CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. 3191

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, AMENDING THE CITY'S COMPREHENSIVE PLAN BY REPEALING ORDINANCE NO. 2788 WHICH ADOPTED THE 2009 DOWNTOWN MASTER PLAN AND DEVELOPMENT REGULATIONS, ADOPTING A NEW 2021 DOWNTOWN MASTER PLAN AND AMENDING THE CITY'S DEVELOPMENT REGULATIONS BY REPEALING MARYSVILLE MUNICIPAL CODE CHAPTER 22C.080 DOWNTOWN MASTER PLAN AREA – DESIGN REQUIREMENTS, AND ADOPTING A NEW MARYSVILLE MUNICIPAL CODE CHAPTER 22C.080 DOWNTOWN MASTER PLAN AREA – DESIGN REQUIREMENTS.

WHEREAS, the City of Marysville has proposed under RCW 36.70A.130(2)(a)(v) to amend its comprehensive plan by the adoption of a new Downtown Master Plan; and

WHEREAS, any amendment or revision to a comprehensive land use plan must conform to RCW 36.70A.130; and

WHEREAS, the City of Marysville has met the spirit and intent of RCW 36.70A.130 by (1) providing for public participation, by (2) reviewing and identifying needed revisions to the Comprehensive Plan and development regulations and by (3) adopting the Downtown Master Plan as set forth in **Exhibit A** (attached hereto) and the development regulations as set forth in **Exhibit B** (attached hereto); and

WHEREAS, in taking the actions set forth in this Ordinance, the City of Marysville has made a good faith effort to comply with the recommendations of the Washington State Department of Commerce (DOC) and has submitted to DOC the proposed revisions to the City's Comprehensive Plan and development regulations as required by RCW 36.70A.106; and

WHEREAS, in taking the actions set forth in this Ordinance, the City of Marysville has complied with the requirements of the State Environmental Policy Act, Ch. 43.21C RCW, (SEPA) by issuing a Supplemental Environmental Impact Statement for the City's Comprehensive Plan and development regulations; and

WHEREAS, the City received public comments on the revisions to the Comprehensive Plan and the development regulations, which comments the City has duly considered in adopting the revisions to the Comprehensive Plan and development regulations; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's development regulations in the same manner as the original adoption of the City's comprehensive plan and development regulations; and

WHEREAS, the State Growth Management Act requires notice and broad public participation when adopting or amending the City's comprehensive plan and development regulations; and

WHEREAS, the City, in reviewing and amending its development regulations has complied with the notice, public participation, and processing requirements established by the Growth Management Act, as more fully described below; and

WHEREAS, during public meetings on March 9, 2021, June 8, 2021, June 22, 2021, July 13, 2021 and August 3, 2021, the Planning Commission discussed proposed amendments to the City's comprehensive plan and development regulations related to the Downtown Master Plan; and

WHEREAS, the City of Marysville has submitted the proposed revisions to the comprehensive plan and development regulations to the Washington State Department of Commerce on June 10, 2021 (Material ID 2021-S-2768) seeking 60-day review in compliance with the procedural requirement under RCW 36.70A.106; and

WHEREAS, after providing notice to the public as required by law, the Marysville Planning Commission held a Public Hearing on September 14, 2021 regarding the proposed amendments to City's comprehensive plan and development regulations; and

WHEREAS, the Planning Commission made a Recommendation to the City Council on September 14, 2021, recommending repealing Ordinance No. 2788, which adopted the 2009 Downtown Master Plan and associated development regulations, repealing MMC Chapter 22C.080 *Downtown Master Plan Area – Design Requirements* and adopting a new 2021 Downtown Master Plan, attached hereto as **Exhibit A**, and adopting a new MMC Chapter 22C.080 *Downtown Master Plan Area – Design Requirements*, attached hereto as **Exhibit B**; and

WHEREAS, the City Council of the City of Marysville finds that from time to time it is necessary and appropriate to review and revise provisions of the City's municipal code and development code (MMC Title 22); and

WHEREAS, at a public meeting on September 27, 2021 the Marysville City Council reviewed and considered the Planning Commission's Recommendation and adoption of amendment to the City's comprehensive plan and development regulations; and

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

Section 1. Review and Identification of Needed Revisions to the Comprehensive Plan and Development Regulations. The City of Marysville has conducted a thorough review of the City's Comprehensive Plan and development regulations to identify revisions needed in the Downtown Master Plan to ensure compliance with the GMA and to ensure internal consistency with policies and designations of the comprehensive plan. This review has been conducted by the City's Planning Commission, staff, and citizens through public engagement, including a survey distributed to the Growth Management Task Force (GMTF) in May 2020, and video-conference meetings with the GMTF in June, July and October 2020 and *Social PinPoint Interactive Map* survey distributed to Marysville residents and other interested parties in the Summer of 2020. Based on this review, the City has identified needed revisions to the City's comprehensive plan and development regulations, which revisions are set forth in the 2021 Downtown Master Plan, attached hereto as **Exhibit A**, and updated MMC Chapter 22C.080 *Downtown Master Plan Area – Design Requirements*, attached hereto as **Exhibit B.**

Section 2. Approval of Planning Commission's Recommendation and Adoption of Findings and Conclusions. The City Council hereby approves the Planning Commission's recommendation of revisions to the City's comprehensive plan and development regulations, which revisions are set forth in the 2021 Downtown Master Plan, attached hereto as **Exhibit A**, and updated MMC Chapter 22C.080 *Downtown Master Plan Area – Design Requirements*, attached hereto as **Exhibit B.**

Section 3. Ordinance No. 2788 adopting the 2009 Downtown Master Plan and development regulations is hereby repealed.

Section 4. MMC Chapter 22C.080 *Downtown Master Plan Area – Design Requirements* is hereby repealed, in its entirety.

Section 5. Adoption of Downtown Master Plan Amending the City of Marysville Comprehensive Plan. The City Council hereby amends the City's comprehensive plan and development regulations by adopting the 2021 Downtown Master Plan, attached hereto as **Exhibit A**.

Section 6. Adoption of MMC 22C.080 *Downtown Master Plan Area – Design Requirements.* MMC Title 22 *Unified Development Code* is hereby amended by adopting MMC Chapter 22C.080 *Downtown Master Plan Area – Design Requirements*, attached hereto as **Exhibit B**.

Section 7. Section 22A.010.160, Amendments, of the Marysville Municipal Code is hereby amended as follows by adding reference to this adopted ordinance in order to track amendments to the City's Unified Development Code:

"**22A.010.160 Amendments**.

The following amendments have been made to the UDC subsequent to its adoption:

Ordinance	Title (description)	Effective Date
3191	Downtown Master Plan and Design Requirements	October 5, 2021"

Section 8. **Severability**. If any section, subsection, sentence, clause, phrase, or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this ordinance.

Section 9. **Corrections**. Upon approval by the city attorney, the city clerk or the code reviser are authorized to make necessary corrections to this ordinance, including scrivener's errors or clerical mistakes; references to other local, state, or federal laws, rules, or regulations; or numbering or referencing of ordinances or their sections and subsections

Section 10. **Effective Date**. This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this 27 day of September, 2021.

CITY OF MARYSVILLE

By: _____
JON NEHRING, MAYOR

Attest:

By: _____
~~DEPUTY~~ CITY CLERK

Approved as to form:

By: _____
JON WALKER, CITY ATTORNEY

Date of Publication: 9/30/2021

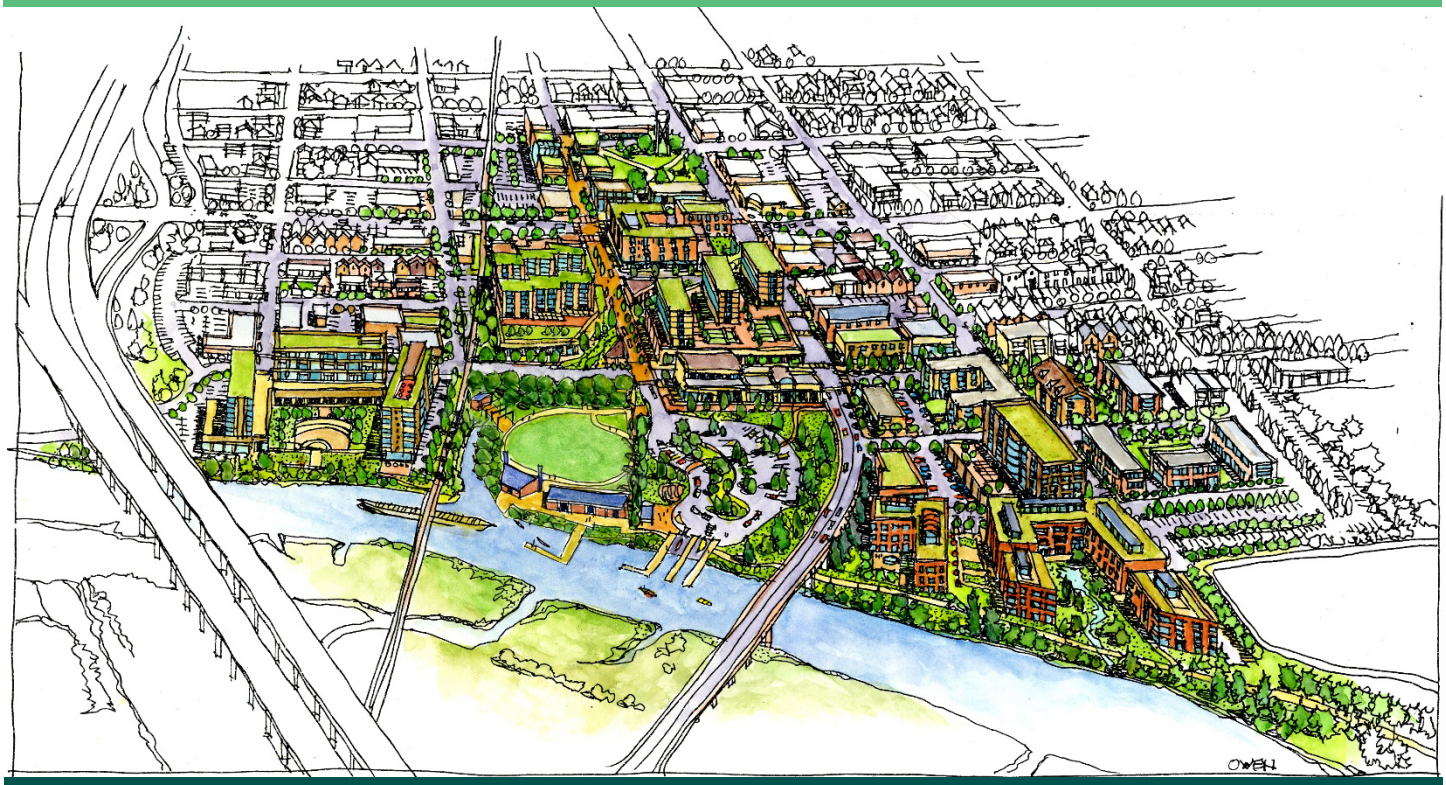
Effective Date: 10/5/2021
(5 days after publication)

Exhibit A
Downtown Master Plan

EST. 1891

MARYSVILLE

WASHINGTON



DOWNTOWN MASTER PLAN

September 27, 2021

Prepared by:

Makers architecture and urban design

BERK Consulting, Inc.

Perteet

Transpo Group

Acknowledgments

Land Acknowledgement

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

Participants

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Steve Leifer, Planning Commissioner
Mark James, City Council
Steve Muller, City Council
Michael Stevens, City Council
Dylan Sluder, Master Builders Association

Marysville Community Members

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

Contents

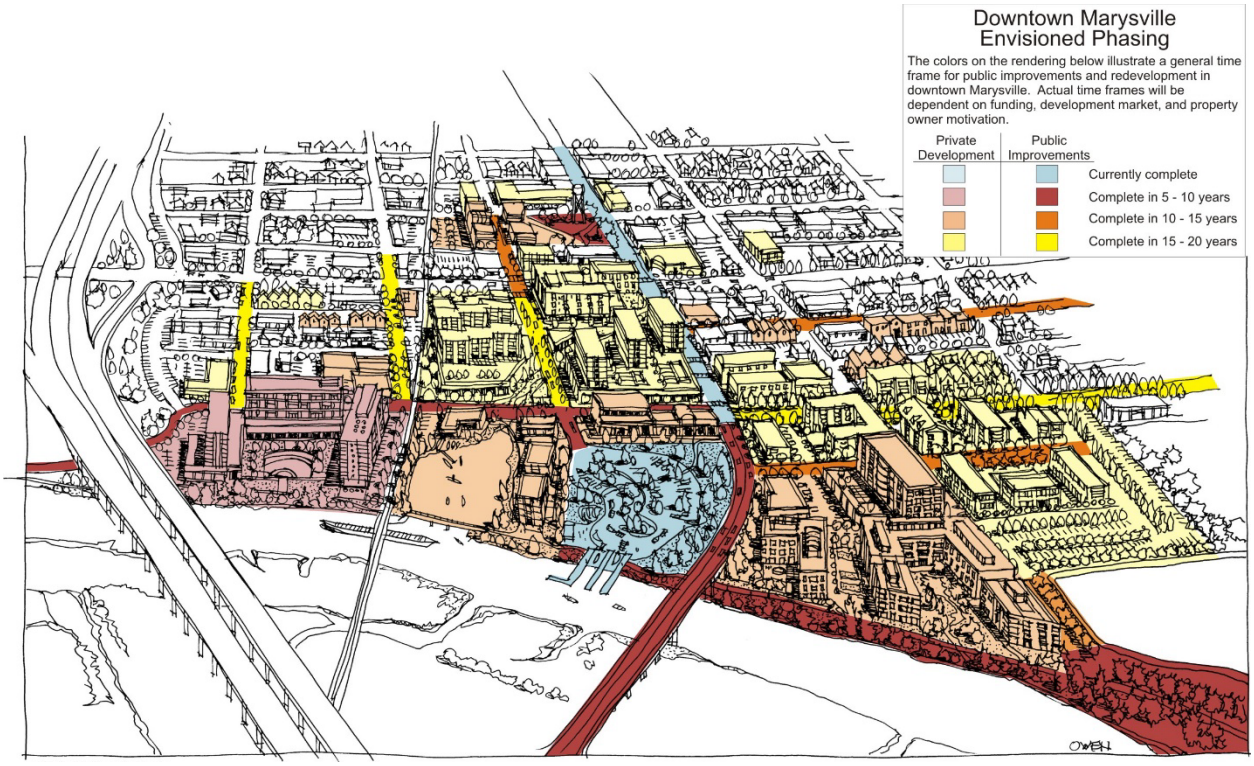
Figures

Maps

1. Introduction

Purpose

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



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

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

Process

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

Engagement Results Summary

Event	Date	What we learned
Growth Management Task Force Survey	May 2020	▪ Top priorities for the Downtown Master Plan are economic development, Land use/ development/community design, and civic/ social/cultural. ▪ The master plan area boundaries should be expanded north to Grove St and east to 47th Ave/Armar Rd/51st Ave. ▪ Retail, services and multifamily are the most desired land uses for downtown. Space for flex-tech/artisan spaces is desired as well. ▪ Community concerns about crime, affordability, parking and safety should be considered in plan recommendations.
Growth Management Task Force Meeting 1: Assets, Challenges, and Opportunities	June 2020	Developed list of assets, challenges and opportunities. See page 6.

Growth Management Task Force Meeting 2: Options	July 2020	Updated and revised project goals: ▪ Economic Development – Promote activities and improvements that enhance Marysville's economic vitality. ▪ Land Use, Development, and Community Design – Upgrade the character, identity, and appearance of downtown as the focal point of Marysville. ▪ Civic, Social, and Cultural – Promote activities, improvements, and diversity to foster a sense of community. ▪ Land use – Work towards holistic, well-functioning neighborhoods. ▪ Transportation – Leverage regional investments in transit. ▪ Transportation and Streetscape – Enhance pedestrian and vehicular connectivity throughout downtown and to surrounding areas. ▪ Transportation and Streetscape – Use unified streetscape elements to enhance the sense of identity of downtown. ▪ Land Use, Development, and Community Design – Foster the creation of sub-districts within downtown with their own focus and character.
Social PinPoint Interactive Map 128 unique users 252 comments	Summer 2020	▪ The new Civic Center and related investments are an exciting opportunity to reinvigorate the central part of downtown/State Ave. ▪ Traffic problems on 4th St have been a major issue – 1st Ave Bypass provides an opportunity for these to be addressed. ▪ Investment is needed along the State Ave corridor. Aging buildings, and cluttered signs and driveways are problems. There are similar issues on 4th St. ▪ Traffic calming and/or street safety improvements are needed on Columbia Ave and 51st St. A safe north/south bike route through downtown (east of tracks) is needed. ▪ The Marysville Opera House is popular, but needs more supportive businesses, activities, residences etc. ▪ Ebey Park improvements and waterfront development should be used to leverage and strengthen existing downtown assets and draw more people to the area. ▪ Some participants expressed concern about homelessness/panhandlers/drug use in public spaces, intersections, and core areas.

Social PinPoint Interactive Map: Waterfront Survey 39 responses	Summer 2020	▪ The Ebey Slough waterfront is an underdeveloped asset! ▪ Top priorities for undeveloped waterfront parcels are recreational amenities, leisure amenities like a restaurant, and ecological restoration. ▪ This would be a great area for senior housing. ▪ It's important to strengthen the connection between the waterfront and the rest of downtown with better walking conditions and sightlines.
Social PinPoint Interactive Map: Retail Core + Town Center 47 responses	Summer 2020	▪ The historic 3rd St retail node is charming but lacks variety. ▪ More restaurants and compact open space would attract people to this area. ▪ Nearby cities like Snohomish and Arlington have more lively downtown businesses districts. ▪ The Marysville Town Center Mall (Town Center) has problems. The stores don't meet residents' expectations and the parking lot creates dead space. The Town Center site could be adapted to have a more diverse and complex layout, with some green space, pedestrian-oriented areas etc.
Social PinPoint Interactive Map: Asbery Field 21 Responses	Summer 2020	▪ There's broad interest in the future of Asbery field, though people have a wide range of opinions about preferred uses. ▪ Existing sports and recreation facilities are an important asset and should be maintained. Other popular ideas include space for performances or gatherings
Growth Management Task Force Meeting 3: Action Alternatives	October, 2020	Action alternative goals: ▪ Focus on feasibility – what kinds of development are most likely to "pencil"? ▪ Town Center is key to the success of downtown but may not change for many years. Strategies need to stand on their own and set the stage for success when changes to Town Center do occur. ▪ Artisan/flex-tech/light industrial spaces are positive but shouldn't compete with the Cascade MIC to the north. ▪ Housing development will drive investment in commercial real estate. ▪ A catalyst project is needed to jump start development.

Developers' Forum	November, 2020	▪ Marysville's assets need to be better communicated and leveraged: ▫ Proximity to expanding job center, Paine field airport, Tulalip outlet malls and casino, outdoor recreation ▫ Walkable downtown with "authentic" character ▫ Family-oriented civic culture ▪ Challenges to infill development: ▫ Distance from Seattle ▫ Smaller parcels with many owners ▫ Public schools need investment ▫ BNSF tracks and railroad traffic ▪ The waterfront sites present a great opportunity for a catalyst project. ▪ Regulatory changes like improving MFTE, reducing parking minimums, adjusting sewer fees, and performing a planned action EIS, would make development more attractive. ▪ Many project costs don't scale with size – 50 units is the minimum size for some developers. ▪ Vacant storefronts on ground floor are much worse than ground-floor residential for street activity. ▪ Port of Everett' Waterfront Place is a good case study: Public private partnership, waterfront redevelopment, with horizontal mixed use.

Review and Adoption Process

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

2. Concept

Assets, Challenges, & Opportunities

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

Assets

Activity Hubs & Well-rounded Neighborhoods

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

Parks & Recreation

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

Community, Cultural, & Civic

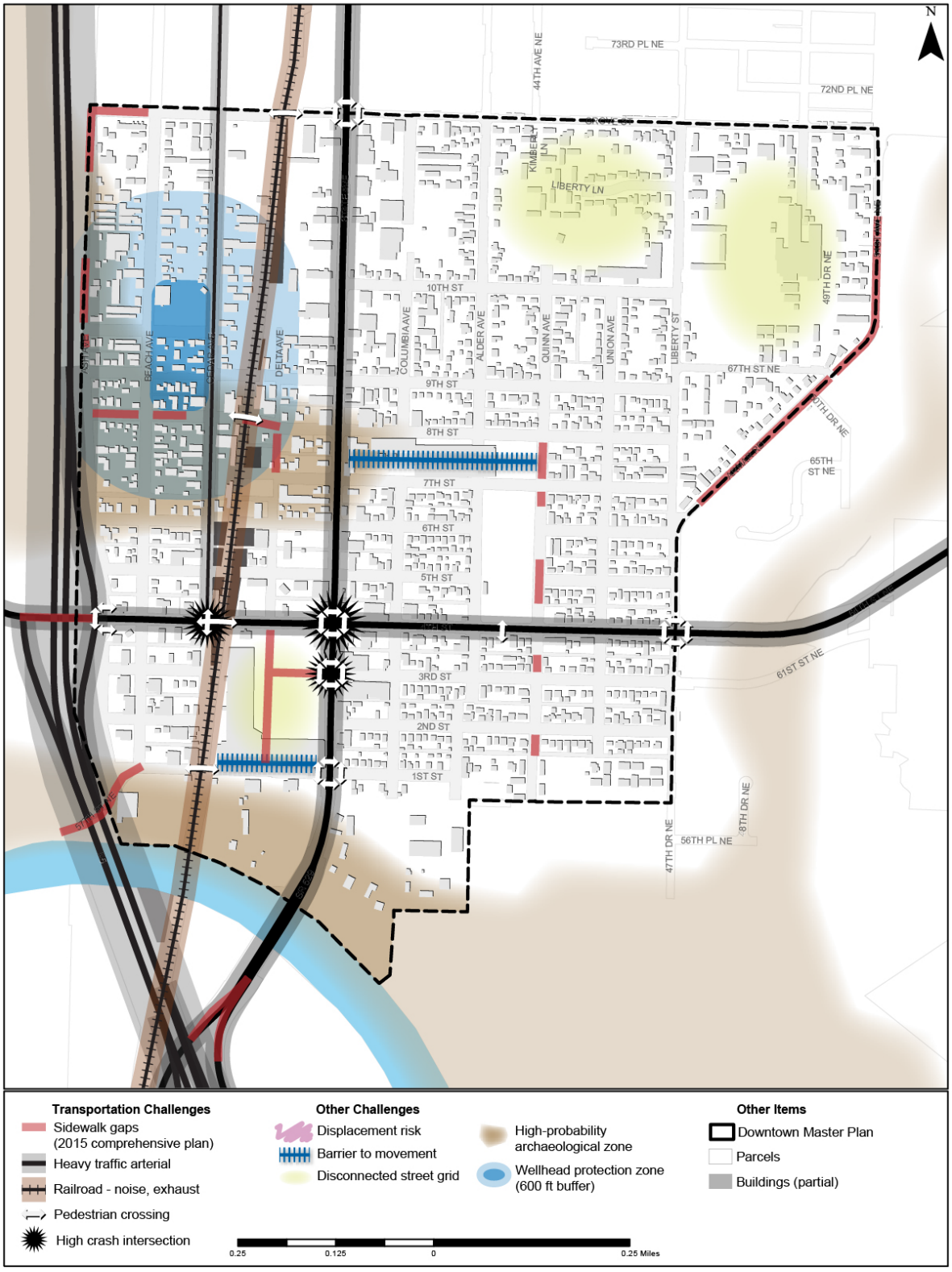
- American Legion
- Future Civic Campus
- Guru Nank Sikh Temple (just east of study area)
- Kingdom Hall of Jehovah's Witnesses (Filipino church)
- Liberty Elementary School
- Marysville Historical Society
- Marysville Middle School
- Northwest Baptist Church
- Opera House
- Proximity to Cascade Industrial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

Transportation

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

Challenges/Constraints

Map 1. *Challenges and constraints map*



General

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

Housing

- Aging population may increase need for accessible housing for older adults
- 32% of all households pay more than 30% of their income on housing costs (26% owners, 47% renters) (not as high as other cities)
- Limited home types other than single family houses
- “Redevelopable” area—land values rising faster downtown than home values may increase risk of displacement

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

Westside Neighborhood

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

BNSF Sliver

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

4th St

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

State Ave

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

Town Center

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

Waterfront

- 200 ft Shoreline High Intensity Environment designation

Downtown Neighborhood

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

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

Opportunities

General/Throughout

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

Utilities

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

Waterfront

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

Town Center/Downtown Core

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

Westside Neighborhood, BNSF Sliver, & Entertainment

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

Downtown Neighborhood

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

North State Ave

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

Goals and Objectives

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

Land Use, Urban Design, & Economic Development

Goals

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

Objectives

Redevelopment

1. Anticipate and plan for redevelopment options for City-owned and other key properties:
    a. **Town Center.** Spur investment and/or redevelopment in Town Center to become a central node with pedestrian connectivity, public space, local businesses, services, and residences.
    b. **Waterfront.** Catalyze development on City-owned waterfront properties.
    c. **Properties near Civic Campus and Comeford Park.** Encourage development that connects the Civic Campus, historic retail core, and Town Center.
2. Recommend key catalyst projects to spur private investment downtown.
3. Establish form-based code (development regulations based on the human experience of a building's exterior rather than its interior use) to direct new development to meet public and private objectives and provide graceful transitions between higher and lower intensities.

4. Reduce barriers (e.g., cost of development, land use and development regulations) to desired development.

5. Set parking regulations that balance development feasibility, parking impacts on the public realm, downtown resident and user parking needs, and downward trend in single-occupancy vehicle (SOV) use to ensure development provides adequate parking.

Housing

6. Increase the number and variety (e.g., duplex, triplex, small apartment) of downtown home types.

7. Increase the number of senior housing units.

8. Address concerns about apartments and other higher density home types, such as crime, parking, and traffic impacts.

9. Ensure that home types meet needs of newer Marysville residents.

Districts

10. Support the 2nd/3rd St historic downtown core.

11. Build on the success of the Opera House and foster an entertainment district.

12. Find opportunities to leverage the BNSF railroad corridor as an amenity, and address noise and odor impacts.

13. Strengthen visual connections between the waterfront, Town Center, historic retail core, entertainment district, and civic campus.

Economic Development

14. Support small and independent businesses, especially during the COVID-19 pandemic recovery.

15. Prevent or minimize small business displacement.

16. Attract more restaurants, shops, fitness opportunities/activities, and services.

17. Attract and support local farm to grocery, farmers market, and restaurant options.

18. Support office, flex-tech, light manufacturing, artisan, distribution, and makerspace types of land use.

Aesthetics

19. Improve the appearance of State Ave.

20. Improve the appearance of downtown from I-5.

21. Improve the appearance of 4th St.

22. Improve the appearance of downtown, preserving desirable historic character and increasing businesses' and residences' pride of ownership.

Transportation

Goals

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

Objectives

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

Community Livability

Goals

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

Objectives

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

Utilities

Goals

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

Objectives

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

Urban Design Framework

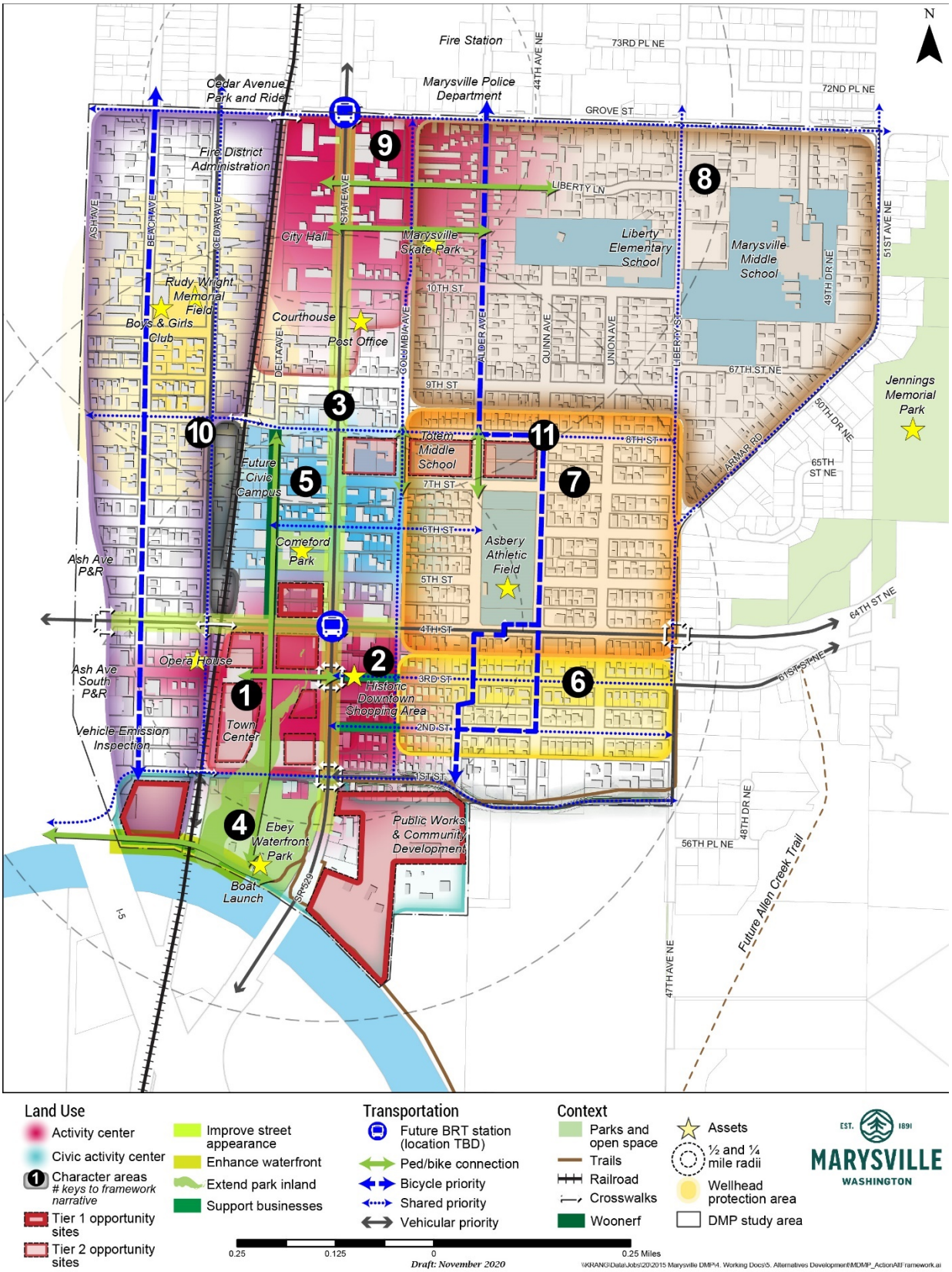
This section summarizes the overarching vision for downtown and the plan's major proposals. It is organized geographically, whereas the chapters to follow organize recommendations by topic. Numbers are keyed to the Draft Action Alternative Framework Map (see page 19).

1. Town Center

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

Figure 3. *Marysville Town Center Mall.*

Map 2. *Urban Design Framework*



2. 3rd/2nd St Old Town

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

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

3. State Ave and 4th St

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

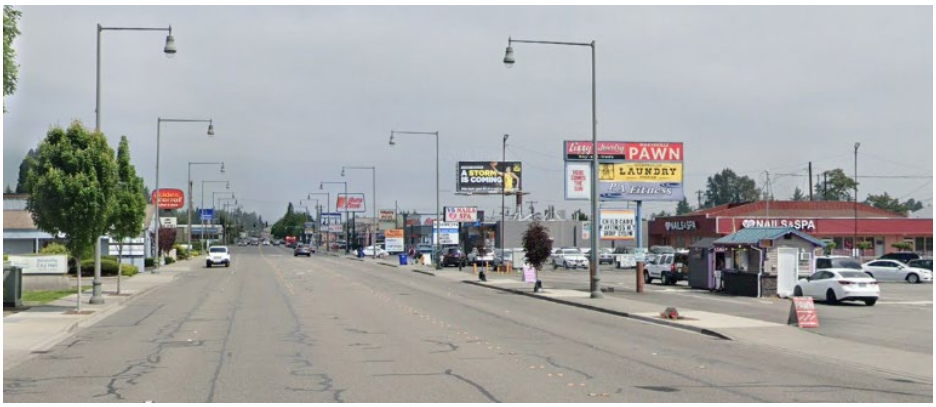


Figure 5. *State Ave. Source: Google Maps. © 2020 Google.*

4. Waterfront

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

Figure 6. *Ebey Waterfront Park boat launch .*

5. Civic Center

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

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

6. Historic 3rd St Neighborhood

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

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

7. Asbery Neighborhood

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

8. Liberty Neighborhood

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

9. North State Ave/Grove St

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

10. BNSF Sliver and Beach Ave Neighborhood

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

11. Multimodal Facilities

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

3. Land Use & Urban Design

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

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

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

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

Figure 9. *Downtown Master Plan anticipated growth*

Zoning Proposals

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

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

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

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

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

What's Controlled & What's Not

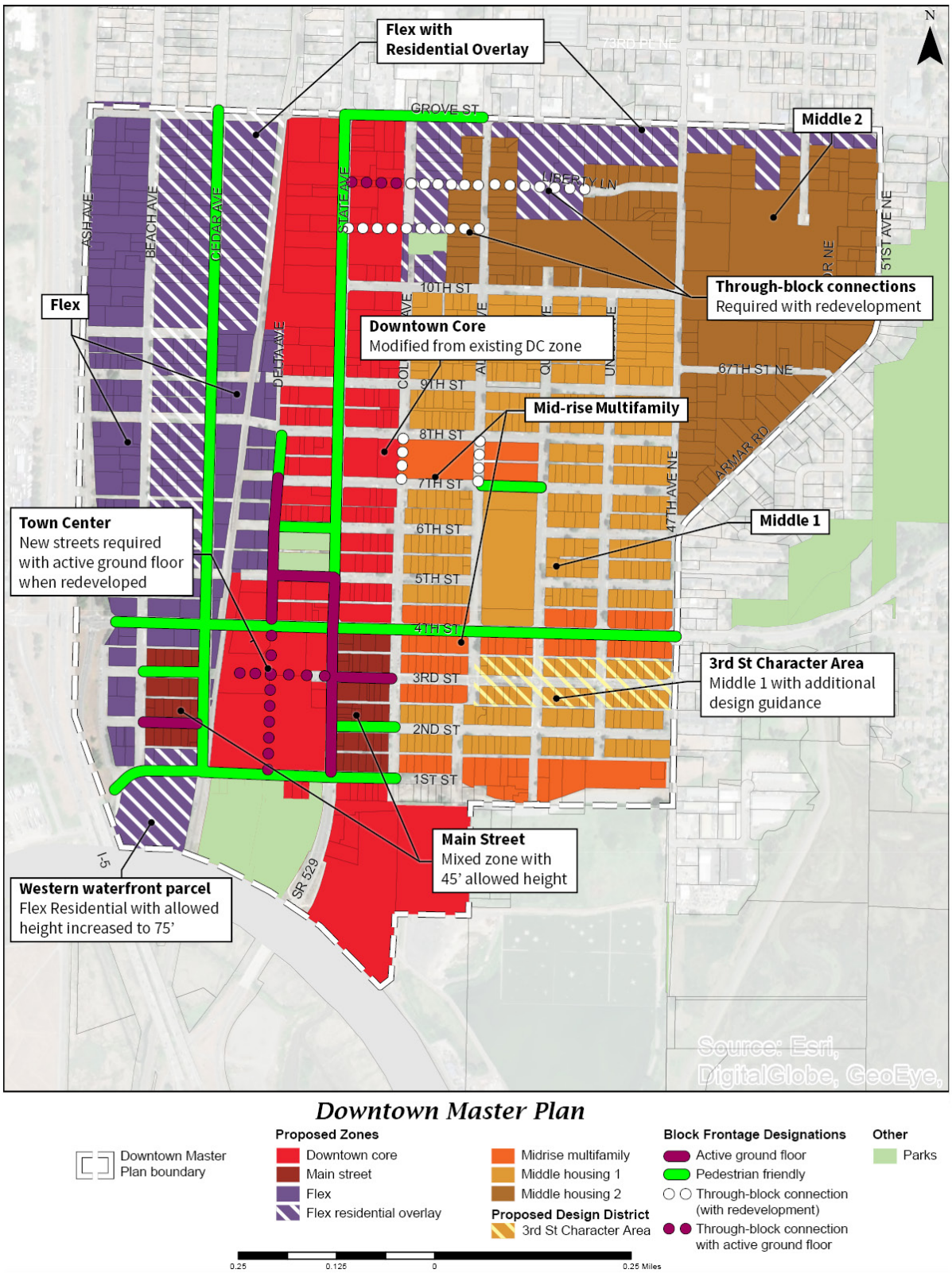
These zones primarily control:

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

These zones do not control:

- Specific activities in buildings

Map 3. *Zoning Proposals*



Downtown Core

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

Current zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Mid-rise apartments ▪ Small office buildings ▪ Walk-up apartments (wood construction)	▪ Maximum height 85 feet ▪ Minimum density 45 dwelling units per acre except on small sites ▪ No maximum density	▪ Reduced parking requirements

Land Use

Allowed Uses	Prohibited Uses
▪ Office commercial ▪ Retail/residential vertical mix ▪ Retail ▪ Multifamily Residential	▪ Single Family Residential ▪ Outdoor storage and sales ▪ Industrial ▪ Drive-throughs

Development Examples

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

Main Street

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

Current zoning: Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Zero lot-line storefronts ▪ Mid-rise mixed use (with ground floor commercial) ▪ Four story mid-rise ▪ Walk-up mixed use	▪ Maximum height 45 feet ▪ No maximum density	▪ Limited on-site parking requirements for retail uses ▪ No or reduced parking minimum for commercial buildings less than 10,000 sf gross floor area

Land Use

Allowed Uses	Prohibited Uses
▪ Retail	▪ Single family residential
▪ Retail/residential vertical mix	▪ Large format commercial
▪ Office	▪ Industrial
▪ Commercial/residential horizontal mix	▪ Outdoor storage and sales
▪ Light industrial (conditional)	▪ Drive-throughs

Development Examples

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

Flex

This zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial. New residential, schools, daycares, and other sensitive uses are not allowed due to air quality, noise, and odor impacts from I-5 and the BNSF railroad corridor.

Current zoning: General Commercial, Downtown Commercial

Building Form

Expected Building Types	Development Standards	Parking
▪ Workshops ▪ Single-story flexible buildings ▪ Small footprint retail/services	▪ Maximum height 45 feet	▪ Standard parking code

Land Use

Allowed Uses	Prohibited Uses
▪ Light industrial ▪ Commercial ▪ Artisan/small work shops/manufacturing/flex-tech	▪ Residential ▪ Outdoor storage and sales ▪ Heavy industrial – noise, exhaust, etc. ▪ Drive-throughs

Development Examples

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

Flex Residential Overlay

This overlay allows medium-density housing plus the Flex zone uses outlined above.

Current zoning: Mixed Use

Building Form

Expected Building Types	Development Standards	Parking
▪ Walk-up apartments ▪ Missing middle homes ▪ See Flex Zone (page 31)	▪ Maximum height 45 feet ▪ Maximum residential density: 45 dwelling units/acre	▪ Reduced residential parking requirements

Land Use

Allowed Uses	Prohibited Uses
▪ Multifamily residential ▪ See Flex Zone (page 31)	▪ Outdoor storage and sales ▪ Heavy industrial – noise, exhaust, etc. ▪ Drive-throughs

Development Examples

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

Midrise Multifamily

This zone encourages dense multifamily housing. On larger sites, commercial is not allowed except as part of a mixed-use development.

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

Building Form

Expected Building Types	Development Standards	Parking
▪ Mid-rise apartments ▪ Walk-up apartments (wood construction)	▪ Maximum height 65 feet ▪ No maximum residential density ▪ Minimum residential density 45 dwelling units/acre, except on small sites	▪ Standard parking code ▪ SB 2343 parking reductions within ¼ mile of frequent transit may apply

Land Use

Allowed Uses	Prohibited Uses
▪ Medium/high-density Multifamily Residential ▪ Residential/retail mixed use ▪ Small commercial	▪ Industrial ▪ Low-density residential ▪ Parking lot ▪ Drive-throughs

Development Examples

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

Middle Housing 1

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

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

Building Form

Expected Building Types	Development Standards	Parking
▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Cottage housing ▪ Detached houses with ADUs	▪ Maximum height 35 feet	▪ Parking provided on alley (if present) ▪ Reduced minimum

Land Use

Allowed Uses	Prohibited Uses
▪ Medium density residential ▪ Low-density residential ▪ Small commercial (conditional)	▪ Most non-residential uses ▪ Drive-throughs

Development Examples

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

Middle Housing 2

This zone encourages infill housing, especially “missing middle” building types and small apartments.

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

Building Form

Expected Building Types	Development Standards	Parking
▪ Townhouses ▪ Duplex/triplex/fourplex ▪ Small apartments ▪ Cottage housing ▪ Walk-up apartments	▪ Maximum height 45 feet	▪ Reduced minimums

Land Use

Allowed Uses	Prohibited Uses
▪ Medium density residential ▪ Low-density residential ▪ Small commercial (conditional)	▪ Most non-residential uses ▪ Drive-throughs

Development Examples

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

3rd St Character Area

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

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

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

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

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

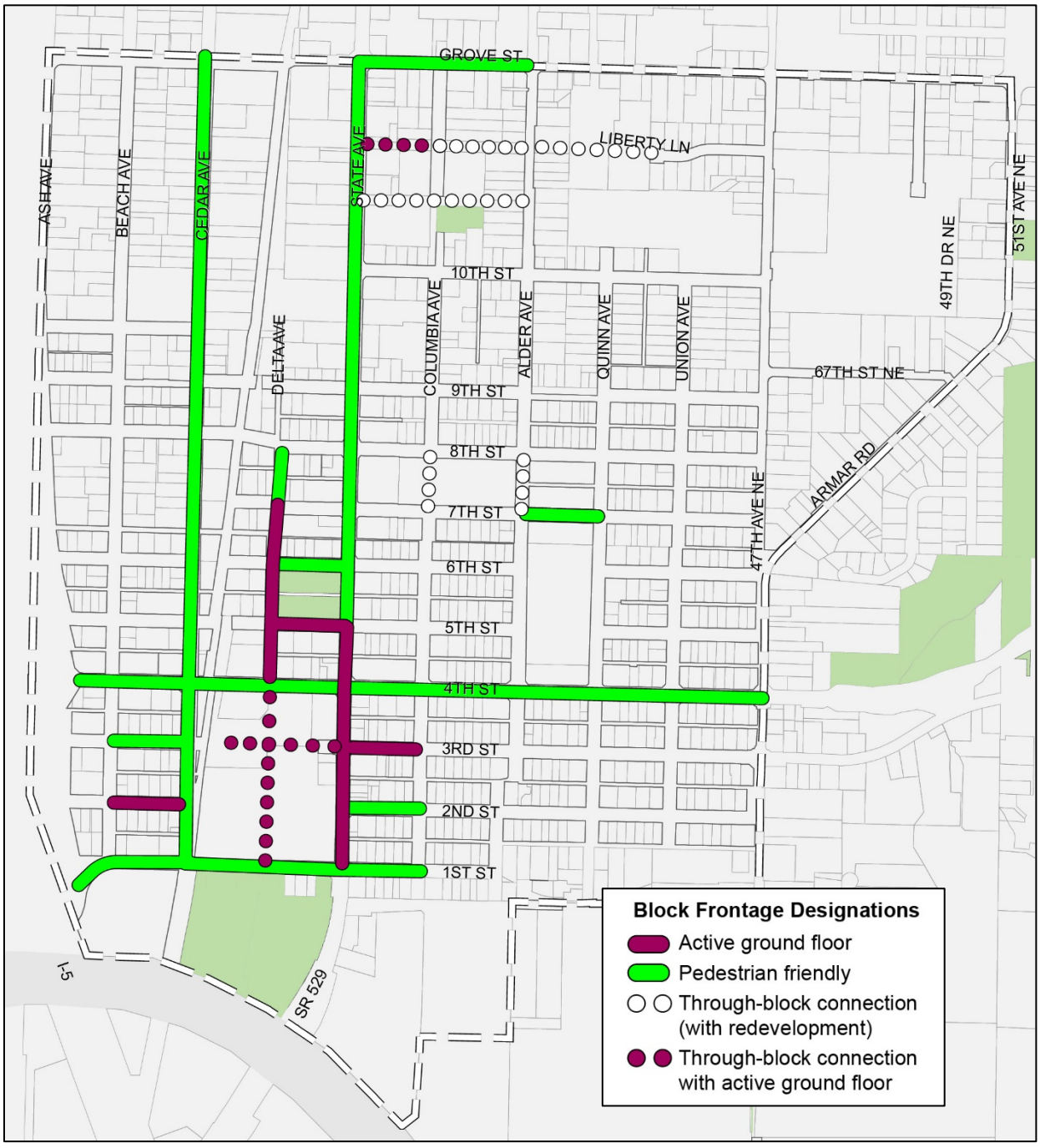
Recommendations

LU-1 Apply form-based code to new zones as shown in Map 3.

LU-2 Apply design guidelines promoting traditional/historic residential character to the 3rd St Character Area.

Street Designations

Map 4. *Street designations and through-block connections*



Block Fronts

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

- **Active Ground Floor**. These streets provide a comfortable and engaging experience for people on foot. They feature active ground floors (restaurants, small offices, building lobbies, fitness, retail, artisan manufacturing, etc.) with frequent building entries, 18-foot sidewalks with comfortable space for walking and outdoor dining, and street trees. Active ground floor streets are designated in limited areas to concentrate pedestrian activity and help create more vibrant urban character.
- **Pedestrian Friendly.** These streets create comfortable and safe paths that connect important destinations. They feature wide (12-foot) sidewalks, street-fronting buildings that may or may not have active uses at ground floor, and street trees. Ground level residential units along pedestrian friendly streets should have direct street access.

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

Through-Block Connections

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

Recommendations

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

LU-4 Apply block front design standards to the existing and future streets identified in Map 3 (locations conceptual for future through-block connections). Designations should:

a. Require frequent entries (e.g., every 30 feet) and adequate transparency (windows) to foster a lively street and ensure space for small businesses.

b. Require commercial ground floors on active ground floor streets, while being flexible to allow a range of viable uses (e.g., cafes/restaurants, bars, fitness centers, coworking and cooperative spaces, artisan/small workshops/light manufacturing).

c. Allow commercial or residential uses (where future zoning allows) on the ground floor of active ground floor streets.

d. Encourage flexible ground floor layouts that accommodate small and growing businesses, as they expand and contract, accounting for creative models like condos and co-ownership.

e. Require commercial ground floors to accommodate a range of business and arts uses (e.g., high enough ceilings for a restaurant's ventilation system).

f. Set maximum retail size limits (except for grocery and hardware) or average storefront area or depth to ensure a diversity of sizes.

g. Disallow surface parking lots along primary streets and limit it along secondary streets to side/back/beneath buildings with proper screening.

h. Include wayfinding for pedestrian and bicycle routes.

LU-5 Apply through-block connection standards to new downtown zones to require easements or right-of-way dedication at the designated locations to create routes usable to pedestrian, bicycle, and vehicular traffic where noted on Map 4.

Housing

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

Status of Downtown Housing

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

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

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

Single Family Detached Houses

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

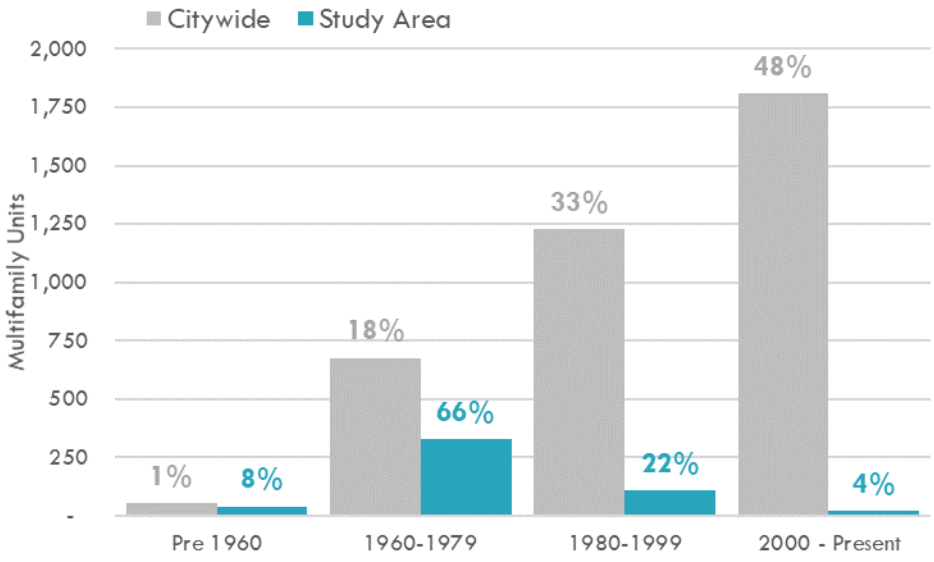
Figure 19. *View looking north up Union Ave, starting at 5th St. Image: Google Maps*

Multifamily Housing

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

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

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



Housing Strategy/Desired Outcomes

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

Housing Incentive Programs

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

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

Anticipated Housing Production

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

- **State Ave Corridor/Downtown Core zone.** Multi-story apartments in the State Ave corridor will become more feasible with the relaxation of ground-floor retail requirements and some parking minimums. The minimum density of 45 dwelling units per acre means that new apartments will likely be at least three stories.
- **Midrise Multifamily zones.** New medium density residential zoning along 1st St, 4th St, and at the Totem Middle School site will allow midrise apartments without ground floor retail requirements. The minimum density of 45 dwelling units per acre means that new apartments will likely be at least three stories.
- **Missing Middle.** New "Middle Housing" zones in the downtown residential neighborhoods will allow small multifamily building types like duplexes and townhouses. New homes will be added incrementally to the neighborhood over time.

Recommendations

LU-6 Adopt proposed zoning changes to allow a wider range of housing types.

LU-7 Expand the Multifamily Housing Property Tax Exemption (MFTE) area to cover the proposed Downtown Master Plan area. Also see Multifamily Housing Property Tax Exemption (page 50).

LU-8 Explore residential density or height incentive programs for new proposed zoning classifications.

LU-9 Continue using the Affordable and Supportive Housing Sales Tax Credit Fund for acquisition, rehabilitation, and construction of affordable housing; operations and maintenance costs of new affordable or supportive housing units; and rental assistance provisions to tenants.

Redevelopment

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

Potential Redevelopment Sites Vision

Tier 1/Short-term Opportunities

Waterfront

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

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

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

With redevelopment, the waterfront properties would transform into a vibrant place with quality housing with an emphasis on affordability options; unique retail, institutional, and/or commercial spaces; entertainment venues; and waterfront trails that change the legacy of a working waterfront into a publicly accessible recreation and community waterfront. Showcasing the environmentally significant Ebey waterfront and Qwuloolt estuary through connected open spaces and viewpoints; providing places for socializing; and fostering a unique sense of place through local businesses, public art, and quality design are major goals from the Waterfront Strategic Plan.

Residential, office/institutional/commercial, and recreational uses are likely to be drawn to the riverfront amenity, park activities, and proximity to highways and transit. The 2009 DMP waterfront redevelopment vision is still relevant; however, the City is expanding Ebey Waterfront Park westward as shown in Figure 23. The blue outline in Figure 22 marks this area.

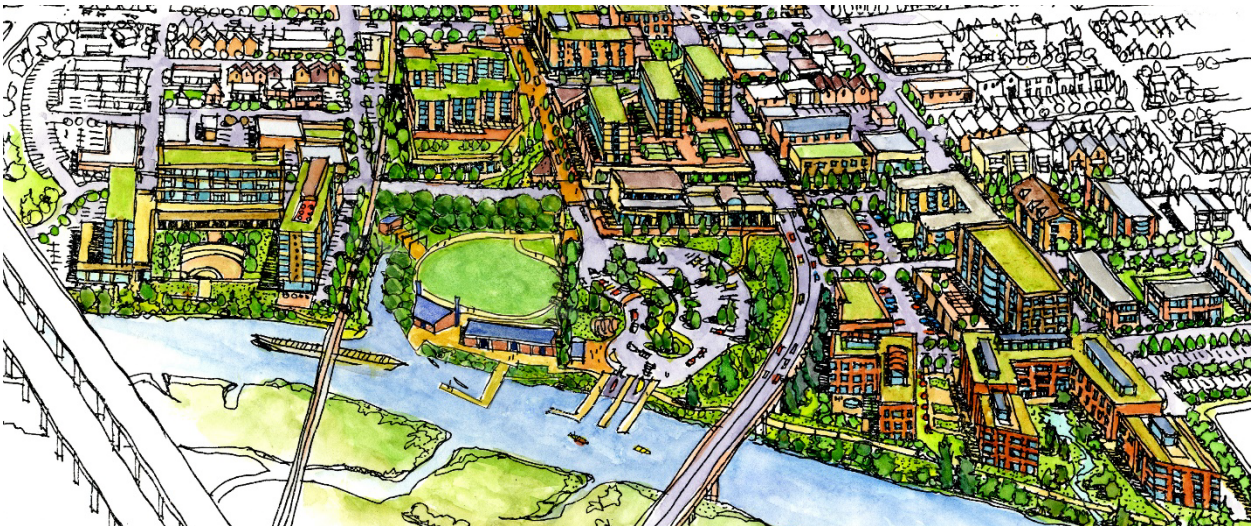


Figure 22. *Waterfront redevelopment vision*

Figure 23. *Ebey Waterfront Park expansion concept*

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

Comeford Park Mixed Use Site

The block south of Comeford Park, bounded by Delta Ave, 5th St, State Ave, and 4th St, shows development potential with existing assets, recent City investment, interested property owners, and some City ownership. Comeford Park, the community center, and the new Civic Center and Delta Ave woonerf make this area one of the most pleasant in downtown. The park itself is a classic city "green" with trees, play areas, lawn, iconic water tower, and new spray park. A new *Swift* BRT station will likely serve the 4th St/Comeford Park area starting in 2027/28, connecting the area to Everett and the region. The site's central location within downtown makes it within walking distance of the waterfront and Ebey Park and Trail, Old Town, Town Center, Asbery Field, and the Beach Ave neighborhood.

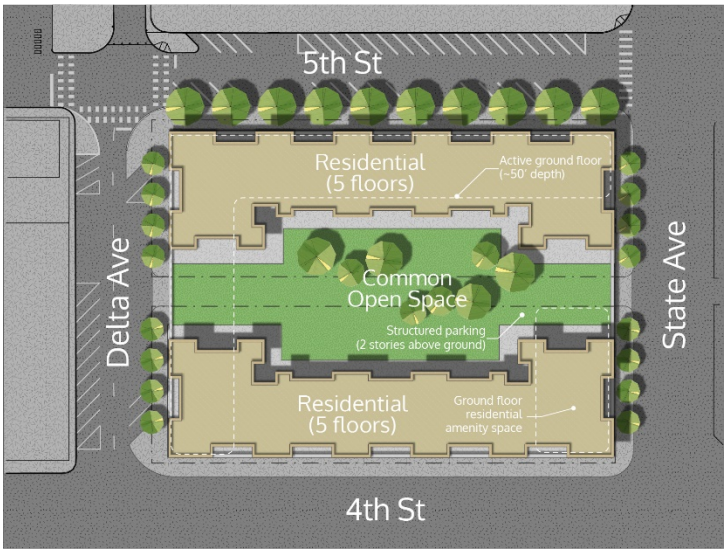


Figure 24. *Example Comeford Park site mixed use redevelopment*

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

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

Tier 2/Long-term Opportunities

Town Center

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

Figure 25. *Mixed use redevelopment vision for Town Center*

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

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

Totem Middle School

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

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

Middle Housing Redevelopment

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

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

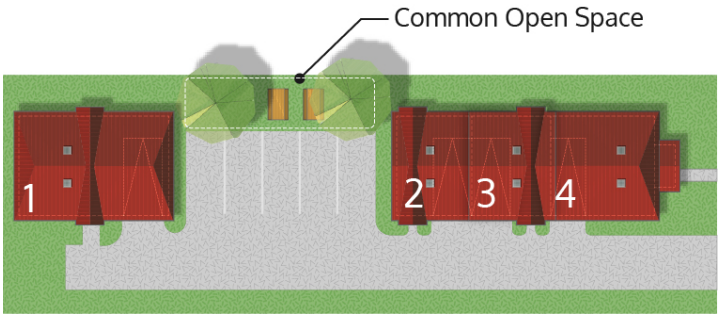


Figure 26. *Sample townhouse site plan on a typical north downtown lot showing modestly reduced parking and driveway requirements*

Encouraging Redevelopment

Parking Minimums

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

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

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

Multifamily Housing Property Tax Exemption

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

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

Ground Floor Retail Requirement

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

Anthem Park (Source: MAKERS)

University Village (Image base source: Google Maps)

Figure 27. *Horizontal mix of uses*

Middle Housing

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

Planned Action EIS Expansion

This plan's associated Supplemental Environmental Impact Statement (SEIS) analyzes environmental conditions, potential impacts, and mitigation measures proposed for this study area. A Planned Action SEIS performs an upfront, detailed, comprehensive environmental analysis for the study area. By providing this analysis during the planning process, individual projects do not have to do extensive SEPA analysis and are exempt from SEPA appeals, thereby streamlining permit review and reducing legal risks to individual projects. It can reduce development costs and attract development.

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

Unique Identity and Sense of Place

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

Recommendations

LU-10 Continue promoting development sites and seeking partners (e.g., Port, Tulalip Tribes). Market recent investments—Ebey Waterfront Park expansion, Civic Center, Delta Ave woonerf, 1st St Bypass, 1st and 3rd St LID/beautification, and other nearby street improvements to spark interest.

LU-11 Actively facilitate a few catalyst projects (e.g., the block south of Comeford Park) to gain momentum and demonstrate rent capabilities while also preventing displacement (see Displacement Prevention on page 53). Also see the Waterfront Strategic Plan's catalyst projects.

LU-12 To improve development feasibility, remove the ground floor commercial requirement for multifamily buildings and instead focus the active ground floor requirement on key streets (see Street Designations on page 37). Include a wide range of allowed commercial uses.

LU-13 Expand the MFTE boundary to include the DMP study area's residential and mixed use zones.

LU-14 Reduce the MFTE unit threshold from 20 units to 10 units so that smaller projects can receive the tax benefit.

LU-15 Reduce minimum parking requirements where development benefits from transit investment and proximate resources and amenities.

LU-16 Market the benefits of the Planned Action SEIS such as reduced SEPA review and risk for developers.

LU-17 Consider reducing required driveway widths for middle housing types.

LU-18 Create an Arts Policy and integrate public art into public buildings, parks, and the public realm.

Displacement Prevention

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

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

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

Recommendations

LU-19 Alter development standards and allowed uses in Old Town (3rd/2nd St) to minimize displacement of existing commercial space and maintain the transition between the Town Center site and existing residential neighborhoods.

LU-20 Apply building design standards to require a "flex shell" ground floor that is ready-made to accommodate small, start-up, microbusinesses, and nonprofits to reduce their initial financing needs. These include frequent entries, transparency, depth or size limits or averages, and ceiling height that accommodates commercial kitchen HVAC and arts uses.

LU-21 Explore partnerships with quasi-public entities (i.e., the Port and preservation and development authorities) and nonprofits (e.g., community land trusts, business incubators) to creatively expand commercial affordability options.

LU-22 Consider offering incentives to developers that retain current businesses or offer business relocation assistance.

LU-23 Develop a first right to return program for businesses and residents displaced by redevelopment.

LU-24 Consider establishing an inclusionary housing requirement that new mixed-use and multifamily development incorporates affordable housing or pays an in-lieu fee.

LU-25 Explore additional programs to minimize and/or mitigate displacement of existing businesses, nonprofits, and residences, especially in the Civic Center area.

4. Transportation

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

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

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

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

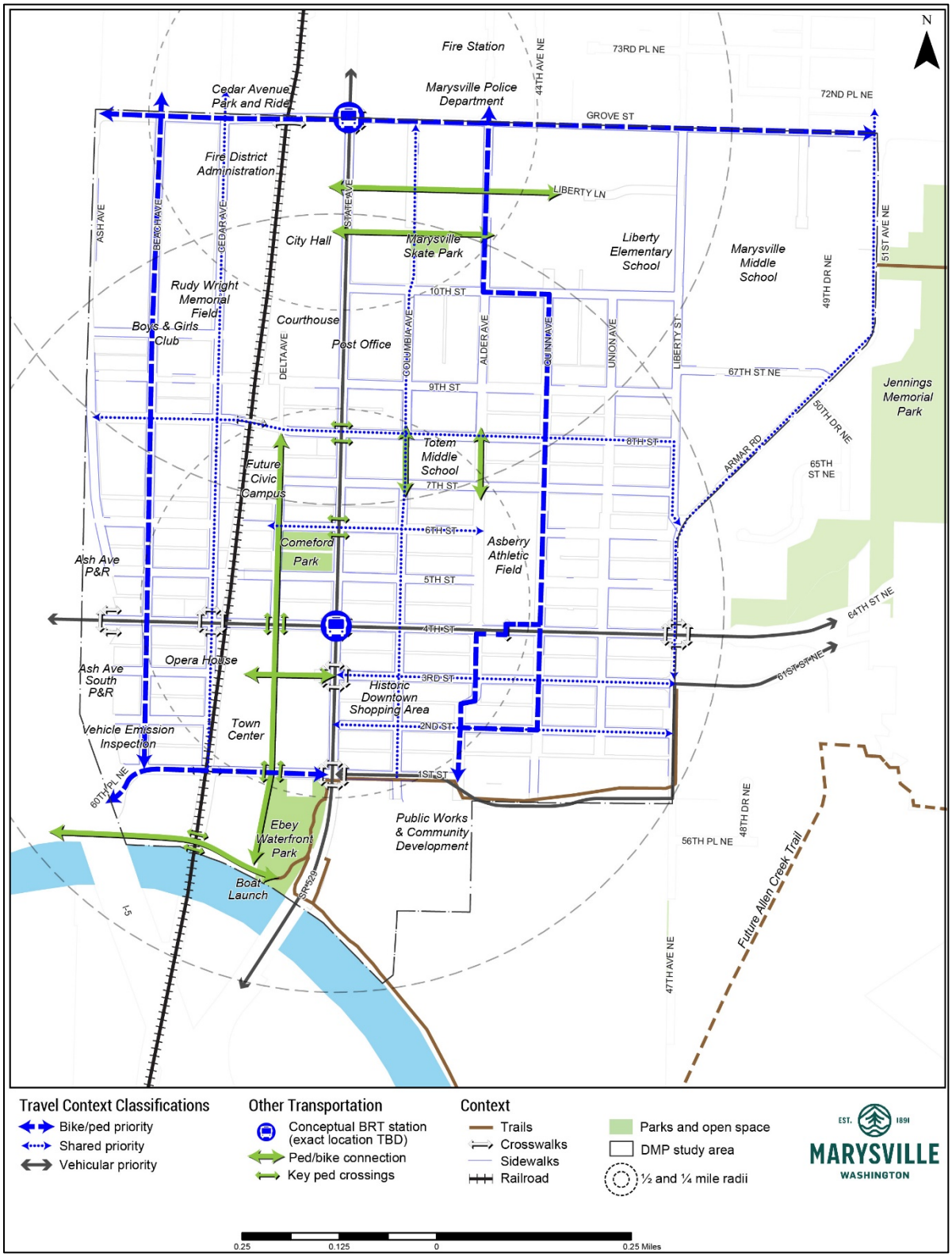
Travel Context Classifications

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

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

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

Map 5. *Transportation Recommendations Map*



Pedestrian and Bicycle

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

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

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

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

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

Recommendations

TR-1 Require new ped/bike connections with redevelopment in the following locations. As possible, seek opportunities to accomplish these through-block connections sooner by acquiring easements or through other methods.

a. Liberty Lane – East-west connection from the existing Liberty Lane to State Ave.

b. Marysville Skate Park – East-west connection between Alder and State avenues connecting through the Marysville Skate Park.

c. Totem Middle School Area – North-south connections between 7th and 8th streets on Columbia and Alder avenues.

d. Delta Ave – North-south connection between 8th St and Ebey Waterfront Park. The area within the Civic Center campus is being design as a woonerf, which is a shared facility for pedestrians and bicyclist. Delta Ave is also identified for a bicycle boulevard/woonerf as future areas develop south of the Civic Center campus.

TR-2 4th St pedestrian improvements – At-grade pedestrian improvements to provide a safe and comfortable connection between the Civic Center and the Entertainment District (west of BNSF tracks), Old Town business district (east of tracks) and Ebey Waterfront Park and Trail.

TR-3 4th St/Delta Ave intersection – Provide a pedestrian crossing on 4th St at Delta Ave connecting the Civic Campus and Town Center, such as a HAWK signal.

TR-4 1st St/60th Pl NE bicycle facilities – Add bicycle facilities to complete an east-west connection between downtown and west of I-5.

TR-5 Ped/bike and shared priority streets – With any redesign of the designated bike/ped and shared priority streets, feature wider sidewalks, pedestrian-scale lighting, decorative pavement, curb bulbs at intersections, appropriate signal timing for pedestrian movement, and amenities and bicycle facilities such as bike lanes, shared lanes, or bike routes. As the connections are developed, consider how crossings are made at the railroad and at vehicle priority corridors or corridors with higher traffic volumes. See Street Design for specific ped/bike recommendations for 8th St, Alder/Quinn avenues, and Armar Rd.

Transit

Swift BRT

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

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

Commute Trip Reduction

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

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

Recommendations

TR-6 Continue coordinating with Community Transit and advocate for the southern station to locate near 4th or 3rd St.

TR-7 Facilitate and encourage downtown employers, residential developers, and building managers to implement Transportation Demand Management (TDM) programs. Building strategies may include commuter information, rideshare facilitation, bikeshare promotion, vanpool/carpool spaces provision, and incentive programs such as transit passes.

Vehicular

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

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

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

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

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

- **Autonomous Vehicles (AVs)** – There is a great deal of uncertainty for communities planning for AVs. Over the next 15 years, a portion of the vehicles on the street and highway system could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies are likely within the Downtown 20-year planning horizon. Some of the ramification of these technologies that should be considered are an increase in capacity of streets and highways with AVs able to space closer, changes to how freight is transported, and reduction in cost of operating transit.

- **Curb Space Management and Parking Demand Shifts** – As on-demand and shared ride services change how people travel, the need for off-street parking at places of employment could decrease, but the demand for curbside areas set aside for loading/unloading activities could increase. The City should manage and prioritize how curb space is used within downtown relative to parking, deliveries, and passenger loading. Curb space management may include having designated areas near businesses for deliveries and passenger loading and time limits for parking. Management may also need to prioritize different modes relative to bicycling, transit, and vehicular; the travel context designations described earlier will help to prioritize the modes.
- **Connected Vehicles** – This technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities might look ahead to providing infrastructure as efficient reference points such as light poles to allow for vehicle-to-infrastructure communication.

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

Recommendations

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

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

TR-9 Consider ITS improvements such as adaptive signal control (ASC) systems along major vehicular corridors in Downtown.

TR-10 Coordinate with Community Transit to integrate transit signal priority (TSP) for the *Swift* line; consider the City's ACS system on State Ave where appropriate.

TR-11 Manage access along major downtown corridors by restricting turns and limiting traffic signal control to key intersections and consider treatments such as landscape medians, c-curb, or driveway treatments to restrict turns.

TR-12 Evaluate potential decrease in off-street parking needs with increase in on-demand services and AV, how this parking could be repurposed, and/or how curb space is managed with future development planning.

TR-13 Consider roundabouts where effective for keeping traffic moving and enhancing safety.

Street Design

8th St

Objective

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

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

Existing Conditions

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

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

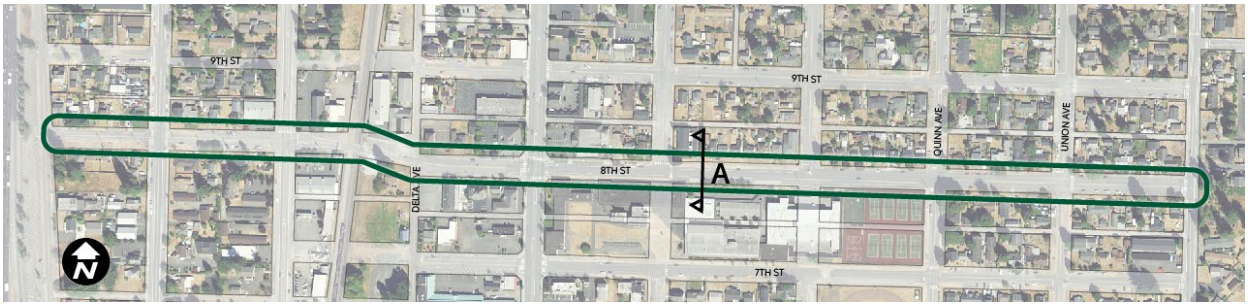
8th St serves as one of the few streets that cross the BNSF railroad and, because of that, it serves as an important route for all transportation modes.

Figure 29. *8th St west of BNSF mainline tracks*

Figure 30. *8th St crossing of BNSF mainline tracks*

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

Map 6. *8th St corridor map*



Approach

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

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

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

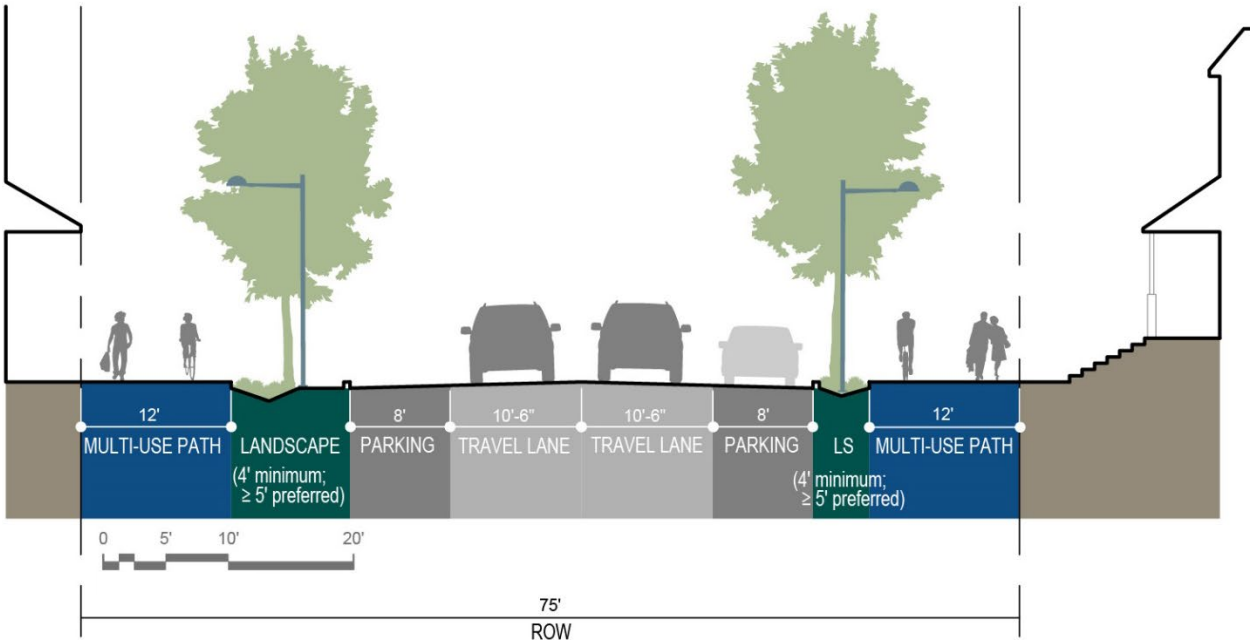


Figure 31. *Proposed cross-section – 8th St from Ash Ave to 47th Ave (looking west)*

Recommendations

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

Alder/Quinn Ave

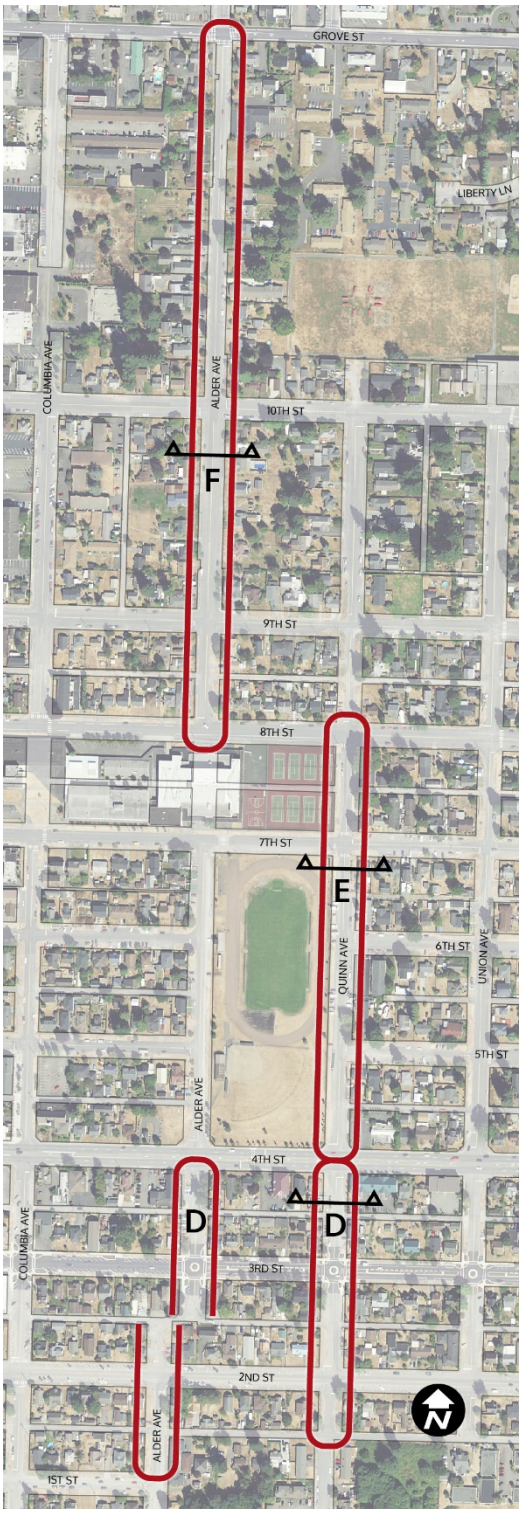
Objective

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

Existing Conditions

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

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



Map 7. *Alder/Quinn Ave bike route*

The intersection of Quinn/Alder Ave with 4th St is a challenge. A high-intensity activated crosswalk (HAWK) beacon signal is located midblock between Quinn Ave and Alder Ave. Though it works well for pedestrians, its location presents challenges for cyclists because of limited sidewalk width to accommodate cyclists along 4th St. Though sidewalks may be widened over time with redevelopment, recent commercial development on the south side of 4th St west of Quinn Ave would likely prevent any near-term opportunities for wider sidewalks. Thus, route options are included south of 4th St for cyclists to use Alder Ave or Quinn Ave, depending on their destination and desire to backtrack on the 4th St to reach the HAWK signal. The 2nd St

alley also presents some challenges with a narrow right-of-way, but is currently navigable by people walking, biking, and rolling.

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

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

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

Figure 34. *Quinn Ave at 2nd*

Figure 35. *4th St HAWK beacon*

Approach

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

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

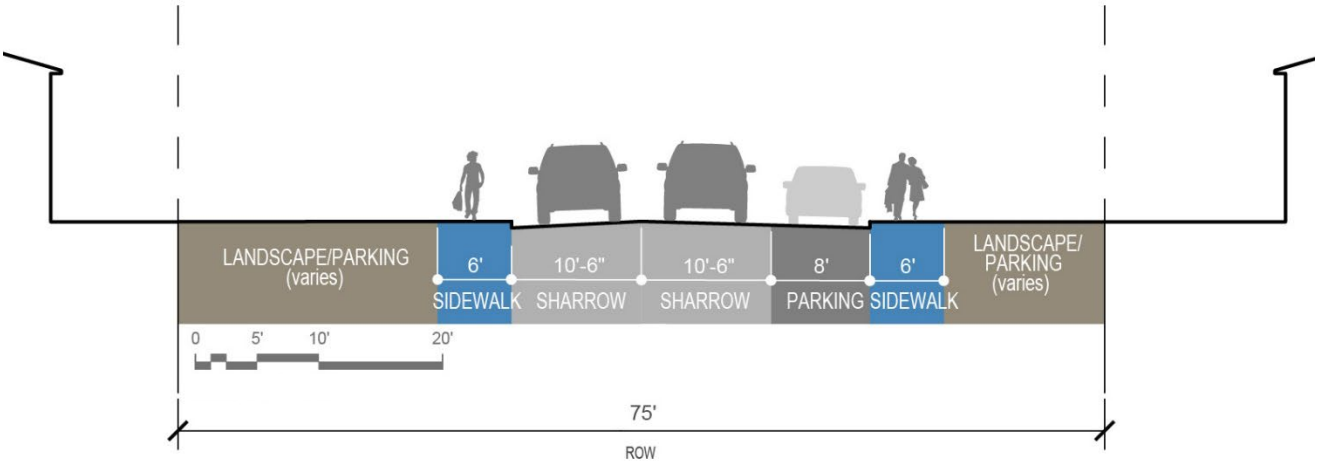


Figure 36. *Proposed cross-section D– Quinn Ave from 1st St Bypass to 4th St (looking north)*

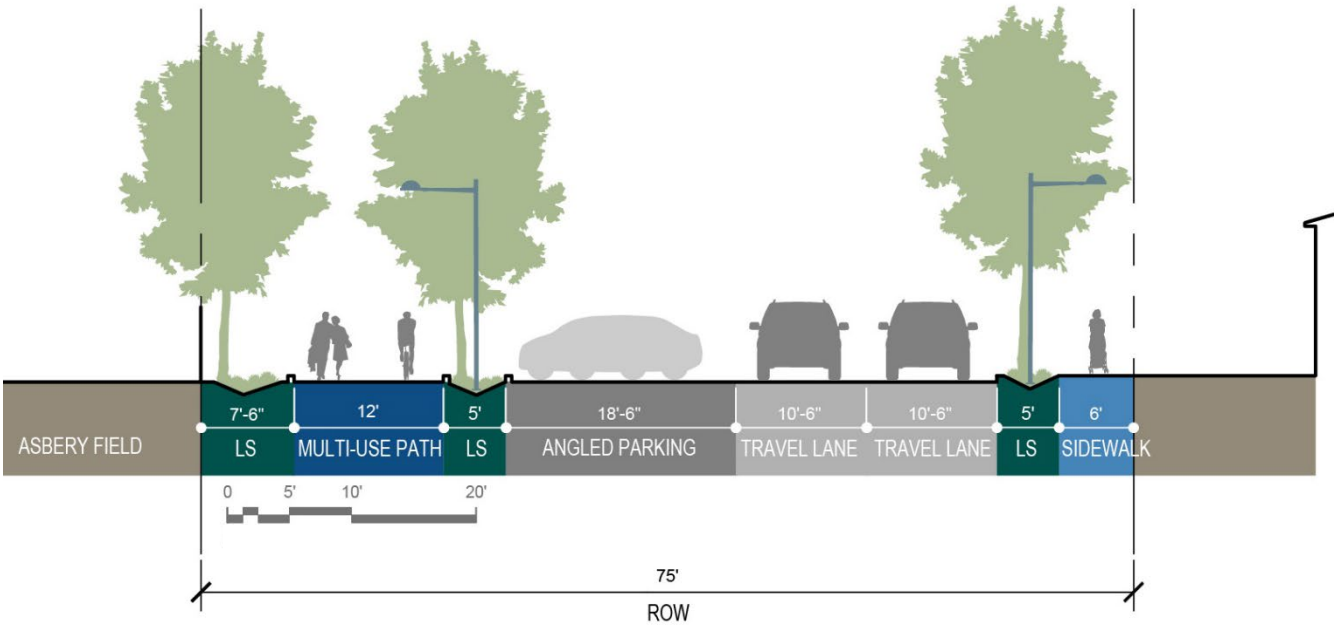


Figure 37. *Proposed cross-section E – Quinn Ave from 4th St to 8th St (looking north)*

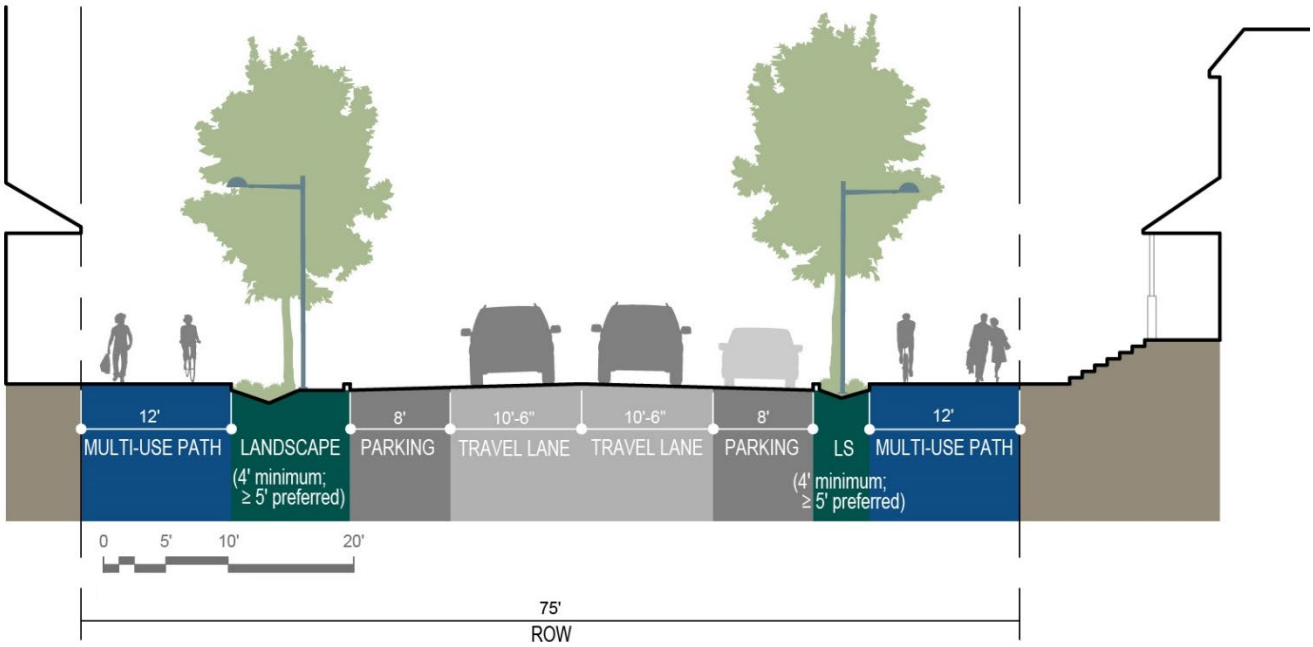


Figure 38. *Proposed cross-section F – Alder Ave from 8th St to Grove St (looking north)*

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

with WSDOT, relocation could be considered to accommodate a more seamless 4th St crossing for cyclists.

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

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

Phasing

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

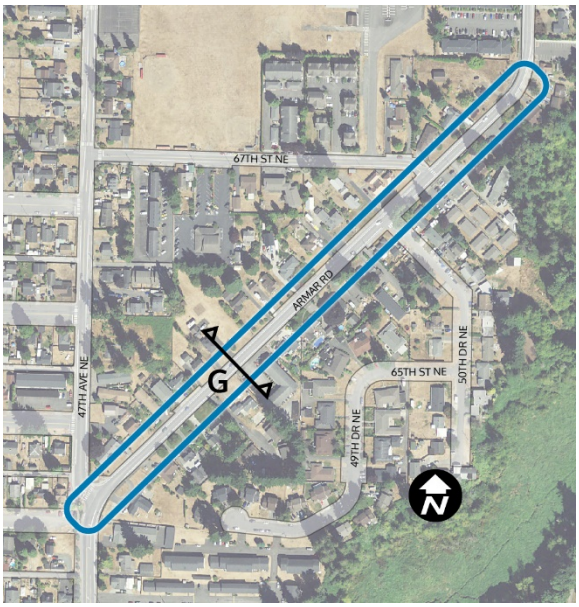
Recommendation

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

Armar Rd

Objective

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



Map 8. *Alder/Quinn Ave bike route*

Existing Conditions

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

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

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

Approach

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

Major concerns on this project include:

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

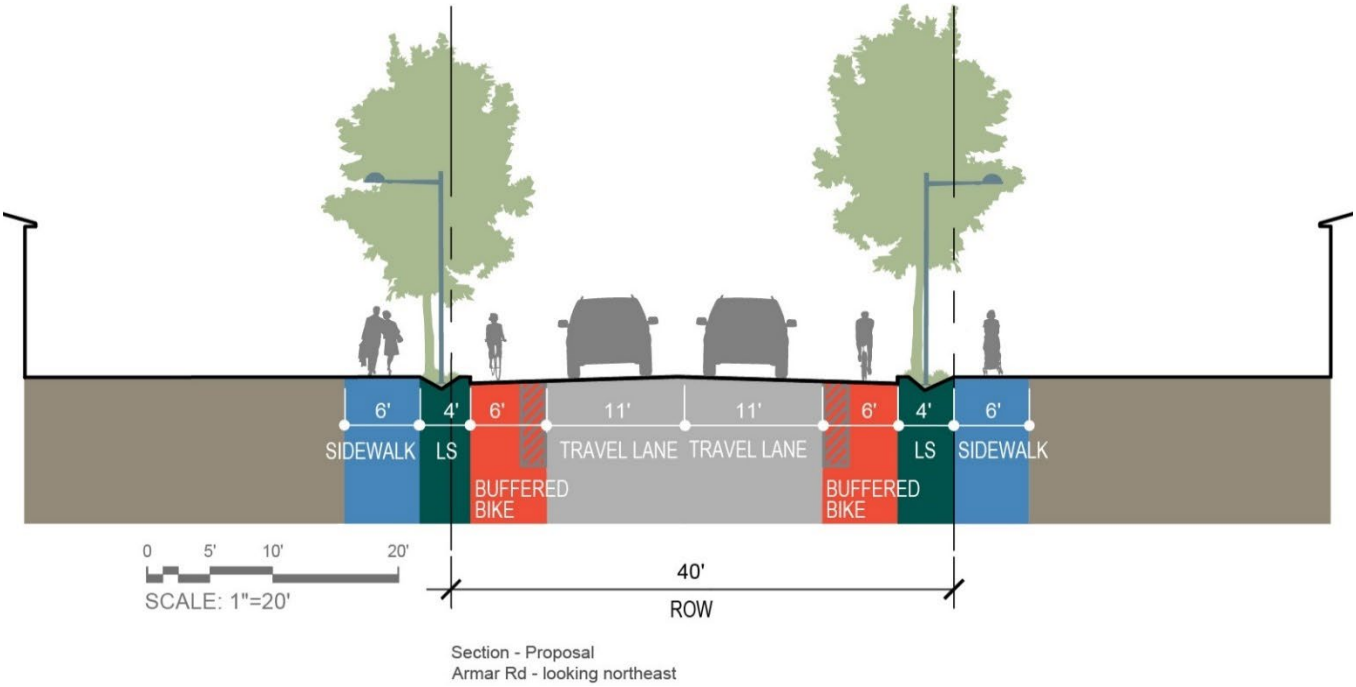


Figure 41. *Proposed cross-section G – Armar Rd looking north*

Phasing

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

Recommendation

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

Street Typology Kit of Parts

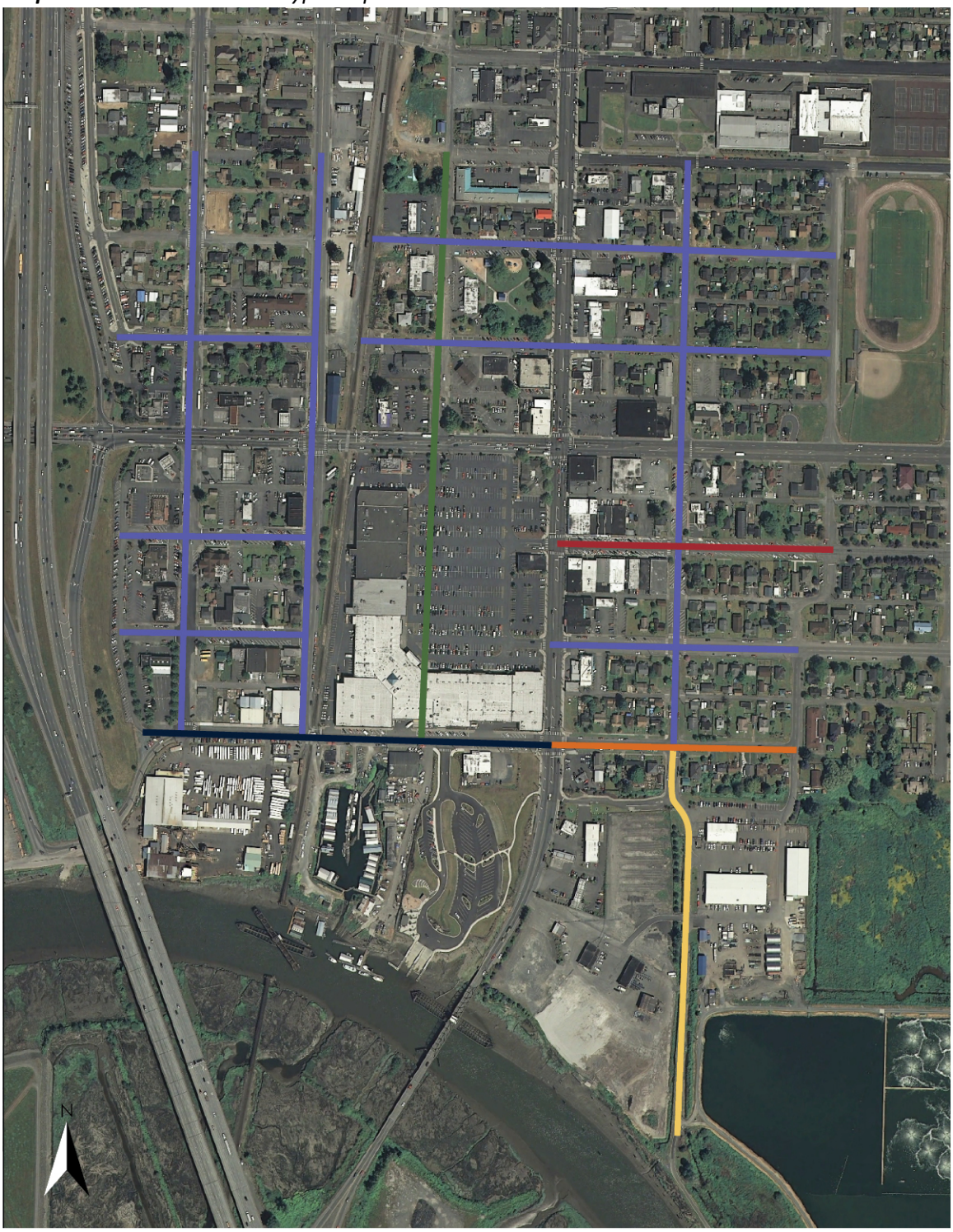
The 2009 DMP included a Standard Street Typology – Flexible Kit of Parts. It guides street design as parcels redevelop. While the City sets parameters for streetscape design, individual parcel owners construct and maintain the streetscape in front of their parcel, including natural drainage features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

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

Recommendation

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

Map 9. *2009 DMP street type map*



5. Parks and Public Services

Parks and Trails

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

Projects Completed or Underway

Waterfront Trail

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

Figure 42. *Newly constructed waterfront trail along Ebey Slough*

Civic Center, Delta Ave, and Comeford Park

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

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

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

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

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

Ebey Waterfront Park

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

Figure 45. *Ebey Waterfront Park expansion site plan*

Asbery Field

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

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

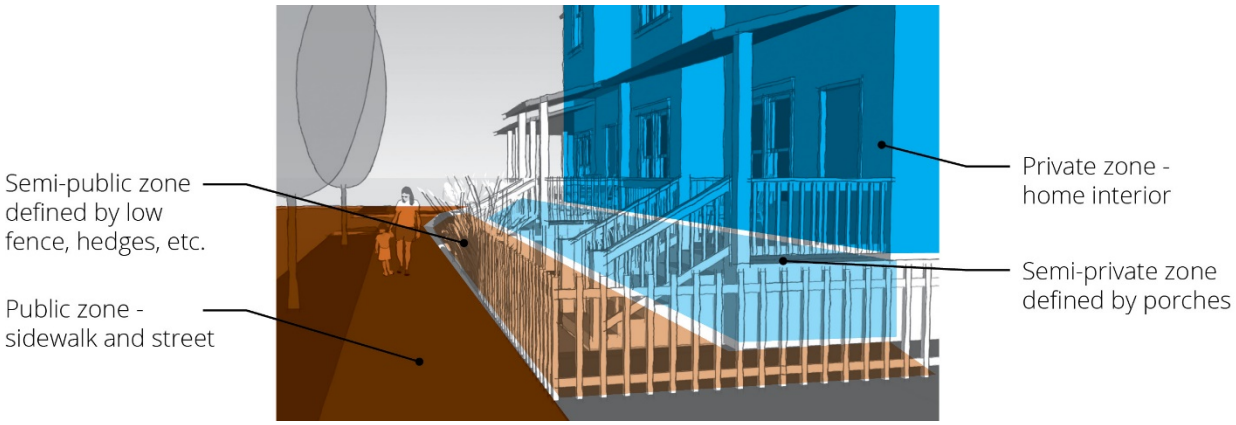


Figure 46. *For homes facing the park, distinctions between public, semi-private, and private spaces create a clear sense of ownership and help residents and passersby feel safer.*

Public Process Results

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

Figure 47. *Screenshot from interactive survey map*

Ebey Waterfront Trail

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

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

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

The 2009 DMP applied the following standards:

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

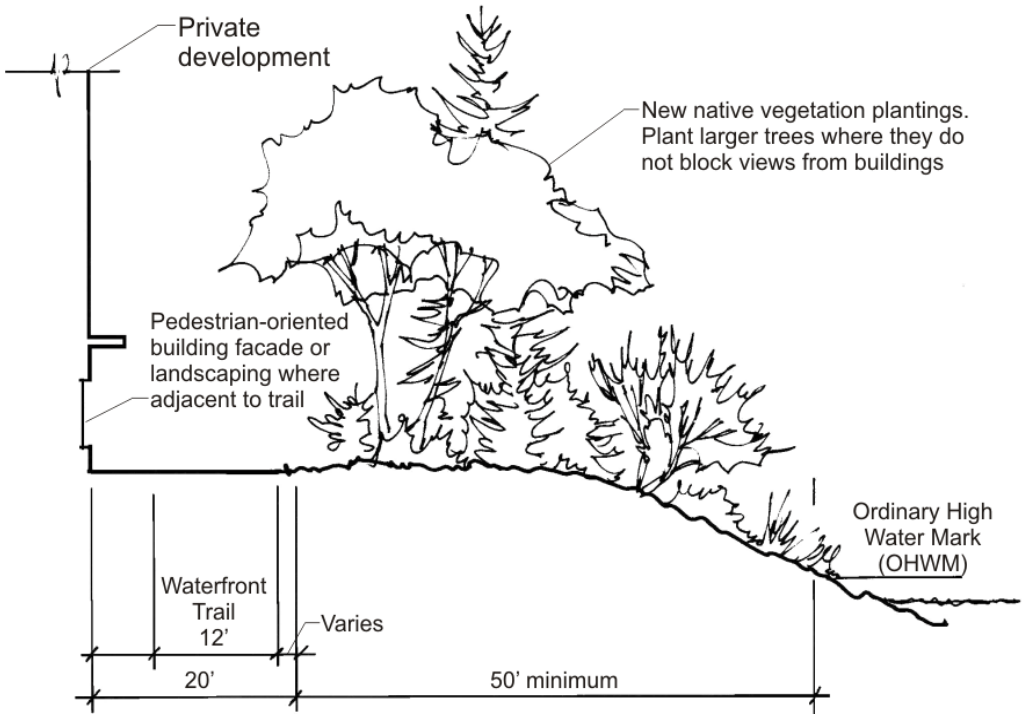


Figure 49. *Section through the trail where a new building abuts the property line*

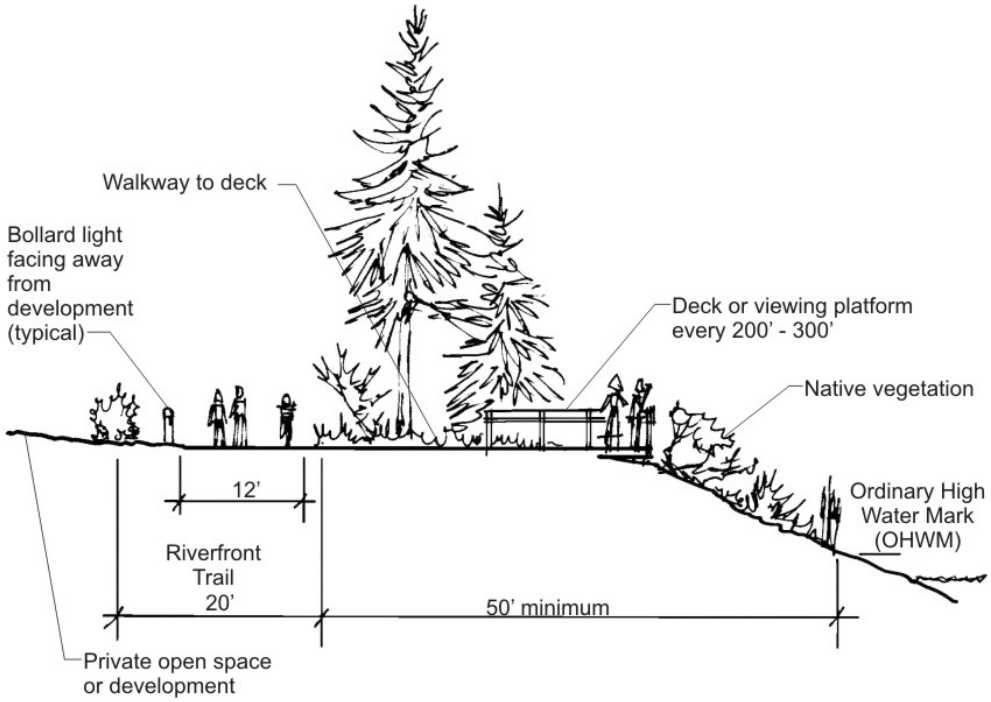


Figure 50. *Section through the trail at an overlook or deck*

Jennings Park

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

Figure 51. *Allan Creek runs through Jennings Park*

Marysville Skate Park

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

Figure 52. *Marysville Skate Park*

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

Cedar Field

Figure 53. *Cedar Field*

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

Recommendations

PS-1 Develop a community vision for Asbery Field.

PS-2 Create safe connections for walking, rolling and cycling between Jennings Memorial Park and downtown via 8th St, 67th St, and Armar Rd.

PS-3 Continue implementing plans to expand Ebey Waterfront Trail to the east and west as opportunities arise and/or with redevelopment.

PS-4 Continue the planning effort to update the vision for Comeford Park and its role in downtown.

PS-5 Work with the Marysville School District to develop a joint use and maintenance program for Asbery Field.

PS-6 Ensure that any redevelopment of the Totem Middle School site creates a strong building-to-park relationship with ground-related units or active ground floors; clear private, semi-private, and public boundaries; and visual and physical walking/rolling connections to the park.

PS-7 Improve walking, rolling, and cycling access to Marysville Skatepark, including sidewalks from 10th St to the park on Columbia Ave.

PS-8 In the long-term, consider an effort to redesign or relocate Marysville Skate Park for better visibility.

PS-9 Explore options for improving access to Marysville Skate Park from Alder Ave on existing east-west easement.

PS-10 Explore community priorities for parks and gathering spaces in any incentive/amenity bonus system with private redevelopment.

Civic, Social Cultural

The New Marysville Story

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

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

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

Defensible Space

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

Defensible spaces are intuitive to users, with public, semi-private, and private spaces clearly defined (see Figure 46 on page 78). The spaces that are defined as public are those that individual users typically won't feel responsible for maintaining. In these places, it is important that public entities, such as the City, a business district, or civic group take on the responsibility for maintaining the space so that people continue to feel safe there.

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

Recommendations

PS-11 Continue efforts to craft a New Marysville Story and marketing strategy.

PS-12 Incorporate defensible space principles into design of new parks and development facing parks and trails.

PS-13 Explore creation of a Business Improvement District to care for public spaces downtown.

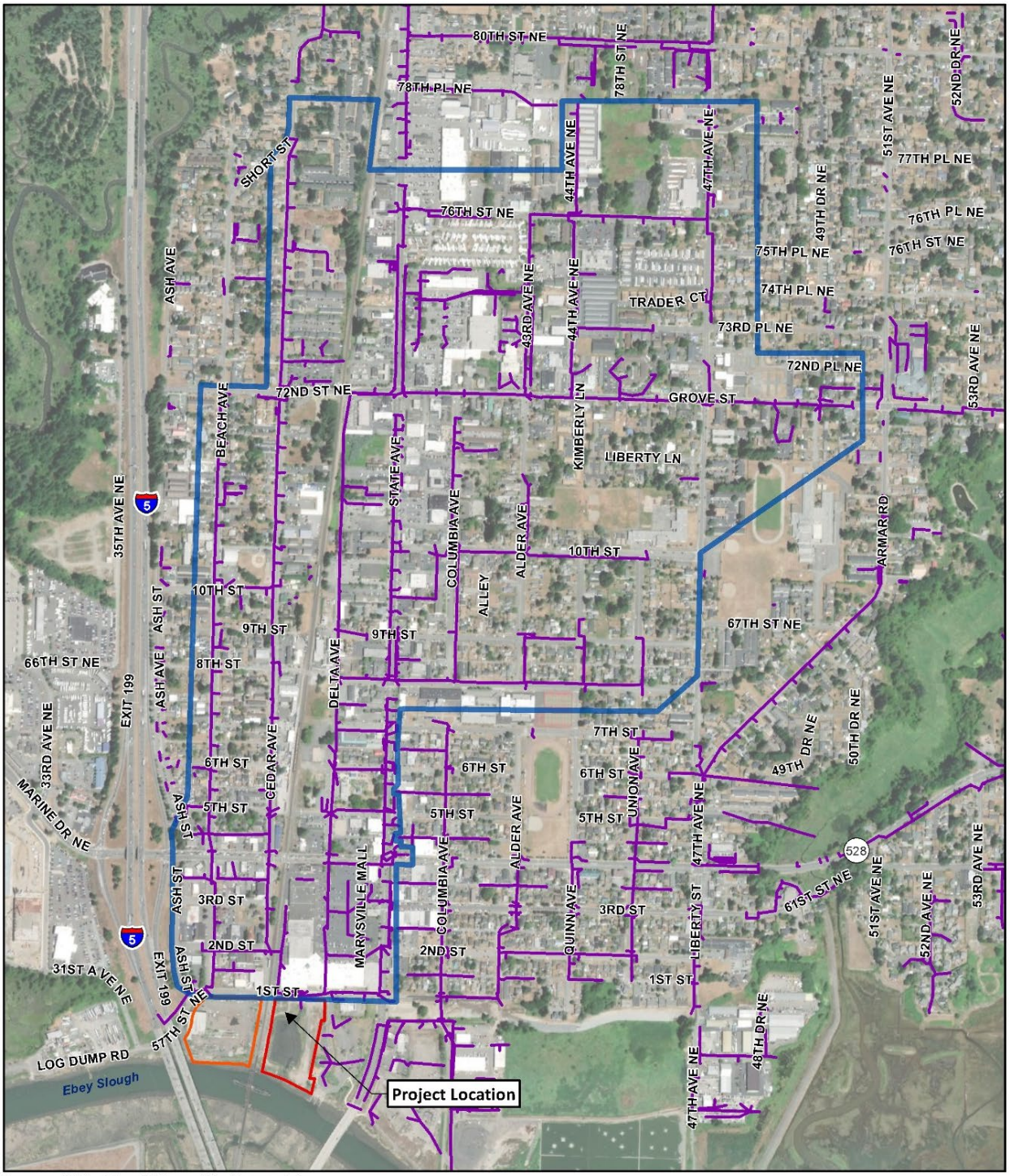
6. Water & Utilities

This section recommends stormwater and other utility improvements.

Surface Water

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

Map 10. *Regional stormwater facility basin and conveyance network*



Source: ESRI, City of Marysville, Parametrix

Parametrix

0 750 1,500 Feet

Geddes Site
Welco Site
Basin Boundary
Storm Water Main

Figure 3
Conveyance Network

City of Marysville, WA

Stormwater objectives for downtown Marysville include:

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

Recommendations

UT-1 Complete the implementation of end of pipe treatment and LID analyses to reduce runoff and improve runoff quality.

UT-2 Evaluate alternatives and provide builders with preferred stormwater management options for site development in the planning area. The application of preferred management alternatives may result in updates to the Surface Water code, Surface Water Management Plans, and City engineering design standards.

UT-3 Continue public information through the NPDES Phase II permit program to improve awareness of and response to illicit discharges in the planning area.

UT-4 Emphasize the review of water quality monitoring from the Allen Creek basin to document the improvement or degradation of water quality as the result of development and operations that discharge without end of pipe treatment. This will allow for the early detection of impacts or improvements resulting from the action alternative.

Utilities

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

Utility Master Planning. To help developers understand utility improvement requirements, and to help the City in better prioritizing their capital plans to accommodate a denser and more transit-oriented downtown, the City could benefit from a Master Utility Plan for commercial and high-density mixed uses planned for the downtown. A master utility plan for the planning area would identify specific utility improvements to meet growth and density goals and provide certainty for the City and development partners about the cost and assignment of utility improvements for new developments.

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

Recommendations

UT-5 Apply pro-active administrative measures to plan for increases in maintenance and operations funding to sustain system resilience.

UT-6 Facilitate annual discussions with private utility providers specifically focused on City growth and new private utility investments to service planned growth and building types.

UT-7 Explore the applicability of low-flow plumbing and water conservation standards for new development in the downtown.

UT-8 Develop a pilot study of ground loop energy systems to reduce heating and cooling demand in new developments between Ebey Slough and 4th St.

UT-9 Acquire the water right to the Class B water system and provide City water to that user.

UT-10 Develop Utility Master Plan for commercial and high-density mixed uses planned for the downtown area. The plan would identify specific utility improvements that would be tied to development of key lots within the downtown planning area.

UT-11 Continue to monitor infiltration and inflow (I/I) for storm and sanitary systems and water leakage.

UT-12 Assess energy efficiency improvements and energy capture concepts like head storage or PRV energy capture as part of future utility comprehensive plans.

7. Implementation

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

Implementation Chart Key

Timing

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

Priorities

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

Responsible Parties

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

Cost Estimate

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

Potential Resources/Funding

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

Land Use and Urban Design Implementation

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES/ FUNDING	RELATED ACTIONS
LU-1	Apply form-based code to new zones.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-2	Apply design guidelines to 3rd St Character Area.	S	M	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-3	Designate Active Ground Floor and Pedestrian-friendly Streets.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-4	Apply block front design standards.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-5	Apply through-block connection standards.	S	H	**CDD**, CC, PW	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-6	Adopt proposed zoning changes to allow a wider range of housing types.	S	H	**CDD**, CC	$	Public	LU-1, LU-2, LU-3, LU-4, LU-5, and LU-6 all coincide
LU-7 and **LU-13**	Expand the Multifamily Housing Property Tax Exemption (MFTE) area.	S	H	**CDD**, CC	$	Public	
LU-8	Explore residential density or height incentive programs.	S	H	**CDD**	$	Public	Coincides with **LU-1**

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES/ FUNDING	RELATED ACTIONS
LU-9	Continue using the Affordable and Supportive Housing Sales Tax Credit Fund.	S-L		**CDD**	$	Public	
LU-10	Continue promoting development sites and seeking partners (e.g., Port, Tulalip Tribes).	S-L	H	**CDD**	$	Public	
LU-11	Actively facilitate catalyst projects.	S-M	H	**CDD**	$	Public-private partnership	
LU-12	Update ground floor commercial requirement to focus on key streets.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
LU-14	Reduce the MFTE unit threshold.	S	H	**CDD**, CC	$	Public	Coincides with **LU-7** and **LU-13**
LU-15	Strategically reduce minimum parking requirements.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
LU-16	Market the benefits of the Planned Action SEIS.	S-L	M	**CDD**	$	Public	Supports **LU-11**
LU-17	Consider reducing required driveway widths for middle housing types.	S	M	**CDD**, Fire, PW	$	Public	
LU-18	Create an Arts Policy and integrate public art into public buildings, parks, and the public realm, per the Waterfront Strategic Plan.	O	M	**PCR,** PW	$-$$	Public	

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES/ FUNDING	RELATED ACTIONS
LU-19	Alter development standards and allowed uses in Old Town (3rd/2nd St) to minimize displacement of existing commercial space.	S	H	**CDD**, CC	$	Public	Coincides with LU-1
LU-20	Apply building design standards to require a "flex shell" ground floor.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
LU-21	Explore partnerships to expand commercial affordability options.	S-L	H	**CDD**	$	Public	
LU-22	Consider offering incentives for business retention and/or relocation.	S	H	**CDD**	$	Public	
LU-23	Develop a first right to return program for displaced businesses and residents.	S	H	**CDD**	$	Public	
LU-24	Consider an inclusionary housing requirement for affordable housing or an in-lieu fee.	S	H	**CDD**	$	Public	Ideally coincides with **LU-1**
LU-25	Explore additional programs to minimize and/or mitigate displacement.	S	H	**CDD**	$	Public	

Transportation Implementation

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES/ FUNDING	RELATED ACTIONS
TR-1	Require new ped/bike connections with redevelopment.	S-L	H	**CDD**, PW	$$	Private	
TR-2	4th St pedestrian improvements	M	M	CDD, PW, WSDOT	$$	Public	
TR-3	4th St/Delta Ave intersection pedestrian crossing improvement.	L	H	CDD, PW, WSDOT	$$	Public	Important with any redevelopment of Town Center
TR-4	1st St/60th Pl NE bicycle facilities.	M	M	**PW**, CDD	$$	Public, potentially private	Important with any redevelopment of waterfront site
TR-5	Ped/bike and shared priority streets design standards.	S	H	PW/CDD	$-$$	Private, potentially public	
TR-6	Continue coordinating with Community Transit on BRT stations.	S-L	H	**PW**, CDD, CT	$	Public	
TR-7	Facilitate Transportation Demand Management (TDM) programs.	S-L	H	**CDD**, PW, CT, ST	$$	Public, potential for private fees	
TR-8	Continue to evaluate capacity and intersection traffic control needs along the downtown streets.	S-L	M	**PW**	$	Public	

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES/ FUNDING	RELATED ACTIONS
TR-9	Consider intelligent transportation system (ITS) improvements.	S-M	H	**PW**	$-$$	Public	
TR-10	Coordinate with Community Transit to integrate transit signal priority (TSP).	S-M	H	**PW**	$-$$	Public	
TR-11	Manage access along major downtown corridors.	M-L	M	**PW**, CDD	$-$$$	Public	
TR-12	Evaluate off-street parking and curb space needs.	S-L	M	**PW**, CDD	$	Public	
TR-13	Consider roundabouts.	L	L	**PW**, CDD, WSDOT	$-$$$	Public	
TR-14	8th St bicycle facilities.	O	M	**PW**, CDD, BNSF	$$	Public and/or private	
TR-15	Alder/Quinn Ave bicycle facilities.	O	H	**PW**, CDD	$$	Public and/or private	
TR-16	Armar Rd complete street.	O	M	**PW**, CDD	$$	Public and/or private	
TR-17	Continue implementing the 2009 DMP's street type Flexible Kit of Parts.	O	H	**CDD**, PW	$-$$$	Private	

Parks and Public Services Implementation Plan

ACTION		TIMING (S,M,L,O)	PRIORITY (H,M,L)	RESPONSIBLE PARTIES/ PARTNERS (LEAD IN BOLD)	COST ESTIMATE ($, $$, $$$)	POTENTIAL RESOURCES/ FUNDING	RELATED ACTIONS
PS-1	Develop a community vision for Asbery Field.	M	M	**PCR**, CDD, PW, MSD	$	Public	
PS-2	Improve non-motorized connections to Jennings Memorial Park.	O	L	**CDD**, PW, PCR	$$	Public and/or private	
PS-3	Expand Ebey Waterfront Trail.	O	H	**CDD**, PCR, PW	$-$$	Private and/or public	
PS-4	Continue Comeford Park planning.	S	H	**PCR**, CDD	$	Public	
PS-5	Work with MSD to develop a joint program for Asbery Field.	S	M	**PCR**, MSD, CDD	$	Public	Only important prior to any redevelopment of Totem Middle School
PS-6	Ensure that any redevelopment of the Totem Middle School site relates to Asbery Field.	S	H	**CDD**, CC	$	Public	Coincides with **LU-1**
PS-7 and **PS-9**	Improve ped/bike access to Marysville Skatepark.	O	H	**CDD**, PW, PCR	$-$$	Private and/or public	
PS-8	Redesign or relocate Marysville Skate Park for better visibility.	L	L	**PCR**, CDD	$$	Public	Parks planning

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

Water & Utilities Implementation Plan

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

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

Exhibit B
Downtown Master Plan Area – Design Requirements

CHAPTER 22C.080
DOWNTOWN MASTER PLAN AREA – DESIGN REQUIREMENTS

ARTICLE I PURPOSE & APPLICABILITY

Sections:

22C.080.000 Purpose.

The purpose of this chapter is to help implement the vision for downtown Marysville as provided in the adopted Marysville Downtown Master Plan.

22C.080.010 Applicability.

(1) New construction. This chapter will be used to evaluate development projects or improvement plans proposed for properties within the Marysville downtown boundaries, including the zoning classifications listed in MMC 22C.080.105 and mapped in Figure 22C.080.110.

(2) Additions and improvements. Three different thresholds have been established to determine how the regulations herein are applied to such projects.

(a) Level I improvements include all exterior remodels, building additions, and/or site improvements that affect the exterior appearance of the building/site, and/or cumulatively increase the gross floor area on a site less than 50-percent within three years of the date of permit issuance. The requirement for such improvements is only that the proposed improvements meet the regulations and do not lead to further nonconformance with the regulations.

For example, if a property owner decides to replace a building façade's siding, then the siding shall meet the applicable exterior building material regulations, but elements such as building articulation would not be required.

(b) Level II improvements include all improvements that cumulatively increase the gross floor area on a site by 50-percent to 100-percent, within three years of the date of permit issuance. All regulations that do not involve repositioning the building or reconfiguring site development shall apply to Level II improvements.

For example, if a property owner of an existing business in the DC zone wants to build an addition equaling 75-percent of the current building's footprint, then the following elements shall apply:

(i) The location and design of the addition/remodel shall be consistent with the block frontage design regulations (see Article 4 of this chapter), which addresses building frontages, entries, parking lot location, and street setback landscaping. For such developments seeking additions to buildings where off-street parking location currently does not comply with applicable parking location regulations, building additions are allowed provided they do not increase any current nonconformity and generally bring the project closer into conformance with the regulations.

(ii) Comply with applicable through-block connection, trail, and off-street parking regulations (see Article 3 of this chapter) that are associated with the addition. The through-block connection provisions would apply where such addition is located in the immediate area of such features shown in Figure 22C.080.200.

(iii) Comply with applicable block frontage regulations (see Article 4 of this chapter) that are associated with the addition. The block frontage provisions would apply when such an addition is located adjacent to a particular designated block frontage shown in Figure 22C.080.305.

(iv) Comply with the site planning design regulations (see Article 5 of this chapter) associated with proposed site and building improvements.

(v) Comply with the applicable building design regulations (see Article 6 of this chapter), except architectural scale and materials provisions related to the existing portion of the building where no exterior changes are proposed.

(c) Level III improvements include all improvements that cumulatively increase the gross floor area on a site by more than 100-percent within three years of the date of permit issuance. Such developments shall conform to all applicable regulations, except in a case where there are multiple buildings on one site, and only one building is being enlarged. In that scenario, improvements to the additional buildings are not required, but conformance with all other regulations apply.

22C.080.020 How the provisions of this chapter are applied.

Most sections within this chapter include the following elements:

(1) Purpose statements, which are overarching objectives.

(2) Requirements use words such as "shall" and "is/are required," signifying required actions.

(3) Guidelines use words such as "should" or "is/are recommended," signifying desired, but voluntary, measures.

(4) Departures are provided for specific regulations. They allow alternative designs provided the Director determines the design meets the purpose of the requirements and guidelines and other applicable criteria. See MMC 22C.080.030 below for related procedures associated with departures.

(5) This chapter contains some specific regulations that are easily quantifiable, while others provide a level of discretion in how they are complied with. In the latter case, the applicant shall demonstrate to the Director, in writing, how the project meets the purpose of the standard or regulations.

22C.080.030 Departures.

(1) Overview and purpose. This chapter provides for a number of specific departure opportunities to development regulations. The purpose is to provide applicants with the option of proposing alternative design treatments provided such departures meet the "purpose/intent" of the particular regulation and any additional departure criteria established for the particular departure opportunity.

(2) Applicability. Departure opportunities are available only where noted for specific regulations, including those standards that precede the "➲" symbol or capital letter "DEPARTURE" reference.

(3) Procedures. Permit applications that include departure requests go through the standard review procedures in this chapter for the application type.

(4) Approval criteria. Project applicants shall successfully demonstrate to the director how the proposed departure meets the purpose(s) of the regulation and other applicable departure criteria that applies to the specific regulation.

(5) Documentation. The director shall document the reasons for approving all departures (to be maintained with project application records) to ensure consistency in decision-making by the city.

22C.080.040 Relationship to other codes.

Where provisions of this chapter conflict with provisions in any other section of the Marysville Municipal Code (MMC), this chapter prevails unless otherwise noted.

ARTICLE 2 ZONING

Sections:

22C.080.100 Purpose.

The purpose of Article 2 is to:

(1) Implement the Marysville Downtown Master Plan goals and policies through land use regulations.

(2) Provide an efficient and compatible relationship of land uses and zones.

22C.080.105 Marysville downtown subarea zoning classifications.

The downtown Marysville subarea regulations in this chapter comprise zoning classifications and regulations which are unique to the subarea, except where other regulations in this title are adopted by reference.

Name of downtown Marysville Zoning Districts	Symbol
Downtown Core	DC
Main Street	MS
Flex	F
Flex Residential Overlay	FR
Midrise Multifamily	MMF
Middle Housing 1	MH1
Middle Housing 2	MH2

(1) Downtown Core (DC).
The Downtown Core zone encourages high density residential mixed use and office mixed use. Other commercial uses are allowed. No active ground floor required except on designated streets.

(2) Main Street (MS). The Main Street zone protects and enhances the character of Marysville's historic retail core. This zone encourages high-activity uses like restaurants, entertainment, and shops, and residential above the ground floor. New buildings should feature an active ground floor use. Parking is generally not required.

(3) Flex (F). This zone encourages a mix of uses, including artisan, workshops, small light manufacturing, and commercial. New residential, schools, daycares, and other sensitive uses are not allowed due to air quality, noise, and odor impacts from I-5 and the BNSF railroad corridor.

(4) Flex Residential Overlay (FR). This overlay zone allows "missing middle" building types and lowrise apartments in addition to all uses allowed in the Flex zone.

(5) Midrise Multifamily (MMF). This zone encourages dense multifamily housing. Small commercial uses are allowed.

(6) Middle Housing 1 (MH1). This zone encourages small infill housing, especially "missing middle" building types. The zone protects the fine-grained, residential character of historic neighborhoods.

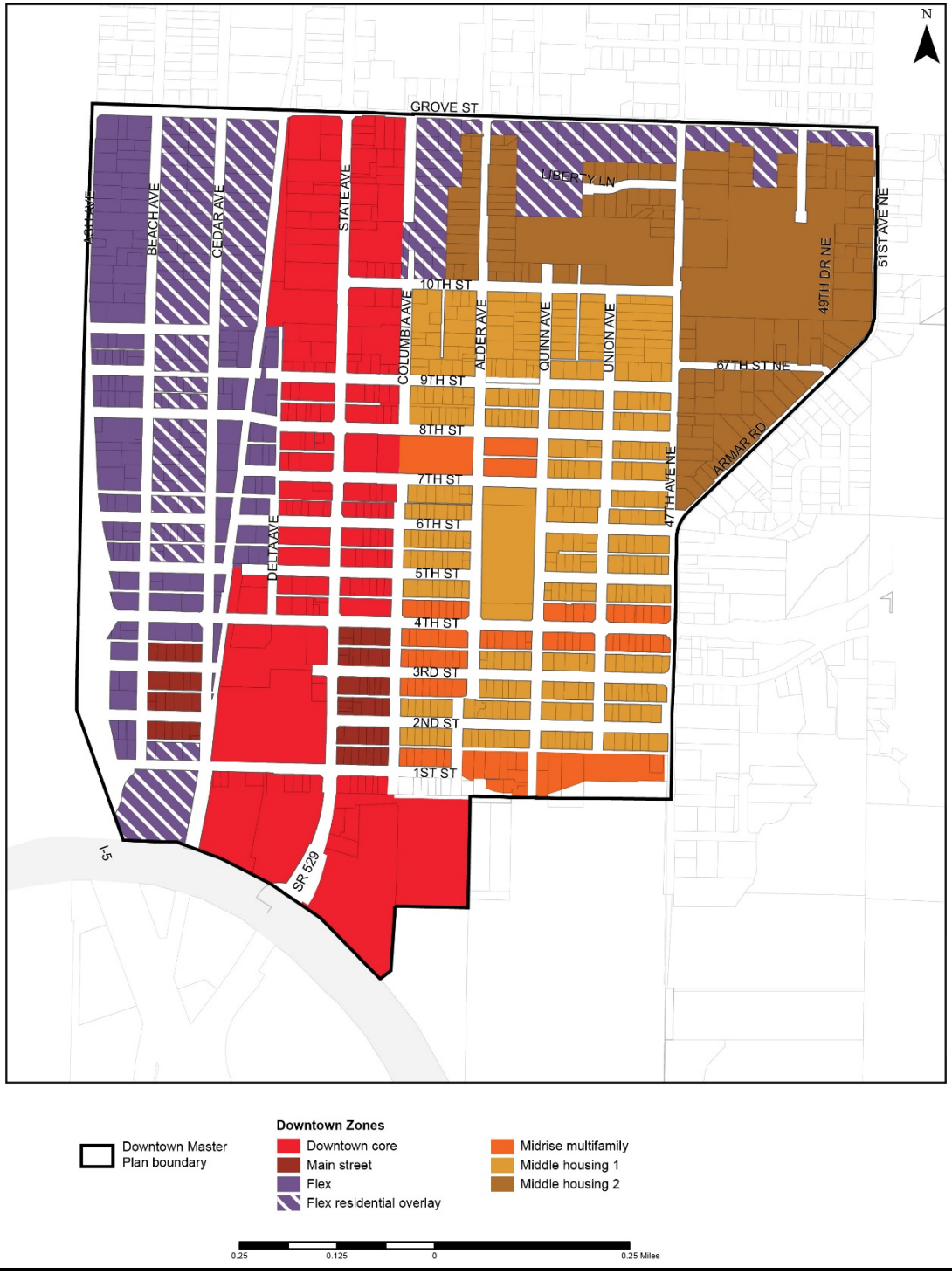
(7) Middle Housing 2 (MH2). This zone encourages infill housing, especially "missing middle" building types and lowrise apartments. Commercial is not allowed except as a ground floor element of a mixed-use building.

22C.080.110 Districts map.

Figure 22C.080.110 illustrates the location and boundaries of downtown's zones for reference.

Figure 22C.080.110

Downtown Marysville Zoning Map.



22C.080.120 Uses permitted in downtown Marysville zones.

(1) Interpretation of permitted use table. The permitted use table in this section determines whether a use is allowed in a zone. The name of the zone is located on the vertical column and the use is located on the horizontal row of these tables.

(a) Permitted use (P).

If the letter "P" appears in the box at the intersection of the column and the row, the use is permitted in the zone. These uses are allowed if they comply with the development standards and other standards of this chapter.

(b) Conditional use (C)

If the letter "C" appears in the box at the intersection of the column and the row, the use is allowed subject to the conditional use review process and approval criteria are stated in Chapter 22G.010 MMC, conditional use approval criteria for that use, the development standards and other standards of this chapter.

(c) Use not permitted ( ).

Where no symbol appears in the box at the intersection of the column and the row, the use is not permitted in that zone, except for certain temporary uses.

(d) For uses containing a superscript letter (X), refer to the applicable condition in the "Additional Provisions" column to the right.

(e) Additional provisions. The references, notes, and/or standards in the Additional Provisions column apply to all such permitted uses, except for those that apply to particular zones as noted in subsection (4) above.

(f) Unclassified uses. See MMC 22A.010.070.

(2) Permitted use table. Table 22C.080.120 below provides the list of permitted uses in downtown Marysville zones.

Table 22C.080.120 Permitted use table for downtown Marysville zones.							
Table legend: *P = Permitted use* *C = Conditional use* *No letter = Use not permitted* **Use Categories**	**DC**	**MS**	**F**	**MMF**	**MH1**	**MH2**	**Additional Provisions**
Residential Uses							
Dwelling Units, Types							
Note: Residential uses are not allowed on the ground floor facing a designated Active ground floor block frontages (see MMC 22C.080.320). Lobbies for multifamily uses and live-work dwelling units are an exception, provided the units meet the standards in MMC 22C.080.320.							
Single detached							
Single detached, existing			P	P	P	P	Single detached dwelling must be in existence as of September 27, 2021.
Duplex					P	P	
Townhouse	P	P		P	P	P	
Multifamily	P	P		P		P	
Senior citizen assisted	P			P	C	C	
Group Residences							
Adult family home	P	P	P	P	P	P	Permitted within a single detached dwelling in existence as of September 27, 2021. Use is subject to obtaining a state license in accordance with Chapter 70.128 RCW
Home, rest, convalescent, or for the aged	P			P			
Residential care facilities	P	P	P	P	P	P	
Non-Residential Uses							
Amusement and entertainment	P	P[X]	P				Operations shall be conducted entirely indoors [X] Excludes shooting ranges
Cultural, as listed below based on gross floor area (GFA):							
<10,000sf GFA	P	P	P	C	C	C	
10,000-20,000sf GFA	P	C	P	C	C	C	
>20,000sf GFA	P		P	C			

Table 22C.080.120 Permitted use table for downtown Marysville zones.							
Table legend: *P = Permitted use* *C = Conditional use* *No letter = Use not permitted* **Use Categories**	**DC**	**MS**	**F**	**MMF**	**MH1**	**MH2**	**Additional Provisions**
Dancing, music & art center	P	C[x]	P				[x] Use conditionally permitted with10,000-20,000sf GFA and prohibited over 20,000sf GFA
Day care, as listed below:							Day care uses include child and adult day care and are subject to all state licensing requirements [x] Only as an accessory to residential use and subject to the criteria set forth in Chapter 22C.200 MMC
Day care I	P	P	P	P	P	P	
Day Care II	P	P	P	P[x]		P[x]	
Education services	P	P	P	C	C	C	
Electric vehicular charging station	P	P	P	P	P	P	
Electric vehicular battery exchange			P				
Essential public facilities	C	C	C	C	C	C	See Chapter 22G.070 for the siting process for essential public facilities
General service uses, except those listed below:	P	P	P				Operations shall be conducted entirely indoors
Small boat sales, rental and repair, equipment rentals, vehicle repair, commercial vehicle repair, car wash, mini-storage							
Government services, except those listed below:	P	P	P	P	P	P	
Public safety facilities, including police and fire	C	C	C	C	C	C	All buildings shall maintain a 20' setback from adjoining residential zones. Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street.
Health services, except as listed below:	P	P	P	P			
Hospital	C		C				

Table 22C.080.120 Permitted use table for downtown Marysville zones.							
Table legend: *P = Permitted use* *C = Conditional use* *No letter = Use not permitted* **Use Categories**	**DC**	**MS**	**F**	**MMF**	**MH1**	**MH2**	**Additional Provisions**
Heavy service uses, except those listed below			C				
Commercial vehicle storage, automotive rental and leasing							
Light industrial/ manufacturing, except as listed below:	P		P				Operations shall be conducted entirely indoors
Artisan manufacturing	P	P	P				
Nursery	P[X]		P				[X] Retail only
Park, community center	P	P	P	P	P	P	
Personal services use	P	P	P				Operations shall be conducted entirely indoors
Professional office	P	P	P	P			
Marina, dock and boathouse – private and noncommercial, boat launch	P		P				
Retail uses, as listed below and based on gross floor area (GFA)/individual use:							Excludes retail uses with exterior sales and/or storage areas greater than 15,000sf GFA or occupying a greater area than the use's building.
<2,500sf GFA	P	P	P	P	C	C	
2,500-20,000sf GFA	P	P	P				
20,001-50,000	P	C	P				
>50,000sf GFA	P	C	P				
Special retail sales uses:							
Eating & drinking places	P	P	P	C			
Gas station	P		P				
Heavy retail			C				
State licensed marijuana facilities							
Temporary lodging	P	P	P				

Table 22C.080.120 Permitted use table for downtown Marysville zones.							
Table legend: *P = Permitted use* *C = Conditional use* *No letter = Use not permitted* **Use Categories**	**DC**	**MS**	**F**	**MMF**	**MH1**	**MH2**	**Additional Provisions**
Temporary uses	See Chapter 22C.110 MMC						
Regional Uses							
Regional uses, except as listed below:							
College	P		P	C	C	C	
Transit park & pool lot	P		P	P	P	P	
Opiate substitution treatment program facilities	P		P				MMC 22C.080160
Jail	C		C				
Regional stormwater facility	C		C	C	C	C	
Public agency training facility	C		C				Except weapons armories and outdoor shooting ranges
Nonhydroelectric generation facility	C		C	C	C	C	
Accessory Uses							
Dwelling units, accessory					P	P	MMC 22C.180.030
Home occupations	P	P	P	P	P	P	Chapter 22C.190 MMC No signage is permitted in townhouse or multifamily buildings.

22C.080.130 Flex residential overlay zone uses.

In addition to use permissions of the Flex zone, the following residential uses are permitted in the Flex overlay zone:

(1) Single detached. One single detached dwelling is allowed on existing lots. New subdivisions intended for single detached dwellings are prohibited.

(2) Duplex.

(3) Townhouse.

(4) Multifamily.

(5) Adult family homes. Use is subject to obtaining a state license in accordance with Chapter 70.128 RCW.

(6) Residential care facilities.

(7) Specialized senior housing is allowed subject to the conditional use review process and approval criteria are stated in Chapter 22G.010 MMC

(8) Accessory uses, including accessory dwelling units, home occupations, and uses accessory to principal uses.

22C.080.140 Dimensional regulations for downtown Marysville zones.

(1) Purpose. To promote forms of development that reinforce and/or enhance the desired character of the downtown Marysville zones.

(2) Dimensional regulations table. The table below addresses the form and intensity of development specific to individual downtown Marysville zones. The zone is located on the vertical columns and the form/intensity measure being addressed is located on the horizontal rows.

Table 22C.080.140
Dimensional regulations for downtown Marysville zones.

Measure	DC	MS	F	MMF	MH1	MH2	Additional Provisions
DEVELOPMENT INTENSITY & HEIGHT							
Base height (feet)	85[X]	45[X]	45[X,Y]	65	35	45	[X] Height may be increased by 1' for each 1' of street and interior setback beyond minimum requirement [Y] Max height for SW waterfront parcel is 75'
Maximum base density [dwelling unit (du)/acre]			28[X]	28	18	18	Developments may exceed the maximum base density if they comply with Chapter 22C.090 MMC Residential Density Incentives [X] Applies to residential overlay areas only
Maximum Density (du/acre)	None	None	45[X]	None	None	None	[X] Applies to residential overlay areas only

Table 22C.080.140 Dimensional regulations for downtown Marysville zones.							
Measure	**DC**	**MS**	**F**	**MMF**	**MH1**	**MH2**	**Additional Provisions**
Minimum Density (du/acre)	45			45			Applies to sites greater than 20,000 square feet
Minimum lot area (square feet)	There is no minimum lot area regulation. However, lot dimensions will influenced by permitted uses, market conditions, and other development regulations herein.						
Maximum impervious surface (%)	There is no maximum percentage standard for impervious surfaces. However, the impervious surfaces will be limited by setbacks, required landscaping and open space, compliance with stormwater management provisions (see City of Marysville Storm Water Design Manual), critical areas provisions (see MMC 22E.010), and market conditions, and compliance with other zoning and site design regulations in this chapter.						
SETBACKS (minimum)							
Street setback (feet)	0-10[X]	0-10[X]	0-10[X]	20[Y]	20[Y]	20[Y]	[X] See MMC 22C.080.300 for applicable block frontage standards [Y] The minimum street setback shall be 20' or the average street setback for adjacent lots (when less than 20')
Side yard setback (feet)	0-15[X]	0-15[X]	0-15[X]	0-15[X]	5-15[X]	5-15[X]	[X] See MMC 22C.080.410 for applicable side and rear yard setbacks
Rear yard setback (feet)	0-15[X]	0-15[X]	0-15[X]	0-15[X]	0-15[X, Y]	0-15[X, Y]	[X] See MMC 22C.080.410 for applicable side and rear yard setbacks [Y] Where no alley is present, the minimum rear yard setback is 5'

22C.080.150 Opiate substitution treatment program facilities.

(1) Opiate substitution treatment program facilities permitted within commercial zones are subject to Chapter 22G.070 MMC, Siting Process for Essential Public Facilities.

(2) Opiate substitution treatment program facilities, as defined in MMC 22A.020.160, are subject to the standards set forth below:

(a) Shall not be established within 300 feet of an existing school, public playground, public park, residential housing area, child care facility, or actual place of regular worship established prior to the proposed treatment facility.

(b) Hours of operation shall be restricted to no earlier than 6:00 a.m. and no later than 7:00 p.m. daily.

(c) The owners and operators of the facility shall be required to take positive ongoing measures to preclude loitering in the vicinity of the facility.

ARTICLE 3 STREET DESIGN, CIRCULATION & PARKING

Sections:

22C.080.200 Purpose.

The purpose of Article 3 is to:

(1) Expand and enhance downtown Marysville's circulation network and streetscape design that support the envisioned pedestrian-friendly mixed-use development within the subarea.

(2) To emphasize a "complete streets" approach to street improvements within downtown Marysville. This involves designing and operating streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities.

(3) Clarify the nature, extent, and location of required street and circulation improvements.

22C.080.210 Streetscape classifications and regulations.

Downtown Marysville streetscape classifications and regulations are set forth in Chapter 3 of the Engineering Design and Development Standards.

22C.080.220 Through-block connections.

Figure 22C.080.220.A illustrates the configuration of several "through-block connections" intended to enhance pedestrian circulation in the area, while also providing an option for vehicular access to on-site parking, functioning as a design amenity to new development, and breaking up the massing of buildings on long blocks. Specific regulations:

(1) Required connections and public access easement. If an applicant owns a lot containing a proposed through-block connection, within it or along the edge of the property, the applicant shall provide such through-block connections in conjunction with their project development as a public right-of-way, or public access easement, as approved by the city engineer. Exception:

For uses that require large building footprints, restricted security access, or other unique requirements for restricting access, the director may approve alternatives to designated through-block connections provided the proposed design maximizes pedestrian and vehicular connectivity on and/or around the site and the designs maximize opportunities for connectivity and contribution to a network.

Figure 22C.080.220.A

Downtown Marysville planned through-block connections.

(2) Alignment. Specific alignments for the through-block connections will be developed during the development review process for applicable sites.

(3) Accessibility. Through-block connections shall be accessible to the public at all times and may take a variety of forms, depending on the block size and use mix, as specified in subsection (6).

(4) Design departures. Adjustments to the through-block connection regulations in subsection (6) below may be approved by the city as a departure, pursuant to MMC 22C.080.030, provided the design:

(a) Creates a safe and welcoming pedestrian-route.

(b) Provides an effective transition between the shared lane or path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).

(c) Functions as a design amenity to the development.

(5) Cantilever design. Buildings may project or cantilever into minimum required easement areas on building levels above the connection provided a 13-foot, six-inch vertical clearance is maintained or as otherwise required for emergency access.

(6) Through-block connection types. Unless otherwise noted in Figure 22C.080.305, required through-block connections may take any of the following forms set forth below. A combination of designs set forth above may be used for each connection.

(a) Street. Functions like a public street and features traditional curb and gutters.

(i) Applicability. The "street" design is required for the Columbia Avenue through-block connection and may be applied to any through-block connection within the subarea, as determined by the City Engineer.

(ii) Roadway improvements, channelization, site access and lighting plans shall be required to be reviewed and approved by the City Engineer.

(b) Woonerf design. A "woonerf" is a shared lane where both vehicles and pedestrians share the space.

(i) Applicability: The "woonerf" – or shared lane may apply to any through-block connection within the subarea.

(ii) 40-foot minimum public access easement.

(iii) 20-foot wide two-way shared travel lane featuring concrete, unit paving, or other similar decorative and durable surface material. Asphalt is prohibited.

(iv) Ten-foot minimum landscaping strips with L3 Landscaping per MMC 22C.120.110 on each side of the shared-lane. Curbs and/or raised planter walls may be included in the required landscaping area.

(v) Where such through-block connection is integrated along the edge of a development, a minimum easement of 20-feet is required for the shared travel lane.

(vi) Woonerf design connections are subject to block frontage regulations in MMC 22C.080.355.

Figure 22C.080.230(6)(b)(i) illustrates the cross-section for minimum regulations for the Woonerf design.

Figure 22C.080.230(6)(b)(i)

Cross-section of minimum regulations for a Woonerf design through-block connection.

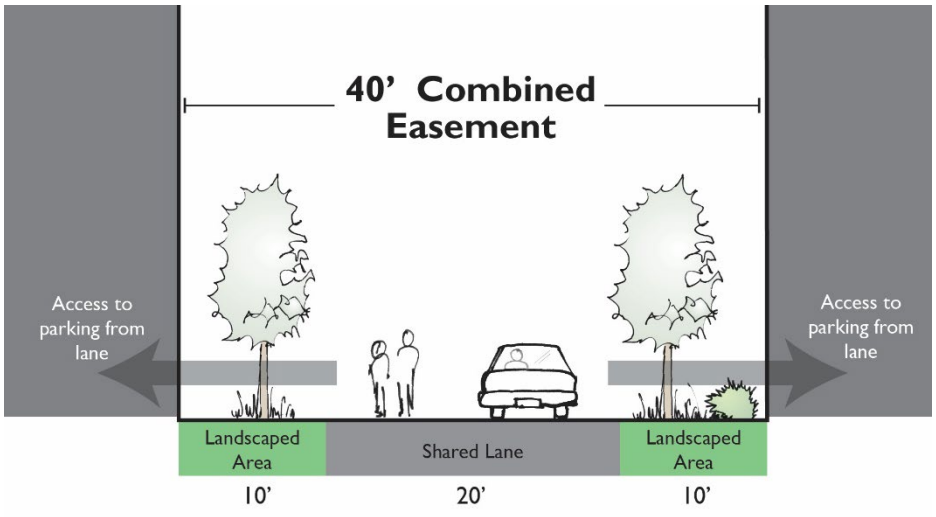
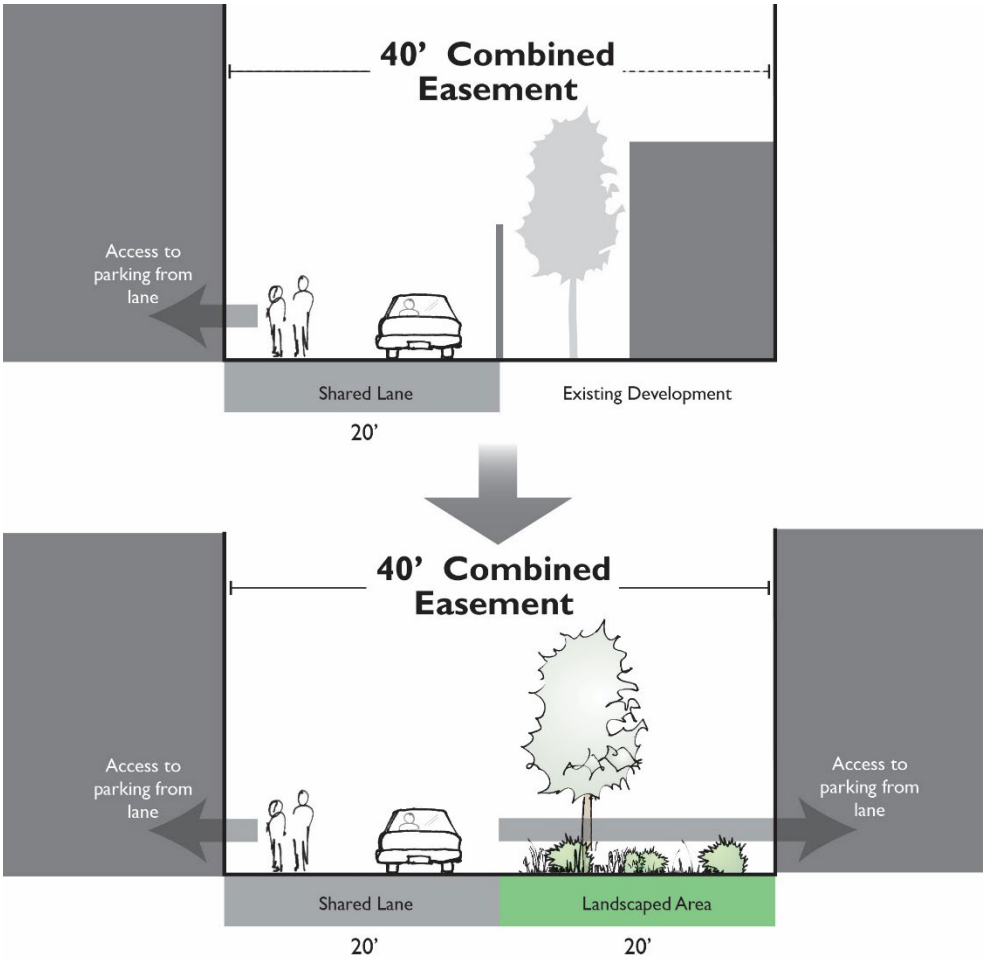


Figure 22C.080.230(6)(b)(ii) illustrates regulations for scenarios where a through-block connection is located on the edge of a site, where its development likely will be phased in as the adjacent properties redevelop.

Figure 22C.080.230(6)(b)(ii)

Cross-section of minimum regulations for a woonerf design through-block connection when developed along the edge of development site.



The top image illustrates a scenario where a new development includes a required access-corridor on the edge of the development site abutting an existing development. In this scenario, a minimum 20-foot easement shall be required and include a shared lane. The shared-lane shall be designed to allow a future connection to the adjacent site.

The bottom image illustrates a second phase where the adjacent property is redeveloped. An additional 20-foot easement will be required plus a connection shall be added (where necessary to provide access for on-site parking), but the remaining area shall be landscaped with L3 Landscaping (see MMC 22C.120.110).

(c) Landscaped passageway design.

(i) Applicability: Optional design when vehicular access to the site is provided elsewhere on the site.

(ii) 30-foot minimum public access easement.

(iii) Eight to 16-foot walking path. Eight to ten-foot paths are appropriate in a residential context, whereas the wider path is more desirable where active ground level uses with outdoor seating/dining areas.

(iv) Seven to 11-foot minimum landscaping strips (with L3 Landscaping per MMC 22C.120.110) on each side of the walking path. Raised planter walls may be included in the required landscaping area.

(v) Where such through-block connection is integrated along the edge of a development, a minimum easement of 15-feet is required for the subject walking path and landscaping. Adjustments to the walking path and landscaping widths and configurations are allowed provided the design effectively balances the following objectives:

(A) Create a safe and welcoming pedestrian-route.

(B) Provides an effective transition between the walking path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).

(C) Functions as a design amenity to the development.

(vi) Landscaped passageway design connections are subject to block frontage regulations in MMC 22C.080.355.

Figure 22C.080.230(6)(c)

Cross-section of minimum regulations and examples of a Pedestrian Access Corridor.

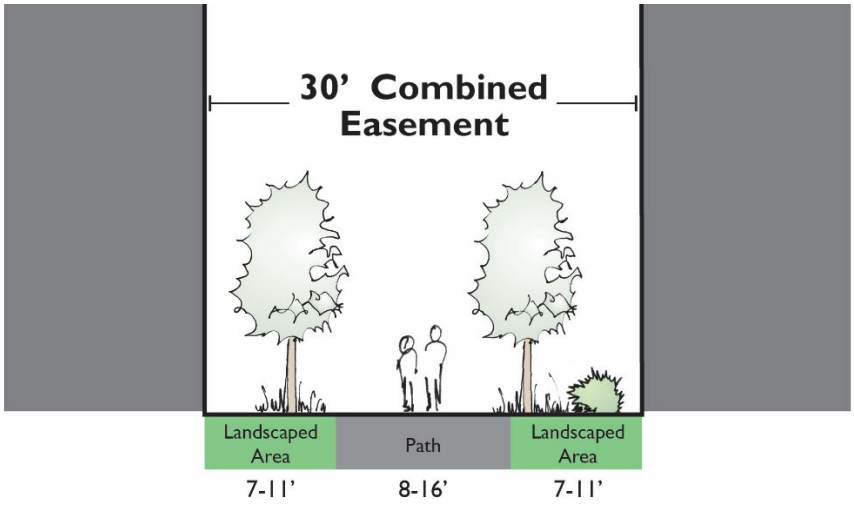


Figure 22C.080.230(6)(c)

Cross-section of minimum regulations and examples of a Pedestrian Access Corridor.

(d) Urban passage design.

(i) Applicability: Optional design when vehicular access to the site is provided elsewhere on the site and active ground level uses are provided along frontages.

(ii) Sixteen-foot minimum public access easement.

(iii) Urban passage design connections are subject to block frontage regulations in MMC 22C.080.360.

Figure 22C.080.230(6)(d)

Urban passage examples.

22C.080.230 Parking and loading.

The provisions herein supplement the off-street parking provisions in MMC Chapter 22C.130, *Parking and Loading*. Where there is a conflict, the provisions herein apply.

(1) Tandem parking. Tandem parking is allowed for individual dwelling units, and may be used to meet minimum parking standards.

(2) Minimum number of parking spaces required. The minimum number of parking spaces for all zones and use categories is stated in Table 22C.080.230.

(a) Special cases are indicated by the term "Director decision", in which case parking requirements shall be established by the director. For determination by the director, the applicant shall supply one of the following:

(i) Documentation regarding actual parking demand for the proposed use.

(ii) Technical studies prepared by a qualified professional relating to the parking need for the proposed use.

(iii) Documentation of parking requirements for the proposed use from other comparable jurisdictions.

(iv) For unclassified uses, refer to MMC 22C.130.030(2)(i).

(b) Parking may be waived by the director for expansion of existing commercial uses requiring less than 10 spaces.

(c) For commercial uses requiring more than 10 spaces, the director may approve a fifty percent (50%) parking reduction if the applicant can demonstrate that adequate on-street parking facilities exist within four-hundred feet (400') of the proposed use. In approving a parking reduction, the director may require improvement of existing, or dedicated, right-of-way to meet the intent of the downtown master plan by providing improved parking, walkways and access.

(d) Some developments within one-quarter mile of frequent transit may be eligible for a parking minimum exception or reduction per House Bill-1923, modified by House Bill-2343.

Table 22C.080.230 Off-street parking regulations for commercial uses (minimum number of parking spaces required).		
Use Categories	**Minimum number of off-street parking spaces**	**Additional Provisions**
NON-RESIDENTIAL (spaces per square feet of gross floor area, unless otherwise noted)		
General services, heavy services and heavy retail	1/600sf	
Artisan manufacturing	1/750sf	
Education services	5 plus 1 per staff (elementary and junior high); 1 per 10 students plus 1 per staff (high school); and 1 per staff plus 1 per each 2 students (commercial/vocational schools)	
Eating and drinking establishments	1/400sf	No parking is required for uses in a new building with less than 10,000sf gross floor area in the MS zone
Government services, general		
Health and social services		
Recreation, culture and entertainment, indoor		
Hotels and motels	1/unit or suite	
Banks and professional office	1/500sf	
Personal services use		
Retail uses		
Manufacturing, except artisan manufacturing	1/1,000sf	Plus professional office space when applicable
Uses not otherwise categorized	Director's decision.	
RESIDENTIAL (spaces per dwelling unit)		
Single-family, duplex and townhome	2.0	
Accessory dwelling unit	1.0	No parking is required within one-quarter mile of a major transit stop
Multifamily dwelling unit		
Studio	1.0	
1-bedroom	1.25	
2-bedroom or more	1.5	

ARTICLE 4 DESIGN STANDARDS – BLOCK-FRONTAGES

Sections:

22C.080.300 Purpose.

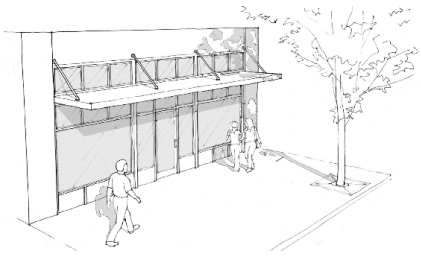
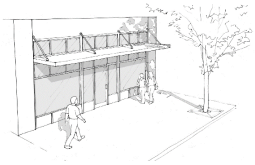
The purpose of Article 4 is to:

(1) To achieve the envisioned character of downtown Marysville as set forth in the goals and policies of the Marysville Downtown Master Plan.

(2) To enhance pedestrian environments by emphasizing activated ground-level block-frontage designs for commercial, mixed-use, and multifamily developments.

(3) To minimize potential negative impacts of off-street parking facilities on the streetscape in strategic areas.

(4) To promote good visibility between buildings and the street for security for pedestrians and to create a more welcoming and interesting streetscape.

Table 22C.080.300 Summary of key block-frontage types.		
	Permitted Frontage	**Details**
Active Ground Floor		• No new ground-level parking adjacent to the street. • Special transparency, weather protection, and entry requirements. • Minimum commercial space height and depth. • No ground floor residential uses except for live/work units where the storefront space meets height and depth standards.
Pedestrian Friendly	  OR Storefront or Landscape Frontages allowed	• Storefront designs allowed if they meet "Active Ground Floor" frontage provisions. • Ground-level uses feature direct access to the sidewalk. • Parking placed to the side or rear of buildings. • Landscaping to soften façades of non-storefronts and buffer parking areas. • Minimum façade transparency requirements per use and setback.
Landscaped		• Modest landscaped setback required • Building entrances face the street. • Weather protection required over entrances. • Minimum façade transparency requirements per use and setback. • Parking placed to the side or rear of buildings.
Undesignated	Flexible	• Flexible parking lot location standards. • Landscaping to soften façades of non-storefronts and buffer parking areas. • Minimum façade transparency requirements per use and setback. • Storefront designs allowed if they meet "Active Ground Floor" frontage provisions.

22C.080.305 Block-frontage designation map.

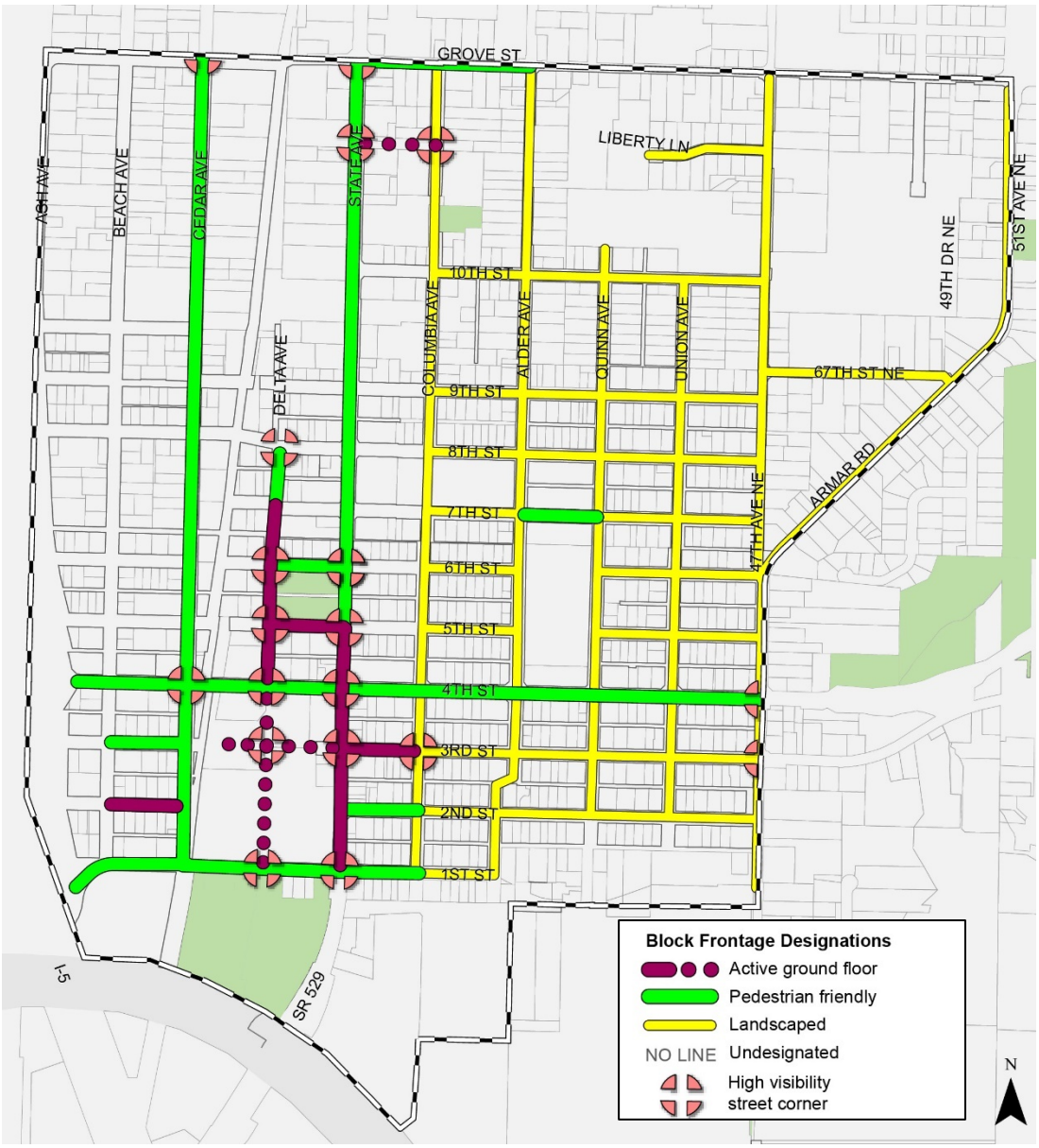
(1) Application of map and block frontage standards. New development fronting on all streets in downtown Marysville are subject to applicable standards in this article based on the block frontage designation of the street.

(2) Sites with proposed new active ground floor or pedestrian friendly block-frontage designations: New development shall integrate no less than 75-percent of the length of applicable active ground floor and/or pedestrian friendly block-frontages illustrated in Figure 22C.080.305. The alignment of active ground floor and pedestrian friendly block frontages may be adjusted during the development review process provided the configuration meets the goals and policies of the Marysville Downtown Master Plan. For example, if a site includes approximately 100-lineal feet of an Active ground floor

designated block-frontage and 200-lineal feet of Pedestrian-friendly block-frontage, the new development shall integrate at least 75-lineal feet of Active ground floor block-frontage compliant development and at least 150-lineal feet of Pedestrian-friendly block-frontage compliant development. Developments may exceed the amount of Active ground floor and Pedestrian-friendly block-frontages illustrated in Figure 22C.080.305.

Figure 22C.080.305

Downtown Marysville block-frontage designations map.



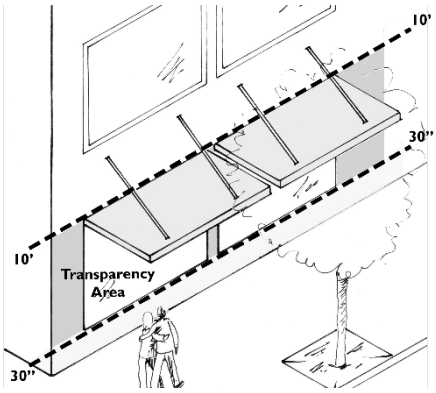
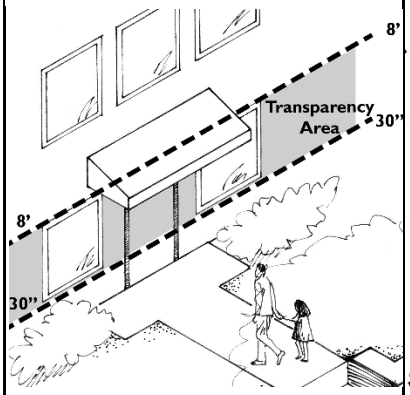
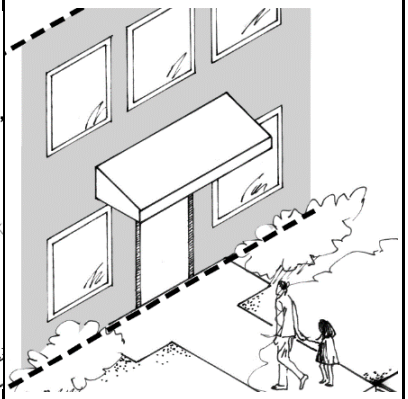
22C.080.310 Transparency standards.

Some block-frontage designations contain distinct minimum façade transparency standards. The purpose of these standards is to maintain "eyes on the street" for safety and create welcoming pedestrian environments. Table 22C.080.310 below includes details in how they are measured.

Table 22C.080.310

Transparency standards

Transparency area

Storefront	Ground floor non-residential and non-storefront	Residential buildings and residential portions of mixed-use buildings
		
The transparency area is on the ground floor between 30" and 10' above sidewalk grade	The transparency area is between 30" and 8' above grade	All vertical surfaces of the façade are used in the calculations

Other Transparency Provisions

Windows shall be transparent

Ground-level window area for storefronts and other non-residential uses that is covered, frosted, or perforated in any manner that obscures visibility into the building shall not count as transparent window area. Perforated signs are alowed provided they meet applicable window sign standards in MMC 22C.160.200. Also, mirrored glass and highly-reflective or darkly-tinted windows shall not be counted as transparent windows.

Covered windows

Perforated sign

Table 22C.080.310
Transparency standards

Display windows & parking garages

Display windows may be used for up to 25% of non-residential transparency requirements (except for ground-level Storefront-designated block-frontages) provided they are at least 30" deep to allow changeable displays and the interior wall is non-structural so it can be removed if the windows are not used for display. Tack-on display cases as shown in the far right example do not qualify as transparent window area.

For parking garages (where allowed by block frontage standards), the left image illustrates how such a structure can meet (and not meet) the applicable transparency standards.

Integrated display windows

Tack-on display cases

Parking garage with window openings

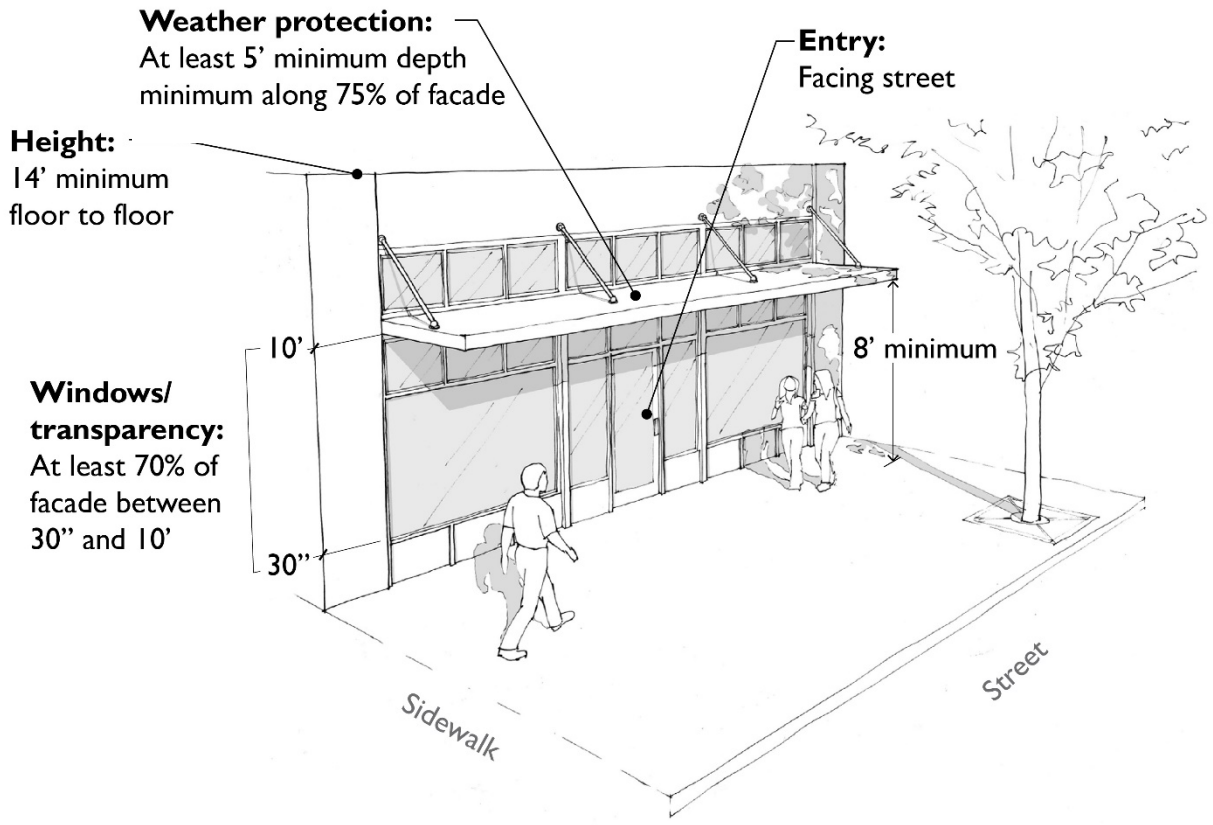
Parking garage without window openings

22C.080.320 Active ground floor block-frontage standards.

(1) Purpose. Active ground floor block-frontages are the most vibrant and active shopping and dining areas within the subarea. Blocks designated as Active ground floor block-frontages (as shown in Figure 22C.080.305) include continuous storefronts placed along the sidewalk edge with small scale shops and many business entries.

Figure 22C.080.320(1)

Active ground floor block frontage vision and key standards.



(2) Standards. All development on sites with an Active ground floor block-frontage designation shall comply with the standards in Table 22C.080.320(2) below:

Table 22C.080.320(2)
Active ground floor block-frontage standards.

The ➲ symbol refers to DEPARTURE opportunities. See 22C.080.320(3) below for special departure criteria.

Element	Regulation	Additional Provisions & Examples
Ground-level		
Land use	Table 22C.080.120 sets forth the basic permitted uses in subarea zoning districts. However, only those uses listed below are permitted on the ground level on Active ground floor block frontages: • Personal services use • Eating and drinking establishment • Artisan manufacturing • Recreation, culture & entertainment • Retail uses	Lobbies and accessory-uses associated with upper-floor hotel/motel, business service, and multifamily residential uses are allowed provided they are limited to 33% of all Active ground floor block-frontages (measured separately for each block).
Floor to ceiling height	14' minimum (applies to new buildings only).	Applies to the minimum retail space depth.
Retail space depth	50' minimum on 3rd Street and 30' elsewhere ➲	
Building placement	Buildings shall be placed at the back edge of the required sidewalk. Additional setbacks are allowed for a widened sidewalk or pedestrian-oriented space [MMC 22C.080.430(4)].	 Corner storefront building example.
Building entrances	Primary building entrances shall face the street. For corner buildings, primary entrances for ground-level building corner uses may face either street or the street corner.	
Façade transparency (see MMC 22C.080.310)	At least 75% of the transparency area. ➲	
	Weather protection over the sidewalk is required along at least 75% of the storefront façade, and it shall be a minimum of 5' average depth and have 8' minimum vertical clearance. ➲ Weather protection shall not interfere with street trees, street lights, street signs, or extend beyond the edge of the sidewalk.	

Table 22C.080.320(2) Active ground floor block-frontage standards.		
The ➲ symbol refers to DEPARTURE opportunities. See 22C.080.320(3) below for special departure criteria.		
Element	**Regulation**	**Additional Provisions & Examples**
Parking location	New ground-level (surface or structured) parking adjacent to the street is prohibited. Parking may be placed below, above, beside, and/or behind storefronts. ➲	

(3) DEPARTURE criteria. Departures from the standards in Table 22C.080.320 that feature the ➲ symbol will be considered per MMC 22C.080.030 provided the alternative proposal meets the purpose of the standards and the following criteria:

(a) Retail space depth. Reduced depths of up to 25-percent of the applicable block-frontage will be considered where the applicant can successfully demonstrate the proposed alternative design and configuration of the space is viable for a variety of permitted retail uses.

(b) Facade transparency. The minimum percentage of façade transparency may be reduced by up to 40-percent if the façade design provides visual interest to the pedestrian and mitigates the impacts of blank-walls.

(c) Weather-protection. The reduced extent (to no less than 50-percent of block-frontages) or width of weather-protection features (to no less than four-feet in width) will be considered provided the designs are proportional to architectural features of the building and building design trade-offs (elements that clearly go beyond minimum building design standards in this chapter) meet the purpose of the standards.

22C.080.330 Landscaped block-frontage standards.

(1) Purpose. Landscaped block-frontages (as shown in Figure 22C.080.305) emphasize landscaped street setbacks, clear pedestrian connections between the building and the sidewalk, and minimized surface parking lots along the frontages.

Figure 22C.080.330(1)
Landscaped frontage vision.

Commercial Example

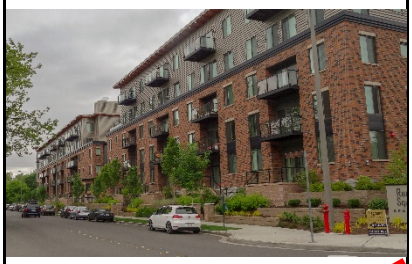
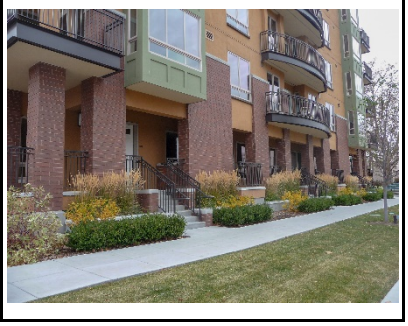
Residential Example

(2) Standards. All development on sites containing a landscaped block frontage designation shall comply with the standards in Table 22C.080.330(2) below. The standards herein also apply to all multifamily and non-residential development in downtown residential zones:

Table 22C.080.330(2)
Landscaped block-frontage standards.

The ➲ symbol refers to DEPARTURE opportunities. See 22C.080.330(3) below for special departure criteria.

Element	Regulation	Additional provisions & examples
Ground-level		
Land use	Table 22C.080.120 sets forth permitted land uses.	
Building placement	10' minimum setbacks are required ➲, except where greater setbacks are required by Table 22C.080.140.	
Building entrances	Building entries shall face the street or a pedestrian-oriented space [MMC 22C.080.430(4)] that is adjacent to the street.	

Table 22C.080.330(2) Landscaped block-frontage standards.		
The ➲ symbol refers to DEPARTURE opportunities. See 22C.080.330(3) below for special departure criteria.		
Element	**Regulation**	**Additional provisions & examples**
Façade transparency (see MMC 22C.080.310)	Transparent windows shall be provided along at least 15% of the entire building façade, plus: • Buildings designed with ground-floor non-residential uses within 10' of sidewalk, shall feature at least 40% transparency within the transparency area. ➲ • Buildings designed with ground floor non-residential uses within 20' of sidewalk, shall feature at least 25% transparency within the transparency area. ➲	 Landscaped frontage example meeting setback, entry, weather protection, and transparency standards.
Weather protection	Weather protection at least 3' deep shall be provided over individual residential and commercial tenant entries and at least 5' deep for shared residential, commercial, and professional office entries.	
Parking location and driveways	Ground-level parking shall not be visible from the street. Where parking is integrated at or near the ground-level under the building, it shall be set-back and completely screened by landscaped berms (upper right example). Drive-through lanes, for the purpose of block frontage standards, shall be considered a parking lot (and thus are not allowed between the street and a building). The lower right example illustrates a prohibited design. Where alleys are available, vehicular access shall be taken from the alley.	 
Landscaping	All areas between the sidewalk and the building shall be landscaped, except for pathways, porches, decks, and areas meeting the standards for pedestrian-oriented spaces [MMC 22C.080.430(4)]. Landscaped areas shall contain L1, L2, L3 or L4 landscaping (as defined in MMC 22C.120.110) and may incorporate rain gardens and other forms of stormwater-management.	

(3) DEPARTURE criteria. Departures to the Pedestrian-friendly block-frontage standards in Table 22C.080.330(2) that feature the ➲ symbol will be considered per MMC 22C.080.030 provided the alternative proposal meets the purpose of the standards and the following criteria:

(a) Building placement: Reduced setbacks (down to a minimum of eight-feet) will be considered where the ground floor is elevated a minimum average of 30-inches (required when the ground floor setback is less than ten-feet) and design treatments that create an effective transition between the public and private realm are incorporated. For example, a stoop design or other similar treatments that utilize a low fence or retaining wall, and/or hedge along the sidewalk may provide an effective transition [see Figure 22C.080.330(3) for examples].

(b) Façade transparency: The minimum percentage of façade transparency may be reduced by up to 50-percent if the façade design provides visual interest to the pedestrian and mitigates the impacts of blank-walls.

Figure 22C.080.330(3)

Acceptable examples of possible setback departures.

The apartment building (left image) includes a street setback of about 6-8-feet and features a landscape planter, an elevated ground-level, and generous window transparency. The elevated-stoop frontages (right image) is another acceptable reduced setback departure example. The combination of landscaping elements, façade transparency, low fencing, and façade materials and detailing help to create an effective transition between the public and private realm.

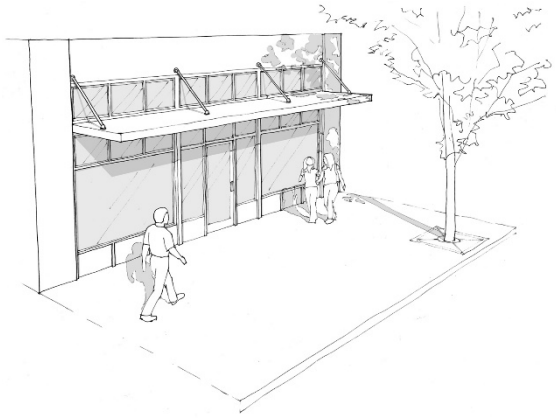
22C.080.340 Pedestrian friendly block-frontage standards.

(1) Purpose. Pedestrian friendly block-frontages (as shown in Figure 22C.080.305) allow flexibility to integrate either a storefront or a landscaped frontage in a pedestrian-friendly configuration.

Figure 22C.080.340(1)

Pedestrian friendly frontage vision.

Storefront with Active ground floor



OR

Landscaped frontage

(2) Standards. Developments or portions thereof choosing to integrate a storefront design shall conform to Active ground floor block-frontage standards set forth in MMC 22C.080.320. Other frontage designs shall meet the Landscaped block frontage standards set forth in MMC 22C.080.330, with only the following modifications in Table 22C.080.330(2) below:

Table 22C.080.340(2)

Pedestrian friendly block-frontage standards (when utilizing non-storefront designs).

The ➲ symbol refers to DEPARTURE opportunities. See 22C.080.330(3) below for special departure criteria.

Element	Regulation	Additional Provisions & Examples
Building placement	Buildings may be placed up to the sidewalk edge provided they meet Active ground floor block frontage standards in MMC 22C.080.320 (this includes standards for ground level, building placement, building entrances, façade transparency, and weather protection elements). The minimum setback for buildings that do not meet applicable Active ground floor block frontage standards is 10' or greater where specified for the applicable zone in MMC 22C.080.140. ➲	

Table 22C.080.340(2) Pedestrian friendly block-frontage standards (when utilizing non-storefront designs).		
The ➲ symbol refers to DEPARTURE opportunities. See 22C.080.330(3) below for special departure criteria.		
Element	**Regulation**	**Additional Provisions & Examples**
Façade transparency (see MMC 22C.080.310)	Storefront buildings are subject to Storefront block frontage transparency standards above. For other building frontages, transparent windows shall be provided along at least 15% of the entire building façade, plus: • Buildings designed with ground-floor non-residential uses within 10' of sidewalk, shall feature at least 40% transparency within the transparency area. ➲ • Buildings designed with ground floor non-residential uses within 20' of sidewalk, shall feature at least 25% transparency within the transparency area. ➲	Landscaped frontage example meeting setback, entry, weather protection, and transparency standards.
Parking location	Parking shall be located to the side or rear of buildings. For sites with multiple buildings, no more than 50% of the block frontage shall be occupied by parking and vehicular access elements. Drive lanes between the street and building qualify as parking and vehicular access areas for the purpose of this standard. Where alleys are available, vehicular access shall be taken from the alley.	

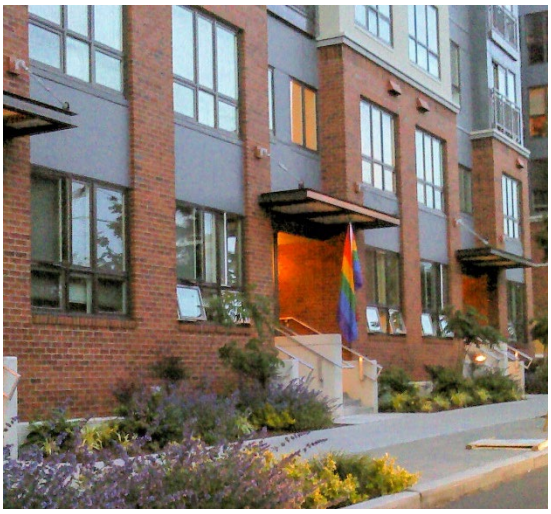
(3) DEPARTURE criteria. Departures to the Pedestrian-friendly block-frontage standards in Table 22C.080.330(2) that feature the ➲ symbol will be considered per MMC 22C.080.030 provided the alternative proposal meets the purpose of the standards and the following criteria:

(a) Building placement: Reduced setbacks (down to a minimum of eight-feet) will be considered where the ground floor is elevated a minimum average of 30-inches (required when the ground floor setback is less than ten-feet) and design treatments that create an effective transition between the public and private realm. For example, a stoop design or other similar treatments that utilize a low fence or retaining wall, and/or hedge along the sidewalk may provide an effective transition [see Figure 22C.080.340(3) for examples].

(b) Façade transparency: The minimum percentage of façade transparency may be reduced by up to 50-percent if the façade design provides visual interest to the pedestrian and mitigates the impacts of blank-walls.

Figure 22C.080.340(3)

Acceptable examples of possible setback departures.



The apartment building (left image) includes a street setback of about 6-8-feet and features a landscape planter, an elevated ground-level, and generous window transparency. The elevated-stoop frontages (right image) is another acceptable reduced setback departure example. The combination of landscaping elements, façade transparency, low fencing, and façade materials and detailing help to create an effective transition between the public and private realm.

22C.080.350 Undesignated (streets with no designated block frontage).

(1) Purpose. Undesignated block frontages (as shown in Figure 22C.080.305) should provide visual interest at all observable scales and meet the design objectives for the subarea.

(2) Applicability. All Undesignated block frontages are subject to the standards of this section. These block frontages are provided greater flexibility with regard to the design of development frontages.

These block frontages include a combination of side streets (where most uses often front on other adjacent streets) or other streets where greater flexibility in the frontage standards is desired. While there is greater flexibility in the amount of transparency of façades, and the location of surface and structured parking, design parameters are included to ensure that landscaping and other design elements help to mitigate the potential impacts of parking lots and blank walls along these streets.

DEPARTURES will be considered pursuant to MMC 22C.080.030.

(3) Standards.

Undesignated block frontages shall comply with the standards in Table 22C.080.350(3) below.

Table 22C.080.350(3)

Undesignated block frontage standards.

Element	Standards
Building placement	Buildings may be placed up to the sidewalk edge within Downtown Core, Main Street, and Flex zones, provided they meet the Active ground floor block

Table 22C.080.350(3) Undesignated block frontage standards.	
Element	**Standards**
	standards in MMC 22C.080.320 (this includes standards for ground level, building placement, building entrances, façade transparency, and weather protection elements). Otherwise, buildings shall be placed at least 15' behind the sidewalk.
Building entrances	Building entrances facing the street are encouraged. At a minimum, at least one building entry visible and directly accessible from the street is required. Where buildings are setback from the street, pedestrian connections are required from the sidewalk.
Façade transparency (see MMC 22C.080.310)	Transparent windows shall be provided along at least 10% of the entire building façade, plus: • Buildings designed with ground-floor non-residential uses within 10' of sidewalk, shall feature at least 40% transparency within the transparency area. ➲ • Buildings designed with ground floor non-residential uses within 20' of sidewalk, shall feature at least 25% transparency within the transparency area. ➲ DEPARTURE standards and criteria: The minimum percentage of façade transparency may be reduced by up to 50-percent if the façade design provides visual interest to the pedestrian and mitigates the impacts of blank-walls.
Weather protection	At least 3' deep over primary business and residential entries and at least 5' deep for shared entries for office and multifamily buildings.
Parking location and vehicle access	There are no parking lot location restrictions, except for required landscaping buffers in Chapter 22C.120 MMC.
Landscaping	• The area between the street and any non-storefront building shall be landscaped and/or private porch or patio space. • See Chapter 22C.120 MMC for other landscaping standards.

22C.080.355 Woonerf and Landscaped Passageway frontage standards.

(1) Applicability. These standards apply to those block frontages along through-block connections designed with Woonerf and Landscaped Passageway designs as set forth in MMC 22C.080.220. Exception: Those through-block connections with other applied block frontage designations.

(2) Purpose. Woonerf and Landscaped Passageway frontage standards provide eyes-on-the-pathway to create a safe and welcoming through-block connection while preserving the privacy of any adjacent ground-level residential units.

(3) Standards.

(a) Building elevations facing a Woonerf or Landscaped Passageway through-block connection shall feature at least ten-percent window transparency. ➲

(b) Where ground-level residential uses are within five-feet of a shared-lane or pathway, at least one of the following design features shall be integrated to enhance the safety and privacy of adjacent residential units:

(i) Windows shall be placed at least six vertical-feet above the access corridor.

(ii) A combination of landscaping, planter walls, and/or elevated ground floor (at least one-foot above access corridor grade) that meet the purpose of the standards.

(c) Where non-residential ground-level uses abut an access corridor, at least 25-percent of the applicable building-elevation between four and eight-feet above the ground-floor surface elevation shall be transparent. ➲

(d) Weather protection at least three-feet deep shall be provided over individual residential and commercial tenant entries and at least five-feet deep for shared residential and professional office entries facing the subject through-block connection. Exception: For residential uses, weather protection is required only for the unit's primary entrance.

Figure 22C.080.355

Woonerf and Landscaped Passageway frontage design examples.

22C.080.360 Urban Passage frontage standards.

(1) Applicability. These standards apply to those block frontages along through-block connections designed with Urban Passage designs.

(2) Purpose. To promote the development of pedestrian-friendly passages lined with active uses.

(3) Standards.

(a) Dwelling units and surface/ground-level parking directly adjacent to an Urban Passage are prohibited (lobbies and common/amenity areas, however, are allowed).

(b) Ground level building elevations facing an Urban Passage through-block connection shall feature at least 40-percent window transparency (applied to storefront transparency area per MMC 22C.080.310). ➲

(c) Weather protection at least three-feet deep shall be provided over individual commercial tenant entries and at least five-feet deep for shared residential and professional office entries facing the subject through-block connection. Recessed entries are encouraged.

Figure 22C.080.360

Urban passage frontage examples.

22C.080.370 Where properties front onto multiple streets.

Where a property fronts onto more than one street, each building frontage shall comply with the standards for the block-frontage upon which it fronts, with the following clarifications:

(1) Where a conflict exists between frontage standards, the Director will apply the standards of a block-frontage pursuant to the following order of preference:

(a) Active ground floor;

(b) Pedestrian-friendly;

(c) Landscaped; then

(d) Undesignated.

Subsections (2-3) below clarify how the order of preference works for particular frontage elements.

(2) Entrances: For corner sites, entrances on both streets are encouraged, but only one entrance is required. For corner sites with frontage on a Primary block-frontage on one side, an entrance shall be placed on the Primary block-frontage side or facing the corner. For corner sites with a mix of designations that do not include a Primary block-frontage, the entry shall be placed on the order of preference identified above.

DEPARTURES may be considered provided the location and design of the entry and block-frontage treatments are compatible with the character of the area and enhance the character of the street.

(3) Transparency: For corner-sites, at least one block-frontage shall meet the applicable transparency standards (based on the order of preference above. For the second block-frontage, the Director may approve a reduction in the minimum amount of transparency by 50-percent. For street corners with the same designations on both frontages, buildings shall employ the full transparency on the dominant frontage (based on the frontage width or established neighborhood pattern).

22C.080.380 High-visibility street corners.

(1) Description/purpose. The high-visibility street-corner requirements apply to those sites designated as such on Figure 22C.080.305. The purpose is to accentuate designated street-corners with high visibility to the public.

(2) Standards. At least one of the following special features shall be included [Figure 22C.080.380(2)} below illustrates acceptable examples]:

(a) Corner plaza.

(b) Cropped building corner with a special entry feature.

(c) Decorative use of building materials at the corner.

(d) Distinctive façade massing or articulation.

(e) Sculptural architectural element.

(f) Other decorative elements that meet the purpose of the standards.

Figure 22C.080.380(2)

Acceptable high-visibility street corner examples.

Figure 22C.080.380(2)

Acceptable high-visibility street corner examples.

The circled number or numbers on each image correspond to the numbered list of design features above.

ARTICLE 5 DESIGN STANDARDS – SITE PLANNING

Sections:

22C.080.400 Purpose.

The purpose of Article 5 is to:

(1) To promote thoughtful layout of buildings, parking areas, and circulation, service, landscaping, and amenity elements.

(2) Enhance downtown Marysville's visual character.

(3) Promote compatibility between developments and uses.

(4) To integrate usable open space into new developments.

(5) Enhance the function and resilience of developments.

22C.080.410 Side and rear-yard setbacks.

(1) Purpose.

(a) To promote the functional and visual compatibility between developments, particularly between zones of different intensity.

(b) To protect the privacy of residents on adjacent properties.

(2) Side and rear setback standards. Table 22C.080.140 sets forth a range of minimum side and rear-yard setbacks in all subarea zones between 0-15-feet. The provisions below clarify specific setback requirements:

(a) Zero side and rear-yard setbacks are allowed where developments integrated window-less fire-walls that meet the design provisions of MMC 22C.080.540(4).

Table 22C.080.410(2)
Minimum side- and rear-yard setbacks in the subarea.

Context	Min. Setback
For buildings adjacent to alleys and window-less firewalls. All firewalls shall meet the design provisions of MMC 22C.080.540(4) .	0'
When required per subsection (4) below for light and air access and privacy alongside and rear property lines.	15'
All other contexts (other than the two situations noted above).	5'

(3) Special setback/building height standards for sites abutting residential zones. For sites directly abutting or across an alley from a residential zoning district with a height limit that is at least 20 feet less than the subject zone, the following standards apply:

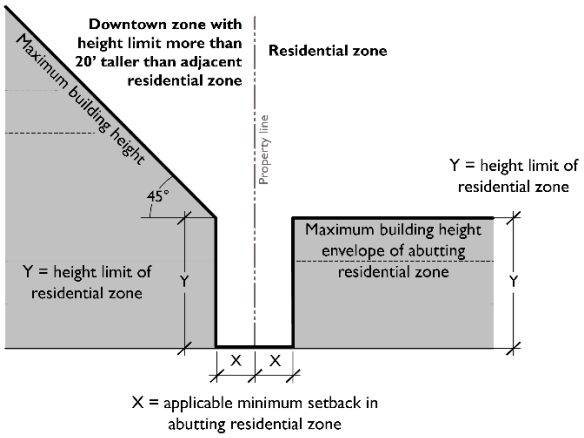
(a) Setbacks. A minimum 15-foot building setback is required to applicable residential zones. Where the zone edge occurs on an alley right-of-way, no setback is required.

(b) Building height restrictions. From the required setback, the maximum allowable building height increases at a 45-degree angle inward from the maximum height limit of the adjacent residential zone up to the maximum height of the applicable zone.

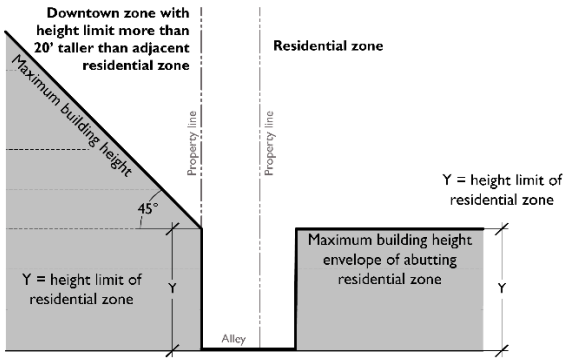
Figure 22C.080.410(3)

Illustrating minimum side- and rear-yard setbacks to an abutting Residential zoning district.

Zone edge at side or rear property line



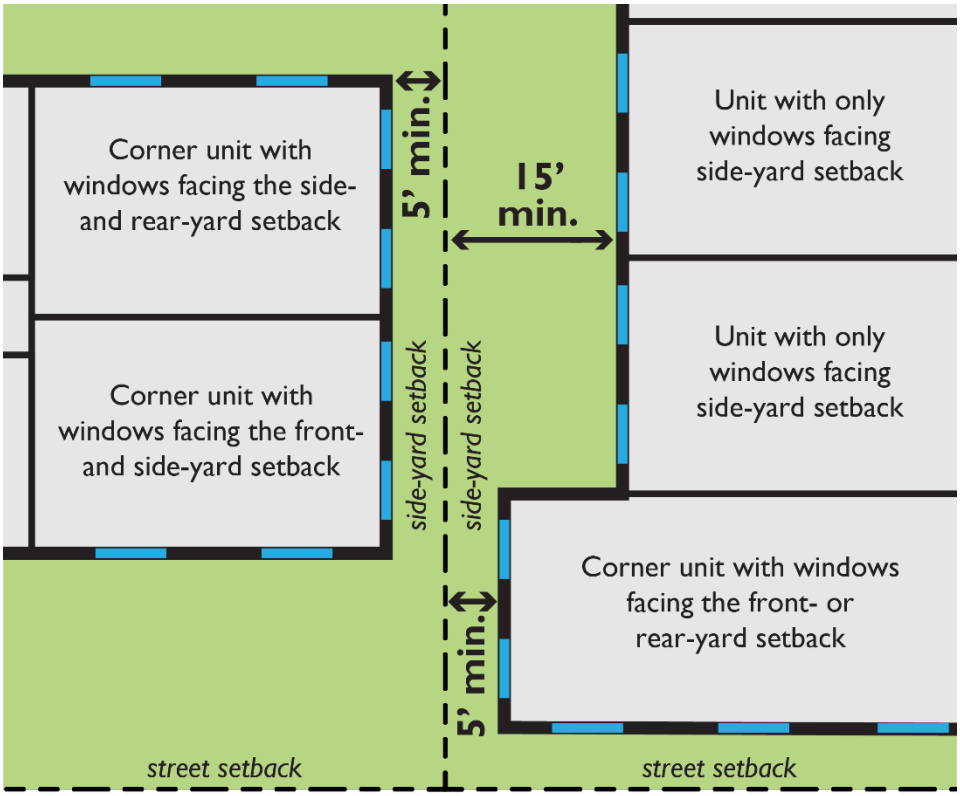
Zone edge at alley



(4) Light and air access and privacy near interior side and rear property lines. Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side or rear of the building (facing towards the side or rear property line) shall be set back from the applicable side or rear property lines at least 15-feet. See Figure 22C.080.410(4). For building elevations taller than four-stories, floors above the fourth-floor shall be setback at least 20-feet from the applicable side or rear property lines. Note: These standards do not apply to side or rear property lines where adjacent to a street, access corridor, or easement where no building may be developed.

DEPARTURES will be allowed where it is determined that the proposed design will not create a compatibility problem in the near and long-term based on the unique site context.

Figure 22C.080.410(4)
Light/air access and privacy standards for multifamily residential buildings along side and rear property lines.



Note that the minimum setbacks noted above only apply to buildings (and portions thereof) featuring the stated characteristics.

22C.080.420 On-site open space and recreation space.

(1) Purpose.

(a) To create usable open space that is suitable for leisure or recreational activities for residents.

(b) To create open space that contributes to the residential setting.

(2) Applicability. Residential open space meeting the standards of this section is required for all new:

(a) Multifamily development

(b) Mixed-use development with residential units.

(c) Senior housing and other age-restricted facilities.

(3) Amount required. Applicable developments shall be required to provide residential open space equal to a minimum of:

(a) 100 square feet per dwelling unit for studio and one-bedroom dwellings.

(b) 150 square feet per dwelling unit for dwellings with two or more bedrooms.

(4) Types.

(a) The following table illustrates the types of residential open spaces that may be used to meet the requirements in subsections (2-3) above.

Table 22C.080.420

Residential open space types.

Residential open space type	Percentage of required open space	Cross-reference to applicable design standards
Common internal open space	Up to 100%	22C.080.420(5)(a)
Common rooftop decks	Up to 50%	22C.080.420(5)(b)
Private ground level open space (applicable only to adjacent dwelling units)	Up to 100%	22C.080.420(5)(c)
Private balconies	Up to 25%	22C.080.420(5)(d)
Shared indoor recreation areas	Up to 25%	22C.080.420(5)(e)
Children's play areas	Required for developments with greater than 50 units	22C.080.420(5)(f)

(b) Large multi-phase developments under single ownership. Each phase of development shall meet the minimum residential open space requirements herein. Developments have the option to integrate a surplus of usable on-site open space in early phases and apply the surplus space towards meeting the requirements for subsequent phases, provided all applicable standards are met.

(5) Residential open space design standards.

(a) Common internal open space. Common internal open space refers to spaces that are internal to a development and accessible to all tenants of a development, but may not be accessible to the general public. Exception: For mixed-use buildings with commercial and residential uses, the common internal open spaces only need to be accessible to all dwelling units within the building. Common internal open spaces can include landscaped courtyards or decks, terraces, entrance

plazas, gardens with pathways, children's play areas, pools, and water features. Accessible areas with native vegetation and areas used for storm water retention, infiltration, or other multipurpose recreational and/or green spaces that meet the design criteria herein may qualify as common internal open space.

Common internal open space design standards.

(i) The space shall be accessible to all residents of the development.

(ii) Common internal open space shall be located in accessible areas that are visible from one or more units within the development.

(iii) Required setback areas shall not count as common internal open space unless the design of the space meets the standards herein.

(iv) Common internal open space shall feature no dimension less than 15 feet in order to provide functional leisure or recreational activity (unless otherwise noted herein). Wider minimum dimensions are required perpendicular to building elevations containing windows of dwelling units whose only solar access is from the applicable building wall. Specifically:

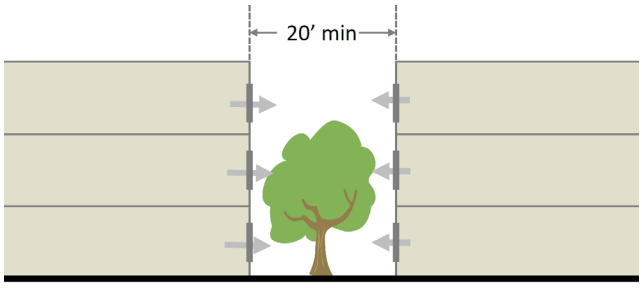
(A) 20-feet minimum dimension for such elevations up to three-stories tall.

(B) 25-feet minimum dimension for such elevations four-stories tall.

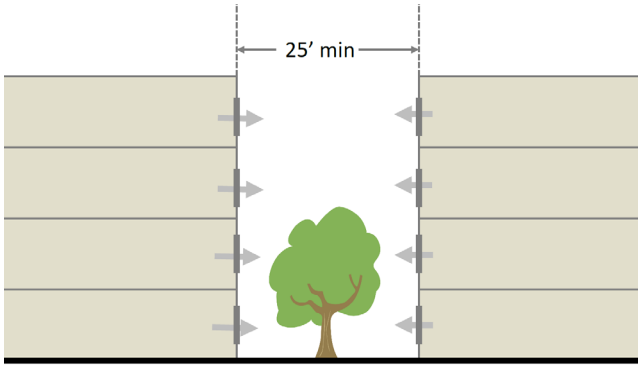
(C) 30-feet minimum dimension for such elevations five or more stories tall.

Figure 22C.080.420(5)(a)(iv)

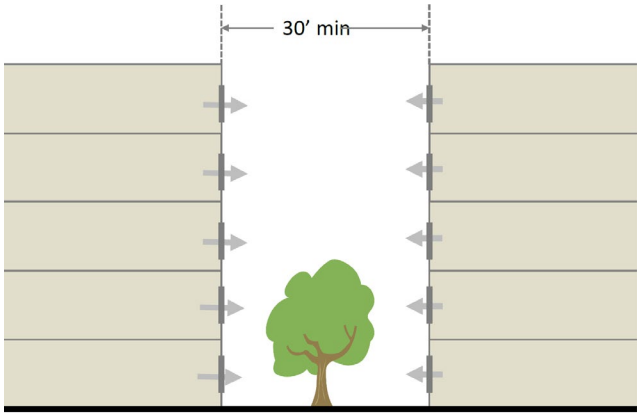
Common internal open space – minimum widths when adjacent to building elevations containing windows of dwelling units whose only solar access is from the applicable building wall.



20-feet minimum for such elevations up to three-stories tall.



25-feet minimum for such elevations four-stories tall.

Common internal open space – minimum widths when adjacent to building elevations containing windows of dwelling units whose only solar access is from the applicable building wall.	
	30-feet minimum for such elevations five- or more stories tall.

(v) Common internal open space shall feature paths or walkable lawns, landscaping, seating, lighting, and play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable for a range of users.

(vi) Common internal open space shall be separated from ground level windows, streets, service areas and parking lots with landscaping, fencing, and/or other acceptable treatments that enhance safety and privacy for both the common internal open space and dwelling units.

(vii) When possible, the space should be oriented to receive sunlight, face east, west or preferably south.

(viii) Stairways and service elements located within or on the edge of common internal open space shall not be included in the open space calculations.

(ix) Shared porches may qualify as common internal open space provided they are at least eight feet in depth and 96 square feet in total area.

(x) Stormwater management elements and LID BMPs, like rain gardens, may be integrated into the design of the space and may occupy up to 25-percent of the minimum required space. Where multiple common internal open spaces are included within a development, this standard applies to all such space combined, to allow flexibility in the design of individual spaces.

(xi) Any children's play areas integrated as a part of a common internal open space shall meet the standards of subsection (5)(f) below.

Figure 22C.080.420(5)(a)(xii)

Common internal outdoor open space examples.

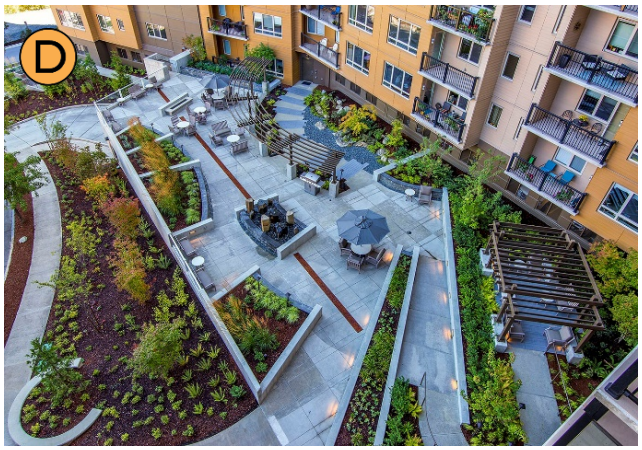


Image A includes a combination of open lawn area for informal recreation plus pathways and decorative landscape areas to enhance the setting for residents. Image B is a courtyard with includes pathways, seating areas, landscaped beds, and semi-private spaces for adjacent ground level units. Image C includes a covered gathering space with outdoor grills adjacent to a landscaped commons with a central pathway. Image D includes a landscaped plaza with multiple seating areas and an outdoor fireplace. Courtyards with shared pools as in Image E are acceptable. Image F below includes a common green area and separate fenced off-leash dog area.

(b) Common rooftop decks. Such spaces are a type of common internal open space located on the top of buildings or intermediate levels (e.g. upper floor building facade step-back areas) and are available to all residents. Examples of amenities include cooking and dining areas, seating areas, gardening areas, water features, and pet play areas. Design standards:

(i) The space shall be accessible to all residents of the development. Rooftop decks in mixed-use buildings shall not be accessible to commercial tenants, employees, or customers (separate rooftop decks for commercial use are allowed but do not count as a residential open space).

(ii) Space shall feature hard surfacing and provide amenities such as weather protection elements, gas firepits, seating areas, and other features that encourage year-round use.

(iii) Space shall integrate landscaping elements that enhance the character of the space and encourage its use.

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

(v) Space shall feature no dimension less than 15 feet in order to provide functional leisure or recreational activity (unless otherwise noted herein).

(vi) When possible, the space should be oriented to receive sunlight, face east, west or preferably south.

(vii) Stairways and service elements located within or on the edge of common rooftop decks shall not be included in the open space calculations.

(viii) Any children's play areas integrated as a part of a common rooftop deck shall meet the standards of subsection (5)(f) below.

Figure 22C.080.420(5)(b)

Common rooftop deck examples.

(c) Private ground level open space. This space is adjacent and directly accessible to the subject unit. Examples include yards, stoops, and porches. Design standards:

(i) Such open spaces shall be enclosed by a fence and/or hedge at least 32 inches in height to qualify, but no higher than 42 inches when adjacent to a street, through-block connection, or publicly accessible area such as a public park or plaza.

(ii) Private unenclosed covered porches that face a street or a publicly accessible common area may qualify as open space provided they are at least 54-square-feet in area, with no dimension less than six-feet.

(iii) Ground level private open space in excess of minimum requirements in subsection (ii) above shall not be used in the calculations for determining the minimum useable open space requirements for other units in the development per subsection (3) above.

Figure 22C.080.420(5)(c)

Private ground level outdoor space examples.

(d) Private balconies. This space is adjacent and directly accessible to the subject unit. Design standards for private balconies are the following:

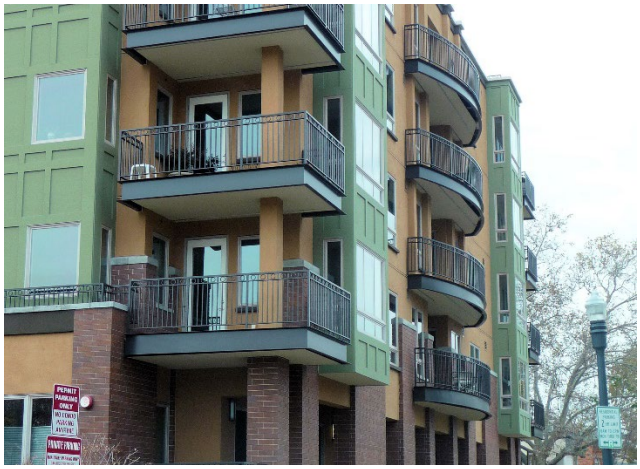
(i) Private balconies in mixed use or multi-family developments should be at least partially recessed into the building façade, when provided, and integrated into the building design to provide protection from the weather.

(ii) Balconies shall be at least 36 square feet in area with no dimension less than six feet to quality as open space.

(iii) Individual balconies in excess of minimum requirements in the preceding subsection (ii) shall not be used in the calculations for determining the minimum useable open space requirements for other units in the development per subsection (3) above.

Figure 18.31.420(5)(d)

Private balcony examples.



(e) Common indoor recreation areas. Examples include multi-purpose entertainment space, fitness center, movie theatre, kitchen, library, workshop, conference room, or similar amenities that promote shared use and a sense of community. Design standards for common indoor recreation areas are the following:

(i) The space shall be accessible to all residents of the development.

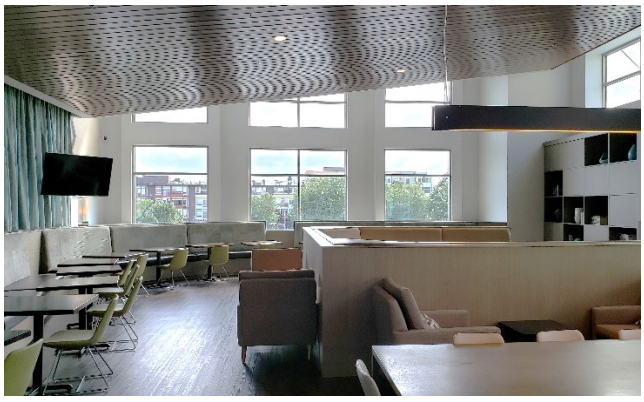
(ii) The space shall be located in a visible area, such as near an entrance, lobby, elevator bank, or high traffic corridors.

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

(iv) Common indoor recreation areas may qualify as private internal common area provided they are at least 250 square feet in area.

Figure 22C.080.420(5)(e)

Common indoor recreation area examples.



(f) Children's play areas. Any children's play areas integrated as a part of a publicly accessible or common internal open space shall meet all the following (in addition to the design criteria listed above):

(i) Required children's play areas shall be at least 400 square feet.

(ii) Measures necessary to protect children's safety from vehicular traffic shall be included, such as low fencing or landscaping to provide a physical barrier around the perimeter.

(iii) Shade and rest areas for supervision shall be provided through the use of deciduous landscaping, architectural elements, or other means.

(iv) Natural, creative play elements should be provided. For instance, ground slides from one level to another, tricycle tracks, swings hung from arbors or trees, paths that meander and are of varying materials and widths, water that can be manipulated, outdoor rooms made from landscape or rocks, and berms and hills.

(v) Play areas shall be designed for a variety of ages, activities, and motor skills.

(vi) Play areas shall be located in areas that are highly visible to residents.

22C.080.430 Pedestrian-oriented spaces.

(1) Purpose.

(a) To require the thoughtful integration of pedestrian-oriented spaces into commercial and mixed-use developments.

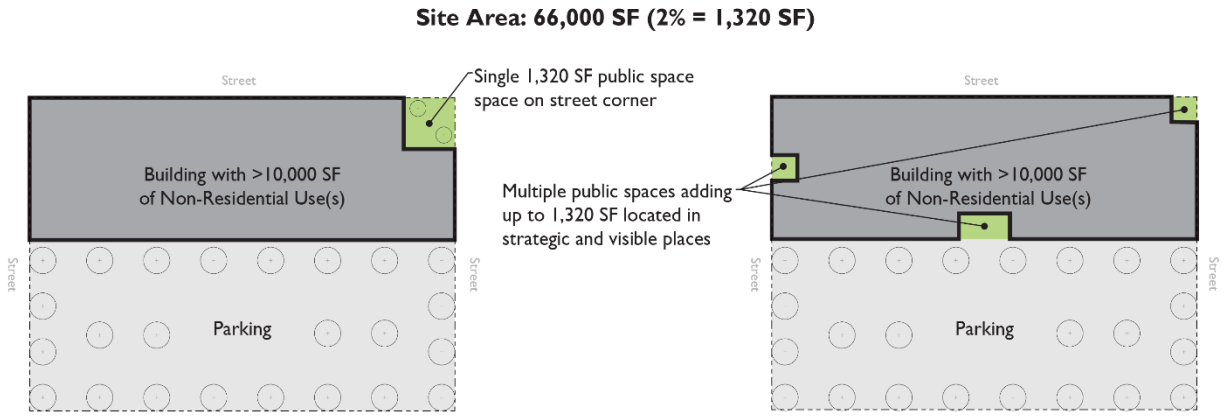
(b) To enhance the design character and livability of downtown by creating vibrant spaces that accommodate active and passive activities, such as dining, resting, people watching, and recreational activities.

(2) Applicability. The standards herein apply to developments in the downtown core zone for sites containing buildings with at least 10,000 square feet of non-residential floor area.

(3) Required size of space. Provide pedestrian-oriented space equal to at least two-percent of the development site and meeting the design requirements of subsections (4) and/or (5) below. The required area may be consolidated in a single space or multiple spaces.

Figure 22C.080.430(3)

Required size of pedestrian-oriented space.



(4) Pedestrian-oriented space design standards.

(a) Required features.

(i) The space shall abut a public sidewalk or other major internal pedestrian route and be designed to function as a focal point and gathering spot.

(ii) The space shall be ADA compliant and generally level with the adjacent sidewalk or internal pedestrian route. Steps, ramps and grade changes may be acceptable provided the outdoor space is designed to be visually and physically accessible from the adjacent sidewalk or internal pedestrian route and the space meets all other standards herein.

(iii) The space shall feature no dimension less than 15-feet in order to provide functional leisure or recreational activity. Exception: Portions of sidewalk area widened beyond minimum standards may qualify as pedestrian-oriented space provided storefronts abut the sidewalk.

(iv) The space shall be publicly accessible from 6AM to 10PM.

(v) Large spaces (>5,000 square feet) shall be designed to be multi-functional to accommodate a variety of uses and activities.

(vi) The space shall be framed on at least two sides by buildings that are oriented towards the space (via entries and generous façade transparency). Exception: Widened sidewalks that qualify as pedestrian-oriented space as set forth in subsection (iii) above only need to be framed on one side (by a storefront). Departures will be considered for unique configurations or designs that meet the purpose of the standards.

(vii) Paved walking surfaces of either concrete or approved unit paving are required. Form-in-place pervious concrete paving is allowed. Gravel surface areas may be allowed for special seating areas.

(viii) Except for natural areas or stormwater infrastructure that contribute to the pedestrian environment, pedestrian amenities shall be integrated into the space. Examples include site furniture, artwork, drinking fountains, shade structures kiosks, or other similar features that complement the space and encourage use of the space by a variety of users.

(ix) Lighting is required and integral to the design of the space for (1) safety and security, (2) intended activities or events, and (3) creating a distinct and inviting atmosphere. Lighting shall conform to MMC 22C.080.460.

(x) Except for natural areas or stormwater infrastructure that contribute to the pedestrian environment [see subsection (xv) below], at least one individual seat per 30-square-feet of plaza area or open space is required. At least 50-percent of the required seating shall be built-in seating elements, while provisions for moveable seating may be used for the remaining percentage. Two-feet of seating area on a bench or ledge at least 16-inches deep at an appropriate seating height qualifies as an individual seat. Reductions of up to 50-percent will be allowed for the integration of specialized open spaces that meet the purpose of standards herein.

(xi) Landscaping components that add visual interest and do not act as a visual barrier. This could include trees, planting beds, raised planters, and/or potted plants, or both.

(xii) Permanent weather protection along at least 50-percent of building edges (associated with non-residential uses) at least six feet deep with horizontal clearance between eight and 15-feet.

(xiii) The space shall be proportional to the intended function and adjacent uses. For example, such spaces should not look or feel empty, barren, or too big when not in use.

(xiv) The space shall include design elements that appeal to the senses. Examples include the sound of water, the smell of plants, and/or the heat of fire. Sensory experiences may vary with the season, with water being present in the summer and a fire lit in the winter.

(xv) Stormwater management elements and LID BMPs, like rain gardens, may be integrated into the design of the space and may occupy up to 25-percent of the required space. Where multiple publicly accessible open spaces are included within a development, this standard applies to all such space combined, to allow flexibility in the design of individual spaces.

(xvi) Rules of conduct similar to those for public parks may be posted.

(b) Prohibited features.

(i) Large expanses of uninterrupted paving or paving without pattern.

(ii) Service and utility areas or venting of mechanical systems.

(iii) Long, narrow space with limited access.

(iv) Space providing vehicular access. Exception: Woonerf style shared access lanes may be allowed (counted at 50-percent discount) provided through traffic is minimal and the design of access feature is well-integrated into the design of the larger space.

(v) Asphalt paving.

(vi) Adjacent chain-link fences.

(vii) Adjacent "blank walls" without "blank wall treatment" (MMC 22C.080.540).

(viii) Outdoor storage.

Figure 22C.080.430(4)

Pedestrian-oriented space examples

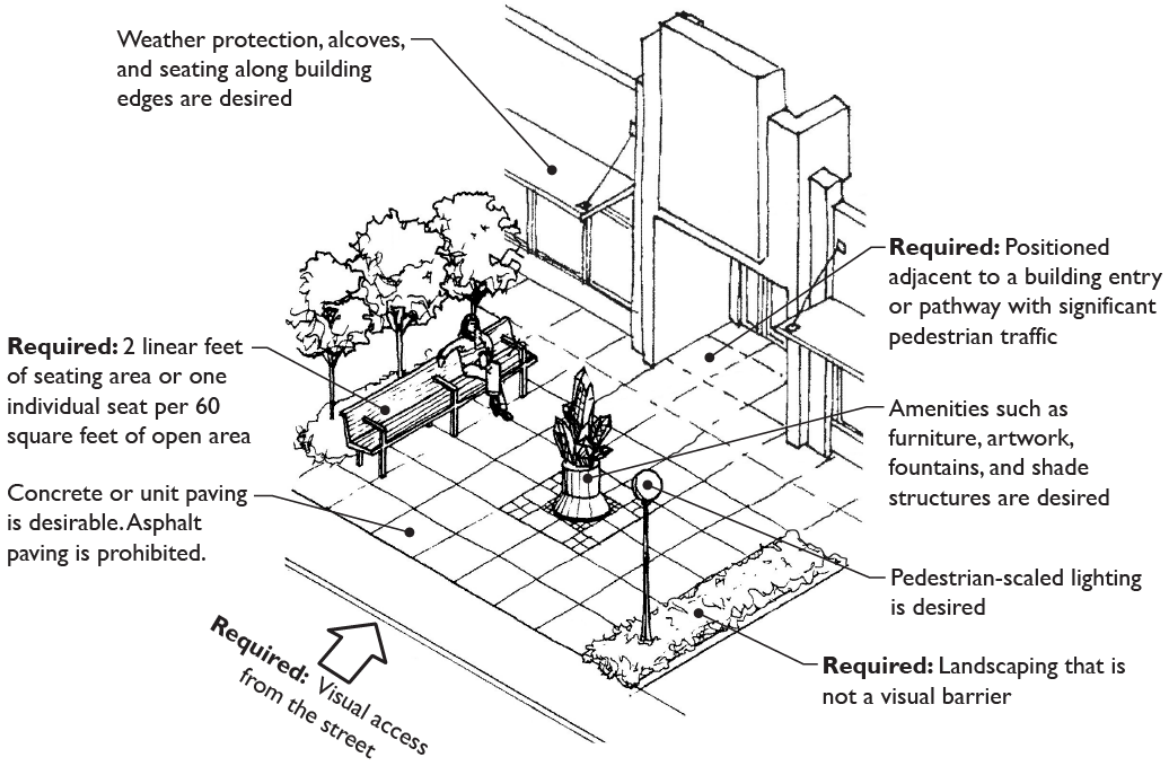


Figure 22C.080.430(4)

Pedestrian-oriented space examples

22C.080.440 Internal pedestrian access and design.

(1) Purpose.

(a) To improve the pedestrian and bicycling environment by making it easier, safer, and more comfortable to walk or ride among businesses, residences, to streets and sidewalks, to transit stops, and connections throughout the city.

(b) To enhance access to on- and off-site open space areas and pedestrian/bicycle paths.

(2) Access to sidewalk. All buildings shall feature pedestrian connections to a sidewalk per applicable block-frontage standards in Article 4 of this chapter.

(3) Internal circulation.

(a) For sites with multiple buildings, pedestrian paths connecting businesses and residential entries on the same development site shall be provided. Routes that minimize walking distances shall be utilized to the extent practical.

(b) Sites with residential units. Provide direct pedestrian access between all ground related unit entries and a public street or to a clearly marked pathway network or open space that has direct access to a public street. Residential developments shall provide a pedestrian circulation network that connects all main entrances on the site to other areas of the site, such as:

(i) Parking areas.

(ii) Recreational areas.

(iii) Common outdoor spaces.

(iv) Any pedestrian amenities.

For townhouses or other residential units fronting the street, the sidewalk may be used to meet this standard.

22C.080.450 Service areas and mechanical equipment.

(1) Purpose.

(a) To minimize adverse visual, odor, and noise impacts of mechanical equipment, utility cabinets and service areas at ground and roof levels.

(b) To provide adequate, durable, well-maintained, and accessible service and equipment areas.

(c) To protect residential uses and adjacent properties from impacts due to location and utilization of service areas.

(2) Location of ground related service areas and mechanical equipment.

Service areas (loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas) shall be located for convenient service access while avoiding negative visual, auditory, olfactory, or physical impacts on the streetscape environment, pedestrian-oriented spaces, uses within the development, and adjacent residentially zoned properties. Specifically:

(a) Dumpsters shall be set back a minimum of five feet from side property lines, 10 feet from rear property lines (except when an alley is present) and 10 feet from front property lines; or be located to minimize visibility from any street, pedestrian walkway, or public park. Where the Director finds that the only option for locating a service area is an area visible from a street, internal pathway or pedestrian area, or from an adjacent property, the area shall be screened with structural and landscaping screening measures provided in subsection (3) below.

(b) Dumpster storage areas shall be sized to accommodate the minimum dumpster sizes and necessary access (as required by the applicable utility provider) for garbage, recycling, and composting.

(3) Screening of ground related service areas and mechanical equipment. Service elements are encouraged to be integrated within the structure. Where they are not provided within the structure, the following standards apply:

(a) Where screening of ground-level service areas is required, the following applies:

(i) A structural enclosure shall be constructed of masonry, architectural concrete, heavy-gauge metal, or decay-resistant material that is also used with the architecture of the main building. The Director may allow materials other than those used for the main building if the finishes are similar in color and texture or if the proposed enclosure materials are more durable than those for the main structure. The walls shall be sufficient to provide full screening from the affected roadway, pedestrian areas or adjacent use. The enclosure may use overlapping walls to screen dumpsters and other materials.

(ii) Gates shall be made of heavy-gauge, site-obscuring material. Chain link or chain link with slats is not an acceptable material for enclosures or gates.

(iii) Where the interior of a service enclosures is visible from surrounding buildings, an opaque or semi-opaque horizontal cover or screen shall be used to mitigate unsightly views. The horizontal screen/cover should be integrated into the enclosure design (in terms of materials and/or design). See Figure 22C.080.440(3) for examples.

(iv) Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle vehicular traffic, or does not require that a hauling truck project into any public right-of-way. Ensure that screening elements allow for efficient service delivery and removal operations.

(v) The service area shall be paved.

Figure 22C.080.450(3)

Service enclosure screening examples

Both enclosures include screening features on all sides, including above. Landscaping elements on the sides of the enclosures also help to mitigate the visual impacts.

(b) The sides and rear of service enclosures shall be screened with landscaping at least five-feet wide in locations visible from the street, parking lots, and pathways to soften views of the screening element and add visual interest.

DEPARTURES to the provisions of subsections (a-b) above will be considered provided the enclosure and landscaping treatment meet the purpose of the standards and add visual interest to site users.

(c) Where loading docks are sited along block frontages (only allowed when no other reasonable options are available as determined by the Director), they shall be designed to minimize impacts on the pedestrian environment. Standards:

(i) Configure loading docks/bays to minimize their frontage length along blocks.

(ii) Integrate architectural and/or landscaping design features to screen loading dock elements and add visual interest to pedestrians along adjacent sidewalks. See blank wall treatment provisions of MMC 22C.080.540 for standards and examples.

(4) Utility meters, electrical conduit, and other service utility apparatus.

These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, shared open space, adjacent use, or shared auto courtyards, they shall be screened with vegetation and/or integrated into the building's architecture.

Figure 22C.080.450(4)

Utility meter location and screening - good and bad examples.

Place utility meters in less visible locations. The lower left example is successfully tucked away in a less visible location and screened by vegetation. The right image is poorly executed and would not be permitted in such visible locations (along the sidewalk). Such meters shall be coordinated and better integrated with the architecture of the building.

(5) Location and screening of roof mounted mechanical equipment.

(a) All rooftop mechanical equipment, including air conditioners, heaters, vents, and similar equipment shall be effectively integrated (from design standpoint) or screened from public view both at grade and from nearby higher buildings with the exception of solar panels and roof-mounted wind turbines. Screening shall be located so as not to interfere with operation of the equipment.

(b) Rooftop mechanical equipment and associated screening features shall be setback from the exterior building walls by at least ten-feet. Exceptions may be made where the screening element is designed to help meet one or more building design standards in Article 6 of this chapter.

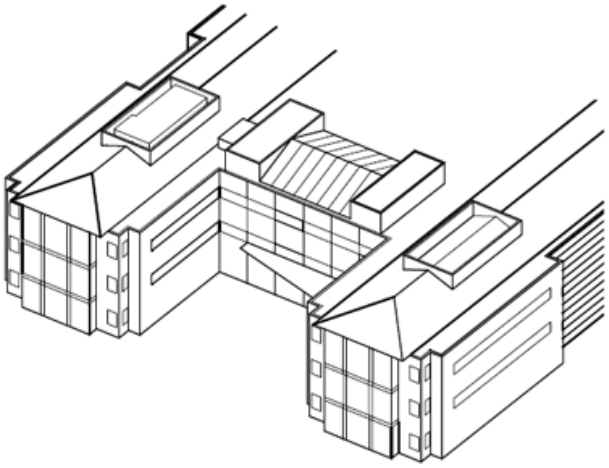
(c) For rooftop equipment, all screening devices shall be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood shall not be used for screens or enclosures. Louvered designs are acceptable if consistent with building design style. Perforated metal is not permitted.

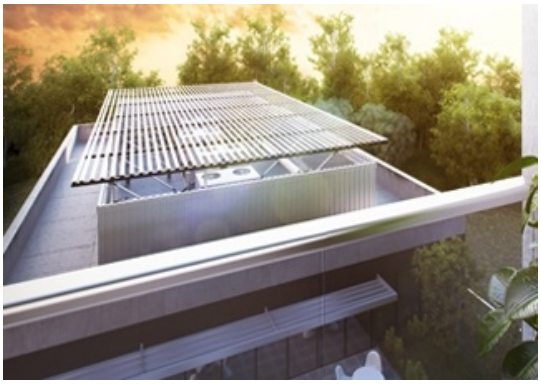
(d) The screening materials shall be of material requiring minimal maintenance and shall be as high as the equipment being screened.

(e) Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc. to minimize sounds and reduce impacts to not at property lines adjacent properties.

Figure 22C.080.450(5)

Examples of how to screen roof-mounted mechanical equipment.





The left illustration shows how rooftop mechanical equipment can be located and screened effectively. The right images shows effective location and screening, including side walls and a trellis to screen views from taller surrounding buildings.

22C.080.460 Site lighting.

(1) Purpose.

(a) To ensure that lighting contributes to the character of the streetscape and does not disturb adjacent developments and residences.

(b) To protect against light pollution, thereby reclaiming the ability to view the night sky and helping to preserve the quality of life and scenic value of this desirable visual resource throughout the region and nearby natural open spaces.

(c) To help protect and enhance human health and wellness and wildlife habitation and migration by minimizing light pollution and its impact on all forms of life.

(d) To promote lighting practices and systems to conserve energy, decrease dependence on fossil fuels, and limit greenhouse gas emissions.

(e) To ensure that sufficient lighting can be provided where needed to promote safety and security on public and private property, and to allow for reasonable lighting for outdoor activities.

(f) To provide attractive lighting that supports and enhances the urban environment, emphasizes architectural elements, and encourage pedestrian activity and wayfinding beyond daylight hours, especially during the long nights of Pacific Northwest winters.

(2) Applicability. All outdoor lighting outside of public rights-of-way shall comply with the provisions herein. This includes, but is not limited to, new lighting, replacement lighting, additions and alterations, or any other lighting whether attached to buildings, poles, structures, the earth, or any other location.

(a) Exemptions.

(i) Lighting solely for signs.

(ii) Underwater lighting.

(iii) Temporary and seasonal cord-and-plug portable lighting.

(iv) Construction or emergency lighting.

(v) Outdoor rope and string lights for outdoor seating and gathering areas.

(3) General standards. Exterior lighting shall be integrated as both a functional safety element and a design element that enhances the character and use of the site and building, while minimizing negative impacts on uses on and off the site.

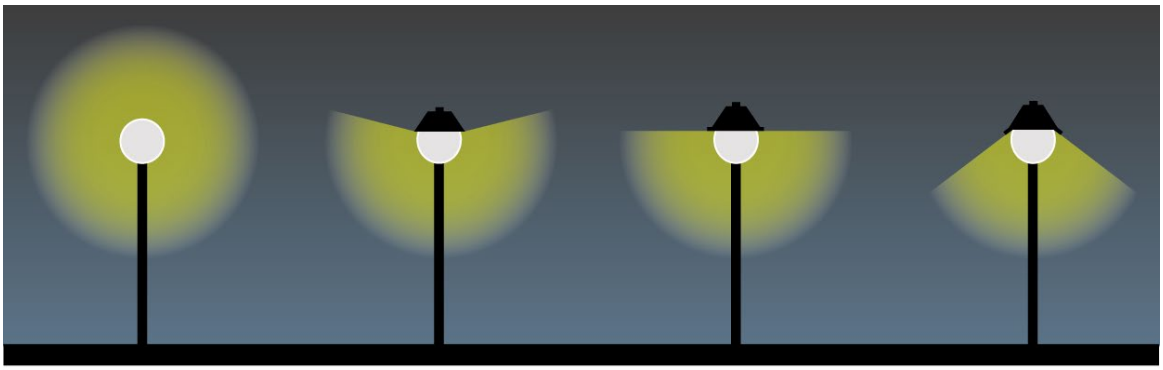
(a) All luminaires shall be fully shielded and shall not emit light into the upper hemisphere around the luminaire or onto adjacent properties and structures, either through exterior full cut-off shields or through optics within the fixture. Support and mounting systems for luminaires shall not allow post-installation adjustments that could defeat compliance of this requirement.

(b) On-site lighting elements throughout and surrounding the site should be complementary, including pedestrian pathway, accent and parking lot lighting, lighting of adjacent developments and the public right-of-way.

(c) Except as provided in this section, outdoor lighting is encouraged to follow the intensity, technology, and other recommendations of the International Dark Sky Association and the Illuminating Engineering Society of North America.

Figure 22C.080.460(3)

Examples of appropriate light shielding.



(4) Height.

(a) Freestanding lighting fixtures in parking lots shall not exceed 20 feet in height. Lighting fixtures on the top level of parking garages shall not exceed 12 feet in height.

(b) Pedestrian scale lighting shall not exceed 15 feet in height.

(c) Building-mounted exterior lighting shall not be placed at any point greater than 20 feet above the adjacent grade, except the height limit is 14 feet when within 100 feet of a single-family zone. This standard does not apply to fully recessed lights, such as when mounted on the underside of a gas station fueling canopy or building roof overhang.

Figure 22C.080.460(4)

Examples of site lighting.

(5) Lighting levels.

(a) All public areas shall be lighted with average minimum and maximum levels as follows:

(i) Minimum (for low or non-pedestrian and vehicular traffic areas) of one-half foot candle.

(ii) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles.

(iii) Maximum (for high volume pedestrian areas and building entries) of four 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.

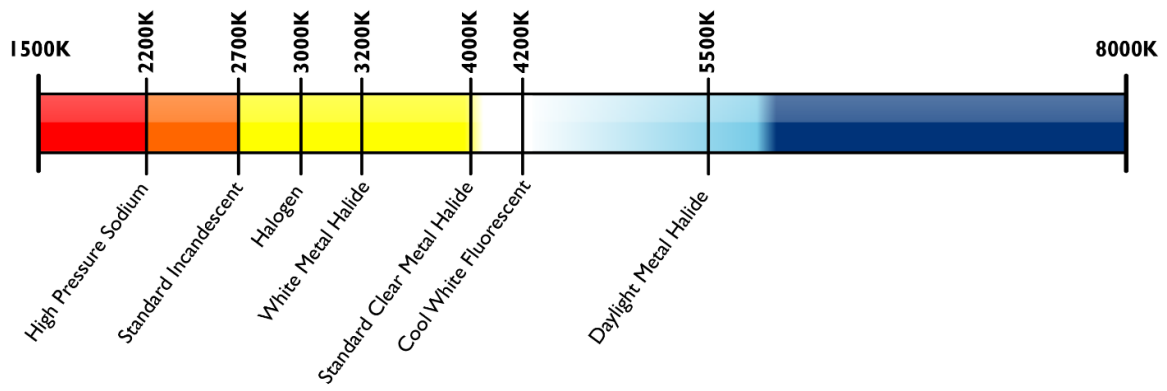
(c) Light levels at the property line should not exceed 0.1 foot candles (fc) adjacent to business properties, and 0.05 foot candles adjacent to residential properties.

(6) Parking lot lighting. Lighting parking lots shall be appropriate to create adequate visibility at night and evenly distributed to increase security. Lighting shall be located so that trees within the parking lot do not obscure the operation of the light fixture.

(7) Lighting color (chromaticity). The correlated color temperature of all outdoor lighting shall be 3,500 Kelvin maximum or lower (refer to American National Standard Institutes publication C78.377 for guidance on LED lighting). Exceptions may be made for architectural floodlighting, accent lighting, or outlining.

Figure 22C.080.460(7)

Kelvin temperature chart.



(8) Exterior lighting controls.

Automated control systems, such as energy management systems, photoelectric switches, motion sensors and astronomic timer switches, shall be used to meet the hours of operation requirements and the technical and energy efficiency requirements of the applicable Washington State Energy Code. Exceptions:

(a) Egress lighting as required by the Building Code.

(b) Lighting required for accessibility.

(c) Lighting required by statute, law, or ordinance to operate all night.

(d) A manual override at each exit door is allowed regardless of automatic control device.

(e) Seasonal holiday lighting and event lighting.

(9) Prohibited lighting.

(a) Dynamic lighting.

(b) Luminaires exceeding 500,000 peak candelas and/or 500,000 lumens.

(c) Laser lighting.

(d) Any lighting of critical areas.

(e) Any lighting that may be confused with warning signals, emergency signals, or traffic signals.

(f) Mercury, low pressure sodium, or other light sources in public areas that can impede or distort the perception of actual colors.

(g) Blinking, flashing, intermittent, and/or moving lights unless specifically allowed elsewhere in the Marysville Municipal Code.

(h) Lighting permanently attached to trees.

ARTICLE 6 DESIGN STANDARDS – BUILDING DESIGN

Sections:

22C.080.500 Purpose.

Article 6 provide direction for the design of buildings consistent with the goals and policies of the downtown Marysville Plan. See the individual "purpose" statements for each section in this chapter.

22C.080.505 Third Street Character Area.

Special building design standards in this article apply to the three-block stretch of Third Street, between Alder Avenue and 47th Avenue NE to reinforce the area's historic/traditional character:

(1) MMC 22C.080.510(2)(a)(ii), regarding façade articulation standards.

(2) MMC 22C.080.510(5), regarding pitched rooflines.

Figure 22C.080.505

Map of Third Street Character Area.

22C.080.510 Building massing and articulation.

(1) Purpose.

To employ façade articulation techniques that reduce the perceived scale of large buildings and add visual interest from all observable scales.

(2) Façade-articulation. All applicable buildings shall include façade-articulation features at maximum-specified intervals to create a human-scaled pattern. These standards apply to building elevations facing streets (public and private), parks, zone-edges, and through-block connections (except alley designs).

(a) Maximum facade-articulation intervals:

(i) Residential elevations: The width of the dwelling units inside the building (e.g., if the units are 25-feet wide, the façade-articulation shall be 25-feet wide). This includes residential portions of mixed-use buildings.

(ii) Third Street character area: 25-feet.

(iii) Storefronts: 30 feet. This refers to all ground-level elevations along Active ground floor designated block frontages.

(iv) Other ground-level elevations: 40-feet.

(v) Office buildings and other upper-level non-residential elevations in the DC and Flex zones: 60-feet.

(b) Articulation features. At least three of the following articulation features shall be employed for all buildings in compliance with the maximum-specified façade-articulation intervals. Exception: Non-residential buildings in the Flex zone shall include at least two articulation features.

(i) Use of a window-fenestration pattern.

(ii) Use of weather protection features.

(iii) Use of vertical piers/columns (applies to all floors of the façade, excluding upper level stepbacks).

(iv) Change in roofline per subsection (4) below.

(v) Change in building material and/or siding style (applies to all floors of the façade, excluding upper-level stepbacks).

(vi) Vertical elements such as a trellis with plants, green wall, art element that meet the purpose of the standard.

(vii) Providing vertical building modulation of at least 12-inches in depth if tied to a change in roofline per subsection (4) below or a change in building material, siding style, or color. Balconies may be used to qualify for this option if they are recessed or projected from the façade by at least 18-inches.

(viii) Other design techniques that effectively reinforce a pattern of articulated facades compatible with the building's surrounding context.

DEPARTURES will be considered provided they meet the purpose of the standards and the design criteria below. For example, a departure may propose a design with only two articulation features instead of three and/or the articulation features exceed the maximum articulation interval.

Figure 22C.080.510(2)

Façade articulation examples.

Building A uses window patterns, horizontal building modulation, changes in building materials, and balconies to articulate the façade. Building B uses window patterns, vertical columns/piers, and weather protection features for the storefront level and window patterns, horizontal building modulation, and changes in building materials on upper residential floors.

Flex zone/non-residential building examples: Building C uses window/entry pattern and weather protection features. Building D uses window patterns, vertical columns, steel canopies, and material changes.

(c) DEPARTURE criteria associated with articulation standards. Proposals shall meet the purpose of the standards. The following criteria will be considered in determining whether the proposed articulation treatment meets the "purpose".

(i) Consider the type and width of the proposed articulation treatment and how effective it is in meeting the purpose given the building's current and desired context (per Marysville Downtown Master Plan).

(ii) Consider the applicable block-frontage designation. Pedestrian friendly or Undesignated block-frontages warrant more flexibility than active ground floor block-frontages.

(iii) Consider the size and width of the building. Smaller buildings (less than 120-feet wide) warrant greater flexibility than larger buildings.

(iv) Consider the quality of façade materials in concert with doors, windows, and other façade features and their ability to add visual interest to the street from a pedestrian scale and more distant observable scales.

(3) Maximum façade length. Building facades and other building elevations facing lower intensity residential zone edge shall include at least one of the following features to break up the massing of the building and add visual interest. This standard applies to building elevations longer than 120-feet in residential zones and the MS zone and 140-feet in the DC and Flex zones.

(a) Provide vertical building modulation at least six-feet deep and 15-feet long in the mixed-use zones and at least eight feet deep and 20-feet long in the employment zones. For multi-story buildings, the modulation shall extend through at least one-half of the building floors.

(b) Use of a contrasting vertical modulated design component featuring all of the following:

(i) Utilizes a change in building materials that effectively contrast from the rest of the façade.

(ii) Component is modulated vertically from the rest of the façade by an average of six-inches.

(c) Façade employs building walls with contrasting articulation that make it appear like multiple distinct buildings. To qualify for this option, these contrasting façades shall employ all of the following:

(i) Different building materials and/or configuration of building materials.

(ii) Contrasting window design (sizes or configurations).

(d) DEPARTURES to subsections (a-c) above will be considered provided the design meets the purpose of the standards. Supplemental consideration for approving alternative designs:

(i) Width of the façade. The larger the façade, the more substantial articulation/ modulation features need to be.

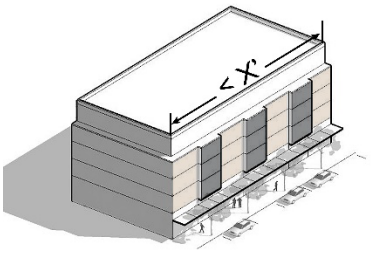
(ii) Block-frontage designation. Active ground floor designated block-frontages warrant the most scrutiny.

(iii) The type of articulation treatment and how effective it is in meeting the purpose given the building's context.

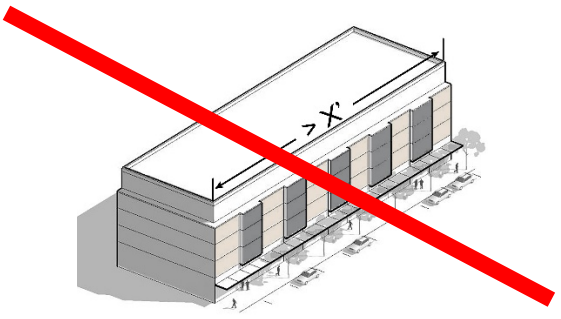
Figure 22C.080.510(3)

Illustrating maximum façade length standards and good and bad examples.

X' refers to the maximum façade length dimension



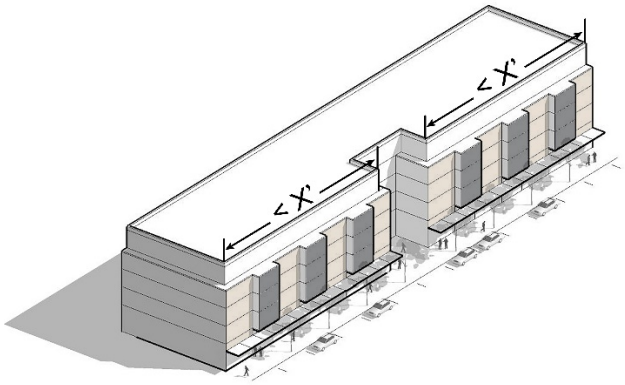
Less than maximum façade length dimension



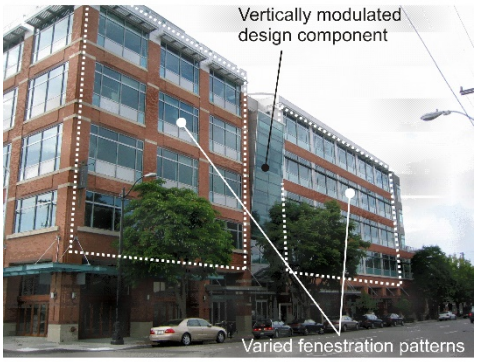
Exceeds maximum façade length dimension

Illustrating maximum façade length standards and good and bad examples.

X' refers to the maximum façade length dimension



Building incorporates a courtyard along the façade (technique #1 noted above) to effectively break it up into smaller components: Meets standard.



The left building uses technique # 1 (vertical building modulation at least six-feet deep and 15-feet wide). The right building uses technique #2 (contrasting vertical modulated design component) together with different window fenestration designs on each side. Both examples are effective in breaking up the perceived scale of the building and adding visual interest.

(4) Roofline modulation. Roofline modulation is encouraged and it can be used as one of the facade articulation features in subsections (2-3) above. In order to qualify as an articulation feature, rooflines shall employ one or more of the following:

(a) For flat roofs or façades with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two-feet or 0.1 multiplied by the wall height (finish grade to top of the wall) when combined with vertical building modulation techniques described in subsections (2-3) above. Otherwise, the minimum vertical dimension of roofline modulation is the greater of four-feet or 0.2 multiplied by the wall height.

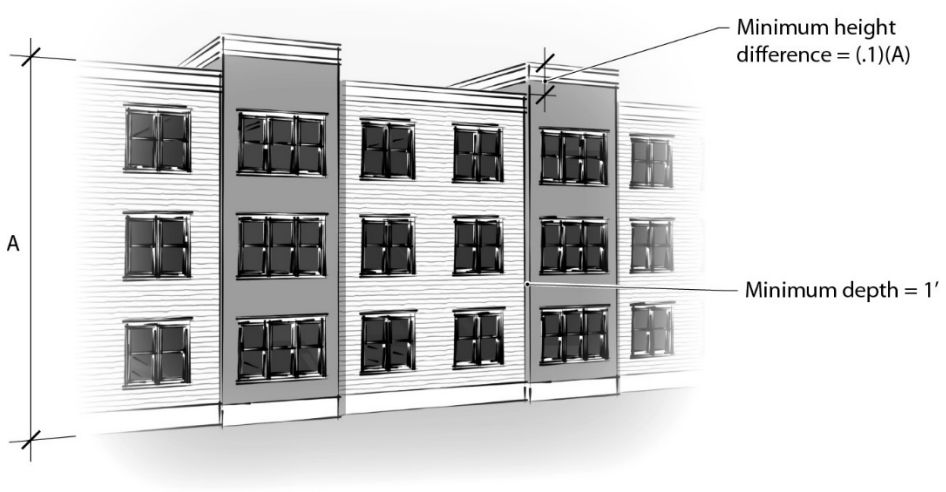
(b) A pitched roofline or gabled roofline segment of at least 20-feet in width. Buildings with pitched roofs shall include a minimum slope of 5:12 and feature modulated roofline components at the interval required per the applicable standard above.

(c) A combination of the above.

DEPARTURES will be considered provided the roofline modulation design effectively reduces the perceived scale of the building and adds visual interest.

Figure 22C.080.510(4)

Acceptable examples of roofline modulation.



(5) Pitched rooflines in the Third Street character area. Buildings in the Third Street character area shall employ gabled or hipped rooflines to reinforce the character and scale of the area.

Figure 22C.080.510(5)

Third Street character area – existing roofline examples.

22C.080.520 Building details.

(1) Purpose.

(a) To encourage the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.

(b) To integrate window design that adds depth, richness, and visual interest to the façade.

(2) Façade details - non-residential and mixed-use buildings. All building façades and other building elevations facing parks, pedestrian-oriented spaces, and containing primary building entrances shall be enhanced with appropriate details. All new buildings shall employ at least one detail element from each of the three categories below for each façade articulation interval [see MMC 22C.080.510(2)].

(a) Window and/or entry treatment, such as:

(i) Transom windows.

(ii) Roll-up windows/doors.

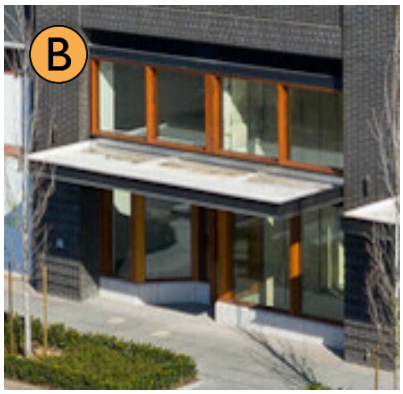
(iii) Recessed entry.

(iv) Decorative door.

(v) Other decorative or specially designed window, shading or entry treatment that meets the purpose of the standards.

Figure 22C.080.520(2)(a)

Examples of decorative or specially designed windows and entries.



A = openable storefront window. B = transom windows. C = openable window with decorative details. D = decorative window shades. E = Decorative door. F = recessed entry.

(b) Building elements and façade details, such as:

(i) Custom-designed weather protection element such as a steel canopy, glass, or retractable awning. Custom-designed cloth awnings may be counted as a detail provided they are constructed of durable, high-quality material.

(ii) Decorative building-mounted light fixtures.

(iii) Bay windows, trellises, towers, and similar elements.

(iv) Other details or elements that meet the purpose of these standards.

Figure 22C.080.520.(2)(b)

Examples of attached elements that enhance the visual intrigue of the building.

A = retractable awning. B = custom hanging bike rack and repair station integrated as a design element; C = decorative lighting fixtures; D = steel canopy; E = bay window; F = decorative corner tower.

(c) Building materials and other façade elements, such as:

(i) Use of decorative building materials/use of building materials. Examples include decorative use of brick, tile, or stonework.

(ii) Decorative kick-plate, pilaster, base panel, or other similar feature.

(iii) Hand-crafted material, such as special wrought iron or carved wood.

(iv) Other details that meet the purpose of the standards.

Figure 22C.080.520(2)(c)

Examples of building material details that enhance the visual intrigue of the building.

A & B = Decorative column/pier masonry/tile-work. C = Decorative emblem (not advertising a particular business). D = Decorative mosaic tilework at building entry. E = Decorative bulkhead design. F = Decorative column/pier brick-work.

DEPARTURES for façade detail standards of subsection (2) will be considered provided the façade (at the overall scale and at the individual articulation scale) meets the purpose of the standards.

(3) Window design standards. All windows shall employ designs that add depth and richness to the building façade. At least one of the following features shall be included to meet this requirement:

(a) Recess windows at least one and one-half-inches from the façade.

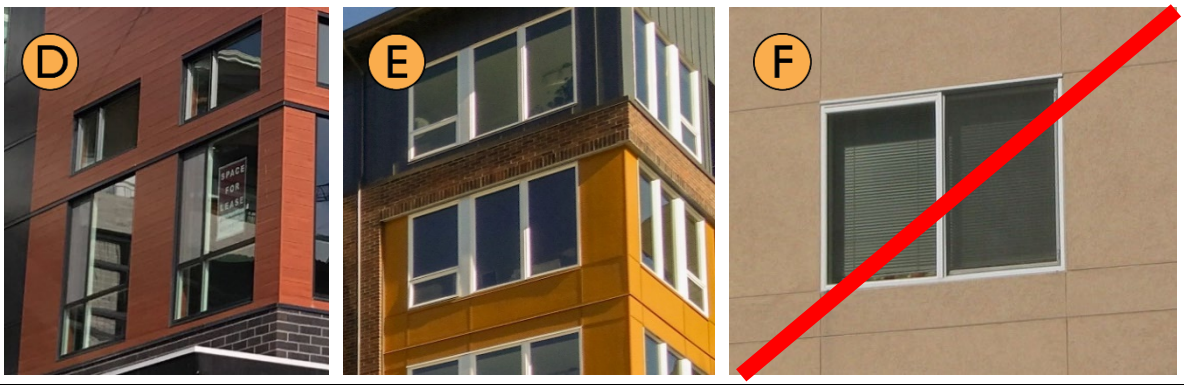
(b) Incorporate window trim (at least three-inches wide) around windows.

(c) Incorporate other design treatments that add depth, richness, and visual interest to the façade.

Figure 22C.080.520(3)(c)

Acceptable and unacceptable window design examples.

The windows in Images A-C are recessed by at least 1-1/2 inches from the façade. Images D and E feature a reveal/recess of less than 1-1/2 inches, but the contrasting frames and mullions effectively add a sense of depth and richness to the façade. The treatment in Image F does not effectively add a sense of depth and richness to the façade.



(4) Cornice/roofline design. Buildings employing a flat roof shall employ a distinctive roofline that effectively provides an identifiable "top" to the building. This could include a traditional cornice line or a contemporary interpretation of a traditional cornice line.

(a) Such rooflines shall be proportional to the size and scale of the building.

(b) Understated cornice lines are permitted depending on the materials and design of the base and middle elements in reinforcing the base/middle/top configuration.

Figure 22C.080.520(4) below illustrate acceptable and unacceptable examples.

Figure 22C.080.520(4)(b)

Examples of buildings employing confident and distinctive rooflines.

Building A uses a dramatic overhanging cornice at the corner. Building B uses a simple glass railing and an upper level building stepback.

Buildings C and D simply appear to end without any statement of confidence and do not meet the standard.

Rooftop solar units are permitted, provided the placement and design of units visible from the surrounding streetscape are carefully integrated into the overall design concept of the building.

(5) Articulated building entries. The primary building entrance for an office building, hotel, apartment building, public or community-based facility or other multi-story commercial building shall be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances shall be easily distinguishable from regular storefront entrances on the building. Such entries shall be scaled proportional to the building. See Figure 19.123.250(5) below for good examples.

Figure 22C.080.520(5)

Acceptable building entry examples.

22C.080.530 Building materials.

(1) Purpose.

(a) To encourage the use of durable, high quality, and urban building materials that minimize maintenance cost and provide visual interest from all observable vantage points.

(b) To promote the use of a distinctive mix of materials that helps to articulate façades and lends a sense of depth and richness to the buildings.

(c) To place the highest priority on the first floor in the quality and detailing of materials at the pedestrian scale.

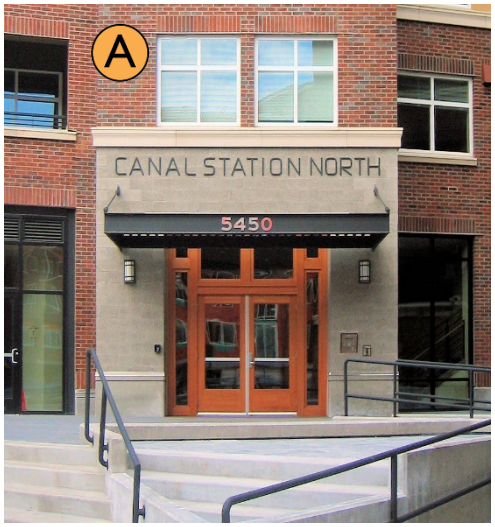
(2) Special conditions and limitations for the use of certain cladding materials.

(a) Concrete block (a.k.a. Concrete Masonry Unit or CMU) may be used as a secondary cladding material (no more than 1/3 of total façade cladding) on building elevations facing streets, parks, pedestrian-oriented spaces, and containing primary building entrances provided it is incorporated with other permitted materials.

DEPARTURES will be considered for alternative designs that use concrete block as the primary, but not the only, cladding material provided the design incorporates a combination of textures and/or colors to add visual interest. For example, combining split or rock-façade units with smooth blocks can create distinctive patterns. The figures below illustrate acceptable concrete block use/designs.

Figure 22C.080.530(2)(a)

Acceptable concrete block use/design.



Building A uses smooth-faced CMU as a contrasting feature that helps to highlight the main building entry. The simple design helps to add emphasis to the doors, canopy and decorative sconce lights.

Building B illustrates an acceptable departure example, as CMU is used as the primary cladding material. Note the use of beige split-façade CMU's above each of the awnings and coupled with the use of smooth-faced gray CMU's on the vertical columns (which employ black accent tiles for added interest).

(b) Metal siding may be used on all building elevations provided it complies with the following standards:

(i) It shall feature visible corner molding and trim. Masonry, concrete, or other durable material shall be incorporated between the metal siding and the ground plane for all residential buildings and storefronts.

(ii) Metal siding shall be factory finished, with a matte, non-reflective surface.

DEPARTURES will be considered provided the material's integration and overall façade composition meets the purpose of the standards.

Figure 22C.080.530(2)(b)

Acceptable metal siding examples

Building A successfully uses metal siding more as an accent element to help articulate the façade. Metal is the primary material in the industrial Building B, which includes distinct scoring patterns and refined window designs. Metal siding is integrated with other materials in Buildings C and D, both of which integrate subtle changes in color to go with articulation features and design details.

(c) Standards for the use of Exterior Insulation and Finish System (EIFS). Such material/finishes may be used when it complies with the following:

(i) For residential buildings, EIFS is limited to no more than 50-percent of the cladding for building elevations facing streets, parks, pedestrian-oriented spaces, and containing primary building entrances of the total façade area.

(ii) For non-residential and mixed-use buildings, EIFS is limited to no more than 25-percent of the cladding for building elevations facing streets, parks, pedestrian-oriented spaces, and containing primary building entrances of the total façade area.

(iii) EIFS shall feature a smooth or sand finish only.

(iv) EIFS shall be trimmed in wood, masonry, or other material and shall be sheltered from weather by roof overhangs or other methods.

(v) EIFS shall not be used on the ground floor of facades containing non-residential uses.

DEPARTURES will be considered provided the material's integration and overall façade composition meets the purpose of the standards.

Figure 22C.080.530(c)

Acceptable and unacceptable EIFS examples.

Buildings A and B mix EIFS with brick and other materials and integrate trim details around windows to add a sense of depth to the façade. Building C uses EIFS in between the window and sidewalk - this design is prohibited. Building D uses EIFS as the primary siding material, which is prohibited.

(d) Cementitious wall board paneling/siding may be used on all building elevations provided it meets the following provisions:

(i) Cement board paneling/siding may not be used on ground-level facades containing non-residential uses.

(ii) Where cement board paneling/siding is the dominant siding material, the design shall integrate a mix of colors and/or textures that are articulated consistent with windows, balconies, and modulated building surfaces and are balanced with façade details that add visual interest from the ground-level and adjacent buildings.

DEPARTURES will be considered provided the material's integration and overall façade composition meets the purpose of the standards.

Figure 22C.080.530.B.4
Acceptable and unacceptable cementitious wall board examples.

Buildings A and B uses cementitious wall board in different textures and colors (maroon and yellow elevations in Building A and all elevations in Building B) to help articulate the façades.

Figure 22C.080.530.B.4
Acceptable and unacceptable cementitious wall board examples.

Building C uses cementitious wall board to mimic horizontal wood siding (green elevation to the right). The white wall board panels covering a large area in Building D would not meet the purpose of the standards.

22C.080.540 Blank wall treatment.

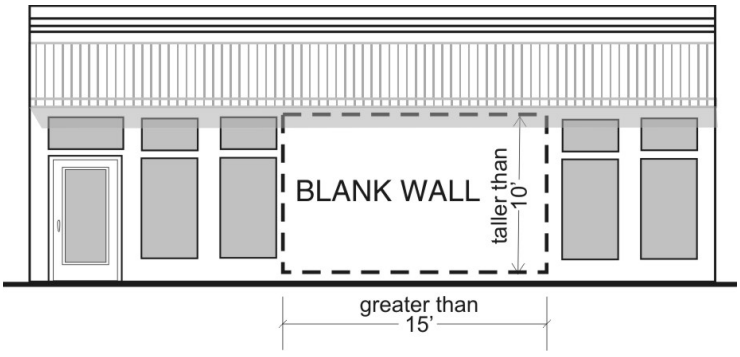
(1) Purpose.

(a) To avoid untreated blank walls.

(b) To retain and enhance the character of downtown Marysville's streetscapes.

(2) Blank wall definition. "Blank wall" means a ground floor wall or portion of a ground floor wall over 10-feet in height and a horizontal length greater than 15-feet and does not include a transparent window or door.

Figure 22C.080.540(2)
Blank wall definition.



(3) Blank wall treatment standards. Untreated blank walls adjacent to a public street, pedestrian-oriented space, common outdoor space, or pedestrian pathway are prohibited. Methods to treat blank walls can include:

(a) Display windows at least 16-inches of depth to allow for changeable displays. Tack-on display cases [see Figure 22C.080.540(3) below] do not qualify as a blank wall treatment.

(b) Landscape planting bed at least five-feet deep or a raised planter bed at least two-feet high and three-feet deep in front of the wall with planting materials that are sufficient to obscure or screen at least 60-percent of the wall's surface within three years.

(c) Installing a vertical trellis in front of the wall with climbing vines or plant materials.

(d) Installing a mural as approved by the director. Commercial advertisements are not permitted on such murals.

(e) Special building detailing that adds visual interest at a pedestrian scale. Such detailing shall use a variety of surfaces; monotonous designs will not meet the purpose of the standards.

For large visible blank walls, a variety of treatments may be required to meet the purpose of the standards.

Figure 22C.080.540(3)

Blank wall treatment examples.

Buildings A-C all feature some form of landscaping to screen (Building A) or add visual interest to the building elevation. Building B uses a decorative mix of materials to provide visual interest, whereas Building C uses a metal sculpture to screen a large blank wall. The display cases in Building D don't meet the 16" depth requirement, nor do they meet the purpose of the standards.

(4) Firewalls. Firewalls along property lines are exempt from the above standards, but where they are visible to the public (from the adjacent street), they shall be designed to provide visual interest from all observable distances. Examples may include the use of varying materials, textures, and/or colors, the use of green or living walls, and/or the use of modulated building walls to form design patterns.

Murals are also encouraged as a firewall treatment. Murals are subject to approval by the director. Commercial advertisements are not permitted on such murals.

Figure 22C.080.540(4)

Acceptable firewall design where visible to the public.

Building A uses a combination of paint bands and ivy to enhance the appearance of this large exposed firewall. Building B uses simple scoring patterns and change in materials and color on part of the top floor to add visual interest.

Plain-gray concrete block firewalls such as this in Building C are not allowed when visible from the street.