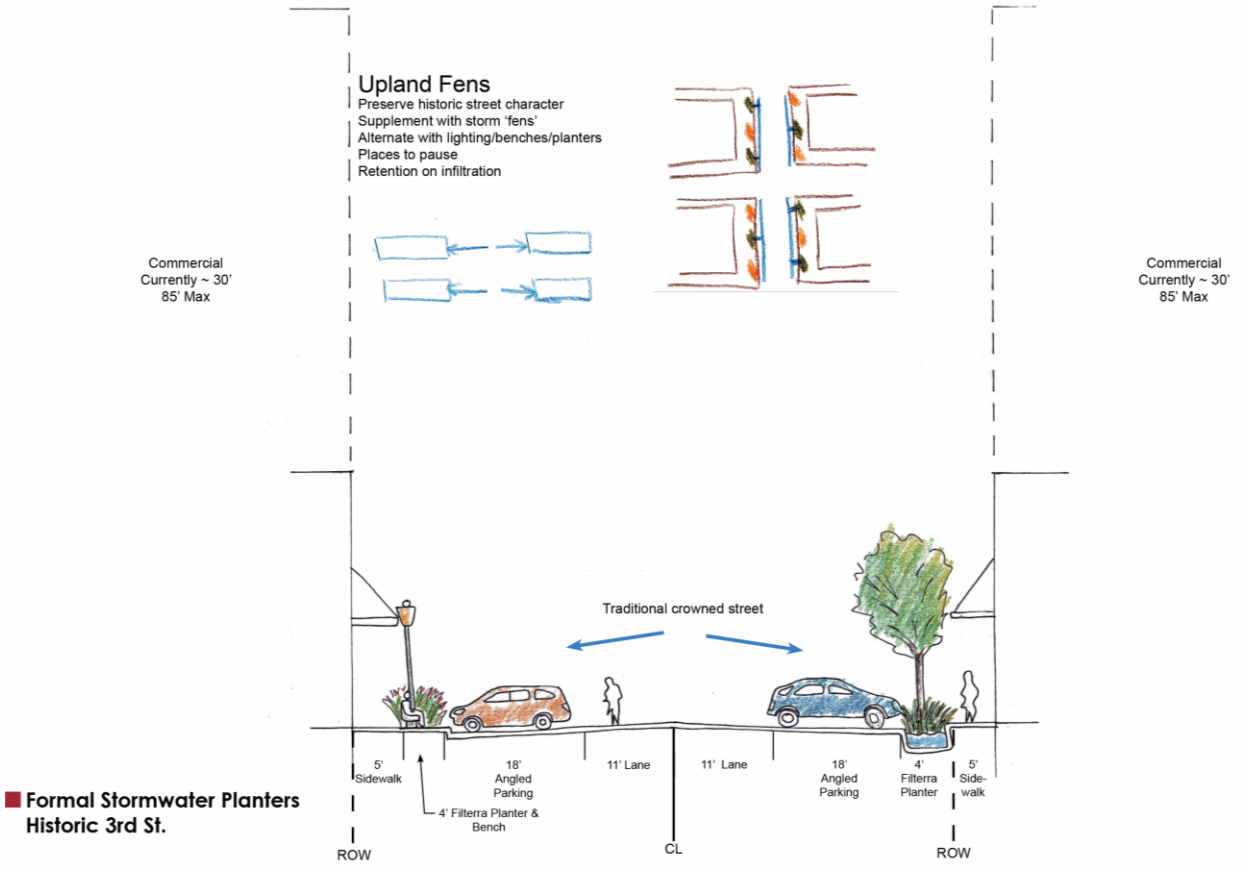
*3rd Street looking west from Columbia Avenue. Note that the curb bulb could be extended to 3rd Street if the drainage is changed.*

### Existing Conditions:

- Approximately 76 feet of ROW, with two lanes of traffic. Pavement in adequate condition.
- Historic buildings.
- Angle parking, both sides.

### Recommendations:

- Reconstruct 3rd Street between State Avenue and Alder Avenue as indicated in "3rd Street" recommendations of the Downtown Master Plan. See below.
- Add curb bulbs at intersections.
- Construct a gateway element at 3rd Street and Alder.
- Restripe for back-in parking.




*Recommended 3rd Street section.*

*3rd Street looking west from Alder to State.*

## Implementation:

- Public Actions:
  - Fund and construct the improvements.
- Private Actions/Regulatory:
  - Require private fee-in-lieu contribution or LID for frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit, as defined in the Implementation section of the Downtown Master Plan.

## Timing and Phasing:

- If property owners want to initiate pedestrian bulb improvements, this might be accomplished through an LID assessment with City match (when funding is available). However, since there already are some curb bulbs and pedestrian lighting, this street may not be a high priority.
- Improvements should enhance historic character and spur development within the downtown core.
- Timing will be dependent on available funding.

## Columbia Avenue from 1st to 4th Streets

Note: For Columbia Avenue south of 1st Street, see the **Street Improvements** section in the Downtown Master Plan.

*Typical sidewalk/planting strip between 1st and 2nd Streets.*

### Existing Conditions:

- Mix of residential and commercial uses.
- 75-foot ROW, with two wide lanes of traffic.
- 13-foot, 6-inch to 18-foot combined sidewalk and planting strip on both sides between 1st and 2nd Street.
- 5-foot to 10-foot sidewalks without planter strip between 2nd and 3rd Street.
- Parallel parking on both sides (unstriped) between 1st and 2nd Street.
- Angle parking on both sides between 2nd and 4th Streets.

*Columbia Avenue looking north from 1st to 4th Streets.*

### Recommendations:

- Option 1 (full-block redevelopment): Construct improvements per "Standard Street Typology" and/or "Linear Park" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 63 on page 78. Adjust curb location and add rain gardens or storm water planters in an extended sidewalk area. Street trees must be planted if the sidewalks are 10 feet wide or more.
- Option 2 (incremental redevelopment): Retain curb-to-curb configuration:
  - Between 1st and 2nd: Retain the curb-to-curb configuration.
    - Plant street trees and widen or install the sidewalk along the street to unify and upgrade the streetscape.
    - Consider adding rain gardens and/or storm water planters within existing planter strip
  - Between 2nd and 4th: Retain the existing angle parking and add curb bulbs at the intersections where bulbs do not already exist.
    - Construct bulbs with storm water treatment and/or retrofit existing curb bulbs with storm water treatment.
    - Consider converting some parking stalls into storm water planters, if needed to meet water quality requirements.
- Provide pocket parks where space is available.

## Implementation:

- Public Actions:
  - Determine with the property owners which configuration option is preferred.
  - Offer to provide residents with street trees if they assist with the planting (self-help urban forestry program).
  - Coordinate with 1st Street improvements for the intersection with 1st Street Boulevard and the connection to Linear Park street typology south of 1st. See "Key Streets" Figure 58 and Figure 63 in the Downtown Master Plan.
- Private Actions/Regulatory:
  - Require private contribution through fee-in-lieu or LID for frontage improvements up to the curb line including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit, as defined in the Implementation section of the Downtown Master Plan.

## Timing and Phasing:

- The street tree program might be an early action that can be initiated in the short term.
- Developer-driven full-block or incremental/flexible improvements, as set forth in the Downtown Master Plan.

## Alder Avenue between 1st and 4th Streets

*Alder at 1st Street, looking north.*

### Existing Conditions:

- Primarily residential.
- 75-foot ROW from 1st to 2nd. Varying ROW width north of 2nd.
- No curb or sidewalk on west side. Wide grass and gravel shoulder currently used by residents for parking.
- Jog in alignment at alley between 2nd and 3rd Streets. Pavement in poor condition at this location. No sidewalks at this location.

*Alter Avenue looking north from 1st to 4th Street.*

### Recommendations:

- Option 1 (full-block redevelopment): Construct improvements per "Standard Street Typology" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 107 on page 114. Adjust curb location and add rain gardens or storm water planters in an extended sidewalk area. Street trees must be planted if the sidewalks are 10 feet wide or more.
- Option 2 (no redevelopment or incremental redevelopment): Retain curb to curb configuration.
  - Plant street trees and widen the sidewalk along the street to unify and upgrade the streetscape.
  - Construct curb bulbs with storm water treatment.

### Implementation:

- Public Actions: Due to the current residential uses and zoning, redevelopment is not likely in the near term; therefore, the following public improvements are recommended:
  - Determine with the property owners which configuration option is preferred.
  - Construct sidewalk and roadway improvements.
  - Offer to provide residents with street trees if they assist with the planting (self-help urban forestry program).
  - Coordinate with 1st Street improvements for the intersection with 1st Street Boulevard. (See "Key Streets" Figure 58 in the Downtown Master Plan.)

- Private Actions/Regulatory:
  - If redevelopment occurs before public improvements are made, the developer is responsible for frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit. A fee-in-lieu contribution is recommended in this case. See the **Implementation** section of the Master Plan.

### Timing and Phasing:

- Initiate in the short term, as funding is available.

## Ash Avenue between 1st to 4th Streets

*Ash Avenue looking north from 1st Street.*

### Existing Conditions:

- Recent improvements have been made. One-way, not a through Street.
- Adjacent to Park-and-Ride.

### Recommendations:

- Install street trees and improve sidewalks where possible.
- Construct bulbs with storm water treatment.

### Implementation:

- Public Actions:
  - Plant street trees on the east and west sides of the street to provide a visual amenity and shade parked cars.
  - Add curb bulbs with storm water treatment with any redevelopment, including transit development.
  - Improve streetscape landscaping and lighting at Ash and 1st Street intersection.
  - Coordinate with 1st Street improvements for the intersection with 1st Street. See "Key Streets" Figure 78 in the Downtown Master Plan.
- Private Actions/Regulatory:
  - If redevelopment occurs before public improvements are made, the developer is responsible for frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit. See implementation section of Master Plan. Construct sidewalks.

### Timing and Phasing:

- The street tree program might be an early action that can be initiated in the short term.
- Walkways, curb bulbs, and other improvements should be timed to redevelopment.
- The intersection at 1st Street should be improved when 1st Street is improved (CIP T-2).

*Cedar Avenue looking south from near 5th Street.*

## Cedar Avenue between 4th Street and 8th Street

### Existing Conditions:

- Industrial, commercial, and residential uses.
- 75-foot-wide ROW, four-lane street with heavy traffic (classified as minor arterial).
- 4-foot-wide sidewalk and 5-foot planter.
- Undesignated parallel parking on east and west sides.

### Recommendations:

- Retain the existing curb-to-curb configuration unless there is a street improvement project that allows narrowing of lanes.
- Set back buildings to allow street trees and plant when development occurs.
- Plant columnar street trees and reconstruct the sidewalk where necessary to accommodate foot traffic around the trees. Existing sidewalks can remain, except where additional planting strip area is needed for tree pits.
- Add corner bulbs where there is on-street parking when the property is redeveloped. (Do not intrude on bike lanes.)
- Allow property owners the use of the ROW for storm water treatment if they wish. This would remove on-street parking.
- Restripe to include bike lanes, as required by the Downtown Master Plan (CIP T-4).

### Implementation:

- Public Actions:
  - Determine with the property owners which configuration option is preferred.
  - Construct sidewalks and install street trees in the setback on private property when development occurs as part of a condition for a permit.

  - If a setback onto private property is implemented, allow additional FAR equivalent to the amount of square footage of setback taken times allowable height of the building (stories). One additional story of development is allowed above the height limit.
- Private Actions/Regulatory:
  - Provide an easement on private property for public improvements. Set back buildings to allow 12 feet between the curb and building front (17 feet if a rain garden is used).
  - Install rain gardens and/or storm water planters within the ROW if the property owner requires the facilities to fulfill water quality requirements.

## Timing and Phasing:

- Sidewalk improvements will be concurrent with development or redevelopment.
- The street could be improved incrementally with no change to the curb line. The proposal is for the City to provide the sidewalk and street trees in return for the space to build sidewalks and install trees.
- Restripe for bike lanes in the short term (CIP T-4).

*5th Street looking west.*

*One option for improving single-family residential streets. Widths may vary.*

## 5th Street between Cedar and I-5, and 6th Street between Cedar and I-5

### Existing Conditions:

- Single-family residential uses, although it is zoned Mixed-Use and General Commercial.
- 75-foot ROW, two way traffic with 11-foot-wide lanes.
- On 6th Street, approximately 23-foot and 28-foot-wide gravel shoulders accommodating parking and lawn.
- On 5th Street, curb and gutter with undesignated parallel parking.

### Recommendations:

- If the street is redeveloped to mixed-use or commercial: Construct improvements per "Standard Street Typology" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan. Also see Figures 106 on page 113 and 107 on page 114. Adjust the curb location and add rain gardens or storm water planters in an extended sidewalk area. Street trees must be planted if the sidewalks are 10 feet wide or more.
- If there is no redevelopment or incremental redevelopment: Retain the street configuration and institute a program where local homeowners can make improvements to the ROW subject to approval and a street use permit. Encourage homeowners to work collaboratively to construct walkways. Consider 5- to 6-foot-wide asphalt walking areas with swales and rain gardens in lieu of the more expensive curb, gutter, and sidewalks.

### Implementation:

- Public actions: Due to the current residential uses and zoning, significant redevelopment is not likely in the near term; therefore, the following public improvements are recommended:
  - Establish a program and identify procedures so that property owners can improve the ROW in front of their residences.

- Establish simple standards to ensure quality, a street tree list, and setbacks for visibility and to allow walkway construction and safety.
- Establish a modest matching fund to encourage private initiatives.

- Private Actions/Regulatory:
  - Property owners are allowed to construct street improvements in accordance with implemented City programs and procedures and as approved by the City.

## Timing and Phasing:

- Establish a program in the mid term.
- Actual improvements will be dependent upon property owner initiative.

*An example of rain gardens possible on residential streets.*

*6th and 5th Streets looking east.*

## Beach Avenue north of 4th Street

*Beach Street looking north from 6th Street. Note new curb bulb. Landscaping of curb bulb would help narrow street and could provide for storm water treatment. Also note that, when bike lanes are removed, the curb could be relocated with additional rain garden landscaping as well as parallel parking.*

### Existing Conditions:

- Commercial and residential uses.
- 75-foot ROW, two-way traffic.
- Improvements have been made (newer asphalt, curb bulbs at intersections, and striped with parallel parking and bike lanes) on both sides.

### Recommendations:

- Option 1 (full-block redevelopment): Construct improvements per "Standard Street Typology" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 107 on page 114. Adjust the curb location and add rain gardens or storm water planters in an extended sidewalk area. Street trees must be planted if the sidewalks are 10 feet wide or more.
- Option 2: When bike lanes on Cedar are striped, the bike lane area on Beach may be converted to rain gardens. This could be done on an incremental basis with consistent channelization striping.
- Option 3 (incremental redevelopment): Retain the existing curb line and parallel parking. Use bulbs for storm water treatment. Consider converting some parking stalls into storm water planters, if needed to meet water quality requirements.

*A curb bulb with landscaping.*

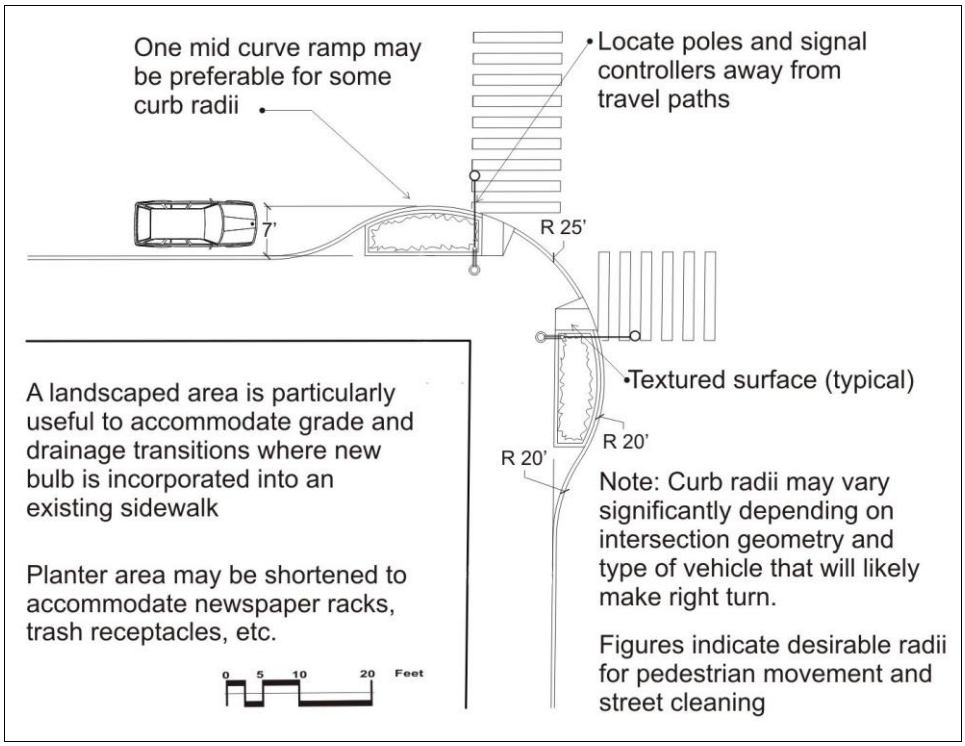
### Implementation:

- Public Actions:
  - Work with private developers to make improvements when development occurs.
  - Repave and restripe whenthe street is improved or development occurs.
  - Determine with the property owners which alternate configuration is preferred.
- Private Actions/Regulatory:
  - Convert the existing curb bulb hardscape to landscape. Property owners can use the bulb landscaping as a part of their storm water management.

- Require street trees be planted along the back side of sidewalks when development occurs if the development does not extend to the street ROW.
- Private property owners are responsible for the costs of frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit.

## Timing and Phasing:

- Developer-driven full-block or incremental/flexible improvements, as set forth in the Downtown Master Plan.




*Typical curb bulb layout.*

*4th Street looking east at Beach.*

*4th Street looking west toward State.*

## 4th Street (SR-528)

### Existing Conditions:

- Heavy traffic.
- 6-foot, 6-inch sidewalk on both sides.

### Recommendations:

- Set back buildings 12 feet from the face of the curb.
- Plant a uniform row of street trees along 4th Street. Street trees should be a strong, structural tree with a relatively columnar or vase-like shape (e.g.: Hornbeams) to avoid conflicts with buildings and trucks and to create a strong, continuous planting but still allow visibility into businesses and signs.

### Implementation:

- Public Actions:
  - Require a building setback of 12 feet from the face of the curb.
  - Plant street trees and repave sidewalks, with a 4-foot-wide planting strip when space is available.
- Private Actions/Regulatory:
  - Set back buildings sufficiently to allow street tree installation.
  - Provide an easement for public improvements (sidewalks and landscaping) installed on private property.

### Timing and Phasing:

- Based on private redevelopment. Trees could be planted incrementally when there is space.
- The concept is for the City to fund sidewalk and street tree improvements in exchange for the roughly 5-foot, 6-inch setback. An easement is required for public improvements on private property.

## Delta Avenue north of 4th Street

*Delta Avenue looking north toward 6th Street.*

### Existing Conditions:

- 60-foot ROW narrows to 30 feet north of 6th Street.
- Angle parking, except on the left-turn lane to 4th Street.

### Recommendations:

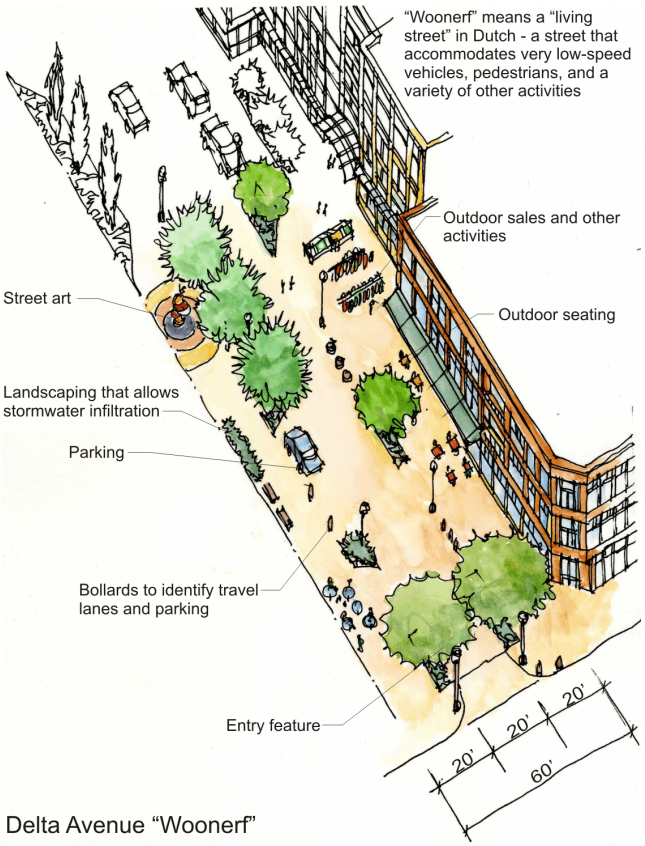
- Reconstruct Delta street as a woonerf. (See the **Street Improvements** section of the Downtown Master Plan, Figure 70.)

### Implementation:

- Public Actions:
  - Fund and construct the project.
- Private Actions/Regulatory:
  - Coordination will be required to adapt the street to local conditions.

### Timing and Phasing:

- This is a priority improvement to spur redevelopment in the north downtown.
- Timing will be dependent upon funding. This might be accomplished if and when a new City Hall is constructed near Comeford Park.




Delta Avenue "Woonerf"

*6th Street looking west near State Avenue.*

*Dan Burden recommending angle parking on 5th Street during walk-through.*

## 5th Street and 6th Street between the railroad and State Avenue

### Existing Conditions:

- Commercial usage.
- 75-foot ROW.
- 6th Street features angle parking on both sides.
- 5th Street features angle parking on the north side and parallel parking on the south side.

### Recommendations:

- Restripe 5th Street for angle parking on both sides of the street.
- Install curb bulbs on both sides of both 5th and 6th Streets at State and Delta Avenues and plant large-scale street trees to frame the view down the streets. Consider rain garden infiltration at these bulbs.
- Comeford Park improvements should include perimeter landscaping to frame both park and street.

### Implementation:

- Public Actions:
  - Restripe 5th Street with two lanes of angle parking.
  - Improve the streetscape around Comeford Park as part of park improvements.
- Private Actions/Regulatory:
  - Install curb bulbs at intersections when redevelopment occurs, including when park improvements are made. This could be accomplished through a fee-in-lieu program.
  - Use the curb bulbs for landscaped rain gardens/storm water planters.

### Timing and Phasing:

- Restripe in the short term, as soon as funding is available.
- Construct bulbs when redevelopment occurs.

## 7th Street from the Railroad to State Avenue

*7th Street looking east toward State Avenue.*

### Existing Conditions:

- Commercial usage
- 75-foot ROW, 52 feet curb-to-curb with angle parking on both sides.
- 9-foot, 6-inch sidewalks.
- Parking will be important if City Hall is located at Comeford Park.

### Recommendations:

- Retain the existing curb line and angle parking but add curb bulbs at the intersections. Use bulbs for storm water treatment. Consider converting some angle parking stalls into storm water planters or rain gardens, if needed to meet water quality requirements.

### Implementation:

- Public Actions:
  - 
- Private Actions/Regulatory:
  - Private property owners are responsible for the costs of frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit for lighting.

### Timing and Phasing:

- This street is a lower priority. The angle parking will be useful when the area around Comeford Park redevelops.

*Columbia Avenue looking north between 4th Street and 7th Street.*

## Columbia Avenue from 4th to 7th Streets

### Existing Conditions:

- Mix of residential and commercial uses.
- 75-foot ROW.
- Sidewalks and ample planting strips on both sides except for the west side between 4th and 5th Streets.
- Parallel parking on both sides (unstriped).

### Recommendations:

- Option 1 (full-block redevelopment): Construct improvements per "Standard Street Typology" and/or "Linear Park" in the Master Plan. See Figure 56 on page 71 of the Downtown Master Plan and Figure 63 on page 78. Adjust curb location and add rain gardens or storm water planters in an extended sidewalk area. Street trees must be planted if the sidewalks are 10 feet wide or more. [Note: Full-block redevelopment is unlikely.]
- Option 2 (no redevelopment or incremental redevelopment): Retain the curb-to-curb configuration.
  - Plant street trees and widen the sidewalk along the street to unify and upgrade the streetscape.
  - Construct curb bulbs with rain gardens/storm water planters for water quality.
  - Retrofit the existing planter strip with rain gardens where there is room.

### Implementation:

- Public Actions: Due to the current residential uses and zoning, redevelopment is not likely in the near term; therefore, the following public improvements are recommended:
  - Determine with the property owners which configuration option is preferred.
  - Construct sidewalks where they are not currently existing.
  - Offer to provide residents with street trees if they assist with the planting (self-help urban forestry program).

- Private Actions/Regulatory:
  - When development occurs, require private contribution through a fee-in-lieu program or LID for frontage improvements up to the curb line, including sidewalk replacement/repair, construction of curb bulbs, landscaping/street trees, and conduit, as defined in the Implementation section of the Downtown Master Plan.
  - Planting strips could be used as rain gardens to meet water quality requirements, if needed when redevelopment occurs.

## Timing and Phasing:

- The street tree program might be an early action that can be initiated in the short term.

*Alder Avenue looking south from 7th Street.*

*Alder Avenue looking north from 4th to 7th Street.*

## Alder Avenue between 4th and 7th Streets

### Existing Conditions:

- No sidewalks on either side.
- Route to school for students.
- On the east side of the street there is an 18-foot, 6-inch wide strip of land between the athletic field and the roadway suitable for sidewalk construction.

### Recommendations:

- Install an asphalt walk on the east side, strengthen the street pavement edge, and construct a swale or rain garden between the asphalt trail and the roadway. See "Linear Park" typology noted for Columbia Avenue in Chapter 5 of the Master Plan, which calls for a 23-foot linear park/storm water facility. Adapt to fit the 18-foot, 6-inch available space.
- Construct curb bulbs on the west side of the street at intersections. Curb bulbs provide safer roadway crossing for pedestrians and could be used for water quality.

### Implementation:

- Public Actions:
  - Construct a walk and swale/rain garden in conjunction with the School District.
  - Construct curb bulbs at intersections.
- Private Actions/Regulatory:
  - The School District should partner with the City in encouragement of sidewalk improvements.

### Timing and Phasing:

- Seek state funds. This is aimed at improving pedestrian safety for students and residents.
- Initiate this high-priority improvement in the short term .

## 7th Street between Alder and State Avenues

*7th Street looking east from State to Alder.*

### Existing Conditions:

- Primarily residential on south side of the street with the school on the north side of street.
- 75-foot ROW, two lanes of traffic.
- Parallel parking on both sides (striped).
- Adequate sidewalks exist.
- Adjacent to school property (north side).

### Recommendations:

- Plant street trees and landscaping on both sides of the street to screen parking lots and reduce the school presence on the neighborhood. If there is substantial redevelopment, it may be possible to adapt the "Standard Street Typology" in Figure 56 on page 71 of the Downtown Master Plan. Also see Figure 106 on page 113. Additionally, the existing wide planting strips may provide space for rain gardens. The school district could retrofit their planting strip and property edge with rain gardens or trees with a "Filterra" system.
- Construct curb bulbs at intersections. Curb bulbs provide safer roadway crossing for pedestrians and could be used for water quality.
- When redevelopment occurs along the entire frontage of a block, consider "Standard Street Typology" in Figure 56 on page 71 of the Downtown Master Plan. Also see Figure 107 on page 114.

### Implementation:

- Public Actions:
  - Initiate a street tree planting program.
  - Construct curb bulbs at intersections.
- Private Actions/Regulatory:
  - Offer to provide residents with street trees if they assist with the planting (self-help urban forestry program). The street plantings should be a school and community participation program.

### Timing and Phasing:

- The street tree program might be an early action that can be initiated in the short term.
- Construct curb bulbs when funding becomes available.

Appendix B:

# Estimate of Probable Cost

***Table B-1. Sidewalk Installation with Planter Strip*** *(See Note 1)*

| | Item | Total Cost | Cost per LF of ROW Frontage |
|---|---|---|---|
| I. | Mobilization/Demobilization | $6,307 | $9 |
| II. | General Conditions | 7,208 | 10 |
| III. | Demolition | 10,224 | 14 |
| IV. | Water Quality | 0 | 0 |
| V. | Undergrounding of Overhead Utilities | 24,820 | 34 |
| VI. | Surface Improvements | 47,551 | 65 |
| VII. | Miscellaneous Landscaping | 7,500 | 10 |
| | *Subtotal* | 103,609 | 142 |
| | Escalation | 17,614 | 24 |
| | Contingency | 18,183 | 25 |
| | **Total** | **$139,406** | **$191** |

***Table B-2 - Standard Street Typology Providing Water Quality for Right-of-Way and Private Property*** *(See Note 2)*

| | Item | Total Cost | Cost per LF of ROW Frontage |
|---|---|---|---|
| I. | Mobilization/Demobilization | $35,214 | $48 |
| II. | General Conditions | 40,244 | 55 |
| III. | Demolition | 73,588 | 101 |
| IV. | Water Quality | 204,358 | 280 |
| V. | Undergrounding of Overhead Utilities | 118,582 | 162 |
| VI. | Surface Improvements | 99,025 | 136 |
| VII. | Miscellaneous Landscaping | 7,500 | 10 |
| | *Subtotal* | 578,511 | 792 |
| | Escalation | 98,347 | 135 |
| | Contingency | 101,529 | 139 |
| | **Total** | **$778,387** | **$1,066** |

***Table B-3. Angled Parking Converted to Rain Garden*** *(See Note 3)*

| | Item | | Total Cost |
|---|---|---|---|
| I. | Mobilization/Demobilization | | $726 |
| II. | General Conditions | | 830 |
| III. | Demolition | | 792 |
| IV. | Water Quality | | 7,709 |
| V. | Surface Improvements | | 1,872 |
| | | *Subtotal* | 11,929 |
| | Escalation | | 2,028 |
| | Contingency | | 2,094 |
| | | **Total** | $16,050 |

***Table B-4. Curb Bulb with Rain Garden*** *(See Note 4)*

| | Item | | Total Cost |
|---|---|---|---|
| I. | Mobilization/Demobilization | | $1,645 |
| II. | General Conditions | | 1,880 |
| III. | Demolition | | 4,312 |
| IV. | Water Quality | | 11,460 |
| V. | Surface Improvements | | 7,733 |
| | | *Subtotal* | 27,031 |
| | Escalation | | 4,595 |
| | Contingency | | 4,744 |
| | | **Total** | $36,371 |

## Notes:

1. *See Figure 106. Costs are for January 2009. Based upon right-of-way width of 80' and right-of-way length of 365'. Escalation is 17%. Contingency is 15%.*
2. *See Figure 80. Costs are for January 2009. Based upon right-of-way width of 72' and right-of-way length of 365'. Escalation is 17%. Contingency is 15%.*
3. *See Figure AA. Costs are for January 2009. Based upon converting two existing, angled parking stalls into one rain garden. Excalation is 17%. Contingency is 15%.*
4. *See Figure 84. Costs are for January 2009. Based upon a curb bulb installed through an entire curb return. Excalation is 17%. Contingency is 15%.*

Appendix C:

# Bioretention Feature Plant List

## Bioretention Plant List

| Habit* | Native | Drought Tolerant | Evergreen | Salt Tolerant | *Genus* | *Species* | Common Name | Exposure | Height | Spread | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Zone 1: LOW – Plants prefer or can tolerate wetter conditions** | | | | | | | | | | | |
| E | N | | | | *Juncus* | *ensifolius* | dagger-leaf rush | sun | 12-18 inches | | |
| E | N | DT | | | *Juncus* | *tenuis* | slender rush | sun | 6"-2.5 feet | | |
| E | N | | E | S | *Scirpus* | *maritimus* | seacoast bulrush | sun | 2-6 feet | | obligate wetland sedge; salt tolerant |
| E | N | | | S | *Carex* | *lyngbyei* | Lyngby sedge | sun/partial sun | 1-3.5 feet | | obligate wetland sedge; salt tolerant |
| E | N | | E | S | *Deschampsia* | *cespitosa* | tufted hair-grass | sun/partial sun | 1.5-6 feet | | facultative wet wetland grass; salt tolerant |
| E | N | | | S | *Distichlis* | *spicata* var. *spicata* | seashore saltgrass | sun/partial sun | 6"-2 feet | | facultative wetland grass; salt tolerant |
| E | N | | | S | *Juncus* | *balticus* | Baltic rush | sun/partial sun | 6"-3.5 feet | | facultative wetland rush; salt tolerant |
| E | N | | E | | *Carex* | *obnupta* | slough sedge | sun/partial shade | 1-5 feet | | |
| E | N | DT | | | *Juncus* | *acuminatus* | taper-tipped rush | sun/partial shade | 1-2 feet | | |
| H | N | | | | *Sagittaria* | *latifolia* | broadleaf arrowhead | sun/partial shade | 1-3.5 feet | | |
| E | N | DT | | | *Scirpus* | *microcarpus* | small-fruited bulrush | sun/shade | 2-4 feet | | |
| E | | | | | *Juncus* | *patens* | spreading rush | partial sun/partial shade | 15"-3 feet | | |
| E | | DT | E | | *Molinia* | *caerulea* | moore grass | partial shade | 12"-18" | | |
| H | N | | | | *Athyrium* | *filix-femina* | lady fern | partial shade/shade | 3-5 feet | | |
| H | N | | E | | *Blechnum* | *spicant* | deer fern | partial shade/shade | 1-3 feet | | |
| S | N | | | | *Cornus* | *sericea* | red-twig dogwood | sun/partial sun | to 15 feet | | |

# Bioretention Feature Plant List

| Habit* | Native | Drought Tolerant | Evergreen | Salt Tolerant | *Genus* | *Species* | Common Name | Exposure | Height | Spread | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| S | | | | | *Cornus* | *sericea 'Kelseyi'* | dwarf red-twig dogwood | sun/partial sun | to 1.5 feet | | |
| S/T | N | DT | | | *Amelanchier* | *alnifolia* | western serviceberry | sun/partial shade | 10-20 feet | 25 feet | |
| S | | | | | *Cornus* | *sericea 'Flaviramea'* | yellow dogwood | sun/partial shade | 6-8 feet | | |
| S | | | | | *Cornus* | *sericea 'Isanti'* | Isanti dogwood | sun/partial shade | 4-5 feet | | |
| S | N | | | | *Physocarpus* | *capitatus* | Pacific ninebark | sun/partial shade | 6-13 feet | | |
| S | N | DT | | | *Rosa* | *pisocarpa* | clustered wild rose | sun/partial shade | 6-8 feet | | |
| S | | | | | *Salix* | *purpunea 'Nana'* | dwarf Arctic willow | sun/partial shade | 3-5 feet | | |
| S | N | | | | *Spiraea* | *douglasii* | Douglas spirea | sun/partial shade | 4-7 feet | | |
| S/T | | | | | *Acer* | *circinatum* | vine maple | partial sun/shade | to 25 feet | | |
| S | N | | | | *Rubus* | *spectabilis* | salmonberry | partial sun/shade | 5-10 feet | | |
| S | N | | | | *Lonicera* | *involucrata* | black twinberry | partial shade/shade | 5-8 feet | | |
| S | N | | | | *Ribes* | *bracteosum* | stink currant | partial shade | 5-7 feet | | |
| T | N | | | | *Rhamnus* | *purshiana* | cascara | sun/shade | 20-30 feet | 20 feet | |
| T | N | | | | *Corylus* | *cornuta* | beaked hazelnut | sun/partial shade | 20-30 feet | 15 feet | |
| T | N | | | | *Malus* | *fusca* | Pacific crabapple | sun/partial shade | to 40 feet | 35 feet | |

***Legend:** E = emergent H = herbaceous S = shrub T = tree G = ground cover

| Habit* | Native | Drought Tolerant | Evergreen | Salt Tolerant | *Genus* | *Species* | Common Name | Exposure | Height | Spread | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Zone 2: MIDDLE – Plants can tolerate occasional standing water** | | | | | | | | | | | |
| G | N | DT | | | *Achillea* | *millefolium* | Western yarrow | sun | 4"-2.5 feet | | |
| H | N | | | | *Aster* | *subspicatus* | Douglas' aster | sun | 6"-2.5 feet | | |
| H | N | | | | *Aquilegia* | *formosa* | Western columbine | sun/partial shade | 1-3 feet | | |
| H | N | | | | *Camassia* | *quamash* | common camas | sun/partial shade | to 1.5 feet | | |
| H | | DT | | | *Festuca* | *idahoensis* | Idaho fescue | sun/partial shade | to 1 foot | | perennial bunchgrass |
| H | N | DT | E | | *Iris* | *douglasiana* | Pacific coast iris | sun/partial shade | 1-2 feet | | |
| H | N | | | | *Dicentra* | *formosa* | Western bleeding heart | sun/shade | 6"-20" | | |
| H | N | DT | | | *Tellima* | *grandiflora* | fringecup | partial sun/shade | 1-3 feet | | |
| H | N | | | | *Tiarella* | *trifoliata* | foamflower | partial sun/shade | to 12" | | |
| H | N | | E | | *Asarum* | *caudatum* | wild ginger | partial shade/shade | to 10" | | |
| H | N | | | | *Maianthemum* | *dilatatum* | false lily-of-the-valley | partial shade/shade | 3"-12" | | |
| H | N | DT | E | | *Polystichum* | *munitum* | sword fern | partial shade/shade | 3-4 feet | | |
| H | N | | | | *Tolmiea* | *menziesii* | piggy-back plant | partial shade/shade | 1-2 feet | | |
| H | N | | | | *Vancouveria* | *hexandra* | inside-out flower | shade/partial shade | 6"-18" | | |
| S | N | DT | E | | *Mahonia* | *aquifolium* | tall Oregon grape | sun/partial shade | 6-10 feet | | (2-3 feet size for 'Compacta') |
| S | N | | E | | *Myrica* | *californica* | Oregon wax myrtle | sun/partial shade | 15 feet | | |
| S | N | DT | | | *Rubus* | *parviflorus* | thimbleberry | sun/partial shade | 4-10 feet | | |
| S | N | DT | | | *Symphocarpos* | *albus* | snowberry | sun/shade | 2-6 feet | | |
| S | N | | | | *Oemleria* | *cerasiformis* | osoberry | partial shade | 5-16 feet | | |
| T | | DT | | | *Acer* | *truncatum* | Pacific sunset maple | sun | to 25 feet | 20 feet | |

# Bioretention Feature Plant List

| Habit* | Native | Drought Tolerant | Evergreen | Salt Tolerant | *Genus* | *Species* | Common Name | Exposure | Height | Spread | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| T | | | | | *Crataegus* | *x lavalii* | Lavalle hawthorn | sun | to 25 feet | 15-20 feet | |
| T | | | | | *Acer* | *rubrum* | red maple | sun/partial shade | 35-50 feet | 15-20 feet | |
| T | N | | | | *Fraxinus* | *latifolia* | Oregon ash | sun/partial shade | 40-80 feet | 30 feet | |
| T | N | DT | E | | *Pinus* | *contorta* | shore pine | sun/partial shade | 20-30 feet | varies | |
| T | N | | E | | *Thuja* | *plicata* | Western redcedar | partial shade/shade | 150+ feet | 60 feet | |
| T | N | | E | | *Tsuga* | *heterophylla* | Western hemlock | partial shade/shade | 70-130 feet | 20-30 feet | |

***Legend:** E = emergent H = herbaceous S = shrub T = tree G = ground cover

| Habit* | Native | Drought Tolerant | Evergreen | Salt Tolerant | *Genus* | *Species* | Common Name | Exposure | Height | Spread | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Zone 3: UPPER – Plants prefer drier conditions** | | | | | | | | | | | |
| G | N | DT | E | | *Arctostaphylos* | *uva-ursi* | kinnikinnik | sun/partial shade | <1 foot | | |
| G | N | DT | E | | *Fragaria* | *chiloensis* | coastal wild strawberry | sun/partial shade | to 10" | | |
| G | | DT | E | | *Lavandula* | *angustifolia* | lavender | sun/partial shade | to 2.5 feet | | |
| H | | DT | E | | *Helictotrichon* | *sempervirens* | blue oat grass | sun/partial shade | 1-1.5 feet | | |
| H | | | E | | *Mahonia* | *repens* | creeping mahonia | sun/partial shade | to 3 feet | | |
| H | | | | | *Echinacea* | *purpurea* | purple coneflower | sun | 4-5 feet | | hardy perennial flower |
| H | | | E | | *Helichrysum* | *italicum* | curry plant | sun | to 2 feet | | hardy perennial, yellow flowers |
| H | N | | | | *Lupinus* | *latifolius* | broadleaf lupine | sun | to 1 foot | | |
| S | | DT | E | | *Arbutus* | *unedo 'Compacta'* | strawberry tree | sun/partial shade | to 10 feet | | |
| S | N | DT | | | *Holodiscus* | *discolor* | oceanspray | sun/partial shade | to 15 feet | | |
| S | N | DT | | | *Philadelphus* | *lewisii* | mock-orange | sun/partial shade | 5-10 feet | | |
| S | N | | | | *Ribes* | *sanguineum* | red-flowering currant | sun/partial shade | 8-12 feet | | |
| S | N | | | | *Rosa* | *nutkana* | nootka rose | sun/partial shade | 6-12 feet | | |
| S | N | | E | | *Vaccinium* | *ovatum* | evergreen huckleberry | partial shade | 3-15 feet | | |
| S | N | | E | | *Gaultheria* | *shallon* | salal | partial shade/shade | 3-7 feet | | |
| S | N | | E | | *Mahonia* | *nervosa* | Cascade Oregon grape | partial shade/shade | 2-3 feet | | |
| T | | DT | | | *Tilia* | *cordata* | littleleaf linden | sun | 30-50 feet | 30 feet | |
| T | N | | | | *Cornus* | *nuttallii* | Western dogwood | sun/partial shade | 20-30 feet | to 20 feet | |
| T | | | | | *Gingko* | *biloba* | maidenhair tree | partial sun/partial shade | 25-50 feet | 25-30 feet | |

***Legend:** E = emergent H = herbaceous S = shrub T = tree G = ground cover

# General Landscape Palette

The following plant palettes have been adapted from the Marysville Gateway Plan to enhance the types of conditions indicated; including Freeway/ Highway Commercial, Downtown Commercial, and Community Commercial settings. The plant palette is derived from the "Administrative Landscaping Guidelines" for the City of Marysville and augmented with additional plants. A three-letter code is placed in front of each plant name to indicate if the plant is best suited to one of the three settings listed above.

Three-letter prefixes are as follows:

**FRE** = Freeway/ Highway Commercial – generally west of Ash Ave.

**DTC** = Downtown Commercial

**COM** = Community Commercial – For use in quieter, less harsh environments and residential areas

## PLANTS THAT GROW WELL IN WET PLACES

### Trees

Acer rubrum – Red Maple
Alnus rhombifolia – White Alder
Betula nigra – River or Red Birch
Fraxinus latifolia – Oregon Ash
Nyssa sylvatica – Sour Gum
Taxodium distichum – Bald Cypress

### Shrubs

Aronia arbutifolia –Red Chokeberry
Chaenomeles – Flowering Quince
Cornus stolonifera – Red Twig Dogwood
Kalmia polifolia – Pale Laurel
Ligustrum sp. – Privet
Spiraea douglasii – Western Spirea*

## PLANTS THAT GROW WELL IN DRY PLACES

### Trees

Cotinus coggygria – Smoke Tree
Cupressus glabra – Smooth Arizona Cypress
Punis sp. – Pine Trees
Robinia pseudoacacia - Locust
Sorbus aucuparia – European Mountain Ash

### Shrubs

Acacia sp. - Acacia
Arbutus unedo – Strawberry Tree
Arctostaphylos sp. - Manzanita

Artemisia sp. - Varies
Atriplex caescens - Saltbrush
Berberis mentorensis – Barberry
Buddleia alternifolia – Butterfly bush*
Caragana arborescens – Seberian Peas-shrub
Cersis ocidentalis – Red Bud
Cistus ladaniferus maculates – Crimson-spot Rockrose
Cotoneaster sp. – Cotoneaster
Cytisus sp. – Broom species*
Dendromecon – Bush Poppy
Garrya – Silktassel
Helianthemum nummularium – Sunrose
Heteromeles arbutifolia – Toyon, Christams Berry
Hypericum calycinum – St. Johnswort
Juniperus sp. - Juniper
Lagerstroemia indica – Crape Myrtle
Mahonia aquifolium – Mahonia
Pyracantha sp. – Pyracantha
Rhamnus alaternus – Italian Buckthorn
Rosmarinus officinalis – Rosemary
Rosmarinus officinalis 'Prostratus' – Dwarf Rosemary
Santolina – Lavender Cotton

* *Star indicates plants that should be removed from list due to position on noxious plant list.*

## RECOMMENDED STREET PLANTINGS

### Small Trees

Acer palmatum – Green Japanese Maple
DTC Acer platanoides ' Crimson Sentry' – Crimson Sentry Maple
Amelanchier grandiflora 'Autumn Brilliance' – Autumn Brilliance Serviceberry
Carpinus betulus 'Fastigiata' – Pyramidal European Hornbeam
Carpinus caroliniana – American Hornbeam
Crataegus x lavallei – Lavalle Hawthorn
Cornus kousa var. chinenensis – Chinese Kousa Dogwood
Malus 'Sugar Tyme' – Sugar Tyme Crabapple
Fraxinus excelsior 'Globosa' – Globe Ash
Laburnum x watereri ' Vossii' – Goldenchain Vossi
Malus 'Prairie Fire' – Prairie Fire Crabapple
Parrotia persica – Persian Parrotia
Prunus cerasifera 'Krauter Vesuvius' – Krauter Vesuvius Flowering Plum
DTC Prunus cerasifera 'Thundercloud' – Thundercloud Flowering Plum
Prunus serrulate 'Amanagawa' – Amanagawa Flowering Plum
Prunus 'Snowgoose' – Snow Goose Cherry
Prunus virginiana 'Canada Red' – Canada Red Chokeberry
Sorbus tianshanica 'Red Cascade' – Red Cascade Mountain Ash
Styrax japonicus - Japanese Snowbell

# Bioretention Feature Plant List

## Medium Trees

| | |
|---|---|
| COM | Acer campestre – Hedge Maple |
| DTC | Acer platanoides 'Columnarbroad' – Parkway |
| | Acer rubrum 'Bowhall' – Bowhall Red Maple |
| | Acer rubrum 'Frankred' – Red Sunset Maple |
| | Columnar Maple |
| | Aesculus x carnea 'Briotii' – Red Horsechestnut |
| COM | Betula jacquemontii – Jacqyemonti Birch |
| COM | Cornus nuttallii – Pacific Dogwood |
| COM | Fraxinus oxycarpa 'Raywood' – Raywood Ash |
| | Fraxinus pensylvanica 'Patmore' – Patmore Ash |
| DTC | Ginkgo biloba – Maidenhair Tree |
| | Gleditsia triacanthos 'Skyline' – Skyline Honeylocust |
| | Koelreuteria paniculata – Goldenrain Tree |
| | Liquidambar styraciflua 'Worplesdom' – Worplesdon Sweetgum |
| DTC | Malus 'Tschonoskii' - Crabapple |
| | Ostrya virginiana – American Hophornbeam |
| DTC | Pyrus calleryana 'Bradford' – Bradfrod Pear |
| FRE | Pyrus calleryana 'Chanticleer' – Chanticleer Pear |
| | Prunus sargentii 'Comunaris' – Columnar Sargen Cherry |
| | Prunus serrulata 'Kwanzan' – Kwanzan Cherry |
| | Quercus accutissima – Sawtooth Oak |
| | Sorbus alnifolia – Korean Mountain Ash |
| DTC | Tilia cordata 'Greenspire' – Greenspire Linden |
| DTC | Zelkova serrata 'Village Green' – Village Green Zelkova |

## Large Trees

| | |
|---|---|
| FRE | Acer x freemanii 'Jeffersred' – Autumn Blaze Maple |
| DTC | Acer platanoides – Norway Maple |
| | Cercidiphyllum japonicum – Katsura Tree |
| | Fagus sylvatica – European Beech |
| | Fagus sylvatica 'Riversii' – Rivers Purple European Beech |
| FRE | Liriodendron tulipifera – Tulip Tree |
| | Magnolia cempbellii – Oriental Magnolia |
| DTC | Magnolia grandiflora 'Victoria' – Victoria Magnolia |
| | Metasequoia glyptostroboides – Dawn Redwood |
| FRE | Platanus x acerifolia – London Plane Tree |
| FRE COM | Pseudotsuga menziesii – Douglas Fir |
| FRE | Quercus robur – European Oak |
| | Quercus rubra – Red Oak |
| FRE | Sequoia sempervirens – Redwood |
| FRE | Thuja plicata – Western Red Cedar |
| COM | Tsuga heterophylla – Western Hemlock |
| | Zelkova serrata 'Green Vase' – Green Vase Zelkova |

## Shrubs

| | |
|---|---|
| FRE | Arbutus unedo – Strawberry Bush |
| DTC | Cistus salvifolius – Sageleaf Rockrose |
| COM | Cistus x purpureus – Orchid Rockrose |
| FRE | Cornus alba 'Siberica' – Siberian Dogwood |
| DTC | Cornus sericea 'Kelseyi' – Kelsey Dogwood |
| COM | Escallonia 'Compakta' - Escallonia |
| COM | Gaultheria shallon - Salal |
| DTC | Ilex crenata 'Helleri' – Japanese Holly |
| COM | Mahonia nervosa – Longleaf Mahonia |
| COM | Mahonia repens – Creeping Mahonia |
| COM | Prunus laurocerasus 'Mount Vernon' – Mount Vernon Laurel |
| DTC | Spiraea japonica 'Goldflame' – Goldflame Spirea |
| DTC | Viburnum davidii – David's Viburnum |
| FRE | Viburnum tinus - Laurustinus |

## Ground Covers And Vines

| | | |
|---|---|---|
| DTC | COM | Arctostaphylos uva-ursi - Kinnikinnick |
| DTC | | Carex buchananii – Leather Leaf Sedge |
| DTC | | Clematis sp. - Clematis |
| DTC | | Deschampsia flexuosa 'Aurea' – Tatra Gold Hair Grass |
| DTC | COM | Fragaria chiloensis – Sand Strawberry |
| FRE | | Hypericum calycinum – St Johnswort |
| FRE | | Native Grass Mix |
| DTC | COM | Rosa 'Lace Cascade' – Climbing Rose |
| FRE | COM | Rubus calycinoides - Rubus |
| FRE | COM | Wisteria sp. - Wisteria |

APPENDIX D

**CITY OF MARYSVILLE**

# DOWNTOWN MASTER PLAN DESIGN GUIDELINES

Approved 10/26/09

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# A. Administrative

## A.1 Purpose.

The general purpose of these Downtown Marysville 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 and revitalized waterfront, active core, 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, interest, and identification between people and the downtown.

## A.2 Administrative Procedures.

The Director of Planning (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 downtown, 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 downtown 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.

(3) The Guidelines Checklist will be used for addressing design issues in all review processes.

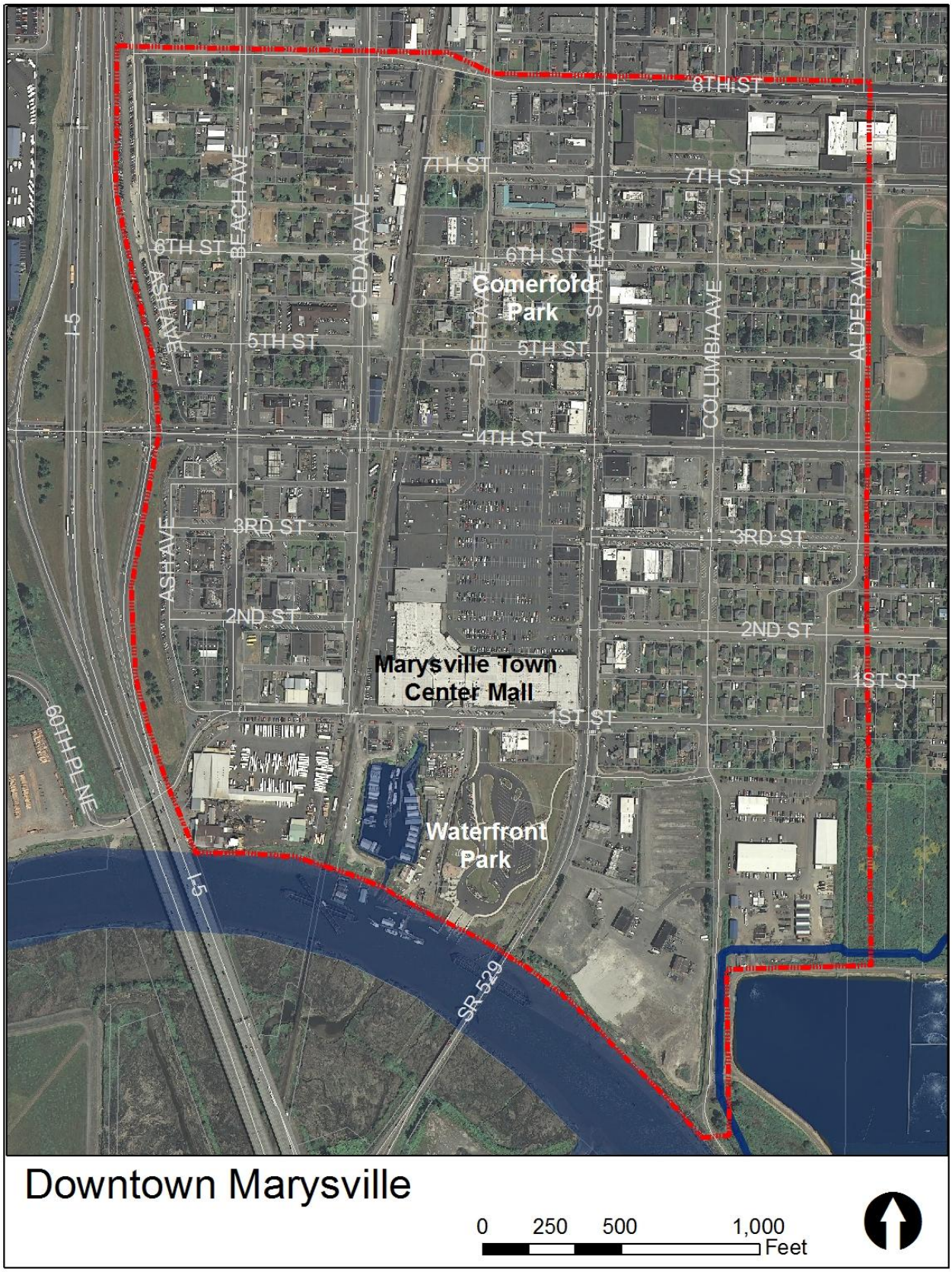



*Figure 1. Downtown boundaries.*

# B. Site Planning

## B.1 Relationship to Street Front

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.*

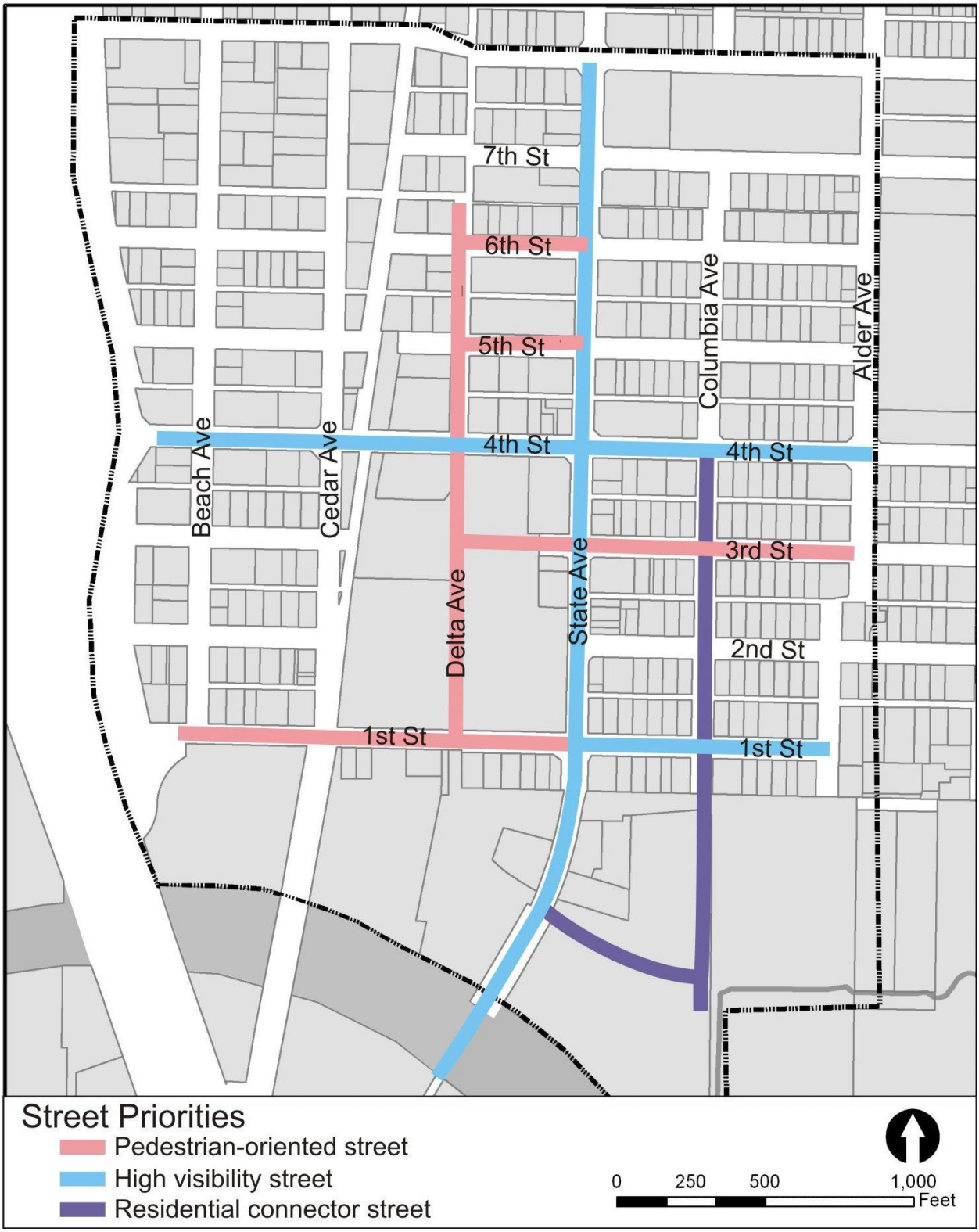



*Figure 3. Pedestrian-oriented, residential connector, and high-visibility streets.*

## GUIDELINES:

### B.1.1 Pedestrian-Oriented Streetfronts

a. All development for properties fronting on a designated pedestrian-oriented streets, as defined in Chapter I, Definitions, and shown in Figure 3, shall include the following features and characteristics:

(1) Parking lots must not be located between primary buildings and pedestrian-oriented streets. If no other option is feasible, the Director may allow parking lots to occupy up to 50 percent (but no more than 65 feet) of the streetfront. This allowance will be made only if the City finds that there is a public benefit in such an exception. On sites that front on two or more pedestrian-oriented streets and where the Director determines that there are no reasonable alternatives, parking and vehicle access areas may occupy a frontage greater than 65 feet on one or more of the pedestrian-oriented streets. The Director shall determine which street(s) are most appropriate for parking and vehicular access frontage. Design elements must be included to screen parking areas and maintain visual continuity along the pedestrian-oriented street frontage.

(2) Access to parking lots (driveways) shall not be from a pedestrian-oriented street if another option is available.

(3) Service areas and untreated blank walls shall not front a pedestrian-oriented street.

(4) Pedestrian-oriented facades. See Section E.4.

(5) Structures must be set back 12 feet from the face of the curb to provide for sidewalk and street improvements.

b. Developments must adhere to the above standards, unless the Director determines 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.

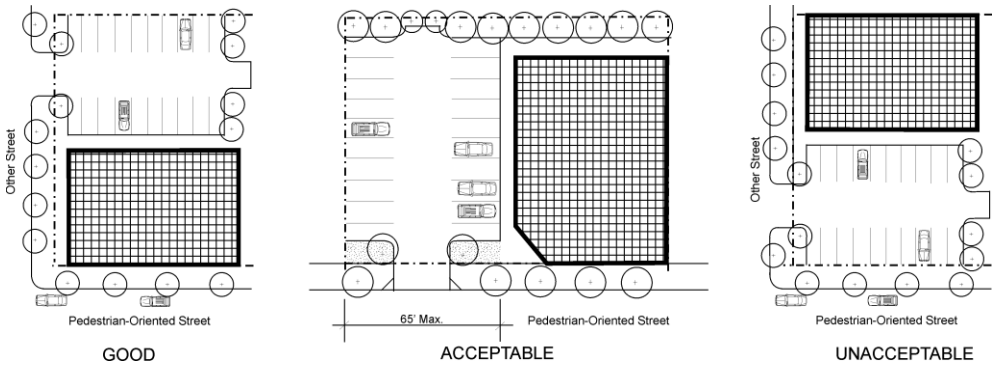



*Figure 4. Parking location and configuration options.*

## B.1.2 Properties Not on Pedestrian-Oriented Streets

All development on streets not designated as pedestrian-oriented, residential connector, or high-visibility streets shall include site planning measures to create an attractive street edge, accommodate pedestrian access, and support the applicable design objectives stated in the Comprehensive Plan. Developments must adhere to the following standards unless the Director determines that they prevent viable site development.

a. Developments must provide the following amenities near the sidewalk:

(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 8 feet wide if there is not space in the public right-of-way; and

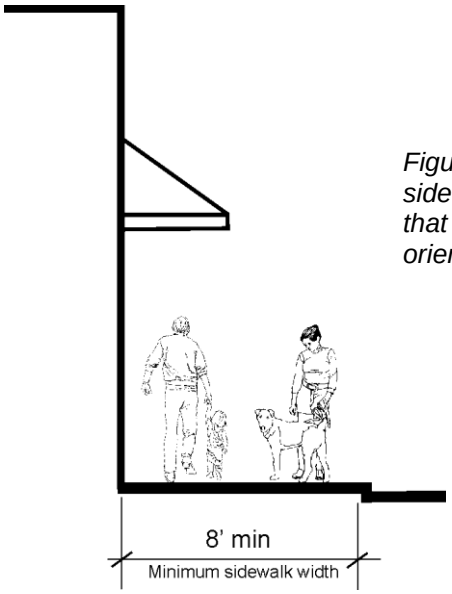



*Figure 5. Provide sufficient room for a sidewalk at least 8 feet wide on streets that are not designated as pedestrian-oriented streets.*

(3) Provide direct access to building fronts from the 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.

*Figure 6. Weather protection features that are 8 feet or wider can accommodate outdoor seating areas.*

b. Building entries must have direct access to the public 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.

c. Parking areas adjacent to the street must be screened according to Section D.2.

d. No large item display areas are permitted (e.g. auto sales in the front yard area). 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.1.3 Orientation to High-Visibility Streets

a. In order to increase traffic safety, driveways are not permitted from a high-visibility street unless the Director determines no other option is feasible. Driveways from State Street are limited to right-in, right-out only.

b. Parking lots shall not be located directly adjacent to a high-visibility street unless the Director determines that no other option is feasible.

   Where allowed, parking lots shall be screened from a high-visibility street right-of-way with a combination of the following measures:

   (1) Street trees 30 feet on center. Species and location as approved by the City.

   (2) Visual barrier at least 3 feet high. The visual barrier may be a hedge at least 2 feet high when planted (see landscaping standards) or a masonry screen wall, as approved by the Director.

c. No untreated blank walls (see **Chapter I, Definitions**) shall be constructed along a high-visibility street.

d. Buildings on high visibility streets shall be set back at least 12 feet from the face of the curb to allow for street tree plantings.

### B.1.4 Orientation to Residential Connector Streets

The intent of this guideline is to provide attractive, comfortable walking routes and streetscapes along key streets that are not necessarily commercially oriented.

a. Do not locate parking areas adjacent to residential connector streets, as identified in Figure 3, unless the Director determines that no other option is preferable. For properties that also front on pedestrian-oriented streets or high-visibility streets, parking near residential connector streets is preferable to parking adjacent to those other street types.

b. Orient buildings and site development to create a pleasant streetscape by including at least two of the following elements in the site design:

(1) Residential windows, balconies, and/or doors facing and overlooking the street. (This will add passive surveillance, for greater security.)

(2) Landscaping at least 12 feet wide along the back side of the sidewalk.

(3) Pedestrian lighting, either on the site or on the building.

(4) Artwork or other public amenity.

(5) Other elements, approved by the Director, that meet the guidelines' intent.

### B.1.5 Drive-Through Facilities

Auto drive-through counters for services such as fast food, beverage service, drugs, etc., are not permitted in the downtown.

## 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 the main street off of which the use is located. Where a use fronts two streets, access shall be provided from the road closest to the main entrance, but preferably from both streets.

The entry to buildings that front on a major trail, such as the Ebey's Waterfront Trail, or a publicly accessible pedestrian open space may orient to these spaces or trails.

*Figure 7. Provide pedestrian access to the site from the street.*

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

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.

See also **Chapter C, Pedestrian Access, Amenities, and Open Space Design**.

## B.3 Multiple Building/Large Lot Developments and Special Sites

INTENT:

- To encourage project designers to create integrated, innovative organization schemes to take advantage of special opportunities, such as the Ebey Slough waterfront or the Town Center Mall site.
- 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 for downtown Marysville.

GUIDELINES:

### B.3.1 Unifying Site Planning Concept

a. All development permit applications 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. (See **Chapters C and F**.)

(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) Provides on-site pedestrian-oriented space at least equal to 1 percent of the lot area plus 1 percent of non-residential floor area, with pedestrian-oriented facades and businesses facing it.

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

(7) 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.

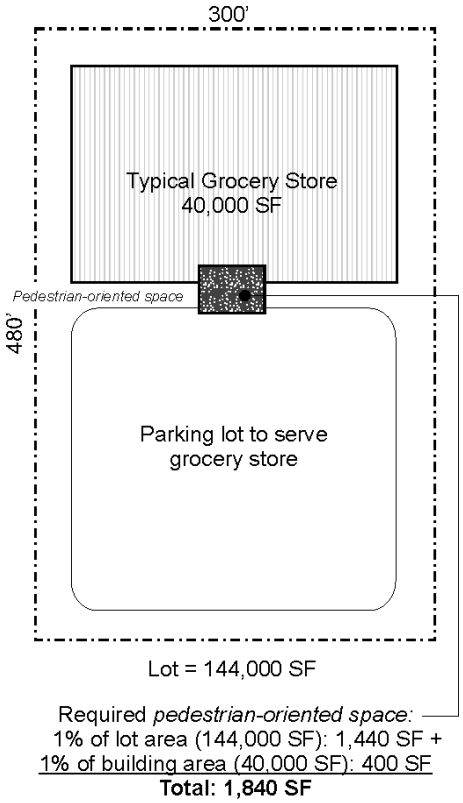



*Figure 8. Illustrating how much pedestrian-oriented space would be required for a typical grocery store served by surface parking.*

## B.3.2 Specific Guidelines for Special Sites

a. Sites on the waterfront. The intent of this area is to encourage relatively large-scale mixed-use redevelopment that takes advantage of the shoreline amenity, restores the shoreline, and provides open space, amenities, and services to enhance the waterfront trail. Recent Comprehensive Plan and zoning amendments allow significantly higher development intensity to encourage development.

For all development on the Ebey Slough riverfront, the following shall apply, unless the Director determines that the intent of the provision is better met through an alternate method:

(1) Development must include open space equal to at least 5 percent of the total site area. At least 50 percent of that open space must be accessible to the public and integrated with the waterfront trail. The publicly accessible open space must include pedestrian-scaled lighting, landscaping, and site furniture.

(2) All development must conform to the Marysville Shoreline Master Program, which calls for a 70-foot setback with the following elements:

   (a) The setback space shall include a 50-foot minimum strip of shoreline restoration measures and/or native vegetation plantings as approved by the City plus a 20-foot-wide public access easement running parallel with the shoreline.

   (b) The City may reduce the required setback to 40 feet for mixed-use development as part of master planned marinas or water-dependent recreation facilities, provided public access to the shoreline is provided in some other way and the vegetation enhancement is provided for the 40-foot setback.

   Land area for a 20-foot-wide trail corridor easement may account for up to 50 percent of the open space required in (1) above.

(3) Buildings and site development must be configured to take advantage of the shoreline views and access.

(4) Nonstructured parking shall not be located waterward (closer to the shoreline) of the buildings or required open space. Parking adjacent to the required open space shall be screened with Type A landscaping. (See Marysville Municipal Code (MMC) 19.16.030.)

(5) All developments shall include at least one commercial space on the ground floor facing or accessible from the waterfront trail. The space shall be reserved for pedestrian-oriented commercial uses, such as eating or drinking establishments, retail stores, retail services (e.g., bicycle rentals), or other, similar uses approved by the Director.

(6) Building facades facing the trail shall be characterized by one of the following options:

   (a) Pedestrian-oriented facades per Guideline E.4.1.

   (b) At least 10 feet of landscaping with trees, shrubs, and groundcover as approved by the City.

   (c) Residential units set at least 3 feet above grade, with an entrance facing the trail.

   (d) No “blank walls” shall face the waterfront trail. See Guideline E.8 for acceptable treatments, except that even with acceptable treatments, blank walls facing the waterfront trail must be set back at least 8 feet from the trail edge.

(e) All buildings facing the trail must feature an entry facing the trail with access to the trail, unless there is a compelling reason to the contrary.

(7) All developments must provide one outlook or deck overlooking the Slough at least every 500 feet of frontage. The deck or overlook must be at least 100 square feet and connected to the main trail with a spur trail or boardwalk.

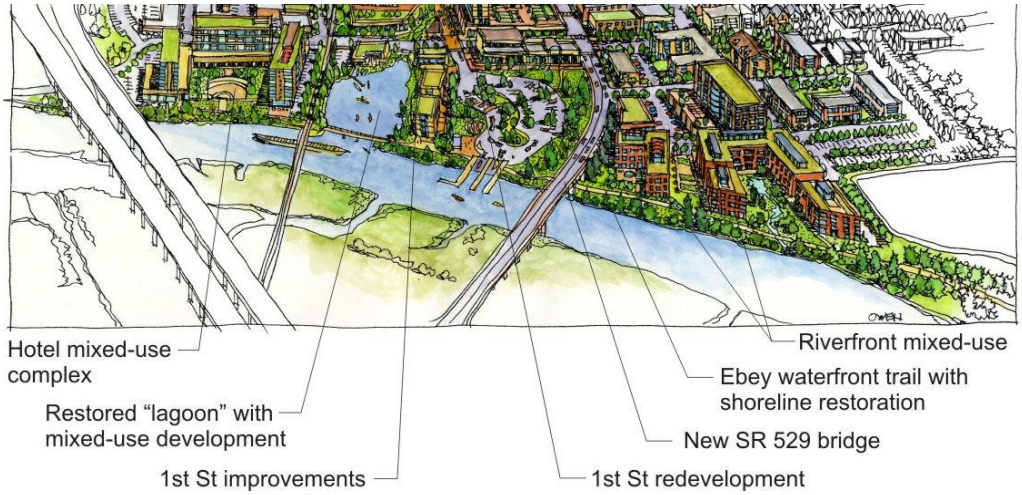



*Figure 9. Vision for the Ebey Slough Waterfront.*

b. Town Center Mall site. The long-term public vision for redevelopment of the Town Center Mall site is for a much more intense mix of uses supported by open spaces, amenities, and structured parking and connected to the rest of the downtown with a street network. While it is recognized that development timing will depend on market conditions and property owners' objectives, incremental development that conflicts with the ultimate public goals for this area, such as the connection with 3rd Street and Delta Avenue, will not be permitted. Recent Comprehensive Plan and zoning code amendments allow much higher development capacity to encourage redevelopment in the long term.

For all development between 4th Street, State Street, 1st Street, and the railroad right-of-way (on the west), the following guidelines apply, unless the Director approves an alternate proposal that meets the intent of these guidelines:

(1) With redevelopment, establish vehicular circulation extending Delta Avenue south from 4th Street to 1st Street and extending 3rd Street from State Street west to the Delta Avenue extension. The connections should conform to the street designs in the Marysville Downtown Master Plan.

(2) Provide open space, at least 2 percent of the total site area. This area shall conform to pedestrian open space standards or incorporate

a distinctive landscape feature, such as a performance stage, sculpture garden, or play-water feature.

(3) If the Director determines it is feasible, incorporate stream restoration into the site planning. A goal of the Downtown Marysville Master Plan is to “daylight” and restore portions of the creek passing through the site now in an underground pipe. The feasibility of such an element is not confirmed, so the specific requirement is for the project proponent to evaluate the possibility of daylighting the creek as part of the planning process. If daylighting and restoration are not feasible, the reasons and analysis must be provided to the Director for evaluation. The City may identify an approach that solves the problems identified in the feasibility study, or it may propose other measures, including a cooperative project to achieve public objectives related to creek restoration. Land used for creek restoration may be included as part of the open space requirement.

(4) Minimize surface parking. New surface parking development will be allowed only after the Director determines that other options are not feasible.

*Figure 10. Planning vision for the Town Center Mall site includes more intense usage, structured parking, open space, and, if feasible, stream restoration.*

## B.4 Adjacent Property Compatibility and Service Area Location

INTENT:

- To provide functional and visual compatibility between adjacent properties.

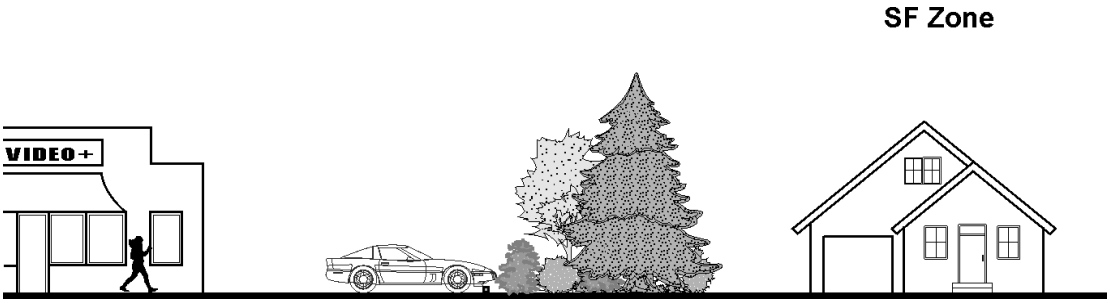



*Figure 11. Provide landscape screening along property lines adjacent to incompatible uses.*

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 interior lot lines per the requirements of **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 Type A 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.

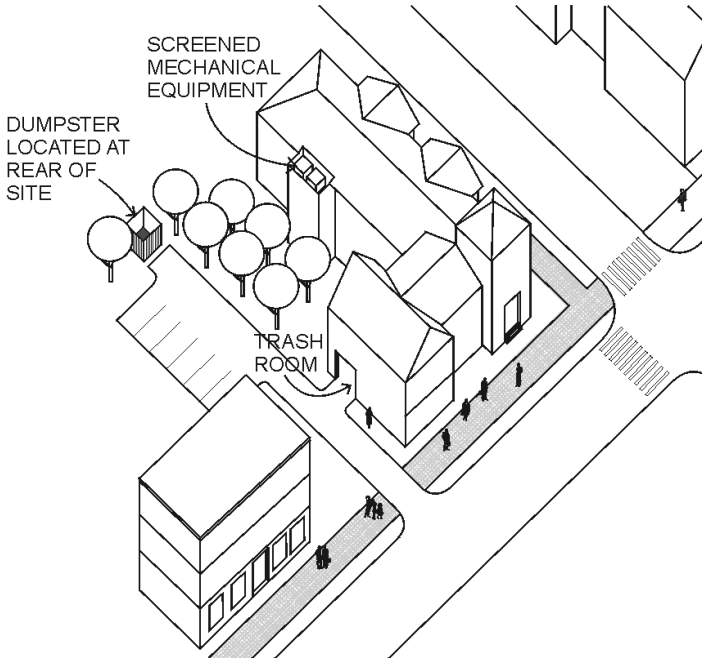



*Figure 12. Locate service elements to reduce impacts on the pedestrian environment.*

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.)

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.

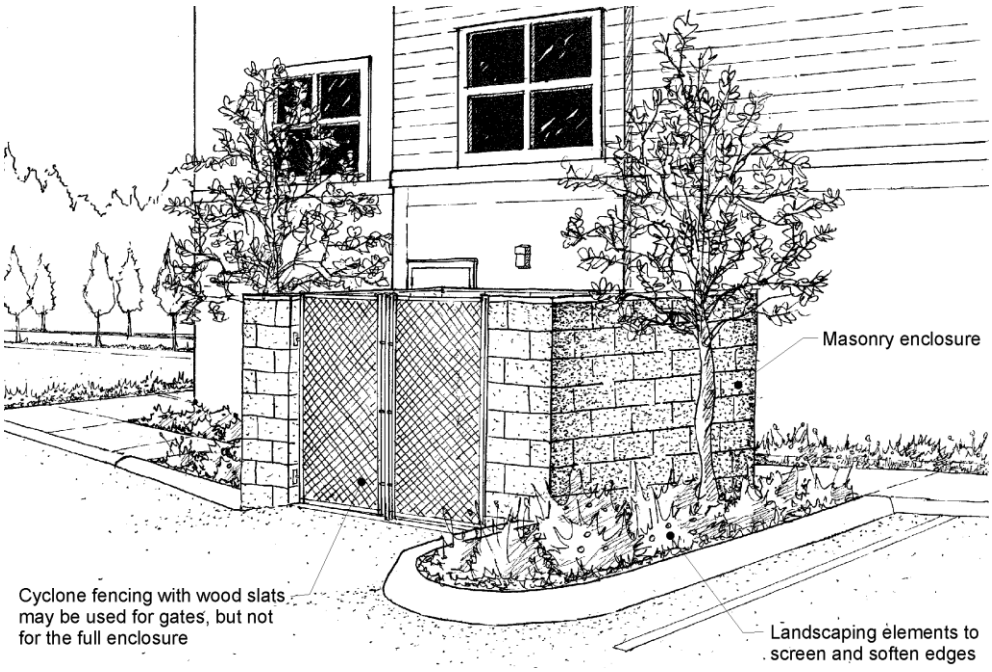



*Figure 13. Service enclosure example.*

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.

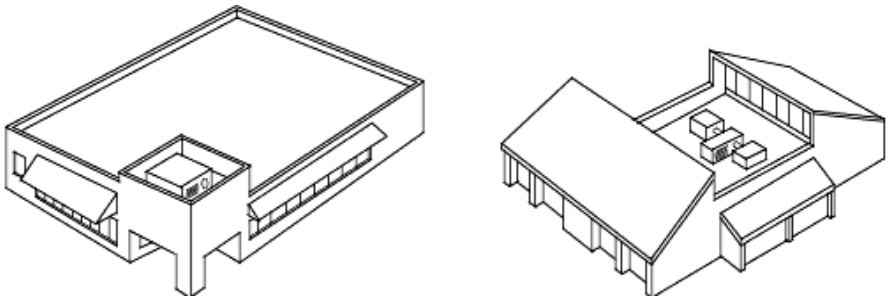


*Figure 14. Examples of how to screen roof-mounted mechanical equipment.*

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 Stormwater Facility Planning

INTENT:

- To comply with stormwater management requirements.
- To integrate stormwater management/water quality systems into the site design as an amenity.
- To reduce the economic burden of stormwater management systems on developments.

GUIDELINES:

### B.6.1 Integration into Site Design

a. When used, integrate biofiltration swales, rain gardens, stormwater planters, and other stormwater management measures into the overall site design. Methods of filtration are listed below in order of preference:

(1) Incorporate the biofiltration system as part of the landscape features of the development. If the biofiltration system is incorporated into the landscaping of the site's open space, then, upon approval of the Director, the stormwater facility may be counted as part of the required open space.

(2) Locate biofiltration swales, ponds, or other approved biofiltration systems as part of a landscape screen. Trees may be planted near the grass swale as long as they do not substantially shade the grass within the swale. The swale or pond should be designed so it does not impede pedestrian circulation or shared parking between two or more properties;

(3) Where topography is favorable, locate the biofiltration swale, wet pond, or other approved biofiltration system within the paved parking or service area. The swale or pond should be landscaped as part of the required internal parking lot landscaping and oriented so it does not impede pedestrian circulation;

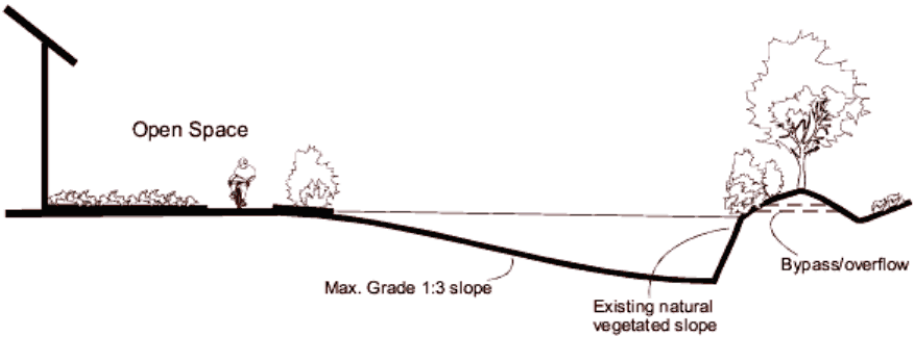



*Figure 15. Biofiltration swale designed as an amenity.*

b. Upon approval of the City, the public right-of-way may be used to accommodate the stormwater facilities. The applicant may inquire about this possibility. Guidance for stormwater facilities in public right-of-way is provided in the "Utilities" section of the Marysville Downtown Master Plan.

## B.7 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.7.1 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);

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

*Figure 16. This example includes both a building located towards the street corner and a small pedestrian-oriented space.*

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

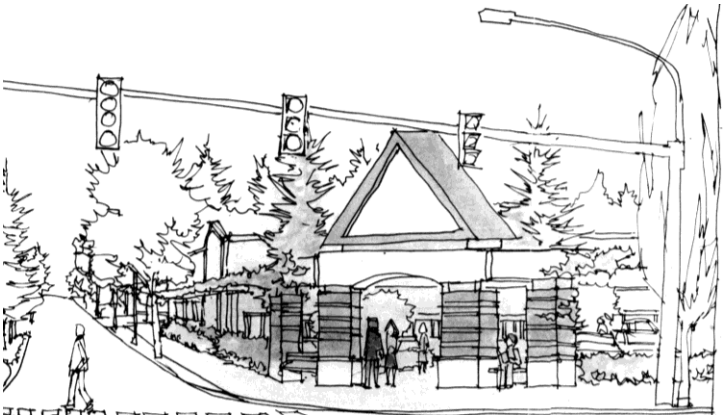


*Figure 17. Decorative architectural element adjacent to the street corner.*

*Figure 18. 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.8 Vehicular Access and Circulation

INTENT:

- To provide vehicular access routes through large lots by connecting public and/or private roadways as directed by the City to complete the downtown street grid;
- 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; and
- To minimize conflicts with pedestrian circulation and activity.
- To provide safe, convenient access to commercial sites without diminishing quality pedestrian walking or visual experiences; and
- To enhance the safety and function of public streets.
- To provide access management on arterials; i.e., to reduce turning movements that increase congestion and reduce safety.

GUIDELINES:

See also **Chapter D, Vehicular Access and Parking Design**.

### B.8.1 Vehicular Connections

a. Provide interior vehicular connection between streets as required by the City, specifically, connection of 4th Street to 1st Street along the Delta Avenue alignment. Additionally, extensions of Alder and Columbia Avenues south of 1st Street and east-west connections between them are required. See Figure 1.

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

*Figure 19. Redmond Town Center's internal roadways are one model. Note the on-street parking, crosswalks, wide sidewalks, street trees, signage, and pedestrian lighting. A woonerf is recommended on Delta.*

c. Parking lot entrances, driveways, and other vehicle access routes onto private property from a street 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. Properties with less than 300 linear feet of street frontage shall make a genuine effort to negotiate shared access with adjoining property owners. One entry and one exit lane for vehicle access will be allowed after there is demonstrable evidence, acceptable to the Director, that shared access is not feasible.

e. Vehicular access to corner lots shall be located on the lowest classified roadway and as close as practical to the property line most distant from the intersection.

   Exception: Corner lots may have one entrance per street if the owner provides evidence acceptable to the Director that they are unable to arrange joint access with an abutting property.

## B.9 Parking Reductions

INTENT:

- To reduce impervious surfaces and replace those surfaces with landscaping and pedestrian amenities;
- To allow more efficient land utilization;
- To reduce adverse impacts of parking;
- To encourage shared driveway access to parking areas and parking between adjacent properties; and
- To encourage shared parking facilities between adjacent compatible land uses.

GUIDELINES:

### B.9.1 Parking Reduction Options

Pursuant to MMC Chapter 19.18, **parking and circulation**, the City will require the minimum overall parking ratio for development. The City may reduce the number of required spaces in accordance with Sections 19.18.110 and 115. The following provisions are intended to provide guidance in determining the allowable parking reductions. The Director may reduce minimum parking requirements in accordance with a through g below:

a. A parking space reduction of the required parking may be allowed, provided there is a coordinated design and shared access to consolidated parking areas linked by pedestrian walkways.

b. Multiple parcels may be treated as a single development site for parking purposes if owners of all parcels affected sign an agreement for shared parking.

c. Reduced parking is encouraged by the use of shared parking between/among primarily night-time uses, such as theaters, bowling alleys, and restaurants, and primarily day-time uses, such as banks, offices, and retail stores.

d. Off-site parking may be considered to meet parking requirements, provided the parking is located within 1,000 feet of the associated uses and a pedestrian walkway is provided between parking and uses.

e. Parking ratios may be reduced if the property/business owner has a commuter trip reduction program incorporating transit and car pools approved by the Director.

f. Reduced parking ratios will be considered if development is within walking distance of residential development or transit.

g. Reduced parking will be considered if the applicant can demonstrate how additional development could occur on the site if parking reductions or joint-use parking can be achieved.

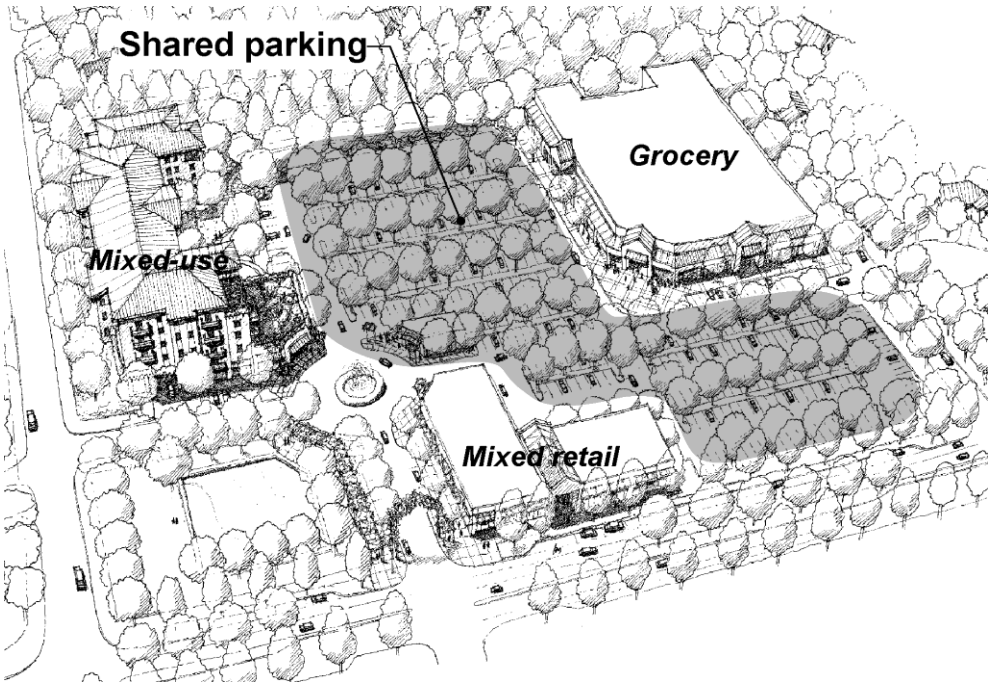



*Figure 20. An example of site development that utilizes shared parking.*

## B.10 Multi-Family Requirements

INTENT:

- To make downtown a pleasant residential setting.

GUIDELINES:

### B.10.1 Setbacks/Privacy

All ground floor residential units shall be set back at least 10 feet from the public right-of-way and public trails or all living areas and windows shall be elevated above the street grade at least 3 feet to provide for increased privacy. The City will consider other design solutions that retain resident privacy while enhancing the pedestrian environment on the sidewalk.

### B.10.2 Residential Open Space

Provide open space in accordance with MMC 19.14.100-140 and Guideline C.5.

## B.11 Site Planning for Security

INTENT:

- To increase personal safety and property security.

GUIDELINES:

### B.11.1 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.11.2 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. Security and pedestrian lighting per Guideline H.1.1.

# 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 vision.

GUIDELINES:

### C.1.1 Sidewalk Standards

Requirements for street improvements as part of site development or redevelopment are described in the Marysville Downtown Master Plan, Appendix A. Unless otherwise noted in the 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.

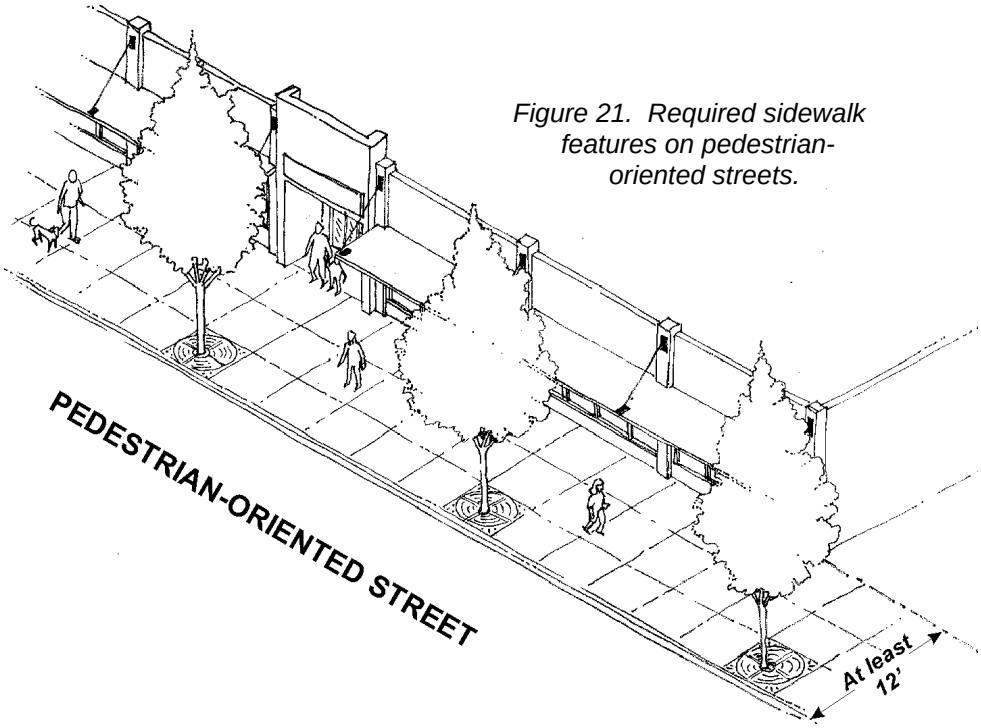



*Figure 21. Required sidewalk features on pedestrian-oriented streets.*

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

*Figure 22. 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 Marysville Downtown Master Plan, where applicable.

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

*Figure 23. 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 site.*

### C.1.2 Use of Sidewalk for Stormwater Management

The City may allow a portion of the street right-of-way to be used for outdoor seating, temporary displays, or other uses provided that pedestrian movement is accommodated and amenities, such as street furniture, extra landscaping, or artwork, are provided. The City may require planting strips where on-street parking is not provided. The planting strips may be utilized as part of on-site and public right-of-way stormwater quality measures.

*Figure 24. Planting strips are desirable along streets where there is no on-street parking.*

### C.1.3 Waterfront Trail

The waterfront trail called for in the Downtown Master Plan and Marysville's Shoreline Master Program must conform to the following criteria:

- A 12-foot-wide pathway of asphalt or concrete with 2 feet shy distance on either side with low vegetation.
- Lighting of at least 1 foot-candle. Low-level bollards are recommended to reduce glare and light source visibility from uplands. See the Downtown Master Plan, "Design Palette for Streetscape Elements."
- The 50-foot mature vegetation corridor required by Marysville's Shoreline Master program.
- A shoreline outlook rest stop or amenity for every property over 500 linear feet of shoreline.

The City will determine the means for installing the waterfront trail to ensure a continuous and visually consistent corridor.

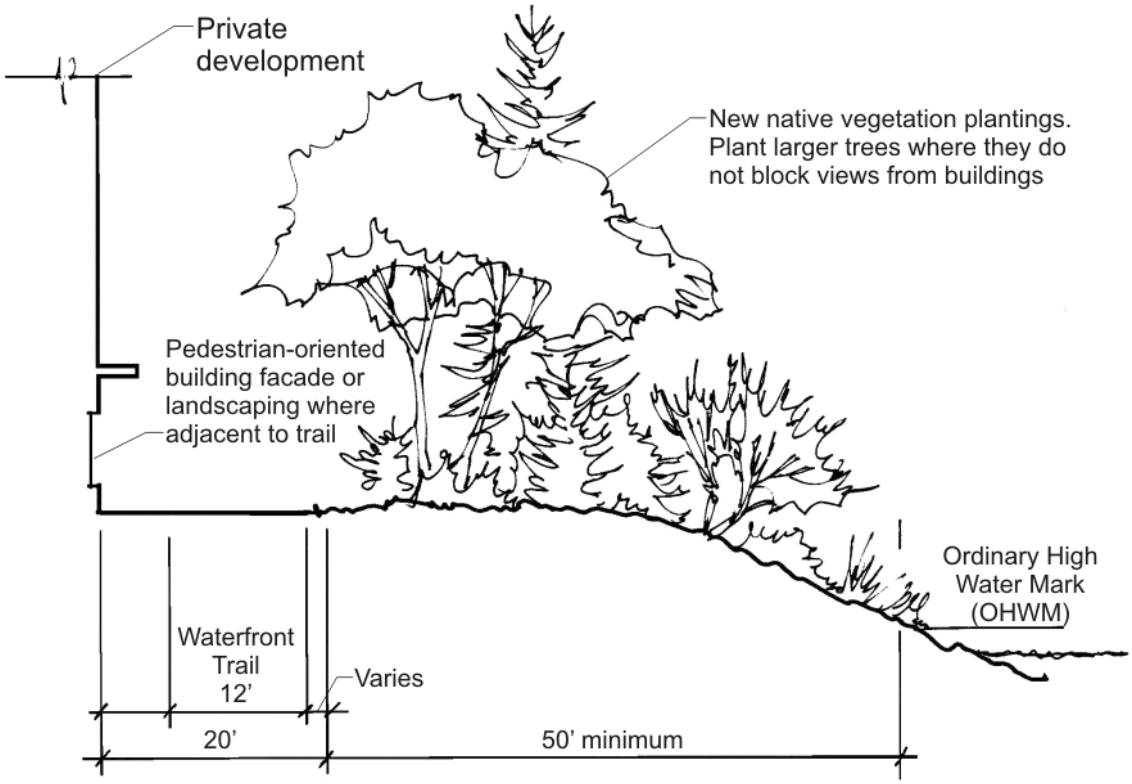



*Figure 25. Section through the trail where a new building abuts the property line.*

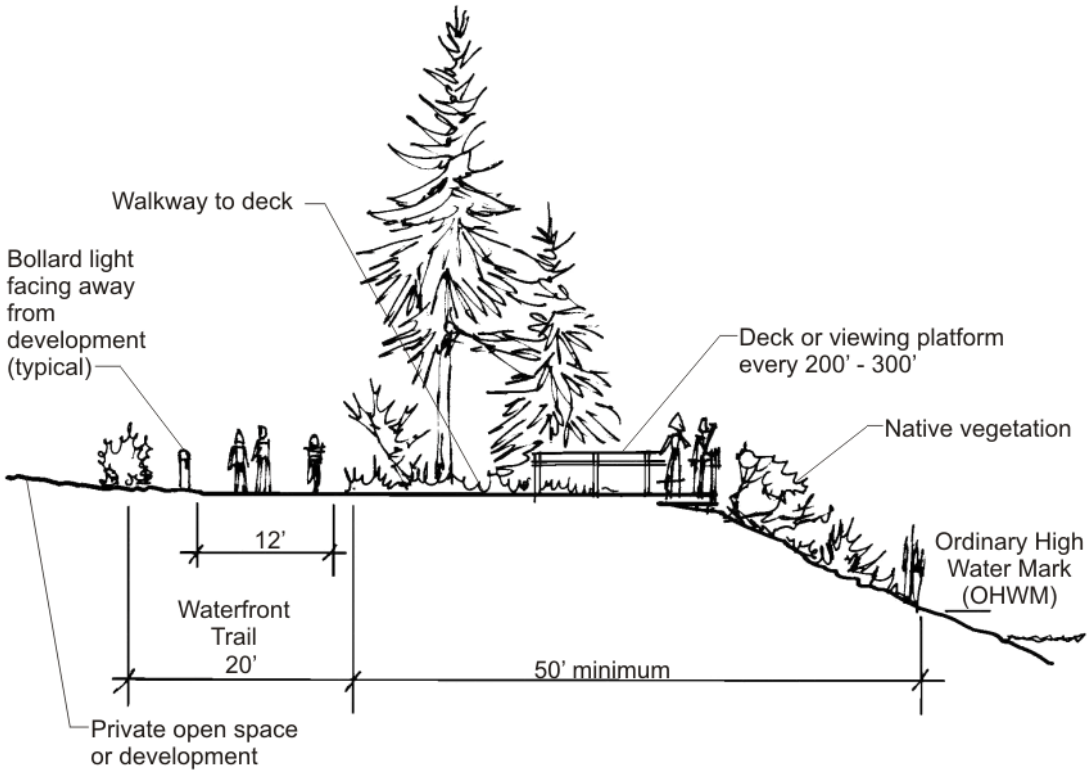



*Figure 26. Section through the trail at an overlook or deck.*

## C.2 Pedestrian Amenities

INTENT:

- To provide pedestrian spaces that include accommodations for seasonal climate conditions for a variety of activities.
- To provide amenities along sidewalks and pathways that enrich 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. (See Figure 3.) Sites with less than 100 feet of frontage shall provide one amenity. Desired amenities include (see Figure 27 for examples):

a. Pedestrian-scaled lighting (placed between 12 feet-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 and transit stops).

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. Transit shelters,

g. Decorative clocks,

h. Artwork, including pavement artwork.

i. Consolidated, permanently mounted newspaper racks.

j. 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 27. 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 in accordance with Sections B.1, B.2, B.4, and B.8 from building entries of businesses to services within the same development, building entries of nearby residential complexes, and sidewalks along abutting roadways.

*Figure 28. An example of an attractive pedestrian connection through a large development.*

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.

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 30 provides one example.)

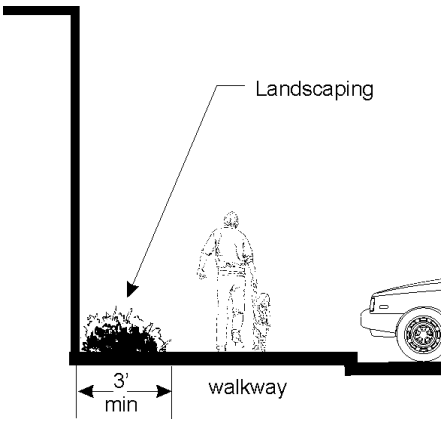



*Figure 29. Provide landscaping between walkways and structures.*

*Figure 30. 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.3.2 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.

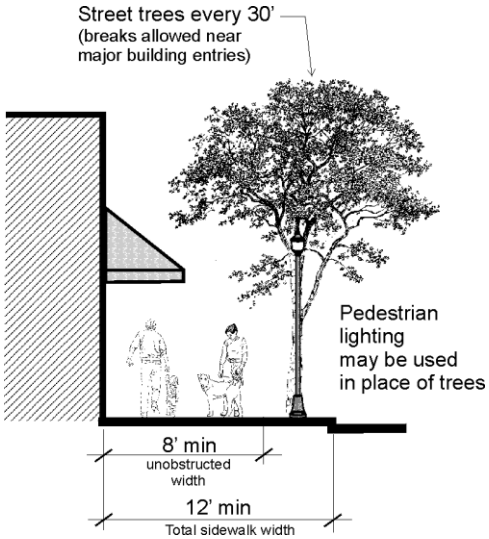



*Figure 31. Pathway standards when adjacent to the façade of a mixed-use or retail building 100 feet or more in length.*

*Figure 32. 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.

(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.

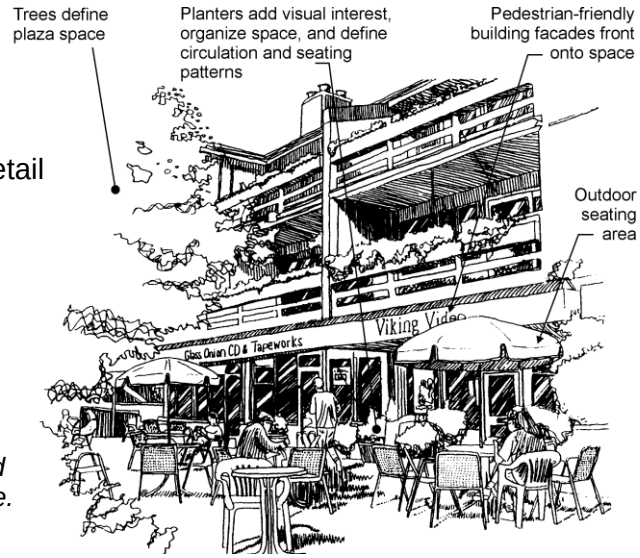



*Figure 33. Example of a small pedestrian-oriented space.*

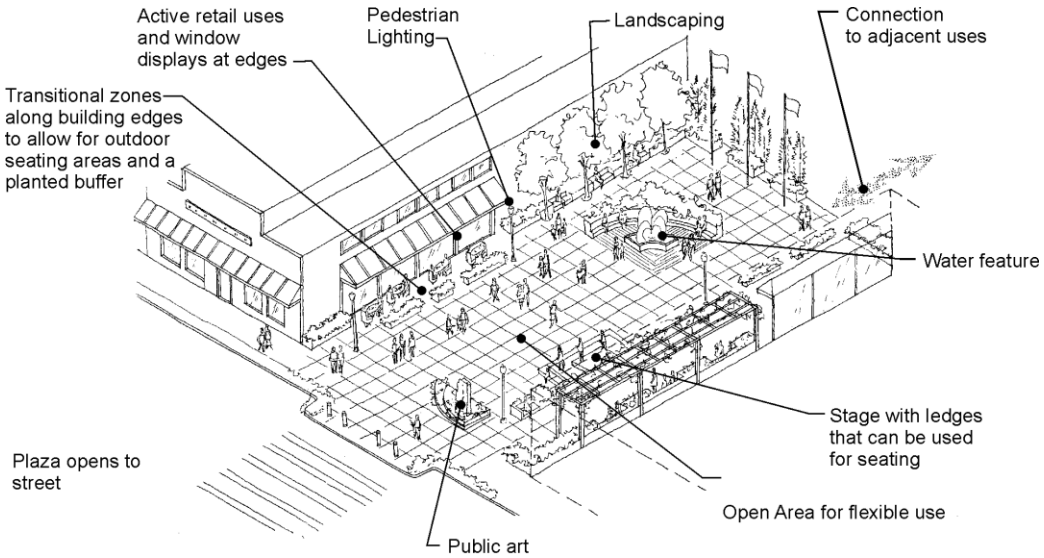



*Figure 34. Example of a large pedestrian-oriented space.*

## 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 19.14.100-140. 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 then 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 35. 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.

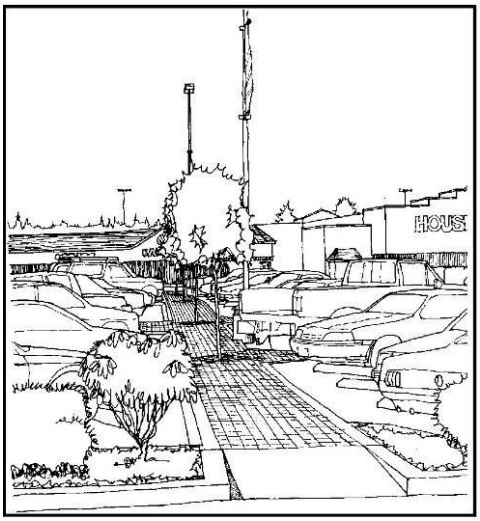


*Figure 36. Parking lot pathway examples.*

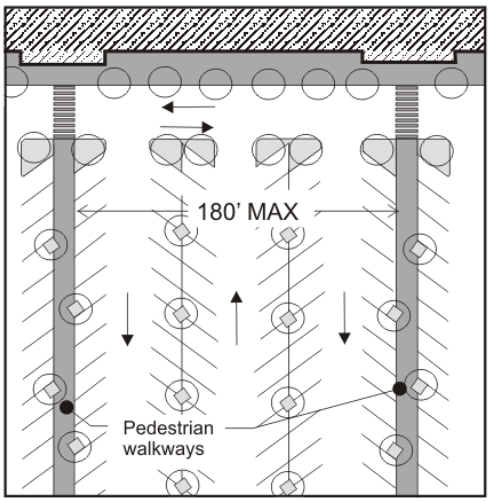



*Figure 37. Parking lot pathway configuration.*

## D.2 Parking Lot Landscaping

INTENT:

- To reduce the visual presence of parking on downtown streetscapes and adjacent development.
- To increase the visual quality of the downtown.
- 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 19.16 MMC, Development Standards-Landscaping. 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.

## 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 38. An example of balconies that have been integrated into the architecture of the building.*

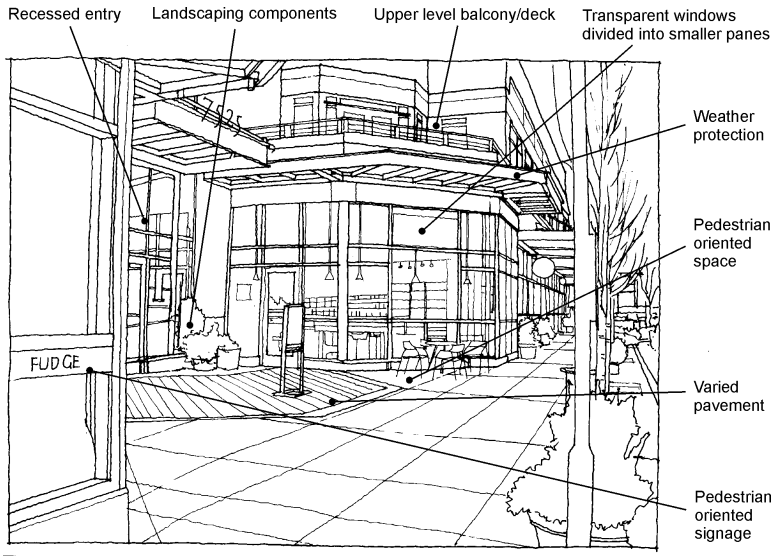
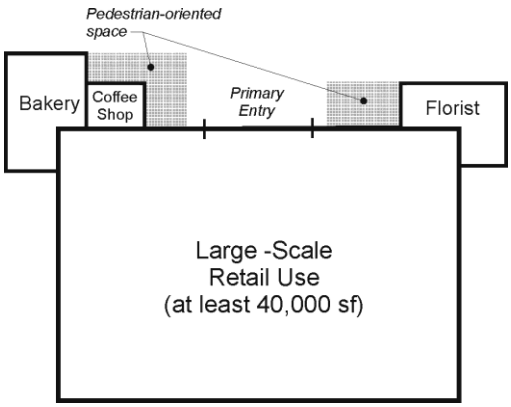
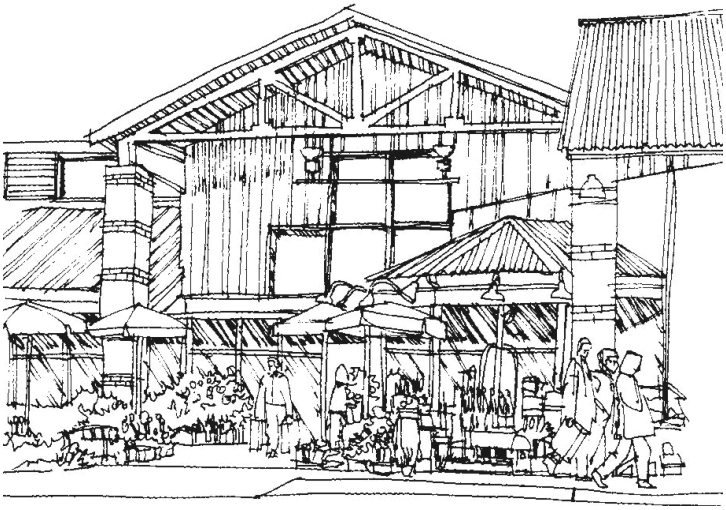



*Figure 39. Illustrating a variety of human scale components on a building.*

*Figure 40. This mixed-use building incorporates decks, upper level setbacks, trellises, and landscaping to meet human scale guidelines.*



*Figures 41. 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.

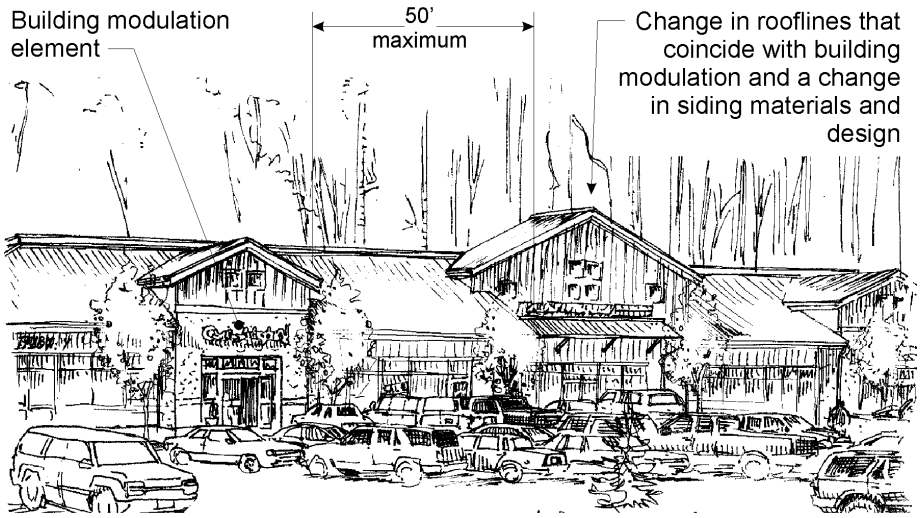



*Figure42. Building modulation example.*

(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 saw-toothed 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.

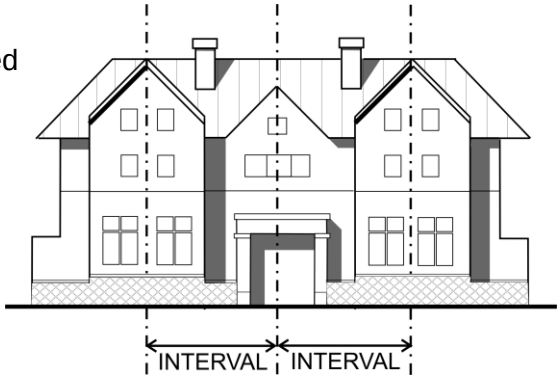



*Figure 43. Building articulation.*

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

(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.

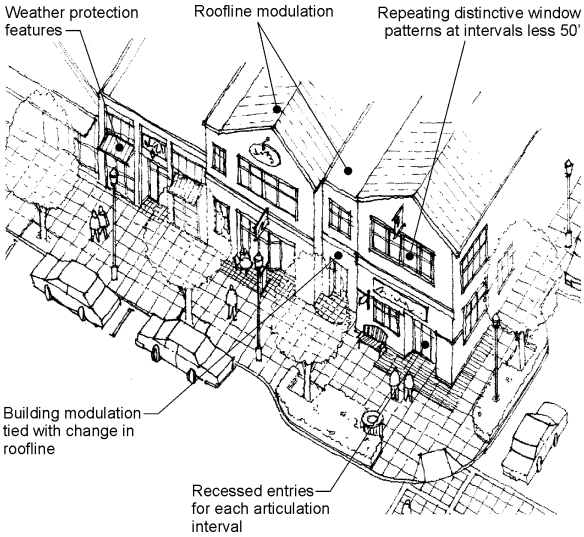



*Figure 44. These buildings illustrate a combination of horizontal building modulation, roofline modulation, and building articulation to reduce the architectural scale and provide visual interest.*

*Figure 45. 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.

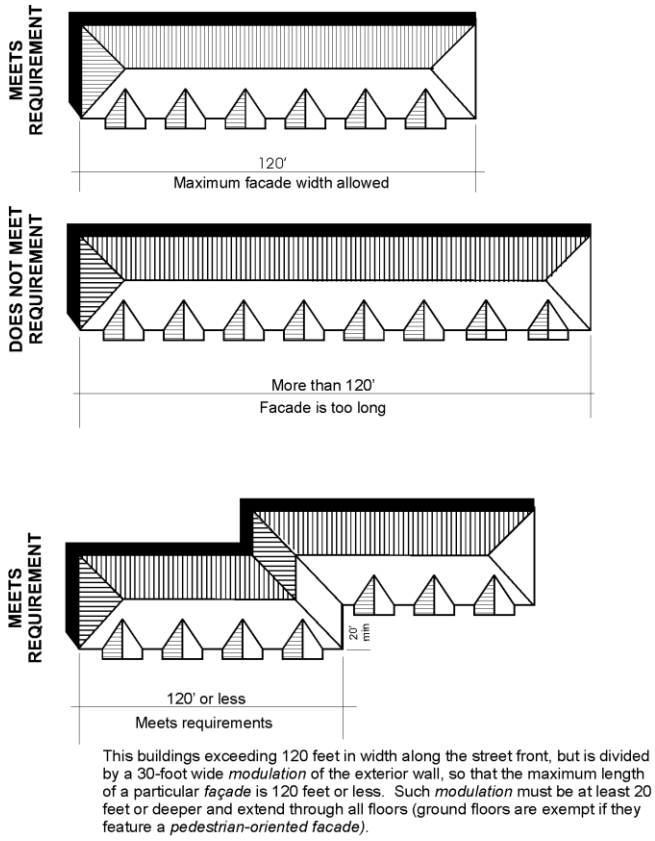



*Figure 46. Illustrating maximum façade widths.*

The Director may waive this requirement for a master planned development on the Town Center Mall site between 4th and 1st Streets, State Avenue, and the railroad line, provided that the composition of buildings and spaces conforms to other design guidelines. However, articulation, as described above, must still occur along pedestrian-oriented streets.

## 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:

(1) 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.

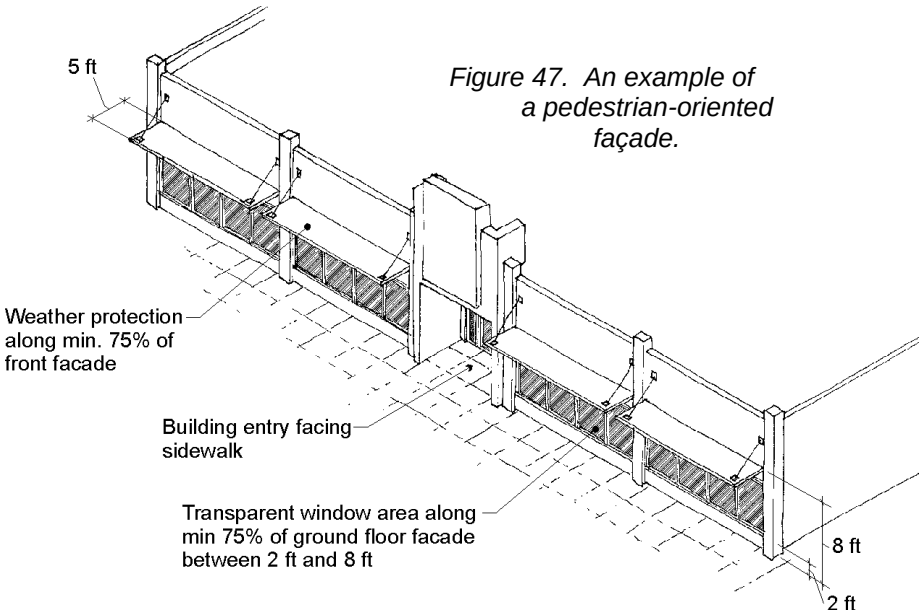



*Figure 47. An example of a pedestrian-oriented façade.*

(2) A primary building entry facing the streetfront. (See Section E.9 for entry enhancement requirements.)

(3) 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 48. 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.

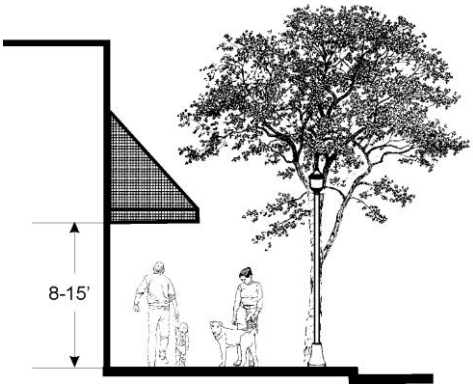



*Figure 49. Height standards for weather protection features.*

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 50. The continuous canopy on top 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.

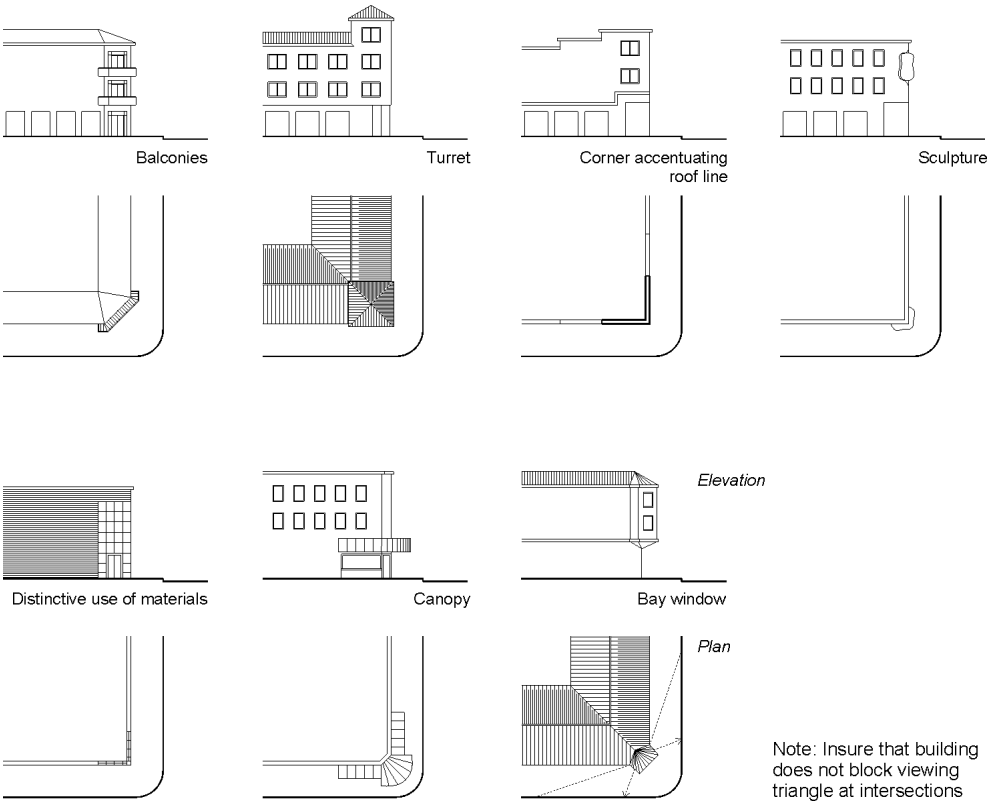



*Figure 51. Corner building treatments.*

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 52. To emphasize its street corner location, this building uses a cropped corner, change in building materials, decorative façade 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.

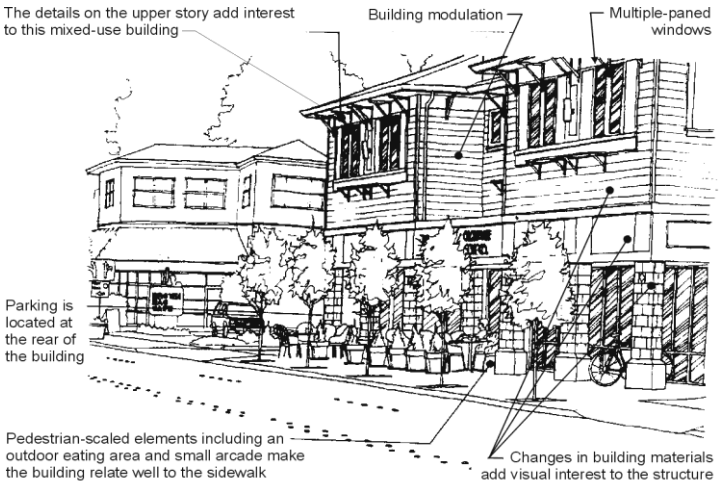



*Figure 53. The use of different building materials, window treatments, and roofline brackets adds to the visual interest of this building.*

(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.

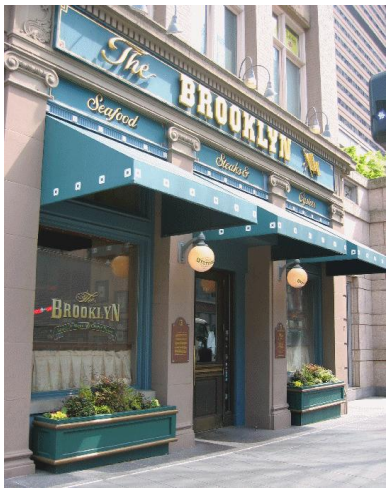



*Figure 54. The building provides a number of details that enhance the pedestrian environment, including decorative lighting, planter boxes, decorative awnings, historical plaques, and decorative facade elements.*

## 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 55. 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.

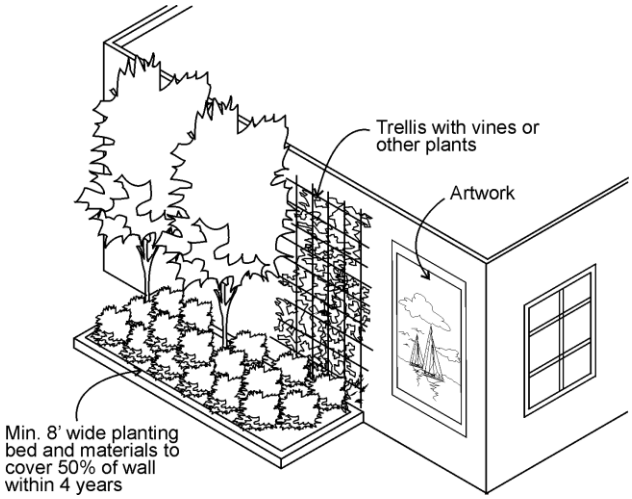



*Figure 56. Blank wall treatments.*

*Figure 57. Terraced planting beds effectively 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 foot-candles 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 58 . 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.

See Figures 59 through 61 on the following page for example parking garage treatments.

*Figure 59. 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 60. This building uses openings on its second level parking area to resemble windows.*

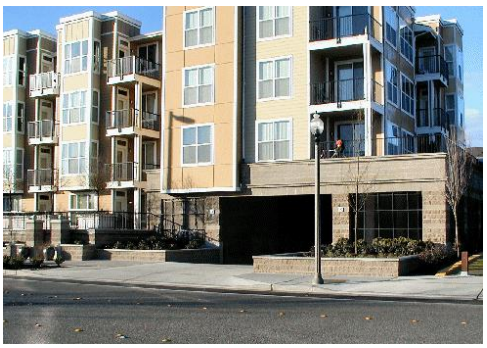


*Figure 61. Design parking garages to obscure the view of parked cars. Note the landscaping that separates the garage from pedestrians.*

# 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 19.16 MMC 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 Table 1, MMC19.16.090, 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

Townhomes and all other multi-family dwelling units with private exterior ground floor entries 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 62 below

illustrates one example without landscaping and two that would meet the standard. Also see Figure 63 on the following page.

*Figure 62. Image "A" is an example where there is no landscaping near the entry. Images "B" and "C" are more desirable examples with individual planting strips that soften the buildings, highlight the individual entries, and help to deemphasize the garages.*

*Figure 63. The left photo is another good example of townhouse 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 the Sign Code. Adhere to MMC Chapter 19.20, **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 64. Back-lit signs like this are prohibited.*

GUIDELINES:

NOTE: The following standards shall supersede the requirements of MMC 19.20.

### G.1.1 Illumination Standards

a. Back-lit signs are prohibited. Exception: Signs with individual backlit letters are acceptable for businesses.

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.

*Figure 65. Signs with individual back-lit letters like this are permitted.*

### G.1.2 Monument Sign Standards

Monument signs shall conform to the requirements of Table 1 on the following page. (Where a small letter appears in a caption in the chart, refer to the corresponding "Notes" below.)

***Table 1. Commercial Use 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 per1 sf of sign face | 1 sf of landscaping per1 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.

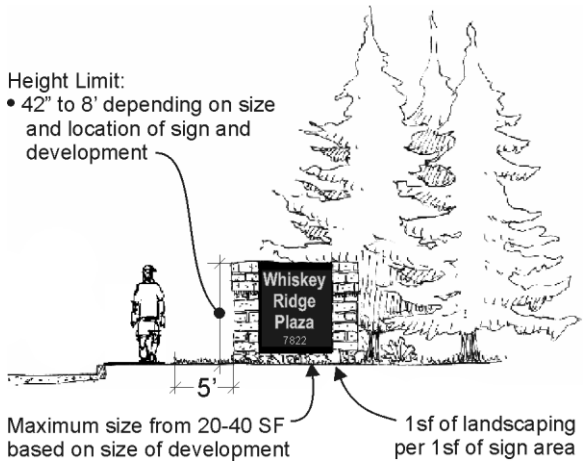



*Figure 66. Monument sign standards.*

### 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*.

   (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

*Figure 67. Acceptable wall sign types, subject to size limitations.*

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.

m. 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.

*Figure 68. Examples of acceptable signage for large retailers.*

## 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 69. Acceptable projecting sign.*

## G.1.5 Marquee or Awning Signs

*Marquee* or *awning signs* 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.

*Figure 70. Acceptable* awning signs.

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.

### G.1.6 Blade/Bracket Signs

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

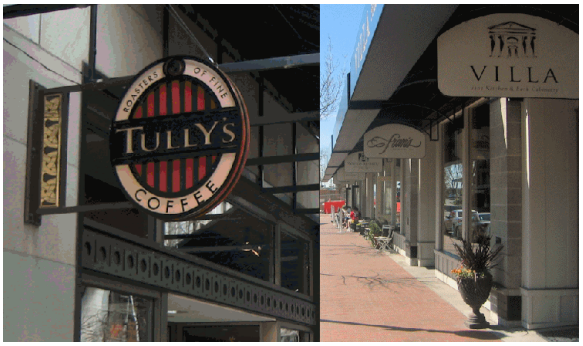



*Figure 71. Blade and bracket sign examples.*

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.

### 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.

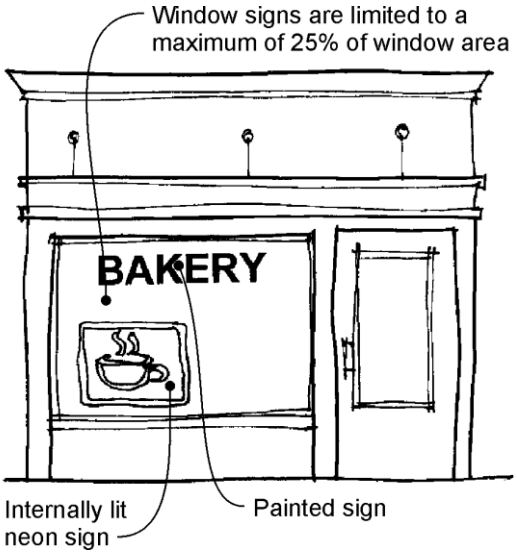



*Figure 72. Window sign standards.*

## 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 73.* A-frame sign *example. 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.

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

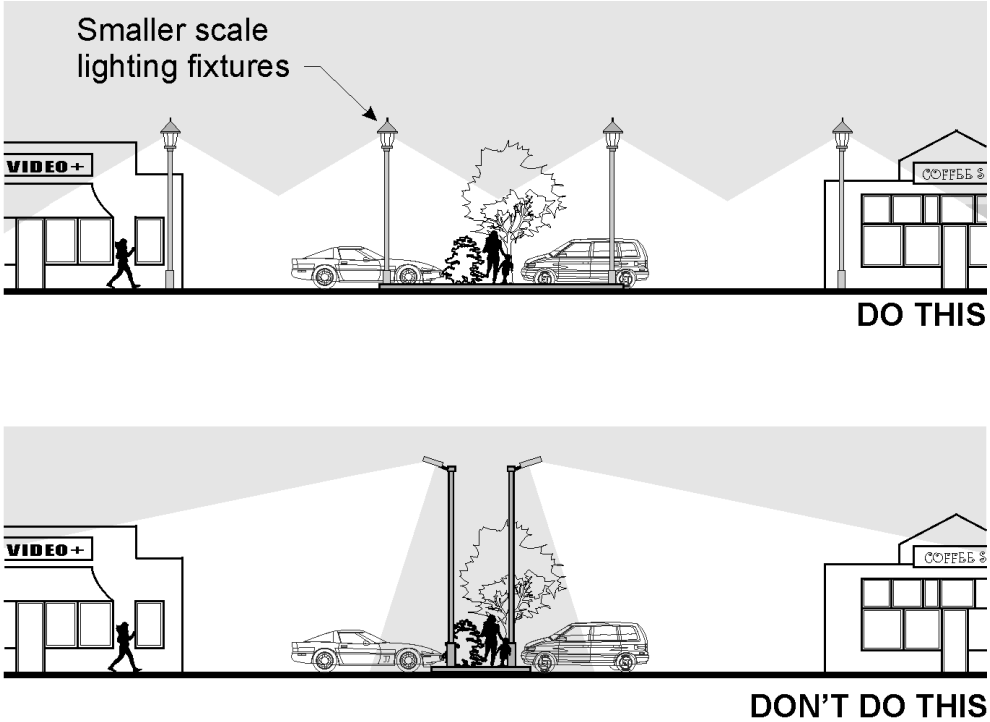



*Figure 74. Acceptable and unacceptable parking lot lighting.*

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. Definitions

**Art, 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 art.

**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.

**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.

**Blank Walls.** Walls subject to "blank wall" requirements meet the following criteria:

- Any wall or portion of a wall that has a surface area of 400 square feet of vertical surface without a window, door, or building modulation or other architectural feature.
- Any ground level wall surface or section of a wall over 4 feet in height at ground level that is longer than 15 feet as measured horizontally without having a ground level window or door lying wholly or in part within that 15-foot section.

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

**Curb Cut.** A depression in the curb for the purpose of accommodating a driveway that provides vehicular access between private property and the street.

**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 his or her designee.

**Façade.** Any portion of an exterior elevation of a building extending from the grade of the building to the top of the parapet wall or eaves, for 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.

**Front Yard.** The area between the street and the nearest building façade.

**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.

**Major Exterior Remodel.** A proposed improvement to any existing building structure or property that changes the exterior appearance of the property and meets either of the criteria below:

- Estimated value of construction exceeds 50 percent of the value of the existing built facilities as determined by the City's building valuation procedure.
- Construction includes an addition to extension of an existing building.

**Minor Exterior Remodel.** Any improvement that changes the visual appearance or exterior configuration of a building structure or property, and which has a value less than 50 percent of the existing built facilities as determined by the City's building valuation procedure. Painting and restorative maintenance are not considered minor remodels.

**Modulation.** In the Guidelines, modulation is a stepping back or projecting forward of portions of a building face within specified intervals of building width and depth, as a means of breaking up 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 Street.** pedestrian-oriented streets include: See Figure 3

**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.

**Scale, Human.** 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.

**Scale, Architectural.** 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.

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