

CITY OF MARYSVILLE
Marysville, Washington
ORDINANCE NO. 3053

AN ORDINANCE OF THE CITY OF MARYSVILLE, WASHINGTON, GUIDING DEVELOPMENT IN THE LAKEWOOD NEIGHBORHOOD BY AMENDING THE CITY COMPREHENSIVE PLAN TO ADOPT THE LAKEWOOD NEIGHBORHOOD MASTER PLAN AND AMENDING THE CITY'S LAND USE REGULATIONS TO ADOPT MARYSVILLE MUNICIPAL CODE CHAPTER 22C.065, LAKEWOOD NEIGHBORHOOD MASTER PLAN AREA - DESIGN REQUIREMENTS.

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

WHEREAS, the State Growth Management Act, RCW Chapter 36.70A mandates that cities periodically review and amend the comprehensive plan and development regulations; and

WHEREAS, RCW 36.70A.106 requires the processing of amendments to the City's comprehensive plan and development regulations in the same manner at the original adoption of the City's comprehensive plan an 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 comprehensive plan and 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, 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 comprehensive plan and development Code (MMC Title 22); and

WHEREAS, Marysville Community Development Department held two neighborhood public meetings to introduce and obtain feedback on the proposed comprehensive plan and development regulation revisions on March 24, 2015 and October 21, 2015; and

WHEREAS, public notice of the proposed comprehensive plan and development regulation revisions, soliciting comments from the public, was provided in accordance with MMC Chapter 22G.010 Article II, *Public Notice Requirements*, and consisted of:

- (1) publishing notice in the Marysville Globe on April 30, 2016;
- (2) posting notice at Marysville City Hall, Marysville Public Works, Marysville Public Library, Marysville and Lakewood Post Offices, Marysville web page and Channel 21; and
- (3) mailing to the Marysville Comprehensive Plan Environmental Impact Statement distribution list.

WHEREAS, the Planning Commission discussed the above-referenced comprehensive plan and development regulation revisions during public meetings held on December 8, 2015, March 22, 2016, May 10, 2016, September 13, 2016, and October 25, 2016; and

WHEREAS, after providing notice to the public as required by law, the Marysville Planning Commission held, on December 13, 2016, a public hearing on the proposed comprehensive plan and development regulation revisions; and

WHEREAS, at a public meeting on March 27, 2017, Marysville City Council reviewed and considered the proposed comprehensive plan and development regulation revisions proposed by the Marysville Planning Commission; and

WHEREAS, the Community Development Department submitted the proposed comprehensive plan and development regulation revisions to the Washington State Department of Commerce as required by RCW 36.70A.106; and

WHEREAS, the proposed comprehensive plan and development regulation revisions were received by Washington State Department of Commerce on April 27, 2016, processed with Material ID # 22333, and no comments were received from Washington State agencies; and

WHEREAS, the City has complied with the requirements of the State Environmental Policy Act, RCW Ch.43.21C (SEPA) by issuing Addendum No. 24 to the Final Environmental Impact Statement (FEIS) of the Marysville Comprehensive Plan for the proposed comprehensive plan and development regulation revisions on July 11, 2016, in accordance with WAC 197-11-625 and no appeals were filed;

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

Section 1. Approval of Planning Commission's Recommendation and Adoption of Findings and Conclusions. The Planning Commission's December 13, 2016 Recommendation regarding the proposed comprehensive plan and development regulation revisions, including the Findings and Conclusions contained therein, as set forth in the attached **Exhibit A** is hereby adopted and incorporated herein by this reference.

Section 2. Required Findings. In accordance with MMC 22G.010.500, the following findings are made regarding the comprehensive plan and development regulation amendments subject of this ordinance:

- (1) The amendments are consistent with the purposes of the comprehensive plan;
- (2) The amendments are consistent with the purpose of MMC Title 22;
- (3) There have been significant changes in the circumstances to warrant these amendments; and
- (4) The benefit or cost to the public health, safety and welfare is sufficient to warrant adoption of the amendments.

Section 3. Adoption of Lakewood Neighborhood Master Plan. The City of Marysville Comprehensive Plan is hereby amended by adopting the Lakewood Neighborhood

Master Plan, which is attached hereto as **Exhibit B** and is incorporated herein by this reference.

Section 4. MMC Title 22C *Land Use Standards* is hereby amended by adopting MMC Chapter 22C.065 to read as follows:

MMC Chapter 22C.065 Lakewood Neighborhood Master Plan Area – Design Requirements

Sections:

22C.065.010	Purpose.
22C.065.020	Applicability and interpretations.
22C.065.030	Location.

22C.065.010 Purpose.

The purpose of this chapter is to apply the design standards and guidelines in the Lakewood Neighborhood Master Plan, as adopted by **Ordinance No. 3053**, as legally required standards for all new construction in the Lakewood Neighborhood master plan area (MPA). It is also the purpose of this chapter to:

- (1) Encourage the realization and creation of a desirable and aesthetic environment in the Lakewood Neighborhood MPA;
- (2) Encourage and promote development which features amenities and excellence in site planning, streetscape, building design and contribution to community charm;
- (3) Encourage creative approaches to the use of land and related physical developments;
- (4) Provide clear objectives for those embarking on the planning and design of projects in the Lakewood Neighborhood;
- (5) Increase awareness of design considerations among the citizens of the Lakewood Neighborhood; and
- (6) Bring the range of uses together by individual site plans that will:
 - (a) Demonstrate how the elements of the site relate to the street front;
 - (b) Provide for compatibility with adjacent land uses;
 - (c) Provide protection or mitigation of natural features;
 - (d) Enhance street fronts and street corners;
 - (e) Promote public safety;
 - (f) Incorporate service areas and storm water facilities in a nonobtrusive manner; and
 - (g) Provide convenient pedestrian and vehicle circulation connecting on-site activities with adjacent pedestrian routes and streets.

22C.065.020 Applicability and interpretations.

- (1) Applicability.
 - (a) The design guidelines set forth in the Lakewood Neighborhood Master Plan, as adopted by **Ordinance No. 3053**, shall apply to all new construction in the Lakewood Neighborhood MPA.
 - (b) The design guidelines shall be legally required standards, which shall be applied by the city to all development approvals and permits in the Lakewood Neighborhood MPA.
 - (c) The following activities shall be exempt from these standards and guidelines:

- (i) Construction activities which do not require a building permit;
- (ii) Interior remodels of existing structures;
- (iii) Modifications or additions to existing multi-family, commercial, industrial, office and public properties when the modification or addition:
 - (A) Constitutes less than 10 percent of the existing horizontal square footage of the use or structure; and
 - (B) Constitutes less than 10 percent of the existing building's exterior facade.

(d) These standards and guidelines are intended to supplement the existing and future land use standards in the Marysville Municipal Code. The design standards will be in addition to the base standards and a site plan approval process will be required by the City of Marysville. Due to the high variety of uses allowed, some incompatibility between this plan and the Marysville Municipal Code may arise. If there is a conflict that arises between this Master Plan and the Marysville Municipal Code, the city's Community Development Director (the "director") will issue an administrative interpretation to define which code standard will apply based on which is more in the public interest and more consistent with the comprehensive plan.

(2) Interpreting and Applying the Design Standards.

(a) These standards capture the community visions and values as reflected in the comprehensive plan's neighborhood planning areas. The director retains full authority to determine whether a proposal meets these standards.

(b) Within these standards, certain words are used to indicate the relative importance and priority the city places upon a particular standard.

(i) The words "shall," "must," "will," and "is/are required," or words with their equivalent meaning, mean that the development proposal must comply with the standard unless the director finds that:

(A) The standard is not applicable in the particular instance; or

(B) The development proposal meets the intent of the standards in some other manner.

(ii) The word "should," or words with its equivalent meaning, means that the development proposal will comply with the standard unless the director finds that:

(A) The standard is not applicable in the particular instance;

(B) The development proposal meets the intent of the standards in some other manner; or

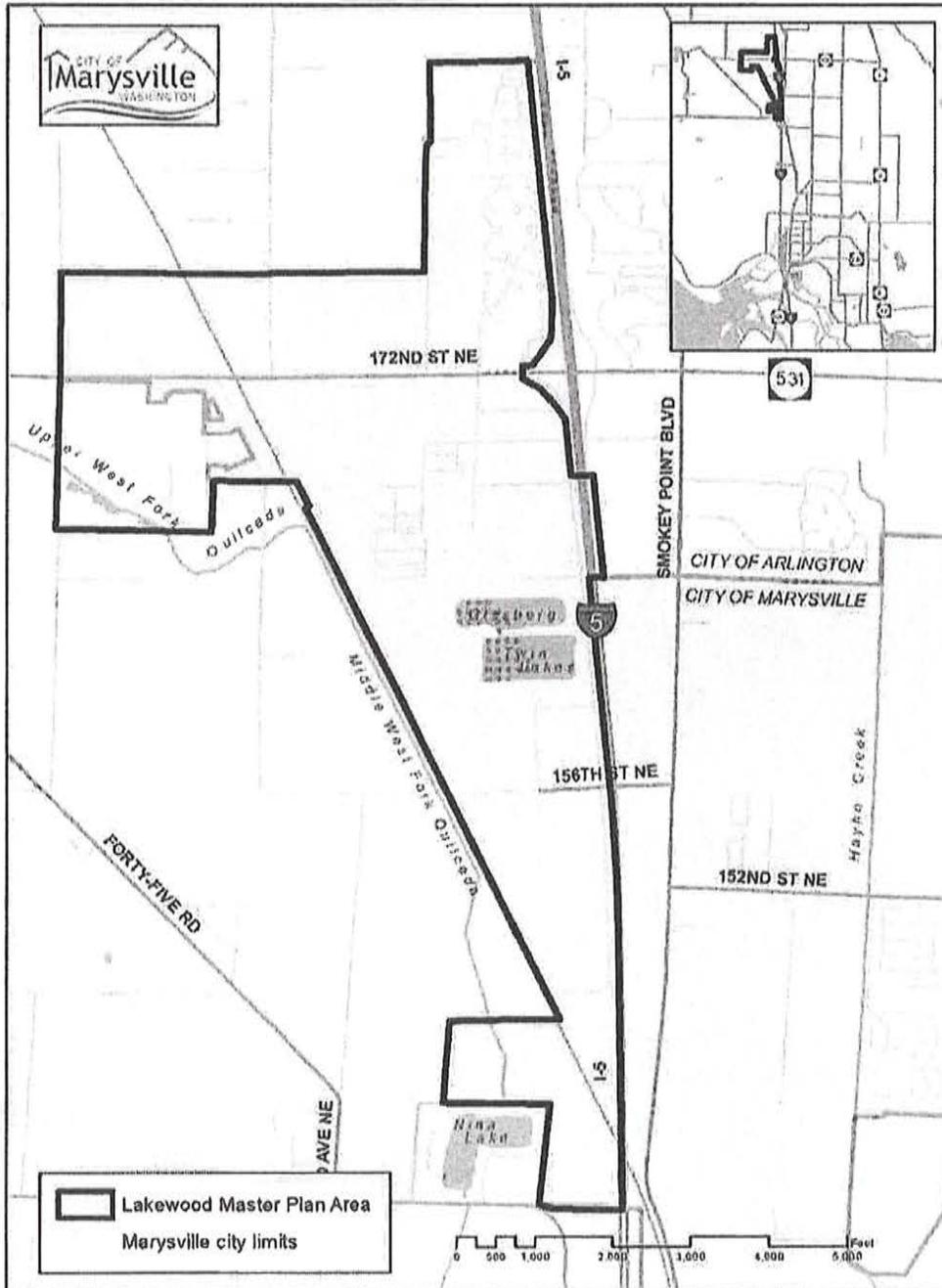
(C) There is convincing evidence that applying the standard would not be in the public interest.

(iii) The words "is/are encouraged," "can," "consider," "help," and "allow," or words with their equivalent meaning, mean that the action or characteristic is allowed and will usually be viewed as a positive element in the city's review.

(c) The project proponent may submit proposals that he/she feels meet the intent of the standards but not necessarily the specifics of one or more standards. In this case, the director will determine if the intent of the standard has been met.

22C.065.030 Location.

The Lakewood Neighborhood MPA encompasses Planning Area No. 11, as identified in Section 4 Land Use Element of the Marysville Comprehensive Plan, and is generally bounded by the railroad on the west, I-5 on the east, and the City's Urban Growth Area boundary north of 172nd St NE. Near 172nd St NE, the planning area extends across the railroad to include Lakewood schools. At the south tip of Lakewood, the area again extends west of the railroad, as identified in the following map:



Section 5. MMC 22A.010.160 is hereby amended to add the following reference to this adopted ordinance in order to track amendments to the City's Unified Development Code:

"22A.010.160 Amendments.

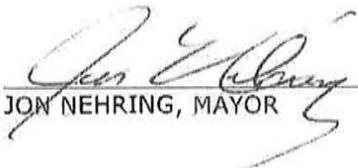
The following amendments have been made to the UDC subsequent to its adoption:

<u>Ordinance</u>	<u>Title (description)</u>	<u>Effective Date</u>
<u>3053</u>	Lakewood Neighborhood Master Plan Area - Design Requirements	<u>MARCH 27</u> , 2017"

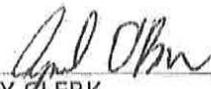
Section 6. Severability. If any section, subsection, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this ordinance.

PASSED by the City Council and APPROVED by the Mayor this 27 day of March, 2017.

CITY OF MARYSVILLE

By: 
JON NEHRING, MAYOR

Attest:

By: 
CITY CLERK
Deputy

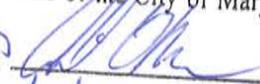
Approved as to form:

By: 
JON WALKER, CITY ATTORNEY

Date of Publication: 4/1/17

Effective Date: 4/6/17
(5 days after publication)

I hereby certify this to be a true and correct copy of the original on file in my office as part of the official records of the City of Marysville.

Deputy
City Clerk 
Date 3/30/17

APPENDIX A

Planning Commission Recommendation



COMMUNITY DEVELOPMENT DEPARTMENT
80 Columbia Avenue ♦ Marysville, WA 98270
(360) 363-8100 ♦ (360) 651-5099 FAX

PC Recommendation - Lakewood Neighborhood Master Plan

The Planning Commission of the City of Marysville, having held a public hearing on December 13, 2016, in review of a NON-PROJECT ACTION Master Plan for Planning Area No. 11 *Lakewood Neighborhood* as an amendment to the 2015 Marysville Comprehensive Plan; and having concurrently considered design regulations as an amendment to Marysville Municipal Code (MMC) Title 22 *Unified Development Code*; and having considered the exhibits and testimony presented, does hereby enter the following findings, conclusions and recommendation for consideration by Marysville City Council:

FINDINGS:

1. The Planning Commission held public work sessions in review of the DRAFT Lakewood Neighborhood Master Plan (LNMP) and DRAFT Design Regulations on December 8, 2015, March 22, 2016, May 10, 2016, September 13, 2016, September 27, 2016 and October 25, 2016.
2. The Community Development Department conducted two (2) neighborhood meetings at Cougar Creek Elementary in order to obtain feedback regarding the DRAFT LNMP and DRAFT Design Regulations on October 21, 2015 and March 24, 2015.
3. The Community Development Department issued Addendum No. 24 to the Final Environmental Impact Statement for the City of Marysville Comprehensive Plan on July 11, 2016 in order to satisfy the State Environmental Policy Act (SEPA) requirements in accordance with WAC 197-11-625.
4. Community Development Staff submitted the DRAFT LNMP and DRAFT Design Regulations to the State of Washington Department of Commerce on April 27, 2016 for review pursuant to RCW 36.70A.106.
5. The Community Development Department received a letter from the State of Washington Department of Commerce acknowledging receipt of the DRAFT LNMP and DRAFT Design Regulations on April 28, 2016 and processed with material ID #22333. No comments were received from State Agencies
6. The Planning Commission was provided written comments received by the Community Development Department, and took into consideration testimony received from staff and the public at the duly-advertised public hearing held on December 13, 2016.

CONCLUSION:

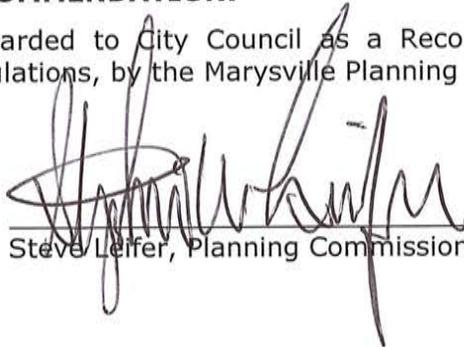
At the public hearing, The Planning Commission recommended the adoption of the Lakewood Neighborhood Plan with the edits as presented by staff in the Planning Commission packet, as reflected in the Planning Commission Minutes, dated December 13, 2016, attached hereto as **Exhibit A**. This motion includes a condition that staff work with the owner/representative of the Howard property (APN 31052900200400) to locate the 169th Place NE extension as far south as possible, on the property, taking into consideration the properties development

potential and Engineering Design and Development Standards (EDDS) applied by the City Engineer.

RECOMMENDATION:

Forwarded to City Council as a Recommendation of Approval of the LNMP and Design Regulations, by the Marysville Planning Commission this 13th day of December, 2016.

By:



Steve Leifer, Planning Commission Chair

PLANNING COMMISSION



MINUTES

December 13, 2016

7:00 p.m.

City Hall

CALL TO ORDER

Chair Leifer called the December 13, 2016 meeting to order at 7:00 p.m. noting the presence of several people in the audience.

Marysville

Chairman: Steve Leifer

Commissioners: Roger Hoen, Jerry Andes, Kay Smith, Brandon Whitaker

Staff: Planning Manager Chris Holland, Community Development Director Dave Koenig, Senior Planner Angela Gemmer

Absent: Kelly Richards and Tom Thetford (both excused)

APPROVAL OF MINUTES

November 22, 2016

Motion made by Commissioner Smith, seconded by Commissioner Whitaker, to approve the November 22, 2016 Meeting Minutes as presented. **Motion** passed unanimously (5-0)

AUDIENCE PARTICIPATION

None

PUBLIC HEARINGS

MMC Chapter 11.52 Commute Trip Reduction Update

Senior Planner Gemmer gave background on this item and reviewed the proposed changes as discussed at the last meeting.

The public hearing was opened at 7:07 p.m. Seeing no public comments, the hearing was closed at 7:07 p.m.

Motion made by Commissioner Hoen, seconded by Commissioner Smith, to recommend this for approval to the City Council. **Motion** passed unanimously (5-0).

Lakewood Neighborhood Master Plan

Planning Manager Chris Holland reviewed the redlined version of the Lakewood Neighborhood Master Plan, Appendix A (Design Standards) and Appendix B (Decorative Street Lighting).

Planning Manager Holland also noted that all written public comments to date were included in the Planning Commission's packet. Staff received another email today, which was distributed to the Planning Commission. That letter was based on a previous letter regarding the Margaret Hanson estate. Regarding that matter, Planning Manager Holland noted that there would not be any additional design or use requirements for Ms. Hanson's property that would not be a requirement for all other properties with similar zoning designation. If approved as proposed, each zone within the master plan area would be subject to the Appendix A Design Standards. Commissioner Hoen asked if staff ever met with the representatives of the Margaret Hanson estate. Planning Manager Holland stated he had tried to make contact once, but was not successful.

Planning Manager Holland explained that the purpose of the plan was to plan for development for the next 20 years focusing on transportation, utilities and design standards. Some of the assets include the civic center, Twin Lakes Park, existing rural crossroads character, scenic views, major shopping center, and access to other areas in the region. The 20-year plan would accommodate another 4,200 jobs and about 5,600 more people in the area. There will be a tremendous amount of growth in Lakewood.

Senior Planner Holland reviewed the existing zoning. He discussed recommended traffic improvements at 172nd Street, the 156th Street NE Interchange, Neighborhood Roadway Network north of 172nd (174th Street NE; 176th Street NE; 23rd/25th Avenue NE; and 19th Avenue NE) and south of 172nd Street (27th Avenue NE; 23rd Avenue NE; 19th Avenue NE/169th Street NE; 25th/27th Avenue NE; 156th Street NE and Interchange; 156th Street NE Multiuse Connection to Centennial Trail; Twin Lakes Avenue; 156th Street/Twin Lakes Avenue). He discussed the Land Use and Planned Collector Roads in the Transportation Element, the Draft Vehicular Network Map, the Land Technologies Road Connection Proposal, the Leifer Road Connection Proposal, the Andes Road Connection Proposal, and introduced Staff's Recommended Road Alignment as contained in the packet. Based on all the comments received from commissioners and the general public, staff has revised its recommendation. This includes elimination of the continuation of 30th down across the railroad, shifting that roadway to the east and allowing it as a sort of frontage road (Twin Lakes Frontage Road) which would connect down at 136th, and elimination of the previously recommended roadway along the

railroad. He noted that staff believes that the 23rd/27th Avenue Corridors would be the most important ones to move people.

Chair Leifer noted that there is a lot of verbiage contained in past minutes relating to the road connections and the fact that this is a conceptual plan but the details are yet to be finalized. He asked if this fact would be considered for development purposes. Planning Manager Holland replied that it would and noted that these are just recommended connections; the exact alignment would be determined as development occurs. Chair Leifer recommended including some verbiage reflecting that to the text. Planning Manager Holland indicated something like that could be incorporated if desired, but the following text is already included in the Engineering, Design and Development Standards (EDDS):

“Specific alignments have not been identified for the planned connector roads. Alignments will be defined as part of the future corridor studies or as adjacent properties are developed. Some of the other planned connector roads also may be classified as arterials in the future depending on specific design and access requirements at the time the corridor is developed.”

Chair Leifer indicated that it didn't need to be restated if it is already in the EDDS. Planning Manager Holland agreed and added that each one of the road connections within the City of Marysville's Urban Growth Area Boundary is also already in the TIF (Traffic Impact Fee) calculation.

Chair Leifer asked about the City's plan for the loop between 23rd, 169th, and over to 27th. Planning Manager Holland replied that the project is in the two-year budget that the Council just approved so it will be moving forward soon.

Commissioner Andes suggested adding a note on the map referring to the statement from the EDDS. Planning Manager Holland indicated staff could do that. Commissioner Andes then referred to the roundabout on 19th and commented that a train would stop all traffic. He wondered if there was a type of signal that could be included to assist traffic flow. Planning Manager Holland replied that staff will look into signal options for this.

Utilities – Water: Planning Manager Holland then explained that no major water improvements need to be made in the service area.

Utilities – Sewer: The main improvement that needs to occur is that the sewer line will need to be extended up to 172nd along the railroad. There is also a chokepoint near Twin Lakes Avenue that needs to be improved.

Chair Leifer asked if there is a preferred location for discharge for a proposed force main up in that region. Planning Manager Holland indicated he could look into it. Chair Leifer commented that the whole question about sewer is dependent upon what happens with the property that Sayani owns unless another route is found via a pump station. Planning Manager Holland commented that if the City had the ability and the

funds available to put it in and felt it was necessary to spur development, they could acquire the property and put it in. He noted that the issues can be identified when the property owners/developers are working with the Public Works Department.

Utilities – Stormwater: The City adopted Ordinance No. 3035 which becomes effective December 31. This means all development is required to do infiltration or LID improvements as part of their stormwater unless it is proven unfeasible.

Planning Manager Holland explained that the Design Standards in Appendix A build upon existing Design Standards in the current code, but also expand on them to try to get a neighborhood that is pedestrian oriented. The Urban Design Standards require buildings oriented toward the street front. It would require Design Standards for commercial areas to provide pedestrian-oriented character. It would build on the existing character of the area and provide for active ground floors along street segments. Planning Manager Holland summarized the general text amendments as shown by the red lines in the Draft Plan.

Commissioner Hoen asked what the Arlington Municipal Airport Sub Districts C and D are. Planning Manager Holland replied that these relate to requirements for certain areas that align with the proximity to the airport.

Commissioner Whitaker referred to the Design Standards as they relate to lighting and asked if they would be using LED lights. Planning Manager Holland replied that they are seeing a lot more LED. Commissioner Whitaker recommended making sure that if LED lights are used, full cut-off fixtures are required in order to avoid fugitive light going everywhere.

Commissioner Andes asked if the Shaw property will be required to do anything with 19th. Planning Manager Holland replied it has been discussed as part of the application process, but hasn't been finalized yet.

The public testimony portion of the public hearing was opened at 8:11 p.m.

Public Testimony:

Sandy Howard, 16704 25th Avenue NE, Marysville (2310 – 172nd Street), stated that she has lived at this address since 1974. Her husband passed away six years ago and she is working on trying to sell the property. She was disappointed to see a road going through her property which will impact the value tremendously. She recommended that the road avoid her property if at all possible. She urged the Commission to consider the impacts to private property owners.

Merle Ash, 18820 3rd Avenue NE, Arlington, WA, spoke as a citizen and a land use consultant representing Sandy Howard and the Grove Church. He commented that he is generally pretty excited about this plan, but he thinks there needs to be a couple tweaks including Sandy Howard's property. He expressed concern about the 169th extension. 169th aligns with the south half of the Howard property. A 70-foot corridor

through the property would put a huge burden on the property as it would leave a 70-foot strip remaining south of that which would be basically unusable. He requested that the roads actually get built. He encouraged the City to recognize some of the private property owners' concerns that are along this route. He stated that they will be submitting a pre-application for a road alignment in a townhouse development on that property which will propose S-curves turning to the south of the property line. They feel this would be a good compromise and might actually encourage a developer to purchase the property.

Chair Leifer asked Mr. Ash how the proposed S-curves would relate to the speed limits in the area. Mr. Ash replied that the design and the radius they are proposing would accommodate proposed speed limits. He doesn't think it would be an impact to the flow of traffic. Chair Leifer asked what the speed limit for that area would be. Planning Manager Holland replied it would be 25-30 mph.

Chair Leifer then asked what the recommended road configuration for the 23rd extension to the south would be. Mr. Ash replied that they would have liked to see something developed off of 19th and down the side of the railroad tracks. As part of their pre-application they will be talking to the City about this issue where her 5-acre property potentially being reduced to a 3.17 acre piece of property as a result of the proposed road alignment.

He summarized that staff did an outstanding job on this Plan.

Seeing no further public comments, the public testimony portion of the public hearing was closed at 8:30 p.m.

Chair Leifer referred to the loop road and the alignment and asked if it would be appropriate for the Planning Commission to give an opinion of where the alignment should be due to the City's plans to construct a road and the eminent development in the area. He spoke in support of preserving individual property rights.

Commissioner Andes discussed some curved roads he had done in his career and commented on how the S-curves might work with the roundabout. He thought that this particular situation would be a good test for the City to demonstrate how it will work with the property owners and developers as stated in the EDDS.

Chair Leifer spoke in support of a statement that the road alignment be held along the south property line of the Howard property with an S-curve to bring it back into the easterly portion and then continue on that route all the way towards the railroad until it curves up 19th. He commented that that seems to make a lot of sense for everybody.

Planning Manager Holland noted that could be included as an emphasis from the Planning Commission if that is the consensus. He stated that the City is willing to entertain that road alignment, but it comes down to when development occurs and if it can meet Engineering Design and Development Standards. There appeared to be consensus to support the verbiage indicated by Chair Leifer.

Motion made by Commissioner Andes, seconded by Commissioner Smith, to recommend approval of the Plan as presented with direction to facilitate the alignment of 169th as far south as possible, as approved by the City Engineer, in accordance with the EDDS in order to have the least impact possible on the Howard property. **Motion** passed unanimously (5-0).

Commissioner Hoen asked how the compensation to the property owners for right-of-ways is typically figured out. Planning Manager Holland explained that it is something worked out based on fair market value of the land and the cost of improvements. The right-of-way dedicated would be credited toward their traffic impact fees as well as the cost of improving that right-of-way to a public standard.

CITY COUNCIL AGENDA ITEMS AND MINUTES

ADJOURNMENT

Motion made by Commissioner Andes, seconded by Commissioner Smith, to adjourn the meeting at 8:51 p.m. **Motion** passed unanimously (5-0).

NEXT MEETING:

January 10, 2017



Chris Holland, Planning Manager for,
Laurie Hugdahl, Recording Secretary

APPENDIX B

Lakewood Neighborhood Master Plan

Lakewood Neighborhood Master Plan

**CITY COUNCIL APPROVED, MARCH 27, 2017
ORDINANCE NO. 3053**

**PREPARED BY:
MAKERS
Transpo
SvR**

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Introduction

As an emerging community, Lakewood will continue to see development. Much of the area has not yet developed to the densities allowed under current zoning. This plan ensures that development is in line with the community and City's vision.

PURPOSE

The Lakewood Neighborhood Master Plan guides physical development over the next 20 years for the Lakewood Neighborhood, mapped in Figure 1. It is consistent with the Marysville Comprehensive Plan and provides additional detail for the Lakewood Neighborhood. This plan focuses on the infrastructure and urban design aspects of the neighborhood.

As an emerging community, Lakewood will continue to see development. The neighborhood is primarily zoned Mixed Use, General Commercial, Community Business, and Low and Medium Density Multifamily. As Figure 2 shows, much of the area has not yet developed with the uses and densities allowed by these zones. The City requires developers to improve the streets, manage stormwater, connect to water and sewer mainlines, and follow architectural and landscape design guidelines as they develop to mitigate impacts from higher intensity land uses. This plan ensures that the required improvements are in line with the community and City's vision for growth and change in Lakewood.

LAKWOOD NEIGHBORHOOD

The Lakewood Neighborhood, outlined on Figures 1 and 2, is generally bounded by the railroad on the west, I-5 on the east, and the City's Urban Growth Area boundary north of 172nd St NE. Near 172nd St NE, the planning area extends across the railroad to include Lakewood schools and mixed-use residential zones. At the south tip of Lakewood, the area again extends west of the railroad to include public-institutional and light industrial zones.

BACKGROUND

The Lakewood Neighborhood is transitioning from a long history of rural land to a more urbanized character. Since its designation as an urban growth area, it has seen substantial commercial and multifamily development that has brought more people and amenities to the area, along with the associated vehicular trips, stormwater considerations, and changing architectural character. During the neighborhood planning process, residents and

Development Potential

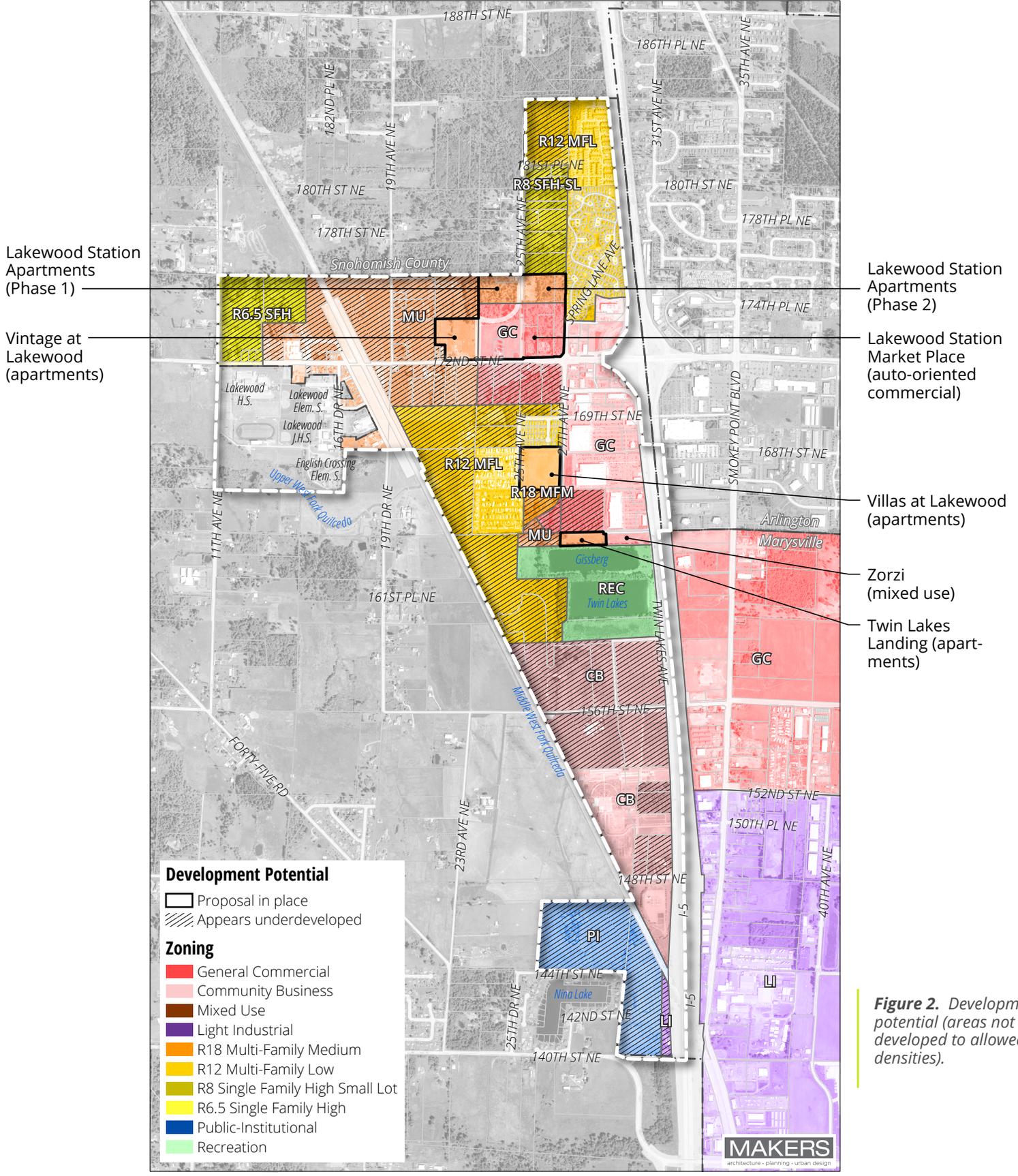


Figure 2. Development potential (areas not developed to allowed densities).

property owners expressed mixed feelings about these changes. Concerns revolved around growing traffic issues and a loss of rural land to “undesired” activities (e.g., shops that do not serve local needs and multifamily housing that appears dense). Some hoped to see growth and change to draw local amenities (e.g., a grocery store west of I-5 and small local businesses), achieve the anticipated street improvements that are required with development, and build a walkable and bikable neighborhood center. These objectives are consistent with the City’s Comprehensive Plan and its vision for the Lakewood Neighborhood.

The concepts described in the “Lakewood vision” section on page 7 address three major issues:

1) **Transportation.** With a limited street network, a well-used railroad corridor, a regional shopping center, and Community Transit and school bus systems, vehicular congestion occurs along many Lakewood routes. As a future suburban neighborhood, Lakewood lacks appealing “active transportation” (i.e., walking and bicycling) routes. AARP’s Livability Index points to some of the challenges residents face regarding active transportation:

- Lakewood is below average in the number of walking trips residents take each day (.53 trips per household per day as compared to the national average of .73, Arlington’s 1.25, and Seattle’s 1.4),
- Residents in the region pay above average transportation costs (\$4,350 per year more than Seattle residents),
- Lakewood has higher than average speed limits, increasing the likelihood of fatal crashes,
- Lakewood has lower than average ADA accessibility,
- 28% of residents are obese in the region, elevating the importance of active transportation, and
- Lakewood has a far lower density of jobs and residents than average (533 people per square mile as compared to 7,014 in Arlington, 10,964 in Everett, and 17,673 in Seattle), resulting in fewer walking and biking distance destinations and opportunities for spontaneous community gathering.



Figure 3. The railroad crossing on 172nd Street NE delays traffic.

This plan describes the steps needed to shift Lakewood to a healthier share of transportation modes, and a better-performing 172nd Street NE and neighborhood streets. In particular, it provides street design concepts and strengthens the requirements for regular, connected streets as development occurs.

- 2) **Utility infrastructure.** As a flat, historically rural area with a high water table zoned for higher-intensity land uses, stormwater management and water and sewer service will need to be designed to accommodate the high groundwater levels and adjacent critical areas and buffers.

In the areas without high groundwater and with infiltrative soils, redevelopment within the Lakewood Neighborhood provides opportunities to incorporate Low Impact Development (LID) principles such as native vegetation protection, site phasing, and LID facilities such as bioretention swales and planters to manage stormwater. This applies to stormwater management on both private parcels and within the public rights-of-way.

- 3) **Urban design.** Lakewood lacks the feel of a cohesive neighborhood with well-connected residences, destinations, and community-oriented spaces. Despite the existence of a large, mixed-use zone, retail has only developed in the general commercial zone, is scaled to serve people arriving by automobile, is not easily accessed from the rest of the neighborhood due to the limited routes serving it, and lacks plazas or small parks to serve as community gathering spaces. In addition to the geographically disjointed feel and shortage of neighborhood character, the multifamily and mixed-use zones are experiencing residential development that, to some, appears to lack quality materials, design, and sensitivity to open space needs.



Figure 4. *The Lakewood Crossing shopping area has quality landscaping and building design, but the development is scaled and oriented to the automobile, not to the neighborhood or human.*



Figure 5. Gissberg Twin Lakes Park.



Figure 6. Railroad right-of-way provides space for a trail.



Figure 7. Rural crossroads character at 172nd Street NE and 19th Drive NE.



Figure 8. Regional shopping center.

Despite these issues, Lakewood has some major assets. The concepts below build on some of Lakewood’s best characteristics:

- **Civic center.** The high, middle, and elementary schools create a hub of civic activity.
- **Gissberg Twin Lakes Park.** The park offers green space and swimming, fishing, walking, remote control boating competition, and picnicking opportunities.
- **Railroad right-of-way with opportunity for a trail.** The right-of-way and sensitive areas along the railroad provide a unique setting for a recreational trail and linear park through the neighborhood. This trail could provide an exceptional connection to Centennial Trail to the east.
- **Existing rural crossroads character.** The existing Post Office and small businesses near the railroad have the unique look and feel of a rural neighborhood crossroads. As the area develops, this could become a pedestrian-oriented center of local activity (different from the regionally-oriented shopping center near I-5). Likewise, it could build on the activity at the Lakewood School District campus.
- **Scenic views.** Lakewood provides expansive views of the Cascade Mountains.
- **Major shopping center.** The proximity to the major regional shopping center at the I-5 interchange means short trips for many retail needs.
- **Access to region.** I-5 provides excellent north-south access to Everett, Seattle, and other places in the region.

The following section describes a vision for Lakewood that, over time, solves existing issues and reinforces its assets.



Lakewood

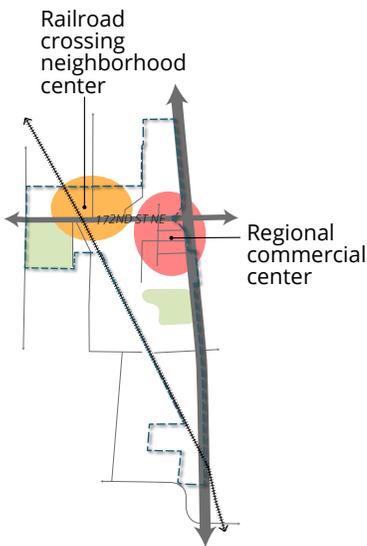


Figure 9. Lakewood's major centers.

URBAN DESIGN CONCEPT

The Lakewood urban design concept lays out a holistic neighborhood that transitions between a rural crossroads character and a more urban mixed-use center, increases pedestrian, bicycle, and vehicular access between residences and destinations, creates community gathering places and small parks, and strengthens the identity of Lakewood as a neighborhood.

Lakewood has two major centers: 1) a regional commercial center at I-5 and 172nd Street NE and 2) a civic center with historic crossroads at 172nd Street NE and the railroad tracks. These centers are depicted in Figure 9.

REGIONAL COMMERCIAL CENTER

The General Commercial (GC) zone (highlighted in pink in Figure 13) is nearly built out with large stores and shopping malls scaled for a regional clientele arriving by automobile. Although new development has provided sidewalks, street trees, and other quality design elements, the stores are primarily oriented to large surface parking lots and I-5, turning their backs to the neighborhood. This plan recommends:

- Improving the design requirements on key streets that connect neighbors to the shopping center (see the pedestrian-oriented streets noted on Figure 17). Creating tree-lined streets with safe walking and bicycling routes in the area just outside of the GC zone to encourage active transportation amongst locals.
- Developing an interactive relationship between the Gissberg Twin Lakes Park and the shopping center by connecting the park to the neighborhood and improving the sense of safety by increasing the number of “eyes” on the park. To accomplish this, the ground floor along the street facing the park should have active uses (e.g., retail, live/work) or residential entries that transition well between private and public space (see Appendix A). Multifamily balconies looking over the park would also increase the eyes on the park.



Figure 10. Mixed-use building with ground floor retail fronts a street (above) and a park (below) to activate the public space and provide “eyes on the park” (photo courtesy of Riverside Rediscovered).



Figure 11. Pedestrian-oriented neighborhood center with active ground floors and community gathering space.



Figure 12. Pedestrian-oriented main street with active ground floor.

RAILROAD CROSSING NEIGHBORHOOD CENTER

The railroad crossing area has an architectural character that ties Lakewood to its rural history, and combined with the schools, is a center of activity. Unique from the regional commercial center to the east, buildings here are scaled to humans rather than automobiles and provide space for local, small businesses. Given that Lakewood is expecting population growth, the Mixed Use (MU) zone surrounding the crossroads could become a vibrant, compact, pedestrian-oriented neighborhood. Internal destinations (i.e., a new small business main street), as well as good connections between surrounding residences and the regional shopping center about a mile away, would complete this neighborhood. To create a lively neighborhood center, this plan incorporates strengthened design standards and connectivity efforts in a locally-oriented mixed-use center (highlighted in orange in Figure 13). In particular, development standards and design guidelines should accomplish the following:

- **Pedestrian-oriented main streets.** A new mixed use neighborhood center northeast of the railroad crossing at 172nd Street NE would be close enough to the existing historic buildings and schools to build on their energy, would have adequate space to develop into a true neighborhood, and would not be encumbered by heavily-trafficked roads. Ideally, a new east-west main street would develop north of 172nd bisected by 19th Avenue NE, and secondary main streets may branch out from there. Design standards that require ground floor active uses (e.g., restaurants, retail, live/work and “makers” spaces, offices) should be applied to some central streets (approximately 500 to 1,000 linear feet total) in this area (dashed circle on Figure 17). In general, commercial spaces should have limited footprints and flexible arrangements to accommodate small and growing businesses and to offer a different option than the shopping center near I-5. A neighborhood plaza or park with active edges should be required with development to provide a central community gathering space. A grocery store should be encouraged. Overall, design standards are particularly important in this area for creating a pleasant walking and resting environment.
- **Historic character near 16th Drive NE and 19th Drive NE.** The existing rural crossroads character west of the railroad tracks should be preserved if possible. Consider placing a “Lakewood Community Overlay” on the area marked in brown on Figure 13 to encourage adaptive re-use over time rather than full redevelopment. Given the small sites and unique configurations, this may happen

Urban Design Concepts

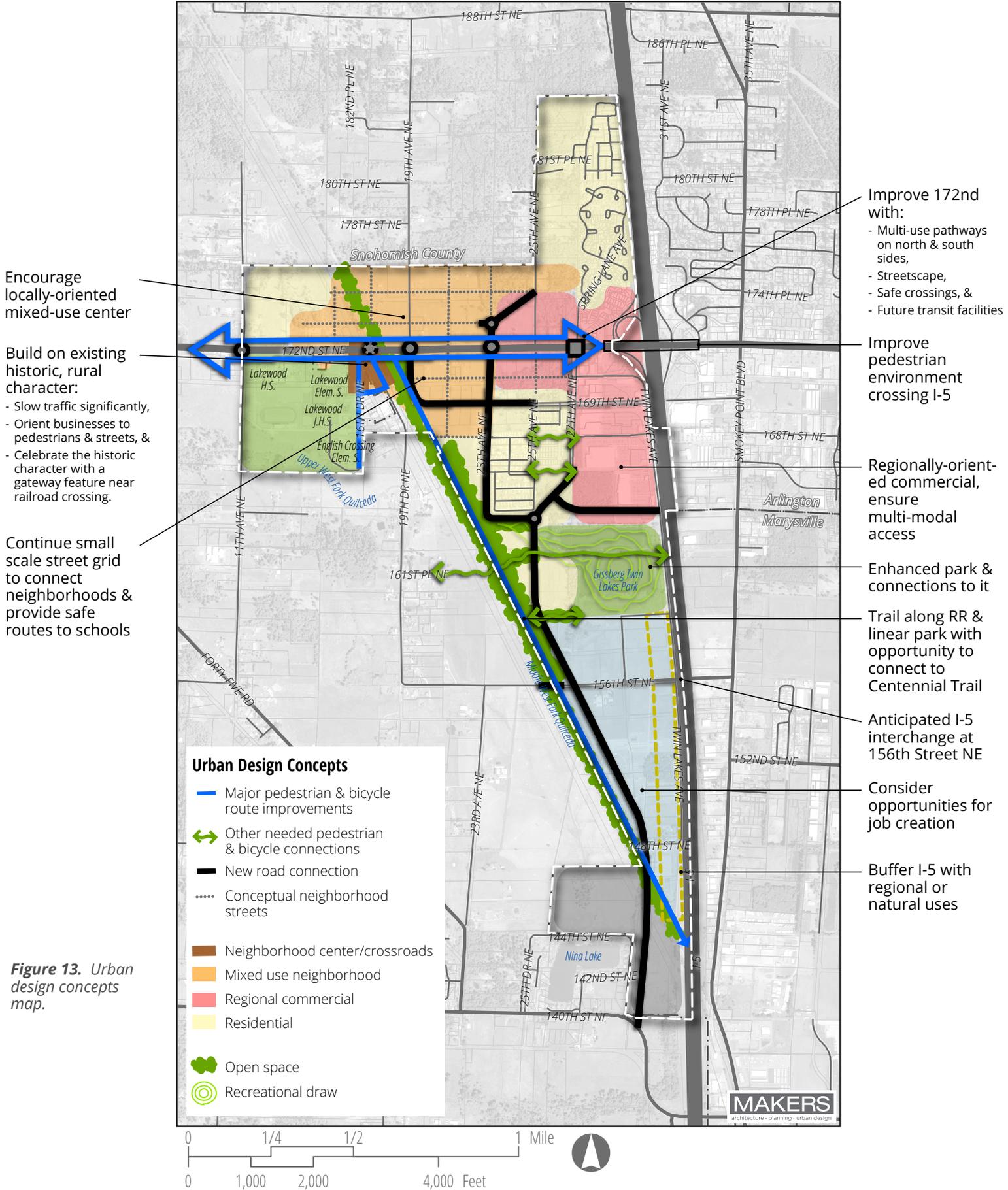


Figure 13. Urban design concepts map.



Figure 14. New developments will be required to provide comfortable pedestrian routes that connect to a Lakewood-wide “active transportation” network.



Figure 15. This plan recommends a gateway feature at the railroad crossing to announce entry to historic Lakewood and the new neighborhood center and highlight the new trail.

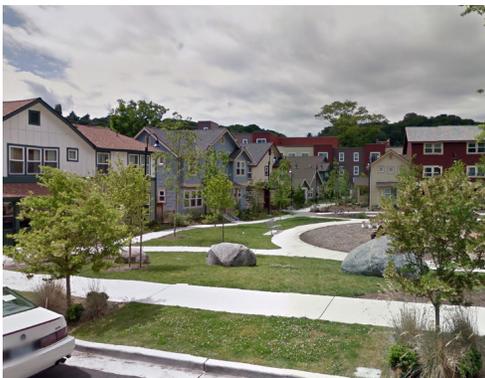


Figure 16. High-quality common open space is required with new multifamily development.

naturally, but an overlay would ensure that Lakewood maintains at least a piece of its history and rural character. Connections between the historic center and the new pedestrian-oriented center described above should be carefully considered to encourage walking and bicycling.

- **Pedestrian and bicycle connectivity.** Throughout the MU zone, buildings and streets should be laid out in a way that supports comfortable, safe, and pleasant walking and bicycling routes. Low-speed streets or paths should be provided every 200 to 300 feet. These routes should be designed primarily for active travel (i.e., non-motorized) with adequate space and quality landscaping as described in the Lakewood Design Guidelines.
- **Gateway to historic Lakewood.** A gateway feature (e.g., a sign) on the southeast corner of the railroad tracks and 172nd Street NE would announce entry into the heart of the Lakewood neighborhood. This spot marks an important link between the proposed bicycle trail on the east side of the railroad right-of-way, the new neighborhood center to the north, and the historic center to the west. Design elements might take inspiration from the railroad crossing to strengthen the local character and should provide visual cues to motorists that they are entering a unique neighborhood.

OTHER ZONES

Other large areas in Lakewood include the following:

- **Multifamily zones** extend beyond the two major nodes described above. As the area develops, like in the MU zone described above, street connectivity and pedestrian and bicycle infrastructure will be imperative. Also important in this area are “green” connections between the railroad right-of-way trail and Gissberg Twin Lakes Park.
- **A Community Business (CB) zone** is located in southern Lakewood and is bounded by I-5 and the BNSF railroad tracks. As a thin strip of land adjacent to I-5 and disconnected from most neighborhood amenities, it is not appropriate for residential or community-oriented retail uses. The CB zone leaves the area flexible for commercial uses that may provide additional jobs in the area. When an I-5 interchange is built at 156th Street NE, this area will become even more auto-oriented and physically separated from northern Lakewood. Thus, although development would follow the design guidelines outlined in Appendix A and accommodate pedestrians and bicycles, this area would be less neighborhood oriented than the Mixed Use and residential areas to the north.

Pedestrian-Oriented Public Areas

New streets and paths to be “pedestrian-oriented” as area develops. Pedestrian-oriented streets must have active ground floor uses. Developer may choose location, as long as it falls within this general area. Approximately 500 linear feet of continuous pedestrian-oriented streets must be provided. “Continuous streets” may include cross-streets.

The “Lakewood Community Overlay” encourages adaptive re-use of existing buildings over time to maintain a rural crossroads character. Boundary not definitive.

Buildings should primarily orient to the human-scale local streets (i.e., “required streets” shown in dotted grey or “required pedestrian paths” in wavy grey lines) when a development fronts more than one type of street.

Note: all new development and redevelopment must follow the Lakewood Design Guidelines for pedestrian-friendly development throughout the neighborhood. This map identifies streets with **additional** standards for active ground floor uses and building orientation to the street or public area.

Pedestrian-oriented commercial streets: New development must provide active ground floor uses.

Pedestrian-oriented trail or park: New development must follow the Lakewood Design Guidelines in Appendix A to adequately transition from public to private space and increase natural surveillance of the public spaces without impacting residents. Any commercial uses must follow pedestrian-oriented streets guidelines.

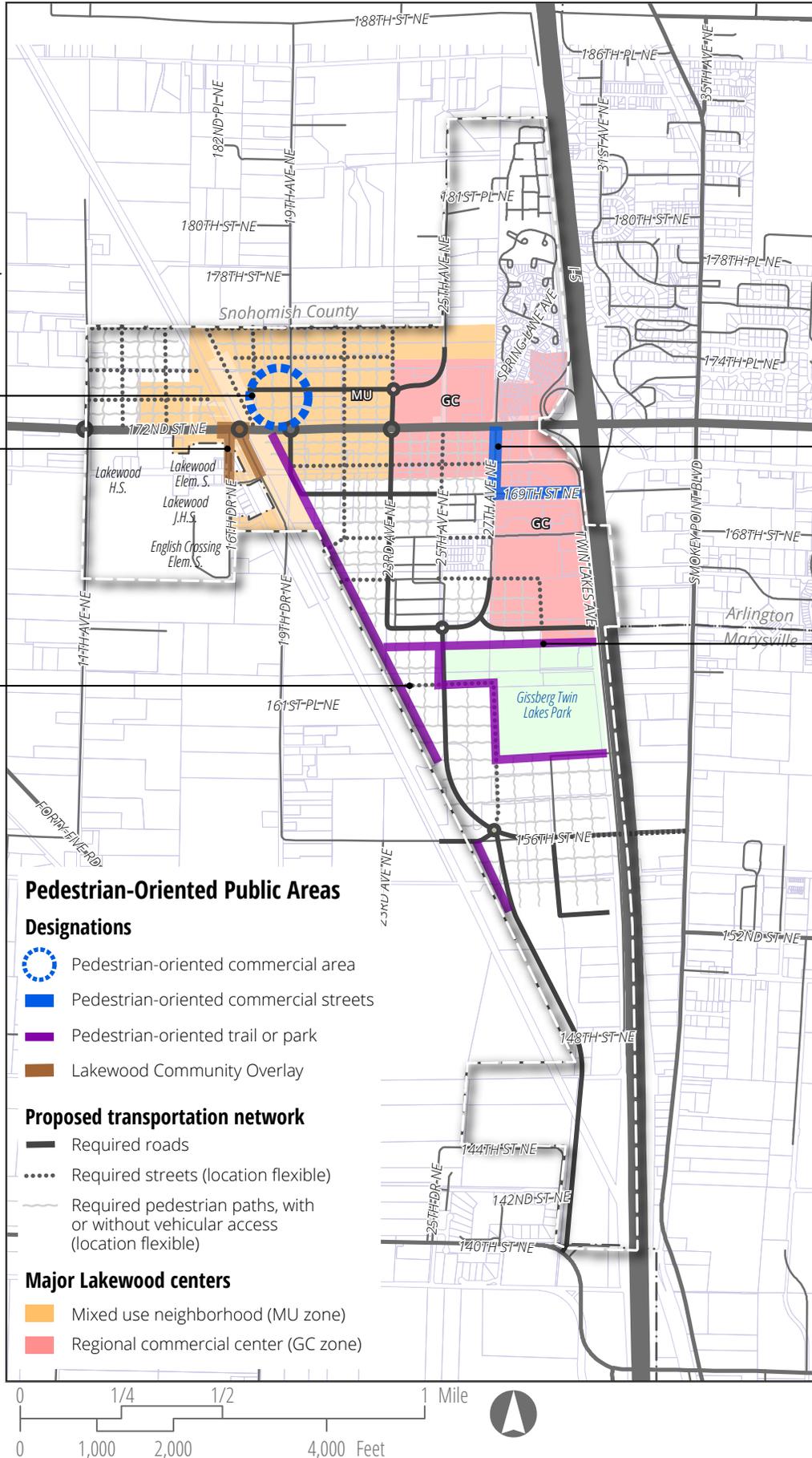


Figure 17. Streets, trails, and parks with special design guidelines.

- **A Public-Institutional (PI) zone** found south of the railroad may be appropriate for low intensity uses, critical area restoration, or stormwater management as it is encumbered by critical areas, I-5, and the railroad tracks. The City's Comprehensive Plan allows for this property to potentially be rezoned to medium density, single family residential upon traffic analysis of 140th Street NE and a future road connection from 140th Street NE to 172nd Street NE.

UTILITIES AND STORMWATER SYSTEM OVERVIEW

The Lakewood Subarea is located within the Quilceda Creek Basin and is specifically tributary to the West Fork of Quilceda Creek. Figure 18 shows the location of streams and other known environmentally critical areas (ECAs). Locations of ECAs may guide where utility connections can be made and may inform which types of stormwater management facilities may be used on individual parcels. New development and redevelopment is required to comply with applicable ECA codes, including Marysville Municipal Code (MMC) Chapter 22E.010.

STORMWATER

Permitting through the City of Marysville requires new development and redevelopment to control stormwater runoff to match predevelopment conditions in accordance with MMC Chapter 14.15. New development and redevelopment are required to provide water quality treatment facilities for pollution-generating surfaces. This includes any improvements to the street network and parcel frontages.

Soils records indicate that most of the subarea is underlain by outwash soils, which are generally good for infiltration and Low Impact Development (LID). The far western side of the subarea is underlain by till soils which, depending on the depth, may not be suitable for concentrated infiltration facilities. Under the new Phase 2 National Pollutant Discharge Elimination System (NPDES) permit, the City of Marysville adopted Ordinance No. 3035 on October 10, 2016 that makes LID the preferred method for stormwater management, effective on December 31, 2016.

WATER AND SEWER

The subarea is located within the City of Marysville water and sewer system service area. Figure 19 and Figure 20 show the existing public water and sewer infrastructure. Like in other Washington communities transitioning from rural to urban land uses, developers must provide any water and sewer infrastructure needed to support the new development. Water and sewer main extensions will be required for most new development in the Lakewood Subarea. Main extensions will be built and paid for by developers in accordance with City of Marysville Engineering Design and Development Standards (EDDS). Some developments may require lift stations and force mains to provide sewer conveyance. Upgrades to existing mains will also be required to provide sufficient conveyance capacity for water and sewer. Water and sewer services, including main line extensions, will be constructed in accordance with MMC Title 14, Water and Sewers.

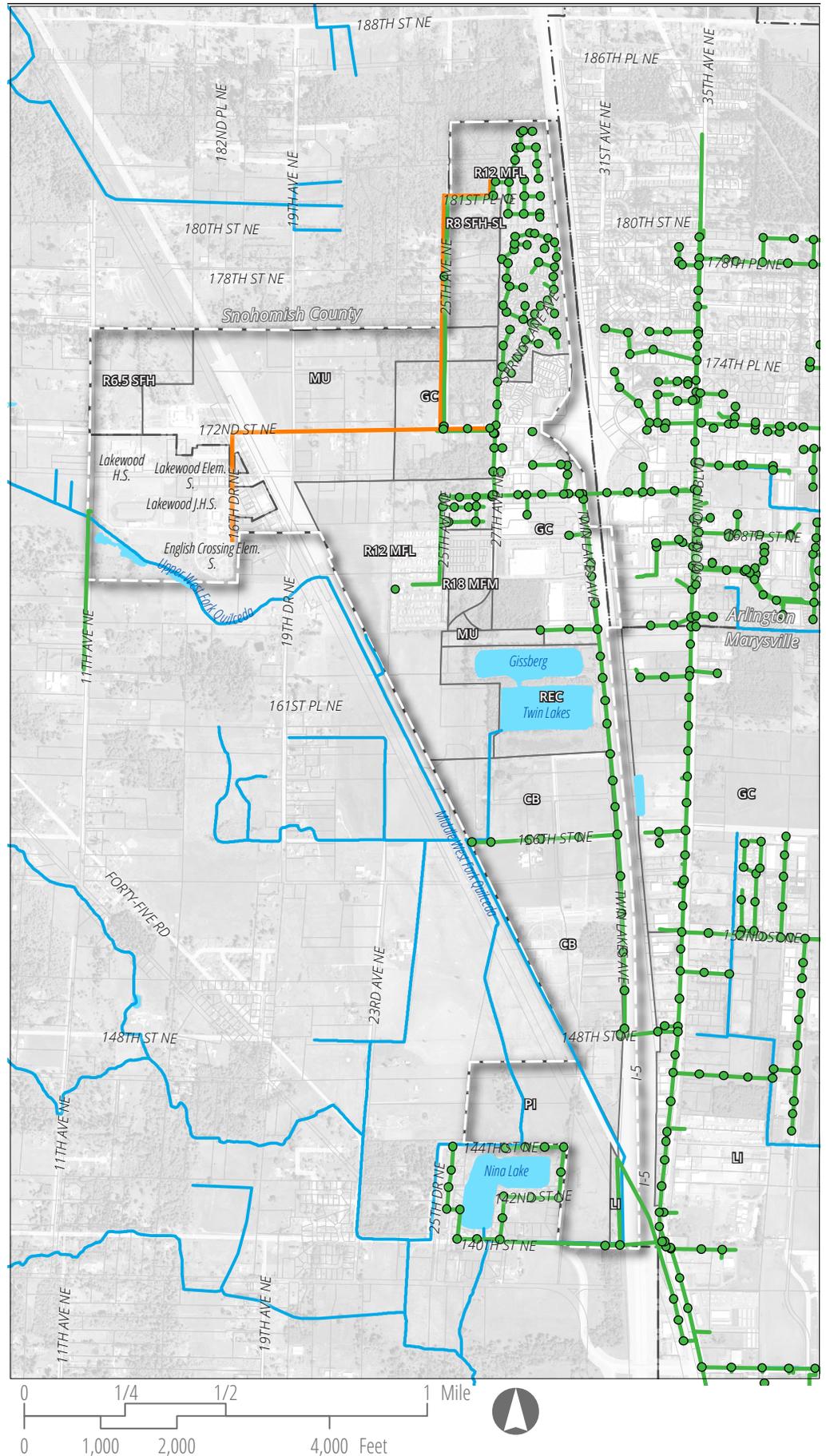
The City of Marysville Wastewater Treatment Plant (WWTP) was upgraded in 2004 to accommodate up to 20.3 million gallons per day (mgd). The sewer flow for the entire service area is expected to reach only 16.9 mgd by the year 2031. This is based on estimated population growth, including the Lakewood Neighborhood, as described in the 2011 Sewer Comprehensive Plan. The zoning within the Lakewood Subarea has not changed since the 2011 Sewer Comprehensive Plan.

According to the 2011 Sewer Comprehensive Plan Exhibit IV, the Lakewood Subarea is within Sewer Basin F. The 2011 plan identified segments of this collector line as potentially deficient for full build-out of current zoning.

Public Sewer Infrastructure (Existing)



Figure 20. Lakewood existing public sewer infrastructure map.





The 172nd Street NE corridor is the most important street in the Lakewood subarea. It serves regional through traffic, regional trips accessing goods and services in Lakewood, and local trips. In addition, multimodal travel demands are increasing due to recent and planned mixed-use development along much of 172nd Street NE. For this reason, this plan prioritizes pedestrian and bicycle improvements, particularly through buffered multi-use trails along 172nd Street NE, while accommodating growth in vehicular traffic volumes.

This corridor plan builds upon the City's 172nd Street NE/SR-531 Corridor Analysis (Gibson Traffic Consultants, Inc. July 2013), which identified a variety of roadway and intersection capacity improvements. This analysis recommends the following:

- Adding one additional travel lane in each direction between 27th Avenue NE and 19th Avenue NE,
- Constructing two lane roundabouts at 23rd Avenue NE and at 19th Avenue NE,
- Making the intersection at 16th Drive NE right-in/right-out,
- Constructing a one-lane roundabout at 11th Avenue NE, and
- Constructing transit facilities for future bus service (i.e., Community Transit approved concrete pads for future bus shelters).

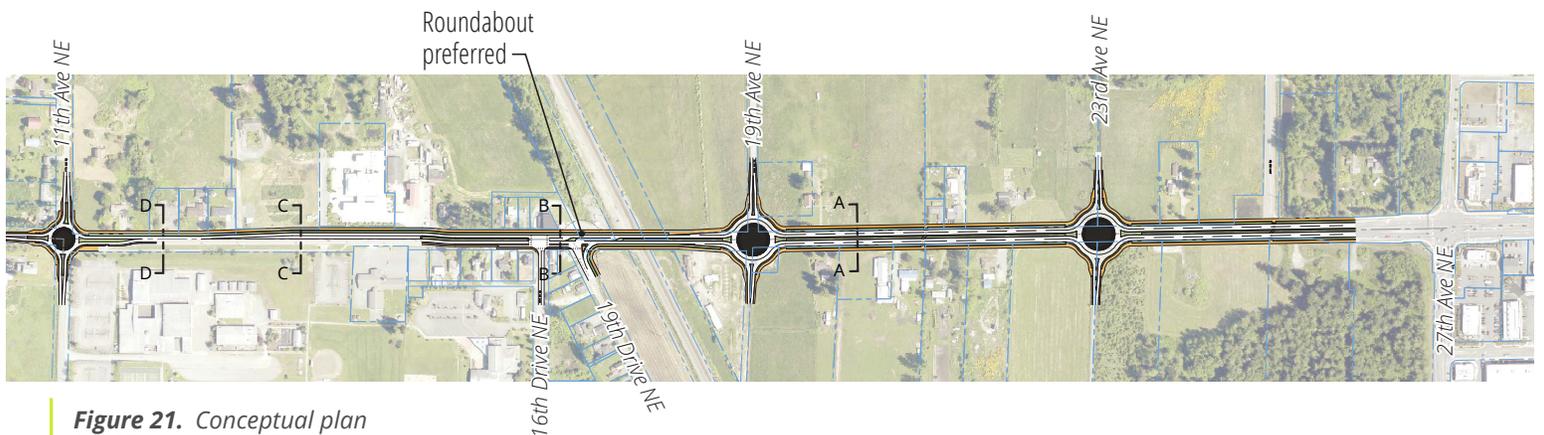


Figure 21. Conceptual plan for 172nd Street NE

This plan builds upon the previous analysis and the City's desire for a higher quality, more attractive multimodal corridor with an interesting urban design. A variety of pedestrian, bicycle, and urban design improvements are identified with the goal of developing a safe and attractive multimodal corridor that will link the Lakewood subarea to internal destinations and other parts of Marysville. High-quality pedestrian and bicycle facilities, including multi-use trails on both sides of 172nd Street NE and crosswalks roughly every 650 feet, are recommended. Also identified are wide, planted medians and buffers between travel lanes and the multi-use trail.

As traffic volumes decrease toward the west end of the corridor, the proposed number of travel lanes decreases from four to two with a two-way left turn lane. Pedestrian and bicycle facilities become narrower as well. Immediately to the west of the BNSF railroad tracks, a more urban "main street" roadway cross-section with parking and narrower planting strips is proposed. Farther west, roadway changes are minimized—the largest improvement being a new multi-use trail on the north side of 172nd Street NE.

The proposed concepts for 172nd Street NE were developed holistically with the rest of the transportation network, including improvements to secondary east-west and north-south vehicular circulation routes, a dense network of pedestrian routes, and safe and attractive bicycle connections to schools and parks.

STREETSCAPE DESIGN GUIDELINES

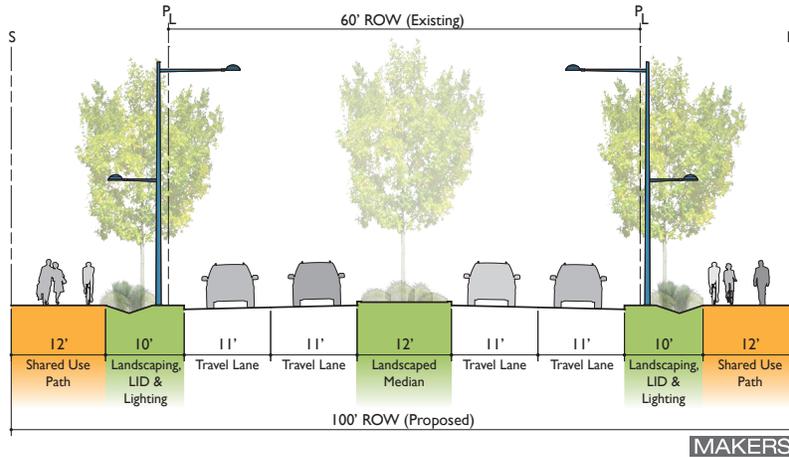
The illustrations and text below describe the three envisioned primary roadway cross-sections of 172nd Street NE from 27th Avenue NE to 11th Avenue NE. While improvements along this corridor would be funded and constructed by developers and the City, 172nd Street NE is a State Route (SR 531), so the City will work with the Washington State Department of Transportation (WSDOT) on any improvements.

The City should work with WSDOT to limit travel lane widths to discourage speeding, improve safety, limit pedestrian crossing distances, reduce costs, decrease stormwater runoff, and support the overall vision of an urban, multimodal corridor. Discussions between WSDOT and the City should reflect evolving best practices, including guidance from the WSDOT-endorsed National Association of City Transportation Officials (NACTO) Urban Street Design Guide, which recommends a maximum typical travel lane width of 11 feet.

The cross-sections below provide some detail on the varying conditions and proposed improvements along the length of 172nd Street NE.

27TH AVENUE NE TO JUST WEST OF 19TH AVENUE NE

This plan recommends the following characteristics for the eastern portion of 172nd Street NE:



SECTION A (Looking west between 23rd & 19th Avenues)



Figure 22. Existing conditions on 172nd Street NE between 19th Ave NE and 27th Ave NE.

Figure 23. Proposed 172nd Street NE cross-section between 19th Ave NE and 27th Ave NE.



Figure 24. Proposed 172nd Street NE plan between 19th Ave NE and 27th Ave NE

- Two travel lanes in each direction. The road transitions from two travel lanes per direction at 19th Avenue NE to one travel lane per direction at the railroad tracks.
- Travel lane widths of 11 feet (preferred by the City). WSDOT has stated a preference for 12 foot inside lanes and 14 foot outside lanes. The City and WSDOT will work toward a resolution.
- Limited mid-block access points, with only right-in, right-out movements allowed (i.e., no left turns allowed).
- A median up to 12 feet in width.
- A 12 foot multi-use trail on both the north and south side of the road.
- A 10 foot planted buffer between travel lanes and the multi-use trail.
- Two lane roundabouts at:
 - 19th Avenue NE
 - 23rd Avenue NE
- Mid-block crosswalks controlled by pedestrian signal, HAWK, or RRFB's approximately halfway between:
 - 23rd Avenue NE and 19th Avenue NE
 - 27th Avenue NE and 23rd Avenue NE
- In-lane bus stops as needed on the far side of the intersection or as approved by WSDOT and Community Transit.



Figure 25. Existing conditions on 172nd Street NE between 16th Drive NE and 19th Drive NE.

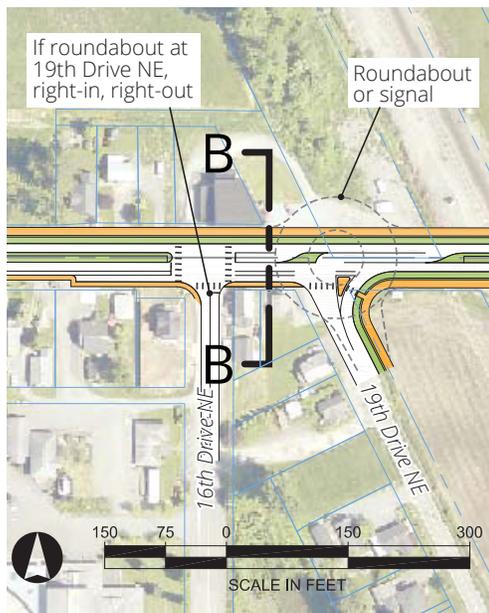


Figure 27. Proposed 172nd Street NE plan between 16th and 19th Drives NE.

JUST WEST OF 19TH AVENUE NE TO JUST WEST OF 16TH DRIVE NE

This plan recommends the following characteristics for this segment of 172nd Street NE:

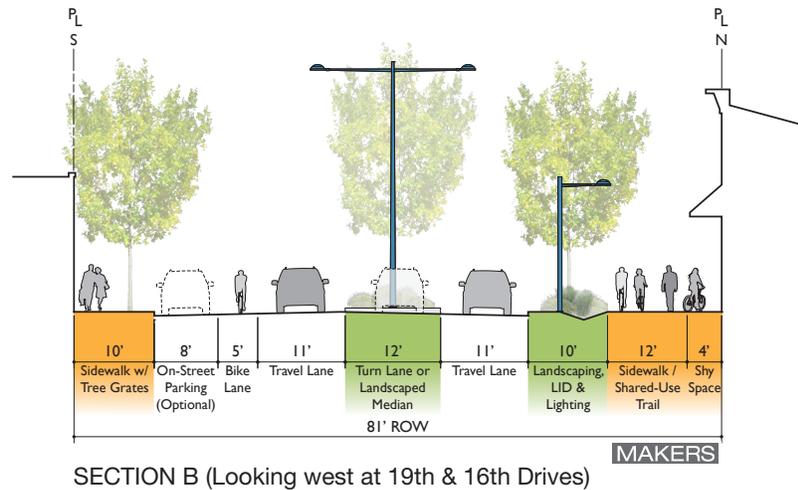
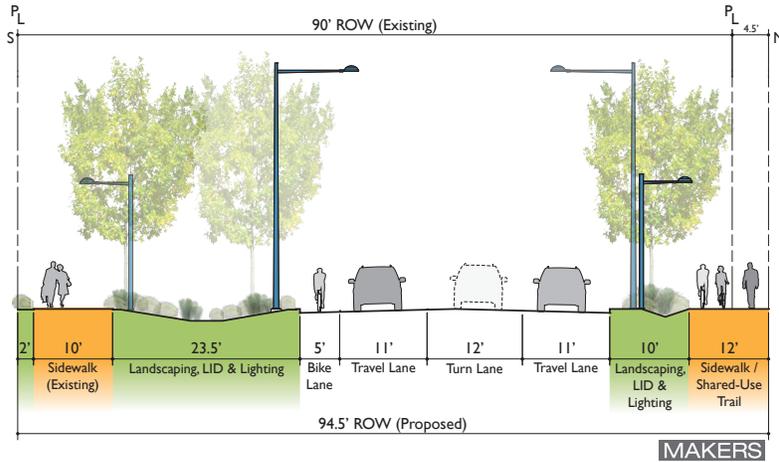


Figure 26. Proposed 172nd Street NE cross-section between 19th Drive NE and 16th Drive NE

- One travel lane in each direction, with westbound left turn pockets at:
 - 16th Drive NE
 - 19th Drive NE
- Travel lane widths of 11 feet (preferred by the City).
- A new signal or preferred roundabout at 19th Drive NE.
- At the intersection of 19th Drive NE, restrict northbound movement to right turn only.
- On the north side of the street, a 12-foot sidewalk and shared-use trail, 10-foot planted buffer, and 4-foot shy space (the zone adjacent to a building that a pedestrian instinctively avoids).
- On the south side of the street, a 10-foot sidewalk with tree grates and 10-foot planted buffer between the BNSF railroad tracks and 19th Drive NE. At 19th Drive NE the trail and buffer turn south, paralleling the railroad right of way to provide access to the schools via 170th Street NE.
- A bike lane, optional on-street parallel parking, and sidewalk on the south side of the street between 19th Drive NE and just west of 16th Drive NE.
- Bus stops as needed.

JUST WEST OF 16TH DRIVE NE TO 11TH AVENUE NE

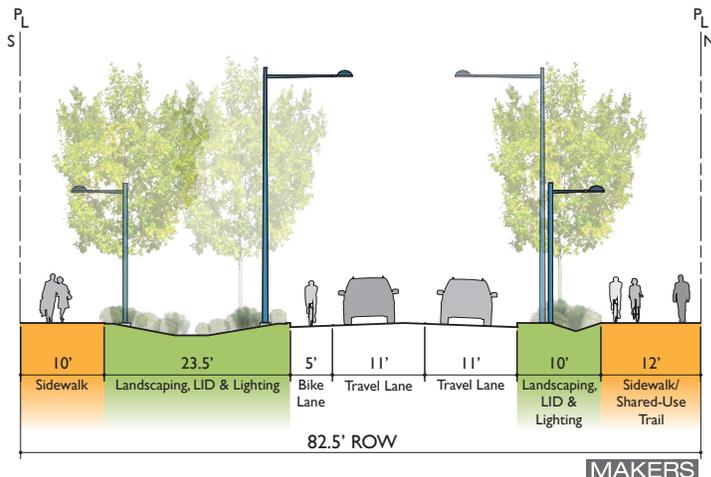
This plan recommends the following characteristics for this segment of 172nd Street NE:



SECTION C (Looking west near the Shell station)

Figure 28. Proposed 172nd Street NE cross-section between 16th Drive NE and 11th Ave NE.

- One travel lane in each direction as well as a two-way left turn lane.
- Travel lane widths of 11 feet (preferred by City).
- A 12-foot multi-use trail and 10-foot planted buffer on the north side of the street, with the existing sidewalk remaining on the south side of the street.
- A one-lane roundabout at 11th Avenue NE.
- A new pedestrian crossing near Shell gas station's western driveway. The school district plans to construct a new access point to the school superblock at this location.
- In-lane bus stops as needed on the far side of the intersection or as approved by WSDOT and Community Transit.



SECTION D (Looking west near Lakewood High School)

Figure 31. Proposed 172nd Street NE plan just east of 11th Ave NE.



Figure 29. Existing conditions on 172nd Street NE between 16th Drive NE and 11th Ave NE.

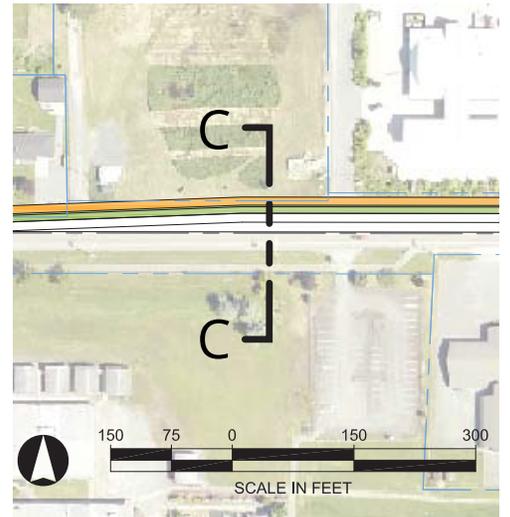


Figure 30. Proposed 172nd Street NE plan between 16th Drive NE and 11th Ave NE.

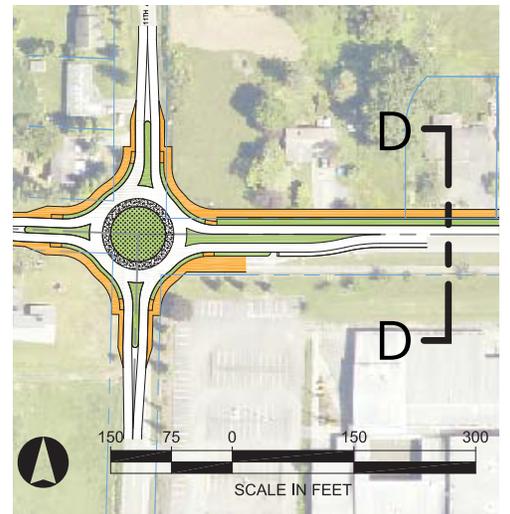


Figure 32. Proposed 172nd Street NE plan just east of 11th Ave NE.

UTILITIES AND STORMWATER STRATEGY

The existing 172nd Street NE runoff generally sheet flows from the roadway into ditches or adjacent fields. The long-term plan for 172nd Street NE is to provide multiuse paths, landscaped buffers, and curb and gutter. Drainage improvements will be installed during construction of these improvements to manage the new runoff conditions. 172nd Street NE is a wide state highway (SR 531) that accommodates high volumes of arterial traffic. Thus, stormwater facilities will be more stringently evaluated for space efficiency and ability to accommodate higher pollutant loading than neighborhood streets. Intersections that meet the Ecology definition for “high-use” will require a higher level of treatment and will inform which types of stormwater management facilities are appropriate. LID will be used where feasible. LID opportunities that will be evaluated include, but are not limited to: street trees, bioretention for surfaces not considered “high-use,” permeable sidewalks, and infiltration trenches.

Performing utility upgrades and extensions in conjunction with surface improvements can reduce traffic disruptions and reduce the cost of restoration.

IMPLEMENTATION

Construction of the identified improvements to 172nd Street NE will occur incrementally through frontage improvements by developments along the corridor, as well as through City improvements funded in part by Transportation Impact Fees (TIF). Improvements to 172nd Street NE are included in the City’s existing TIF program. The TIF is planned to be updated based on the Lakewood Subarea Plan and 2015 Transportation Element. New development will contribute towards the improvements. If developments are required to construct a portion of the 172nd Street NE projects, appropriate credit would be provided for implementing the TIF project.

To address increasing congestion in the corridor, several interim strategies have been identified. These strategies range in cost and timeline, but are targeted to address the most significant near-term priorities.

NEAR-TERM TRANSPORTATION PRIORITIES

The following actions would provide immediate relief to some of the congestion issues raised frequently by community members:

- Restrict westbound U-turns at the intersection of 172nd Street NE and 27th Avenue NE. This would reduce congestion at the intersection by providing green arrows for traffic turning left into Lakewood Crossing and traffic turning right out of Lakewood Crossing at the same time. This is not currently an option because U-turns are allowed.
- Improve the functionality of the Twins Lake Avenue and 156th Street NE overpass by:
 - Realigning the intersection of 156th Street NE and 30th Avenue NE and move the stop sign to control traffic from the west.
 - Realigning the intersection of Twins Lake Avenue and 159th Street NE and move the stop sign to control traffic from the south.
 - Increasing the turn radius of the bridge approach roadway.

MID-TERM TRANSPORTATION PRIORITIES

The following are high-priority actions that, if possible, would be pursued prior to the otherwise piecemeal redevelopment of 172nd Street NE:

- Implement intersection improvements ahead of roadway widening projects. Construct roundabouts and intersections to full dimensions, but stripe based on current lane configuration.
- Preemptively construct one of the two multi-use trails along 172nd Street NE to provide safe facilities for pedestrians and cyclists.
- Restrict traffic from I-5 southbound from turning left at 172nd Street NE, requiring traffic to either make a U-turn or left turn at the 23rd Avenue NE roundabout. This routing option requires completion of the 23rd Avenue NE roundabout.
- 156th Street NE interchange funded by “Connecting Washington.” This project is scheduled to begin in 2027.
- Continue supporting a new grade-separated railroad crossing and associated upgrades of 156th Street NE to a minor arterial. Non-motorized improvements to this corridor include a multi-use trail and sidewalks.

FUNDING OPTIONS

Improving 172nd Street NE for vehicular and active transportation is a priority for the community and City. As described for both transportation and utilities improvements above, developers are responsible for providing improvements to mitigate the impacts of their developments. Over time, this system would implement the roadway, intersections, pedestrian and bicycle facilities, landscaping, and stormwater infrastructure envisioned in this plan. However, the community and City recognize that at least some elements would be best provided in a single project in the near future. For example, the multi-use trails do not become particularly useful until the entire length along 172nd is constructed. Thus, the City should consider alternate funding avenues, such as:

- WSDOT programs focused on increasing active transportation options, such as the Transportation Alternatives Program (TAP), Safe Routes to Schools, and Pedestrian and Bicycle Safety Program,
- WSDOT programs for highways, such as the Highway Improvement Program (HIP), Surface and Transportation Program (STP), and Transportation Improvement Board (TIB),
- City funding (challenge: the City has an extremely limited budget), and
- A Local Improvement District (LID) comprised of Lakewood property owners (challenge: many property owners feel that they would not directly benefit from 172nd Street NE improvements).



The growing Lakewood subarea requires improvements to the transportation system beyond 172nd Street NE. To support the growth in vehicular and non-motorized demand, a secondary network of minor and collector arterials has been identified. This network was developed to provide alternative travel routes to 172nd Street NE as well as 27th Avenue NE. The network also supports the City's vision of a second I-5 interchange at 156th Street NE in the long-term and a near-term alternate travel route to and from the Smokey Point area. Finally, the network supports a safe and attractive pedestrian and bicycle network structured around multi-use trails. As the area develops into a mixed-use center, this non-motorized network will assure that multimodal travel options are available. Coordinate with Community Transit to identify future transit service areas and improvements.

ROADWAY SYSTEM

The proposed roadway system is primarily comprised of new north-south and east-west minor and collector arterials. Two lane roadway cross-sections are preferred, except at intersections where turn lanes are needed or analysis identifies additional capacity is necessary to meet the City's level-of-service standards. These streets include:

NORTH OF 172ND STREET NE

- **174th Street NE.** This collector arterial runs east-west from 23rd Avenue NE to 19th Avenue NE, including bike lanes and sidewalks.
- **176th Street NE.** This collector arterial runs east-west from 25th Avenue NE to 19th Avenue NE, including bike lanes and sidewalks.
- **23rd/25th Avenue NE.** This collector arterial has recently been constructed with development of "Market Place" commercial and "The Lodge" multifamily developments. It shifts 25th Avenue NE to the west, intersecting with 172nd Street NE, and includes pedestrian facilities.
- **19th Avenue NE.** This collector arterial includes an upgrade of the rural arterial to urban arterial standards, including bike lanes and sidewalks.

SOUTH OF 172ND STREET NE

- **27th Avenue NE.** This project includes the southward extension of 27th Avenue NE as a minor arterial, with a multiuse trail on the west side of the street and sidewalks on the east side of the road. This extension would bend westward at roughly 164th Street NE, ending at approximately 25th Avenue NE.
- **23rd Avenue NE.** This collector arterial would extend southward from the roundabout at 172nd Street NE bending eastward at roughly 164th Street NE, ending at 25th Avenue NE. This corridor would include bike lanes on the north-south segment of the corridor. The east-west segment of the corridor would include a multiuse trail on the north side of the roadway and sidewalks on the south side of the roadway.
- **19th Avenue NE/169th Street NE.** This collector arterial runs from the roundabout at 172nd Street NE and 19th Avenue NE southwards, bending eastward at 169th Street NE and extending to the end of the current street at 25th Avenue NE. The north-south segment of the roadway includes a multi-use trail on the west side roadway. The east-west segment includes bike lanes and sidewalks on both sides.
- **25th/27th Avenue NE.** This minor arterial connects the 23rd Avenue NE and 27th Avenue NE extension with 156th Street NE. The street runs from approximately 164th Street NE to 156th Street NE and includes bike lanes and sidewalks on both sides.
- **156th Street NE and Interchange.** This includes multiple large projects, such as the expansion of the 156th Street NE bridge to accommodate a new single point urban interchange. It also includes a new grade-separated railroad tracks crossing and associated upgrades of the roadway to a minor arterial. Non-motorized improvements to this corridor include a multiuse trail and sidewalks.
- **156th Street NE Multiuse Connection to Centennial Trail.** This would connect the proposed railroad trail and Lakewood Neighborhood with the regional Centennial Trail.
- **Twins Lake Avenue.** This project includes the restriping of Twins Lake Avenue between 164th Street NE and 169th Place NE with bike lanes. This restriping would be contingent upon low enough left-turn volumes once 23rd/25th/27th Avenue extensions have been completed.
- **156th Street/Twin Lakes Avenue.** This project includes short-term upgrades, such as bicycle facilities and sidewalks, to improve the attractiveness for trips between Lakewood Crossing and the Smokey Point area.

Vehicle networks will be finalized as part of future corridor studies, as adjacent properties are developed, or as approved by the City Engineer.

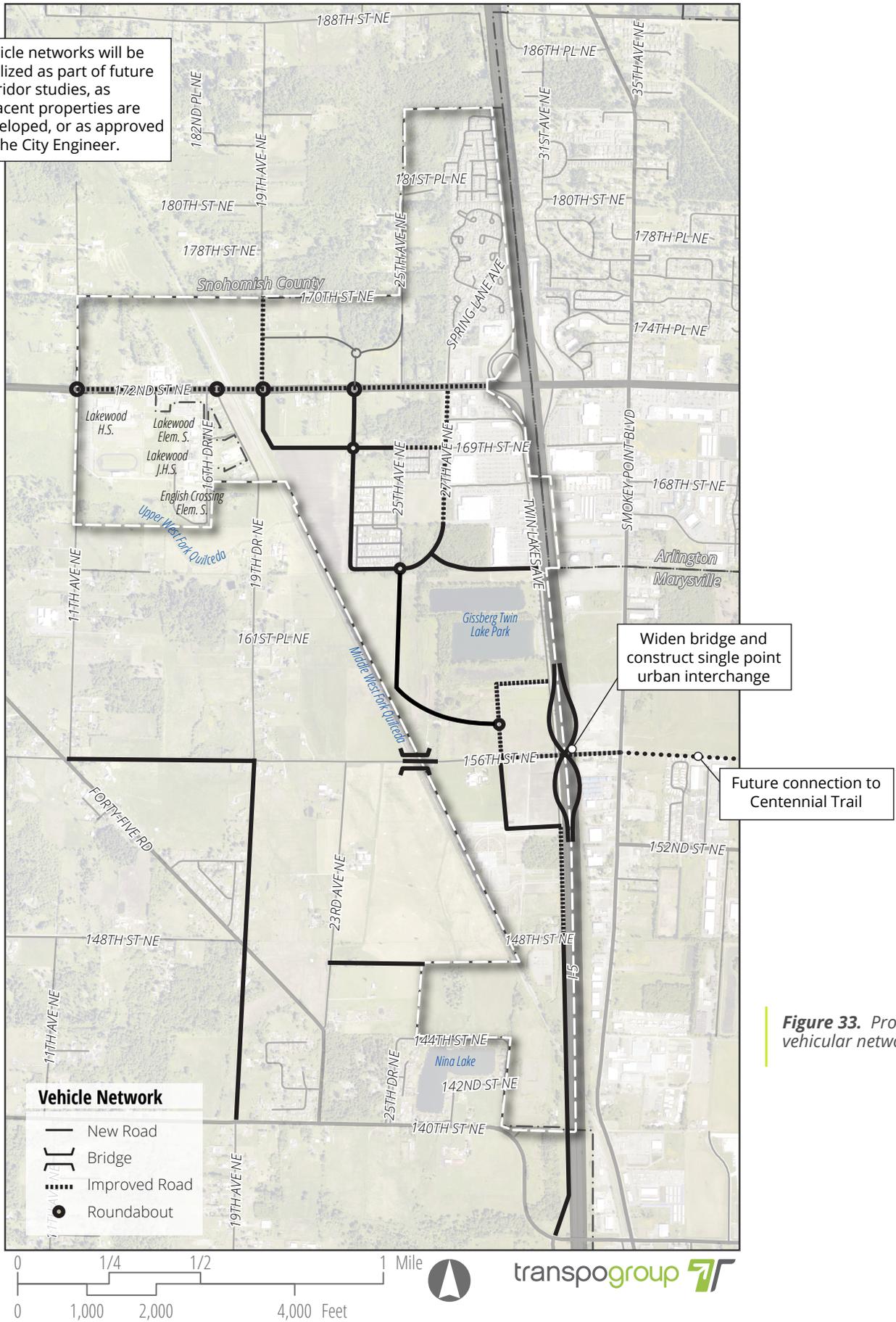


Figure 33. Proposed vehicular network map.

NON-MOTORIZED SYSTEM

Investments in the non-motorized system largely overlap with vehicular roadway improvements, including multi-use trails along the road, sidewalks, and bike lanes/routes. A connected and high-quality network of pedestrian and bicycle facilities is proposed to support the transition of Lakewood from a rural area to a mixed-use center.

The goal of the pedestrian system is to provide a dense network of direct routes within the core of the mixed-use areas. The backbone of this network is on a ~650 foot grid and will likely be developed in coordination with local streets. A secondary network of thru-block connections should also be developed to fill in this network, providing at least one east-west and one north-south pedestrian route between each primary connection (see Figure 36). Typically, this secondary network will prioritize pedestrian and bicycle comfort while also accommodating vehicular traffic via small, local streets. The locations of these routes are flexible, but they should be developed in a way that improves overall pedestrian circulation through the site while maintaining full thru-block access. A tertiary network of pedestrian paths will be required where streets are located further than 200 feet apart to ensure an intricate and dense pedestrian system. The Lakewood Design Guidelines “Street Connectivity” section details these requirements. Big box retail or fences should not block use of these routes for continuous access from one street to the next.

The primary goal of the bicycle network is to provide connected, safe, and attractive cycling options for all ages and abilities. This plan recommends off-street multi-use trails along high-volume streets like 172nd Street NE and 27th Avenue NE and bike lanes along lower volume streets. These facilities should be built based on evolving best practices as identified by the NACTO Urban Bikeway Design Guide and City design standards. This network is supplemented by additional off-street trails parallel to the BNSF railroad right-of-way (allowed within a portion of the wetland and stream buffers), to the school superblock, and to Gissberg Twin Lakes Park. The City should work with Snohomish County, WSDOT, and the City of Arlington to improve connectivity of the regional bicycle network 156th Street NE connection to Centennial Trail.

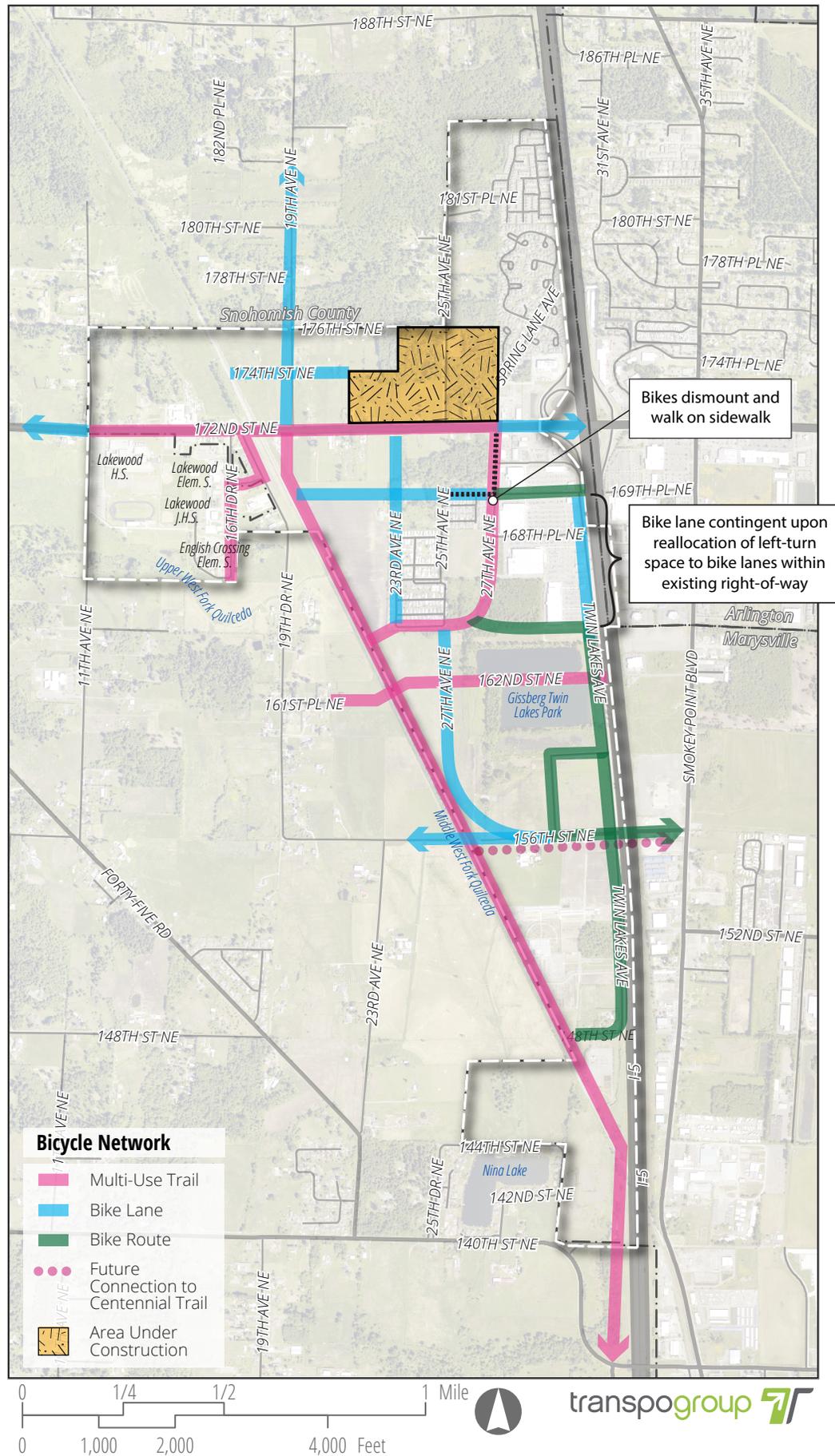


Figure 34. Well laid-out development with short intervals between pedestrian paths and a “green” path connecting to a park.



Figure 35. Narrow streets with street trees and sidewalks provide safe and comfortable walking environments.

Figure 37. Proposed bicycle network map.



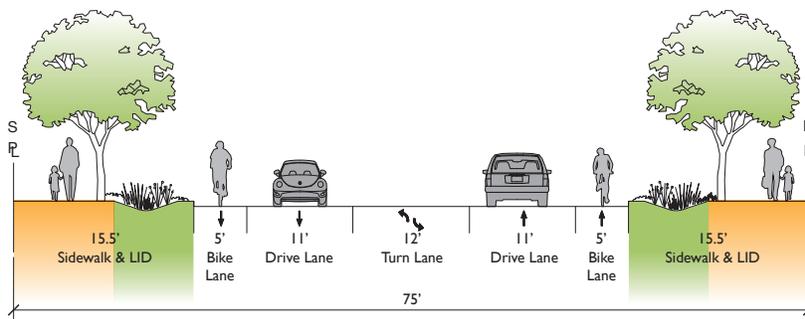
STREETSCAPE DESIGN STANDARDS

Identified below are design guidelines for arterial and collector street connections. Cross-sections that represent the typical roadway are shown below. Two-lane roadway cross-sections are preferred, except at intersections where turn lanes are needed. Several options are presented, including both traditional drainage solutions and Low Impact Development (LID). The City Engineer shall have final authority to implement final design and cross-sections for arterial and collector street connections.

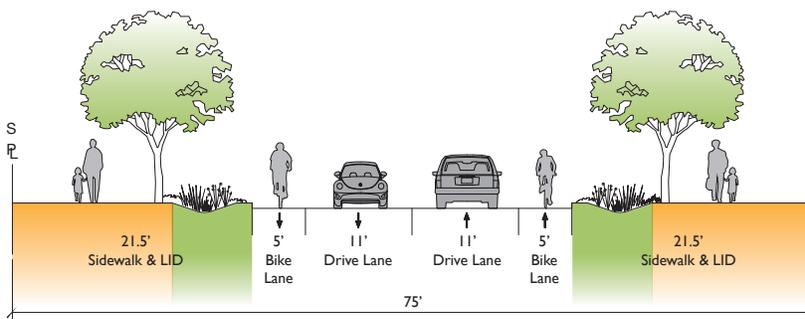
NEW ROAD WITH BIKE LANES: OPTION 1 (WITH LID)

This plan recommends the following characteristics for a typical new street (represented in blue on Figure 37). With a 75-foot right-of-way, stormwater runoff can be treated and infiltrated onsite. Thus, this plan recommends Option 1 over Option 2. Option 1 has the following characteristics:

- Two travel lanes of 11 feet wide, with a 12-foot left turn lane at intersections.
- Access management reduces mid-block turning vehicular conflicts with pedestrians and cyclists.
- Bike lanes a minimum of 5 feet wide.
- Sidewalks a minimum of 5 feet wide with a planted buffer of varying width between travel lanes and sidewalks.
- Explore mid-block crosswalks in coordination with through-block connections.
- Traffic circles to break up longer stretches.



Street with Bike Lane 75' ROW (with a turn lane)
(19th Ave, 23rd Ave, 27th Ave, Twin Lakes Ave, 174th St, 169th Place, 156th St)

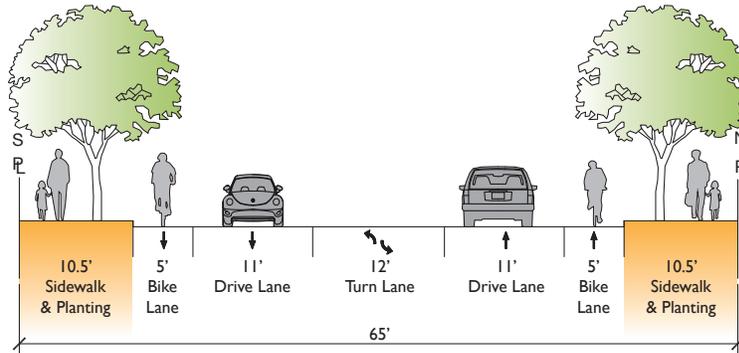


Street with Bike Lane 75' ROW
(19th Ave, 23rd Ave, 27th Ave, Twin Lakes Ave, 174th St, 169th Place, 156th St)

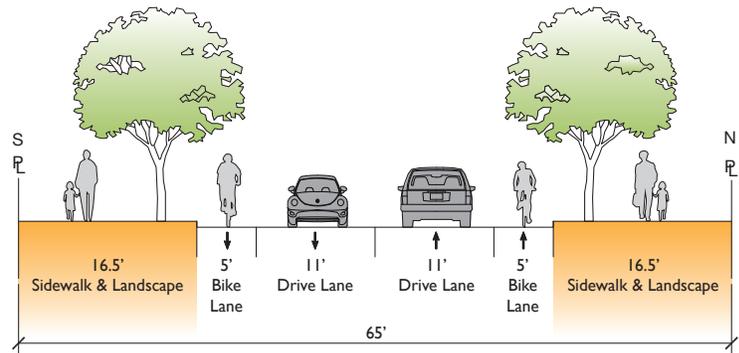
Figure 38. Proposed typical new road with bike lanes with LID (preferred Option 1); turn lanes at intersections (above) and narrowed for slower speeds and access management between intersections (below).

NEW ROAD WITH BIKE LANES: OPTION 2 (WITHOUT LID)

If a 65-foot right-of-way is preferred, this plan recommends the following characteristics for a typical new street (represented in blue on Figure 37). Note that this limited right-of-way could also accommodate onsite stormwater infiltration (LID).



Street with Bike Lane 65' ROW



Street with Bike Lane 65' ROW (without a turn lane)

Figure 39. Proposed typical new road with bike lanes without LID (Option 2); turn lanes at intersections (above) and narrowed for slower speeds and access management between intersections (below).

- Two 11-foot wide travel lanes, with a 12-foot left turn lane at intersections.
- Access management should reduce mid-block turning vehicular conflicts with pedestrians and cyclists.
- Bike lanes a minimum of 5 feet wide (not including gutter).
- Sidewalks a minimum of 5 feet wide with a planted buffer of varying width between travel lanes and sidewalks.
- Explore mid-block crosswalks in coordination with through-block connections.
- Explore traffic circle locations for speed management and pedestrian safety.

MULTI-USE TRAIL

New multi-use trails (marked in pink on Figures 36 and 37) are proposed along fairly high-volume streets that connect to major destinations, such as the Lakewood Crossing shopping center and the Lakewood schools. This cross-section would be used along segments of 27th Avenue NE, 164th Street NE, 16th Drive NE, 19th Drive NE, and 19th Avenue NE. New trails along streets should include the following elements:

- 12-foot multi-use trail with a 2-foot buffer from the property line.
- A 7.5-foot landscaped LID buffer between the trail and the roadway.
- Standard LID and sidewalk cross-section on opposite side of roadway.

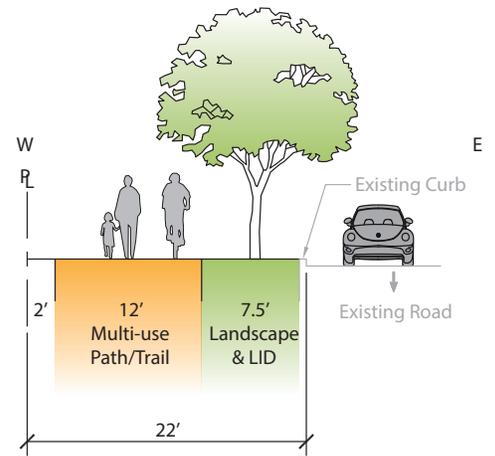


Figure 40. Proposed typical new multi-use trail adjacent to roads.

TRAIL AT RAILROAD

A new multi-use trail is proposed on the east side of the railroad right-of-way. This would provide a regional connection through the Lakewood Neighborhood. Unlike many of the other proposed bicycle facilities, this trail would not be adjacent to a road, making it a potentially quieter and more suburban/rural feeling trail. Development on the east side should help to create a sense of safety and liveliness by providing eyes on the trail, frequent access points, and site and building design that relates to the trail. The trail should have the following components:

- 12-foot multi-use path/trail,
- A black vinyl chain link fence along the railroad property,
- 6-foot minimum landscaping and LID between the railroad right-of-way and the trail, and
- 2-foot minimum landscaping or shy distance between the trail and private development, depending on development needs and character.

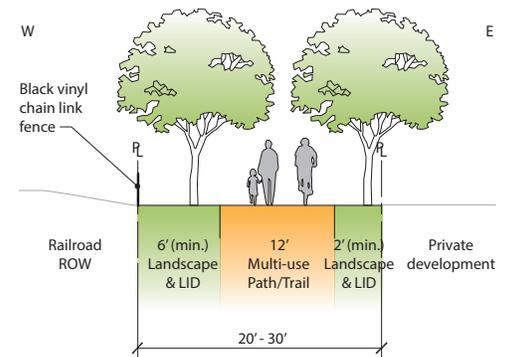
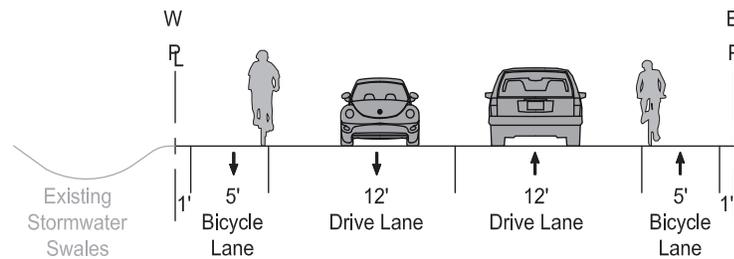


Figure 41. Proposed typical new multi-use trail adjacent to the railroad right-of-way.

TWINS LAKE AVENUE RESTRIPING

Twin Lakes Avenue would provide a north-south bicycle route for eastern Lakewood. This plan notes the following for restriping the road to accommodate bicycles:

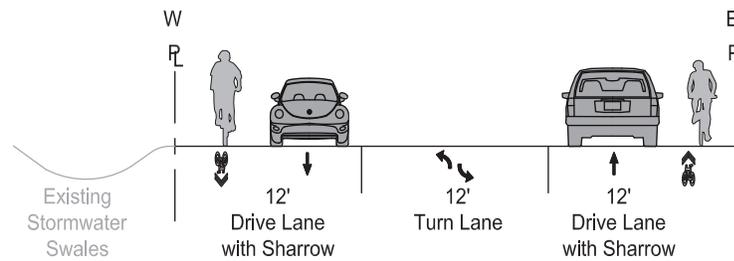
- Remove two-way-left turn lane and add 5 foot bike lanes.
- This project is contingent on traffic volumes along the road segment bracketed on Figure 37.
- This action maintains 12-foot lane widths; the need for narrower lanes might be explored.



Twin Lakes Avenue DRAFT



Figure 42. Proposed restriping of Twin Lakes Ave to accommodate bicycle lanes.



Twin Lakes Avenue DRAFT



Figure 43. Proposed bicycle sharrows on Twin Lakes Ave if turn lane cannot be removed.

UTILITIES AND STORMWATER RUNOFF STRATEGY

Due to the anticipated lower traffic volumes on neighborhood roads, there is more space available for LID. Neighborhood roads will generally be new to the area. The first stormwater consideration will be to balance transportation needs while minimizing stripping and compacting of native soil. Drainage improvements and utility extensions will be installed in conjunction with surface improvements. LID opportunities that will be evaluated will include: street trees, roadside bioretention, permeable sidewalks, and infiltration trenches. In addition to providing stormwater management, LID provides buffers between pedestrians and vehicle traffic.

DECORATIVE STREET LIGHTING REQUIREMENTS

Decorative street lighting will be required on the following streets:

- 169th Street NE
- 172nd Street NE
- 174th Street NE
- 19th Avenue NE
- 23rd/25th Avenue NE (north-south extension)
- 27th Avenue NE
- 30th Avenue NE
- 164th Street NE
- 159th Street NE
- 156th Street NE

See lighting standards in Appendix B.

IMPLEMENTATION

As described for the 172nd Street NE implementation, neighborhood streets would be paid for and constructed by developers to mitigate new development. New “Street Connectivity” language in the Lakewood Design Guidelines will ensure that this approach eventually leads to a complete network. However, implementing major legs earlier would make the network more useful in the near-term. The pedestrian and bicycle funding mentioned for 172nd Street NE above may also be applicable for these neighborhood streets and paths. In addition, the trails and links to Gissberg Twin Lakes Park may have additional funding options as it serves a recreational and park-like purpose. These options may include City-collected parks fees, the City general fund, Community Development Block Grant (CDBG) funds, and Washington Recreation and Conservation Office (RCO) trails development funds.

Appendix A - DESIGN STANDARDS

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A. Administrative

A.1 Authorization and Purpose

Design standards and guidelines are a critical tool to help guide private development in a way that can help realize the community's goals and objectives. Ultimately, the design standards and guidelines are intended to:

- (1) Encourage the realization and creation of a desirable and aesthetic environment in the Lakewood Neighborhood master plan area;
- (2) Encourage and promote development which features amenities and excellence in site planning, streetscape, building design and contribution to community charm;
- (3) Encourage creative approaches to the use of land and related physical developments;
- (4) Provide clear objectives for those embarking on the planning and design of projects in the Lakewood Neighborhood;
- (5) Increase awareness of design considerations among the citizens of the Lakewood Neighborhood; and
- (6) Bring the range of uses together by individual site plans that will:
 - (a) Demonstrate how the elements of the site relate to the street front;
 - (b) Provide for compatibility with adjacent land uses;
 - (c) Provide protection or mitigation of natural features;
 - (d) Enhance street fronts and street corners;
 - (e) Promote public safety;
 - (f) Incorporate service areas and storm water facilities in a nonobtrusive manner; and
 - (g) Provide convenient pedestrian and vehicle circulation connecting on-site activities with adjacent pedestrian routes and streets.

A.2 To What Properties Do the Standards and Guidelines Apply?

These standards and guidelines apply to new development within the Lakewood Master Plan Area, as depicted in Figure A1.

A.3 When Do I Need to Comply?

These standards and guidelines shall be applied by the city to individual building permits for development in the Lakewood Neighborhood Master Plan area. Section B applies to residential zones and Section C applies to commercial, mixed use and public institutional zones within the master plan area. The following are exempted from these standards and guidelines:

- (1) Construction activities which do not require a building permit;
- (2) Interior remodels of existing structures;
- (3) Modifications or additions to existing multifamily, commercial, industrial, office and public properties when the modification or addition:
 - (a) Constitutes less than 10 percent of the existing horizontal square footage of the use or structure; and
 - (b) Constitutes less than 10 percent of the existing building's exterior facade.

These standards are intended to supplement the existing and future zoning standards in the Marysville Municipal Code. The design standards will be in addition to the base standards and a site plan approval process will be required by the City of Marysville. Due to the high variety of uses allowed, some incompatibility between this plan and the Marysville Municipal

Code may arise. If there is a conflict that arises between this Master Plan and the Marysville Municipal Code, the Planning Director will issue an administrative interpretation to define which code standard will apply.

A.4 How are the Standards and Guidelines Interpreted and Applied?

These standards capture the community visions and values as reflected in the comprehensive plan's neighborhood planning areas. The city's community development director (hereinafter referred to as "director") retains full authority to determine whether a proposal meets these standards.

Within these standards, certain words are used to indicate the relative importance and priority the city places upon a particular standard.

(1) The words "shall," "must," and "is/are required," or words with their equivalent meaning, mean that the development proposal must comply with the standard unless the director finds that:

- (a) The standard is not applicable in the particular instance; or
- (b) The development proposal meets the intent of the standards in some other manner.

(2) The word "should," or words with its equivalent meaning, means that the development proposal will comply with the standard unless the director finds that:

- (a) The standard is not applicable in the particular instance;
- (b) The development proposal meets the intent of the standards in some other manner; or
- (c) There is convincing evidence that applying the standard would not be in the public interest.

(3) The words "is/are encouraged," "can," "consider," "help," and "allow," or words with their equivalent meaning, mean that the action or characteristic is allowed and will usually be viewed as a positive element in the city's review.

The project proponent may submit proposals that he/she feels meet the intent of the standards but not necessarily the specifics of one or more standards. In this case, the director will determine if the intent of the standard has been met.

A.5 Review Process

These standards and guidelines should be studied at the beginning of a prospective applicant's planning process and are intended to make people aware of the design issues that warrant early consideration. The City requires prospective applicants to apply for a **Pre-Application Conference** prior to applying for development permits. The goal of this meeting is to provide clear direction to the applicant early in the process, provide for an informal discussion of site-specific design issues and opportunities, and minimize the need for costly design changes late in the design phase.

Applicable review processes are defined in Marysville Municipal Code Title 22G *Administration and Procedures*.

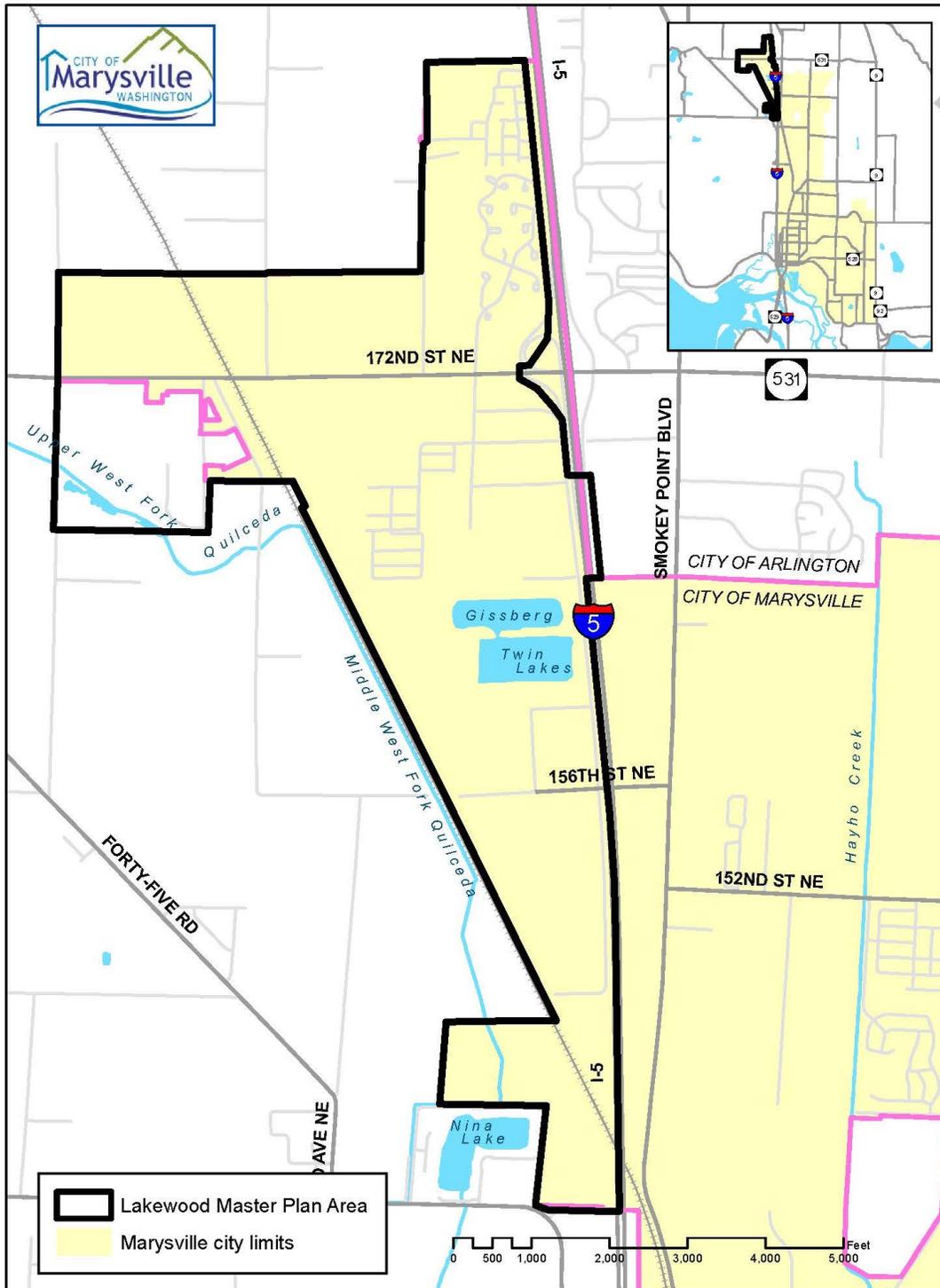


Figure A1 – Lakewood Neighborhood Master Plan Boundary Map

B. Residential Zones

B.1 Zero lot line development

In any PRD overlay zone, interior setbacks may be modified during subdivision or short subdivision review as follows:

If a building is proposed to be located within a normally required interior setback:

- (1) An easement shall be provided on the abutting lot of the subdivision that is wide enough to ensure a 10-foot separation between the walls of structures on adjoining lots, except as provided for common wall construction;
- (2) The easement area shall be free of structures and other obstructions that would prevent normal repair and maintenance of the structure's exterior;
- (3) Buildings utilizing reduced setbacks shall not have doors that open directly onto the private yard areas of abutting property. Windows in such buildings shall not be oriented toward such private yard areas unless they consist of materials such as glass block, textured glass, or other opaque materials, and shall not be capable of being opened, except for clerestory-style windows or skylights; and
- (4) The final plat or short plat shall show the approximate location of buildings proposed to be placed in a standard setback area.

B.2 Cottage housing developments

- (1) Purpose. The purpose of this section is to:
 - (a) Provide a housing type that responds to changing household sizes and ages (e.g., retirees, small families, single-person households);
 - (b) Provide opportunities for ownership of small, detached units within a single-family neighborhood;
 - (c) Encourage creation of more usable space for residents of the development through flexibility in density and lot standards;
 - (d) Support the growth management goal of more efficient use of urban residential land; and
 - (e) Provide guidelines to ensure compatibility with surrounding uses.
- (2) Applicability. Cottage housing developments are allowed in residentially zoned properties in the Lakewood Neighborhood.
- (3) Accessory dwelling units shall not be permitted in cottage housing developments.
- (4) Density and Minimum Lot Area.
 - (a) Cottage housing developments shall contain a minimum of four cottages arranged on at least two sides of a common open space or configuration as otherwise approved by the director, with a maximum of 12 cottages per common open space.
 - (b) On a lot to be used for a cottage housing development, existing detached single-family residential structures, which may be nonconforming with respect to the standards of this section, shall be permitted to remain, but the extent of the nonconformity may not be increased. Such nonconforming dwelling units shall be included in the maximum permitted cottage density.
 - (c) Cottage housing developments shall be allowed a density not to exceed two times the base density allowed in the underlying zone.
- (5) Height Limit and Roof Pitch.
 - (a) The height limit permitted for structures in cottage housing developments shall be 18 feet.
 - (b) The ridge of pitched roofs with a minimum slope of six to 12 (6:12) may extend up to 28 feet. The ridge of pitched roofs with a minimum slope of four to 12 (4:12) may extend up to 23 feet. All parts of the roof above 18 feet shall be pitched.

(6) Lot Coverage and Floor Area.

(a) The maximum lot coverage permitted for buildings in cottage housing developments shall not exceed 40 percent and the maximum total lot coverage shall not exceed 60 percent.

(b) The maximum main floor area is 800 square feet.

(c) The total floor area of each cottage shall not exceed either one and one-half times the area of the main level or 1,200 square feet, whichever is less. Enclosed space in a cottage located either above the main level and more than 12 feet above finished grade, or below the main level, shall be limited to no more than 50 percent of the enclosed space of the main level, or 400 square feet, whichever is less. This restriction applies regardless of whether a floor is proposed in the enclosed space, but shall not apply to attic or crawl spaces (less than six feet in height).

(d) Attached garages shall be included in the calculation of total floor area.

(e) Areas that do not count as total floor area are:

(i) Unheated storage space located under the main floor of the cottage.

(ii) Attached roofed porches.

(iii) Detached garages or carports.

(iv) Spaces with the ceiling height of six feet or less measured to the exterior walls, such as a second floor area under the slope of a roof.

(f) The total square foot area of a cottage dwelling unit may not be increased. A note shall be placed on the title to the property for the purpose of notifying future property owners that any increase in the total square footage of a cottage is prohibited for the life of the cottage or duration of city cottage regulations.

(7) Yards.

(a) Front Yards. The front yard setback for cottage housing developments shall be 10 feet. A front porch may extend up to 5 feet into the front yard setback.

(b) Rear Yards. The minimum rear yard for a cottage housing development shall be 10 feet. If abutting an alley the rear yard setback may be reduced to five feet.

(c) Side Yards. The minimum required side yard setback for a cottage housing development shall be five feet. When there is a principal entrance along a side facade, the side yard shall be no less than 10 feet along that side for the length of the pedestrian route. This 10-foot side yard shall apply only to a height of eight feet above the access route.

(d) Interior Separation for Cottage Housing Developments. There shall be a minimum separation of 10 feet between principal structures. When there is a principal entrance on an interior facade of either or both of the facing facades, the minimum separation shall be 10 feet.

(8) Required Open Space.

(a) Quantity of Open Space. A minimum of 400 square feet per unit of landscaped open space is required. This quantity shall be allotted as follows:

(i) A minimum of 200 square feet per unit shall be private usable open space (setbacks and common open space shall not be counted as private open space); and

(ii) A minimum of 150 square feet per dwelling unit shall be provided as common open space. (Setbacks and private open space shall not be counted as common open space.)

(b) Critical areas and buffers shall not be counted as open space.

(c) Each house shall abut its private open space. A fence or hedge not to exceed three feet in height may separate private open space from common open space.

(9) Development Standards. Cottages shall be oriented around and have their main entry from the common open space.

(a) Private usable open space shall be provided in one contiguous area with a minimum area of 200 square feet. No horizontal dimension of the open space shall be less than 10 feet and shall be oriented toward the common open space, as much as possible.

(b) Required common open space shall be provided at ground level in one contiguous parcel. Each cottage shall abut the common open space, and the common open space shall have cottages abutting at least two sides.

(c) The minimum horizontal dimension for common open space shall be 20 feet.

(d) Each cottage unit shall have a covered porch or entry of at least 60 square feet with a minimum dimension of six feet on any side.

(e) Secondary entrances facing a street or sidewalk shall have at least a five-foot by five-foot porch.

(f) Separation of Identical Building Elevations. Units of identical elevation types must be separated by at least two different elevations. This will result in at least three different elevation plans per cluster. No two adjacent structures shall be built with the same building size or orientation (reverse elevations do not count as different building elevations), facade, materials, or colors.

(g) Variety in Building Design. A variety of building elements and treatments of cottages and accessory structures must be incorporated. Structures must include articulation, change in materials or texture, windows, or other architectural feature as shown in Section 22C.010.290. No blank walls are allowed.

(h) Five-foot-wide pedestrian pathways (sidewalks) must be included to provide for movement of residents and guests from parking areas to homes and other amenities.

(10) Parking shall be:

(a) Located on the cottage housing development property.

(b) Located in clusters of not more than five adjoining spaces.

(c) Screened from public streets and adjacent residential uses by landscaping or architectural screening.

(d) Parking must be located toward the rear of the principal structure and served by an alley or private driveway. Parking is not allowed in the front yard.

(e) Off-street parking requirements are as follows:

(i) Units under 700 square feet: one space per unit;

(ii) Units between 700 and 1,000 square feet: one and one-half spaces per unit; and

(iii) Units over 1,000 square feet: two spaces per unit.

(f) At least one parking stall per dwelling must be enclosed or covered.

(g) Access to parking shall be from the alley when property abuts a platted alley improved to the city's engineering design and development standards or when the director determines that alley access is feasible and desirable to mitigate parking access impacts.

(11) Covered parking areas should be located so their visual presence is minimized, and associated noise or other impacts do not intrude into public spaces. These areas should also maintain the single-family character along public streets.

(a) For shared detached garages, the design of the structure must be similar and compatible to that of the dwelling units within the development.

(b) Shared detached garage structures shall be reserved for the parking of vehicles owned by the residents of the development. Storage of items which precludes the use of the parking spaces for vehicles is prohibited.

(c) The design of carports must include rooflines similar and compatible to those of the dwelling units within the development.

(12) Screening Requirements.

(a) Common waste and other storage receptacles shall not be placed in the front yard setback area.

(b) Common waste and other storage receptacles shall be architecturally screened and/or screened with landscaping so as to mask their appearance to residents, adjacent property owners, and the public rights-of-way.

(13) Requests for Modifications to Standards. The community development director may approve minor modifications to the general parameters and design standards set forth in this chapter, provided the following criteria are met:

- (a) The site is constrained due to unusual shape, topography, easements or sensitive areas.
- (b) The modification is consistent with the objectives of this chapter.
- (c) The modification will not result in a development that is less compatible with neighboring land uses.

B.3 Site and building design standards

(1) Applicability.

(a) Prior to submitting a building permit application, all development to which these standards apply shall be required to submit a site plan and elevations addressing the standards in this section for administrative review and approval by the community development director.

(b) The site and building design standards of this section apply to multifamily and townhome developments, whereas only subsections (2) and (4) of this section apply to single-family developments.

(2) Relationship of Buildings to Site and Street Front and Open Space.

(a) The site shall be oriented and designed to create an attractive street edge and accommodate pedestrian access. The following provisions apply:

(i) The street edge shall be defined with buildings, landscaping or other features.

(ii) Primary building entrance(s) shall face the street unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director, and alternate design elements are incorporated into the facade which enliven the streetscape. Alternatively, for multifamily projects, building entries that face onto a courtyard which is oriented towards the street are acceptable. Multifamily residential buildings that face common open space shall also provide a prominent building entry facing the street conforming to provision (8) of this section.

(iii) Buildings with individual ground floor entries should face the street and/or common open space to the extent possible. Alternatively, for multifamily projects, configurations where entries face onto a courtyard or open space that is oriented to the street are acceptable.

(iv) Buildings shall provide windows that face the street to provide "eyes on the street" for safety. To meet this requirement, at least 15 percent of the facade facing the street shall be occupied by transparent windows or doors.

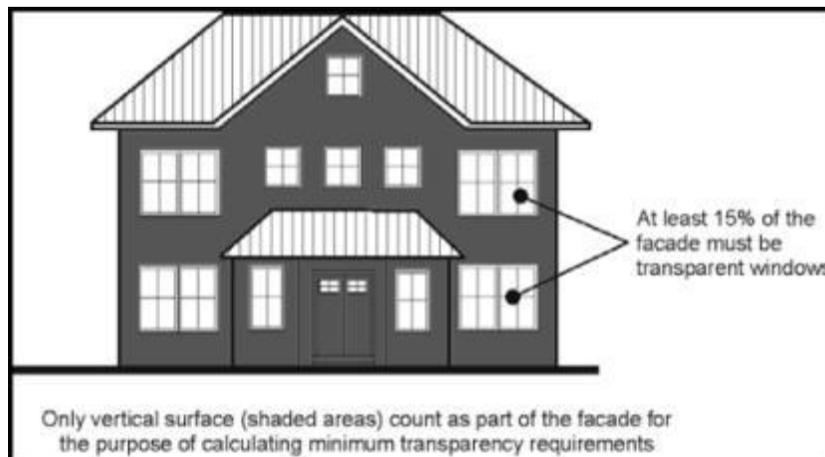


Figure B1 – Illustration of facade transparency requirements which enhance safety and the relationship to the street front.

(v) Provide for a sidewalk at least five feet wide if there is not space in the public right-of-way.

(vi) Provide building entries that are accessed from the sidewalk. These pathways must be separated from parking and drive aisles and must not cross a parking lot.

(vii) Unless the building is immediately adjacent to the public ROW, the yard or open space between the street and the building front shall be landscaped. At least 20% of the landscaped area shall be trees and shrubs.

(viii) Private ground floor living spaces directly facing a public ROW and within 60 feet of the street shall be screened with planting (shrubs and trees) at least 2' high.

(b) The development shall create a well-defined streetscape to allow for the safe movement of pedestrians.

(c) For multifamily residences, no more than 50 percent of the total public street front may be occupied by parking unless it is not feasible due to parcel size, topography, environmental conditions, or other facts as determined by the director. Where the property fronts on more than one public street, this provision applies to pedestrian-oriented streets. If none are designated, then only one street frontage. Parking lots shall not be located at the intersection of public streets.

(d) For properties facing 172nd St NE, buildings shall be set back sufficiently to provide space for the public multi-use pathway, stormwater management, landscaping, utilities, or other multi-use trails as determined by the director. Additionally, all residential buildings should be set back at least 20 feet from the public multi-use pathway and be landscaped with a mix of trees, shrubs, and ground cover. At least 50% of the landscaping must be trees and shrubs. The public trail should be distinguished from a semi-private yard with a short fence, hedge, or retaining wall (maximum 4 feet in height). The director may exempt the development from providing street trees if they are provided by the public improvement package.

(e) Relationship to common open spaces or designated pedestrian streets. The following applies to residential buildings facing common open spaces.

(i) For residences that do not have ground floor living spaces (e.g.: that have a ground floor garage facing the park), there should be at least a 5 foot planting strip along the base of the building with shrubs and small trees planted to form a continuous screen, at least 6' tall (three years after planting) along the building façade. The residence must have upper story windows or a balcony facing the open space, and there must be no "blank walls facing the open space on any floor, except the ground floor when screened with the plantings as noted above (see Figure B2).

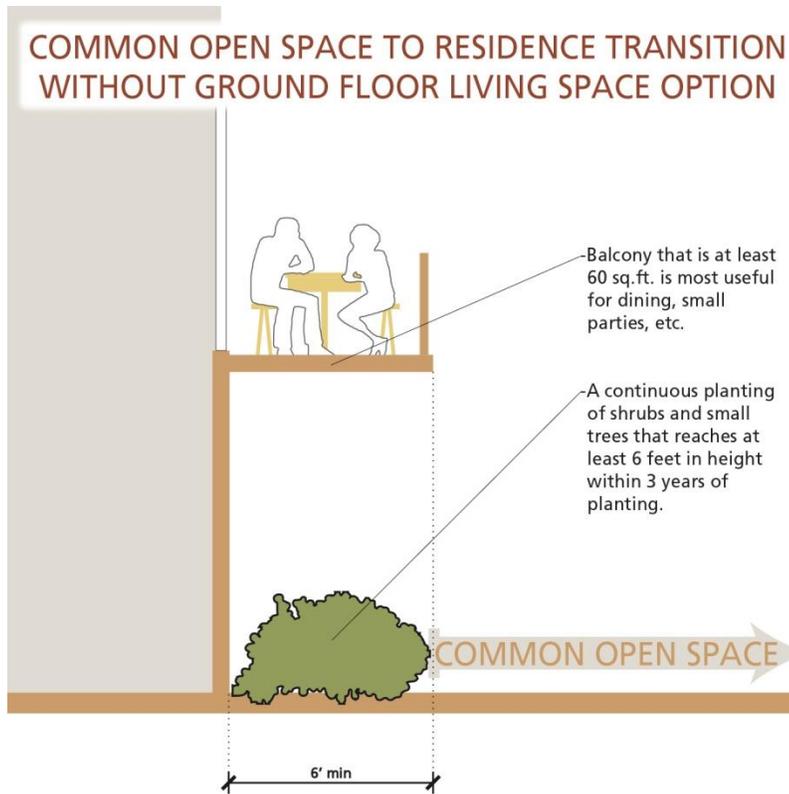


Figure B2. Planting requirements for residences without a ground floor living space fronting a common open space.

(ii) For residences with ground floor living spaces facing the open space the building must feature at least one of the public/private space transition elements described below

(A) Deck or porch option – Provide at least a 60 square foot porch or deck raised at least 1 foot above grade. The porch or deck must be at least 6 feet wide, measured perpendicular to the house face. (The deck may be recessed into the house floor plan so that the deck extends out from the house less than 6 feet). A low fence, rail or planting, 2 feet to 4 feet high, is recommended. A porch roof or weather protection is optional. (See Figure B3)

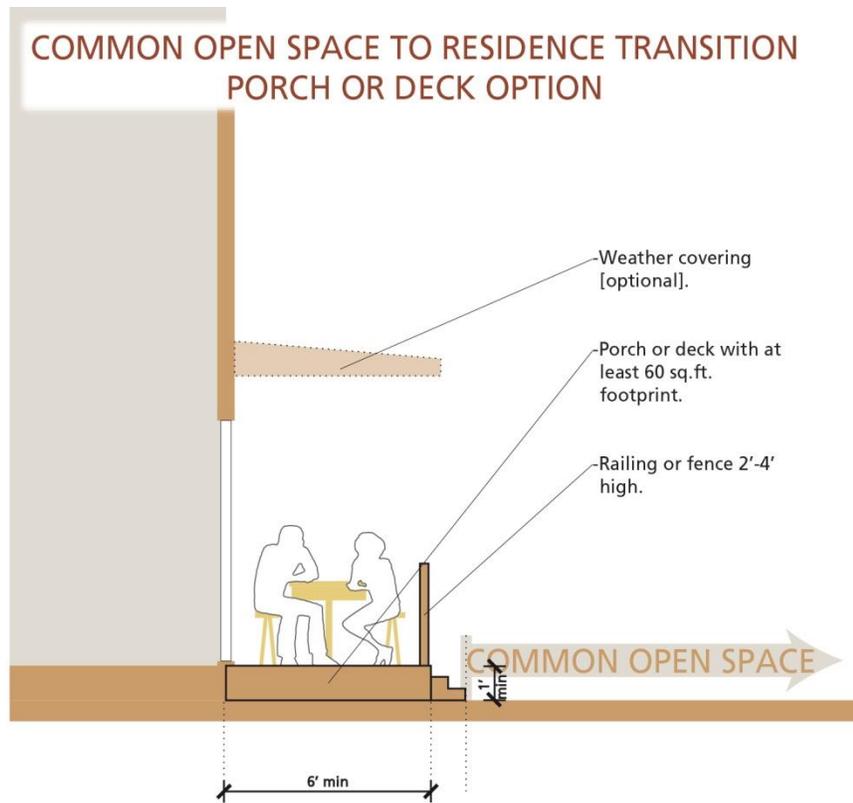


Figure B3. Deck or porch option for residence/common open space transition

(B) Private open space option – Provide at least a 10 foot wide private open space along the face of the residence. The space may be paved or landscaped but must be delineated with a fence or planting 2 to 4 feet high. (See Figure B4)

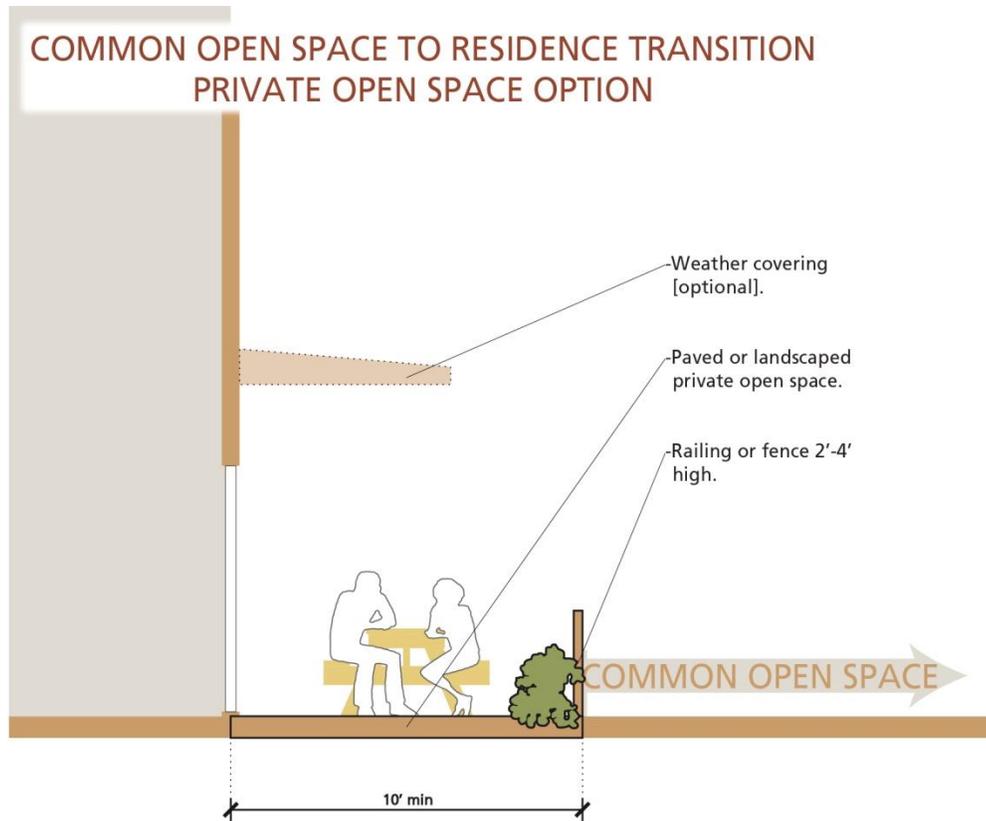


Figure B4. Private open space option for residence/common open space transition

(C) Landscaped area - Provide a landscaped area at least 8 feet wide along the face of the building. The plantings must reach 3 feet high within three years after planting.

(D) Raised ground floor- If the residence's ground floor is at least 3 feet above the grade adjacent to the building, then the landscaped area in option 3, above, may be reduced to 4 feet wide.

(E) Other transition design measure that adequately protects the privacy and comfort of the residential unit and the attractiveness and usefulness of the common open space at least as effectively as option 1 through 4 above, as determined by the City.

(F) A combination of the options described above. (e.g.: the residence could feature a smaller deck plus some additional private open space).



Figure B5. Note how the porches and the landscaping elements provide a graceful and inviting entrance transition from the public space to the private realm.

(3) Relationship of Buildings and Site to Adjoining Area.

(a) Where adjacent buildings and neighborhoods are consistent with the comprehensive plan and desired community character, new buildings and structures should achieve the visual continuity between the proposed and existing development building setbacks, placement of structures, location of pedestrian/vehicular facilities and spacing from adjoining buildings.

(b) Solar access of the subject and adjacent properties should be considered in building design and location.

(c) Attractive landscape transition to adjoining properties shall be provided.

(d) Public and quasi-public buildings and structures shall be consistent with the established neighborhood character.

(4) Landscape and Site Treatment.

(a) Parking lot screening and interior landscaping shall be provided consistent with [Chapter 22C.120 MMC](#). The following criteria shall guide review of plans and administration of the landscaping standards in the zoning code:

(i) The landscape plan shall demonstrate visual screening from parking areas.

(ii) The landscape plan shall provide some physical separation between vehicular and pedestrian traffic.

(iii) Where feasible, the landscape plan shall integrate natural approaches to storm water management, including featured low impact development techniques.

(iv) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.

(v) Screening of outdoor service yards and other places which tend to be unsightly shall be accomplished by use of walls, fencing, planting, berms or combinations of these.

(vi) Landscaping should be designed to create definition between public and private spaces.

(vii) Where feasible, the landscape plan shall coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.

(vii) The landscape plan shall provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.

(ix) The landscape plan shall use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open spaces.

(b) Street Landscaping. Where the site plan includes streetscape plantings, the following guidelines apply:

(i) Sidewalks and pathways should be separated from the roadway by planting strips with street trees wherever possible. Street trees, at least 2-inch caliper, with spacing averaging no more than 30 feet on center, shall be provided, species as approved by the director.

(ii) Planting strips should generally be at least five feet in width. Evergreen shrubs should be no more than four feet in height and/or ground cover in accordance with the City of Marysville landscape standards ([MMC Chapter 22C.120](#)) and Marysville administrative landscaping guidelines.

(iii) Street trees placed in tree grates may be more desirable than planting strips in pedestrian areas where space is limited.

(iv) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) are strongly encouraged.

(c) Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security; enhance and encourage evening activities; and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards:

(i) All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:

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

(B) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles; and

(C) Maximum (for high volume pedestrian areas and building entries) of four foot candles.

(ii) 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.

(iii) Parking lot lighting shall be subject to the provisions set forth in [MMC 22C.130.050\(3\)\(d\)](#).

(iv) Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

(v) 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. All building lights shall be directed onto the building itself and/or the ground immediately

adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.

(vi) Limited uplighting on trees and provisions for seasonal lighting is acceptable.

(vii) Limited accent lighting on architectural and landscape features is encouraged to add interest and focal points.

(5) Site Design Utilizing Crime Prevention through Environmental Design (CPTED) Principles. Development that is subject to this section shall incorporate the following CPTED strategies into building design and site layout:

(a) Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.

(b) Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.

(c) Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of areas as "ownerless" and, therefore, available for undesirable uses.

Examples of ways in which a proposal can comply with CPTED principles are outlined in the CPTED Guidelines for Project Design and Review, prepared by the city.

(6) Building Design –Human-Scale Standards. The human-scale standards are intended to encourage the use of building components that relate to the size of the human body, and to add visual interest to buildings. "Human scale" addresses the relationship between a building and the human body. Generally, buildings attain a good human scale when they feature elements or characteristics that are sized to fit human activities, such as doors, porches, and balconies. A minimum of four of the following human-scale building elements shall be incorporated into the new development:

(a) Balconies or decks in upper stories, at least one balcony or deck per upper floor on the facades facing streets, provided they are integrated into the architecture of the building;

(b) Bay windows or other window treatments that extend out from the building face;

(c) At least 150 square feet of pedestrian-oriented space for each 100 lineal feet of building facade;

(d) Individual windows, generally less than 16 square feet per pane and separated from the windows by at least a six-inch molding;

(e) Porches of at least 100 square feet in area;

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

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

(h) Smaller building elements near the entry of pedestrian-oriented street fronts of large buildings;

(i) Landscaping components that meet the intent of these standards; and/or

(j) The director may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the intent of these standards.



Figure B6 – An example of balconies that have been integrated into the architecture of the building.

(7) Building Design – Architectural Scale. The architectural scale standards are intended to encourage compatibility of structures with nearby structures, to help the building fit in with its context, and to add visual interest to buildings.

(a) Vertical Facade Modulation. All new residential buildings shall provide modulation (measured and proportioned inflection or setback in a building’s facade) on facades facing a street, common open space, public area, or common parking area as follows:

(i) Buildings with facades that are 30 feet or longer shall provide vertical modulation of the exterior wall that extends through all floors; provided that where horizontal modulation is used different stories may be modulated at different depths.

(ii) The minimum modulation depth shall be three feet and the minimum modulation width for each modulation shall be 10 feet. On facades that are 100 feet or longer, the minimum depth of modulation shall be five feet and the minimum width for each modulation shall be 20 feet.

(iii) The minimum modulation depth identified in subsection (7)(a)(ii) of this section may be if tied to a change in color or building materials, and/or roofline modulation as defined in subsection (7)(c) of this section.

(iv) The director may consider departures from these standards, provided the proposed treatment meets or exceeds the intent of these standards.

(b) Facade Articulation. All new residential buildings shall include three of the following articulation features at intervals of no more than 30 feet along all facade facing a street, common open space, public area, and common parking areas:

(i) Repeating distinctive window patterns at intervals of no more than 30 feet (see Figure B7 below for an example).

(ii) Horizontal modulation (upper level step-backs, see Figure B8). To qualify for this measure, the minimum horizontal modulation shall be five feet.

(iii) Balconies that are recessed or projected from the facade at least 18 inches and integrated with the building’s architecture as determined by the director.

(iv) Change of building materials.

(v) Articulation of the building’s top, middle, and bottom. This typically includes a distinctive ground floor or lower floor design, consistent articulation of middle floors, and a distinctive roofline (see Figures B7 and B8).

(c) Roofline Modulation. Roofline modulation can be used in order to articulate the structure.

(i) In order to qualify as an articulation element in subsection (7)(b) of this section or in this subsection, the roofline shall meet the following modulation requirement:

(A) For flat roofs or facades 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 subsection (7)(a) of this section. Otherwise, the minimum vertical dimension of roofline modulation is the greater of four feet or 0.2 multiplied by the wall height.

(B) Buildings with pitched roofs must include a minimum slope of 5:12 and feature modulated roofline components at the interval required per the applicable standard above.



Figure B7 – Note the repeating distinct window patterns and the articulation of the building’s top, middle and bottom.



Figure B8 – Two examples of articulating a building’s top, middle, and bottom by utilizing brick on the ground floor, defined window patterns and articulation treatments on upper floors, and a distinctive roofline.

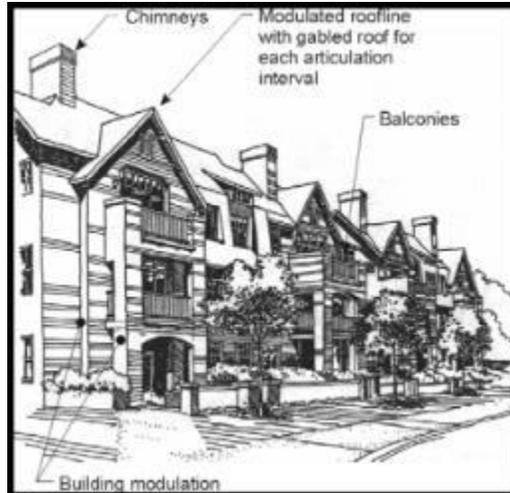


Figure B9 – Example of good articulation for a multifamily building.

(8) Building Design – Entrances. The intent of the building entrances standards is to ensure that buildings are inviting and accessible, and to encourage pedestrian activity. The principal building entrances of all buildings shall feature the following improvements, unless the director determines an alternate technique better addresses the intent of these standards:

(a) Weather cover (e.g.: porch or canopy) that is at least four feet deep and at least 32 square feet in footprint measured horizontally must be provided for the primary entrance(s) to residential units. Figures B10 and B11 demonstrate this requirement.

(b) Access to Residential Units. Ground floor residential units facing a street or common open space shall be directly accessible from the applicable street or open space.

(c) Townhouse Entrances. Townhouse and all other multifamily dwelling units with private exterior ground floor entries shall provide at least 20 square feet of landscaping adjacent to the entry. This is particularly important for units where the primary entrance is next to private garages off an interior access road. Such landscaping areas soften the appearance of the building and highlight individual entries. See Figure B11 for an example of what is desired and Figure B12 for an example of what is unacceptable.



Figure B10 – Weather protection that articulates the front facade is provided.



Figure B11 – Ground floor residential units directly accessible to the street with landscaping defining the entry.



Figure 12 – The left photo is an example of unacceptable townhouse design where there is no landscaping adjacent to the entries. The photo to the right is acceptable.

(9) Building Design – Details. The building design details standards are intended to ensure that buildings have design interest at all observable distances and to enhance the architecture of multifamily buildings. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. Multifamily building facades shall incorporate five architectural details, except that if option e below is used, only four architectural details are required. Chosen details shall be compatible with the chosen architectural character of the building. Detail options include:

- (a) Distinctive porch design with unique design as use of materials.
- (b) Distinctive windows and doors with molding/framing details that go beyond requirements of (10) below.
- (c) Landscaped trellises or other decorative element that incorporates landscaping near the building entry or entries.
- (d) Light fixtures with a diffuse visible light source, such as a non-glare globe or “acorn”, or a decorative shade or mounting for each building entry on the facade.
- (e) Brick or stonework covering more than 10 percent of the facade.
- (f) Building materials that add visual interest, including:
 - (i) Individualized patterns or continuous wood details.

- (ii) Decorative moldings, brackets, wave trim or lattice work.
- (iii) Decorative brick or stonework (may be in addition to the brick or stonework credits noted above if they are arranged in a decorative manner that adds visual interest to the facade).
- (iv) Other materials with decorative or textural qualities as approved by the director. The applicant must submit architectural drawings and material samples for approval.
- (g) Varied roofline design, including multiple gables and/or dormers or other design that adds distinct visual interest.
- (h) Distinctive railings, grill work, or terraced landscape beds integrated along the facade of the building.
- (i) Unique balcony design, such as a distinctive geometry and configuration.
- (j) Other details that meet the intent of the standards as approved by the director.



Figure 13 – This building uses brick for more than 10 percent of the facade, a decorative mix of materials and colors, decorative entries, and decorative windows to add visual interest.

(10) Window Design for Residential Uses. Building facades shall employ techniques to recess or project individual windows above the ground floor at least two inches from the facade, or incorporate window trim at least four inches in width that features color that contrasts with the base building color. Exceptions will be considered by the director where buildings employ other distinctive windows or facade treatments that add visual interest to the building.



Figure B14 – Acceptable and unacceptable window treatments.

(11) Building Materials. The building materials standards are intended to encourage the use of a variety of high-quality, durable materials that will enhance the visual image of the city; provide visual interest and distinct design qualities; and promote compatibility and improvement within surrounding neighborhoods through effective architectural detailing and the use of traditional building techniques and materials. The following standards apply:

(a) Building exteriors shall be constructed from high-quality, durable materials. Building materials such as masonry, stone, lap-siding and wood are encouraged.

(b) The following materials are prohibited in visible locations unless an exception is granted by the director based on the integration of the material into the overall design of the structure:

(i) Plywood siding (including T-111 or similar plywood). Board and batten is an exception.

(ii) Corrugated fiberglass.

(iii) Noncorrugated and highly reflective sheet metal.

(iv) Chain link fencing; provided, that the director may approve chain link fencing when it is integrated into the overall site design (chain link fencing is also allowed for temporary purposes such as a construction site, or as a gate for a refuse enclosure).

(c) If used, metal siding and concrete block shall conform to the standards in the commercial and mixed use standards outlined in Section C.

(d) If used, sheet materials and residential siding used for building extensions shall be of the highest quality, as approved by the director.

(e) All exterior materials are subject to approval by the director. Submit material samples to the director for approval.

(12) Blank Walls. The blank wall standards are intended to: reduce the visual impact of large, undifferentiated walls; reduce the apparent size of large walls through the use of various architectural and landscaping treatments; enhance the character and identity of the city; and ensure that all visible sides of buildings provide visual interest. Blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot are prohibited.

(a) A wall (including building facades and other exterior building walls, retaining walls, and fences) is defined as a blank wall if:

(i) A ground floor wall or portion of a ground floor wall over four feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or

(ii) Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.

(b) All blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot shall be treated in one or more of the following measures:

(i) Incorporate transparent windows or doors;

(ii) Install a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within three years. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;

(iii) Provide a landscaped planting bed at least five feet wide, or a raised planter bed at least two feet high and three feet wide in front of the wall. Plant materials must be able to obscure or screen at least 60 percent of the wall's surface within three years;

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

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

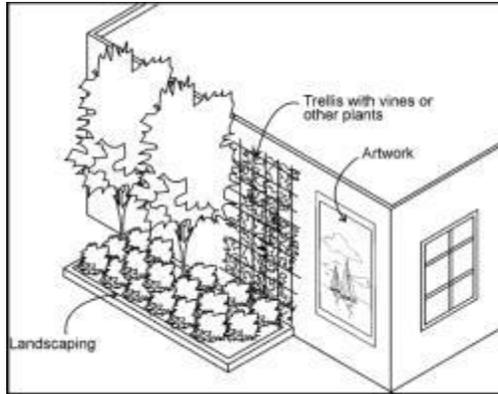


Figure B15 – Blank wall treatments.



Figure B16 – Terraced planting beds effectively screen a large blank wall.

(13) Pedestrian Circulation. All multi-family and mixed-use development shall provide a network of pedestrian pathways that connect all residences to sidewalks, in accordance with the following design standards.



Figure B17. An example of an attractive pedestrian connection through a multifamily development.

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

(b) Pedestrian walks shall be separated from structures at least 3 feet for landscaping. The director may consider other treatments to provide attractive pathways. Examples include sculptural, mosaic, bas-relief artwork, or other decorative treatments that meet the guidelines intent. (Figure B17 provides one example.)

(c) Where the walkway is adjacent to ground level dwellings with windows facing the path, provide at least 15' separation between the window and the path.

B.4 Multiple-family, townhome, and group residences – Vehicular access and parking location

(1) On sites abutting an alley, commercial, apartment, townhome and all group residence developments shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the planning director due to physical site limitations.

(2) When alley access is available, and provides adequate access for the site, its use is required.

(3) When common parking facilities for attached dwellings and group residences exceed 30 spaces, no more than 50 percent of the required parking shall be permitted between the street property line and any building, except when authorized by the planning director due to physical site limitations.

(4) Direct parking space access to an alley may be used for parking lots with five or fewer spaces.

B.5 Single-family and duplex dwelling development standards

The provisions of this section apply to building permits for single-family dwellings and single-family dwellings when multiple single-family dwellings are on a single lot, excluding accessory dwelling units; review will be done through the building permit process.

(1) It is the intent of these development standards that single-family dwellings be compatible with neighboring properties, friendly to the streetscape, and in scale with the lots upon which they are to be constructed. The director is authorized to promulgate guidelines, graphic representations, and examples of housing designs and methods of construction that do or do not satisfy the intent of these standards.

(2) All residential development shall be designed to front onto streets. Configurations where dwelling units and/or residential lots back up any street are prohibited. For example, new subdivisions along a street could be configured so that lots fronting on the street feature alley access in the rear or other shared driveway access as approved by the City on the side of the lots. Lot configurations where side yards face the street are acceptable.

(3) Entry. Where lots front on a public street, the house shall have doors and windows which face the street. Houses must have a distinct entry feature such as a porch or weather-covered entryway with an entry feature that is at least 60 square feet with no dimension less than six feet. Where lots front on a common open space or pathway, the requirements for orientations are the same as for a public street.

The director may approve a street orientation or entryway with dimensions different than specified herein; provided, the entry visually articulates the front facade of the dwelling so as to create a distinct entryway, meets setback requirements, provides weather cover, has a minimum dimension of four feet, and is attached to the home.

(4) Alleys.

(a) If the lot abuts an alley, the garage or off-street parking area shall take access from the alley, unless precluded by steep topography. No curb cuts shall be permitted unless access from the alley is precluded by steep topography.

(b) The minimum driveway length may be reduced to between six and zero feet for garages when the following conditions are met:

(i) An alley is provided for access;

(ii) At least one off-street parking space, in addition to any provided in the garage, is provided to serve that dwelling unit and the stall(s) is conveniently located for that particular dwelling; and

(iii) The applicable total parking stall requirement is met.

(c) The rear yard setback may be reduced to zero feet to accommodate the garage.

(d) If the garage does not extend to the property line or alley, the dwelling unit above the garage may be extended to the property line or alley.

(e) Dwellings with a wall facing an alley must provide at least one window facing the alley to allow observation of the alley.

(5) Auto Courts.

(a) Auto courts are only allowed in a PRD.

(b) Auto courts provide ingress and egress to a cluster of no more than six dwellings and access from a nonarterial street. Auto court design must be consistent with the city's design guidelines for auto courts.

(c) Auto courts shall be no less than 20 feet in width; provided, that if emergency services access is required, the driving surface dimensions will comply with emergency vehicle access requirements.

(d) Auto courts shall be no greater than 150 feet in length, unless acceptable emergency vehicle turnaround is provided and designed so vehicles will not back onto public streets.

(e) Driveway length may be reduced to between three feet and six feet for garages when at least two parking spaces are provided for the unit in addition to the garage. The additional parking must be conveniently located to the dwelling.

(6) Facade and Driveway Cuts. If there is no alley access and the lot fronts on a public or private street, living space equal to at least 50 percent of the garage facade shall be flush with or projected forward of the garage, and the dwelling shall have entry, window and/or roofline design treatment which emphasizes the house more than the garage. Where materials and/or methods such as modulation, articulation, or other architectural elements such as porches, dormers, gables, or varied roofline heights are utilized, the director or designee may waive or reduce the 50 percent standard. Driveway cuts shall be no more than 80 percent of the lot frontage; provided, that the director or designee may waive the 80 percent maximum if materials and/or methods to de-emphasize the driveway, such as ribbon driveways, grasscrete surface, or accent paving, are utilized.

(7) Privacy. Dwellings should be situated to respect the privacy of abutting homes and to create usable yard space for the dwelling(s). Windows should be placed to protect privacy. The review authority shall have the discretion to establish setback requirements that are different than may otherwise be required in order to accomplish these objectives.

(8) Individual Identity. Home individuality shall be achieved by the following:

(a) Avoiding the appearance of a long row of homes by means such as angling houses, varied street setbacks, and varied architectural design features.

(b) Each dwelling unit shall have horizontal or vertical variation within each unit's front building face and between the front building faces of all adjacent units/structures to provide visual diversity and individual identity to each unit. Upon building permit application, a plot plan of the entire structure shall be provided by the builder to show compliance with this requirement. The director or designee shall review and approve or

deny the building design, which may incorporate variations in rooflines, setbacks between adjacent buildings, and other structural variations.

(c) The same building plans cannot be utilized on consecutive lots. "Flip-flopping" of plans is not permitted; provided, that upon demonstration to the director that the alteration of building facades would provide comparable visual diversity and individual identity to the dwelling units as different building plans, this provision shall not apply.

Materials and/or methods which may be utilized to achieve visual diversity include, but are not limited to, use of differing siding material, building modulations and roofline variations.

(9) Landscaping. Landscaping of a size and type consistent with the development must be provided to enhance the streetscape. Landscaping will enhance privacy for dwellings on abutting lots and provide separation and buffering on easement access drives. Landscaping shall consist of two native trees per unit, planted in the front yard, which are at least one and one-half inches in caliper for deciduous or six feet in height for evergreen trees, plus a mixture of trees, shrubs and ground cover as appropriate to the site. All required landscaping shall be installed in accordance with the plans prior to issuance of an occupancy permit. Where applicable, street frontage landscaping shall comply with the city's streetscape plan.

(10) Duplexes. Duplexes must be designed to architecturally blend with the surrounding single-family dwellings and not be readily discernible as a duplex but appear to be a single-family dwelling.

B.6 Community open space and recreation space required

The on-site open space and recreation space standards are intended to provide usable, accessible, and inviting open space for residents that enhances residential areas. Multifamily residential uses shall provide open space equivalent to at least 20 percent of the building's gross floor area and not less than 200 square feet per dwelling unit. The required area may be satisfied with one or more of the elements listed below:

(1) Common open space accessible to all residents shall count for up to 100 percent of the required open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multipurpose recreational and/or green spaces. Special requirements and recommendations for common spaces include the following:

(a) Space shall be large enough, at least 15 feet by 20 feet, to provide functional leisure or recreational activity area as determined by the director.

(b) Consider open space as a focal point of development.

(c) Open space, particularly children's play areas, shall be visible from dwelling units and be accessible to all units.

(d) Space shall feature paths, plantings, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.

(e) Common open spaces must be connected to units and entries by pathways.

(f) Open space shall be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.

(g) Required setbacks, landscaping and critical area buffers shall not be counted toward the common open space requirement unless those areas are directly limited to the open space and sustainability contribute to its use and/or visual attractiveness.

(h) Rooftops or rooftop decks shall not be considered as common open space for the purpose of calculating minimum open space area; provided, that the director may consider rooftops or rooftop decks as common open space where usable open space amenities are provided and available to all residents.

(2) The following features may be used to satisfy up to 50 percent of the open space requirement. A combination of these amenities may be provided in different ratios; provided, that (i) the total credit for any combination of the following amenities may not

exceed 50 percent of the open space requirement, and (ii) the amount of the amenity provided is sufficient to achieve the purpose of the amenity as determined by the director:

(a) Individual balconies that provide a space usable for human activity. To qualify, the balconies shall be at least 36 square feet and have no dimension less than six feet.

(b) Natural areas that function as an amenity to the development, subject to the following requirements and recommendations:

(i) The natural area shall be accessible to all residents. For example, safe and attractive trails provided along or through the natural area where they could serve as a major amenity to the development.

(ii) Steep slopes, wetlands, or similar unbuildable areas shall not be counted in the calculations for required open space unless they provide a visual amenity for all units, as determined by the director.

(c) Storm water retention areas if the facility has natural-looking edges, natural vegetation, and no fencing except along the property line. The design of such areas shall go well beyond functional storm water requirements per the director in terms of the area involved and the quality of landscaping and resident amenities. The side slope of the storm water facilities shall not exceed a grade of 1:3 (one vertical to three horizontal) unless slopes are existing, natural, and covered with vegetation.

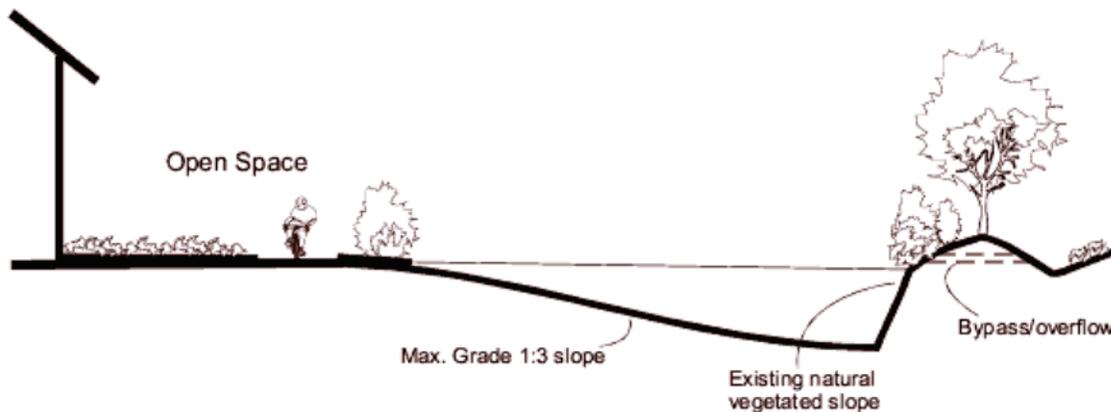


Figure B18. Conditions for storm water to be counted as an amenity.

(3) Children's play equipment and recreational activity space for children and/or teens that include parent seating areas are required in residential complexes with 20 or more units. Exceptions: age-restricted senior citizen housing; mixed use developments; developments reserved for student housing; infill lots within the downtown master plan area; and developments located within a quarter mile of safe walking distance to a public park that features a play area.

(4) Active recreation facilities may be provided instead of common open space, subject to the following:

(a) Active recreation facilities may include, but are not limited to, exercise rooms, sports courts, swimming pools, tennis courts, game rooms, or community centers; and

(b) Indoor recreation areas may be credited towards the total recreation space requirement, when the director determines that such areas are located, designed and improved in a manner which provides recreational opportunities functionally equivalent to those recreational opportunities available outdoors.



Figure B19– Balconies provide private, usable open space for residents.



Figure B20– A residential courtyard providing semi-private patio spaces adjacent to individual units.

(5) Minimum total open space

In addition to requirements (1) and (2) above, all multifamily development shall include at least 30% of the total lot area as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include community open space areas, areas in required building setbacks, play areas, natural areas, and critical areas.



Figure B21 – Children’s play area incorporated into a multifamily development.

B.7 Townhouse open space

(1) Townhouses and other ground based multifamily residential units with individual exterior entries must provide at least 200 square feet of ground related private open space per dwelling unit adjacent to, and directly accessible from, each dwelling unit. This may include private balconies, individual rear yards, landscaped front yards, and covered front porch areas.

(2) Minimum total open space

In addition to the open space requirement in subsection (1) above, all townhouse developments shall include at least 30% of the total development as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include areas in required building setbacks, play areas, natural areas, and critical areas.



Figure B22 – Common open space for a townhouse development.

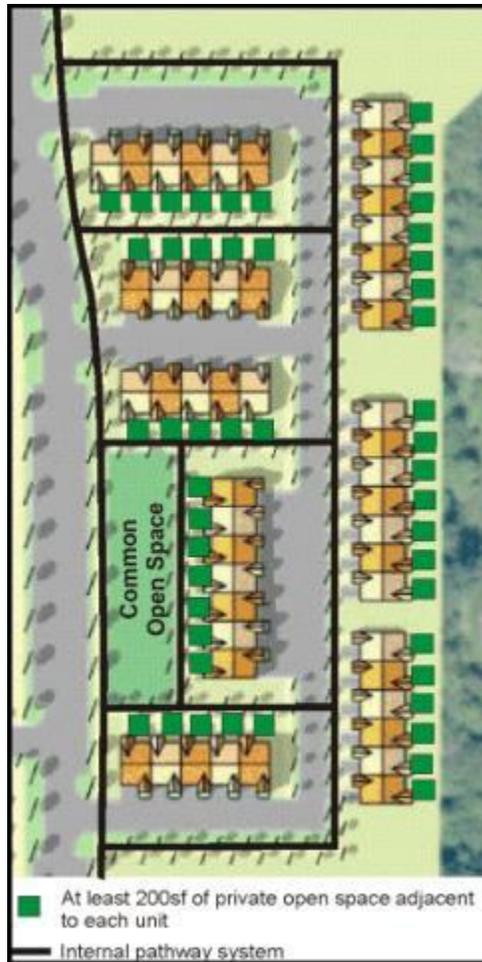


Figure B23 – Example townhouse configuration with a combination of private open spaces adjacent to units and larger common open space accessible to all units.

B.8 Maintenance or dedication of open space

- (1) Unless the open space is dedicated to the city pursuant to subsection (2) of this section, maintenance of any open space retained in private ownership shall be the responsibility of the owner or other separate entity capable of long-term maintenance and operation in a manner acceptable to the city.
- (2) Open space may be dedicated as a public park when the following criteria are met:
 - (a) The dedicated area is at least one and one-half acres in size, except when adjacent to an existing or planned public park;
 - (b) The dedicated land provides one or more of the following:
 - (i) Shoreline access;
 - (ii) Regional trail linkages;
 - (iii) Habitat linkages;
 - (iv) Recreation facilities; or
 - (v) Heritage sites;
 - (c) The entire dedicated area is located less than one mile from the project site.
 - (d) Dedication is approved by the Director of Parks, Culture, and Recreation.

B.9 On-site recreation – Fee in lieu of open space

Nothing herein shall prohibit voluntary agreements with the city that allow a payment in lieu of providing on-site open space or recreation space when a proposed development is located within one-quarter mile of an existing or proposed recreational facility; and, in the discretion of the director, the proposed recreation facility will be of greater benefit to the prospective residents of the development.

B.10 Storage space and collection points for recyclables

Developments shall provide storage space for the collection of recyclables as follows:

- (1) The storage space shall be provided at the rate of one and one-half square feet per dwelling unit in multiple-dwelling developments except where the development is participating in a public agency-sponsored or approved direct collection program in which individual recycling bins are used for curbside collection;
- (2) The storage space for residential developments shall be apportioned and located in collection points as follows:
 - (a) The required storage area shall be dispersed in collection points throughout the site when a residential development comprises more than one building.
 - (b) There shall be one collection point for every 30 dwelling units.
 - (c) Collection points may be located within residential buildings, in separate buildings/structures without dwelling units, or outdoors.
 - (d) Collection points located in separate buildings/structures or outdoors shall be no more than 200 feet from a common entrance of a residential building.
 - (e) Collection points shall be located in a manner so that hauling trucks do not obstruct pedestrian or vehicle traffic on-site or project into any public right-of-way.
- (3) The collection points shall be designed as follows:
 - (a) Dimensions of the collection points shall be of sufficient width and depth to enclose containers for recyclables.
 - (b) Architectural design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point shall be consistent with the design of the primary structure(s) on the site.
 - (c) If signs are used to identify collection points, they shall not exceed 2 square feet.
 - (d) A six-foot wall or fence shall enclose any outdoor collection point.
 - (e) Enclosures for outdoor collection points and buildings used primarily to contain a collection point shall have gate openings and clearances to provide for applicable access by trucks.
 - (f) Weather protection of recyclables shall be ensured by using weather-proof containers or by providing a roof over the storage area.
- (4) Only recyclable materials generated on-site shall be collected and stored at such collection points. Except for initial sorting of recyclables by users, all other processing of such materials shall be conducted off-site.

B.11 Fences

(1) Purpose. The fence standards promote the positive benefits of fences without negatively affecting the community or endangering public or vehicle safety. Fences can create a sense of privacy, protect children and pets, provide separation from busy streets, and enhance the appearance of property by providing attractive landscape materials. The negative effects of fences can include the creation of street walls that inhibit police and

community surveillance, decrease the sense of community, hinder emergency access and the safe movement of pedestrians and vehicles, and create an unattractive appearance.

(2) Types of Fences.

(a) The standards apply to walls, fences, trellises, arbors and screens of all types whether open, solid, wood, metal, wire, masonry or other material.

(b) No barbed or razor-wire fence shall be permitted, except for the following:

(i) Public facilities, transmitter and transformer sites.

(ii) Government installations where security or public safety is required.

(c) No chain link fence is permitted in the front yard or between the residential building and a public right-of-way. Chain link fence is not permitted adjacent to or within required common open space, except to confine play areas, sports courts, swimming pools, or other facilities where such enclosure is necessary.

(3) Height.

(a) Front lot line: Three feet, unless the director finds that a taller fence is required by code for safety.

(b) Side lot line: Six feet.

(c) Rear lot line: Six feet.

(d) In or adjacent to required common open space: Three feet, unless the director determines that a taller fence is needed for public safety.

(e) The height of a fence or freestanding wall, retaining wall or combination of the same shall be measured from its top surface, board, rail, or wire to the natural elevation of the ground on which it stands.

(f) Where the finished grade is a different elevation on either side of a fence, the height may be measured from the side having the highest elevation.

(4) Fence Exception.

(a) The director shall have authority to administratively grant an exception to the fence requirements outlined in this section. The director is authorized to issue exceptions in cases of special hardships, unique circumstances and practical difficulties. No exception shall be granted which would be detrimental to the public health, welfare or environment.

(b) In considering a request for a modification of the fence requirements outlined in subsections (1) through (3) of this section, the community development director shall consider the following factors:

(i) If the proposed fence is designed and constructed so that it does not cause a public safety hazard by obstructing visibility of pedestrians or motorists using streets, driveways or sidewalks;

(ii) The proposed fence will not infringe upon or interfere with utility and/or access easements or covenant rights or responsibilities;

(iii) The increased fence height will not adversely affect adjacent property owners or reduce visibility of the property from the street.

B.12 Street Connectivity

The Lakewood Neighborhood Master Plan places a high priority on being a “walkable” and accessible community. Frequent and attractive connections between destinations through a well-connected system of streets and pathways are required.

(1) Connectivity to abutting lands. The street system of proposed development shall be designed to connect with existing, proposed, and planned streets outside of the development. Wherever a proposed development abuts unplatted land or other land with the capability of being further subdivided, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the fire marshall, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

(2) Continuation of streets. Planned streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the block standards in subsections (3) below, and to avoid or minimize through traffic on local streets.

(3) Block size. New development shall provide an integrated and connected network of streets to provide "direct" walking route options, orientation, a sense of place, and multiple travel route options. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. Blocks shall be designed to provide vehicular connections at intervals no greater than 600 feet and pedestrian access at intervals no greater than 300 feet (200 feet is preferred).



Figure B24. Examples of appropriately scaled blocks that accommodate pedestrian connections no further apart than 300 feet.

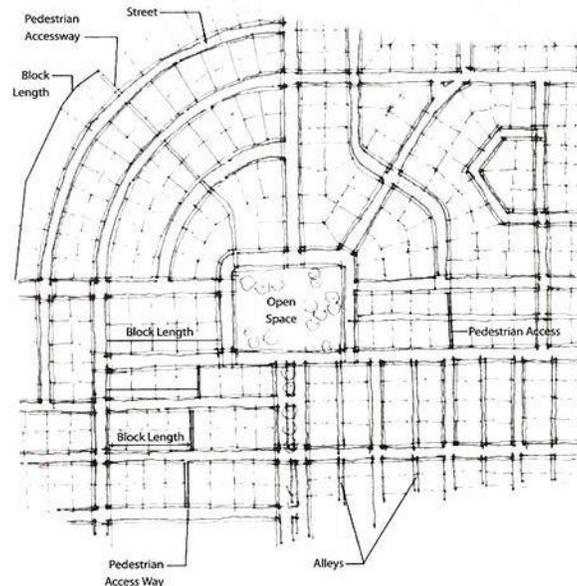


Figure B25. Example of well-connected street network. Note that the "block lengths" show how street and pedestrian path intervals are measured.

(4) Relationship between neighborhoods. "Gated communities" and other developments designed to appear as continuous walled-off areas disconnected and isolated from the rest of the community are prohibited. While privacy fences separating rear yards between homes are desirable for privacy, tall fences that back up to streets, reduce the number of "eyes on the street," and make such streets feel less safe and welcoming are prohibited. New subdivisions should consider ways to integrate into the community rather than walling them off.

B.13 Service Areas and Mechanical Equipment

(1) Service Element Location and Design. All development shall provide a designated spot for service elements. Such elements shall meet the following requirements:

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

(b) Service areas must not be visible from the sidewalk and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public right-of-way or space or from an adjacent property, the area must be screened with either landscape or structural screening measures provided in [MMC Chapter 22C.120 Landscaping and Screening](#).

(c) The designated spot for service elements shall be paved with concrete.

(d) Appropriate enclosure of the common trash and recycling elements shall be required, as determined by the Director. Requirements and considerations:

(i) A 6-foot fence constructed of concrete block or brick enclosing trash and recycling receptacles is required. Coordination with the current franchise hauler is required. The sides and rear of the enclosure must be screened with L1, L2, L3, or L4 landscaping (as defined in [MMC 22C.120.110](#)) at least 5 feet deep in visible locations as determined by the Director to soften the views of the screening element and add visual interest.

(ii) Proximity to adjacent residential units will be a key factor in determining appropriate service element treatment.

(iii) Preferably, service enclosures are integrated into the building itself.

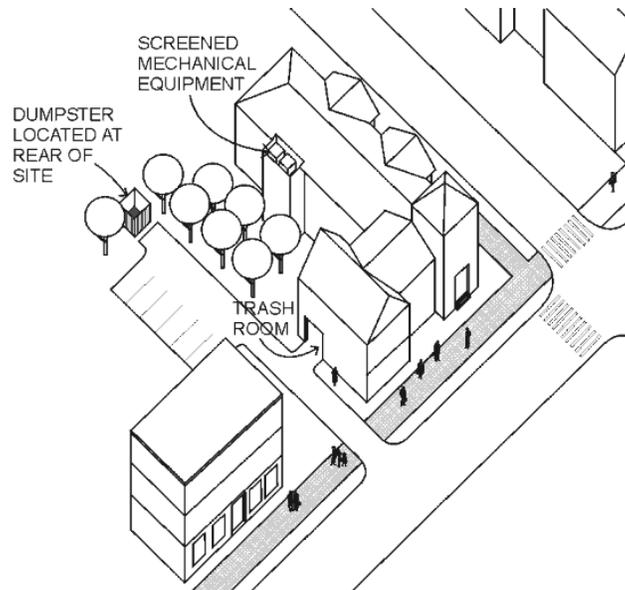


Figure B26. Locate service elements to reduce impacts on the residential and pedestrian environment.

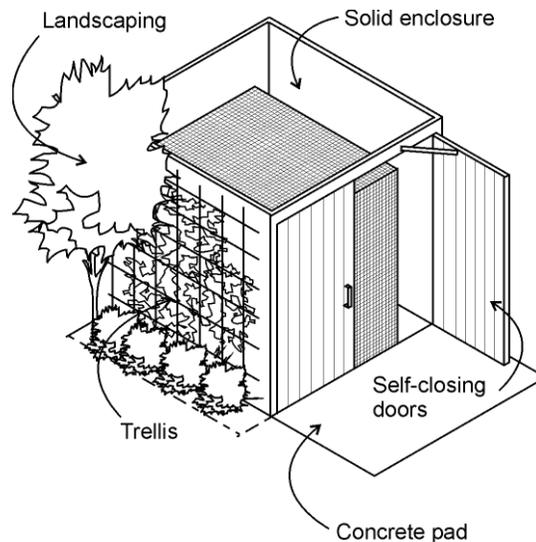


Figure B27. Trash receptacle and recyclables screening example

(2) Utility Meters, Electrical Conduit, and Other Service Utility Apparatus. These elements shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.



Figure B28. Exposed utility meters like this will not be allowed.



Figure B29. Landscaping helps to minimize the negative visual impacts of utility meters.

(3) Roof mounted mechanical equipment must be located and screened by a parapet, or other primary building element, so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

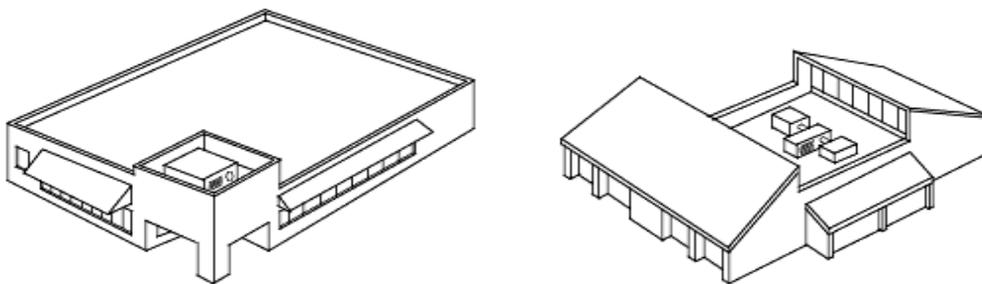


Figure B30. Examples of how to screen roof-mounted mechanical equipment.

(4) Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc so that noise reaching the adjacent properties is less than 50 dBA. If required by the Director, the applicant must demonstrate that this standard is achieved by providing equipment specifications and/or calculations of noise impacts.

B.14 Nonconforming situations

Existing developments that do not conform to the development standards of this chapter are subject to the standards of [MMC Chapter 22C.100, Nonconforming Situations](#).

B.15 Parking and loading

The standards pertaining to the required number of auto parking spaces, bicycle parking spaces, parking lot placement, parking lot setbacks and internal parking lot pedestrian connections are stated in [MMC Chapter 22C.130, Parking and Loading](#).

B.16 Signs

The sign standards are stated in [MMC Chapter 22C.160, Signs](#).

B.17 Landscaping and screening

The landscaping and screening standards are stated in [MMC Chapter 22C.120, Landscaping and Screening](#).

B.18 Planned residential developments

See [MMC Chapter 22G.080, Planned Residential Developments](#).

C. Commercial, Mixed-Use and Public Institutional Zones

C.1 Site and building design standards

(1) Applicability.

(a) Prior to submitting a building permit application, all development to which these standards apply shall be required to submit a site plan and elevations addressing the standards in this section for administrative review and approval by the community development director.

(b) The site and building design standards of this section apply to institutional and commercial development.

(2) Relationship and Orientation of Buildings to Site and Street Front.

(a) The site shall be planned to create an attractive street edge and accommodate pedestrian access. Examples of ways that a development meets the requirements of this provision are to:

(i) Define the street edge with buildings, landscaping or other features (see Figure C1).

(ii) Provide for building entrances that are visible from the street.

(iii) Provide a sidewalk at least six feet wide, or as approved by the City Engineer, if there is not space in the public right-of-way.

(iv) Provide building entries that are accessed from the sidewalk. These access ways must be separated from the parking and drive aisles. If access traverses the parking lot, then it should be raised and/or clearly marked while accommodating green stormwater infrastructure.

(b) The development shall create a well-defined streetscape to allow for the safe movement of pedestrians. New development must provide sidewalks as identified in the Lakewood Neighborhood Master Plan, or otherwise approved by the City Engineer, and street trees, at least 2-inch caliper with spacing averaging no more than 30 feet on center, as approved by the director.

(c) Commercial and mixed use buildings must be oriented towards at least one street. For sites that front multiple streets, commercial and mixed use buildings are encouraged to orient towards both streets; provided, that priority shall be given to pedestrian-oriented streets, as designated in Figure X, and to streets that are more visible and/or provide a better opportunity for increased pedestrian activity.

(d) Commercial and mixed use building facades facing the street or parking lots must have transparent windows or door covering at least 75 percent of the ground floor facade between four to eight feet above the level of the sidewalk. Exceptions may be considered by the director; provided that the proposed building configuration and design enhances the pedestrian environment.

(e) No parking spaces may be located between the building's façade and any designated pedestrian-oriented street (as identified in the Lakewood Neighborhood Master Plan), or when the building is not sited on a pedestrian-oriented street, located between the building's facade and the primary public street (street from which primary access is obtained) unless it is not feasible due to parcel size, topography, environmental conditions, or other factors as determined by the director. Where the property fronts on more than one public street, this provision applies to only one street frontage.

(f) Parking lots may not be located on corner locations adjacent to public streets unless no feasible on-site alternative exists.

(g) For large commercial and mixed use sites (over two acres) that feature multiple buildings, developments shall configure buildings to create focal points for pedestrian activity on the site. However, no more than 50 percent of the street frontage may be occupied by vehicular access or parking. Exceptions: An increased percentage of

parking or vehicular access along the street front may be allowed where the configuration allows the development to better meet the intent of these standards. For example, if the configuration allows for a centralized plaza surrounded by a concentration of retail uses, an increase in the percentage of parking along the street front would be allowed. Exceptions are subject to approval by the director.



Figure C1 – Examples of buildings that provide a well-defined streetscape.

(h) Pedestrian Circulation Where Facades Face Parking Areas.

Building entrances must face the street in the MU zones and on designated pedestrian-oriented streets. In the GC and CB zones where a building's main commercial entrance faces onto a parking area rather than the street, provide wide pathways adjacent to the façades of retail and mixed-use buildings. Pathways along the front façade of mixed-use and retail buildings 100 feet or more in length (measured along the façade) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:

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

(ii) Street tree pit may be included in a planting strip, provided the strip does not impede pedestrian movement and has at least 8 feet of clearance.

(iii) If the pits are not in a planted strip, tree grates shall be provided at each pit and at least 24 square feet of pavers or porous pavements situated around the pits to allow air and water into the tree root space (see subsection (4)(b) of this section related to planting strips).

(iv). Lighting (3)(d) of this section.

must conform to subsection



Figure C2. Example of a successful pedestrian sidewalk between parking lot and storefront.

(i) Pedestrian-Oriented Facades

(i) Commercial and mixed use buildings facing pedestrian-oriented streets indicated in Figure xx shall front directly on the back of sidewalk or a pedestrian-oriented space adjacent to the sidewalk and adhere to the following standards.

(A) Ground floor facades shall feature transparent window areas over at least 75 percent of the ground floor façade between 2 feet and 8 feet above grade. The windows may look into the building's interior or be configured as merchandise display windows. The building must be designed so that the windows satisfying the requirement for "pedestrian-oriented facades" do not look into service or storage areas or other unsightly rooms.

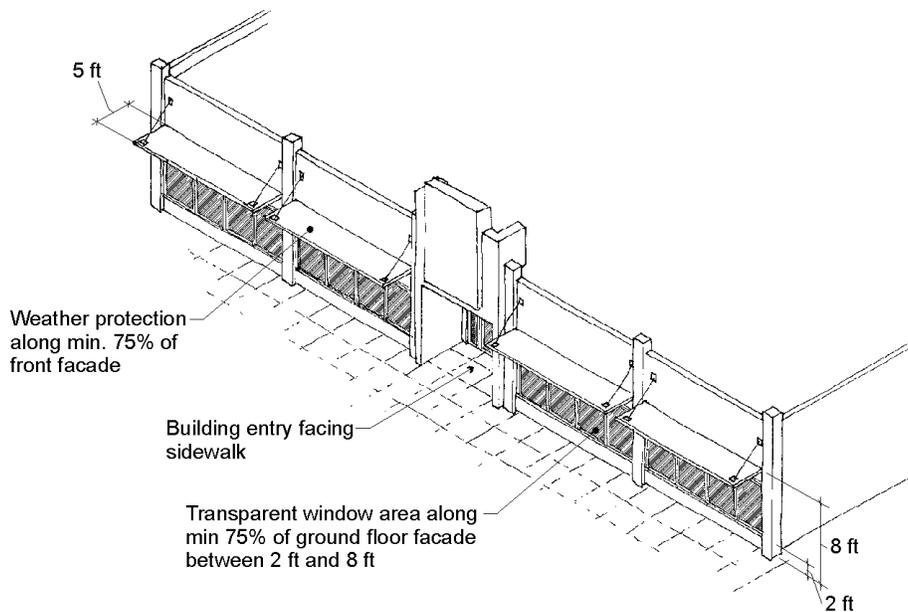


Figure C3. An example of a pedestrian-oriented façade.

(B) A primary building entry facing the streetfront. (see subsection (j) of this section for entry enhancement requirements.)

(C) Weather protection at least 5 feet wide over at least 65 percent of the front facade.

(j) Pedestrian Weather Protection

In addition to weather protection along pedestrian-oriented facades, provide pedestrian weather protection in the front of commercial and mixed-use buildings fronting on parking areas serving that building, public spaces such as transit stops, building entries, along display windows, specifically:

(i) Weather protection at least six feet deep is required over the entries of all primary building, individual business, and individual residence. This may include a recessed entry, canopy, porch, marquee, or building overhang.



Figure C4. Provide weather protection over building entries.

(ii) Canopies, awnings, or other similar weather protection features shall not be higher than 15 feet above the ground elevation at the highest point or lower than 8 feet at the lowest point.

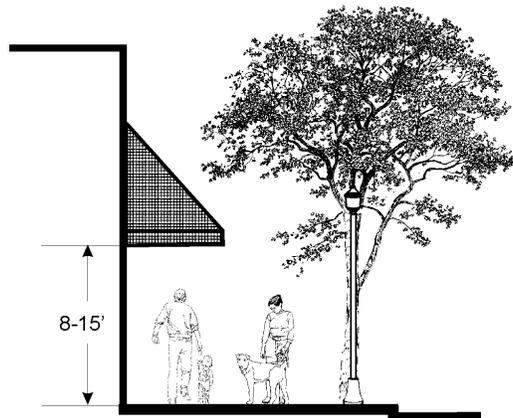


Figure C5. Height standards for weather protection features.

(iii) The color, material, and configuration of the pedestrian coverings shall be as approved by the Director. Coverings with visible corrugated metal or corrugated fiberglass are not permitted unless approved by the Director. Fabric and rigid metal awnings are acceptable.

(iv) Multi-tenant retail buildings are encouraged to use a variety of weather protection features to emphasize individual storefronts and reduce the architectural scale of the building. Figure C6 provides unacceptable and better examples.



Figure C6. The continuous canopy on top is monotonous and deemphasizes individual storefronts. The bottom example provides a variety of weather protection features and represents a more desirable example.

(3) Relationship of Buildings and Site to Adjoining Area. The development of new buildings should address impacts to neighborhood condition by complying to the following:

(a) Attractive landscape transition to adjoining properties shall be provided as directed by the director.

(b) Solar access of the subject and adjacent properties should be considered in building design and location. The director may require adjustments of the proposed site layout or special screening measures to accomplish this objective.

(4) Landscape and Site Treatment.

(a) Parking lot screening and interior landscaping shall be provided consistent with [MMC Chapter 22C.120](#). The following criteria shall guide review of plans and administration of the landscaping standards in the zoning code:

(i) The landscape plan shall demonstrate visual screening from parking areas.

(ii) The landscape plan shall provide some physical separation between vehicular and pedestrian traffic.

(iii) Where feasible, the landscape plan shall integrate natural approaches to storm water management, including featured low impact development techniques.

(iv) In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree guards or other devices.

(v) Screening of outdoor service yards and other places which tend to be unsightly shall be accomplished by use of walls, fencing, planting, berms or combinations of these.

(vi) Landscaping should be designed to create definition between public and private spaces.

(vii) Where feasible, the landscape plan shall coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.

(viii) The landscape plan shall provide a transition in landscaping design between adjacent sites, within a site, and from native vegetation areas in order to achieve greater continuity.

(ix) The landscape plan shall use plantings to highlight significant site features and to define the function of the site, including parking, circulation, entries, and open spaces.

(b) Street Landscaping. Where the site plan includes streetscape plantings, the following guidelines apply:

(i) Sidewalks and pathways should be separated from the roadway by planting strips with street trees wherever possible. Where there is on-street parking, provide an 18" wide strip of pavement directly on the back of the curb to accommodate entry and exit from parked cars.

(ii) Planting strips should generally be at least five feet in width. Evergreen shrubs should be no more than four feet in height and/or ground cover in accordance with the City of Marysville landscape standards ([MMC Chapter 22C.120](#)) and Marysville administrative landscaping guidelines.

(iii) Street trees placed in tree grates may be more desirable than planting strips in pedestrian areas where space is limited. Tree pits or planting areas that provide water for roots shall be at least 24 square feet in area.

(iv) Use of trees and other plantings with special qualities (e.g., spring flowers and/or good fall color) are strongly encouraged.

(v) Unless otherwise directed by the director, plant at least one street tree per 30 linear feet of street front.

(c) Plaza/Pedestrian Area Landscaping Within Shopping Centers and Mixed Use Site Plans.

(i) A range of landscape materials – trees, evergreen shrubs, ground covers, and seasonal flowers – shall be provided for color and visual interest.

(ii) Planters or large pots with small shrubs and seasonal flowers may be used to create protected areas within the plaza for sitting and people watching.

(iii) Creative use of plant materials, such as climbing vines or trellises, and use of sculpture groupings or similar treatments are encouraged.

(iv) All landscaping plans shall be submitted during site plan review for approval.

(v) Also see Section C.4 Non-Residential Open Space Requirements.

(d) Exterior lighting shall be part of the architectural concept. Lighting shall enhance the building design and adjoining landscaping. Appropriate lighting levels shall be provided in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas, in order to ensure safety and security; enhance and encourage evening activities; and provide a distinctive character to the area. New developments shall provide a lighting site plan which identifies lighting equipment, locations and standards, and implements the following design standards:

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

(A) Minimum (for low or nonpedestrian and vehicular traffic areas) of one-half foot candle;

(B) Moderate (for moderate or high volume pedestrian areas) of one to two foot candles; and

(C) Maximum (for high volume pedestrian areas and building entries) of four foot candles.

(ii) 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.

(iii) Parking lot lighting shall be subject to the provisions set forth in [MMC 22C.130.050\(3\)\(d\)](#).

(iv) Pedestrian-scale lighting (light fixtures no taller than 15 feet) is encouraged in areas with high anticipated pedestrian activity. All fixtures over 15 feet in height shall be fitted with a full cut-off shield, be dark sky rated, and mounted no more than 25 feet above the ground with lower fixtures preferable so as to maintain a human scale. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

(v) 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.

All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.

(vi) Limited on trees and provisions for seasonal lighting is acceptable.

(vii) Limited accent lighting on architectural and landscape features is encouraged to add interest and focal points.

(e) Also see Section C.4 Non-Residential Open Space Requirements.

(5) Site Design Utilizing Crime Prevention through Environmental Design (CPTED) Principles. Development that is subject to this section shall incorporate the following CPTED strategies into building design and site layout:

(a) Access Control. Guidance of people coming and going from a building or site by placement of real and perceived barriers. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas that are not readily observable.

(b) Surveillance. Placement of features, uses, activities, and people to maximize visibility. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them.

(c) Territoriality/Ownership. Delineation of private space from semi-public and public spaces that creates a sense of ownership. Techniques that reduce the perception of areas as "ownerless" and, therefore, available for undesirable uses. Examples of ways in which a proposal can comply with CPTED principles are outlined in the CPTED Guidelines for Project Design and Review, prepared by the city.

(6) Building Design – Human-Scale Standards. The human-scale standards are intended to encourage the use of building components that relate to the size of the human body and to add visual interest to buildings. "Human scale" addresses the relationship between a building and the human body. Generally, buildings attain a good human scale when they feature elements or characteristics that are sized to fit human activities, such as doors, porches, and balconies. A minimum of four of the following human-scale building elements shall be incorporated into the new development:

(a) Balconies in upper stories, at least one balcony per upper floor on the facades facing streets, provided they are integrated into the architecture of the building;

(b) Bay windows or other window treatments that extend out from the building face;

(c) At least 150 square feet of pedestrian-oriented space (see section C.5 Residential Open Space and Recreation Space Required) for each 100 lineal feet of building facade;

(d) Upper floor individual windows, generally less than 32 square feet per pane and separated from the windows by at least a six-inch molding;

- (e) Spatially defining building elements, such as a trellis, overhang, canopy, or other element, that defines space that can be occupied by people;
- (f) Ground floor brick facades;
- (g) Smaller building elements near the entry of pedestrian-oriented street fronts of large buildings (see Figure C9);
- (h) Special details near the entrance, such as downtown lighting, artworks, or special materials;
- (i) The director may consider other methods to provide human-scale elements not specifically listed here. The proposed methods must satisfy the intent of these standards.

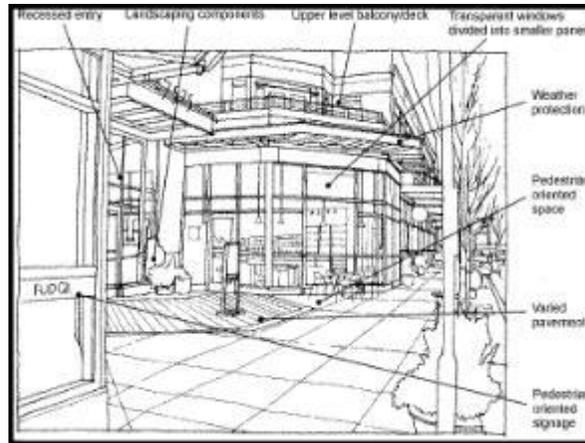


Figure C7 – Illustrating a variety of human-scale components on a building.



Figure C8 – This mixed use building incorporates decks, upper level setbacks, trellises, and landscaping to meet human-scale guidelines.



Figure C9 – Example of smaller building elements near the entry of large buildings.

(7) Building Design – Architectural Scale. Note:

- **Architectural scale** is the perceived height and bulk of a building relative to that of neighboring buildings. A building has “good architectural scale” if its visual size is relatively similar to its neighbors.
- **Modulation** is a stepping back or projecting forward of portions of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure’s continuous exterior walls.
- **Articulation** is visually breaking up a building façade into intervals by including repetitive features, such as broken rooflines, chimneys, entrances, distinctive window patterns, street trees, and modulation.

(a) All new buildings over three stories or over 5,000 square feet in gross building footprint or with facades longer than 100 feet measured horizontally shall provide at least three modulation and/or articulation features as described below along any façade that is visible from a street, residential zone or pedestrian pathway. In addition, there must be an entry at least every 60 feet:

(b) Horizontal building modulation. The depth of the modulation must be at least 2 feet when tied to a change in the roofline and at least 5 feet in other situations. Balconies may be used to qualify for this option, provided they have a floor area of at least 40 square feet, are integrated with the architecture of the building, and project at least 2 feet from the building façade.



Figure C10. Mixed-use building with modulation to increase its interest and human scale.

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

(i) For flat roofs or façades with a horizontal fascia or parapet, change the roofline so that no un-modulated segment of roof exceeds 60 feet. Minimum vertical dimension of roof line modulation is the greater of 2 feet or 0.1 multiplied by the wall height (finish grade to top of wall);

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

(iii) Other roof forms such as arched, vaulted, dormer, or saw-toothed may satisfy this design standard if the individual segments of the roof with no change in slope or discontinuity are less than 60 feet in width (measured horizontally).

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

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

(f) Changing the roofline by alternating dormers, stepped roofs, gables, or changing roof textures on certain features such as metal roofs on towers and dormers to reinforce the modulation or articulation interval.

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

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

(i) The Director may increase or decrease the 60-foot interval for modulation and articulation to better match surrounding structures or to implement an adopted subarea plan.



Figure C11. Example of a well-articulated building. Note how the awnings, window divisions, pilasters columns and cornice line all serve to divide up the façade into smaller segments without disrupting the unity of the overall design.



Figure C12. This development uses a variety of roof forms and heights and variations in roof textures by using metal hip roofs, different weather protection features, changing building materials and colors, and a modest amount of horizontal building modulation to reduce the overall architectural scale into smaller "storefront" components.



Figure C13 – Good examples of prominent pedestrian entries for large-scale retail uses. Note height change, vertical modulation, use of building materials, colors, and detailing to add interest and emphasis.

(8) Building Corners. The building corners standards are intended to architecturally accentuate building corners at street intersections, to create visual interest, and to increase activity, where appropriate. All new buildings located within 15 feet of a property line at the intersection of streets are required to employ one or more of the following design elements or treatments to the building corner facing the intersection:

- (a) Provide at least 100 square feet of pedestrian-oriented space between the street corner and the building(s). To qualify for this option, the building(s) must have direct access to the space;
- (b) Provide a corner entrance to building lobby, atrium, pedestrian pathway, or interior court.
- (c) Include a corner architectural element such as:
 - (i) Bay window or turret.
 - (ii) Roof deck or balconies on upper stories.
 - (iii) Building corner setback “notch” or curved facade surfaces.
 - (iv) Sculpture or artwork, either bas-relief, figurative, or distinctive use of materials.
 - (v) Change of materials.
 - (vi) Corner windows.
 - (vii) Special lighting.
- (d) Special treatment of the pedestrian weather protection canopy at the corner of the building; and/or
- (e) Other similar treatment or element approved by the director.
- (f) Parking lots are not allowed directly fronting the intersection of two streets. The director may allow exceptions where no other site configuration is possible.

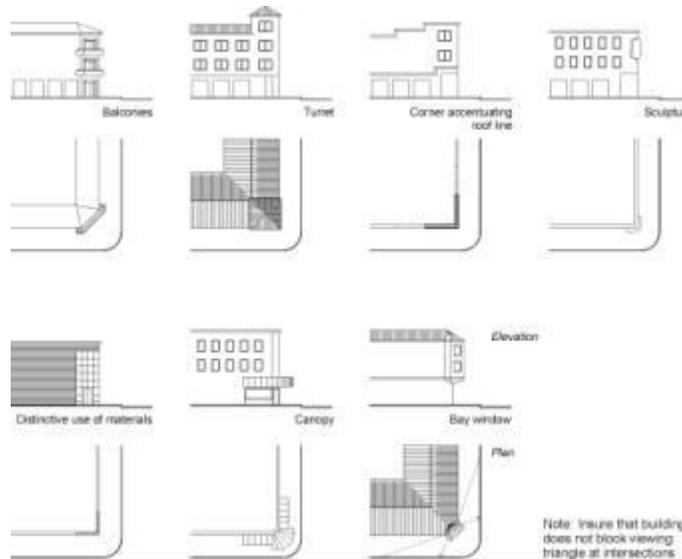


Figure C14 – Corner building treatment.



Figure C15 – Decorative use of windows, change of materials, and special lighting creates a statement at this corner location.

(9) Building Design Details. The building design details standards are intended to ensure that buildings have design interest at all observable distances; to enhance the character and identity of the city; and to encourage creative design. At closer distances, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. All new commercial buildings and individual storefronts shall include at least one detail element from each of the three categories below. Other mixtures of detail elements will be considered provided they meet the intent of these standards. The applicant must demonstrate how the amount, type, and mix of details meet the intent of these standards. For example, a large building with multiple storefronts will likely need more than one decorative sign, transom window, and decorative kickplate to meet the intent of these standards.

Building details used to meet this standard may also be used to satisfy other applicable requirements, such as for (6) Building Design-Human Scale Standards.

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

(i) Display windows divided into a grid of multiple panes.
(ii) Transom windows.
(iii) Roll-up windows/doors.
(iv) Other distinctive window treatment that meets the intent of the standards and guidelines.

(v) Recessed entry.
(vi) Distinctive door.
(vii) Arcade.
(viii) Landscaped trellises or other decorative element that incorporates landscaping near the building entry.

(ix) Other decorative entry treatment that meets the intent of these standards.

(b) Distinct facade attachments:

(i) Weather protection element such as a steel canopy, decorative cloth awning, or retractable awning.

(ii) Custom hanging, sculptural, or hand-crafted sign(s).
(iii) Building-mounted light fixtures with a diffuse visible light source or unusual fixture.

(iv) Special railings, grill work, or landscape guards.

(c) Building materials and other facade elements:

(i) Use of distinctive building materials such as decorative masonry, shingle, tile, brick, or stone.

(ii) Individualized patterns or continuous wood details, such as fancy butt shingles (a shingle with the butt end machined in some pattern, typically to form geometric designs), decorative moldings, brackets, trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials. The applicant must submit architectural drawings and material samples for approval.

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

(iv) Artwork on the building such as a mosaic mural, bas-relief sculpture, light sculpture, water sculpture, or other similar artwork. Painted murals or graphics on signs or awnings do not qualify.

(v) Kickplate, pier, belt course, or other similar facade element.

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

(vii) Other details that meet the intent of the standards and guidelines as determined by the director.

(viii) Elements referenced above must be distinct "one-of-a-kind" elements or unusual designs that require a high level of craftsmanship as determined by the director.

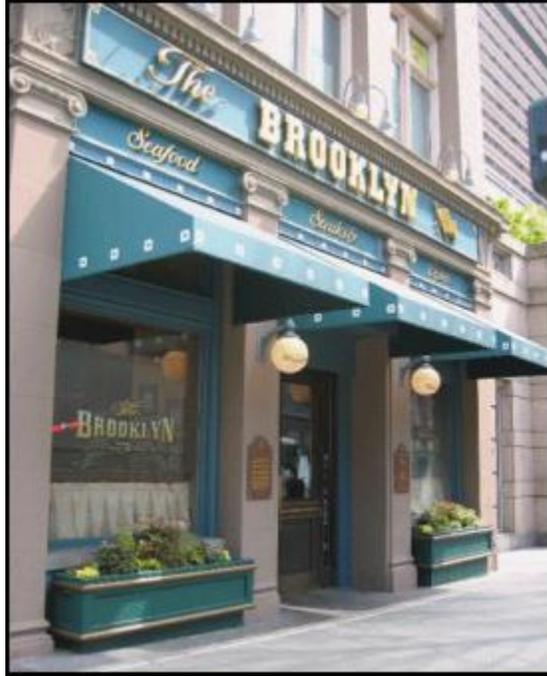


Figure C16 – The building provides a number of details that enhance the pedestrian environment, including decorative lighting, planter boxes, decorative awnings, historical plaques, and decorative facade elements.

(10) Building Materials. The building materials standards are intended to encourage the use of a variety of high-quality, durable materials that will enhance the visual image of the city; provide visual interest and distinct design qualities; and promote compatibility and improvement within surrounding neighborhoods through effective architectural detailing and the use of traditional building techniques and materials. The following standards apply:

(a) Building exteriors shall be constructed from high-quality, durable materials. Building materials such as concrete, masonry, tile, stone and wood are encouraged.

(b) Metal siding, when used for walls that are visible from a public street, public park or open space, pathway, or pedestrian route must:

(i) Have visible corner moldings and trim and incorporate masonry, stone, or other durable permanent materials within two feet of the ground level;

(ii) Incorporate multiple siding materials or façade articulation (see subsection (7) Building Design – Architectural Scale) when the facade is wider than 40 feet;

(iii) Alternative standards may be approved by the director; provided, that the design quality and permanence meet the intent of this section.

(c) Concrete masonry units (CMU) or cinder block walls, when used for walls that are visible from a street, public park or open space, or pedestrian route, shall be architecturally treated in one or more of the following ways:

(i) Use in conjunction with other permitted exterior materials.

(ii) Use of a combination of textured surfaces such as split face or grooved to create distinct banding or other design.

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

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

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

(vi) Other treatment approved by the director.

- (d) Exterior insulation and finish system (EIFS) and similar troweled finishes must:
- (i) Be trimmed in wood or masonry, and should be sheltered from extreme weather by roof overhangs or other methods in order to avoid deterioration. Weather-exposed horizontal surfaces must be avoided.
 - (ii) Be limited to no more than 50 percent of the facade area.
 - (iii) Incorporate masonry, stone, or other durable material for the first two feet above ground level.
- (e) Prohibited materials in visible locations unless an exception is granted by the director based on the integration of the material into the overall design of the structure:
- (i) Highly tinted or mirrored glass (except stained glass) covering more than 10 percent of the exterior of any building, or located at the ground level along the street.
 - (ii) Corrugated fiberglass.
 - (iii) Plywood siding, including T-111 and similar siding. Board and batten is an exception.
 - (iv) Noncorrugated and highly reflective sheet metal.
 - (v) Any sheet materials, such as wood or metal siding, with exposed edges or unfinished edges, or made of nondurable materials as determined by the director.
 - (vi) Chain link fencing.

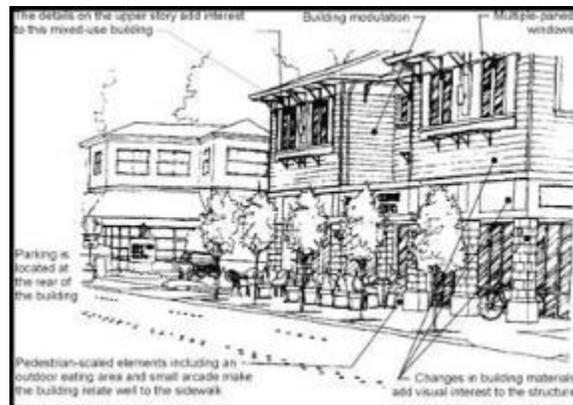


Figure C17 – The use of different building materials, window treatments, and roofline brackets add to the visual interest of this building.



Figure C18– This storefront effectively combines EIFS and concrete block with wood trim and metal detailing.

(11) Blank Walls.

(a) The blank wall standards are intended to: reduce the visual impact of large, undifferentiated walls; reduce the apparent size of large walls through the use of various architectural and landscaping treatments; enhance the character and identity of the city; and ensure that all visible sides of buildings provide visual interest. Blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot are prohibited. A wall (including building facades and other exterior building walls, retaining walls, and fences) is defined as a blank wall if:

(i) A ground floor wall or portion of a ground floor wall over four feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or

(ii) Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.

(b) All blank walls visible from a public street, sidewalk, trail, interior pathway, or parking lot shall be treated in one or more of the following measures:

(i) Incorporate transparent windows or doors and/or display windows;

(ii) Install a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least 60 percent of the wall's surface within three years. For large blank wall areas, the trellis must be used in conjunction with other treatments described below;

(iii) Provide a landscaped planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall. Plant materials must be able to obscure or screen at least 60 percent of the wall's surface within three years;

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

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

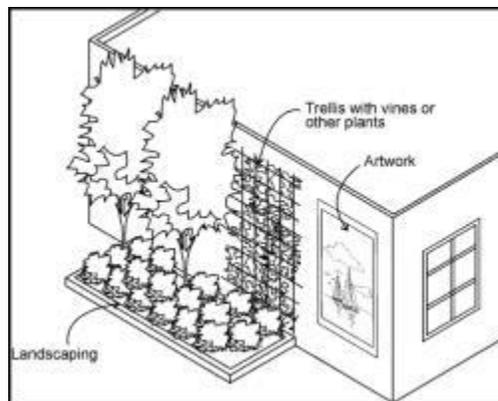


Figure C19 – Blank wall treatments.



Figure C20 – Terraced planting beds effectively screen a large blank wall.

(12) Building Entrances. The intent of the building entrances standards is to ensure that buildings are inviting and accessible, that entrances are easy to locate, and that pedestrian activity is encouraged.

(a) Primary Building Entrances. The principal building entrances of all buildings shall feature the following improvements, unless the director determines an alternate solution better addresses the guideline's intent:

(i) Weather Protection. Weather protection at least five feet deep and at least eight feet above ground level is required over the primary entrance to all commercial buildings. Entries may satisfy this requirement by being set back into the building facade.

(ii) Lighting. Pedestrian entrances must be lit to at least three foot candles but not more than four foot candles as measured on the ground plane for commercial buildings.

(iii) Visibility and Accessibility. Building entrances must be prominent and visible from the surrounding streets and must be connected by a walkway to the public sidewalk. Pedestrian pathways from public sidewalks to primary entrances or from parking lots to primary entrances shall be accessible, conforming to federal and state Americans with Disabilities Act requirements, and shall be clearly delineated.

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



Figure C21– A distinct, weather-protected primary building entrance.

(b) Secondary Public Access for Commercial Buildings. Buildings with “secondary” entrances off of a parking lot shall comply with the following measures to enhance secondary public access (applies only to entries used by the public):

(i) Weather protection at least three feet deep and at least eight feet above the ground is required over each secondary entry.

(ii) Two or more of the design elements must be incorporated within or adjacent to the secondary entry:

(A) A transparent window or door to allow visibility into the building;

(B) A landscape bed, trellis, or other permanent landscape element adjacent to the entry;

(C) Architectural treatments that add visual interest to the entry;

(D) Outdoor dining or pedestrian-oriented space;

(E) Decorative lighting; or

(F) Other design elements that meet the intent of these standards as determined by the director.

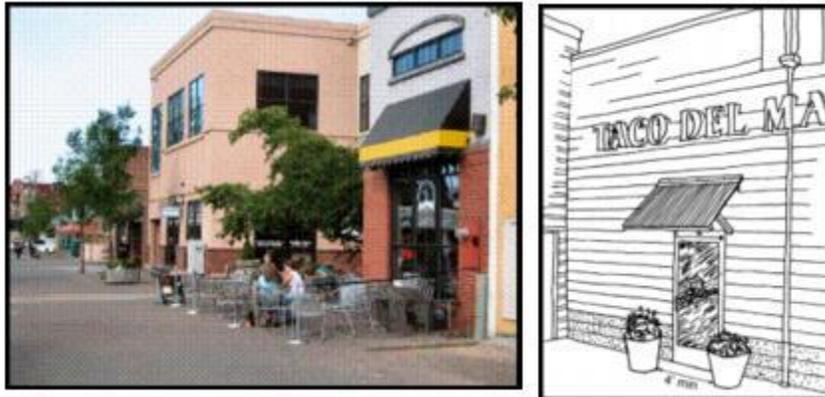


Figure C22– Examples of secondary public access. Note the planters, window signs, and awnings.

C.2 Commercial and mixed-use, vehicular access and parking location

(1) On sites abutting an alley, commercial, developments shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the planning director due to physical site limitations.

(2) When alley access is available, and provides adequate access for the site, its use is required.

(3) Direct parking space access to an alley may be used for parking lots with five or fewer spaces.

C.3 Additional design standards for gas stations, convenience stores, car washes and similar uses

(1) All structures (primary building, screening walls, canopy, canopy supports, signs, dumpster enclosures, etc.) should match architecturally by incorporating similar materials, detailing, roof, and building forms and landscaping.

(2) Pad buildings and landscaping should match the surrounding shopping center.

(3) A two-foot-plus border of textured paving should be provided:

(a) Around the footprint of the gasoline canopy;

(b) Between the pump area and the store entrance;

- (c) Where the public sidewalk crosses the driveways; and
- (d) In other pedestrian areas.
- (4) Vehicular and pedestrian cross-access should be provided with adjacent commercial properties.
- (5) Pad development sites should "share" driveways with the surrounding shopping center when reasonable to do so.
- (6) A three-foot masonry screen wall, earth berm, or combination shall be provided along all street frontages.
- (7) Automobile service and wash bays visible from the public street shall be screened with a six-foot masonry wall.
- (8) Service activity areas (automotive, tire, etc.) should be oriented away from residential uses.
- (9) Signage shall be an integral design element of a project and compatible with the exterior architecture with regard to location, scale, color and lettering.
- (10) All sign colors and materials should match those of the building or the "corporate colors." Opaque or muted sign backgrounds with cabinet-type signs are encouraged.
- (11) No commercial signage should occupy the pump island area. All directional signs should be architecturally integrated.
- (12) Gasoline price signs should be architecturally integrated with other signs or structures.

C.4 Non-Residential Open Space Requirements

- (1) New developments with non-residential uses on sites with a total site area greater than 1 acre must provide "pedestrian-oriented open space" equal to at least 1% of the ground floor non-residential building footprint plus 1% of the "site area." The open space may be in the form of "pedestrian-oriented open space" (see subsection (2)(b) of this section), garden, play area or other open space feature that serves both as a visual amenity and a place for human activity. Portions of sidewalks that are wider than 12' and which meet the standards of pedestrian-oriented open space may be counted toward this requirement. For this specific guideline, "site area" includes all land needed for the non-residential portion of the project including parking, service areas, access and required landscaping. The intent of this guideline is to provide for some outdoor space for activities or amenities that enhance the commercial activities, such as outdoor eating areas, display areas, seating, etc.
- (2) Pedestrian-Oriented Open Space. Where "pedestrian-oriented open space" is provided, including, but not limited to areas required in these design the open space according to the following criteria. If sidewalks are wider than the required minimum width, the additional sidewalk width may be counted as pedestrian-oriented open space.
 - (a) Required pedestrian-oriented open space features:
 - (i) Visual and pedestrian access (including ADA compliant access) into the site from a street, private access road, or non-vehicular courtyard.
 - (ii) Paved walking surfaces of either concrete or approved unit paving.
 - (iii) Lighting must conform to these design standards.
 - (iv) Spaces must be located in or adjacent to areas with significant pedestrian traffic to provide interest and security, such as adjacent to or visible from a building entry.
 - (v) Landscaping components that add visual interest and do not act as a visual barrier. This could include planting beds, potted plants, or both.
 - (b) Desirable pedestrian-oriented open space features:
 - (i) Pedestrian amenities, such as a water feature, site furniture, artwork, drinking fountains, kiosks, or other similar features.

- (ii) At least 2 feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.
- (iii) Adjacent buildings with transparent window and doors covering 75 percent of the façade between 2 feet and 8 feet above the ground level.
- (iv) Consideration of the sun angle at noon in the design of the space.
- (v) Pedestrian weather protection, alcoves, seating, or other features along building edges to allow for outdoor seating areas and a planted buffer.
- (c) A pedestrian-oriented open space must not have:
 - (i) Asphalt or gravel pavement.
 - (ii) Adjacent parking areas or service areas (e.g.: trash areas) that are not separated with landscaping.
 - (iii) Adjacent chain-link fences.
 - (iv) Adjacent "blank walls" without "blank wall treatment."
 - (v) Outdoor storage that does not contribute to the pedestrian-oriented environment.

C.5 Residential open space and recreation space required

The on-site open space and recreation space standards are intended to provide usable, accessible, and inviting open space for residents that enhances residential areas. Multifamily residential uses in the mixed use zone shall provide open space equivalent to at least 20 percent of the building's gross floor area; vertical mixed use developments (where commercial and multifamily uses are contained in the same building) shall not be subject to this requirement; provided, that at least 80 percent of the ground floor is exclusively dedicated to commercial uses and residential uses shall be limited to walls not oriented or located along the street. The required area may be satisfied with one or more of the elements listed below:

- (1) Common open space accessible to all residents shall count for up to 100 percent of the required open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multipurpose recreational and/or green spaces. Special requirements and recommendations for common spaces include the following:
 - (a) Space shall be large enough to provide functional leisure or recreational activity area per the director. For example, long narrow spaces less than 20 feet wide rarely, if ever, can function as usable common open space.
 - (b) Consider space as a focal point of development.
 - (c) Open space, particularly children's play areas, shall be visible from dwelling units and positioned near pedestrian activity.
 - (d) Space shall feature paths, plantings, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.
 - (e) Individual entries shall be provided onto common open space from adjacent ground floor residential units. Small, semi-private open spaces for adjacent ground floor units that maintain visual access to the common area are strongly encouraged to enliven the space.
 - (f) Separate common space from ground floor windows, streets, service areas and parking lots with landscaping and/or low-level fencing, where desirable.
 - (g) Space shall be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.
 - (h) Required setbacks, landscaping, driveways, parking, or other vehicular use areas shall not be counted toward the common open space requirement.
 - (i) Rooftops or rooftop decks shall not be considered as common open space for the purpose of calculating minimum open space area; provided, that the director may

consider rooftops or rooftop decks as common open space where usable open space amenities are provided and available to all residents.

(j) Outdoor open space shall not include areas devoted to parking or vehicular access.

(2) The following amenities may be used to satisfy up to 50 percent of the open space requirement. A combination of these amenities may be provided in different ratios; provided, that (i) the total credit for any combination of the following amenities may not exceed 50 percent of the open space requirement, and (ii) the amount of the amenity provided is sufficient to achieve the purpose of the amenity as determined by the director:

(a) Individual balconies that provide a space usable for human activity. To qualify, the balconies shall be at least 35 square feet and have no dimension less than four feet.

(b) Natural areas that function as an amenity to the development, subject to the following requirements and recommendations:

(i) The natural area shall be accessible to all residents. For example, safe and attractive trails provided along or through the natural area where they could serve as a major amenity to the development.

(ii) Steep slopes, wetlands, or similar unbuildable areas shall not be counted in the calculations for required open space unless they provide a visual amenity for all units, as determined by the director.

(c) Storm water retention areas if the facility has natural looking edges, natural vegetation, and no fencing except along the property line. The design of such areas shall go well beyond functional storm water requirements per the director in terms of the area involved and the quality of landscaping and resident amenities. The side slope of the storm water facilities shall not exceed a grade of 1:3 (one vertical to three horizontal) unless slopes are existing, natural, and covered with vegetation.

(3) Children's play equipment and recreational activity space for children and/or teens that include parent seating areas are required in residential complexes with 20 or more units. Exceptions: age-restricted senior citizen housing; mixed use developments (combined commercial and residential in same building); developments reserved for student housing; infill lots within the downtown master plan area; and developments located within a quarter mile of safe walking distance to a public park that features a play area.

(4) Active recreation facilities may be provided, subject to the following:

(a) Active recreation facilities may include, but are not limited to, exercise rooms, sports courts, swimming pools, tennis courts, game rooms, or community centers; and

(b) Indoor recreation areas may be credited towards the total recreation space requirement, when the city determines that such areas are located, designed and improved in a manner which provides recreational opportunities functionally equivalent to those recreational opportunities available outdoors.



Figure C23 – Balconies provide private, usable open space for residents.



Figure C24 – A residential courtyard providing semi-private patio spaces adjacent to individual units.



Figure C25 – Children's play area incorporated into a multifamily development.

(5) Minimum total open space. In addition to requirements (1) and (2) above, all multifamily development shall include at least 30% of the total lot area as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include residential open space areas, areas in required building setbacks, play areas, natural areas, and critical areas.

C.6 Townhouse open space

(1) Townhouses and other ground based multifamily residential units with individual exterior entries must provide at least 200 square feet of ground related private open space per dwelling unit adjacent to, and directly accessible from, each dwelling unit. This may include private balconies, individual rear yards, landscaped front yards, and covered front porch areas.

(2) Minimum total open space. In addition to the open space requirement in subsection (1) of this section, all townhouse developments shall include at least 30% of the total development as landscaped open space. The landscaped open space shall not include any area used for vehicle circulation or parking, but may include community open space, areas in required building setbacks, play areas, natural areas, and critical areas.



Figure C26 – Common open space for a townhouse development



Figure C27 – These townhouses provide balconies and semi-private yard space

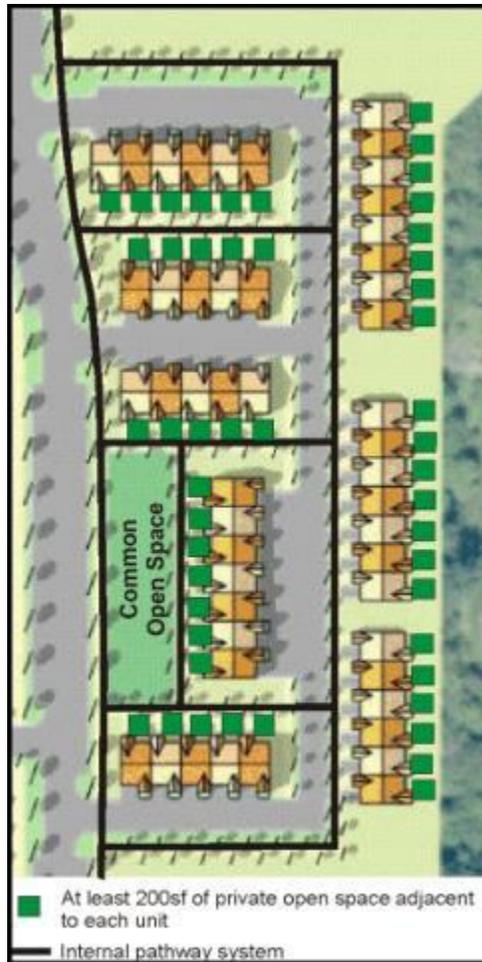


Figure C28 – Example townhouse configuration with a combination of private open spaces adjacent to units and larger common open space accessible to all units.

C.7 Maintenance or dedication of open space

- (1) Unless the open space is dedicated to the city pursuant to subsection (2) of this section, maintenance of any open space retained in private ownership shall be the responsibility of the owner or other separate entity capable of long-term maintenance and operation in a manner acceptable to the city.
- (2) Open space may be dedicated as a public park when the following criteria are met:
 - (a) The dedicated area is at least one and one-half acres in size, except when adjacent to an existing or planned public park;
 - (b) The dedicated land provides one or more of the following:
 - (i) Shoreline access;
 - (ii) Regional trail linkages;
 - (iii) Habitat linkages;
 - (iv) Recreation facilities; or
 - (v) Heritage sites;
 - (c) The entire dedicated area is located less than one mile from the project site.
 - (d) Dedication is approved by the Director of Parks, Culture, and Recreation.

C.8 On-site recreation – Fee in lieu of open space

Nothing herein shall prohibit voluntary agreements with the city that allow a payment in lieu of providing on-site open space or recreation space when a proposed development is located within one-quarter mile of an existing or proposed recreational facility; and, in the discretion of the director, the proposed recreation facility will be of greater benefit to the prospective residents of the development.

C.9 Service Areas and Mechanical Equipment

(1) Service Element Location and Design. All development shall provide a designated spot for service elements. Such elements shall meet the following requirements:

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

(b) Exterior loading areas for commercial uses shall not be located within 20 feet of a single family residentially zoned property, unless the Director finds such a restriction does not allow feasible development. In such cases, the areas and drives will be separated from the residential lot by a masonry wall at least 8 feet high. Internal service areas may be located across the street from a single family residential zone.

(c) Service areas must not be visible from the sidewalk and adjacent properties. Where the City finds that the only option for locating a service area is either visible from a public right-of-way or space or from an adjacent property, the area must be screened with either landscape or structural screening measures provided in [MMC Chapter 22C.120 Landscaping and Screening](#).

(d) The designated spot for service elements shall be paved with concrete.

(e) Appropriate enclosure of the common trash and recycling elements shall be required, as determined by the Director. Requirements and considerations:

(i) A 6-foot fence constructed of concrete block or brick enclosing trash and recycling receptacles is required. Coordination with the current franchise hauler is required. The sides and rear of the enclosure must be screened with L1, L2, L3, or L4 landscaping (as defined in [MMC 22C.120.110](#)) at least 5 feet deep in visible locations as determined by the Director to soften the views of the screening element and add visual interest.

(ii) Proximity to adjacent residential units will be a key factor in determining appropriate service element treatment.

(iii) Preferably, service enclosures are integrated into the building itself.

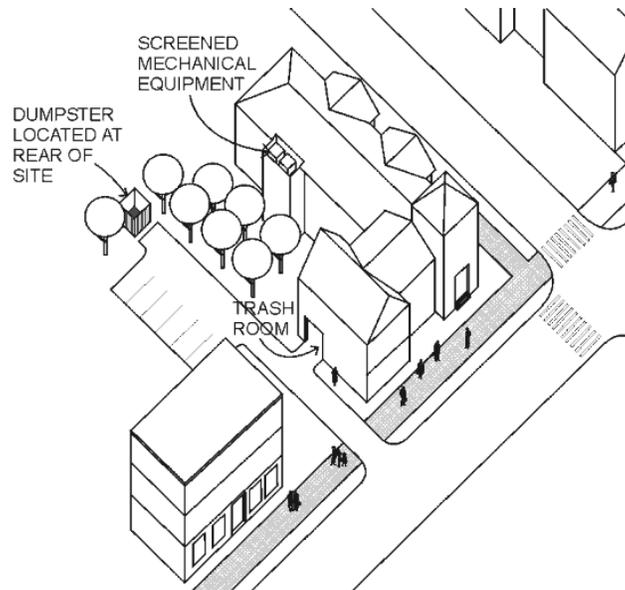


Figure C29. Locate service elements to reduce impacts on the residential and pedestrian environment.

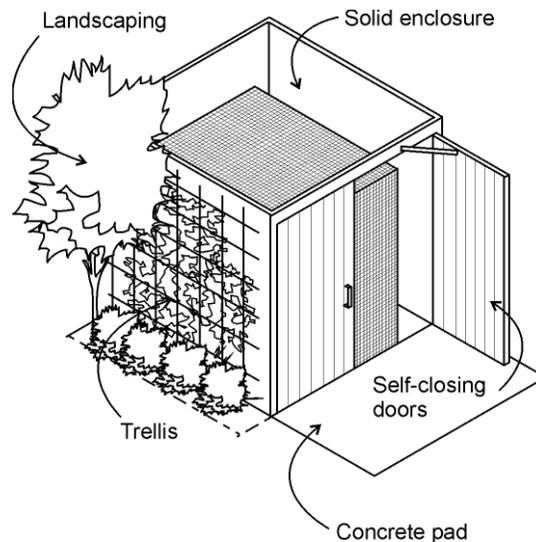


Figure C30. Trash receptacle and recyclables screening example

(2) Utility Meters, Electrical Conduit, and Other Service Utility Apparatus. These elements shall be located and/or designed to minimize their visibility to the public. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.



Figure C31. Exposed utility meters like this will not be allowed.



Figure C32. Landscaping helps to minimize the negative visual impacts of utility meters.

(3) Roof mounted mechanical equipment must be located and screened by a parapet, or other primary building element, so the equipment is not visible within 150 feet of the structure when viewed from the ground level of adjacent properties. Match the color of roof mounted equipment with the exposed color of the roof to minimize visual impacts when equipment is visible from higher elevations nearby.

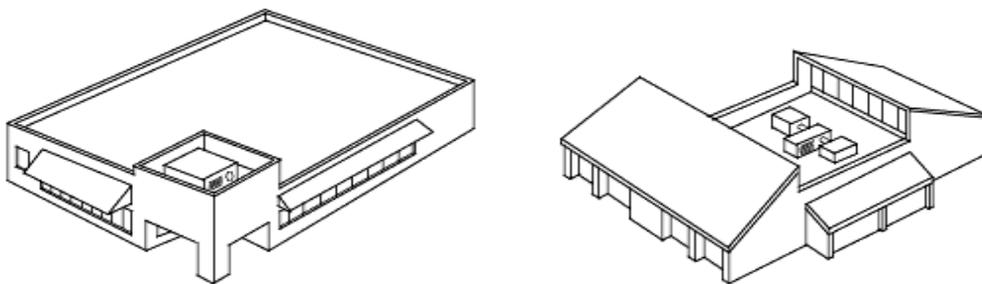


Figure C33. Examples of how to screen roof-mounted mechanical equipment.

(4) Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc so that noise reaching the adjacent properties is less than 50 dBA. If required by the Director, the applicant must demonstrate that this standard is achieved by providing equipment specifications and/or calculations of noise impacts.

C.10 Fences

(1) Purpose. The fence standards promote the positive benefits of fences without negatively affecting the community or endangering public or vehicle safety. Fences provide separation from busy streets, sewer service areas, define vehicle areas, and enhance the appearance of property by providing attractive landscape materials. The negative effects of fences can include the creation of street walls that inhibit police and community surveillance, decrease the sense of community, hinder emergency access and the safe movement of pedestrians and vehicles, and create an unattractive appearance.

(2) Types of Fences.

(a) The standards apply to walls, fences, trellises, arbors and screens of all types whether open, solid, wood, metal, wire, masonry or other material.

(b) No barbed or razor-wire fence shall be permitted, except for the following:

(i) Industrial zones.

(ii) Confinement of livestock.

(iii) Public facilities, transmitter and transformer sites.

(iv) Government installations where security or public safety is required.

(v) Automobile holding yards and similar businesses if required under

state law.

(3) Height.

(a) Business and Commercial Zones. All yards: eight feet.

(b) Industrial Zones. All yards: 10 feet.

(c) When a protective fence is located on top of a rockery, any portion of the fence above a height of eight feet shall be an open-work fence.

(d) Open wire mesh or similar type fences may be erected in excess of the maximum heights permitted in this code on the periphery of playgrounds associated with private and public schools and parks, public facilities, transmitter and transformer sites, and government installations where security or public safety is required.

(e) The height of a fence or freestanding wall, retaining wall or combination of the same shall be measured from its top surface, board, rail, or wire to the natural elevation of the ground on which it stands.

(f) Where the finished grade is a different elevation on either side of a fence, the height may be measured from the side having the highest elevation.

(4) Setbacks.

(a) Front Lot Line.

(i) Solid fences greater than four feet in height shall be set back at least 20 feet from the street right-of-way, unless they are used to screen service areas or unsightly areas.

(ii) No fence taller than 4 feet above grade shall be located between a street and a building's front façade or entrance.

(b) Side lot line: No setback requirement.

(c) Rear lot line: No setback requirement.

(d) For special rules relating to fences and walls near fire hydrants, see [MMC](#)

[14.03.050\(2\) and the International Fire Code.](#)

(5) Fence exemptions.

(a) The director shall have authority to administratively grant an exception to the fence requirements outlined in this section. The director is authorized to issue exceptions in cases of special hardships, unique circumstances and practical difficulties. No exception shall be granted which would be detrimental to the public health, welfare or environment.

(b) In considering a request for a modification of the fence requirements outlined in subsections (1) through (4) of this section, the community development director shall consider the following factors:

- (i) If the proposed fence is designed and constructed so that it does not cause a public safety hazard by obstructing visibility of pedestrians or motorists using streets, driveways or sidewalks;
- (ii) The proposed fence will not infringe upon or interfere with utility and/or access easements or covenant rights or responsibilities;
- (iii) The increased fence height will not adversely affect adjacent property owners or reduce visibility of the property from the street.

C.11 Special limitations in the business and commercial zones

- (1) Where lighted signs and illuminated areas are permitted, such illuminating devices shall be shaded and/or directed so as not to visibly create a nuisance to any property in a residential zoning classification.

C.12 Outdoor lighting

- (1) Sight Lighting Levels. All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:
 - (a) Minimum for low or non-pedestrian and vehicular traffic areas -0.5 foot candles;
 - (b) Minimum for moderate or high volume pedestrian areas- 1-2 foot candles;and
 - (c) Maximum (for high volume pedestrian areas and building entries)- up to 4 foot candles.
- (2) Light Quality and Shielding.
 - (a) Parking area lighting fixtures shall be full cut-off; dark sky rated and mounted no more than 20 feet about the ground, with lower fixtures preferable so as to maintain a human scale.
 - (b) Exterior lighting must comply with C.1(4)(d) of the Lakewood Neighborhood Design Standards.
- (3) Architectural Lighting. The lighting of building features, artwork, and special landscape elements may be allowed, subject to the findings of the Director that the light causes no significant adverse impact.

C.13 Street Connectivity

The Lakewood Neighborhood Master Plan places a high priority on being a “walkable” and accessible community. Frequent and attractive connections between destinations through a well-connected system of streets and pathways are required.

- (1) Connectivity to abutting lands. The street system of proposed development shall be designed to connect with existing, proposed, and planned streets outside of the development. Wherever a proposed development abuts unplatted land or other land with the capability of being further subdivided, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the fire marshall, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
- (2) Continuation of streets. Planned streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the block standards in subsections (3) below, and to avoid or minimize through traffic on local streets.

(3) Block size. New development in mixed-use zones shall provide an integrated and connected network of streets to provide “direct” walking route options, orientation, a sense of place, and multiple travel route options. A street network dominated by long, irregular loop roads and cul-de-sacs is not appropriate. Blocks shall be designed to provide vehicular connections at intervals no greater than 600 feet and pedestrian access at intervals no greater than 300 feet (200 feet is preferred).



Figure C34. Examples of appropriately scaled mixed-use blocks that accommodate pedestrian connections no further apart than 300 feet.

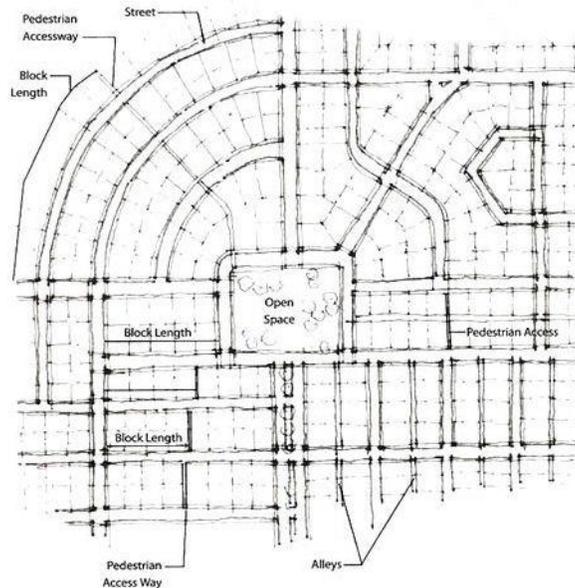


Figure C35. Example of well-connected street network. Note that the “block lengths” show how street and pedestrian path intervals are measured.

(4) Pedestrian accessways. Internal paths, such as an accessway in the middle of a block, are encouraged to provide pedestrian access at intervals no greater than 300 feet to improve pedestrian mobility. Such access ways shall conform to all of the following standards:

(a) Width. Pedestrian accessways shall be located within dedicated public rights-of-way or private easements allowing public access with a minimum dimension of 10 feet in width;

(b) Design. Pedestrian accessways shall be constructed to sidewalk standards for Local Access Roads or be designed as a multi-use trail per direction in the Non-Motorized Transportation Systems Plans outlined in the Lakewood Neighborhood Master Plan and 2015 Transportation Element of the Marysville Comprehensive Plan. Also see Chapter 3 of the City of Marysville Engineering Design and Development Standards (EDDS). Alternative designs may be considered where significant environmental constraints are present;

(c) Safety. The accessway shall incorporate design treatments that avoid a “tunnel effect” in the corridor and create a potential safety problem. Design solutions could involve the width, length, and/or the alignment of the corridor, height of fences adjacent to the corridor, lighting treatments, and/or the proposed landscaping along the corridor;

(d) Accessibility. Pedestrian accessways shall conform to applicable ADA requirements, except where not required by applicable ADA rules and regulations;

(e) Landscaping. The city may require landscaping to buffer pedestrians from adjacent vehicles and land uses. Plantings shall emphasize drought tolerant and low maintenance materials and shall maintain adequate visibility for safety; and

(f) Where pedestrian accessways are privately owned, they shall be operated and maintained by the developer until: (1) the declaration and covenants for plat are recorded, and (2) a property owners, business, or homeowners organization has been established which shall be legally responsible for the operation and maintenance of the pedestrian accessway.

C.14 Nonconforming situations

Existing developments that do not conform to the development standards of this chapter are subject to the standards of [MMC Chapter 22C.100, Nonconforming Situations](#).

C.15 Parking and loading

The standards pertaining to the required number of auto parking spaces, bicycle parking spaces, parking lot placement, parking lot setbacks and internal parking lot pedestrian connections are stated in [MMC Chapter 22C.130, Parking and Loading](#).

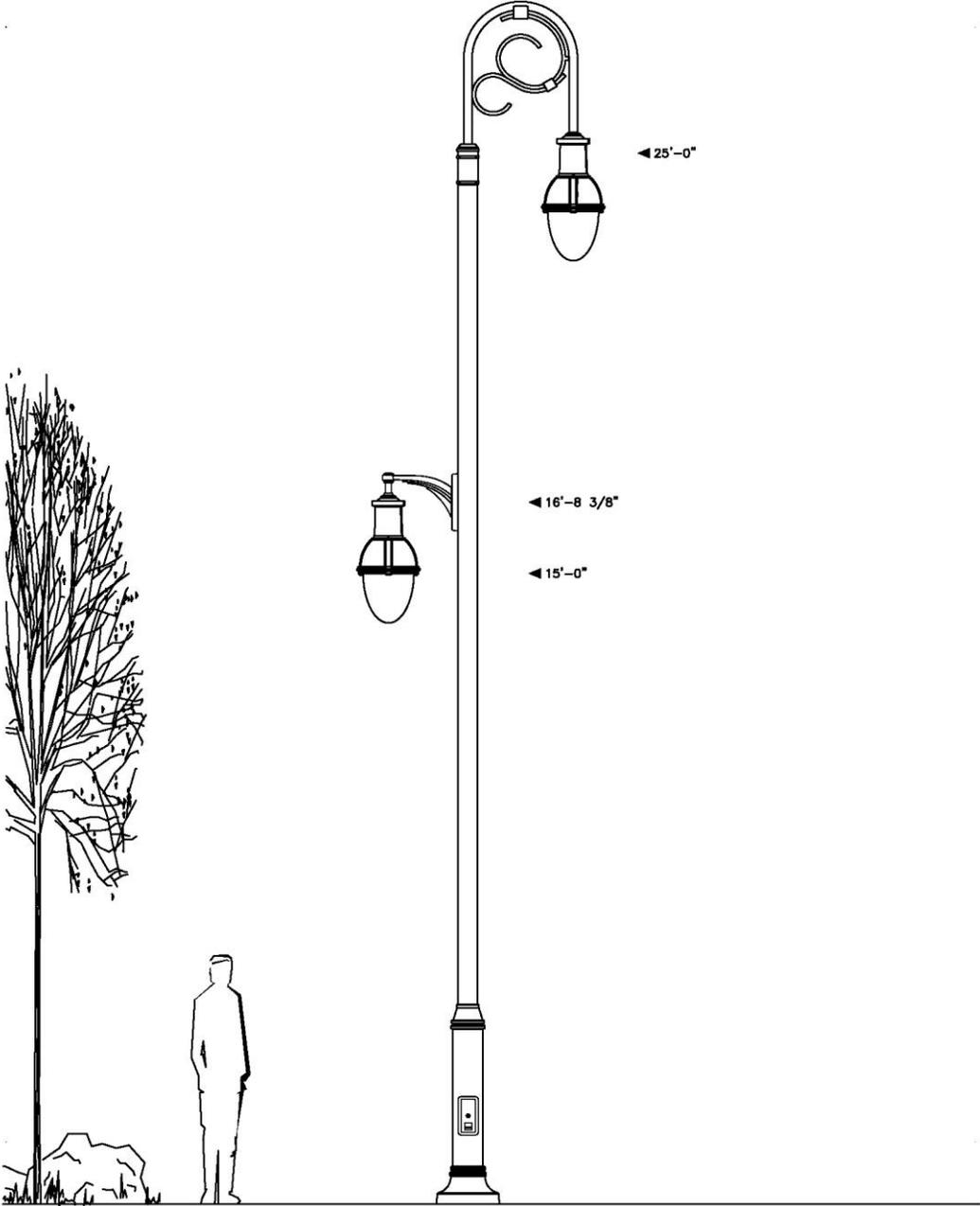
C.16 Signs

The sign standards are stated in [MMC Chapter 22C.160, Signs](#).

C.17 Landscaping and screening

The landscaping and screening standards are stated in [MMC Chapter 22C.120, Landscaping and Screening](#).

Appendix B – DECORATIVE STREET LIGHTING STANDARDS



B.1 Decorative Street Lighting Standards

(1) All decorative street light installations shall be Philips Lumec Renaissance Series color BRTX (textured bronze) or approved equal, and shall include the following, or latest model:

(a) Philips Lumec Renaissance Series fixture product number RN20-(90 or 135)W80LED-ACDR-LE3R-240-BRTX.

(b) Philips Lumec pole product number SSM8V-25-BRTX including pole, access door, plant support, decorative cover, ballast module, ballast tray, weld cover, base cover and GFCI receptacle.

(c) Philips Lumec Renaissance Series mounting arm product number NMIA-RNA-BRTX.

(d) Philips Lumec Renaissance Series Pedestrian scale lighting may also be required and shall be determined based upon projects details specific to the location pedestrian sidewalk and/or multi-use path design. This product may include a standalone decorative pole with fixture or a decorative arm and fixture mounted on the decorative street light pole.

(2) Decorative street light standards shall be furnished and installed in accordance with the methods and materials noted in the applicable Standard Plans, pre-approved plans, or special design plans. All welds shall comply with the latest AASHTO Standard Specifications for Support of Highway Signs, Luminaires, and Traffic Signals. Welding inspection shall comply with Section 6-03.3(25)A, Welding Inspection.

(3) All decorative street light standards shall meet the following:

(a) All poles and arms shall be round tapered steel.

(b) All lamps and electrical components shall be accessible without tools.

(c) Optical systems shall be IP66 rated.

(d) Luminaires shall incorporate LED lamps with an L70 rated LED lamp and driver life of 100,000 hours or greater.

(e) LED lamps shall have a color temperature of 4000K (+/- 350K).

(f) Decorative street light standards, luminaire arms, banner arms (if required), decorative bases, and visible mounting hardware shall be of the color BRTX (textured bronze) with a powder coating.

(g) Bolts shall be per manufacturer recommendation and installed per the Plans and Specifications.

(h) All poles shall have a handhole for access to the tray-mounted ballasts.

(i) All standards shall be rated to withstand 100 MPH steady wind with a gust factor of 1.3.

(j) Bolt circle allowed shall be 11" @ 13".

(k) All poles and luminaire arms shall incorporate decorative elements identical too or similar to those shown within the Plans.

(4) Every other (a minimum of fifty (50) percent of installed) decorative street light standard shall meet the following:

(a) Have a 120V built in duplex GFCI receptacle outlets installed at the top of the pole. The GFCI receptacle outlet circuit shall be placed on a 20 amp minimum circuit. The GFCI receptacle outlets shall be inspected utilizing a standard off-the-shelf GFCI receptacle tester, prior to project completion, by the contractor in the presence of the City signal technician or City electrical inspector. GFCI outlets which fail the test shall be replaced by the contractor and retested by the contractor in the presence of the City signal technician or City electrical inspector.

(b) Have banner arms permanently mounted at a height of 20 feet and banner arms mounted to an adjustable clamp assembly at a height of 12 feet. Banner arms shall be thirty-six (36) inches long and have a three (3) inch ball at the end.

(c) Banner arm mounts and duplex GFCI receptacle outlets shall be oriented 180 degrees from the steel arms of the luminaire.

(5) Decorative street light standards shall be engineered by the pole manufacturer. Drawings shall be stamped by a licensed structural engineer with current valid State of Washington stamp. The foundation shall be engineered by a licensed structural engineer using pole manufacture data and project supplied soils testing report. Engineered/ stamped plans by a currently licensed structural engineer shall be submitted to the project engineer. Foundation work and pole manufacture shall not commence until engineered plans have been approved by the project engineer. All poles shall be circular in cross-section.

(6) After delivering the standards to the job site and before they are installed, they shall be stored in a place that will not inconvenience the public. All standards shall be installed in compliance with Washington State Utility and Electrical Codes.

(7) Factory approved touch-up paint of color BRTX (textured bronze) in the quantity of 1 unopened gallon shall be supplied to the City prior to project completion.