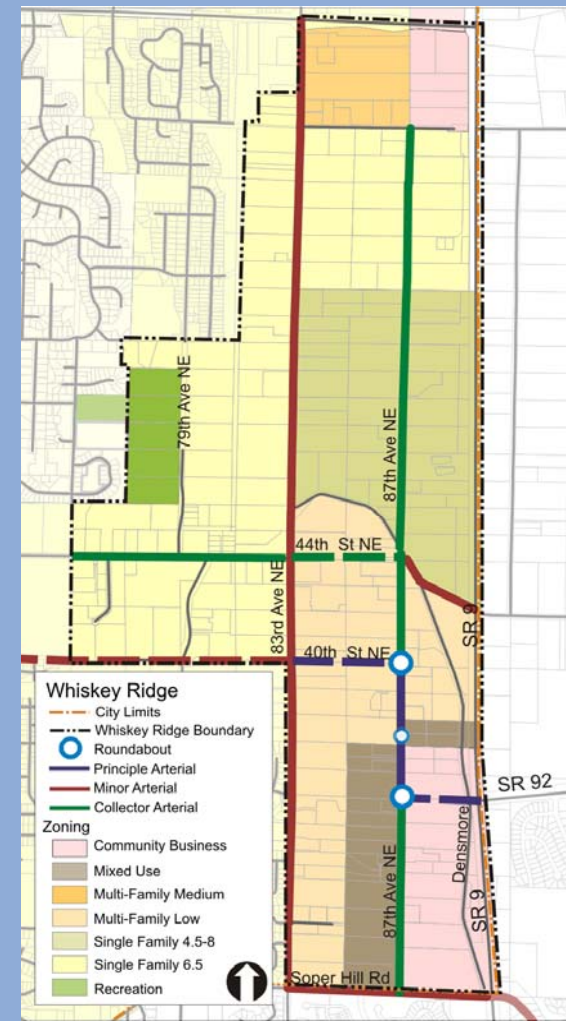
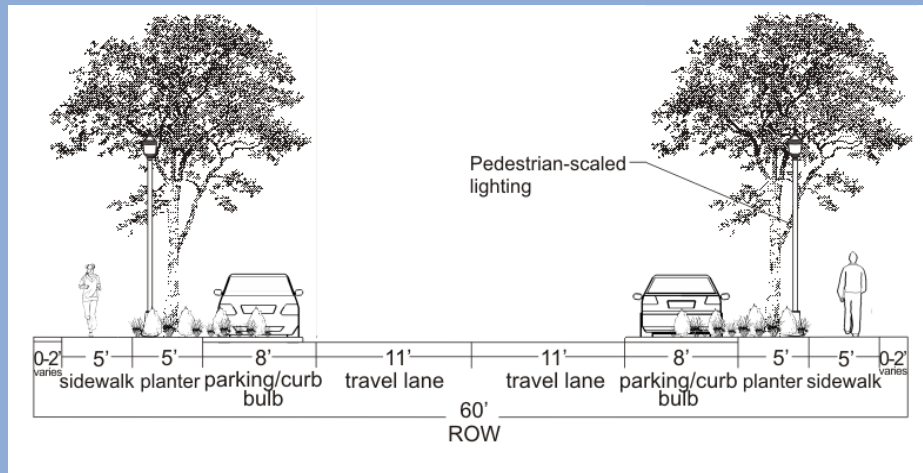


## City of Marysville

# East Sunnyside/Whiskey Ridge Streetscape Design Standards and Guidelines





## Contents

- 35<sup>th</sup> Street NE (SR 92 Extension)
- 40<sup>th</sup> Street NE
- 44<sup>th</sup> Street NE
- 83<sup>rd</sup> Avenue NE
- Densmore Road
- 87<sup>th</sup> Avenue NE
  - North segment
  - Middle segment
  - South segment
  - Roundabouts
- Gateway (SR 92 and 35<sup>th</sup> St. NE)
- Roundabouts (87<sup>th</sup> Ave. NE at 35<sup>th</sup> St. NE and 40<sup>th</sup> St. NE)
- Transit Facilities
- SR 9 Fence and Landscaping Design Options

## 35<sup>th</sup> St (SR 92 extension)

This new street will provide a very important east/west connection for people arriving in Marysville from SR 92. The street should have a pleasing, welcoming feel with trees lining the street and median as well as uniform, seasonal landscaping. No left turns will be allowed on this section of roadway to facilitate the movement of vehicles.

### Existing Conditions:

- This connection does not currently exist
- The area surrounding this new connection is mostly undeveloped.

### Objectives:

- Provide an east/west connection at SR-92 across SR-9 to 40<sup>th</sup> St NE with limited access
- Create a landscaped boulevard that will be a key entrance into Marysville and Whiskey Ridge neighborhood
- Alleviate congestion on Sunnyside Boulevard

### Street Design Recommendations:

Street Configuration: 90' right-of-way with 2 travel lanes in each direction with a landscaped median in the center.

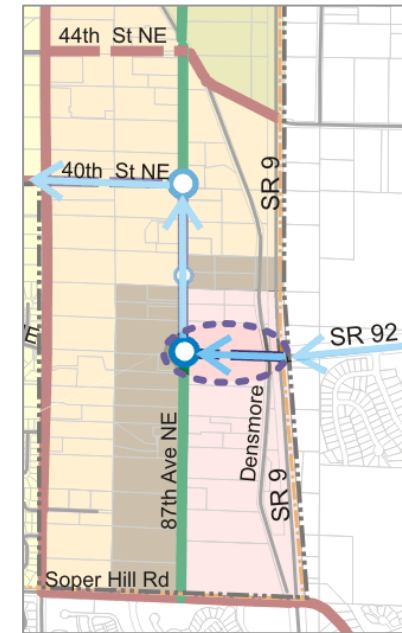
On-street Parking: Not recommended because this is a principle arterial.

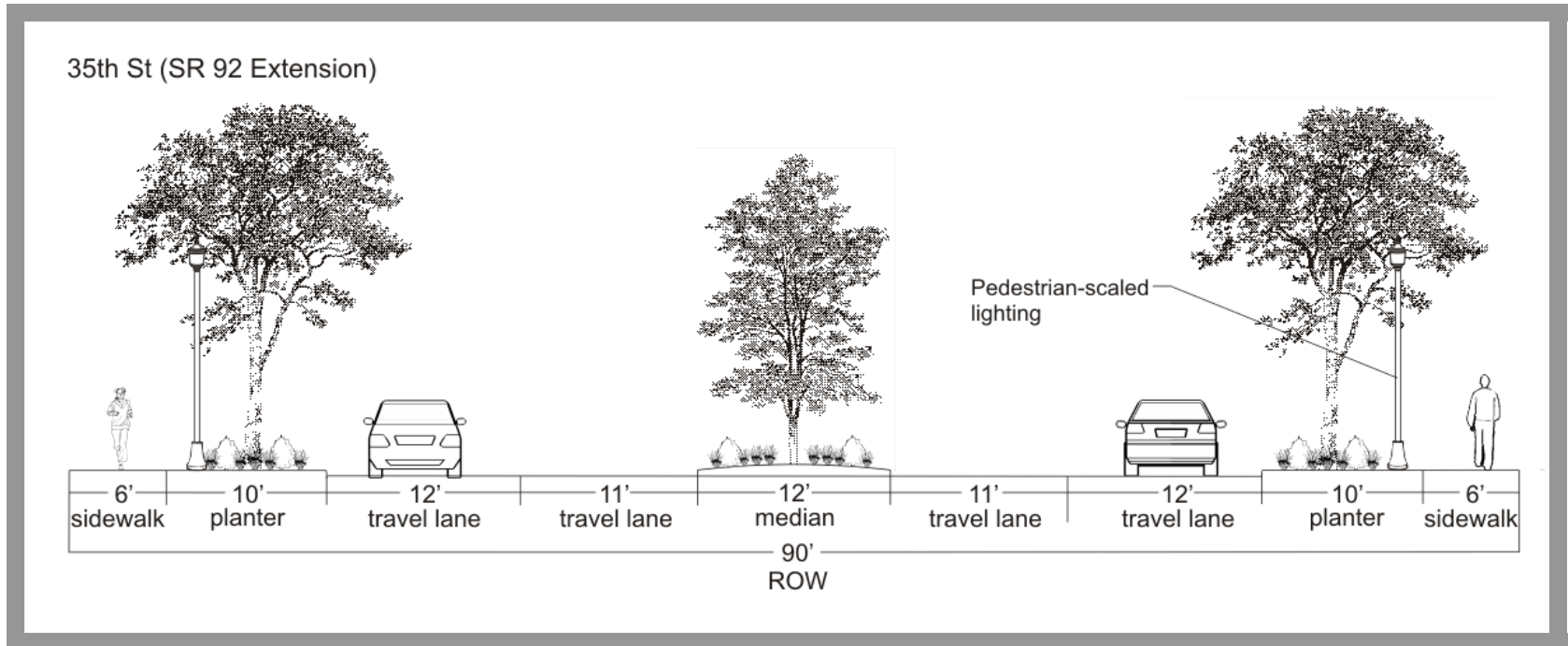
Lights: A combination of pedestrian-scaled lights and taller arterial lights spaced to comply with City standards. The combination of lights provides safety for all applicable modes of transportation and creates a distinctive gateway element that contributes to the character of the neighborhood.

Trees: Uniform street trees shall be placed in the planting strips with landscaping. Two different, but complementary, tree species can be alternated in the planting strip to add seasonal interest. Trees in the median can differ from the trees in the planting strip, but should be complementary.

Sidewalk Configuration: Standard 6' sidewalk (concrete with a light broom finish and 2'x2' scoring pattern) with 10' wide planting strips. This wide planting strip with consistent street trees and seasonal landscaping will create a formal entry into the City of Marysville.

Site Access: Right in/right out access will be allowed on this roadway, but left turns will be prohibited by the median. Primary access for commercial buildings will be on 87<sup>th</sup> Ave NE.





*Example street with median.*



## 40<sup>th</sup> St NE

40th St NE between 87<sup>th</sup> Ave NE and 83<sup>rd</sup> Ave NE is a new principal arterial that finishes the east/west connection from SR 92.

### Existing Conditions:

- 40<sup>th</sup> St currently does not provide through connections
- The land use along 40<sup>th</sup> St is primarily low-density single-family residential

### Objectives:

- Principal arterial
- Provide east/west connections

### Design Recommendations:

Street Configuration: 80' right-of-way with two lanes in each direction with landscaped median/turn lane

On-street Parking: Not recommended because this is a principle arterial.

Lights: A combination of pedestrian-scaled lights and taller arterial lights spaced to comply with City standards. The combination of lights provides safety for all applicable modes of transportation and creates a distinctive gateway element that contributes to the character of the neighborhood.

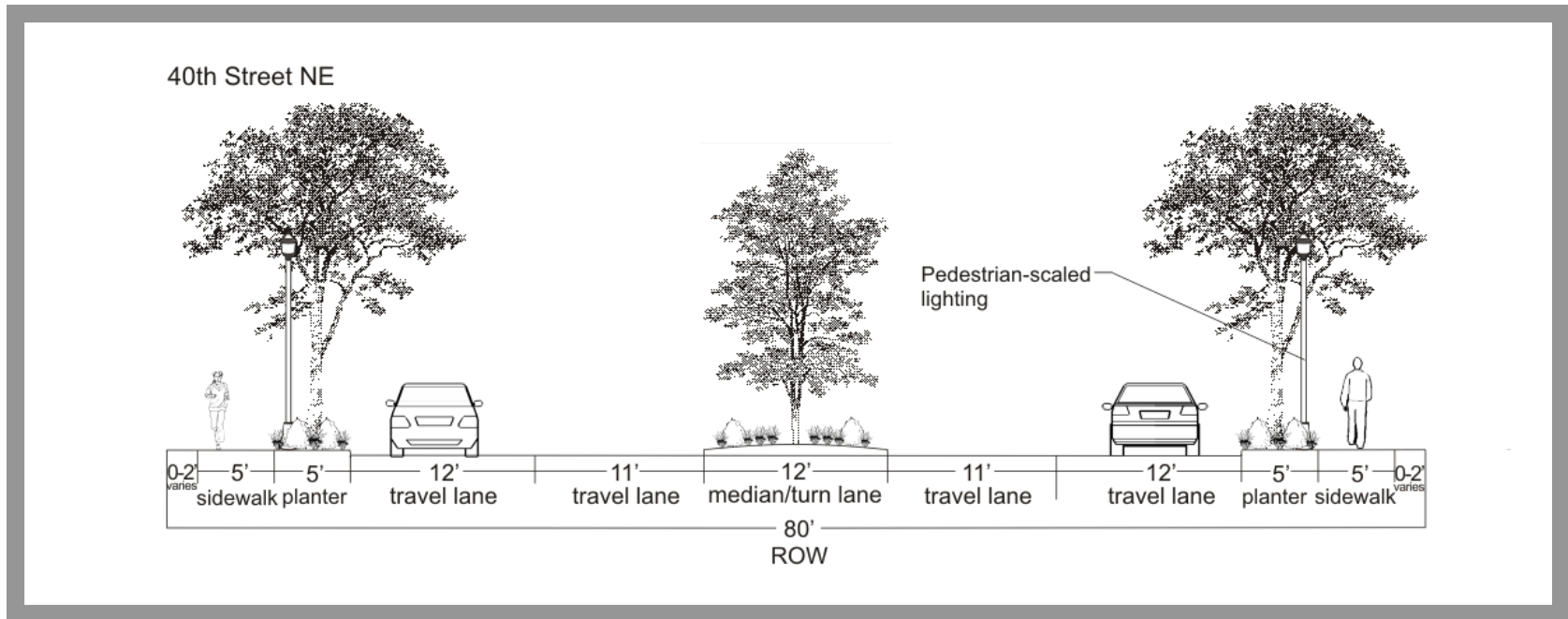
Trees: Uniform street trees shall be placed in the planting strips with seasonal landscaping. Two different, but complementary, tree species can be alternated in the planting strip to add seasonal interest. Trees in the median can differ from the trees in the planting strip, but should be complementary.

Sidewalk Configuration: Standard 5' sidewalk with 5' planting strips.

Site Access: Due to the configuration of properties adjacent to 40<sup>th</sup> St NE, driveway access will be determined on a case by case basis. The driveways must meet City standards for separation from intersections.







*Example streets.*

## 44<sup>th</sup> St NE

44th St NE is a collector arterial with a new section of road between 87<sup>th</sup> Ave NE and 83<sup>rd</sup> Ave NE.

### Existing Conditions:

- 44<sup>th</sup> St NE currently ends at 83<sup>rd</sup> Ave NE
- The land use along 44<sup>th</sup> St is primarily low-density single-family and multifamily residential

### Objectives:

- Collector arterial
- Provide east/west connections

### Design Recommendations:

Street Configuration: 60' right-of-way with two lanes in each direction

On-street Parking: Not recommended because this is a principle arterial.

Lights: A combination of pedestrian-scaled lights and taller arterial lights spaced to comply with City standards. The combination of lights provides safety for all applicable modes of transportation and creates a distinctive gateway element that contributes to the character of the neighborhood.

Trees: Uniform street trees shall be placed in the planting strips with seasonal landscaping. Two different, but complementary, tree species can be alternated in the planting strip to add seasonal interest. Trees in the median can differ from the trees in the planting strip, but should be complementary.

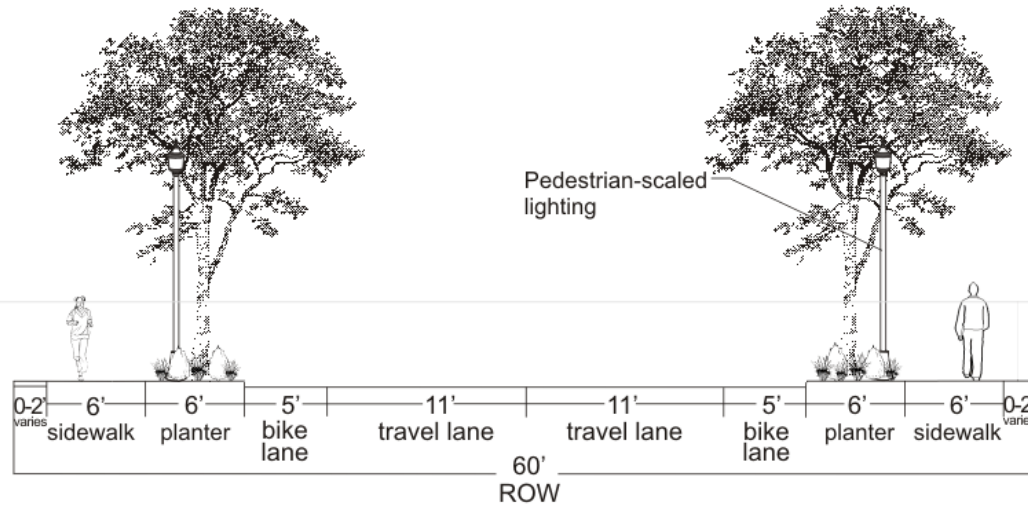
Sidewalk Configuration: Standard 5' sidewalk with 5' planting strips.

Site Access: Due to the configuration of properties adjacent to 40<sup>th</sup> St NE, driveway access will be determined on a case by case basis. The driveways must meet City standards for separation from intersections.

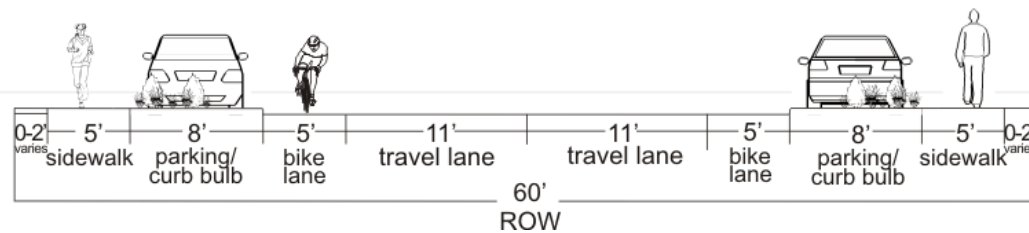




44th St NE  
Between 83rd Ave NE and 87 Ave NE  
Preferred Alternative



44th St NE  
Between 83rd Ave NE and 87 Ave NE  
Alternative B - existing standard + curb bulb



## 83<sup>rd</sup> Ave NE

83<sup>rd</sup> Ave NE is a minor arterial that is primarily residential. It provides an important north/south connection through the neighborhood, particularly for cyclists. This street will have a neighborhood feel with street trees, a landscaped median, a narrow right-of-way, and bike lanes.

### Existing Conditions:

- Many uses back up to 83<sup>rd</sup> and therefore do not have a strong presence on the street

### Objectives:

- Consolidate road intersections to ensure limited access
- Provide bike lanes to create an important north/south bike connection

### Design Recommendations:

Street Configuration: 70' ROW with 2 travel lanes, a median/turn lane, and bike lanes in each direction. The median will be landscaped and can act as a swale/bioretention feature as well.

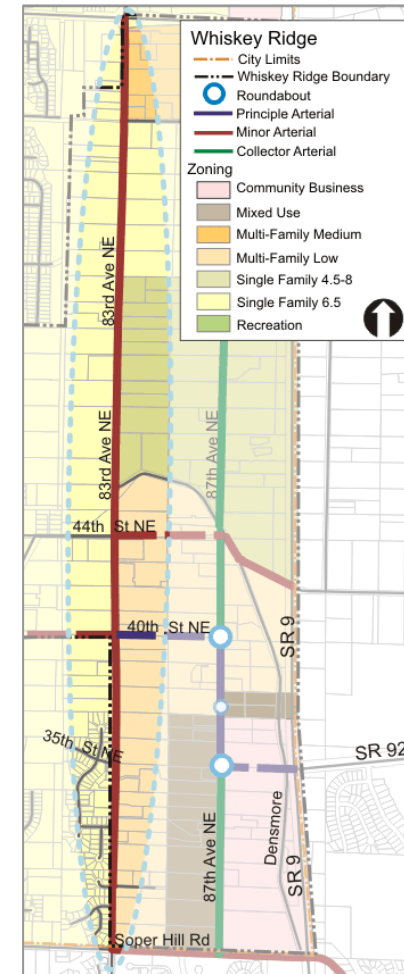
On-street Parking: Not recommended because this is a primary bike route.

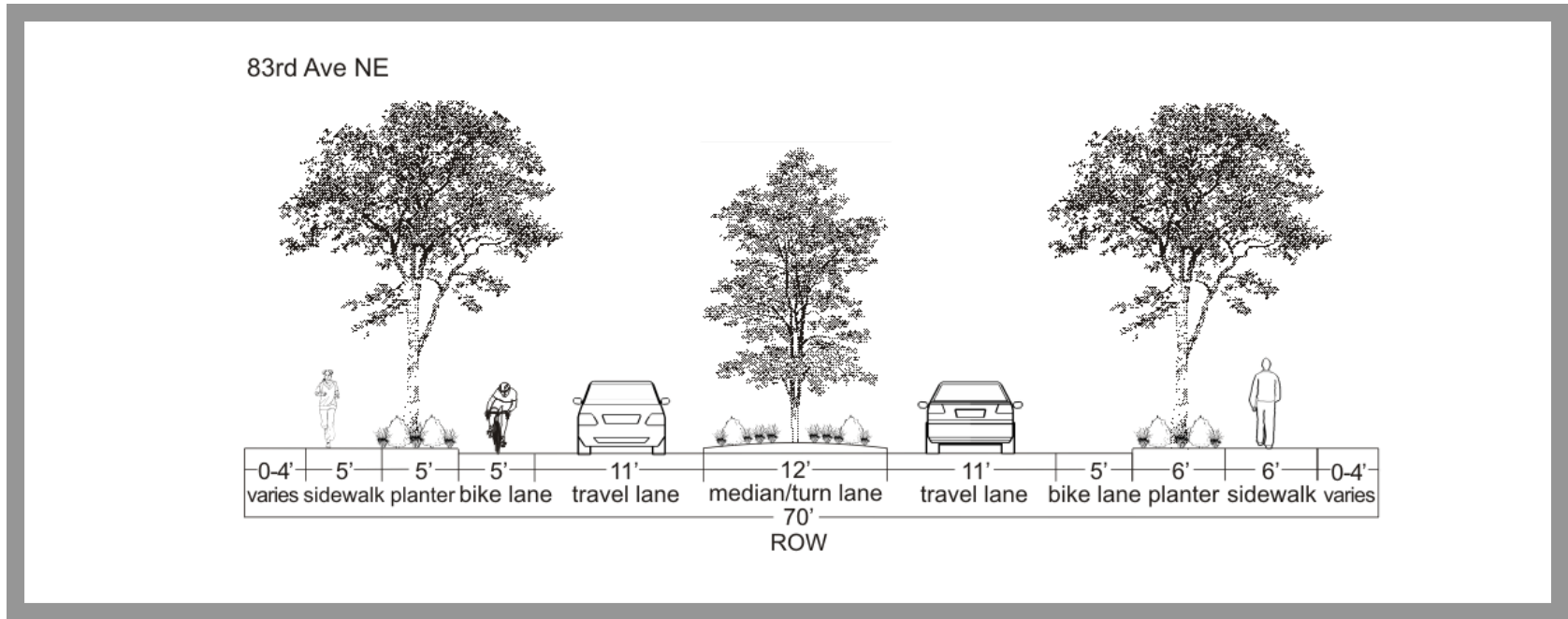
Lights: Street lights shall be placed to comply with City standards. Pedestrian-scaled lighting is not necessary on this residential street.

Trees: Uniform street trees shall be placed along the sidewalk. Two different, but complementary, tree species can be alternated to add seasonal interest. Trees in the median can differ from the trees along the sidewalk, but should be complementary.

Sidewalk Configuration: Standard 5-6' sidewalk with 5-6' planting strip with street trees and landscaping.

Site Access: Primary site access for residential development will be from 83<sup>rd</sup> Ave NE. Developments shall not have more than one driveway and driveways shall be shared when possible.





### Street Front Development:

New residential development fronting 83<sup>rd</sup> Ave NE should be configured to front onto the street rather than be walled off from the street. Since multiple driveways fronting on the street will not be permitted, developments can provide shared parking areas or alleys with garages away from the street (see the image to the right as an example).



*Residential uses should front onto 83<sup>rd</sup> Ave NE, like in the example above.*

## Densmore Road

With new development and new roadway improvements, Densmore Road may not be necessary for local access. This right-of-way shall be used for a multi-use trail. This trail will connect to commercial areas, to the bike lanes on 44<sup>th</sup> St NE (which connect to the Whiskey Ridge trail), and to the bike lanes on 83<sup>rd</sup> Ave NE.

### Existing Conditions:

- Currently a local access road

### Objectives:

- Provide a north/south trail connection
- Provide a bike connection to the proposed Whiskey Ridge trail
- Densmore Road will not connect with the new SR 92 extension road.

### Design Recommendations:

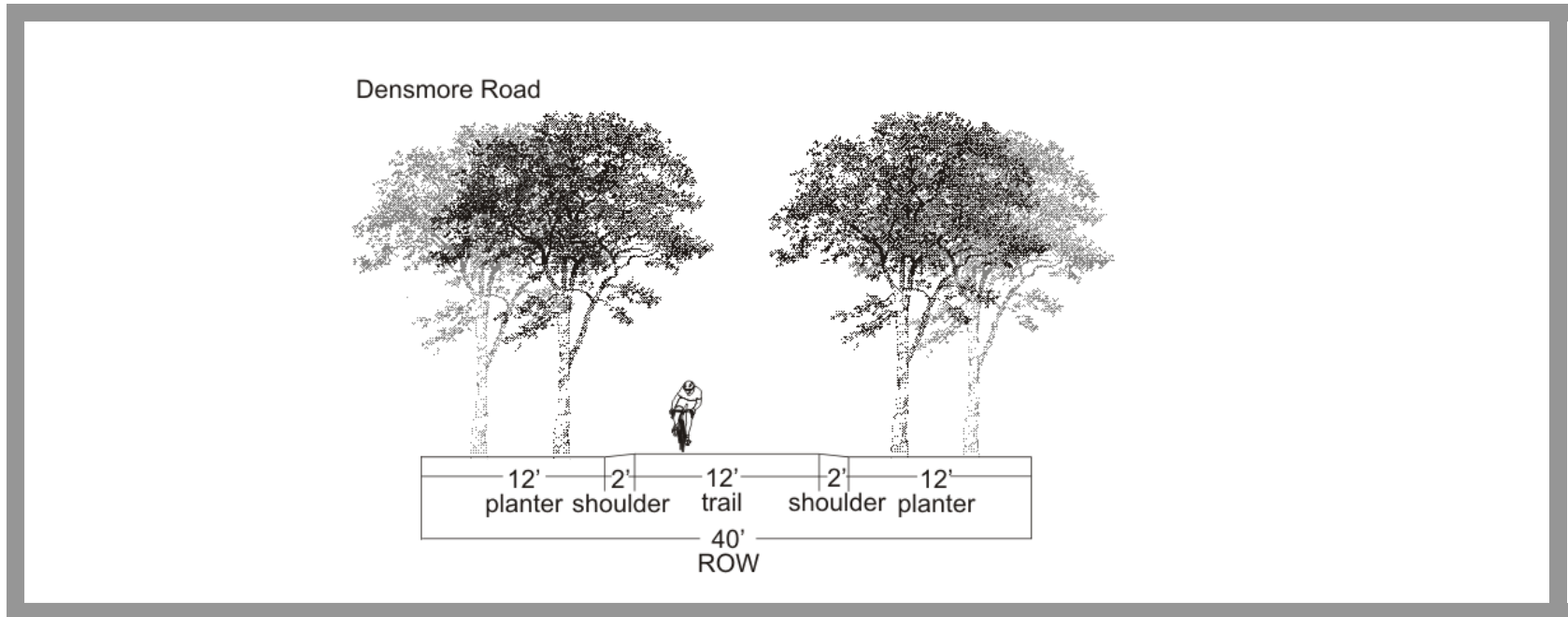
Configuration: 40' right-of-way with a 12' trail, 2' shoulders, and 12' planting strips on both sides of road

Lights: Pedestrian scale lighting

Trees: At least two rows of trees with shrubs and groundcover in the 12' planting strip on either side of the bike trail. Use existing natural native vegetation where applicable/if desired. This will help screen the trail from SR 9 and surrounding commercial uses.

Other: A bike tunnel should be considered to get bikers and trail users across the SR 92 connector.





*Trail examples.*



## 87<sup>th</sup> Ave NE

87<sup>th</sup> Ave NE will likely function as the central north-south spine of the Whiskey Ridge subarea. This road will have three distinct sections, each serving a unique purpose. North of 40<sup>th</sup> St NE, 87<sup>th</sup> Ave NE will be a pedestrian-oriented residential street. The second section, between 40<sup>th</sup> St NE and 35<sup>th</sup> St NE will become a key link for the east/west principle arterial connection from SR 92 to 40<sup>th</sup> St NE. This middle section will be bound by a roundabout at the intersection of 35<sup>th</sup> St NE and a roundabout at the intersection of 40<sup>th</sup> St NE. A roundabout midway through the block is currently being considered to facilitate left-hand turns. The third section along 87<sup>th</sup>, south of 35<sup>th</sup> St NE, is a commercial street that promotes pedestrian activity and slower moving traffic.

### Existing Conditions:

- 87<sup>th</sup> Ave NE dead ends at 64<sup>th</sup> St NE and 28<sup>th</sup> St NE
- Land use is primarily low density single family

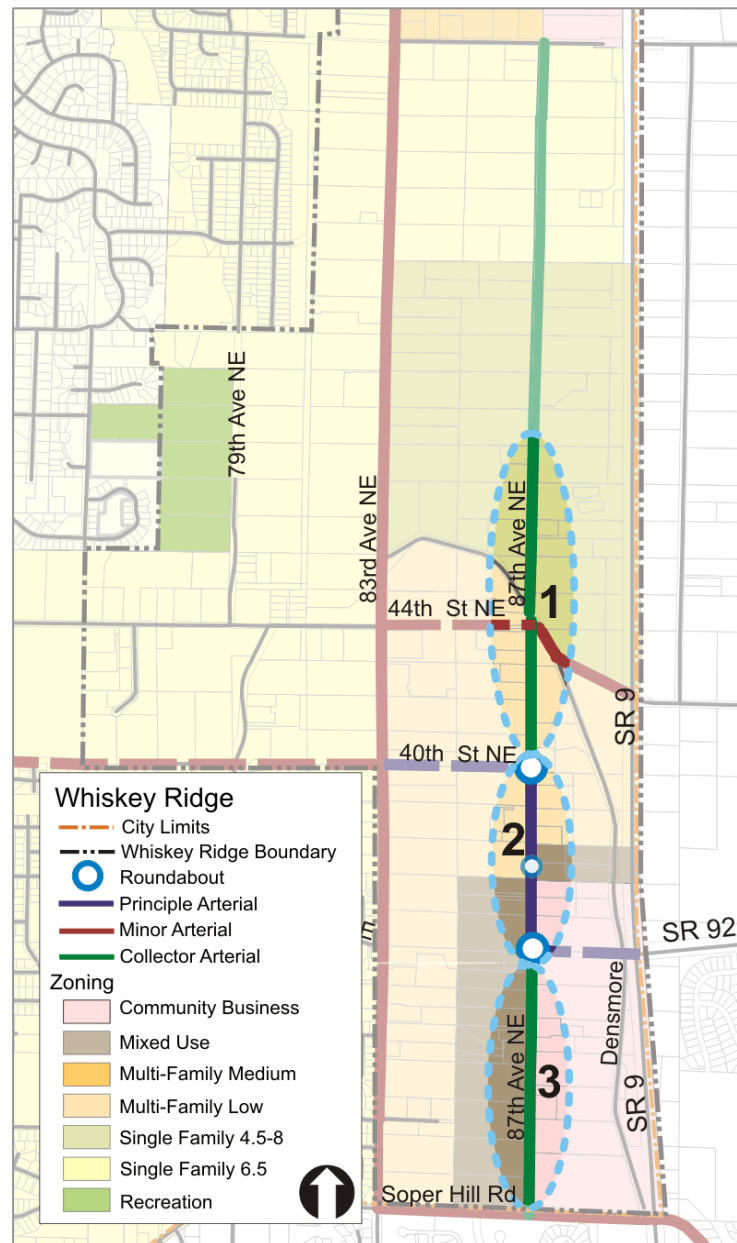
### Objectives:

- Create an attractive, pedestrian-friendly, and mixed-use community commercial street with buildings facing the street
- Allow residential development to help create a vibrant, pedestrian-friendly street
- Facilitate vehicle connection from SR 92 to 40<sup>th</sup>

### Design Recommendations:

- Buildings should orient toward 87<sup>th</sup> Ave NE
- Create three distinct sections of roadway design, as described on the following pages.





## 87<sup>th</sup> Avenue NE - North Segment (north of 40<sup>th</sup>)

North of 40<sup>th</sup> St NE, 87<sup>th</sup> Ave NE will be a pedestrian-oriented residential street. It is designated as a collector arterial. With on-street parking, street trees and ample sidewalks, this section of the roadway will help slow traffic and create a pleasant pedestrian environment.

Street Configuration: 60' ROW with one travel lane in each direction and on-street parking.

On-street Parking: Recommended with curb bulbs at intersections. On-street parking will help slow traffic and create a neighborhood scale street, helping to distinguish this section of roadway from the section to the south which is a principal arterial. On-street parking along a property frontage will be credited to the off-street parking as required by MMC 19.18.160.

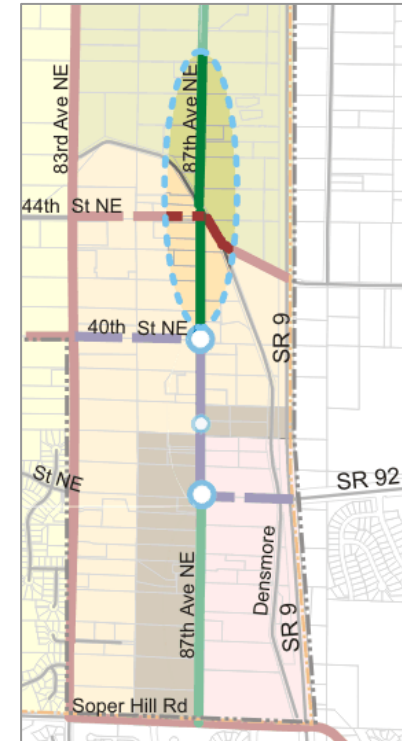
Lights: A combination of pedestrian-scaled lights and taller street lights spaced to comply with City standards.

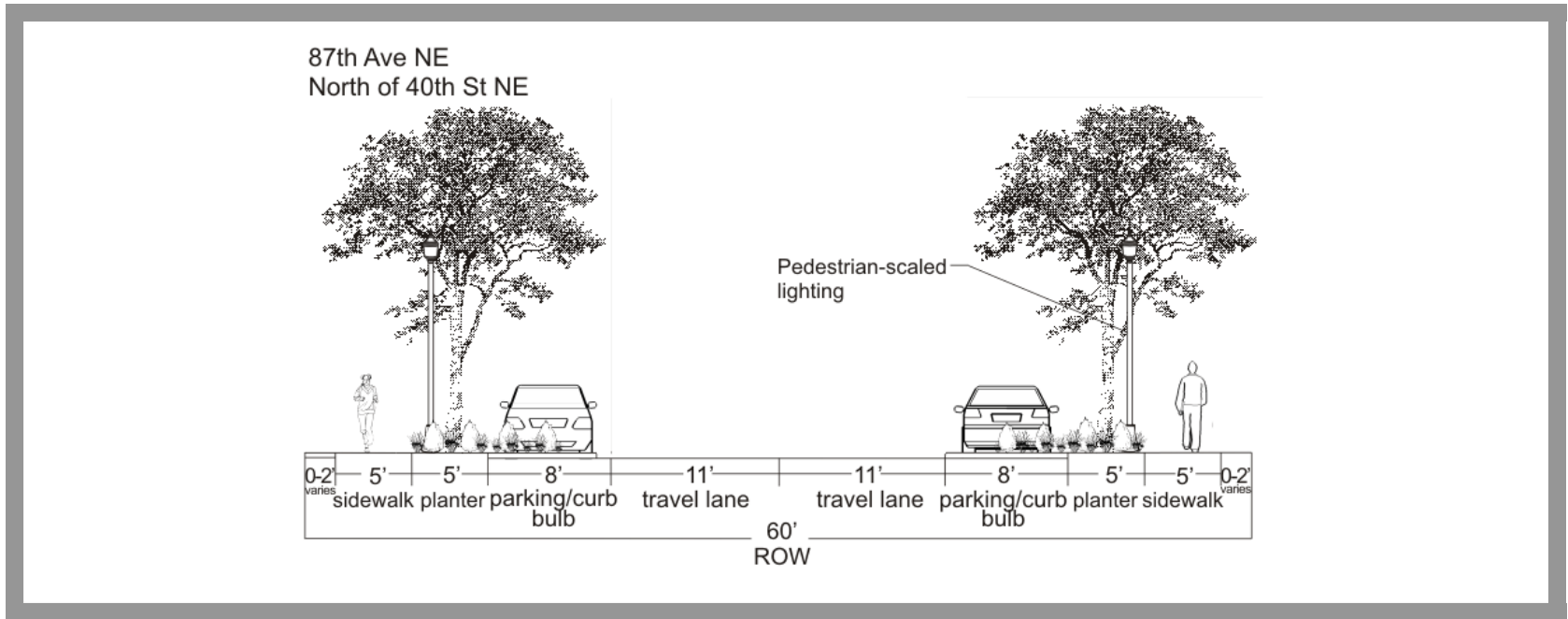
Trees: Uniform trees consistent with other sections of 87<sup>th</sup> Ave NE. Two different, but complementary, tree species can be alternated to add seasonal interest.

Sidewalk Configuration: Standard 5' sidewalk with 5' planting strip and landscaped curb bulbs at intersections.

Site Access: Primary access will be from 87<sup>th</sup> Ave NE. There shall not be more than one driveway per development and driveways shall be consolidated whenever possible. Driveways must meet City standards for separation from intersections.

Streetfront Design: Uses must front on the street. Subdivisions that back up to the street should be prohibited. Refer to the adopted design guidelines for residential subdivision and multifamily uses.





*Curb bulb example at intersection.*



## 87<sup>th</sup> Avenue NE – Central Segment (between 35<sup>th</sup> and 40<sup>th</sup>)

This section of roadway will provide an important link for the east/west connection from SR 92 to 40<sup>th</sup> St NE. This section of the roadway is a principal arterial and is expected to experience higher volumes of through-traffic than the other sections of 87<sup>th</sup> Ave NE. This area is also a key mixed-use area for Whiskey Ridge so pedestrian activity is encouraged with wide sidewalks, attractive planting strips with street trees, and a landscaped median. The intersections of this section of roadway at 35<sup>th</sup> St NE and 40<sup>th</sup> St NE will have roundabouts to facilitate the movement of vehicles in this area. A roundabout midway through the block is currently being considered to facilitate left-hand turns.

**Street Configuration:** 80' right-of way for residential development and 86' right-of-way for commercial development. Each scenario will have two lanes in each direction and a landscaped medium.

**On-street Parking:** Not recommended because this is a principal arterial.

**Lights:** A combination of pedestrian-scaled lights and taller arterial lights spaced to comply with City standards. The combination of lights provides safety for all applicable modes of transportation and creates a distinctive element that contributes to the character of the neighborhood.

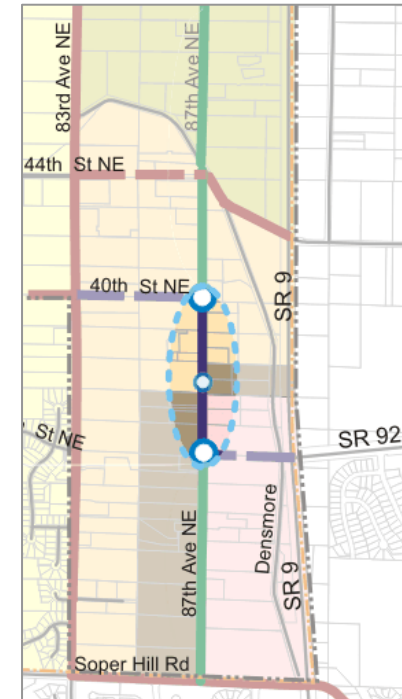
**Trees:** Uniform street trees shall be placed in the planting strips with seasonal landscaping. Two different, but complementary, tree species can be alternated to add seasonal interest. Trees in the median can differ from the trees in the planting strip, but should be complementary.

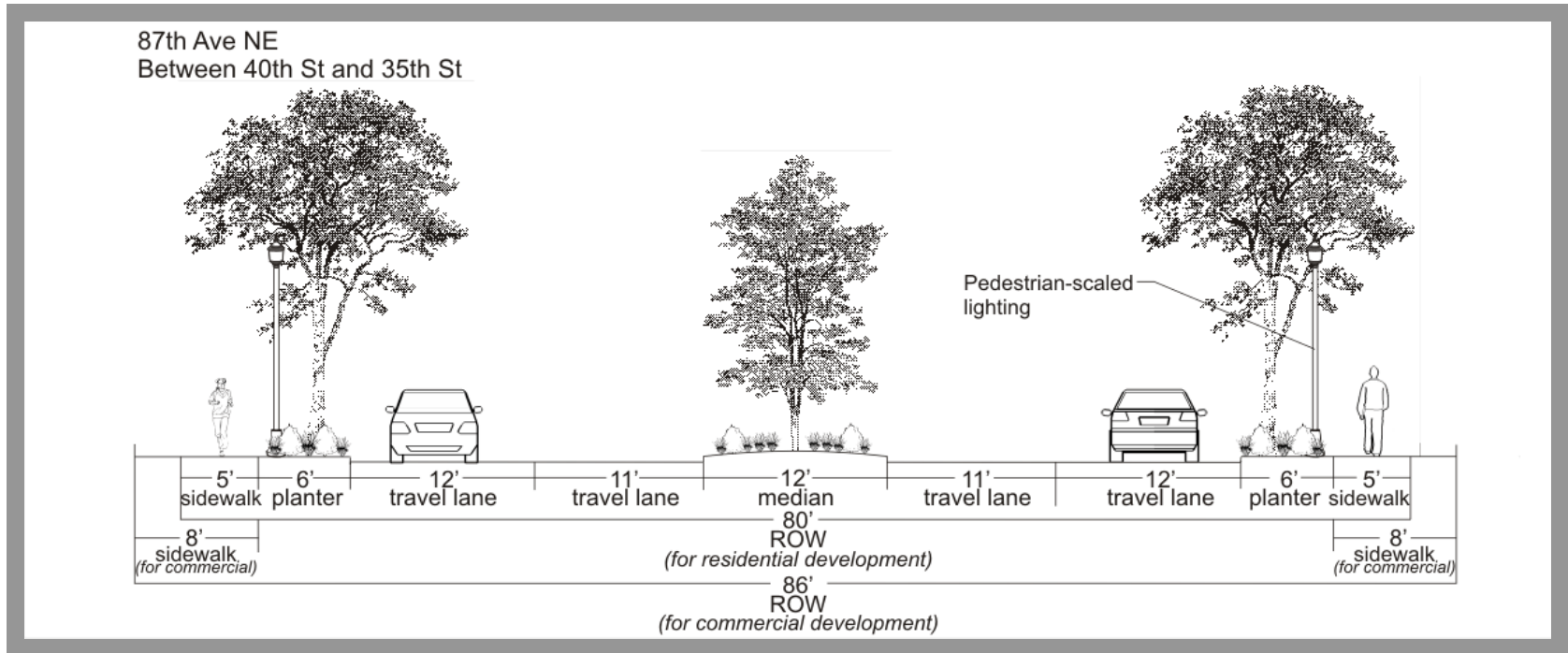
**Furniture:** Special elements such as benches and waste receptacles

**Sidewalk Configuration:** 5' sidewalks with residential development and 8' sidewalks with commercial development. Sidewalks for residential areas will be standard and sidewalks for commercial areas will be concrete with a light broom finish and 2'x2' scoring pattern. Both scenarios will have 6' planting strips.

**Site Access:** Primary access for residential and commercial developments will be determined on a case by case basis. Driveways should be consolidated whenever possible. Driveways must meet City standards for separation from intersections.

**Streetfront Design:** Uses must front on the street. Subdivisions that back up to the street should be prohibited. Refer to the adopted design guidelines for commercial and multifamily uses.





Street examples with medians.



## 87<sup>th</sup> Avenue NE – South Segment (South of 35<sup>th</sup>)

The third section along 87<sup>th</sup> Ave NE, south of 35<sup>th</sup> St NE, is a commercial street that promotes pedestrian activity and slower moving traffic. This section of roadway will have wide sidewalks, attractive planting strips, and a median combined with a left hand turn lane.

Street Configuration: 64' right-of-way with 1 travel lane in each direction and a landscaped median/turn lane.

On-street Parking: Not recommended due to anticipated volumes of traffic and limited right-of-way width.

Lights: A combination of pedestrian-scaled lights and taller street lights spaced to comply with City standards.

Trees: Uniform street trees shall be placed in the planting strips with seasonal landscaping. Two different, but complementary, tree species can be alternated to add seasonal interest. Trees in the median can differ from the trees in the planting strip, but should be complementary.

Furniture: Special elements such as benches and waste receptacles

Sidewalk Configuration: Wide 8' sidewalk (concrete with a light broom finish and 2'x 2' scoring pattern) with 6' planting strip and landscaped curb bulbs at intersections.

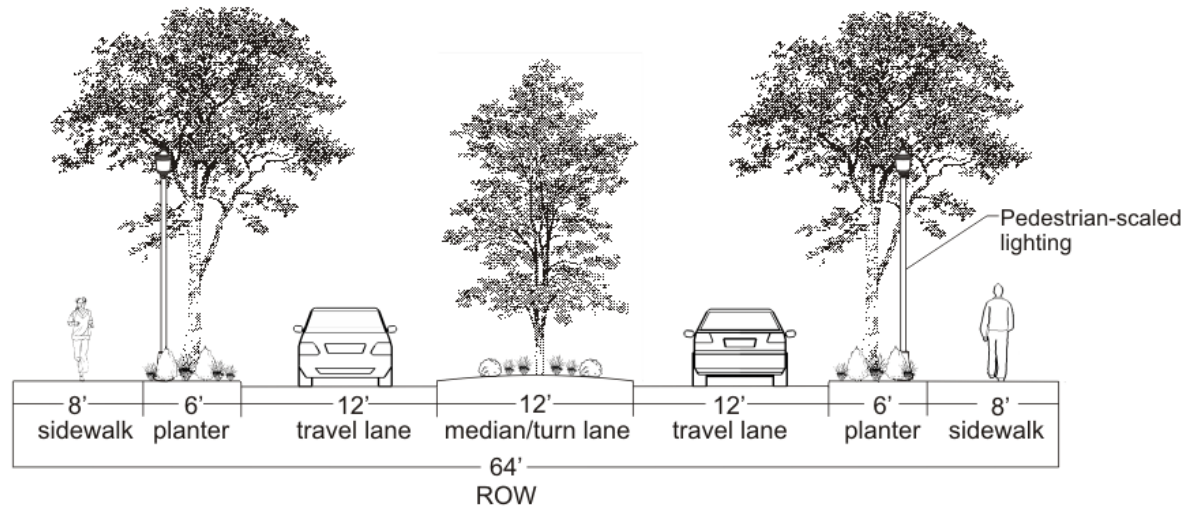
Site Access: Primary access for residential and commercial developments will be on 87<sup>th</sup> Ave NE. Driveways should be consolidated whenever possible. Driveways must meet City standards for separation from intersections.

Streetfront Design: Uses must front on the street. Refer to the adopted design guidelines for commercial and multifamily uses.





87th Ave NE  
South of 35th St NE



*Street example  
with median.*



## Gateway at SR 92 and 35<sup>th</sup> St NE

The entrance into the City of Marysville from SR 92 and SR 9 along 35th St NE will be celebrated by a tree lined boulevard along 35th St NE with distinctive street lights. The 35th St NE entrance will also have a gateway located in the roundabout at the intersection of 87th Ave NE. The gateway could include artwork, landscaping, and a distinctive gateway sign. The landscaping in the roundabout will complement the landscaping along 35th St NE, creating a cohesive image.

### Existing Conditions:

- There is no current connection from SR 92 to continue west

### Objectives:

- Welcome people to the City of Marysville as they enter the city from SR 92
- Help define the identity of the Whiskey Ridge area

### Design Recommendations:

- Locate the gateway in the roundabout at 35<sup>th</sup> St NE and 87<sup>th</sup> Ave NE
- The gateway could use similar design standards as those laid out for 64<sup>th</sup> and SR 9 in the Marysville Gateway Master Plan



*Examples of roundabouts with entryway features.*



*Gateway sign examples from the Marysville Gateway Master Plan.*

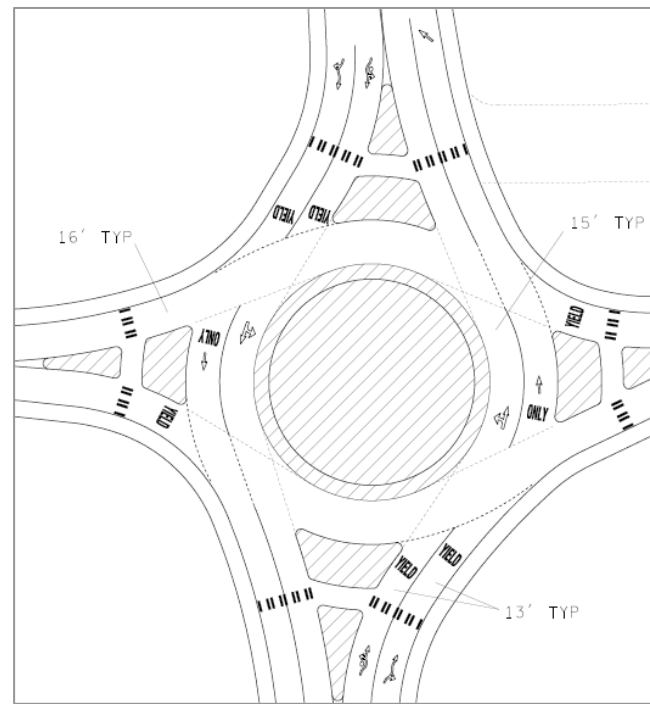


## 87<sup>th</sup> Ave NE Roundabouts at 35<sup>th</sup> St NE and 40<sup>th</sup> St NE

The two roundabout intersections and the potential mid-block roundabout along 87<sup>th</sup> Ave NE provide a unique opportunity to help define the street and the neighborhood by using the interior space to showcase high quality, seasonal landscaping, rockery, and sculptural elements. In the design of the intersection roundabouts, it will be important to ensure that pedestrian movement is a priority and that pedestrian crossings are safe.

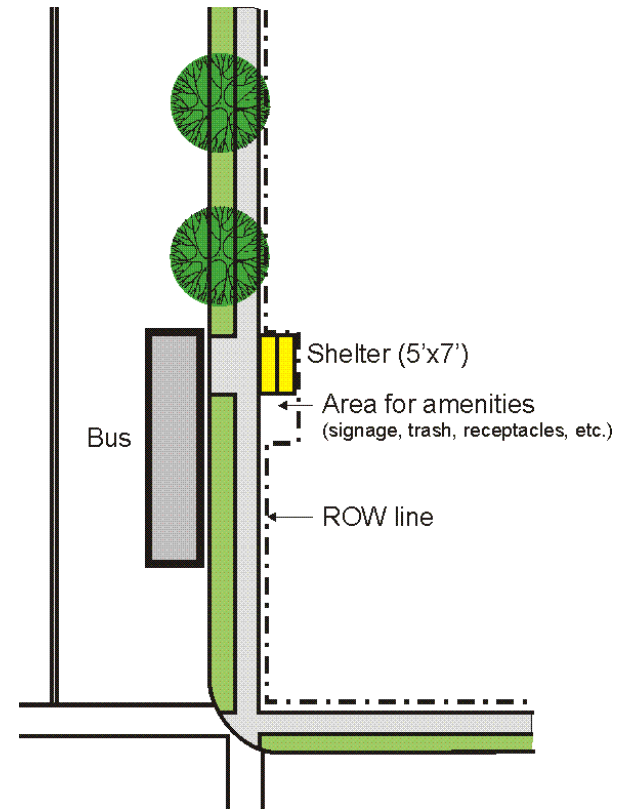


*Example roundabouts.*



## Transit Facilities

The street design for key Whiskey Ridge streets must consider the future need for transit stops and facilities. Key transit stop locations to be specified in consultation with Community Transit along 83<sup>rd</sup> and 87<sup>th</sup> Avenue NE, 40<sup>th</sup> Street NE, and Soper Hill Road will require allowances for pads (designed to ADA standards) to accommodate future bus shelters. The minimum extra right-of-way allowance for a transit pad at an in-lane transit stop should be five feet in width and about 15 feet in length, as illustrated on the diagram to the right. This allowance will provide sufficient space for a standard shelter with adjacent room for other transit amenities such as signs, schedules, and trash receptacles.



## SR 9 Fence and Landscaping Design Options

Fences and landscaping along SR 9 will be critical to ensure SR 9 is an attractive corridor. New development in the Whiskey Ridge area will not front on SR 9, so the backs of buildings, parking lots, and service areas are likely to be adjacent to the roadway. It is important to have clear design options for screening these areas to create a uniform, attractive corridor.

### Existing Conditions:

- SR 9 currently has dense vegetation along the roadway

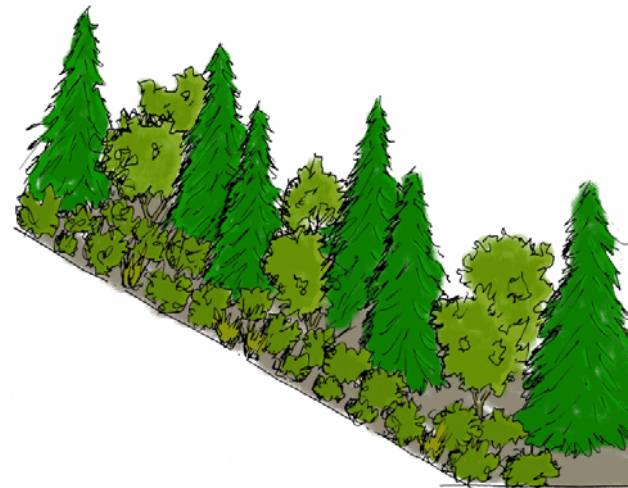
### Objectives:

- Promote an attractive corridor along SR 9
- Screen the unattractive back sides of buildings, parking lots, and service areas from view along SR 9 with fences and walls combined with vegetation.

### Design Recommendations:

All residential zoned properties adjacent to Highway 9 shall integrate one of the following options along the property line abutting Highway 9:

- I. **10' wide landscape buffer with fence.** The following standards apply:
  - A. Landscaping shall be placed between the fence and SR 9 to form a dense screen. The following standards apply:
    1. Property owners are encouraged to retain existing native and non-invasive vegetation to incorporate into the screen. Credit will be given for existing trees and shrubs depending on their size and screening (with regards to the amount of additional trees and shrubs that are needed).
    2. The landscaping plan shall be prepared by a licensed landscape architect or Washington-certified Professional Horticulturalist.
    3. Evergreen trees. At least one row of evergreen trees shall be planted, minimum 8 feet in height and 10 feet maximum separation at time of planting. Permitted evergreen tree species are those with the ability to develop a minimum branching width of 8 feet within 5



*Buffer options emphasize landscaping elements over fencing.*



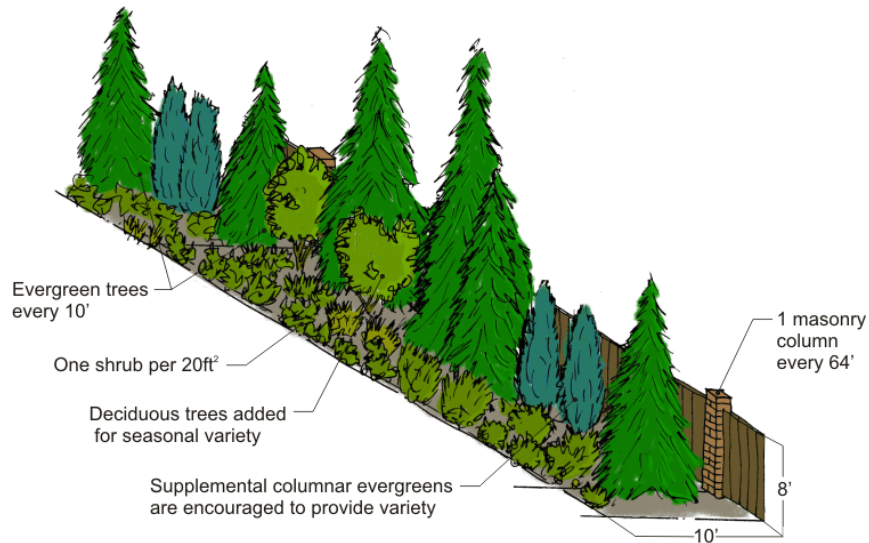
years. Multiple tree species shall be integrated into the buffer design to promote long term health and provide visual interest.

4. Deciduous trees. Projects shall incorporate deciduous trees (vine maples are a desirable example) into the buffer to add seasonal variety and interest. Deciduous trees shall have a caliper of at least 1 inch at the time of planting.
5. Shrubs shall be planted at a rate of one shrub per 20 square feet of landscaped area. At least 50 percent of the shrubs shall be evergreen. At least 25% of the shrubs should be deciduous to provide seasonal interest. Shrubs shall be at least 16 inches tall at planting and have a mature height between 3 and 4 feet.
6. Ground cover shall be planted and spaced to result in total coverage of the required landscape area within three years as follows:
  - a. Four inch pots at 18-inches on-center.
  - b. One-gallon or greater sized containers at 24-inches on-center.
7. New landscaping materials shall consist of drought-tolerant species that are native to the coastal region of the Pacific Northwest or non-invasive naturalized species that have adapted to the climatic conditions of the coastal region of the Pacific Northwest.
8. Maintenance. A 2 year bond, at 140% of the cost of the plants and installation, shall be placed following the time of installation and accepted by the City, to ensure the plants live and are maintained through two growing seasons. .

### B. Fence standards:

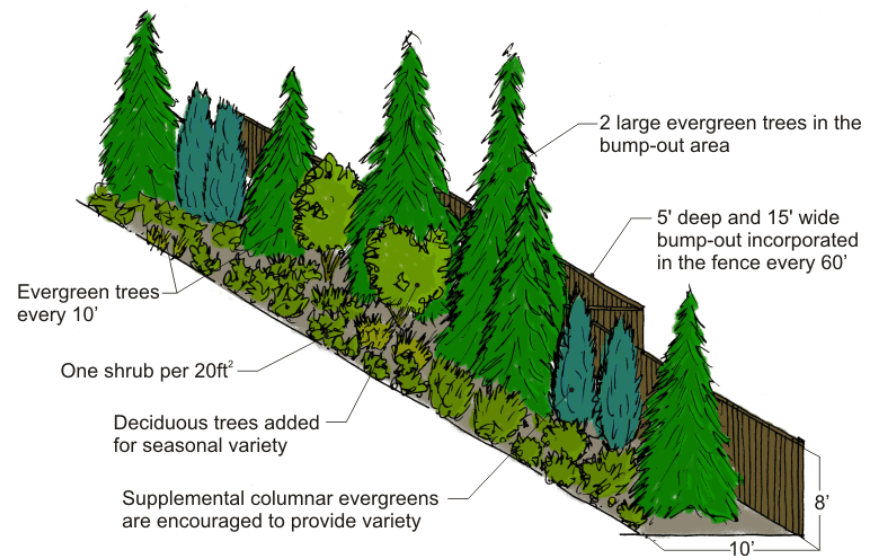
1. The fence shall be 8' high and constructed with durable materials.
2. All razor wire, barbed wire, electric wire, or chain link fences are prohibited
3. The fence shall be broken up to add variety in one of the following ways:
  - a. A masonry column/post shall be incorporated along the fence every 64'. The column shall be 1' taller than the rest of the fence and a minimum of 1' wide.
  - b. A 5' deep and 15' wide setback shall be incorporated in the fence every 60'.

10 ft wide buffer with fence



*Fence option with masonry columns.*

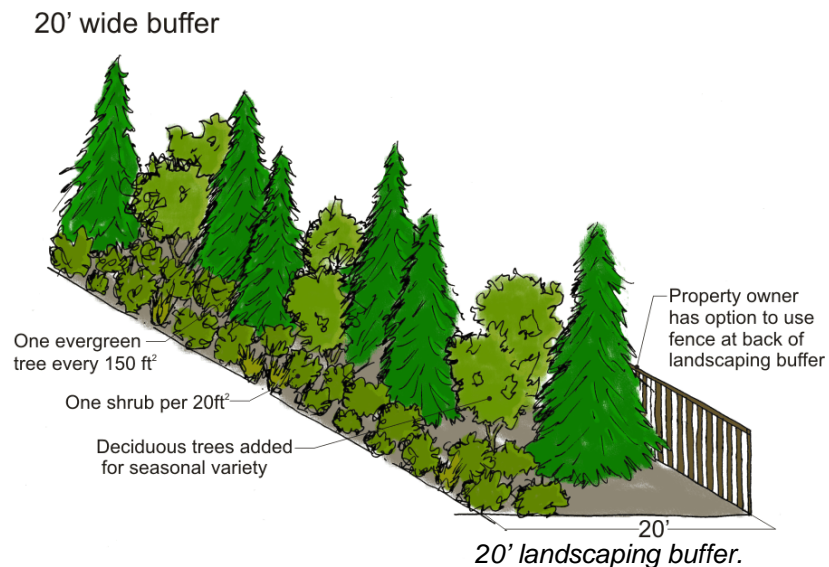
10 ft wide buffer with fence



*Fence option with 5' x 15' bump-outs.*

**II. 20' wide landscaping buffer.** The following standards apply:

- A. A dense vegetated screen shall be provided according to the following standards:
1. Property owners are encouraged to retain existing native and non-invasive vegetation to incorporate into the screen. Credit will be given for existing trees and shrubs depending on their the size and screening (with regards to the amount of additional trees and shrubs that are needed).
  2. The landscaping plan shall be prepared by a licensed landscape architect or Washington-certified Professional Horticulturalist.
  3. A minimum of one evergreen tree at least 8' tall at the time of planting for every 150 square feet arranged in a manner to obstruct views into the property. Permitted evergreen tree species are those with the ability to develop a minimum branching width of 8 feet within 5 years. Multiple tree species shall be integrated into the buffer design to promote long term health and provide visual interest.
  4. Deciduous trees. Projects shall incorporate deciduous trees (vine maples are a desirable example) into the buffer to add seasonal variety and interest. Deciduous trees shall have a caliper of at least 1 inch at the time of planting.



5. Shrubs shall be planted at a rate of one shrub per 20 square feet of landscaped area. At least 50 percent of the shrubs shall be evergreen. At least 25% of the shrubs should be deciduous to provide seasonal interest. Shrubs shall be at least 16 inches tall at planting and have a mature height between 3 and 4 feet.
6. Ground cover shall be planted and spaced to result in total coverage of the required landscape area within three years as follows:
  - a. Four inch pots at 18-inches on-center.
  - b. One-gallon or greater sized containers at 24-inches on-center.
7. New landscaping materials shall include drought-tolerant species native to the coastal region of the Pacific Northwest or non-invasive drought-tolerant naturalized species that have adapted to the climatic conditions of the coastal region of the Pacific Northwest.
8. Maintenance. A 2 year bond, at 140% of the cost of the plants and installation, shall be placed following the time of installation and accepted by the City, to ensure the plants live and are maintained through two growing seasons..

B. Fences are optional, but may not be placed within the landscape buffer.

**III. Exceptions.** Exceptions to these screening standards may be made if the City finds the recommended alternative meets long term screening objectives. Specifically:

- A. The developer/owner may make arrangements with WSDOT to have a portion of the required buffer on WSDOT property (provided at least 10 feet of landscape buffer is retained on private property). The owner remains responsible for maintenance and irrigation of the entire buffer, even portions on WSDOT property.
- B. Under some circumstances, it may be desirable to leave portions of the highway unscreened. With City approval, the required trees may be grouped to provide views of desired amenities, such as parks or mountains.
- C. Other alternative screening methods will be considered by the City if the method provides a viable long term option to effectively screens the highway from development and adds visual interest from the highway corridor.